



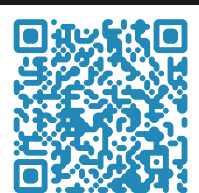
# BETTER BLOCK FLINT

## CYCLING IN THE CITY

### BENEFITS OF CYCLING



While Flint enjoys a large network of off-street recreational bike paths, such as the Flint River Trail and the Genesee Valley Trail, these are primarily designed for recreation, and not widely useful for day-day transportation needs. **In order to increase rates of biking in Flint, cyclists must be able to safely and reliably bike on our streets**



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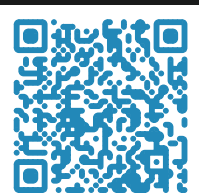
## WHAT MAKES A STREET SAFE FOR BIKING?

Bicycles are considered vehicles in Michigan and have all of the rights and duties applicable to the driver of a vehicle. It is legal and appropriate for Flint's adult cyclists to ride their bikes on our city streets. However, cyclists are at a high risk on Flint's roads due to the behavior of motorists.

Different streets may require different solutions in order to be safe and convenient for cyclists. On quiet streets with minimal traffic, there is no need for defined bike lanes. On busier streets, like MLK, the large volume of motorized traffic means that cyclists are at a higher risk of injury and it is best practice to create dedicated "bike lanes" to separate cyclists from the other traffic on the street.



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## BIKE LANES COME IN A FEW FORMS...

### CONVENTIONAL BIKE LANES:



Conventional bike lanes are narrow lanes of street separated from car-traffic by painted stripes. Flint's comprehensive plan, bike lanes can be as narrow as 5 feet in some areas. While these bike lanes are very cheap to produce, they offer the least amount of protection for cyclists and are inappropriate for Flint's busier roads.

### BUFFERED BIKE LANES:



Buffered bike lanes are separated from traffic by a painted "buffer lane." This has the effect of narrowing car lanes and placing more space between motorists and cyclists on the street. While drivers can (and sometimes do) still risk the safety of cyclists by driving over these painted buffer lanes, buffered bike lanes are considered safer for cyclists than conventional lanes and are still affordable to build as they require nothing but paint and signage



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## BIKE LANES COME IN A FEW FORMS...

### GREEN BIKE LANES



It has become increasingly common for cities to paint the full width of on-street bike lanes green on busy roads. This has the effect of drawing extra attention to lane and clearly demarcating the bike space from the car space. Because bikes are much less destructive to road surfaces than cars, these painted lanes do not require constant resurfacing, but they do still require standard street maintenance like sweeping and snow removal. Currently there are no green bike lanes in the city of Flint.

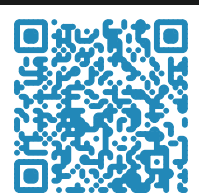
### PROTECTED BIKE LANES



Protected bike lanes have some sort of physical, stationary, vertical separation between car traffic and bike traffic. Examples of vertical separation include plastic posts, bollards, curbs, planters, raised bumps or parked cars. These lanes are the safest of the options, as it is difficult for vehicular traffic to cross into them. They are becoming more and more common in American cities. The City of Flint currently has no protected bike lanes and recent attempts to build them in the city have been rejected.



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