



CMF / CRF Details

CMF ID: 8233

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:	

Crash Modification Factor (CMF)	
Value:	2.444
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	-144.4 (This value indicates an increase in crashes)
Adjusted Standard Error:	

Unadjusted Standard Error:

Applicability

Crash Type: Vehicle/bicycle

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 annual bicycle crashes when bicycle lane is separated by plastic bollards 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.

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