



CMF / CRF Details

CMF ID: 5242

Add exclusive pedestrian phasing

Description:

Prior Condition: Without all pedestrian phase

Category: Intersection traffic control

Study: [Safety countermeasures and crash reduction in New York City - Experience and lessons learned, Chen et al., 2013](#)

Star Quality Rating:	
	<input type="text" value="2 Stars"/>

Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	
Unadjusted Standard Error:	0.12

Crash Reduction Factor (CRF)	
Value:	5 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	12

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Traffic Control:

Signalized

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

1989 to 2008

Municipality:

New York City

State:

NY

Country:

Type of Methodology Used:

4

Sample Size Used:

Other Details

Included in Highway Safety Manual?

No

Date Added to Clearinghouse:

Comments:

The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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

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