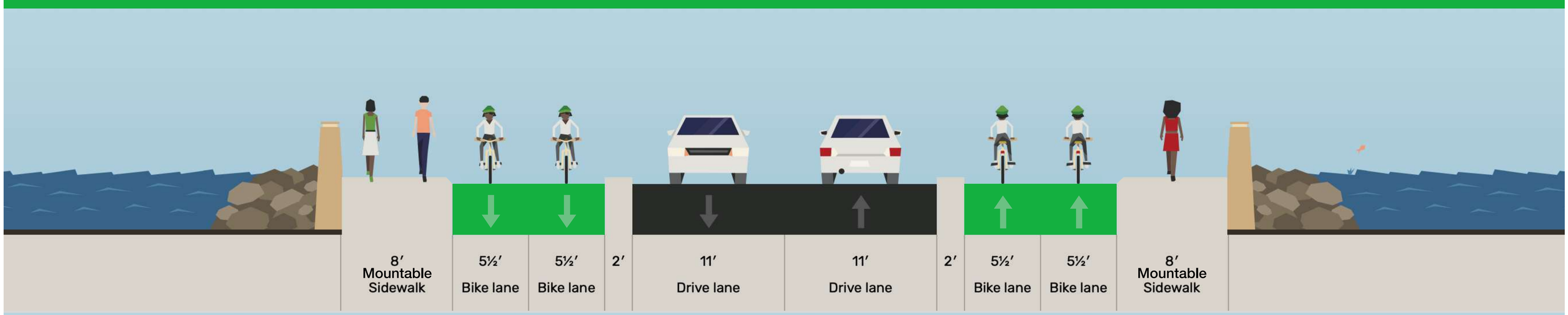
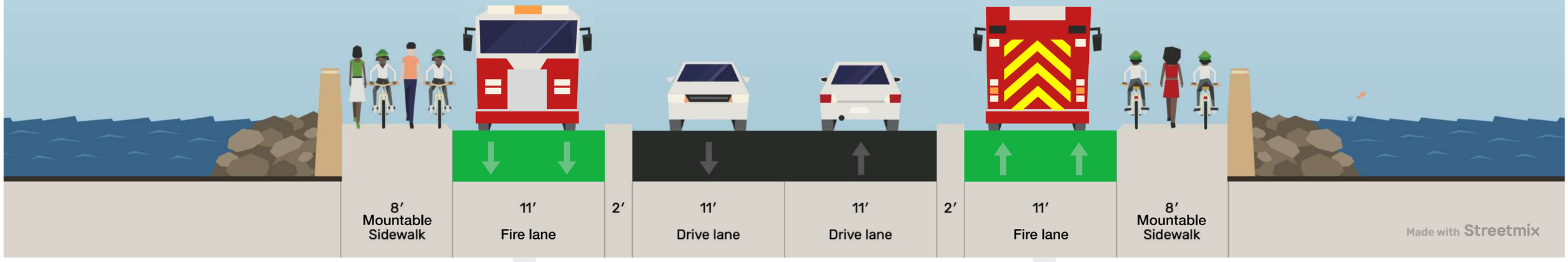
SAFETY LANES

