



CMF / CRF Details

CMF ID: 4119

Provide split phases

Description: The regular 2 phases of a cycle are split into three phases. Pedestrians receive a "walk" display while the parallel traffic that would normally turn left or right through the crosswalk is held with a left or right red arrow signal and the through movement proceeds on a green signal. After the pedestrian crossing is completed, a red "steady hand" is displayed and the turns are then made on a green arrow signal while the through movement continues to move. Split phase requires dedicated turn lanes since through and turning movements are governed by different signal indications.

Prior Condition: The regular two phases of a traffic cycle are split into three phases. Pedestrians receive a "walk" display while the parallel traffic that would normally turn left or right through the crosswalk is held with a left or right red arrow and the through movement proceeds on a green signal. After the pedestrian crossing is completed, a red "steady hand" is displayed and the turns are then made on a green arrow signal while the through movement continues to move.

Category: Intersection traffic control

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:	<input type="text" value="2 Stars"/> [View score details]
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Value:	0.61
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Adjusted Standard Error:	
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Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 39 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Vehicle/pedestrian

Crash Severity: All

Roadway Types: Not Specified

Number of Lanes:

Road Division Type: All

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: 4-leg

Traffic Control: Signalized

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:	212 Crashes
After Sample Size Used:	52 Crashes

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2012
Comments:	The major road operates under one-way traffic flow. The corresponding change in crashes in the comparison group was an 8 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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