

PASEO DE PERALTA OCTOBER 9TH, 10TH



BENEFITS OF PROTECTED BIKE LANES

- 1 Safer for everyone¹
- 2 Boost economic growth²
- 3 More people biking → less GHG³
- 4 Cheaper than trails⁴
- 5 All ages and abilities bike network⁵

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2021 Multimodal Transition Plan:

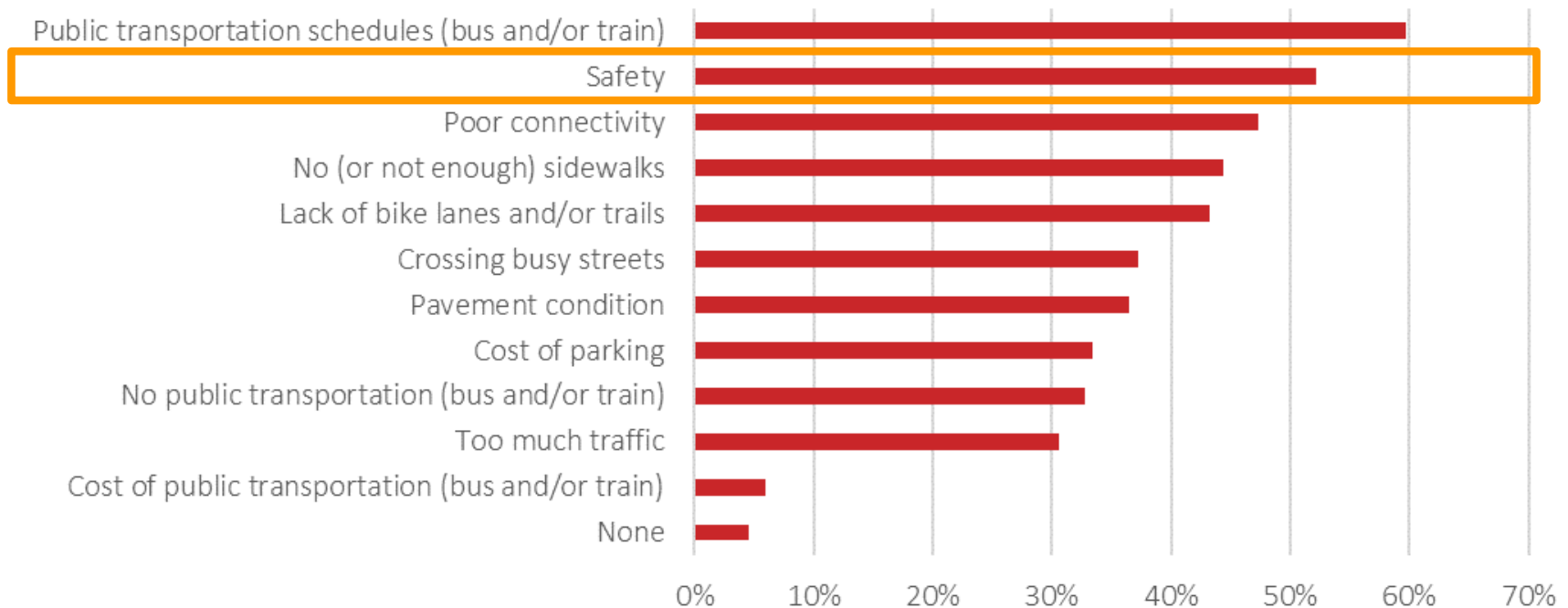
If you would like to bike more (for trips to school, work, errands, recreation), but don't, what is the biggest factor or constraint that keeps you from doing so?

