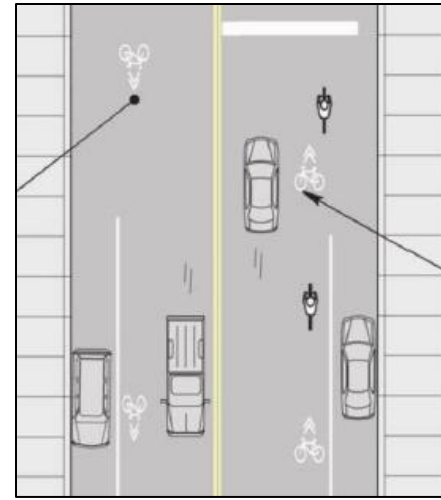
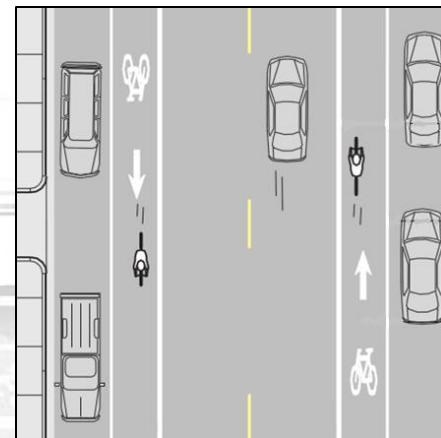


Why Do We Need A Bike Lane on Madison?

- Lakewood has a Bicycle Master Plan that recognizes the community benefits of cycling and is committed to establishing bicycling as a main mode of transportation in Lakewood. This includes improving access for riders of all abilities and objectives. The city has the stated goal of being recognized by the League of American Cyclists as one of the most bicycle friendly communities in the country.
- A bike lane on Madison Ave is about increasing ridership. Bike lanes as opposed to sharrows (which Lakewood currently has planned for the Madison Ave resurfacing) increase ridership because they are a more accessible infrastructure – studies show people feel safer with bike lanes.
- There is room on Madison Ave for bike lanes without sacrificing parking.
- A bike lane on Madison would be a bold step for Lakewood and would make our city a region leader in bikeability. No one else has a bike lane on a major commercial route with the variety and quantity of destinations Madison Ave has. Cleveland is already installing bike lanes on Detroit (W25th to W75th) with more to come.
- Additional cycle traffic created by bike lanes would be primarily local traffic to local destinations, good for Madison avenue businesses – and would be complimentary to the City's bike rack cost share program. The lower speed of cycling allows for more engagement with the neighborhood and enables spontaneous stops at local businesses.
- Great cycling destinations along Madison: Many, many restaurants and businesses; Connection to RTA Rapid; Madison Park; Library; Churches; Schools (Safe Route to School for Lakewood High School)



