



# CMF / CRF Details

**CMF ID: 3250**

**Installation of bicycle lanes at signalized intersections**

**Description: Installation of 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](#)**

<b>Star Quality Rating:</b>	
<input type="text" value="2 Stars"/>	<a href="#">[View score details]</a>

<b>Crash Modification Factor (CMF)</b>	
<b>Value:</b>	1.01
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	

<b>Crash Reduction Factor (CRF)</b>	
<b>Value:</b>	-1 (This value indicates an <b>increase</b> in crashes)
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	

## 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:** Adelaide, Christchurch

**State:**

**Country:** New Zealand

**Type of Methodology Used:** 2

<b>Sample Size Used:</b>	Sites
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<b>Other Details</b>	
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<b>Included in Highway Safety Manual?</b>	No
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<b>Date Added to Clearinghouse:</b>	Jul-15-2011
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<b>Comments:</b>	Crash Type: Rear end & sideswipe, same direction. 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
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