CMF / CRF Details

CMF ID: 4124

Install high-visibility crosswalk

Description: High-visibility crosswalks aim to increase awareness of pedestrians at intersections by using highly visible marking patterns. The markings used in this study included a series of longitudinal white stripes constructed from thermoplastic material.

Prior Condition: High visibility crosswalks aim to increase awareness of pedestrians at intersections by using highly visible marking patterns. High visibility crosswalks installed in NYC have a series of longitudinal white stripes that are constructed from thermoplastic materials.

Category: Pedestrians

Study: *The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience*, Li Chen, Cynthia Chen, and Reid Ewing, 2012

Star Quality Rating:	2 Stars [View score details]

Crash Modification Factor (CMF)	
Value:	0.81
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	19 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	Angle,Head on,Left turn,Rear end,Rear to rear,Right turn,Sideswipe
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1998 to 2008

Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	3
Sample Size Used:	Crashes
Before Sample Size Used:	262 Crashes
After Sample Size Used:	85 Crashes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2012
Comments:	The treatment intersections included both signalized and unsignalized intersections. The corresponding change in crashes in the comparison group was a 39 percent reduction in pedestrian-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment.

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