Current Plan: Sharrows

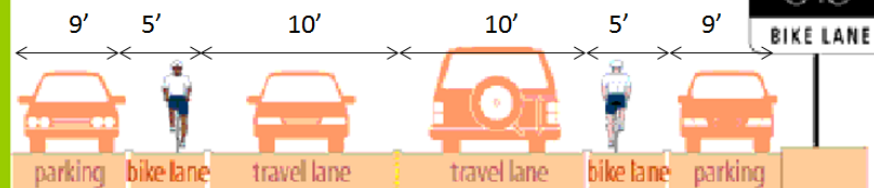


Proposed: Bike Lanes

Detroit Avenue Bikeway Project

Approved Bike Lane from W25th to W75th on 48' wide street

Bike Lanes



Prepared by Ben Van Lear benvanlear@yahoo.com

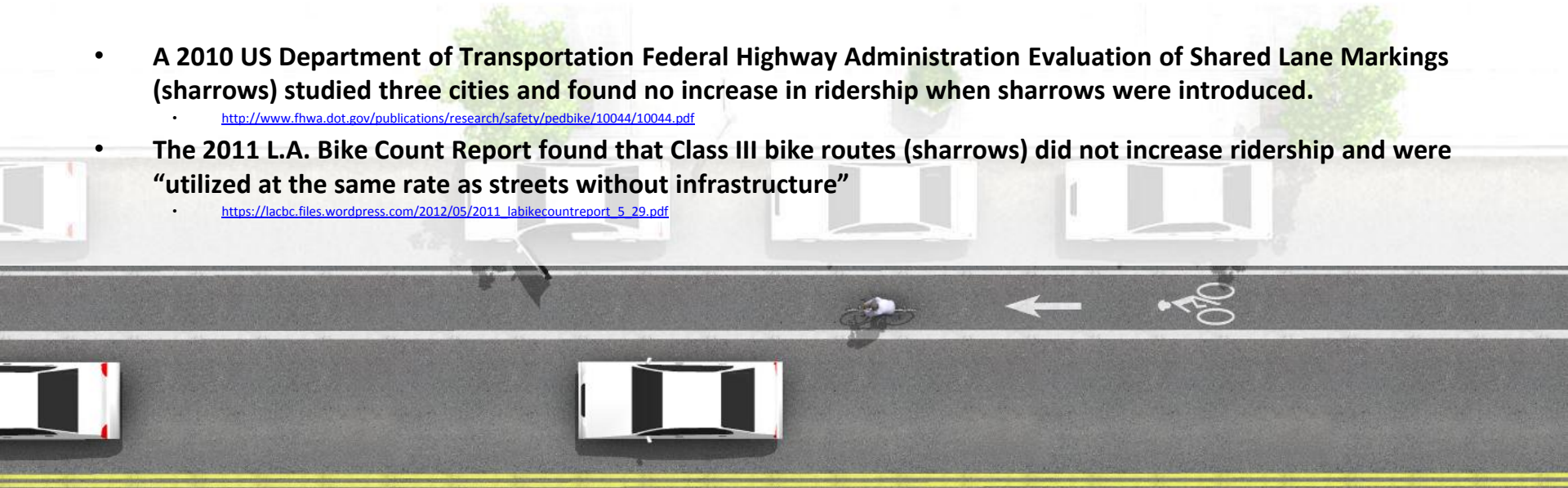
Supported by Bike Cleveland <http://www.bikecleveland.org>

Bike lanes tend to increase cycling participation

- **After buffered bike lanes were installed on Philadelphia's Spruce and Pine streets, bike traffic increased 95% and the number of bicyclists riding on the sidewalks decreased by up to 75%**
 - *Bicycle Coalition of Greater Philadelphia, 2010*
 - ["Bicycle usage up 95% on Spruce and Pine bike lanes," 10 December 2009](#)
- **The city of Sydney saw an increase in ridership of 82% after adding bike lanes**
 - <http://www.greatcity.org/2012/07/03/sydneys-separated-bike-lanes-ridership-up-82/>
- **A New Orleans study found an increase in ridership of 57% after adding bike lanes**
 - http://prc.tulane.edu/uploads/13_parker_JPAH_2010_0102-1294247947.pdf
- **On D.C.'s Pennsylvania Avenue cycle track:**
 - **Bicycle volumes increased 200% after the facilities were installed**
 - **90% of users say they feel safer bicycling on Pennsylvania Ave because of the new lanes**
 - **Nearly 3 in 4 residents support the bike lanes and believe them to be a valuable asset to the neighborhood**
 - *District Department of Transportation, 2012*
 - [District Department of Transportation Bicycle Facility Evaluation](#)
- **Many, many more participation statistics**
 - <http://www.bikesbelong.org/resources/stats-and-research/statistics/participation-statistics/>

Sharrows do not

- **A 2010 US Department of Transportation Federal Highway Administration Evaluation of Shared Lane Markings (sharrows) studied three cities and found no increase in ridership when sharrows were introduced.**
 - <http://www.fhwa.dot.gov/publications/research/safety/pedbike/10044/10044.pdf>
- **The 2011 L.A. Bike Count Report found that Class III bike routes (sharrows) did not increase ridership and were "utilized at the same rate as streets without infrastructure"**
 - https://lacbc.files.wordpress.com/2012/05/2011_labikecountreport_5_29.pdf

