

# ECONOMIC BENEFITS OF BIKEWAYS



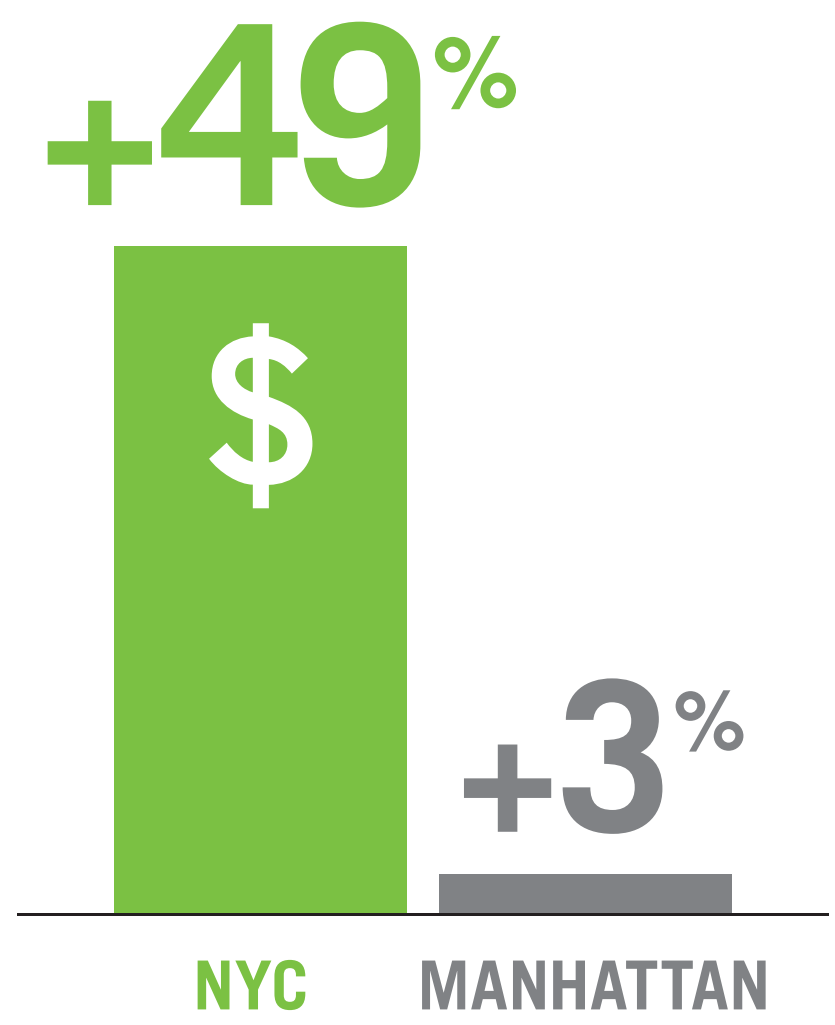
## BUSINESS DOES BETTER



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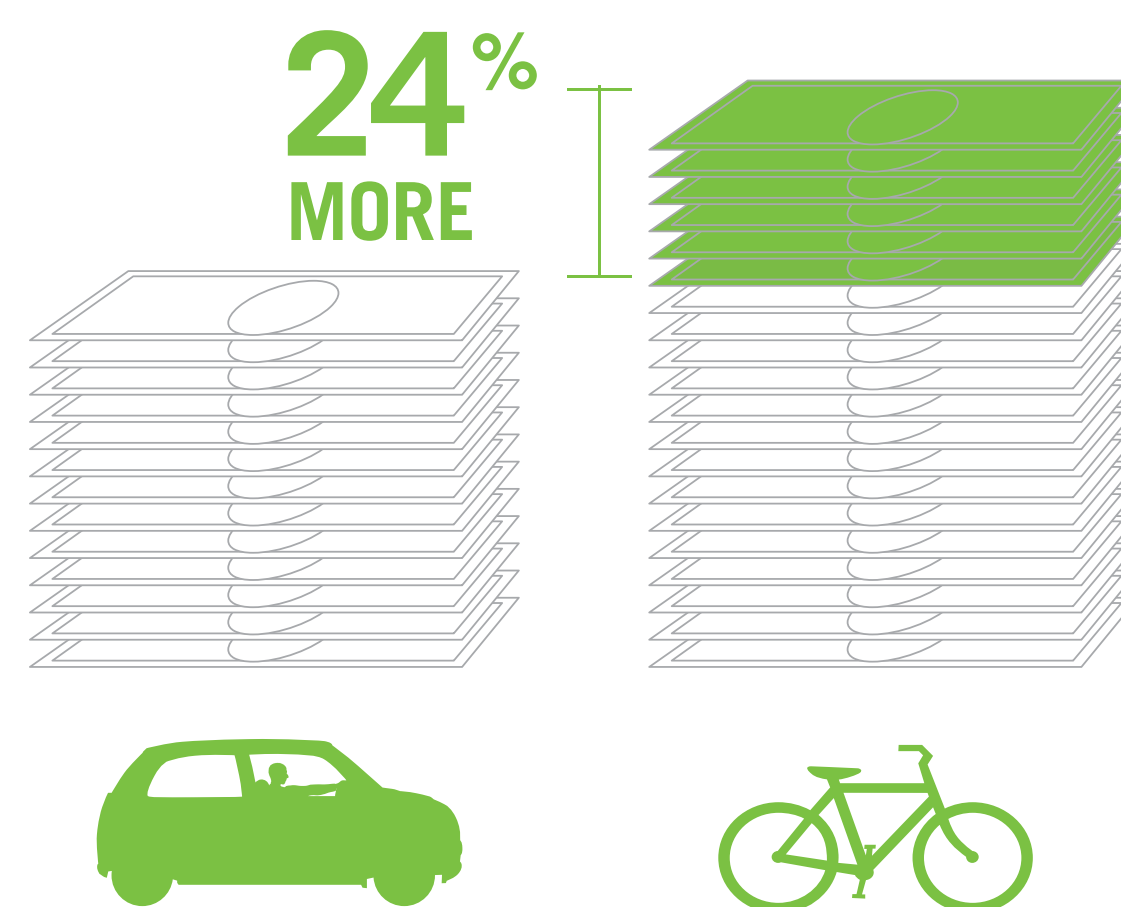
merchants surveyed in San Francisco said that bike lanes had a **positive overall impact** on their business.

Emily Drennen, "Economic Effects of Traffic Calming on Urban Small Businesses," San Francisco State University, 2003. [www.sfbike.org/download/bikeplan/bikelanes.pdf](http://www.sfbike.org/download/bikeplan/bikelanes.pdf)



## BICYCLISTS SPEND MORE

Customers who arrive by automobile spend the most per visit across all of the establishments, but cyclists spend the most per month.



Kelly J. Clifton, Sara Morrissey, and Chloe Ritter, "Business Cycles: Catering to the Bicycling Market," TR News 280, 2012: 26-32. <http://bit.ly/16WKfe3>

## RETAIL SALES INCREASE

New York City found that constructing a protected bike lane had a **significant positive impact on local business strength**.

NYC DOT, "Measuring the Street: New Metrics for 21st Century Streets," 2012. <http://on.nyc.gov/1hdCIMY>

## BIKEWAYS ARE VALUABLE NEIGHBORHOOD ASSETS



83%

of residents near Washington, DC's 15th Street protected bike lane say it's a valuable asset to the neighborhood.

District Department of Transportation, "Cycle Tracks and Green Lanes in Washington, DC: Overview and Research Results," 2013. <http://bit.ly/17giWPi>

