



CMF / CRF Details

CMF ID: 9905

Modify signal phasing (implement a leading pedestrian interval)

Description:

Prior Condition: Signal phasing without leading pedestrian interval

Category: Intersection traffic control

Study: [Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety, Goughnour et al., 2018](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.85

Adjusted Standard Error:

Unadjusted Standard Error: 0.06

Crash Reduction Factor (CRF)

Value: 15 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

6

Applicability

Crash Type:

All

Crash Severity:

K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

All

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Urban and suburban

Traffic Volume:

Time of Day:

All

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Not specified

Traffic Control:

Signalized

Major Road Traffic Volume:

6650 to 32363 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:

1850 to 25883 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:

2005 to 2014

Municipality:

Chicago

State:

IL

Country:	
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:	Mar-11-2019
Comments:	Crash Type = Total Injury Crashes. This CMF is for sites where LPIs were implemented at all crossings (across major and minor roads)

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