Impacts of Cycle Lanes on Driver Behavior
Initial Data Points
# Average Driver Speeds

<table>
<thead>
<tr>
<th>Condition</th>
<th>Speed 1</th>
<th>Speed 2</th>
<th>Speed 3</th>
<th>Speed 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lane Present</td>
<td>32.67</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Bike Lane Present</td>
<td>28.64</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Present</td>
<td>27.60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No Parking Present</td>
<td>31.33</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- >4 mph change
- Highest: Bike Lane Present
- Lowest: Parking Present
Average bike volume > 23 bikers/hr
Average Driver Speed Relative to Bike Frequency

\[ y = -0.121x + 30.646 \]
\[ R^2 = 0.52408 \]

85th Percentile Driver Speed

Number of Bikes per Hour
12 mile pedestrian path along Lake Champlain

3 sand beaches

1 of the northeast's most stunning lakes