Process for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

This process follows the steps outlined in the Guide for Improving Pedestrian Safety at Uncontrolled Crossings (FHWA-SA-17-072). Each numbered step includes multiple options and components below for agencies to consider; these options are not necessarily sequential, and the agency does not need to complete all activities within each step. Underlined text in the flowchart indicates a hyperlink to an online resource containing additional information.

1. Collect data and engage the public
   - Collect pedestrian crash and safety data
     - Location and conditions
     - Crash maps
     - Crash reports
   - Review existing traffic safety plans
     - SHRP
     - HSP
   - Evaluate pedestrian accommodation and traffic safety policies
     - Complete streets
     - Vision Zero
   - Initiate a PSAP

2. Inventory conditions and prioritize locations
   - Review pedestrian master plans for proposed projects
   - Document informal public comments
   - Conduct a walkability audit
   - Controlled
   - Uncontrolled
   - Analyze “hot spots” or crash cluster locations
   - Screen the network for high-crash or high-risk locations
   - Develop a systemic analysis approach

3. Analyze crash types and safety issues
   - Inventory pedestrian crossings and observed traffic behavior
   - Classify pedestrian crossings
   - Inventory roadway characteristics

4. Select countermeasures
   - Analyze crash types and safety issues
   - Inventory pedestrian crossings and observed traffic behavior
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations
   - Develop a systemic analysis approach

5. Consult design and installation resources
   - Review Table 1 (roadway features)
     - AADT
     - Number of lanes
     - Median presence
     - Speed limit
   - Review Table 2 (safety issues)
     - Conflicts at crossings
     - Excessive speed
     - Visibility issues
     - Other
   - Diagram crash reports
   - Identity crash factors
   - Conduct on RSA
   - Lead on informal site visit

6. Identify opportunities and monitor outcomes
   - Identify pedestrian crossings and observed traffic behavior
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations
   - Develop a systemic analysis approach
   - Conduct a walkability audit
   - Identify pedestrian crossings and observed traffic behavior
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations
   - Develop a systemic analysis approach
   - Conduct a walkability audit
   - Inventory pedestrian crossings and observed traffic behavior
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations
   - Develop a systemic analysis approach

Abbreviations:
- AADT annual average daily traffic
- AASHTO American Association of State Highway and Transportation Officials
- CMAQ Congestion Mitigation and Air Quality
- HSIP Highway Safety Improvement Program
- HSP Highway Safety Plan
- MUTCD Manual on Uniform Traffic Control Devices
- PSAP Pedestrian Safety Action Plan
- RSA Road Safety Audit
- SHSP Strategic Highway Safety Plan
- STBG Surface Transportation Block Grant
- STIP State Transportation Improvement Program
- TAP Transportation Alternatives Program

EDC-4 Safe Transportation for Every Pedestrian: https://safety.fhwa.dot.gov/ped_bike/step/resources/