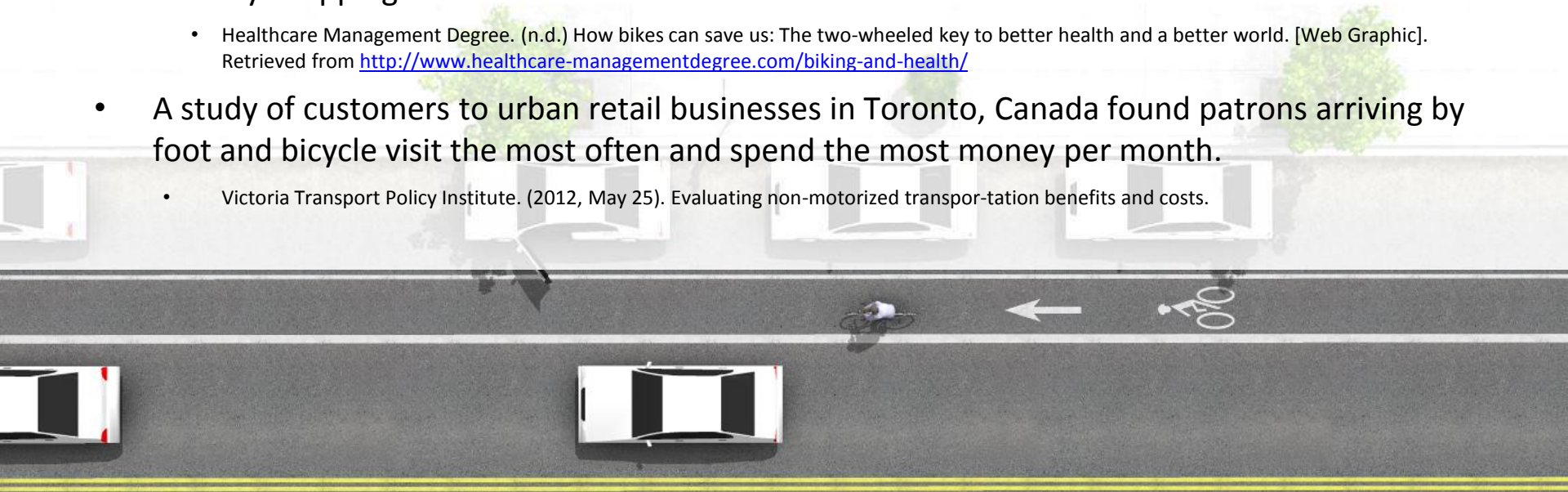


Bike Lanes are safer than sharrows for Madison Ave

- Most importantly, there is safety in numbers – numerous studies show there are fewer roadway incidents of all types when more cyclists are present and that bike lanes increase cycling participation
 - A Virtuous Cycle: Safety In Numbers For Bicycle Riders <http://www.sciencedaily.com/releases/2008/09/080903112034.htm>
- Sharrows have some minor impacts on safe riding practices and safe passing distances by cars, but because they don't attract new riders and are used by established cyclists, they effectively work the same as streets without infrastructure.
 - Federal Highway Administration Evaluation of Shared Lane Markings report, December 2010
 - <http://www.fhwa.dot.gov/publications/research/safety/pedbike/10044/10044.pdf>
 - 2011 L.A. Bike Count Report
 - https://lacbc.files.wordpress.com/2012/05/2011_labikecountreport_5_29.pdf
- The 8-80 philosophy states, “If you create a city that’s good for an 8 year old and good for an 80 year old, you will create a successful city for everyone. This is an 8-80 City. They nurture our need to be physically active by providing safe, accessible and enjoyable places for everyone walk, bike and be active as part of our daily routine.” A bike lane on Madison builds more for all people of Lakewood and encourages sustainable and healthy lifestyles for everyone.
 - <http://www.8-80cities.org/about-us/the-8-80-philosophy.html>

