



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:

5 Stars

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

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:	2

Sample Size Used:	
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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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