

PROTECTED BIKE LANES

Protected bike lanes (cycle tracks) provide bicyclists exclusive space in the roadway by separating bicyclists from motor vehicle traffic with on-street parking, flexposts, and/or raised medians.

Advantages

- Increases bicyclists' perceived safety and comfort
- Eliminates over-taking crashes with motor vehicles
- Reduces/eliminates dooring crashes
- Prevents double-parking in the bike lane
- Shortens crossing distances for pedestrians
- Encourages more people to ride
- Slower motor vehicle speeds lead to fewer fatal/serious crashes



Chicago – Kinzie Street

- Ridership increased by 55%
- Survey of users post-installation:
 - 86% feel safe or very safe in PBL, only 17% in traditional bike lanes
 - 49% consider driver behavior safer

Experiences in Other Cities

Washington D.C.

- Ridership increased by 40%
- Sidewalk riding down 14%
- Average motorist speed 29 mph before, 22 mph after
- 66% of motorists exceed speed limit before, 26% after



New York City

- Ridership increased by 28.5%
- Reportable crashes down 25%
- Average motorist speed 34 mph before, 27 mph after
- 75% of motorists exceed speed limit before, 20% after



Other U.S. Cities with Protected Bike Lanes:

Boulder, CO • Cambridge, MA • Portland, OR • San Francisco, CA



FACT SHEET

Below is a selection of performance facts for protected bike lanes around the United States.

Ridership Increases

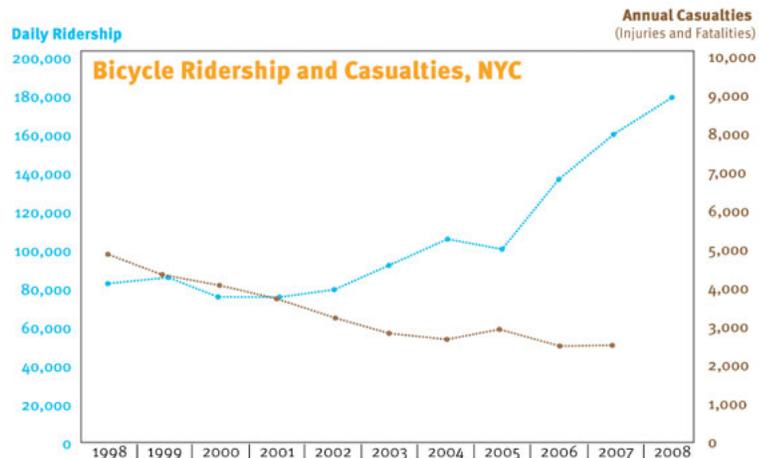
- *Chicago - Kinzie Street*
 - Ridership increase 60%
 - Surveys of users found 40% relocated their route to Kinzie following installation
 - 86% felt safe or very safe vs. 17% in traditional bike lanes
- 49% felt driver behavior safer
- *New York City - Grand Street*
 - 28.5% ridership increase
- *Washington DC - 15th St NW*
 - 40% ridership increase

Motorist Speed Reduction

- *Washington DC - 15th St NW*
 - Average motorist speed 29 mph before, 22 mph after
 - 66% of motorists exceed speed limit before installation, only 26% after
- *New York City - Prospect Park West*
 - Average motorist speed 34 mph before, 27 mph after
 - 75% of motorists exceed speed limit before installation, only 20% after
- Studies have shown slower motor vehicle speeds exponentially increase crash survival rates for pedestrians and bicyclists
 - At 20 mph, pedestrian or bicyclist has a 98% survival rate, at 30 mph 80%, at 40 mph only 30%¹

Safety in Numbers

- Studies from cities across the world report as ridership grows, the risk of injury or death in a crash with motor vehicle declines^{2, 3, 4}
 - Portland OR, Berkeley CA, Davis, CA, NYC
 - Australia, Canada, Europe
- Chart at left compares ridership and annual bike casualties in NYC for 10 year period 1998-2008⁵



1. Petro, J. Ganson, L. "Vision Zero: How Safer Streets in New York City Can Save More Than 100 Lives a Year." *Drum Major Institute for Public Policy, Transportation Alternatives*. (2011).
2. Jacobsen PL. "Safety in numbers: more walkers and bicyclists, safer walking and bicycling." *Injury Prevention*. (2003). 9: 205-9. <http://ip.bmjournals.com/cgi/content/full/9/3/205>
3. Portland Bureau of Transportation. "Portland Bicycle Count Report 2009." *Portland Bureau of Transportation*. (2009). <http://bikeportland.org/wp-content/uploads/2010/01/bikecount2009reportfinal.pdf>
4. Marshall, W. Garrick, N. "Evidence on Why Bike-Friendly Cities Are Safer for All Road Users." (2011). *Environmental Practice*. 13: 16-27.
5. Transportation Alternatives. "Safety in Numbers." *StreetBeat*. (2009). http://www.transalt.org/files/newsroom/streetbeat/2009/June/0604.html#safety_in_numbers