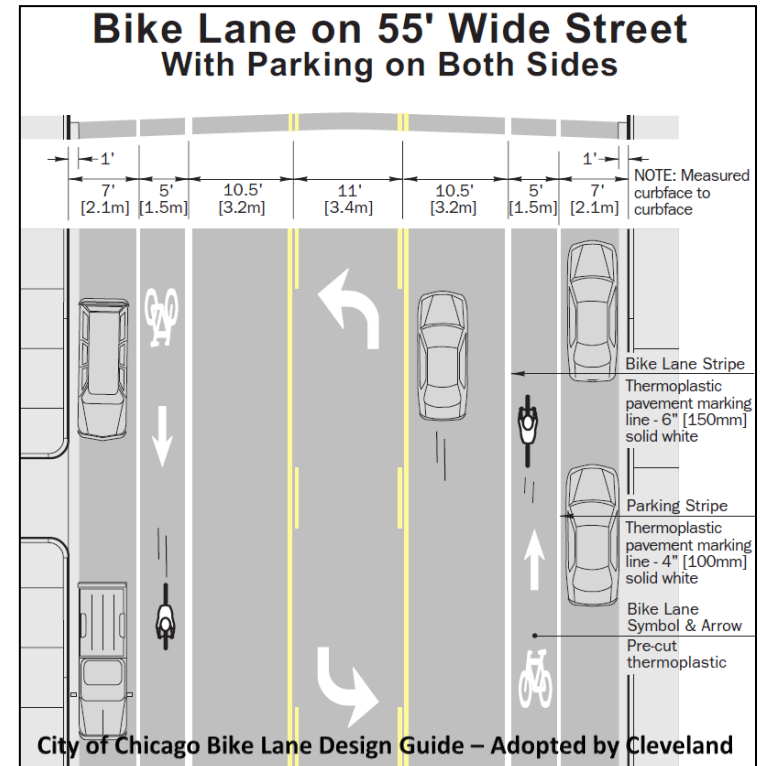
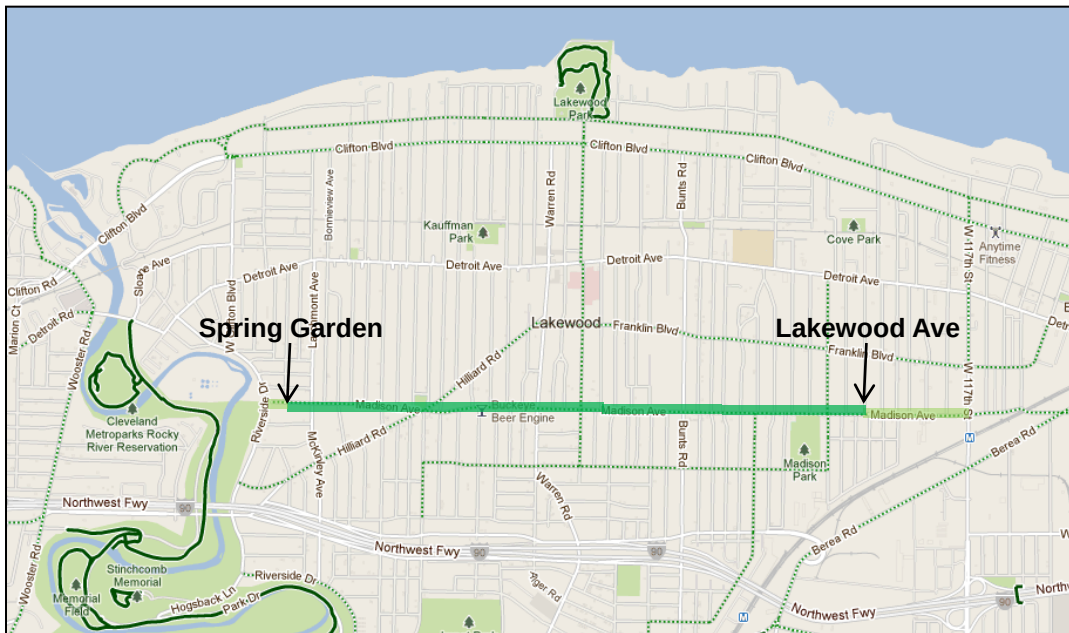
The benefits of bike lanes for local businesses

