



CMF / CRF Details

CMF ID: 8287

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: 0.963

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 3.7 (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 no bike lane was provided in the before period. 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.

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

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