

CMF Clearinghouse Webinar, December 12, 2017

Audience Questions with CMF Clearinghouse Team Responses

Some questions have been reworded for clarity.

Questions on the Clearinghouse or CMF Use

Q: Can you use the word "OR" in the Boolean search?

No, using "OR" between two words will not increase your search results. By default, the Clearinghouse uses an "AND" between all search terms entered.

Q: Are the categories set or will you be adding more in the future?

We do not plan to add more categories at this current time. The most likely change would be adding further subcategories to the existing categories, but there are no specific plans in the works for that right now.

Q: Can you use the CMF comparison feature only within the same category?

In a technical sense, you are not restricted to comparing within only a single category. You can compare CMFs from anywhere in the list of search results. However, caution should be taken when comparing CMFs across different countermeasures and especially across categories. You should be fully aware of what you are comparing, so that you can accurately understand the differences and how it may affect your use of the CMFs.

Q: What is the maximum number of CMFs you can compare at a time?

Within the Clearinghouse, you can compare up to 6 CMFs. If you wish to compare more, you can export your search results to an Excel to analyze further.

Q: If we choose to apply multiple countermeasures how do we apply CMF's? Would they be added together?

A CMF is a multiplicative term (e.g., A CMF of 0.85 times 24 expected crashes yields 20.4 expected crashes post treatment), so it would be incorrect to add CMFs together. This FAQ on the Clearinghouse site provides more discussion on how to apply multiple countermeasures:

<http://www.cmfclearinghouse.org/faqs.cfm#q4>

Additionally, NCHRP Project 17-63 produced guidance on this exact topic. The final report from that project is expected to be released by NCHRP in early 2018.

Q: How many states have HSM SPF calibration factors now?

The CMF Clearinghouse hosts a spreadsheet (compiled in June 2016) that summarizes the results from States that have published and posted their SPF calibration factors and/or State-developed SPFs. See more at http://www.cmfclearinghouse.org/resources_spf.cfm

Q: Is there a way to get a list of new CMFs as they are published?

We do not currently issue notifications of each new batch of published CMFs. However, the Excel download of any search results provides the date on which each CMF was released. This may be useful for those who are seeking to update a previous list of CMFs.

Q: Who determines the star rating for each CMF?

A team of experts in statistical modeling and CMF development assess each CMF according to the star quality rating criteria. More on that here: <http://www.cmfclearinghouse.org/sqr.cfm>

Questions for the NJDOT Presenters

Q: Does New Jersey DOT utilize calibration factors when using the HSM Part C Spreadsheets?

NJ is investigating the possibility of developing calibration factors for the HSM SPFs. They will assess the results of the calibration effort and then decide whether to develop state-specific SPFs. They expect to complete this process within the next two years.

Q: Does NJDOT have any plans for developing State-specific tools?

Efforts are currently focused on gathering data, including roadway inventory data, required for the Safety Analyst tool. They are working on a new program called Safety Voyager. This is a compilation of all NJ crash data and the program will enable users to pull crash data and reports. Users can display data in various ways, including histograms and detailed print-outs.

Q: In the benefit cost assessments, does NJDOT strictly utilize the crash costs provided by the HSM?

Yes, they use the crash costs provided by the HSM but adjust the costs to the current year using the Shiller Price Index and Employee Cost Index.

Q: How do you work with local agencies to solicit and quantify local safety projects?

NJDOT conducts network screening and develops a list of projects. For local projects, municipalities and counties can also submit their applications to MPOs, who then submit to NJDOT. The NJDOT Safety Unit, the local aid unit, and the environmental unit review the applications under the guidance of FHWA.

Q: Do you have quality data for local roads and specifically do you have data for intersections and curves for off system roadways?

New Jersey does have quality crash data for local roads and NJDOT and the three MPOs are in the process of gathering curve data at this time. We do keep private property crash records in our data base.

Q: Does NJ use the predicted crash rate or the expected crash rate? If expected, what crash history do you use to weight your future condition?

NJDOT does not use crash rates. When using the empirical Bayes method, they use 3 years of crash data for motor vehicles and 5-year crash data for bicycles and pedestrians. Crash rates are compared to statewide averages when they conduct crash analyses.