



CMF / CRF Details

CMF ID: 8279

Install separated bicycle lane

Description: Bike lanes separated from motorized traffic by different types of barriers and/or parking lane configurations

Prior Condition: No separate bicycle lane

Category: Bicyclists

Study: [Separated Bike Lane Crash Analysis, Rothenberg et al., 2016](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value: 0.828

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 17.2 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Not specified

Traffic Volume:

Time of Day:

Not specified

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

CA, DC, FL, IL, MT, NY, OR, TX

Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2017
Comments:	CMF Applies to average total crashes when intersection treatment is bike signals plus. Study sites were located in Texas, Illinois, Oregon, California, Montana, New York, Florida, and Washington DC; however, it is unclear which States were used for the development of this CMF.

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