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”
⁵ Healthy Duluth Area Coalition, 2013 – “Bicycles and Pedestrians - Downtown Business Survey Report”