



How to Score Pedestrian Report Card Assessments (PRCA)

Signalized Intersections

Scoring Overview

- **Signalized intersections are given a score of 1, 2, or 3 per performance measure**
 - 3 points – Good Quality
 - 2 points – Fair Quality
 - 1 point – Poor Quality
- **If an element related to a performance measure is missing, give a score of 0**
 - Pedestrian Signals
 - Sidewalks
 - Curb Ramps
 - Crosswalks

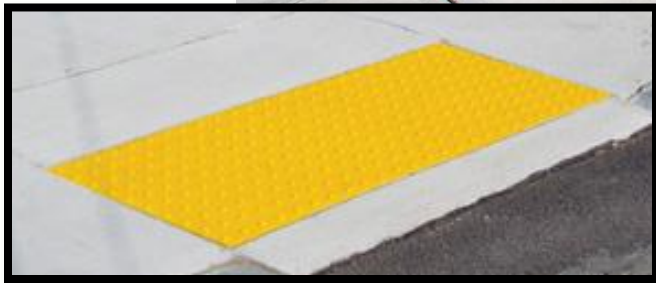
Key points for

Grading Purposes

Curb Ramps with Detectable Warnings



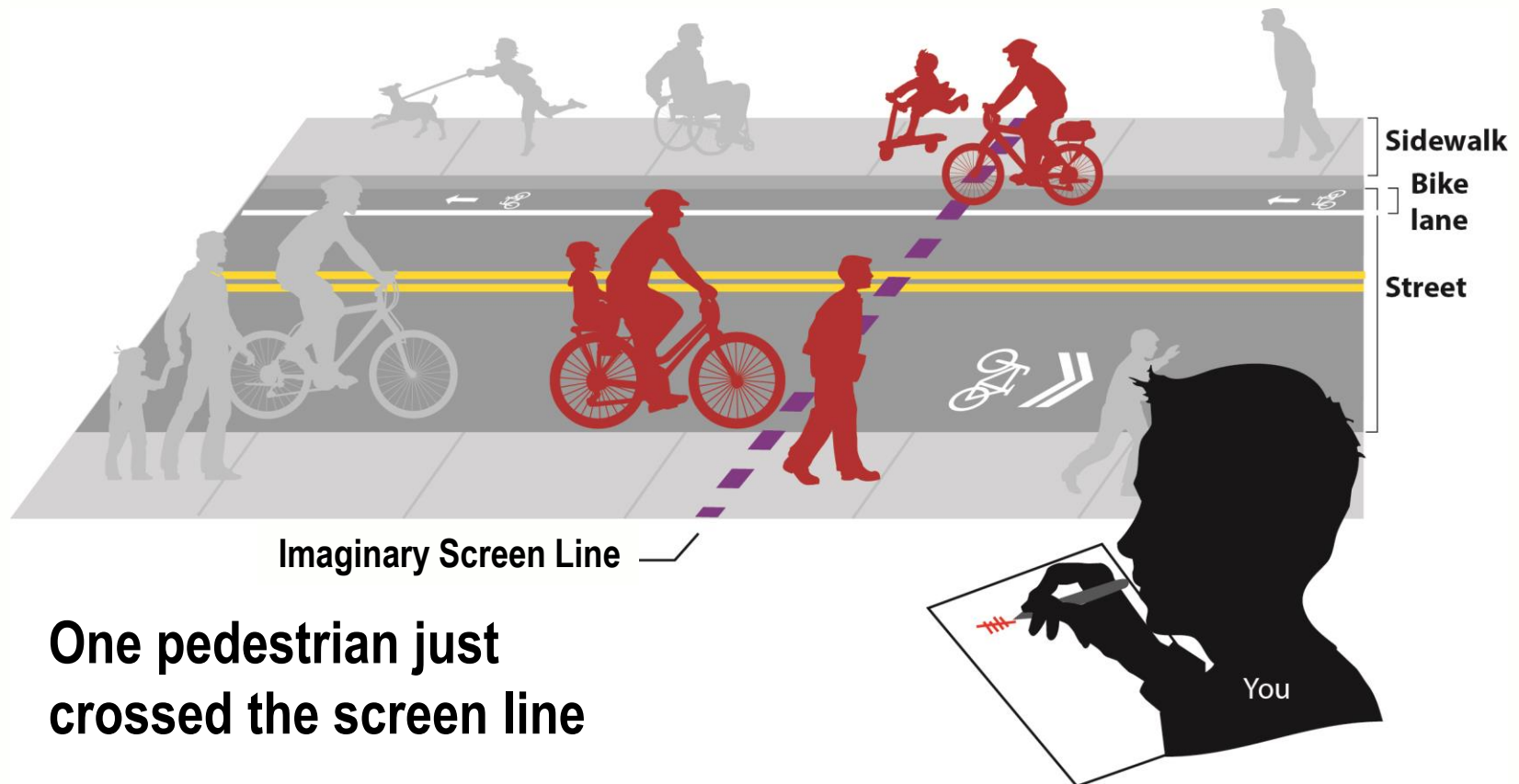
Detectable Warnings
with truncated domes



How to Count Pedestrian Volumes

Visualize an imaginary screen line across a path or roadway. Count pedestrians when they cross this line. Counts are conducted in 15-minute intervals, and comprise the total volume of pedestrians traveling in both directions past a given point.

