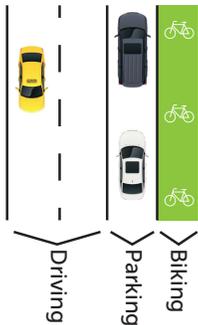


WHY BUILD PROTECTED BIKE LANES?

WHAT ARE THEY?



Protected bike lanes put a barrier between drivers and bike riders.

The barrier can be parked cars, plastic posts, or planters.

They are popular in cities with high amounts of bike riders for everyday use.



GOOD FOR SAFETY

89%

fewer injuries among bike riders on streets with protected bike lanes.⁵



Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!⁶



DRIVERS don't have to worry about unexpected bike maneuvers.



PEDESTRIANS don't have to worry about bike riders on the sidewalks.

GOOD FOR BUSINESS

↑ 49%

9th Ave in New York City saw a increase in business after protected bike lanes were installed.¹ Nearby streets only saw a 3% increase.

↑ 55%

More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.²

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.³



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

Maybe because it costs less to walk or bike?

GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.⁷

GOOD FOR EVERYONE

71%

of Americans have expressed interest in riding a bike more often, but find it unsafe.⁸
Are you one of them?

LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

LIKE PROTECTED BIKE LANES? TELL YOUR LOCAL ELECTED OFFICIALS!

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1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets
2. CDOT, http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial_findingskinziestreetprotectedbikelane.html
3. Jennifer Dill, Bicycling for Transportation and Health: The Role of Infrastructure. <http://www.palgrave-journals.com/jphp/journal/v30/nS1/full/jphp200856a.html>
4. The Clean Air Partnership, 2009, Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood

5. Kay Teschke, M. Anne Harris, et. al. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study.
6. <http://injuryprevention.bmj.com/content/9/3/205.abstract>
7. Chicago Tribune, City says Dearborn bike signals keeping cyclists in line. June 10 2013.
8. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008