



## 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

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

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jan-17-2017
<b>Comments:</b>	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.

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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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