



CMF / CRF Details

CMF ID: 4116

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*](#)

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

| Crash Modification Factor (CMF) | |
|---------------------------------|------|
| Value: | 0.55 |
| Adjusted Standard Error: | |
| Unadjusted Standard Error: | |

| Crash Reduction Factor (CRF) |
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|-----------------------------------|--|
| Value: | 45 (This value indicates a decrease in crashes) |
| Adjusted Standard Error: | |
| Unadjusted Standard Error: | |

Applicability

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|----------------------------|--|
| Crash Type: | Angle,Head on,Left turn,Rear end,Rear to rear,Right turn,Sideswipe |
| 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

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|-----------------------------------|---|
| 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

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| Date Range of Data Used: | 1998 to 2008 |
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|----------------------------------|---------------|
| Municipality: | New York City |
| State: | NY |
| Country: | USA |
| Type of Methodology Used: | 3 |
| Sample Size Used: | Crashes |
| Before Sample Size Used: | 1609 Crashes |
| After Sample Size Used: | 357 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 37 percent reduction in multiple-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment. |

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