Project Risk Evaluation

A Systemic Safety Study of Pedestrians in Tribal Areas

FHWA Reference No. HFL230008PR

The final interactive version of this worksheet and the associated report is posted at

https://www.tribalsafety.org/ped-study

The interactive elements of this form require Adobe Acrobat. A free version of this software is available at https://get.adobe.com/reader/

Project Risk Evaluation

Location:

Proposed improvements:

How does the project enhance community connectivity?

What land uses are adjacent to the project site?

Risk Factor Summary

Instructions:
Select the appropriate factor for the project location. The Pedestrian Risk Score and supporting risk statistics informed by the safety analysis will be provided on page 3. A narrative will be developed on page 4. Including maps or photos of the project, location may help others better understand this risk evaluation. The risk may change through a project area. Conducting a risk assessment every 1/2-mi or when the roadway cross section changes may be necessary to accurately reflect different roadway segments. Develop a risk evaluation of the location for both the existing and future conditions to demonstrate reduced risk scores.

Location and Environmental Factors

	Score
Proximity to Land Uses or Pedestrian Attractors:	
Operating Environment:	
Pedestrian Crossing Distance[1]:	
Lighting Condition at Vehicle-Pedestrian Conflict Areas:	
Posted Speed Limit:	
Pedestrian Exposure to Vehicles/Vehicle Traffic on the Roadway (Average Daily Traffic):	
Pedestrian Activity[2]:	

Infrastructure Factors

Presence of Pedestrian Facilities[3]:	
Paved Shoulder Width:	
Median Type:	

Other Factors

Prior Vehicle-to-Pedestrian Crashes (or Near Misses) Within the Last 5 Yrs[4]:	
Availability of Public Safety Services[5]:	
Project Scale and Complexity:	

Pedestrian Risk Evaluation Score

0 / 62

1: For a crossing-related project.

2: Pedestrian activity, as defined in the FHWA *Pedestrian Lighting Primer* (April 2022):[(64)]

High or medium: More than 10 pedestrians in a peak hour (examples may include downtown retail or office areas, libraries, community buildings, event centers, or transit stops).

Low: 10 or fewer pedestrians in a peak hour (examples may include low-density residential areas, semirural or suburban areas, etc.).

3: **Some facilities**: Fragmented sidewalk, sidewalk on only one side of the roadway, signage only for crossings.

Adequate facilities: Sidewalks on both sides of roadway, separated sidewalk or paved path on one or both sides of roadway, marked (painted) crosswalk and signage.

Enhanced facilities: Bulb-outs/curb extensions, median refuge island(s), pedestrian signal (PHB, RRFB) .

4: Please attach crash reports or summaries, if available. If no formal reports are available, please attach a description of events.

5: Average time elapsed from crash to arrival at treatment facility.

Supporting Information

Location and Environmental Factors

Proximity to Land Uses or Pedestrian Attractors

Operating Environment

Pedestrian Crossing Distance

Lighting Condition at Vehicle-Pedestrian Conflict Areas

Posted Speed Limit

Pedestrian Exposure to Vehicles or Vehicle Traffic on the Roadway

Pedestrian Activity

Infrastructure Factors

Presence of Pedestrian Facilities

Paved Shoulder Width

Median Type

Other Factors

Prior Vehicle-to-Pedestrian Crashes (or Near Misses) Within the Last 5 Yrs

Availability of Public Safety Services

Project Scale and Complexity

Please note any other relevant information for this project location and attach to this sheet.

Risk Evaluation Narrative

Instructions:

The following narrative repeats the information presented on the previous two pages in a format that may be suitable for use in a grant application narrative. In addition, it may be beneficial to conduct the risk evaluation again for the future condition to demonstrate how the project will reduce risk and improve pedestrian safety.

Risk Evaluation Narrative

The proposed project was evaluated for pedestrian safety using a risk evaluation tool developed from an analysis of crash data from all Tribal areas in the FHWA publication "A Systemic Safety Study of Pedestrians in Tribal Areas" (FHWA Reference No. HFL230008PR). The evaluation produced a pedestrian risk evaluation score of 0/62. The primary factors contributing to this score, which will be improved by the proposed project are:

********* This narrative will update when the evaluation on page 1 is completed electronically. *********