	# Responses	% Respondents
Traffic safety concerns	483	68%
Lack of bike paths or bike lanes	396	56%
Don't feel safe biking in bike lanes	315	44%
Personal safety concerns	255	36%
Destinations are too far away	163	23%
Things I need to carry are too heavy	155	22%
NA: I am not interested in bicycling more	139	20%
Takes too much time	119	17%
I have a bike I want to use but it needs to be repaired	67	9%
Concerned about bicycle theft/my bike was stolen	12	2%
Disability/Health Issues	8	1%
Weather	6	1%
Other	10	1%
Total Responses	2,128	
Total Individual Respondents	711	100%

SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2020-2045 Metropolitan Transportation Plan:

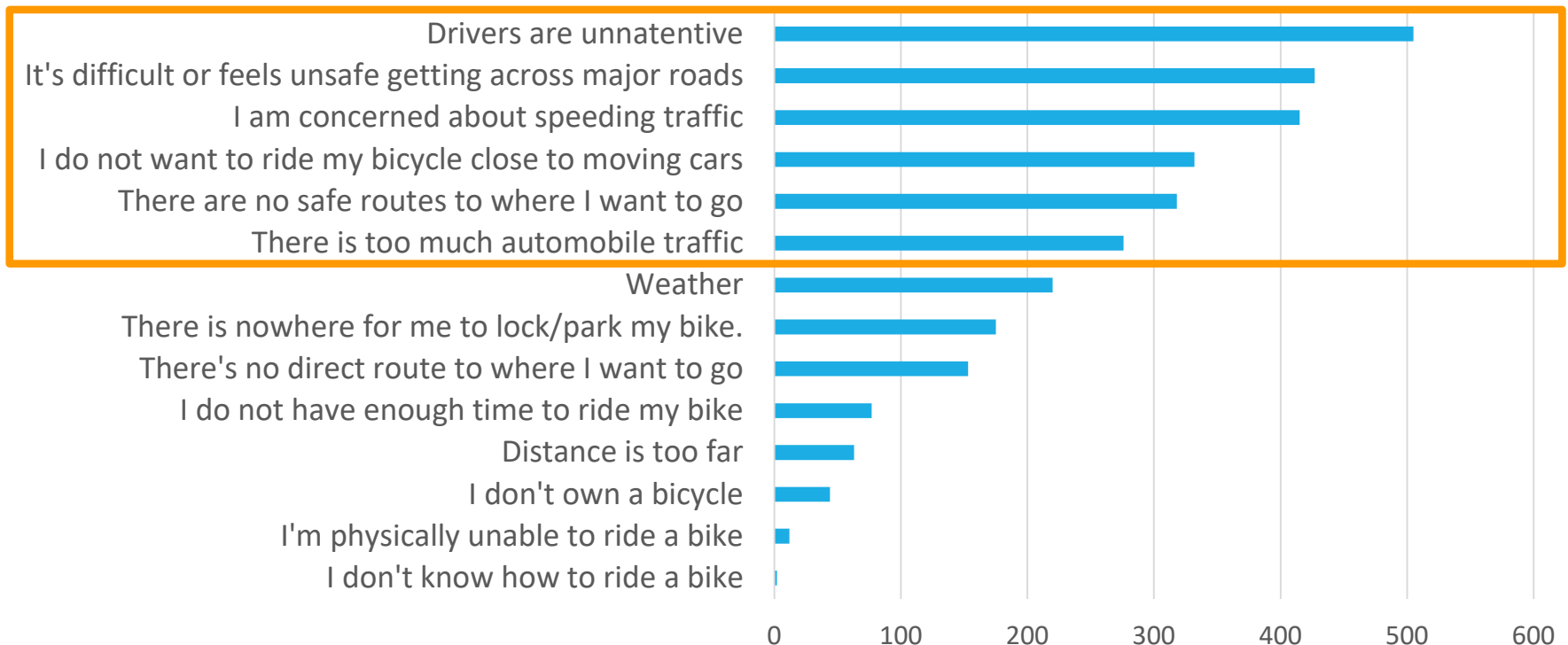
Which of the following barriers influence you the most when considering transportation options?



SAFETY IS A MAJOR BARRIER TO BIKING IN SANTA FE

2019 Bicycle Master Plan:

Below is a list of potential barriers to an individuals capability or willingness to ride a bicycle. Please choose all that apply to you.



