



Field Review Form

Unsignalized Pedestrian Crossing Locations

Safe Transportation for Every Pedestrian (STEP)

Important: This form is customized for the roadway characteristics of the crossing location. Please make sure that the AZ STEP Guide Output table below matches the lane configuration, Daily Traffic Volume (Vehicle AADT) and posted speed limit of the crossing location being evaluated. If they do not match, please see www.azdot.gov/azstep to print the correct form.

Location: _____

Date of Report: _____

Investigator: _____

Roadway Data

| | | |
|--|-------------------------|-------------------------|
| Daily Traffic Volume (both directions): _____ | Sidewalks | Bike Lanes |
| Speed Limit: _____ | Present (Y/N): _____ | Present (Y/N): _____ |
| Number of Lanes: _____ | Both sides (Y/N): _____ | Both sides (Y/N): _____ |
| Street Direction: E/W N/S | Width: _____ | Width: _____ |
| Mile Post or other Description (e.g. 500 ft west of X/Y Intersection): _____ | | |

AZ STEP Guide Output

| | 2 Lanes | | | | | For each countermeasure below, document why it IS or IS NOT appropriate for the crossing being evaluated. Consider lower cost countermeasures first. |
|--------------------|---------------------------------|-------------------------|-----------------------------------|-------------------------------------|--------------------------------------|--|
| | Vehicle AADT 9,000-15,000 | | | | | |
| | Speed Limit 40-45 | | | | | |
| | Conflicts at Crossing Locations | Excessive Vehicle Speed | Inadequate Conspicuity/Visibility | Drivers not Yielding to Pedestrians | Insufficient Separation from Traffic | |
| X-walk Visibility* | Also | | Also | Also | | |
| Raised X-walk | | | | | | Not Recommended |
| Advance Yield | | | | | | Not Recommended |
| In-Street Ped Sign | | | | | | Not Recommended |
| Curb Extension | Also | Also | Also | | Also | |
| Refuge Island | Also | Also | Also | | Also | |
| RRFB | Always | | Always | Always | | |
| Road Diet | | | | | | Not Recommended |
| PHB | Always | Always | Always | Always | | |

* = Crosswalk visibility enhancements should always occur when any other countermeasure is implemented.

Always = The countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

Also = The countermeasure is also a candidate treatment at a marked uncontrolled crossing location.

Note: For Crosswalks and PHB, additional warrants are required (for State Highways, see TGP910 Crosswalks and/or TGP640 PHB)

Notes:

