



## CMF / CRF Details

**CMF ID: 3258**

**Installation of colored bicycle lanes at signalized intersections**

**Description: Installation of colored bicycle lanes at signalized intersections**

**Prior Condition: No bicycle lanes, cyclists shared the roadway with motor vehicles**

**Category: Bicyclists**

**Study: [Safety Performance Functions for Bicycle Crashes in New Zealand and Australia, Turner et al., 2011](#)**

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 0.61

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Crash Reduction Factor (CRF)

**Value:** 39 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Applicability

**Crash Type:** Vehicle/bicycle

**Crash Severity:** All

**Roadway Types:** All

**Number of Lanes:**

**Road Division Type:** All

**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:** 4-leg

**Traffic Control:** Signalized

**Major Road Traffic Volume:**

**Minor Road Traffic Volume:**

### Development Details

**Date Range of Data Used:**

**Municipality:** Christchurch

**State:**

<b>Country:</b>	New Zealand
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jul-15-2011
<b>Comments:</b>	Not much detail is presented regarding the before-after analysis. In addition, the CMF seems to have been calculated as the ratio of observed crashes to expected crashes without considering the variance of the expected crashes

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