



# CMF / CRF Details

CMF ID: 8259

**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:	
	<input type="text" value="✘ Star"/>

Crash Modification Factor (CMF)	
Value:	0.687
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	31.3 (This value indicates a <b>decrease</b> 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:**

3

**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 bicycle lane is separated by concrete/curb only. 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. The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

---

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

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*