

District of Columbia Bike Lanes Fact Sheet

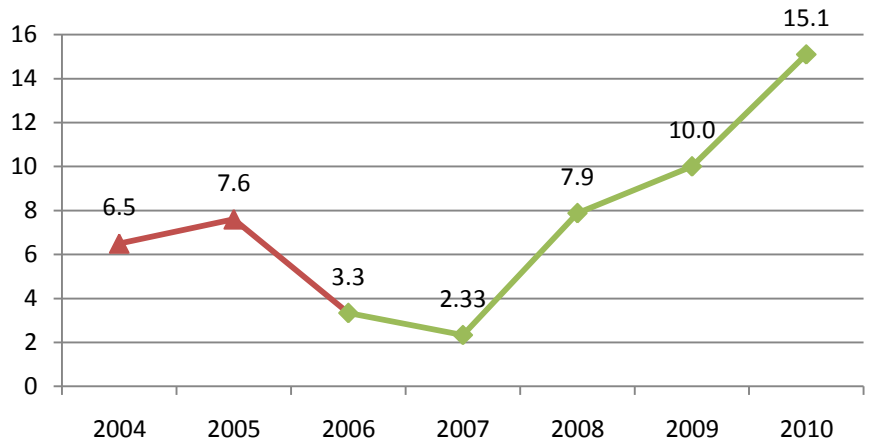
The District has 50 miles of bike lanes which allow cyclists to more safely traverse the city. Bike lanes are an important part of DDOT's goal of expanding transportation choices in the District.

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

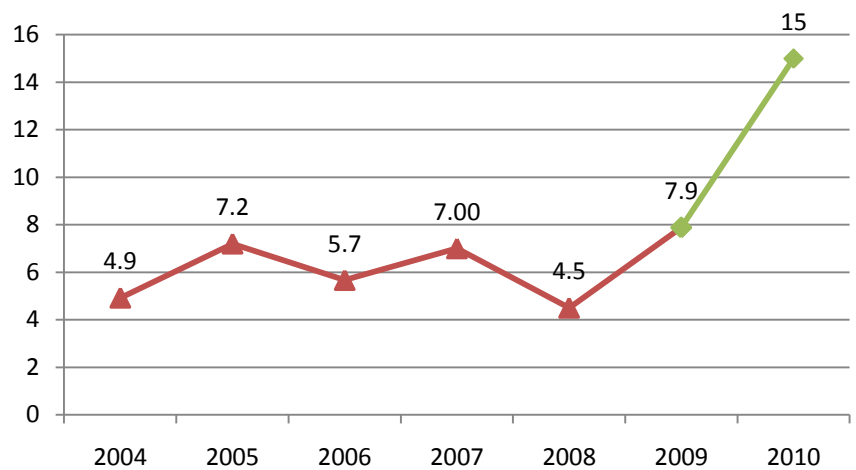
The following graphs depict the change in average hourly bicyclist counts at various locations around the city - before and after bike lanes were added.

- ▲ Before Bike Lanes Added
- ◆ After Bike Lanes Added

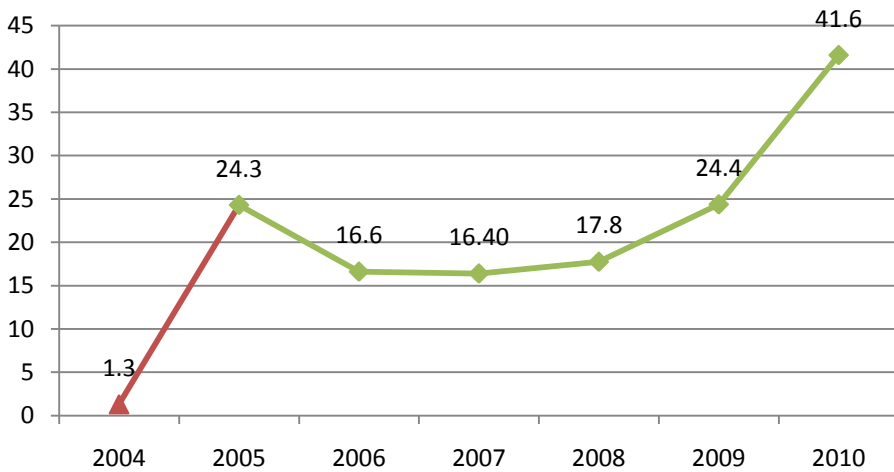
Average Hourly Counts - C St.



Average Hourly Counts - Monroe St.



Average Hourly Counts - R St.



