



CMF / CRF Details

CMF ID: 5251

Increase length of signal phases to allow pedestrians more crossing time

Description: An increase in the length of signal phases on the main and/or cross streets so that pedestrians have more time crossing streets.

Prior Condition: Without increase in signal phase length

Category: Intersection traffic control

Study: [Safety countermeasures and crash reduction in New York City - Experience and lessons learned, Chen et al., 2013](#)

Star Quality Rating:	
	<input type="text" value="2 Stars"/>

Crash Modification Factor (CMF)	
Value:	1.05
Adjusted Standard Error:	
Unadjusted Standard Error:	0.11

Crash Reduction Factor (CRF)	
Value:	-5 (This value indicates an increase in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	11

Applicability

Crash Type: Multiple vehicle

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type: Roadway/roadway (not interchange related)

Intersection Geometry: No values chosen.

Traffic Control: Signalized

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used: 1989 to 2008

Municipality: New York City

State: NY

Country:

Type of Methodology Used: 4

Sample Size Used:

Other Details

Included in Highway Safety Manual?

No

Date Added to Clearinghouse:

Comments:

The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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