

# How Do Protected Bike Lanes Improve My Community?



## What is a Protected Bike Lane?

A protected bike lane is a stretch of road protected from cars, for bikes and scooters only - like sidewalks for bikes. Protected bike lanes have three main benefits that improve businesses' bottom line and residents' quality of life:

### 1. Boosts Local Businesses

After adding protected bike lanes, these cities saw a boost to local economies:

#### Salt Lake City, Broadway

Along the project, **sales rose 8.8%**<sup>1</sup>

#### Los Angeles, Venice Blvd, Mar Vista

- Commercial real estate sales prices increased **240%**
- Retail vacancies dropped **44%**<sup>2</sup>



#### New York City, 8th and 9th Avenues, Manhattan

**Up to 49% increase in retail sales**<sup>3</sup>

#### Indianapolis Cultural Trail

- Over half of businesses report more customers, and **48% report more revenue**
- In neighborhoods along the trail, property values increased by **\$1 billion**<sup>4</sup>



## 2. More Bike Riding for a Greener City

*More people ride when cities build protected bike lanes*<sup>5</sup>

Studies from cities across North America show that adding protected bike lanes significantly increases bike ridership, with **rates ranging from 21% to 171%**. **More people choosing to bike instead of drive reduces traffic and makes cities greener!**

## 3. Improves Safety for Everyone

*Dedicated space for walkers, bikers, and drivers helps cities improve road safety.*

A multi-year study on 12 cities found that protected bike lanes reduced traffic deaths and serious injuries by almost half for everyone on the road, a **major safety benefit for all: bikers, walkers, and drivers too**<sup>6</sup>



# 20%

Fewer collisions with protected bike lanes<sup>7</sup>

# 44%

Fewer deaths with protected bike lanes<sup>8</sup>

# 50%

Fewer injuries with protected bike lanes<sup>9</sup>

# 90%

Lower risk of injury for people on bikes<sup>10</sup>

This content was provided by the City of San Diego and Bloomberg Philanthropies American Cities Climate Challenge azebra crossing by ProSymbols, Money by Lemon Liu, Bike by Sakchai Ruankam from the Noun Project

<sup>1</sup> <https://peopleforbikes.org/blog/salt-lake-city-street-removes-parking-adds-bike-lanes-and-sales-go-up/>  
<sup>2</sup> [https://static1.squarespace.com/static/595f88f5016e119d794e4b17/5f1c03fcd836656561d1067/1545342048197/VeniceBlvd\\_1-Year\\_Report\\_FINAL.pdf](https://static1.squarespace.com/static/595f88f5016e119d794e4b17/5f1c03fcd836656561d1067/1545342048197/VeniceBlvd_1-Year_Report_FINAL.pdf)  
<sup>3</sup> <http://www.nyc.gov/html/400/downloads/pdf/2012-10-measuring-the-street.pdf>  
<sup>4</sup> [https://s3.amazonaws.com/indy.culturaltrail.org/wp-content/uploads/2015/07/15\\_C02-CulturalTrailAssessment.pdf](https://s3.amazonaws.com/indy.culturaltrail.org/wp-content/uploads/2015/07/15_C02-CulturalTrailAssessment.pdf)  
<sup>5</sup> [https://nacto.org/wp-content/uploads/2016/07/NACTO\\_Equitable\\_Bikeshare\\_Means\\_Bike\\_Lanes.pdf](https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lanes.pdf)  
<sup>6</sup> <https://linkinghub.elsevier.com/retrieve/pii/S2214140518301488>  
<sup>7</sup> <https://www.streetsblog.org/wp-content/uploads/2014/09/2014-09-03-bicycle-path-data-analysis.pdf>  
<sup>8</sup> <https://linkinghub.elsevier.com/retrieve/pii/S2214140518301488>  
<sup>9</sup> <https://linkinghub.elsevier.com/retrieve/pii/S2214140518301488>  
<sup>10</sup> <https://usa.streetsblog.org/2012/10/22/study-protected-bike-lanes-reduce-injury-risk-up-to-90-percent/>