

Safety at Midblock Pedestrian Signals

Implementation of Research Findings

This Implementation of Research Findings memo is supplemental to *NCHRP Research Report 1030: Safety at Midblock Pedestrian Signals* (NCHRP Project 03-141). The full report can be found by searching for the report title on the National Academies Press website (nap.nationalacademies.org)

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Implementation of Research Findings

This technical memorandum provides recommendations for ways the findings from NCHRP Project 03-141 can be implemented to benefit the profession. This memorandum identifies suggestions for transferring the findings into practice, determining agencies that may be the leaders for this effort, and identifying how the findings from this research can be assessed to determine the impacts.

Possible institutions that might take leadership in applying the research findings

The key institutions that can take a leadership role in applying the research findings are:

- American Association of State Highway and Transportation Officials Committee on Traffic Engineering (AASHTO CTE)
- National Committee on Uniform Traffic Control Devices (NCUTCD)
- National Association of City Transportation Officials (NACTO)
- Federal Highway Administration (FHWA)
- Institute of Transportation Engineers (ITE)
- Transportation Research Board (TRB)
- FHWA Crash Modification Factors Clearinghouse, www.cmfclearinghouse.org/

Several presentations have been made by members of the research team to AASHTO CTE and the NCUTCD signal technical committee so they are informed of the progress and decisions being made with regard to NCHRP Project 03-141. Department of Transportation leadership from multiple agencies have inquired with follow-up questions (TN, OR, and PA).

Other institutions that could take a leadership role include the ITE and TRB, since they have conducted and are currently conducting several sessions on pedestrian-related safety concerns.

Recommendations on how to best put the research findings into practice

For the findings from NCHRP Project 03-141 to gain acceptance, they must be introduced to the profession, included in key reference documents or on key websites, and discussed by users. The research team makes the following recommendations for encouraging their consideration:

1. Publish the findings from the research
2. Make presentations on the research findings
3. Submit crash modification factor to the Crash Modification Factors Clearinghouse

Activities already undertaken regarding the above recommendations include:

1. Publishing the findings from the research
 - The draft final report has been prepared and is being submitted to NCHRP for publication.
 - A draft TRB paper is being prepared and will be submitted by August 1, 2022, to be considered for presentation in January at the 2023 TRB Annual Meeting and for publication in a future issue of the *Transportation Research Record*.
2. Making presentations on the research findings
 - Presentations were made to AASHTO CTE and NCUTCD Signal Technical Committee in 2022.

- Note: a presentation has been requested by NACTO.
- If the draft TRB paper is accepted, a presentation will be made at the 2023 TRB Annual Meeting.
- 3. Submitting crash modification factor to the Crash Modification Factors Clearinghouse
 - The crash modification factor will be submitted to the clearinghouse once a published document is available to accompany the submission. The website instructs that the start of the submission process is to contact Karen Scurry (see www.cmfclearinghouse.org/pubsubmit.cfm).

Recommended methods of identifying and measuring the impacts associated with implementation of the findings

The implementation of the products could be measured by the number of downloads for the NCHRP Project 03-141 report.