

## Santa Monica Boulevard Bike Lane Fact Sheet

### **1. Adding a bike lane will improve traffic flow**

AB 1371 requires drivers to give three feet to safely pass bicyclists traveling in the same direction. Without a bike lane, drivers will be required to change lanes to pass slower moving bicyclists, which increases friction. With a bike lane, bicyclists will have a separate space that will not interfere with the flow of traffic midblock.

### **2. Adding a bike lane will improve safety for people driving and biking**

Studies show a safety benefit for people driving, biking and walking along streets with bike lanes. A 2012 study published in the American Journal of Public Health found that bike lanes along streets without parking are among the safest bicycle facilities commonly found in the United States.<sup>1</sup> Bike lanes on major streets without parking have similar injury rates to local residential streets and better injury rates than multiuse paths.

### **3. Adding a bike lane will improve comfort for people driving and biking**

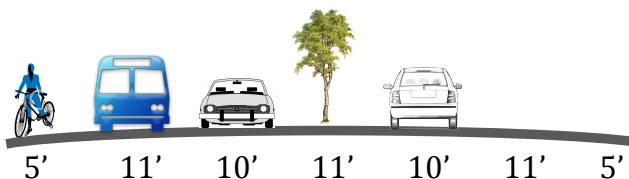
In its online reference guide to bicycle and pedestrian facilities, the Federal Highway Administration states that:

*Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists than shared travel lanes. The presence of the bike lane stripe has also been shown from research to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and enhanced comfort levels for both motorists and bicyclists.<sup>2</sup>*

## Bike Lanes Align Closely with Project Objectives

Bike lanes will improve the safety and operational efficiency of the roadway, increase access to business and provide a “complete street” that serves the needs of all road users.

The committee may wish to explore alternatives that provide bike lanes without extensive incursion into the parkway. Using lane widths that are now standard in neighboring cities, all elements of the reconstruction project can fit within a consistent 63-foot cross section:



Prepared by the Los Angeles County Bicycle Coalition

<sup>1</sup> <http://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.2012.300762>

<sup>2</sup> [http://www.pedbikesafe.org/BIKESAFE/countermeasure.cfm?CM\\_NUM=11](http://www.pedbikesafe.org/BIKESAFE/countermeasure.cfm?CM_NUM=11)