POP-UP PROTECTED BIKE LANE GOALS

Demonstrate what they are & how they work

Start the conversation – is this what people want?

Work towards the Bicycle Master Plan Goal

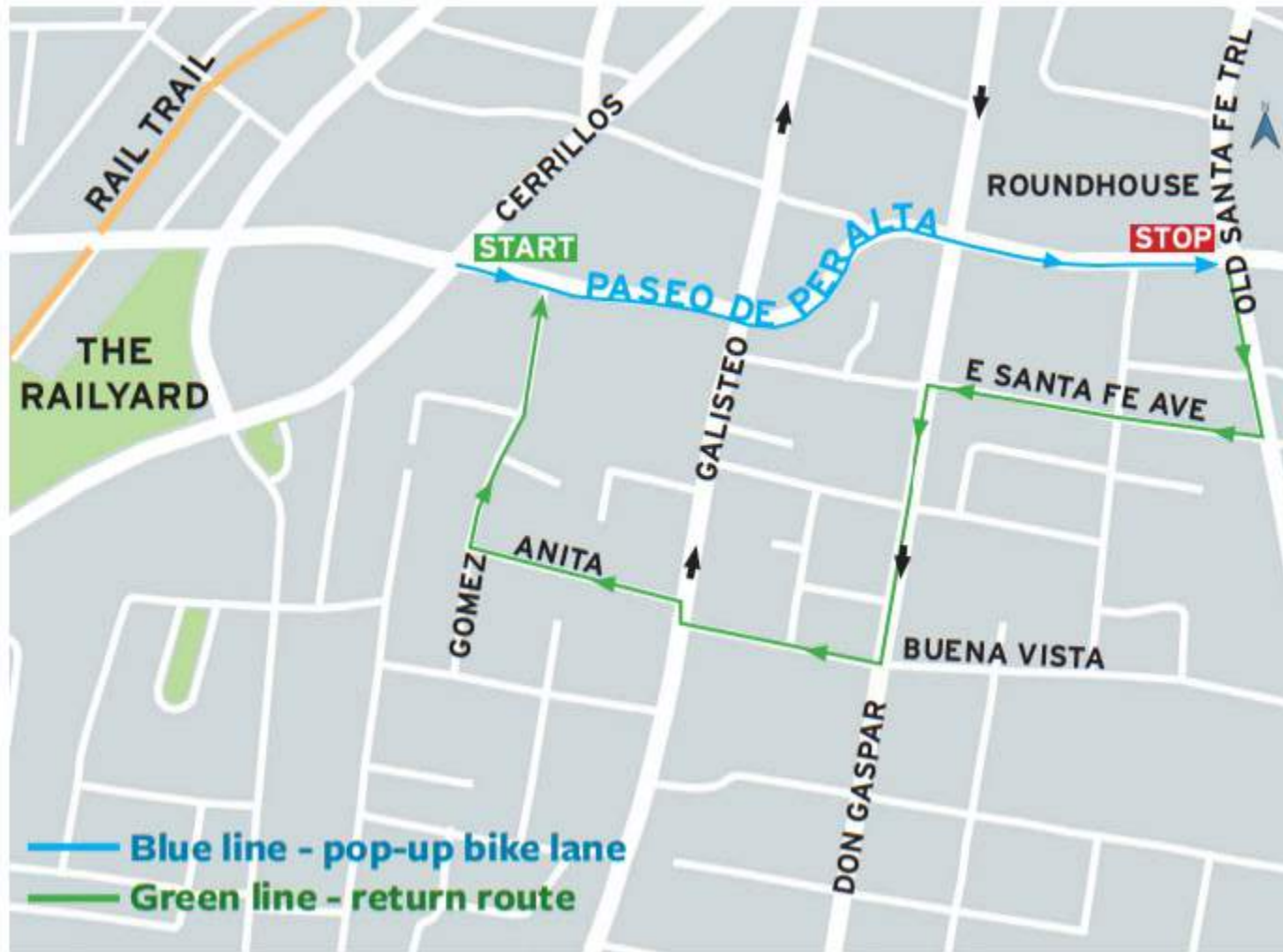
SEPARATED
(PROTECTED) BIKEWAY



MPH	≤25	30-35	≥40
2012	0 mi	0 mi	0 mi
2018	0 mi	0 mi	0 mi
TARGET			
2024	-	1 mi	-