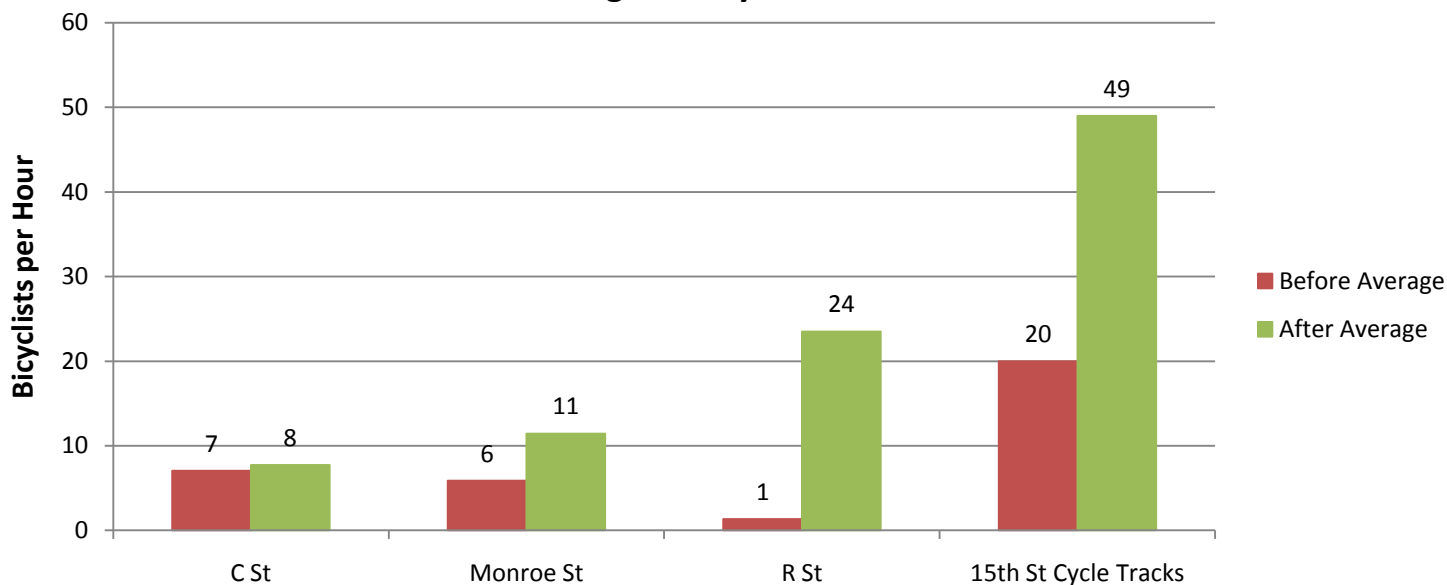
“For bicyclists, increased numbers often lead to increased safety. As bike paths on roads attract larger numbers of cyclists, the chance of car-related accidents declines, promoting further use.”

– Nancy Folbre, *The Bicycle Dividend*, July 4, 2011, [The New York Times Economix](#)

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Before and After Bike Lanes

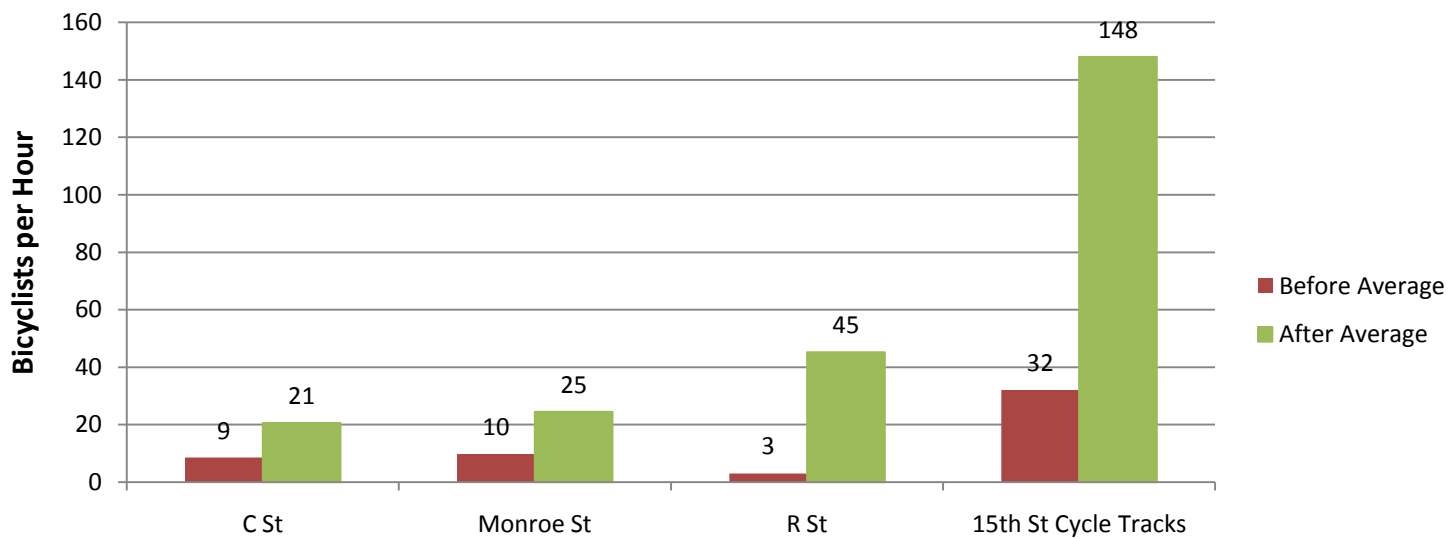
Average Hourly Count



Hourly Count - Average	Before Average	After Average	Percent Change	Bike Lane Added
C St	7.05	7.73	9.62%	2005
Monroe St	5.86	11.44	95.25%	2008
R St	1.33	23.51	1663.10%	2004
15th St Cycle Tracks	20.00	49.00	145.00%	2011

Before and After Bike Lanes

Hourly Count - Peak Hour



Hourly Count - Peak Hour	Before Average	After Average	Percent Change	Bike Lane Added
C St	8.50	20.60	142.35%	2005
Monroe St	9.80	24.50	150.00%	2008
R St	3.00	45.17	1405.56%	2004
15th St Cycle Tracks	32.00	148.00	362.50%	2011