



CMF / CRF Details

CMF ID: 9859

Coordinate arterial signals

Description: Coordination of traffic signals along an arterial corridor

Prior Condition: No coordination between arterial signals

Category: Intersection traffic control

Study: [Identifying the Safety Impact of Signal Coordination Projects along Urban Arterials Using a Meta-analysis Method, Williamson et al., 2018](#)

Star Quality Rating:

 Star

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

Crash Modification Factor (CMF)

Value: 0.38

Adjusted Standard Error:

Unadjusted Standard Error: 5.77

Crash Reduction Factor (CRF)

Value: 62 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 577

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Suburban

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

Date Range of Data Used:

Municipality:

State:

IL

Country:

USA

Type of Methodology Used:

1

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

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-19-2018
Comments:	The CMF applies to all crashes along the corridor. Applies for both suburban principal arterial-other and minor arterial.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.