PASEO DE PERALTA PROTECTED BIKE LANE

OCTOBER 9TH AND 10TH

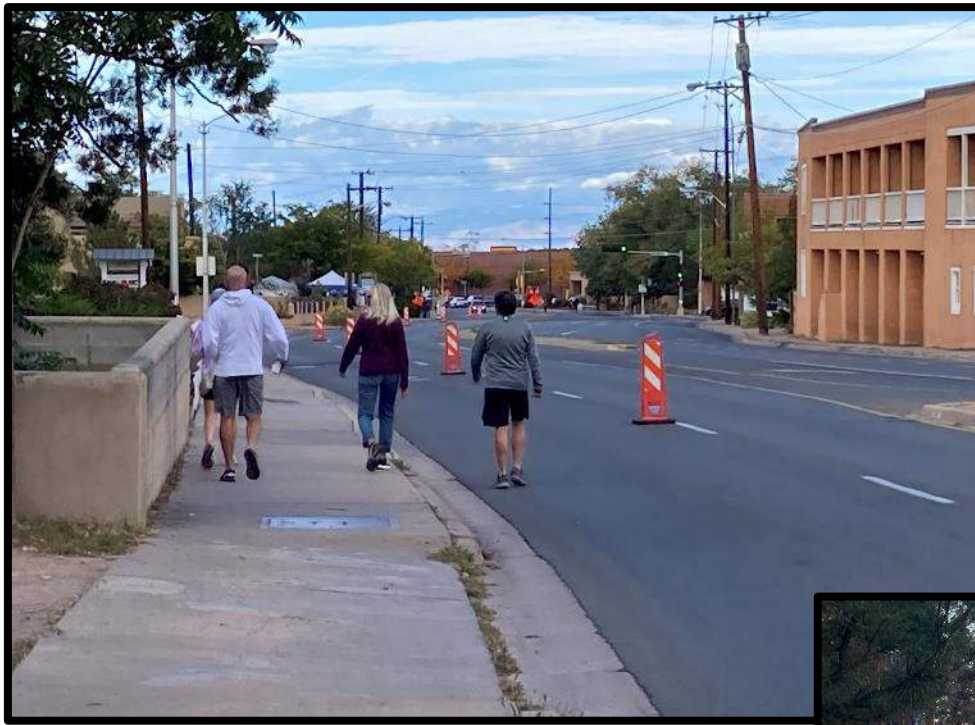




Signage
and
setup



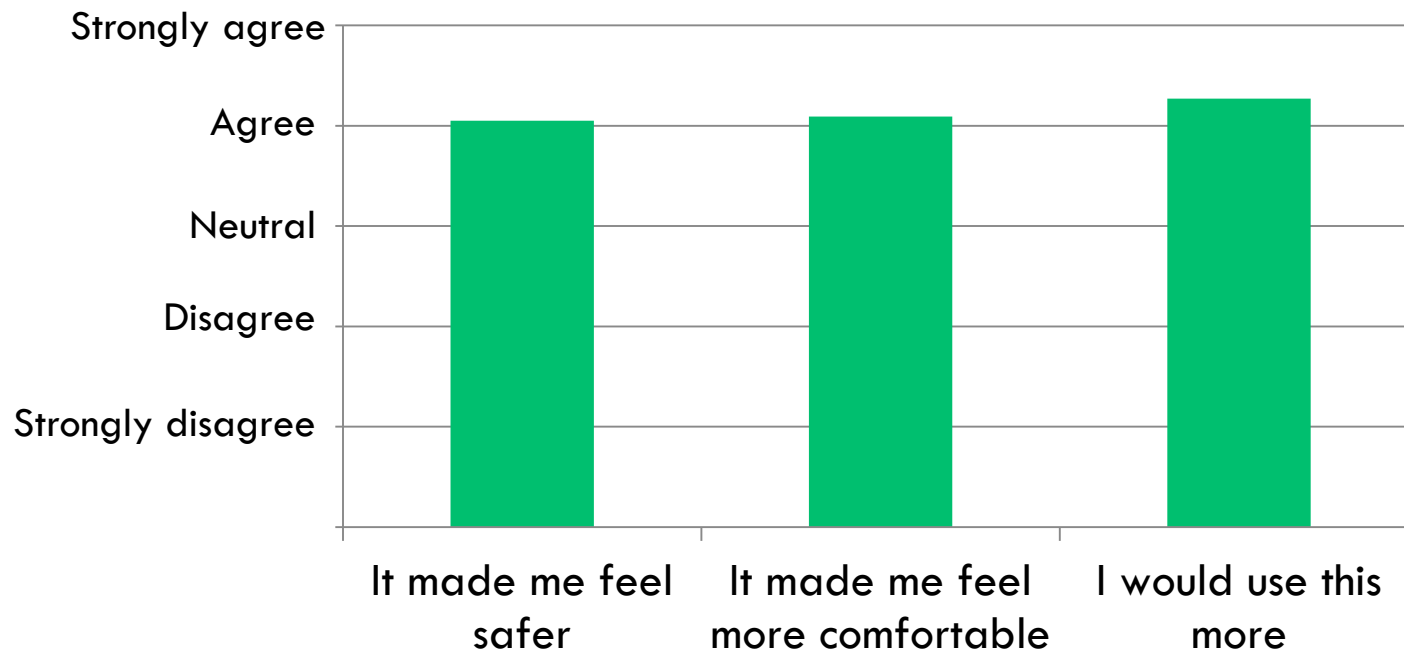
All ages came out!



Over 650 people
biked it