## BIKEWAYS ATTRACT PEOPLE

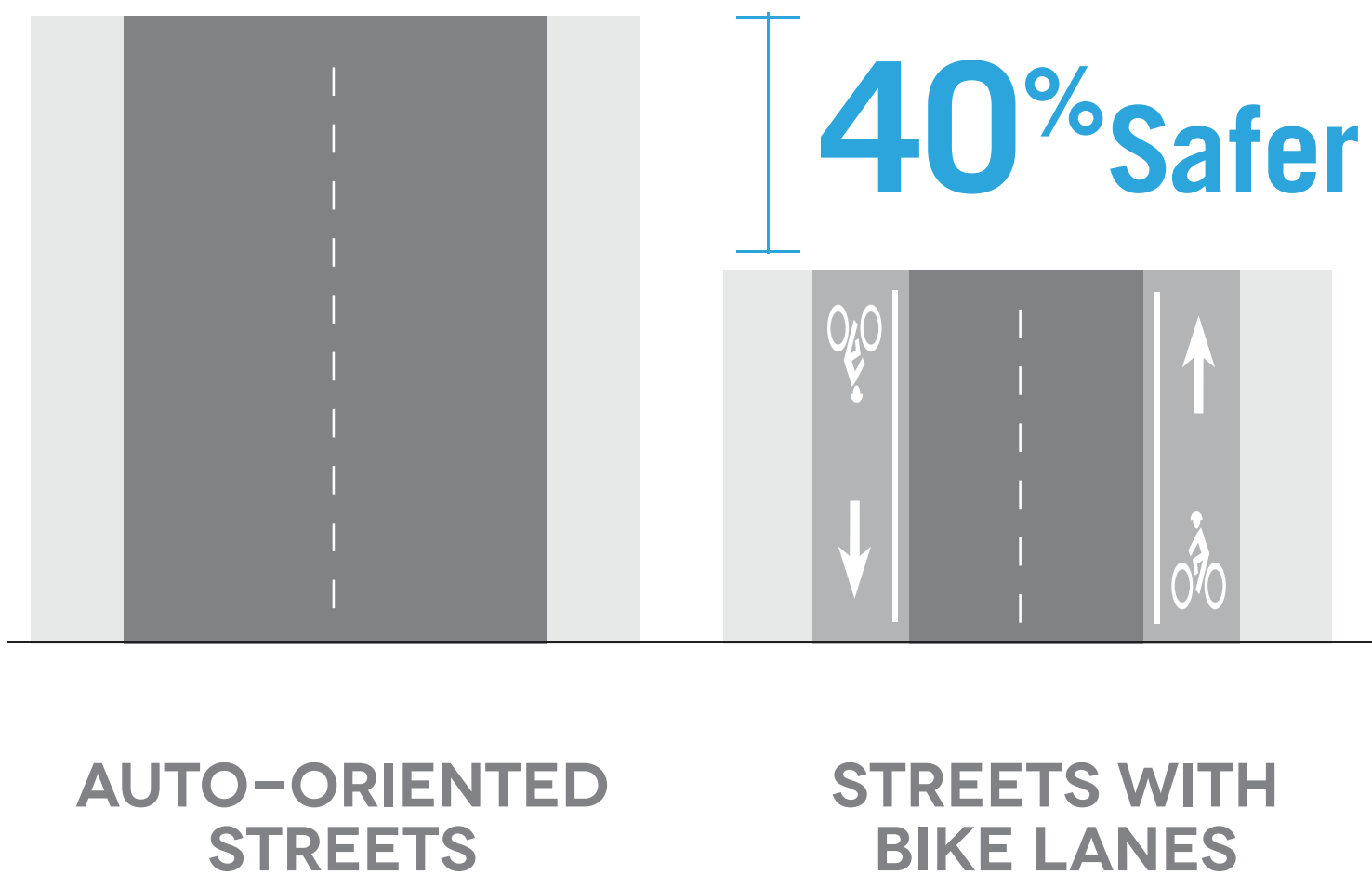


62%

of new transplants in Portland, OR who bike said the **city's bike-friendliness was a factor in their decision to move**.

Portland Bicycle Maps and Information Survey - PBOT, 2009

# SAFETY IMPACTS OF BIKEWAYS



## BIKEWAY STREETS ARE SAFE STREETS

Bicycling on separated facilities like enhanced bikeways is safer than riding on streets without bicycle facilities.

NYC DOT, "The New York City Pedestrian Safety Study & Action Plan," 2010. [http://www.nyc.gov/html/dot/downloads/pdf/nyc\\_ped\\_safety\\_study\\_action\\_plan.pdf](http://www.nyc.gov/html/dot/downloads/pdf/nyc_ped_safety_study_action_plan.pdf)

## 37% REDUCTION in SIDEWALK RIDING

Increased compliance in facility use is good for pedestrians.

The City and County of Denver Public Works, "The effects on sidewalk riding related to implementing an enhanced bikeway on 15th Street," 2013.

## 56% REDUCTION in INJURIES

to all street users after installing protected bike lanes in New York City.

