Active Communities / Transportation Research Group

MPC
MOUNTAIN-PLAINS CONSORTIUM

The Relative (In)effectiveness of Bicycle Sharrows on Safety Outcomes

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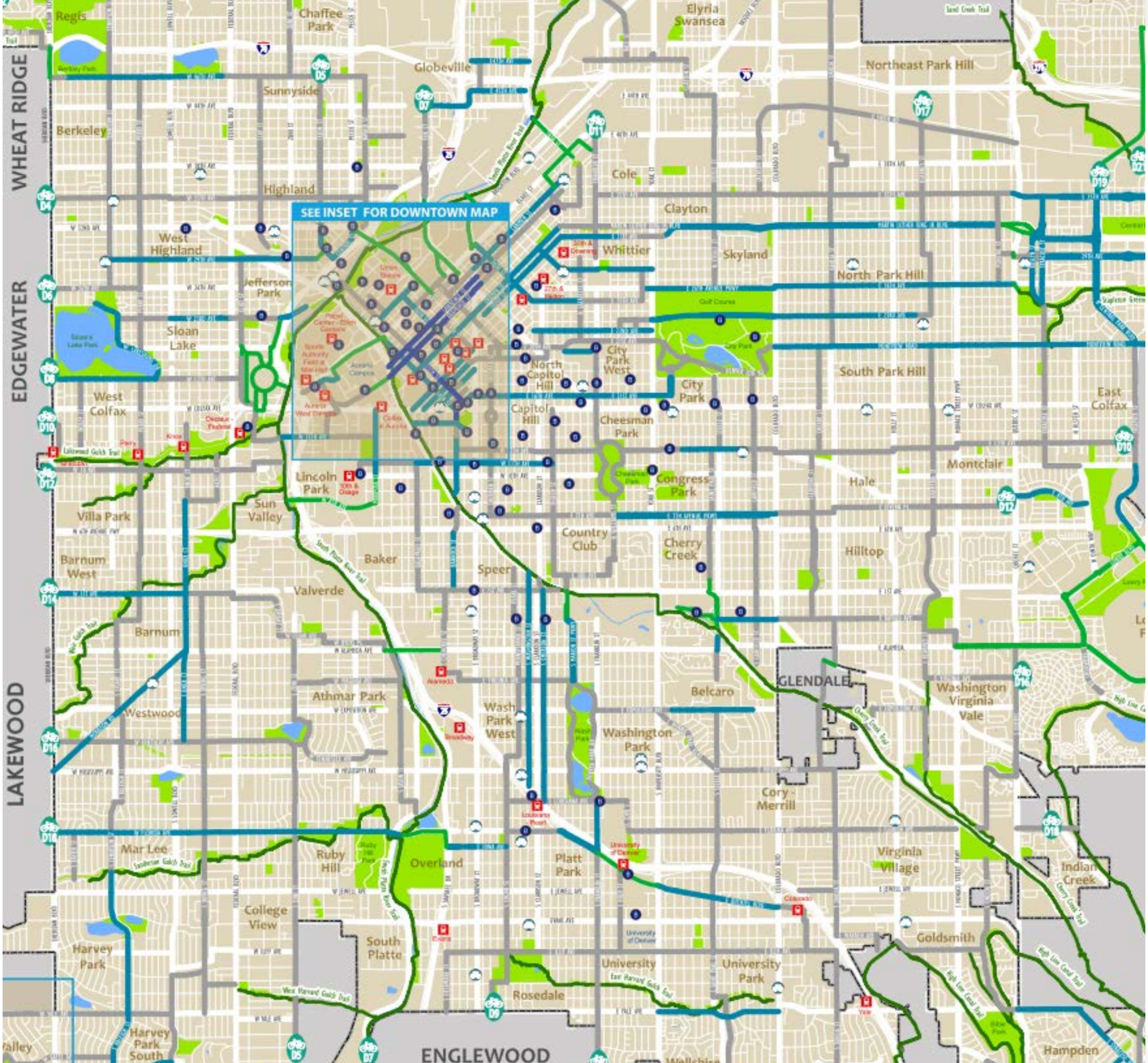
What is it good for?

- Avoiding dooring crashes
- Reducing sidewalk and wrong-way riding
- Reducing aggressive passing behavior
- Encouraging bicyclists' control of a travel lane
- Reinforcing message that bicyclists are legitimate road users