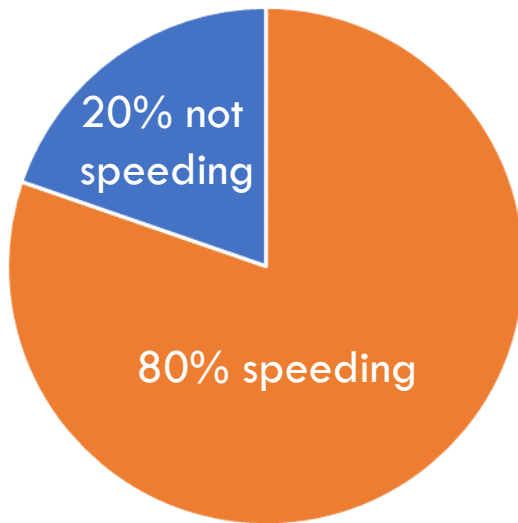
DID PEOPLE LIKE IT?



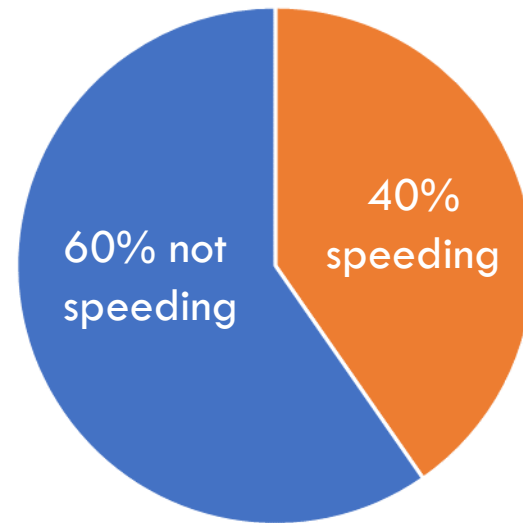
Source: BPAC survey where 22 respondents had experienced the protected bike lane. Weighted average of responses is shown.

