



CMF / CRF Details

CMF ID: 2566

Convert from yield signal control to signalized control

Description:

Prior Condition: yield control

Category: Intersection traffic control

Study: [*Safety Effects of Intersection Signalization: a Before-After Study, Jensen, 2010*](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value: 1.34

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: -34 (This value indicates an **increase** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Single vehicle

Crash Severity: All

Roadway Types: Not Specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Time of Day: All

If countermeasure is intersection-based

Intersection Type: Roadway/roadway (not interchange related)

Intersection Geometry: 3-leg,4-leg,More than 4 legs

Traffic Control: Signalized

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used: 1976 to 2004

Municipality: Copenhagen

State:

Country:	Denmark
Type of Methodology Used:	3
Sample Size Used:	Crashes
After Sample Size Used:	25 Crashes

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-11-2010
Comments:	This CMF is for intersection crashes

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.