



MEMORANDUM

LEGISLATIVE REFERENCE BUREAU

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To: Ald. Michael J. Murphy
From: Tea Norfolk, Legislative Fiscal Analyst – Lead
Date: March 5, 2020
Subject: Protected Bike Lanes

This memo in response to your request for information relating to protected bike lanes.

Researchers at the University of Colorado Denver and the University of New Mexico, Wesley E. Marshall and Nicholas N. Ferenchak, conducted a study conducted over the course of 13 years in 12 communities, which was published in 2019 in the *Journal of Transport and Health*. Their research produced the following findings:

- A network of protected, separated bike lanes was one of the biggest factors associated with lower fatalities and injuries for all road users.
- Cities with protected, separated bike lanes have 44% fewer deaths than cities without them.
- Bike infrastructure, particularly physical barriers that separate bikes from speeding cars as opposed to shared or painted lanes, significantly lowers fatalities.
- Painted bike lanes provide no improvement of road safety, and it is actually safer to have no bike markings at all than to have bike symbols painted in the middle of the lane.

The National Association of City Transportation Officials (NACTO)'s *Urban Street Design Guide* charts the principles and practices of the nation's foremost engineers, planners, and designers working in cities today. It provides a blueprint for designing 21st century streets and includes tools and tactics for making streets safer, more livable, and more economically vibrant. Street design elements include guidelines on lane width, sidewalks, curb extensions, vertical speed control elements, transit streets, and storm water management. Additionally, recommendations include networks of protected, separated bike lanes.

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