WERE VEHICLE SPEEDS AFFECTED? 25 MPH SPEED LIMIT

No bike lane – status quo*



Protected bike lane**

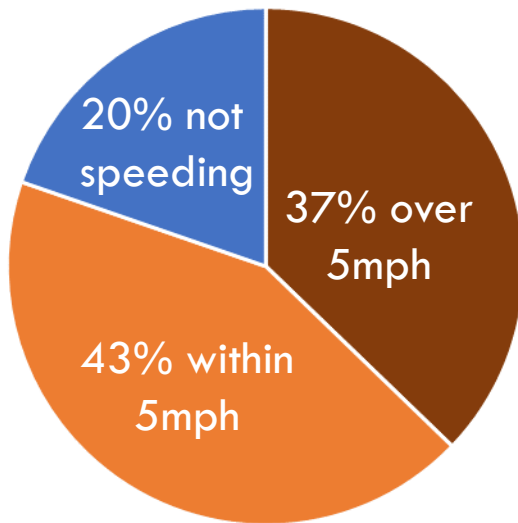


* 1,451 car speeds recorded over two 2-hour windows Oct. 16-17

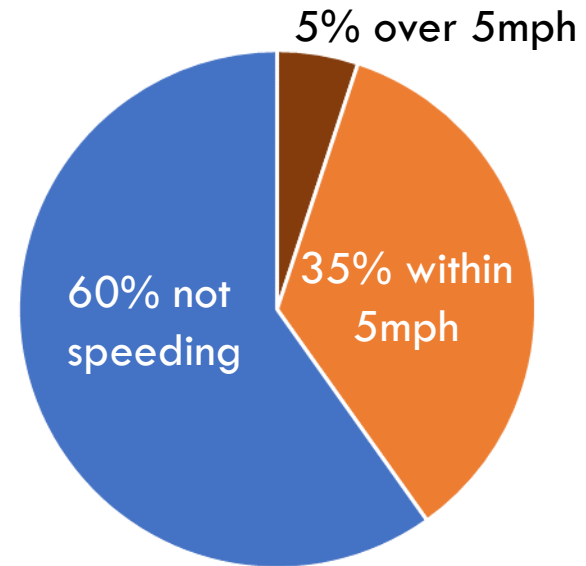
** 1,148 car speeds recorded over two 2-hour windows Oct. 9-10

