



PROTECTED BIKE LANES FACT SHEET

WHAT IS A PROTECTED BIKE LANE?

Protected bike lanes have three key characteristics:

- **Physical separation:** Protected bike lanes have some sort of physical, stationary, vertical separation between moving motor vehicle traffic and the bike lane. Examples of vertical separation include plastic posts, bollards, curbs, planters, raised bumps or parked cars. Protected bike lanes can be at street level or raised, either to sidewalk level or a level in between street and sidewalk level.
- **Exclusively for people on bikes:** Protected bike lanes define and allocate space exclusively for people on bikes—and cannot share space with pedestrians or motorized traffic except for brief mixing zones such as at intersections.
- **On or adjacent to the roadway:** Protected bike lanes are part of the street grid. In some instances, a protected lane may be separated from the road, but it runs parallel and proximate to the roadway. This distinguishes protected bike lanes from off-street pathways that follow waterways or rail corridors, for example.

SUCCESS STORIES

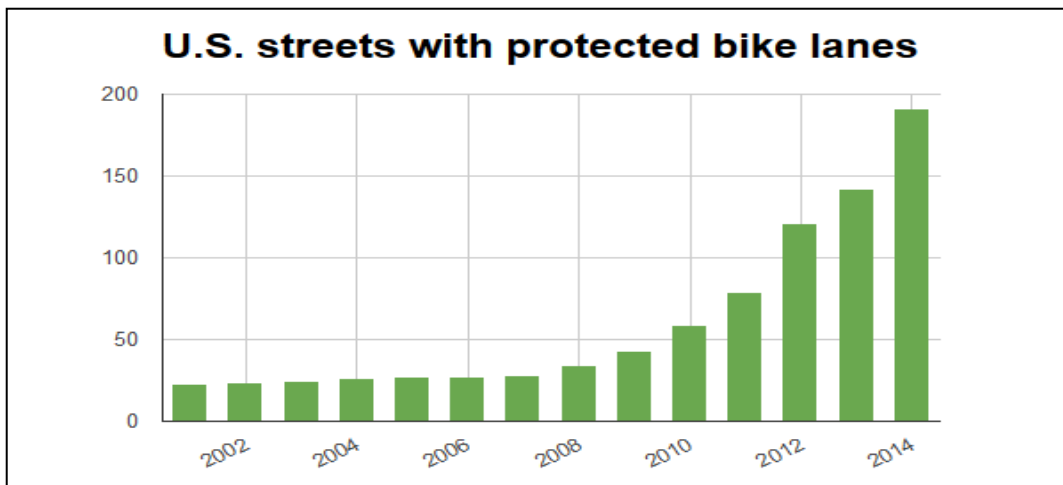
- New York City's Prospect Park West protected bike lane saw a 190% increase in weekday ridership, with 32% of those biking under age 12. - *NYC DOT, 2012*
- New York City's protected bike lane on 9th Avenue led to a 56% reduction in injuries to all street users, including a 57% reduction in injuries to people on bikes and a 29% reduction in injuries to people walking. - *NYC DOT, 2012*
- Eighty-three percent of surveyed residents around the 15th Street protected bike lane in Washington, D.C. say the lane is a valuable neighborhood asset. - *District DOT, 2012*
- After buffered bike lanes were installed on Philadelphia's Spruce and Pine streets, bike traffic increased 95% and the number of people biking on the sidewalks fell 22%. - *Bicycle Coalition of Greater Philadelphia, 2009*



Photo Credit: BikeDenver.org.

NEWS FROM ACROSS THE NATION

- In New York City and Washington D.C., the first U.S. cities to start building modern protected bike lanes, bike commuting doubled from 2008 to 2013.
- By summer 2014, protected lane projects were on the ground in 53 U.S. cities and 24 states. By the end of the year the country had more than 200, quadruple the number in 2010.
- Jeremy Waldrup, CEO of the Pittsburgh Downtown Partnership, said the City's first protected lane on Penn Avenue: *"will make it comfortable for most people, not just the bold few, to bike downtown."*
- In *Safer People, Safer Streets*, the Federal Highway Administration documents planning and design considerations for separated bike lanes. The project includes a detailed safety analysis of existing separated bike lanes throughout the U.S.



Graphic Credit: People For Bikes



Photo Credit: PeopleForBikes.Org

Sources:

- *People For Bikes*
- *Green Lane Project*
- *US Census*
- Federal Hwy Administration

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