WHY PROTECTED BIKE LANEs?

Protected Bike Lanes place a physical barrier between bicycles and motor vehicles, creating a more comfortable environment for people on bikes, people driving cars and pedestrians.

**Good For Safety**

⇒ When protected bike lanes are installed, injury crashes for ALL road users (drivers, bicyclists and pedestrians) typically drop by more than 40% and by more than 50% in some locations.¹

⇒ 96% of people who use protected bike lanes believe they increase safety on the street.²

⇒ 56% of adults say they would like to bicycle more often, and that better separation from motor vehicles would help them feel safer.³

**Good For Business**

⇒ Customers who arrive by bicycle at retail stores spend the same amount per month as those who arrive by car — they tend to make smaller purchases, but return more frequently.⁴

⇒ A 2013 survey of 74 downtown Duluth businesses reported that 45% thought that bike amenities such as a protected bike lane would result in the same number of customers, and 34% thought they would result in an increased number of customers.⁵

⇒ The average protected bike lane sees bike counts increase 75% in its first year alone.²

**Good For Everyone**

⇒ Each bike on the road is one less car in traffic. This means less pollution and less wear on the road and lower maintenance costs.

⇒ Drivers don’t have to worry about unexpected bike maneuvers, and pedestrians won’t encounter bike riders on the sidewalks.

⇒ Protected bike lanes encourage people of all ages and abilities to ride bicycles and support a healthier, more active community.

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1 Wolfson, H., 2011 – Memorandum on Bike Lanes, City of New York, Office of the Mayor, 21 March 2011

2 Monsere, C., et al., 2014 – “Lessons from the Green Lanes” (National Institute for Transportation and Communities)

3 Dill, J. and McNeil, N., 2016 – “Revisiting the Four Types of Cyclists: Findings from a National Survey” (Transportation Research Record: Journal of the Transportation Research Board #2587)

4 Clifton, K., et al., 2012 – “Consumer Behavior and Travel Mode Choices”