



CMF / CRF Details

CMF ID: 5245

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:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
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:	No values chosen.
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.

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