SEE INSET FOR DOWNTOWN MAP
WHEAT RIDGE
EDGEWATER
LAKEWOOD
GLENDALE
ENGLEWOOD
Regis
Chaffee Park
Elyria Swansea
Globeville
Northeast Park Hill
Sunnyside
Berkeley
Highland
Cole
Clayton
West Highland
Whittier
Skyland
North Park Hill
Jefferson Park
Sloan Lake
City Park West
North Capitol Hill
City Park
South Park Hill
West Colfax
Capitol Hill
Cheesman Park
East Colfax
Montclair
Lincoln Park
Congress Park
Hale
Villa Park
Sun Valley
Country Club
Cherry Creek
Barnum West
Baker
Speer
Hilltop
Valverde
Barnum
Athmar Park
Belcaro
Westwood
Wash Park West
Washington Park
Washington Virginia Vale
Cory - Merrill
Mar Lee
Ruby Hill
Overland
Platt Park
Virginia Village
Indian Creek
College View
South Platte
Goldsmith
Harvey Park
University
University Park
Rosedale
Harvey Park South
Hampden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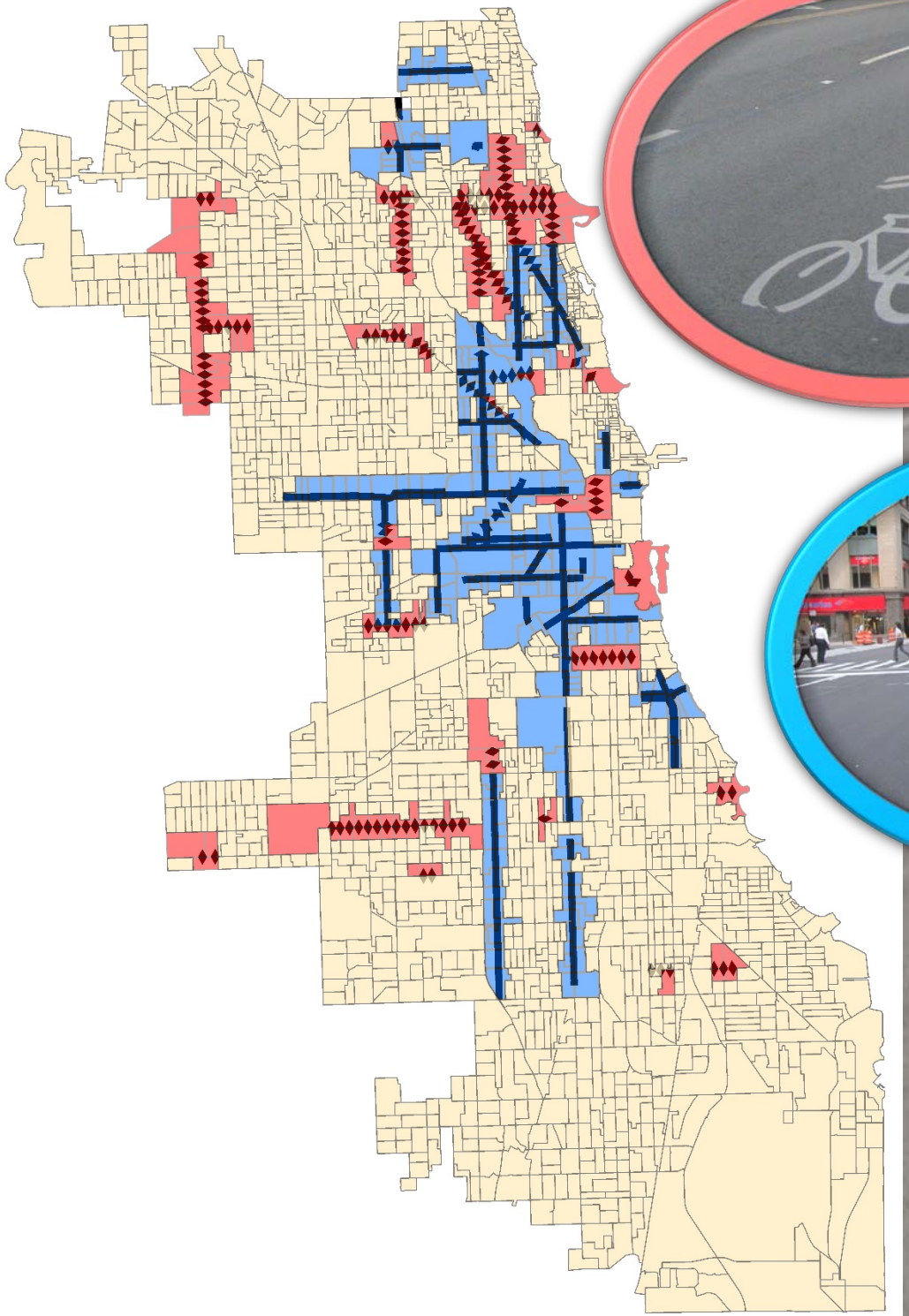

Weighted Injury Crash Rates per 10 Commuter Bicyclists

		Dooring Crashes	Regular Bike Crashes	Total Crashes
n=42		Before: 0.13 After: 0.42 215.3%	Before: 0.71 After: 1.41 97.5%	Before: 0.90 After: 1.83 103.7%
n=149		Before: 0.20 After: 0.08 -60.9%	Before: 1.45 After: 1.75 20.8%	Before: 1.66 After: 1.83 10.2%
n=1,948		Before: 0.18 After: 0.14 -22.8%	Before: 0.67 After: 0.83 25.0%	Before: 0.87 After: 0.98 12.2%

The Relative In(effectiveness) of Bicycle Sharrows on Safety Outcomes

For more information, contact:

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