



# CMF / CRF Details

**CMF ID: 9017**

**Install advanced yield or stop markings and signs**

**Description: Install advanced yield or stop markings and signs**

**Prior Condition: No advanced yield or stop markings and signs**

**Category: Pedestrians**

**Study: [Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, Zegeer et al., 2017](#)**

<b>Star Quality Rating:</b>	
<b>3 Stars</b>	<a href="#">[View score details]</a>

<b>Crash Modification Factor (CMF)</b>	
<b>Value:</b>	0.75
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	0.23

<b>Crash Reduction Factor (CRF)</b>	
<b>Value:</b>	25 (This value indicates a <b>decrease</b> in crashes)
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	23

## Applicability

**Crash Type:** Vehicle/pedestrian

**Crash Severity:** All

**Roadway Types:** Minor Arterial

**Number of Lanes:** 2 to 8

**Road Division Type:**

**Speed Limit:**

**Area Type:** Urban and suburban

**Traffic Volume:** 340 to 52892 *Annual Average Daily Traffic (AADT)*

**Time of Day:** All

### *If countermeasure is intersection-based*

**Intersection Type:**

**Intersection Geometry:**

**Traffic Control:**

**Major Road Traffic Volume:**

**Minor Road Traffic Volume:**

## Development Details

**Date Range of Data Used:** 2004 to 2013

**Municipality:**

**State:** AZ, FL, IL, MA, NY, NC, OR, VA, WI

**Country:** USA

**Type of Methodology Used:** 9

**Sample Size Used:**

**Other Details**

**Included in Highway Safety Manual?**

No

**Date Added to Clearinghouse:**

Nov-17-2017

**Comments:**

Methodology used was a combination of EB before-after and cross-sectional estimations. Also, study sites were a combination of intersection and mid-block locations.

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