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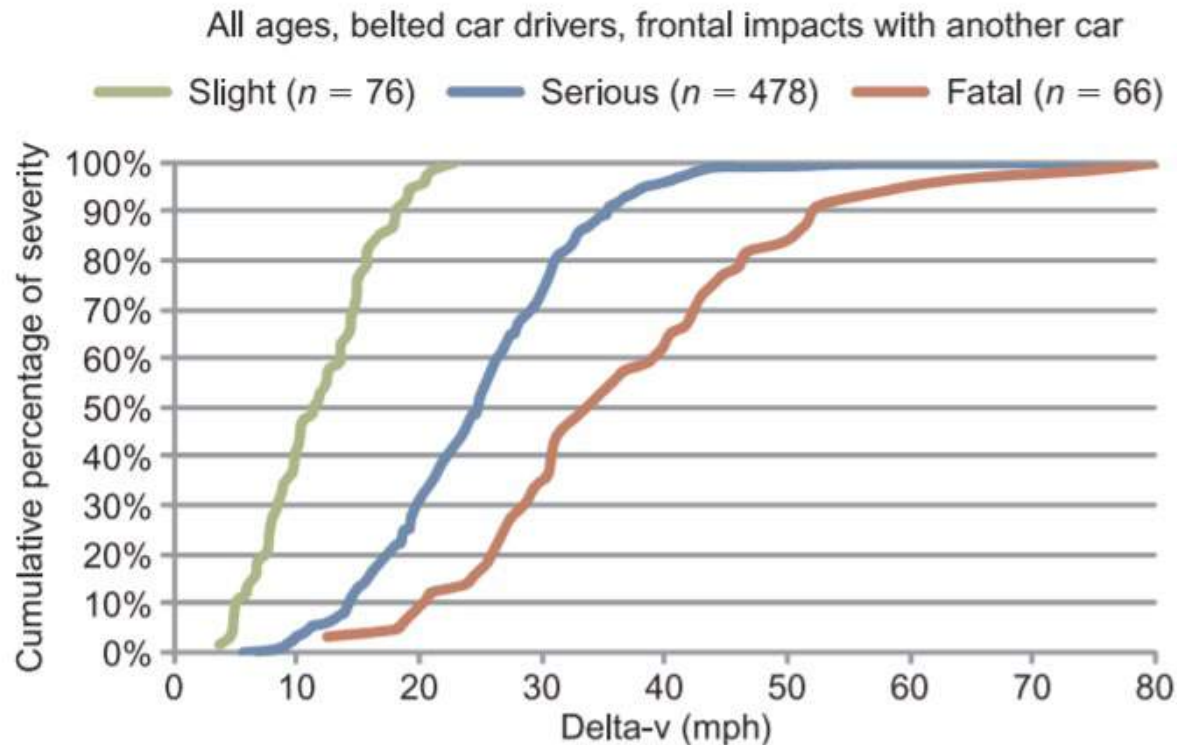
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WHY DO SPEEDS MATTER?



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Figure 3.1: Cumulative speed curves for car drivers in cars with a frontal impact



CONCLUSIONS

- ☐ People consistently name safety as the #1 barrier to biking more
- ☐ Physical separation made people feel safer
- ☐ Excessive vehicle speeds were dramatically reduced
- ☐ Protected bike lanes are an evidence-based way to make roads safer for people biking, walking, and driving

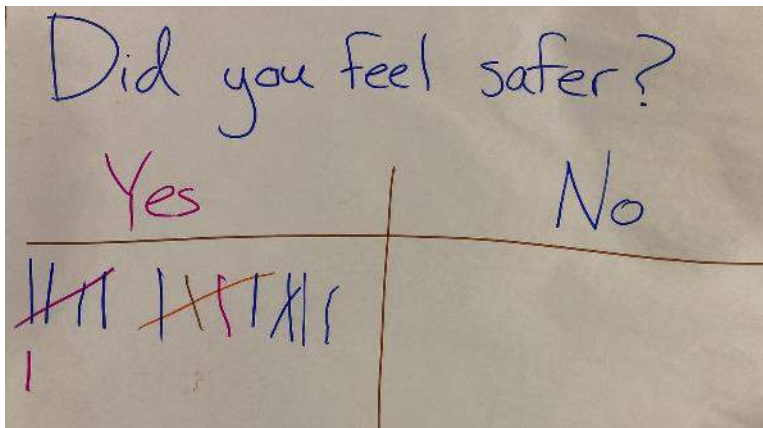
NEXT STEPS



Safe Routes
to School
events

Bike Month -
May

Public or
stakeholder
driven events



PASEO DEL SOL
11/30/21

REFERENCES

1. Wesley E. Marshall, Nicholas N. Ferencak. Why cities with high bicycling rates are safer for all road users. Journal of Transport & Health, Volume 13, 2019, 100539, ISSN 2214-1405
<https://doi.org/10.1016/j.jth.2019.03.004> .
2. [Protected Bike Lanes Mean Business](#), Report by People for Bikes and Alliance for Biking & Walking, 2013
3. Numerous studies www.peopleforbikes.org/statistics/economic-benefits
4. National Association of City Transportation Officials
nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/
5. [Santa Fe Metropolitan Bicycle Master Plan](#)

THANK YOU



LIVEABLE COMMUNITIES