CMF / CRF Details

CMF ID: 10012

Implement Active Traffic Management Strategies with Hard Shoulder Running

Description: Implement a mix of advisory variable speed limits, lane use control signals, and hard shoulder running on a segment of interstate.

Prior Condition: Static speed limits, no lane use control signals, and no hard shoulder running.

Category: Advanced technology and ITS

Study: *Evaluation of the Impact of the I-66 Active Traffic Management System: Phase II*, Dutta et al., 2018

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.902
Adjusted Standard Error:	
Unadjusted Standard Error:	0.056

Crash Reduction Factor (CRF)	
Value:	9.8 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:	
Unadjusted Standard Error:	5.6

Applicability

Crash Type:	Multiple vehicle
Crash Severity:	All
Roadway Types:	Principal Arterial Interstate
Number of Lanes:	6-8
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	133000 to 184000 *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:	2011 to 2016
Municipality:	

State:	VA
Country:	United States
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-26-2019
Comments:	Applies to a corridor with a mix of advisory variable speed limits, lane use control signals, and hard shoulder running along the corridor.

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