Australasian Pedestrian Facility Selection Tool [V2.3.0]

Site information collection form

This printable form is designed to act as a checklist and template for collecting relevant on-site information. Note that some inputs, such as pedestrian/vehicle volumes, occupancy, safety and cost data are not collected as part of this form.

Project details

Project name	
Project location	
Option/assessment number	
Date of assessment	

Site information

Jurisdiction	
Midblock or intersection? *Midblock location if more than 50 metres from an intersection*	☐ Midblock ☐ Intersection

Physical/operational variables

Number of traffic directions		☐ One ☐ Two
Centre treatment		☐ No treatment ☐ Painted median ☐ Raised median
If centre treatment is painted/raised median	Median width	*metres*
	Median acts as refuge *Apply on-site observations or engineering judgement to determine if pedestrians are currently using the existing median as a refuge. Consideration should be given to sensitive pedestrians, particularly if the width is less than one metre or the median is raised. If selected the tool will split the 'no facility' crossing into two stages (reducing delays for 'no facility'). Compared to defining the existing facility as 'median refuge' an existing median does not incorporate any pedestrian amenity/protection features.*	☐ Yes ☐ No
Parking/shoulder *Option applies to both sides of the road. If no parking exists the user is advised to apply caution when assessing the suitability of kerb extensions*		☐ Yes ☐ No
Pedestrian visibility *Should be the lowest (worst) value of all directions*		*metres*
Posted speed limit		*km/h*
New Zealand only Safe and Appropriate Speed *The Safe and Appropriate Speed for a pedestrian environment*		

Approach speed (85th percentile)	*km/h*	
Intersection locations only Degree of pedestrian/turning vehicle conflict *A high volume of turning vehicles can affect pedestrian perception of safety*	☐ High ☐ Low	
Number of traffic lanes *Excludes cycle lanes. Note that the tool cannot be used to assess crossings in locations with more than two lanes in any direction, signals or grade separation are recommended for wider corridors.*	Direction 1	Direction 2 (if applicable)
Crossing distance *Distance from where pedestrian is first exposed to traffic to where pedestrian is clear of passing traffic stream in this direction; in many cases this is the carriageway width less kerbside parking*	Direction 1 *metres*	Direction 2 (if applicable) *metres*
Flow type *Interrupted: if within 500m of traffic signal or similar device which interrupts flow and there is little scope for additional traffic to enter the stream and fill the gaps*	Direction 1 ☐ Uninterrupted ☐ Interrupted	Direction 2 (if applicable) ☐ Uninterrupted ☐ Interrupted

Existing facility (if any)

If the site features an existing facility, use one of the sections below to collect relevant information relating to the facility.

Platform (incl. *zebra with platform* and *zebra with platform and kerb extensions*)

Vehicle negotiation speed	*km/h*

Kerb extensions (incl. *zebra with kerb extensions* and *zebra with platform and kerb extensions*)

Total crossing distance *Total crossing distance (all directions) from where pedestrian is first exposed to traffic to where pedestrian is clear of traffic streams*	*metres*

Median refuge / Kerb extensions with median refuge (incl. *zebra with median refuge* and zebra *with kerb extensions and median refuge*)

Direction 1 crossing distance *Distance from where pedestrian is first exposed to traffic to where pedestrian is clear of passing traffic stream in this direction*	*metres*
Median refuge width	*metres*
Direction 2 crossing distance *Distance from where pedestrian is first exposed to traffic to where pedestrian is clear of passing traffic stream in this direction*	*metres*

Signals

	Signals activated by pedestrian call button? *If signals are linked to adjacent intersection signals the phase is not considered to be activated by the button. Note that green time in the following calculations refer to effective green time (i.e. time where the green man and flashing red man is displayed)*	☐ Yes ☐ No
If signals activated by pedestrian call button	Delay before green pedestrian phase *Average delay between pedestrian pushing button and receiving green signal*	*seconds*
	Pedestrian walk + clearance time	*seconds*
	Pedestrian platoon size *Average size of pedestrian platoons (i.e. 1 means that all pedestrians arrive alone; 5 would indicate that, on average, pedestrians arrive in groups of 5)*	*peds*
If signals NOT activated by pedestrian call button	Cycle time	*seconds*
	Percent of time in green pedestrian phase	*%*

Signals with kerb extensions

Record information for *Signals* and *Kerb extensions* above