



CMF / CRF Details

CMF ID: 5571

Install a traffic signal

Description:

Prior Condition: Intersections were unsignalized

Category: Intersection traffic control

Study: [Evaluating the Safety Effects of Signal Improvements, Schultz et al., 2014](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value: 1.15

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: -15 (This value indicates an **increase** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Sideswipe

Crash Severity: All

Roadway Types: All

Number of Lanes:

Road Division Type:

Speed Limit: 30-65

Area Type: Not specified

Traffic Volume:

Time of Day: All

If countermeasure is intersection-based

Intersection Type: Not specified

Intersection Geometry: No values chosen.

Traffic Control: Not specified

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used: 2002 to 2011

Municipality:

State: UT

Country:

Type of Methodology Used:	4
Sample Size Used:	
Before Sample Size Used:	77
After Sample Size Used:	77

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-12-2014
Comments:	CMF for new signal installation of sideswipe crashes. Hierarchical Bayesian Method is used. Four roadway types: other principal arterials, other freeway/expressway, minor arterial, and major collectors.

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.