NYC DOT, "Measuring the Street: New Metrics for 21st Century Streets," 2012. <http://on.nyc.gov/thdCIMY>

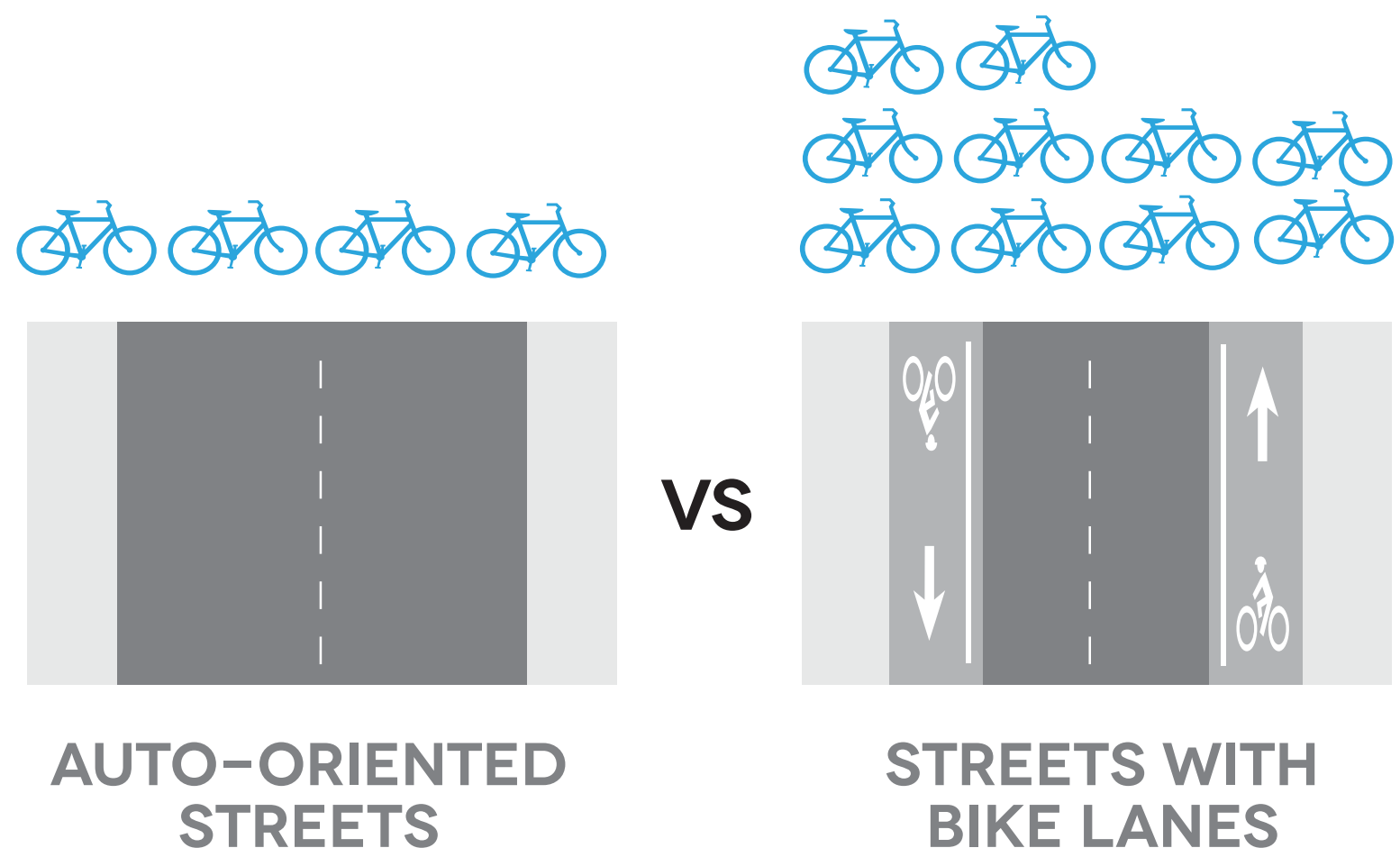
## 47% INCREASE in BICYCLISTS

in the corridor since the implementation of the 15th Street Protected Bikeway.

The City and County of Denver Public Works "The effects of implementing a Protected Bikeway on 15th Street", 2014.

## PROTECTED BIKE LANES ALSO PROTECT PEDESTRIANS

NYC DOT, "Measuring the Street: New Metrics for 21st Century Streets," 2012. <http://on.nyc.gov/thdCIMY>



## BIKEWAY STREETS BRING BICYCLISTS

Bicyclists are 2.5 times more likely to ride on enhanced bikeways than on the street.

Lusk, A., et al., "Risk of injury for bicycling on cycle tracks versus in the street, Injury Prevention," December 1, 2010.



## SAFETY IN NUMBERS

The likelihood that a given person walking or bicycling will be struck by a motorist decreases as the number of people bicycling and walking increases.

Jacobsen, P.L., "Safety in numbers: more walkers and bicyclists, safer walking and bicycling," Journal of Injury Prevention 2003; 9: 205-209.