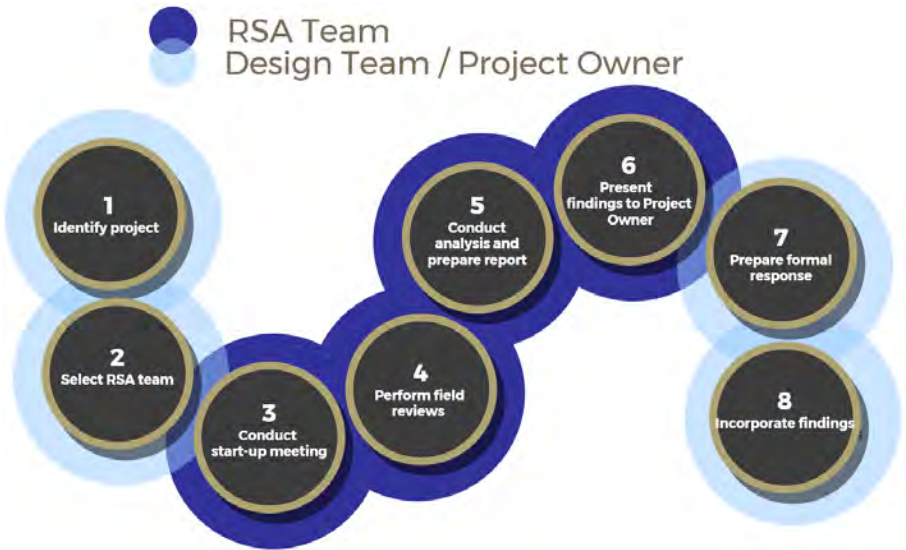A Road Safety Audit (RSA) is a **formal safety performance examination** of an **existing or future road** or intersection by an **independent, multi-disciplinary RSA team**. The result is an unbiased safety review of a location or project designed to offer feasible, targeted recommendations to improve the location for all users. This provides the project owner with actionable treatments to be considered for use as funding and resources permit. The final report can also be used to support grant and other funding applications for related safety improvements.

The RSA Process

1 – Identify the Project [Project Owner]	Pre-RSA	Required Information to Provide… • Project Limits • 3-5 years of most recent crash data (one-lines, UD-10s, narratives) • Traffic volumes • Available concepts or design drawings • Non-motorized plans • Other relevant documents based on specific concerns
2 – Select RSA Team [Project Owner]	Pre-RSA	Independent, multidisciplinary team; typically individuals knowledgeable in their respective fields but not directly responsible for, or involved with, the study location / project. Independence helps to provide an unbiased reviewed of performance, conditions, and opportunities for improvement.
3 – Conduct Start-up Meeting [RSA Team]	1-3 hours	Opportunity for the Project Owner to invite relevant stakeholders to share information, identify concerns, and recognize constraints. Project Owners typically have better connections with local stakeholders and receive better response rates. People / Agencies to invite typically include… • Project Owner • Independent RSA Team • Jurisdictional Owners (MDOT, County, Municipalities, Rail Authority, etc.) • Law Enforcement • Community Leaders • Relevant stakeholders based on specific project concerns (i.e. non-motorized advocates, public transit, school administration, etc.)
4 – Perform Field Reviews [RSA Team]	2-4 days	Typical Activities Include… • Review of available crash data, traffic volumes, plans, etc. • Field review and observations of study location(s) under day and night conditions (varying weather conditions when possible). Includes review by vehicle or walking the site when feasible

		• Meet with law enforcement or other stakeholders for additional perspective • Collect pictures, video, and notes for the location(s) • Rank and prioritize initial safety concerns • Present initial findings to the Start-up Meeting group to discuss thoughts and feedback on pre-draft recommendations (May be in lieu of a presentation in Step 6)
5 – Conduct Analysis and Prepare Report [RSA Team]	2-4 weeks	Development of recommendations based on data, field review, feedback and discussions during preliminary findings meeting for draft and then final report.
6 – Present Findings to Project Owner [RSA Team]	1-3 hours	RSA Team delivers final report to project owner and is available to answer questions regarding contents / recommendations. Typically includes supporting materials collected during RSA.
7 – Prepare Formal Response [Project Owner]	Post-RSA	Project owner develops response, in writing, to recommendations explaining why recommendations will or will not be utilized moving forward. Typically, a range of short term / low cost to long term / high cost recommendations are made, giving Project Owners flexibility in their response. Note US Code regarding tort liability (23 USC 409)
8 – Incorporate Findings [Project Owner]	Post-RSA	Work to incorporate findings to help improve safety as is feasible. RSA report may be drawn on for several years to help inform projects or apply for safety funding.

The final report will vary slightly depending on the individual RSA, the report author(s), and the needs of the Project Owner. However, at a minimum it will typically include a summary of relevant crash data, a list of safety concerns ranked using the FHWA methodology, targeted treatment recommendations, supporting maps and field review photos, and a Highway Safety Manual analysis (where feasible). The final document is intended to provide the Project Owner with a central summary of the results of the Road Safety Audit and potential recommendations to incorporate into future projects and planned works. In addition, citation of a relevant RSA recommendation may boost safety funding applications.

Crash Frequency	Crash Severity			
	Negligible	Low	Moderate	High
Frequent	C	D	E	F
Occasional	B	C	D	E
Rare	A	B	C	D

More Questions or Interested in Initiating a Local Road Safety Audit? Contact the MDOT Local Agency Programs Safety Engineer, Pam Blazo (517-335-2224).

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