

CYCLE TRACKS

Description

Protected bike lanes, also known as cycle tracks, combine the user experience of a separated path with the access and visibility of an on-street facility. The image at right shows a two-way cycle track in a roadway sharing a rail station, but they can also be one-way directional on each side of a road or raised above the pavement like a sidewalk.

A variety of barrier types can be installed, ranging from a simple painted striping buffer to planters with space for pedestrians to load and unload vehicles or queue for crossing streets safely.

Used throughout Europe for years, protected bicycle lanes are being installed throughout America's larger cities to provide a more comfortable bicycle facility for riders of all skill levels.

Target Market

- People who are interested in bicycling, but concerned about sharing roadway space with vehicles.
- Streets with moderate to high traffic volumes or speeds.

How Will This Help?

- Mitigates vehicle congestion by providing an alternative mode for shorter trips.
- Improves air quality for communities through reduced hydrocarbon use and improved micro-climate air quality for bicyclists and pedestrians separated from vehicles.
- Reduces bicyclist-vehicle crashes by separating traffic and highlighting conflict points.

Implementation Issues

Retrofitting cycle tracks on existing streets can be difficult and may require a re-allocation of roadway lane width, medians, or other features. Costs are typically more than a standard bicycle lane, varying greatly depending on the choice of barriers.



Two-way Cycle Track in Austin, TX

Cost:	●●○○○
Time:	Moderate
Impact:	Local
Who:	City/State
Hurdles:	Roadway Design

Success Stories

- Evaluation of the recently-added cycle tracks in **Austin, Texas**, on Barton Springs, Bluebonnet, and Rio Grande found an increase in bicyclist counts of 58 percent, 46 percent, and 126 percent, respectively. Approximately 7 percent of cyclists using the facility switched to bicycling from another mode on a given surveyed trip.
- The first protected bicycle lane in the U.S. (8th and 9th Avenues in **Manhattan**) yielded a 35 percent decrease in injuries to all street users on 8th Avenue, a 58 percent decrease in injuries to all street users on 9th Avenue, and up to a 49 percent increase in retail sales (locally-based businesses on 9th Avenue from 23rd to 31st Streets) compared to 3 percent borough-wide.