- “NYC DOT found an increase of as much as 49% in retail sales at “locally based businesses” on 9th Avenue from 23rd to 31st Streets since the bike lane was initiated in the fall of 2007. In that time, retail sales increased only 3% in the rest of Manhattan.”
 - <http://blogs.wsj.com/metropolis/2012/10/24/report-bike-lanes-pedestrian-plazas-good-for-businesses/>
- Along San Francisco's Valencia Street, two-thirds of merchants surveyed 4.5 years after bike lanes were painted said that the lanes had a positive overall impact on their business
 - League of American Bicyclists. (2006). Economic benefits of bicycle infrastructure. Retrieved from http://www.bikeleague.org/resources/reports/pdfs/economic_benefits_bicycle_infrastructure_report.pdf
- A 20-year study of efforts to make streets better for pedestrians and cyclists found that, after changes are implemented, businesses in these areas show stronger growth than auto-friendly shopping centers
 - Healthcare Management Degree. (n.d.) How bikes can save us: The two-wheeled key to better health and a better world. [Web Graphic]. Retrieved from <http://www.healthcare-managementdegree.com/biking-and-health/>
- A study of customers to urban retail businesses in Toronto, Canada found patrons arriving by foot and bicycle visit the most often and spend the most money per month.
 - Victoria Transport Policy Institute. (2012, May 25). Evaluating non-motorized transportation benefits and costs.



Madison Ave Bike Lane Options

- Madison Avenue ranges from 44 to 56 feet wide
- Continuous bike lane along the wide section of Madison from Spring Garden to Lakewood Ave (2.2 miles)
 - Interrupted at larger intersections similar to Cleveland's Euclid Ave bike lane and the planned Detroit Ave bike lane.
- On the narrower sections of Madison (*Riverside Dr to Spring Garden – 0.1 miles; Lakewood Ave to W117th – 0.4 miles*) the Chicago Bike Lane Design Guide has lane layouts that support the narrower width, or, less desirably, sharrows could be used to continue the bikeway



Madison Ave Bike Lane Options: A chance to be Innovative

- Standard parking-bike-car bike lanes are still recommended, but there are some new, innovative lane options that can signal the potential door zone to cyclists and motorists.



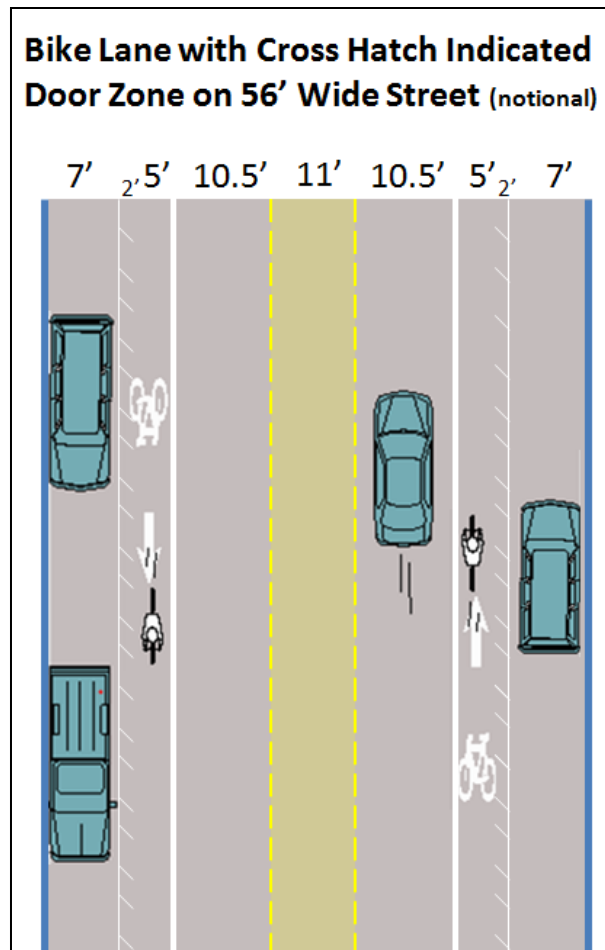
The cross-hatch marks on 17th Street. Photo: Bryan Goebel

