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
     - SHSP
     - HSP
   - Evaluate pedestrian accommodation and traffic safety policies
     - Complete streets
     - Vision Zero
   - Initiate a PSAP
   - Review pedestrian master plans for proposed projects
   - Document informal public comments
   - Conduct a walkability audit

2. Inventory conditions and prioritize locations
   - Inventory pedestrian crossings and observed traffic behavior
   - Classify pedestrian crossings
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations

3. Analyze crash types and safety issues
   - Diagram crash reports
   - Identify crash factors
   - Conduct an RSA
   - Lead an informal site visit

4. Select countermeasures
   - 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
   - Identify pedestrian crossings and observed traffic behavior
   - Classify pedestrian crossings
   - Inventory roadway characteristics
   - Screen the network for high-crash or high-risk locations

5. Consult design and installation resources
   - EDC-4 Safe Transportation for Every Pedestrian: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm
   - AASHTO Guide for the Design of Pedestrian Facilities
   - MUTCD
     - Part 2: Signs
     - Part 3: Markings
     - Part 4: Highway Traffic Signals
   - Local design guidance and selection criteria
     - pedestrian access and safety at uncontrolled crossing locations
   - Identify implementation opportunities
     - Routine maintenance activities
     - STIP
   - Consider funding options
     - SHSP
     - Other (TAP, CMAQ, STBG)
   - Construct improvements
     - Review design considerations
     - Conduct public outreach
   - Monitor results of implementation
     - Track performance outcomes
     - Obtain public feedback
     - Analyze crash data

6. Identify opportunities and monitor outcomes
   - Analyze “hot spots” or crash cluster locations
   - Develop a systemic analysis approach
   - Monitor results of implementation
     - Track performance outcomes
     - Obtain public feedback
     - Analyze crash data

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://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm