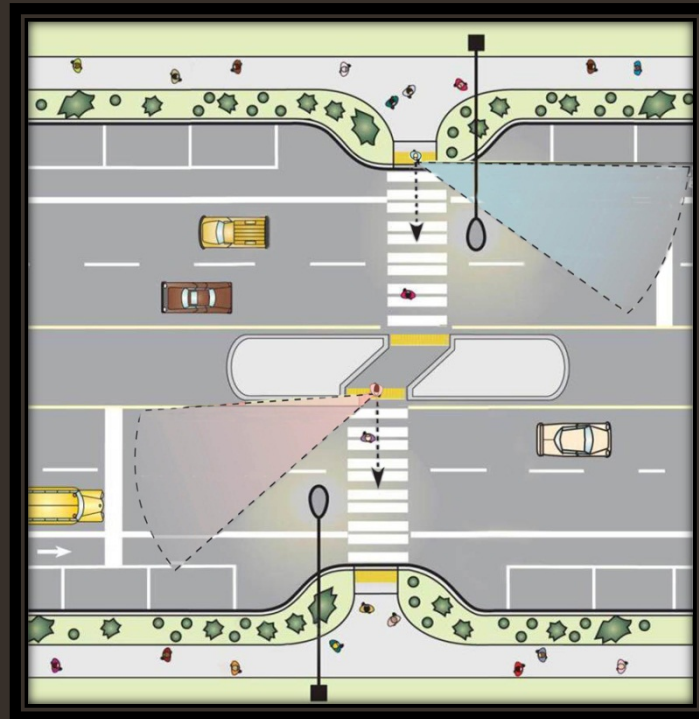


DESIGNING FOR PEDESTRIAN SAFETY NCTCOG



DPS 201
11-10-20

LOGISTICS

- Mute unless speaking
- Use chat box
- Polls/Questions
- Cell phones off
- Lunch (11AM – 1 PM)
- Schedule
8:30-11 AM & 1-3 PM
8:30-11 AM (tomorrow)
- Other?



INSTRUCTORS

FHWA

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OBJECTIVE OF WORKSHOP

- Saving Lives
- Provide in greater detail than the DPS 101 workshop the standards, guidance and best practices of the pedestrian safety countermeasures

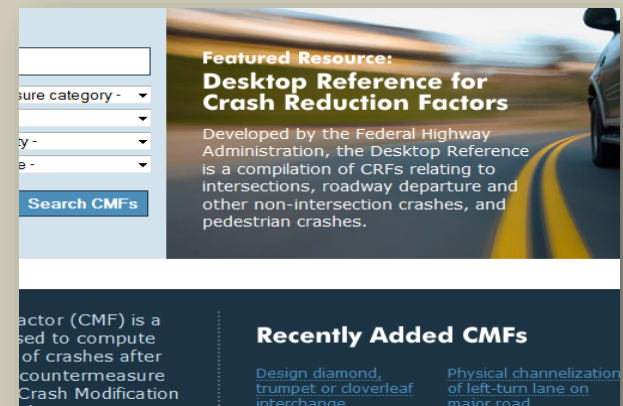


ISSUES / TOPICS OF INTEREST



CMF/CRF REVIEW

- **Crash Modification Factor (CMF):**
 - Factor to compute expected number of crashes after implementing countermeasure
- **Crash Reduction Factor (CRF):**
 - Percent fewer crashes expected given countermeasure than on similar road without countermeasure
- **Relationship between CMF and CRF:**
 - $CMF = 1 - (CRF/100)$
 - $CRF = 100*(1 - CMF)$
- **CMF/CFR Clearinghouse:**
 - www.cmfclearinghouse.org



Featured Resource:
Desktop Reference for Crash Reduction Factors
Developed by the Federal Highway Administration, the Desktop Reference is a compilation of CRFs relating to intersections, roadway departure and other non-intersection crashes, and pedestrian crashes.

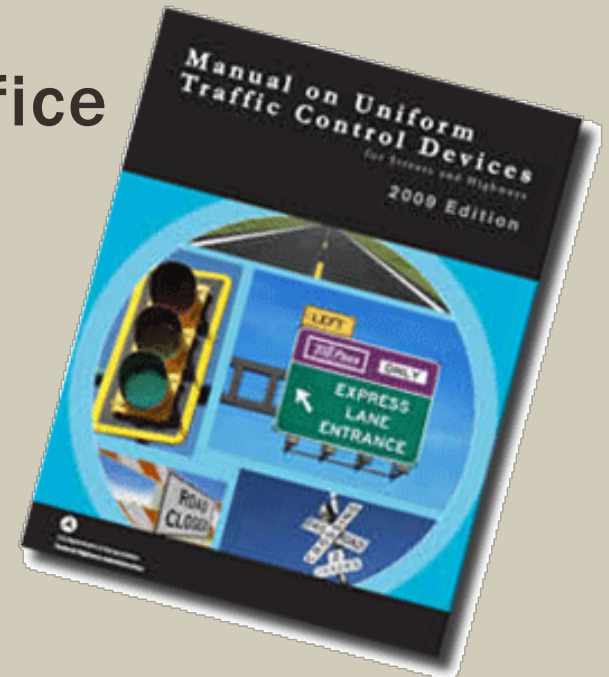
Recently Added CMFs
Design diamond, trumpet or cloverleaf interchange
Physical channelization of left-turn lane on major road

CMF/CRF IMPORTANT POINT

- May apply to all crashes, or crash specific subsets
 - (e.g., run-off-road, night, wet weather, multi-vehicle, etc.)
- Same treatment in different contexts or highway types may have different effects and different CMF values
 - Reference the research and studies on CMF clearinghouse website

MUTCD

- National Standard
- Agencies may have supplements
- Experimental Process
 - Remember to copy Division office
- Interim Approvals
- Official Interpretations
- <http://mutcd.fhwa.dot.gov/>



QUESTIONS