

Parking Protected Bike Lane Questions and Answers



Example of a parking protected bike lane

Where will people park cars on the street?

The design allows for parking on nearly every block where parking currently exists. Nearly all properties in the project area have private parking available in driveways or parking lots.

Can people still use the area next to the curb to load or unload or to get in or out of their driveways?

Yes, city code allows people to load or unload for 30 seconds in a travel lane, including a bike lane. People who are driving are also allowed to pass through a bike lane or travel lane to get in or out of a driveway. As always, yield to the traveler in the travel lane or bike lane.

How will mail and packages be delivered?

The design leaves space in front of mail boxes for mail delivery vehicles to pull up to the curb to deliver mail. Delivery vehicles can pull into this space or the space in front of driveways - similar to what they would currently do when the on-street parking spaces are occupied.

How can I safely get into a parked car without a bike lane buffer between the parked car and moving vehicles?

While many streets in Portland do not have bike lanes next to on-street parking, we recognize that this design will be a change from what you are accustomed to on SW 35th. Use caution when entering and exiting the driver's side of your parked vehicle. Encourage children and people who need more time and space to exit your parked car to exit towards the curb.

Are there specific City policies that support this design?

A number of City policies and policy documents call for increasing the number of people who walk, bicycle, and take transit in the city, specifically the *Climate Action Plan*, *Portland Plan*, and *Transportation System Plan* (TSP). To achieve growth in bicycling, our bikeway design needs to meet the needs of a broader set of potential bicyclists. Among adults in the US, only 6–10% of people generally feel comfortable riding in mixed traffic or painted bike lanes. However, nearly two-thirds of the adult population may be interested in riding more often, given better places to ride, and as many as 81% of those would ride in protected bike lanes. Many existing bicycle facility designs exclude most people who might otherwise ride, traditionally favoring very confident riders, who tend to be adult men.

Questions? Please contact Liz Rickles, Capital Project Manager at 503-823-7078 or Elisabeth.rickles@portlandoregon.gov