

## Dangers of Parking in Bike Lanes

✓ [What's wrong with parking in bike lanes? A lot, actually – Greater Greater Washington \(gqwash.org\)](https://gqwash.org/view/68651/whats-wrong-with-parking-in-bike-lanes-a-lot-actually#:~:text=Cyclist%20Anita%20Kinney%20says%2C.in%20the%20case%20of%20Uber.)  
<https://gqwash.org/view/68651/whats-wrong-with-parking-in-bike-lanes-a-lot-actually#:~:text=Cyclist%20Anita%20Kinney%20says%2C.in%20the%20case%20of%20Uber.>

- *“It is incredibly dangerous when a bike lane is blocked because of the maneuvers that cyclists have to undertake to avoid the parked car, especially when the car stops suddenly”*
- It's well-known that the value of bike lanes is in the FEELING of safety that they create in cyclists: although this can be illusory, **they nonetheless encourage ridership.**

✓ [Philadelphia Parking Authority officers to clear bike lanes - WHYY](https://why.org/articles/philadelphia-parking-authority-bike-mounted-enforcement-officers/)  
<https://why.org/articles/philadelphia-parking-authority-bike-mounted-enforcement-officers/>

- The goal is to keep the designated bike lanes clear, so *riders don't have to go into lanes of vehicular traffic.*
- **The study also shows bike counts are up 96% where dedicated bike lanes had been installed**

✓ [Dooring Statistics & Measurement Issues – Dutch Reach Project](https://www.dutchreach.org/dooring-problem-prevalence/)  
<https://www.dutchreach.org/dooring-problem-prevalence/>

- Doorings: **Often the most common bike-motor vehicle collision in urban areas**
- For injury collisions where the bicyclist is likely not the party at fault, nearly half of the collisions are attributed to three violation factors. These factors are: (Source: *San Francisco 2012-2015 Collisions Report; SFMTA*)
  - driver unsafe lane changes
  - **driver opening door into moving traffic**
  - driver failure to yield when making a left or U-turn

✓ [DC allows bike lane enforcement officers to issue photo parking tickets - Curbed DC](https://dc.curbed.com/2019/11/13/20963452/dc-bike-lanes-enforcement-parking-violations-dpw)  
<https://dc.curbed.com/2019/11/13/20963452/dc-bike-lanes-enforcement-parking-violations-dpw>

- Road safety advocates say that **when drivers block bike lanes, it forces cyclists to swerve out into vehicular traffic, putting all road users at risk of collision as well as injury.**

✓ [Blocked in the bike lane – Southwest Journal](https://www.southwestjournal.com/news/transportation/2018/10/blocked-in-the-bike-lane/)  
<https://www.southwestjournal.com/news/transportation/2018/10/blocked-in-the-bike-lane/>

- As Minneapolis shifts its practices and policies to encourage more people to bike, blocked lanes could be an impediment.
- “When someone is parked in a bike lane, it's high stress; It doesn't feel good.”
- Asked whether blocked bicycle lanes are a safety issue - “It is a safety issue if people feel it is”
  - The perception that blocked lanes are unsafe can impact a person's willingness to bike
  - *“This is also one of the reasons why we want to build a network that works for all riders”*

✓ [Dangers of Parking in a Bike Lane \(thebikinglawyer.ca\)](https://www.thebikinglawyer.ca/post/dangers-of-parking-in-a-bike-lane)  
<https://www.thebikinglawyer.ca/post/dangers-of-parking-in-a-bike-lane>

- The danger created by bike lane parking is best characterized by asking yourself if you'd park in the middle of the road, in a through traffic lane to pick up your dry cleaning?