ON THE MAYO BRIDGE REPLACEMENT





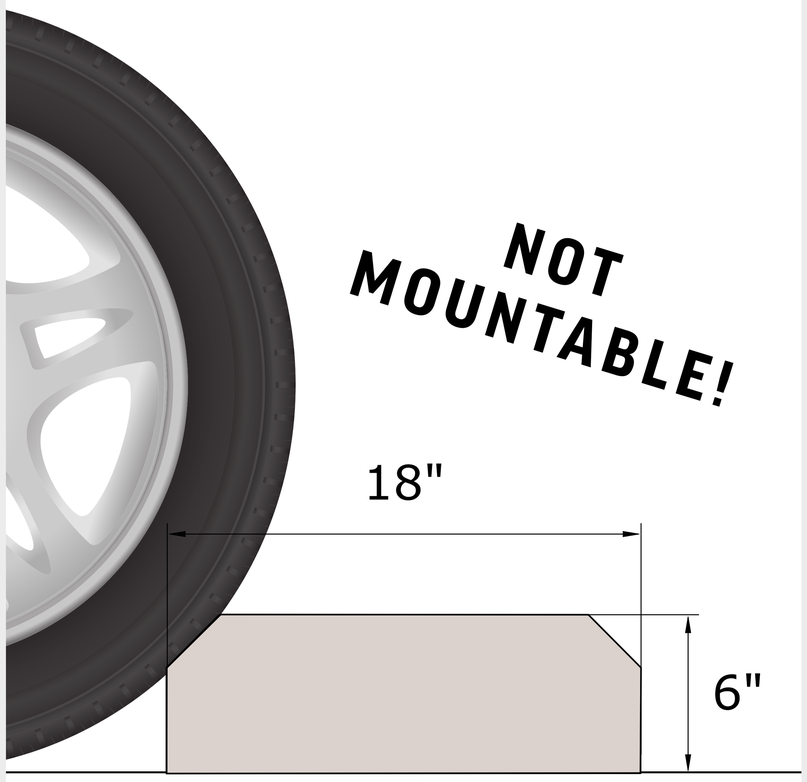
DOUBLE-WIDE BIKE LANES



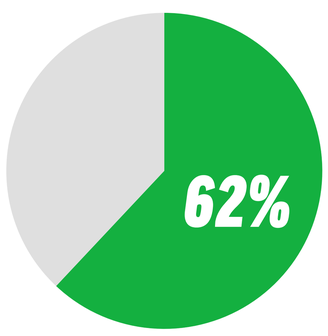




WHEEL-STOP BARRIER

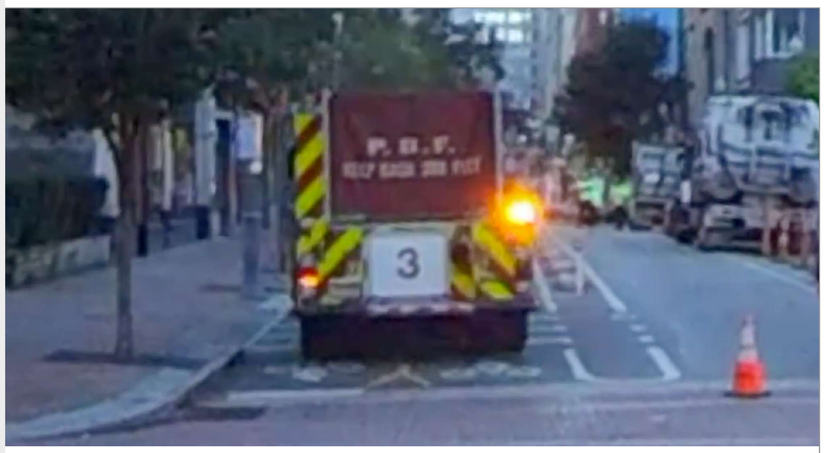


A MANDATE FOR BARRIERS



62% of *written* citizen comments in Fall 2024 asked for “protection”, “barriers”, or “protected” bike lanes for cyclists.

EMERGENCY ACCESSIBLE







SAFETY LANES
ARE PROVEN TO WORK

Faster Emergency Response Times

Proof that bike lanes can actually help emergency responders

Further debunking of an anti-bike lane trope

MATT HANSEN PUBLISHED DECEMBER 6, 2024

In 2021 and 2022, Paris firefighters achieved record-breaking response times, marking the highest efficiency in a decade... The reason? Bike lanes, according to *Le Parisien*.

Fire service uses Shrewsbury station gyratory cycle lanes to beat traffic bottleneck

By **Shropshire Live**

Recent emergency call-outs have already proven the effectiveness of the strategy. On at least three separate occasions, fire crews assessed the risk and utilised the dedicated cycle lane to clear the gyratory in under 60 seconds. This represents a significant improvement in response times, which is critical when every second counts during a life-threatening incident.

Reduced Traffic Congestion

Bike lanes don't clog up our roads, they keep London moving

Will Norman

Protected cycle lanes are one of the best ways to reduce congestion in London, carrying up to five times as many people per hour as a main road, a new report shows

The new protected cycle lanes that opened last year in London can move five times as many people per hour as a main carriageway lane in the most congested parts of our city. At peak times, the new cycling infrastructure moves an average of 46% of people along the route despite occupying only 30% of the equivalent road space.

Just two weeks after opening, the east-west and north-south cycle superhighway roads were moving 5% more people per hour than they could without cycle lanes – and that number is increasing as more cyclists are attracted to the routes.

Improved Safety for Everyone

Separated Bike Lanes Means Safer Streets, Study Says

Cities that build protected lanes for cyclists end up with safer roads for people on bikes and people in cars and on foot, a new study of 12 large metropolises revealed Wednesday.

By **Aaron Short**

researchers found that bike infrastructure, particularly physical barriers that separate bikes from speeding cars as opposed to shared or painted lanes, significantly lowered fatalities in cities that installed them.

After analyzing traffic crash data over a 13-year period in areas with separated bike lanes on city streets, researches estimated that having a protected bike facility in a city would result in 44 percent fewer deaths and 50 percent fewer serous injuries than an average city.

Not all protected bike lanes provide the same level of security for cyclists and drivers. In Denver, for instance, some protected lanes have plastic bollards that are interspersed along the roadway, allowing cars and trucks to park in the bike path and forcing cyclists to swerve into the street.

Increased Cycling Rates

Protected Bike Lanes Lead To Nearly Twice As Many Bicycle Commuters: Study

By: **Cristen Hemingway Jaynes**

The pair of researchers said roughly 1.8 times as many bikers were found to use protected bike lanes than standard bike lanes. That number jumped to 4.3 times as many when compared with blocks that had no bike lanes at all.

The researchers examined 14,011 blocks in 28 cities throughout the United States across six years of data to come up with their results.

They found that standard bicycle lanes did increase the number of bike commuters compared with streets that had no bike infrastructure, but protected and buffered bike lanes encouraged even more people to take to their bikes instead of walking, driving or taking public transportation.

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