



CMF / CRF Details

CMF ID: 4115

Increase cycle length for pedestrian crossing

Description: Increase the total cycle length to lengthen pedestrian crossing time.

Prior Condition: The cycle lengths of many of the intersections on Queens Boulevard (a 12-lane thoroughfare) and Ocean Parkway (has a central 7-lane roadway, two service roads, and two medians with trees) were increased as a traffic safety countermeasure: from 120-second to 150-second on Queens Boulevard, allowing an additional 20-second walk time for pedestrians crossing the very wide main street, and from 90 to 120 seconds on Ocean Parkway, allowing an increase in pedestrian crossing time from 6 to 17 seconds.

Category: Pedestrians

Study: [*The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience, Li Chen, Cynthia Chen, and Reid Ewing, 2012*](#)

Star Quality Rating:	
<input type="text" value="2 Stars"/>	[View score details]

Crash Modification Factor (CMF)	
Value:	0.5
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	50 (<i>This value indicates a decrease in crashes</i>)
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	6
Road Division Type:	All
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg,More than 4 legs
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1998 to 2008
---------------------------------	--------------

Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	3
Sample Size Used:	Crashes
Before Sample Size Used:	155 Crashes
After Sample Size Used:	31 Crashes

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2012
Comments:	The corresponding change in crashes in the comparison group was a 4 percent reduction in pedestrian-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.