



CMF / CRF Details

CMF ID: 6154

Installation of fixed speed cameras

Description: Installation of fixed speed cameras on arterials limited access freeways

Prior Condition: No Speed Cameras Present

Category: Speed management

Study: [*An evaluation of the traffic safety effect of fixed speed cameras, De Pauw et al., 2014*](#)

| | |
|----------------------|-------------------------------------|
| Star Quality Rating: | |
| | <input type="text" value="✗ Star"/> |

| Crash Modification Factor (CMF) | |
|---------------------------------|-------|
| Value: | 1 |
| Adjusted Standard Error: | |
| Unadjusted Standard Error: | 0.256 |

| Crash Reduction Factor (CRF) | |
|------------------------------|---|
| Value: | 0 (This value indicates a decrease in crashes) |
| Adjusted Standard Error: | |
| Unadjusted Standard Error: | 25.6 |

Applicability

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|----------------------------|---|
| Crash Type: | All |
| Crash Severity: | K (fatal),A (serious injury),B (minor injury),C (possible injury) |
| Roadway Types: | Not specified |
| Number of Lanes: | 1 to 2 |
| Road Division Type: | |
| Speed Limit: | 55 mph (90 km/hr) |
| Area Type: | All |
| Traffic Volume: | |
| 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

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|----------------------------------|--------------|
| Date Range of Data Used: | 2000 to 2008 |
| Municipality: | Flanders |
| State: | |
| Country: | Belgium |
| Type of Methodology Used: | 1 |

| | |
|--------------------------|--|
| Sample Size Used: | |
|--------------------------|--|

| Other Details | |
|---|---|
| Included in Highway Safety Manual? | No |
| Date Added to Clearinghouse: | Mar-11-2015 |
| Comments: | This CMF addresses all injury crashes within 500 meters of speed camera location, regardless of direction. 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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