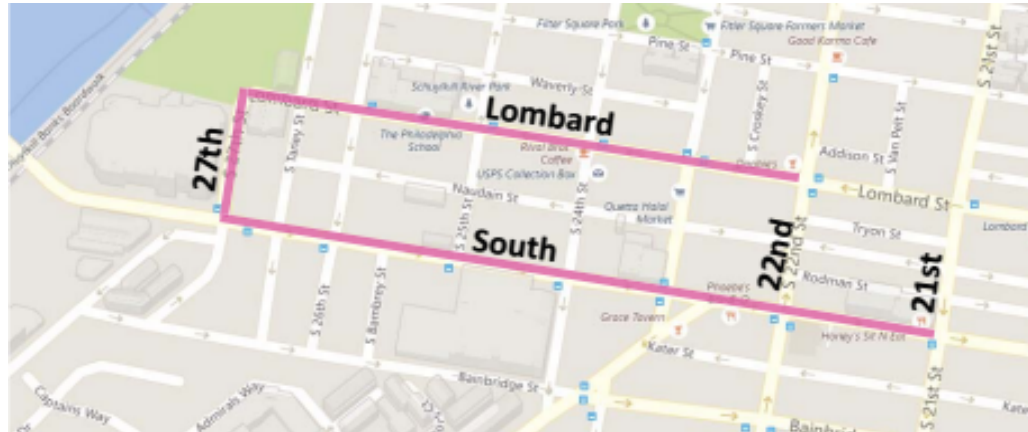


CELEBRATE GOOD TIMES, COME ON: NEW SAFETY INSTALLATIONS PROPOSED FOR LOMBARD AND SOUTH STREET!!



After obtaining the necessary funding, the City of Philadelphia is committed to making streets safer for pedestrians, people who ride bicycles, and people who drive motor vehicles, by upgrading bike lanes to protected bike lanes, creating a calmer, safer connection to and from Center City and the South Street Bridge.

Protected Bike Lanes are:

- **Physical separation:** Protected bike lanes have some sort of physical, stationary, vertical separation between moving motor vehicle traffic and the bike lane. Examples of vertical separation include plastic posts, bollards, curbs, planters, raised bumps or parked cars.
- **Exclusively for people on bikes:** Protected bike lanes define and allocate space exclusively for people on bikes—and cannot share space with pedestrians or motorized traffic except for brief mixing zones such as at intersections.
- **On or adjacent to the roadway:** Protected bike lanes are part of the street grid. In some instances, a protected lane may be separated from the road, but it runs parallel and proximate to the roadway.

Protected Bike Lanes Make Streets Safe For EVERYONE

Because they shorten crossing distances, control turning conflicts and reduce traffic weaving, New York City's protected bike lanes reduced injury rates for people walking on their streets by 12 to 52 percent.

NYCDOT, 2013 - <http://www.nyc.gov/html/dot/downloads/pdf/dot-making-safer-streets.pdf>

Protected Bike Lanes encourage better bicycling

When Chicago added a protected lane and bike-specific traffic signals to Dearborn Street, stoplight compliance on bicycles immediately rose from 31 percent to 81 percent.

Chicago Department of Transportation, 2013 - http://articles.chicagotribune.com/2013-06-10/classified/ct-met-getting-around-0610-20130610_1_cyclists-signals-bike-traffic

Protected Bike Lanes are Liked, Once Installed

62 percent of people who live near protected lane projects "would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier."

Monsere, C., et al., 2014 -

http://trec.pdx.edu/research/project/583/Lessons_from_the_Green_Lanes:_Evaluating_Protected_Bike_Lanes_in_the_U.S._

Protected Bike Lanes Are Good for the Economy

A redesign of NYC's Union Square to include a protected bike lane resulted in 49% fewer commercial vacancies, compared to 5% more throughout Manhattan.

NYC DOT, 2012 - <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

What you can do:

Attend a meeting on **July 17 at 5:30pm at the Philadelphia School (2500 South Street).**

Learn more:

<https://www.facebook.com/events/710356085832725/>

<http://bicyclecoalition.org/false-claims-ahead-protected-bike-lane-meeting/#sthash.Ugl7KLii.dpbs>

<http://www.philadelphiastreet.com/survey-and-design-bureau/bicycle-network/protected-bike-lanes/>

