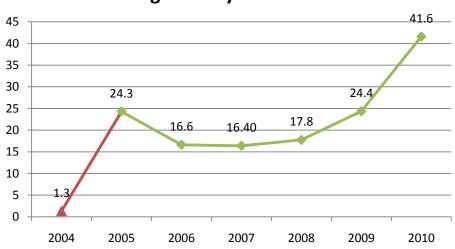
District of Columbia Bike Lanes Fact Sheet

The District has 50 miles of bike lanes which allow cyclists to more safely traverse the city. Bike lanes are an important part of DDOT's goal of expanding transportation choices in the District.

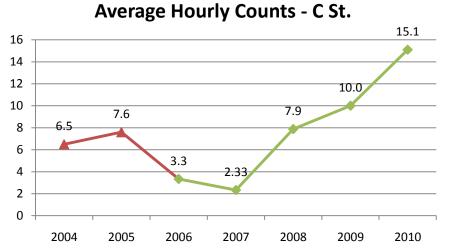
The use of bike lanes is studied by DDOT through annual bike counts to gauge the number of riders in the city.

The following graphs depict the change in average hourly bicyclist counts at various locations around the city - before and after bike lanes were added.

Before Bike Lanes Added
After Bike Lanes Added



Average Hourly Counts - R St.

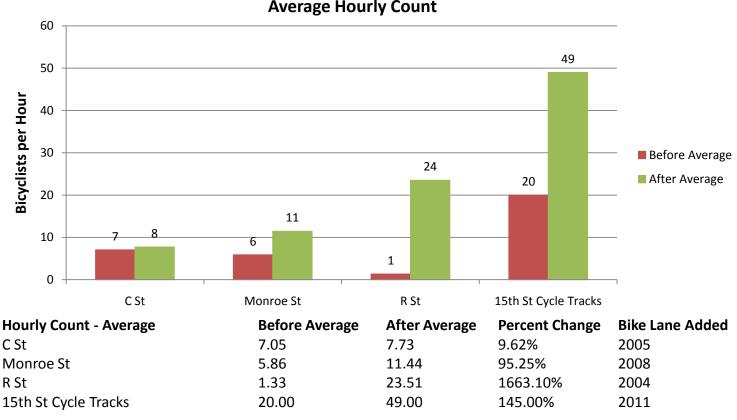


Average Hourly Counts - Monroe St. 15 16 14 12 10 7.9 7.2 7.00 8 5.7 4.9 6 Δ 2 0 2004 2006 2005 2007 2008 2009 2010

"For bicyclists, increased numbers often lead to increased safety. As bike paths on roads attract larger numbers of cyclists, the chance of carrelated accidents declines, promoting further use." – Nancy Folbre, The Bicycle Dividend, July 4, 2011, The New York Times Economix

District Department of Transportation

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Before and After Bike Lanes

Average Hourly Count

Before and After Bike Lanes Hourly Count - Peak Hour 160 148 140 120 **Bicyclists per Hour** 100 80 Before Average 60 45 After Average 32 40 25 21 20 10 3 0 C St Monroe St R St 15th St Cycle Tracks **Hourly Count - Peak Hour Before Average** After Average Percent Change **Bike Lane Added** 2005 C St 8.50 20.60 142.35% Monroe St 9.80 24.50 150.00% 2008 3.00 45.17 1405.56% 2004

148.00

362.50%

2011

32.00

R St 15th St Cycle Tracks