



CYCLE TRACKS



COST



TIME



IMPACT



WHO



CITY/STATE

HURDLES



ROADWAY DESIGN

SUCCESS STORIES



Austin, Texas

Evaluation of the recently added cycle tracks in Austin, Texas, found the following:

- 58%** ▲ **in bicyclists** on Barton Springs Road.
- 46%** ▲ **in bicyclists** on Bluebonnet Lane.
- 128%** ▲ **in bicyclists** on Rio Grande Street.

Approximately 7% of cycle track users reported switching to bicycling from another mode.

New York City, New York

The first protected bicycle lane in the United States (8th and 9th Avenues in Manhattan) resulted in:

- 35%** ▼ **in injuries to all street users** on 8th Avenue.
- 58%** ▼ **in injuries to all street users** on 9th Avenue.
- 49%** ▲ **in retail sales** (local businesses on 9th Avenue from 23rd to 31st Streets) **compared to 3% borough-wide.**

More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Protected bike lanes, also known as cycle tracks, offer a separated riding path but with the same access and visibility as on-street lanes. The image above shows a two-way cycle track. Tracks can also be one-way on each side of a road or raised above the pavement like a sidewalk.

Many different barrier types can be used, from a simple painted stripe to planters with space for pedestrians to load and unload vehicles or cross streets safely.

Used in Europe for years, protected bicycle lanes are being installed in America's large cities to promote the comfort and safety of riders.

Target Market

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

How Will This Help?

- **Reduces vehicle congestion** by providing an alternative mode for shorter trips.
- **Improves air quality for communities** by reducing vehicle emissions.
- **Improves air quality for bicyclists and pedestrians** by separating them from vehicles.
- **Reduces bicyclist-vehicle crashes** by separating types of traffic.

Implementation Issues

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

