



# 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](http://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

	4+ Lanes with Raised Median					For each countermeasure below, document why it <b>IS</b> or <b>IS NOT</b> appropriate for the crossing being evaluated. Consider lower cost countermeasures first.
	Vehicle AADT 9,000-15,000					
	Speed Limit ≤30					
	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	Always		Always	Always	Always	
In-Street Ped Sign						Not Recommended
Curb Extension	Also	Also	Also		Also	
Refuge Island						Not Recommended
RRFB	Also		Also	Also		
Road Diet	Also	Also	Also		Also	
PHB	Also	Also	Also	Also		

\* = 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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Pedestrian Crash Data

Year	Injury Severity						Pedestrian Crossing				Pedestrian Not Crossing	
	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	Total	Vehicle Action					
							Thru	Turning Right	Tuning Left	Other	Walking Along Roadway	Other
<b>Total</b>												

### How many of the above crashes happened:

At night? \_\_\_\_\_ During commute hours? 7-9am:\_\_\_\_\_ 4-6pm:\_\_\_\_\_

During rain/snow events?\_\_\_\_\_ While the pedestrian was crossing the roadway? \_\_\_\_\_

In the heat/summer? \_\_\_\_\_ While the pedestrian was walking alongside the roadway? \_\_\_\_\_

When the pedestrian was walking: North \_\_\_\_\_ South \_\_\_\_\_ East \_\_\_\_\_ West \_\_\_\_\_

When the driver was heading: North \_\_\_\_\_ South \_\_\_\_\_ East \_\_\_\_\_ West \_\_\_\_\_

### Possible Action Plan:

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