



CMF / CRF Details

CMF ID: 9911

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: 0.86

Adjusted Standard Error:

Unadjusted Standard Error: 0.037

Crash Reduction Factor (CRF)

Value: 14 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 3.7

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:	1828 to 46599 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	4944 to 48075 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2001 to 2014
Municipality:	New York City
State:	NY
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 either at all crossings (across major and minor roads) or only for crossings across the minor road (parallel to the major road).

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