Cross-hatch markings



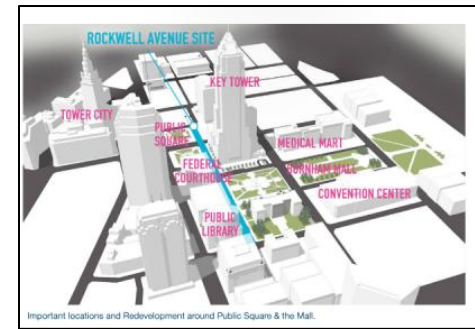
A "T" on Howard Street. Photo: SFMTA

"T" inner lane markings

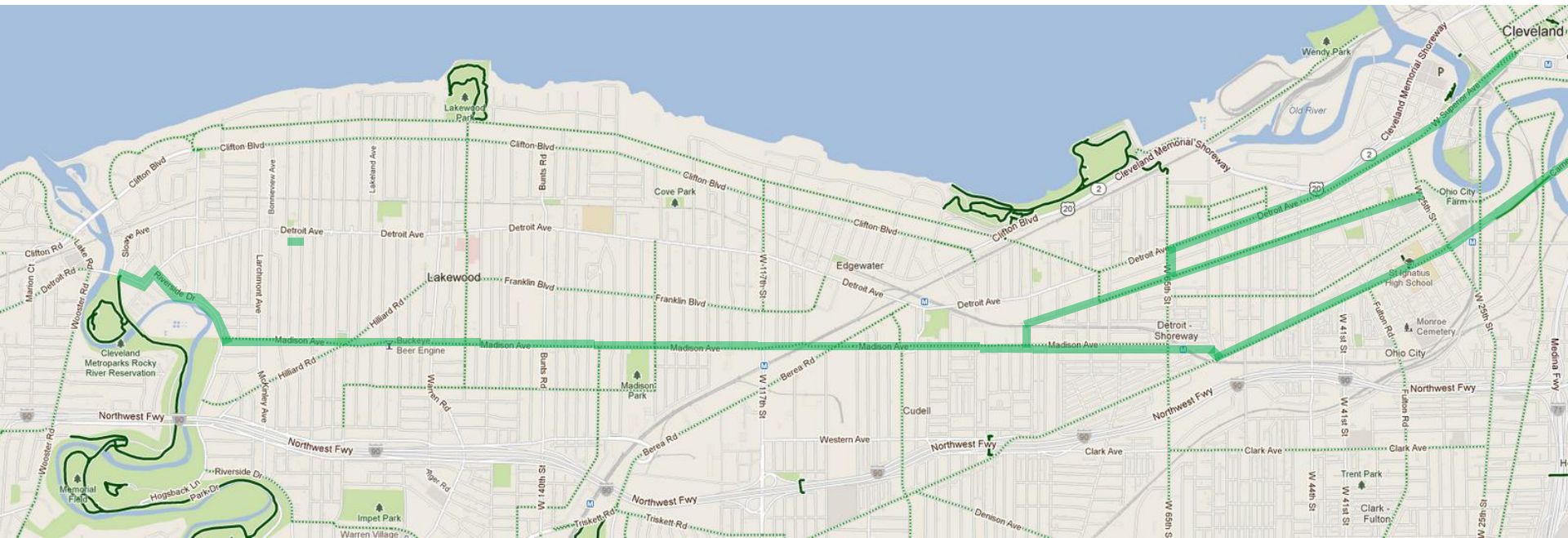




Potential Future Projects



- Collaboration with the City of Cleveland and BikeCleveland on a connecting bike lane east of W117th
 - Connection to Detroit Ave bike lane, Franklin Ave bikeway, and Lorain are all direct cycling routes to Cleveland and downtown
- Connection to Cleveland Metroparks Rocky River Reservation via Riverside Dr



Now is the time to add bike lanes

- Engineering began on the Madison Ave resurfacing design in October
- The earliest possible project start date for resurfacing is July, 2013
- The City of Cleveland and Bike Cleveland have proven with the Detroit Ave bike lane that Madison could be re-stripped to add bike lanes affordably at a later date if necessary. However, implementing bike lanes into the current resurfacing plans would be more cost effective.
- http://blog.cleveland.com/metro/2012/08/detroit_avenue_in_cleveland_wi.html