How to Count Pedestrian Volumes



Pedestrian Delay

$$\text{Pedestrian Delay} = \frac{0.5 (\text{Cycle Duration} - \text{WALK Duration for pedestrians})^2}{\text{Cycle Duration (seconds)}}$$

- **Good (3 points)**—Intersections with less than a 20 second delay
- **Fair (2 points)**—Intersections with a delay between 20 and 40 seconds
- **Poor (1 point)**—Intersections with longer than a 40 second delay
- **Not present (0 points)**—Signalized intersections without pedestrian signals



Sidewalk Presence

- **Good (3 points)**—Intersections with five-foot wide sidewalks at all approaches
- **Fair (2 points)**—Intersections with five-foot wide sidewalks on at least half of all approaches
- **Poor (1 point)**—Intersections with five foot-wide sidewalks at less than half of all approaches or with sidewalks narrower than five feet
- **Not present (0 points)**—Intersections without sidewalks



Curb Ramp Presence

- **Good (3 points)**—Intersections where each approach has curb ramps with detectable warnings for each crossing
- **Fair (2 points)**—Intersections where two or three approaches have curb ramps with detectable warnings for each crossing
- **Poor (1 point)**—Intersections where there are fewer than two approaches that have curb ramps with detectable warnings for each crossing
- **Not present (0 points)**—Intersections without curb ramps



Crosswalk Presence

- **Good (3 points)**—Intersections with crosswalks at all approaches
- **Fair (2 points)**—Intersections with crosswalks at two or three approaches
- **Poor (1 point)**—Intersections with crosswalks on fewer than two approaches
- **Not present (0 points)**—Intersections without crosswalks



Pedestrian Volumes

- **Good (3 points)**—Intersections traversed by at least 60 pedestrians per hour
- **Fair (2 points)**—Intersections traversed by 5 to 60 pedestrians per hour
- **Poor (1 point)**—Intersections traversed by fewer than five pedestrians per hour



Sufficient Crossing Time Index

Sufficient Crossing Time Index =

Length of Crossing/3.5 feet per second

Duration of the Pedestrian Change Interval + Duration of the Red Clearance Interval

- **Good (3 points)**—Intersections with a sufficient crossing time index greater than 1.3
- **Fair (2 points)**—Intersections with a sufficient crossing time index from 1.0 to 1.3
- **Poor (1 point)**—Intersections with a sufficient crossing time index less than 1.0
- **Not present (0 points)**—Signalized intersections without pedestrian signals



Pedestrian Crashes

Most recent available five-year period

- **Good (3 points)**—Intersections NOT located in a Highway Safety Improvement Program (HSIP) Pedestrian Crash Cluster
- **Fair (2 points)**—Intersections with one pedestrian crash
- **Poor (1 point)**—Intersections with two pedestrian crashes
- **Dangerous (0 points)**—Intersections located in a HSIP Pedestrian Crash Cluster or with three or more pedestrian crashes

Contact the Boston Region MPO to learn if your intersection has been the site of pedestrian crashes and if it is an HSIP pedestrian crash cluster location.



Pedestrian Signal Phase Type

- **Good (3 points)**—Intersections with concurrent pedestrian signals accompanied by No Right Turn on Red signage and/or a Leading Pedestrian Interval (LPI)
- **Fair (2 points)**—Intersections with an exclusive pedestrian signal
- **Poor (1 point)**—Intersections with concurrent pedestrian signals that do not include No Right Turn on Red signage or a LPI
- **Not present (0 points)**—Signalized intersections without pedestrian signals



Vehicle Travel Speed

- **Good (3 points)**—Intersections where average vehicle travel speeds are less than 25 miles per hour (mph)
- **Fair (2 points)**—Intersections where average vehicle travel speeds are between 25 mph and 35 mph
- **Poor (1 point)**—Intersections where average vehicle travel speed is 35 mph or more

Contact the Boston Region MPO to find average vehicle travel speeds at your intersection.



Sidewalk Condition

- **Good (3 points)**—Intersections with sidewalks in good condition at all approaches
- **Fair (2 points)**—Intersections with sidewalks in good condition at one to three approaches
- **Poor (1 point)**—Intersections without sidewalks in good condition at any approach
- **Not present (0 points)**—Intersections without sidewalks



Transportation Equity Factor

A stylized illustration in the background shows a person in a wheelchair on a wooden ramp. To the left, a person in a red shirt and blue pants stands with their back to the viewer, looking towards the ramp. In the center, a person in a purple shirt and green skirt stands with their back to the viewer, looking towards the ramp. To the right, a person in a blue shirt and dark pants is seated in a wheelchair on the ramp. The background features a blue sky with white clouds and a green ground.

Use the PRCA Interactive Database

OR

Contact the Boston Region MPO to fill out this section of the PRCA:

cclaude@ctps.org

Casey Claude

Bicycle and Pedestrian Program Manager