✓ [Why are We Putting Up With Parking-Protected Bike Lanes? – Streetsblog USA](https://usa.streetsblog.org/2019/12/03/a-bill-of-goods-why-are-we-putting-up-with-parking-protected-bike-lanes/)  
<https://usa.streetsblog.org/2019/12/03/a-bill-of-goods-why-are-we-putting-up-with-parking-protected-bike-lanes/>

✓ [Bike parked deliberately in middle of road to highlight cars parked in bike lanes \(VIDEO\) | The Bike Comes First](http://www.thebikecomesfirst.com/bike-parked-deliberately-in-middle-of-road-to-highlight-cars-parked-in-bike-lanes-video/)  
<http://www.thebikecomesfirst.com/bike-parked-deliberately-in-middle-of-road-to-highlight-cars-parked-in-bike-lanes-video/>

- In what they called “The big cyclist experiment”, they used the same excuse as often used by motorists when confronted about the parked bike.

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## **Benefits of Bike Lanes**

- [Conventional Bike Lane Benefits | National Association of City Transportation Officials \(nacto.org\)](#)
  - Increases bicyclist comfort and confidence on busy streets.
  - Creates separation between bicyclists and automobiles.
  - Increases predictability of bicyclist and motorist positioning and interaction.
  - Increases total capacities of streets carrying mixed bicycle and motor vehicle traffic.
  - Visually reminds motorists of bicyclists' right to the street.
- [Cycling lanes reduce fatalities for all road users, study shows: Roads are safer for motorists, pedestrians and cyclists in cities with robust bike facilities -- ScienceDaily](#)
  - **The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for everyone.**
- [6 Benefits of Bike Lanes | StrongGo](#)
  - Fewer Injuries - Bike lanes help to keep bikers safer.
  - Improved Traffic Flow - helps to improve traffic flow because it gives bikers a place in the roadway.
  - Safe Sidewalks - Once bicycles have a designated space for commuting through the city, the sidewalk becomes safer for pedestrians and individuals with disabilities.
  - Better for the Environment - choosing to bike for short commutes can help decrease carbon output by 2,000 pounds every year.
- [What Every Michigan Driver Should Know About Bicycle Lanes - MDOT](#)

### **Why are Bicycle Lanes Being Installed?**

Bicycle lanes are being installed on roads in Michigan to provide multiple benefits:

- Help establish order in the roadway by providing a designated place for bicyclists and motorists, enhancing safety for everyone.
  - Improve travel behavior and predictability on roadways.
  - Further the development of Complete Streets as promoted by state law and State Transportation Commission policy.
  - Improve safety for bicyclists.
- [If You Build It, They Will Bike: Pop-Up Lanes Increased Cycling During Pandemic - \(nytimes.com\)](#)
    - Adding bike lanes to urban streets can increase the number of cyclists across an entire city, not just on the streets with new bike lanes, according to a new study.
    - *The research, [in the Proceedings of the National Academy of Sciences](#), found that **in cities where bike infrastructure was added, cycling had increased from 11 to 48 percent more than in cities that did not add bike lanes.***
      - *Bike counters allowed the researchers to measure the number of cyclists citywide, not just on the new bike paths.*
      - *The researchers found that the increase held when controlling for weather and changes in public transit supply and demand.*
      - ***"There are indications from mobility behavior research that as soon as you find another way of getting around, then you might actually stick to it"***
  - [Denver Moves: Bicycles Program - City and County of Denver \(denvergov.org\)](#)

Denver's bikeways must meet the needs of people of all ages and abilities. Some people feel confident riding on our streets today, but **the majority (almost 60%) are "interested but concerned" about**

*traveling by bike. Many of these residents would like to bicycle, but only will when it is safer and more convenient to do so.*

- [Ten common myths about bike lanes – and why they're wrong | Peter Walker | The Guardian](#)  
**2. Hardly anyone uses them** - Around the world, in just about every city where proper cycle routes have been built, many more riders start using them. *One example is Seville in southern Spain, where the recent construction of 50 miles of bike lanes led to an 11-fold increase in rider numbers*
- [Detroiters may be learning to live with bike lanes » WDET 101.9 FM](#)
  - Bike lanes on city streets have been controversial for years. But new reporting from Bridge Detroit shows more people are using them and attitudes may be changing.
  - [Bridge Detroit](#) reviewed data from the [Department of Public Works](#) and found that more people have been using bike lanes since the COVID-19 pandemic began.