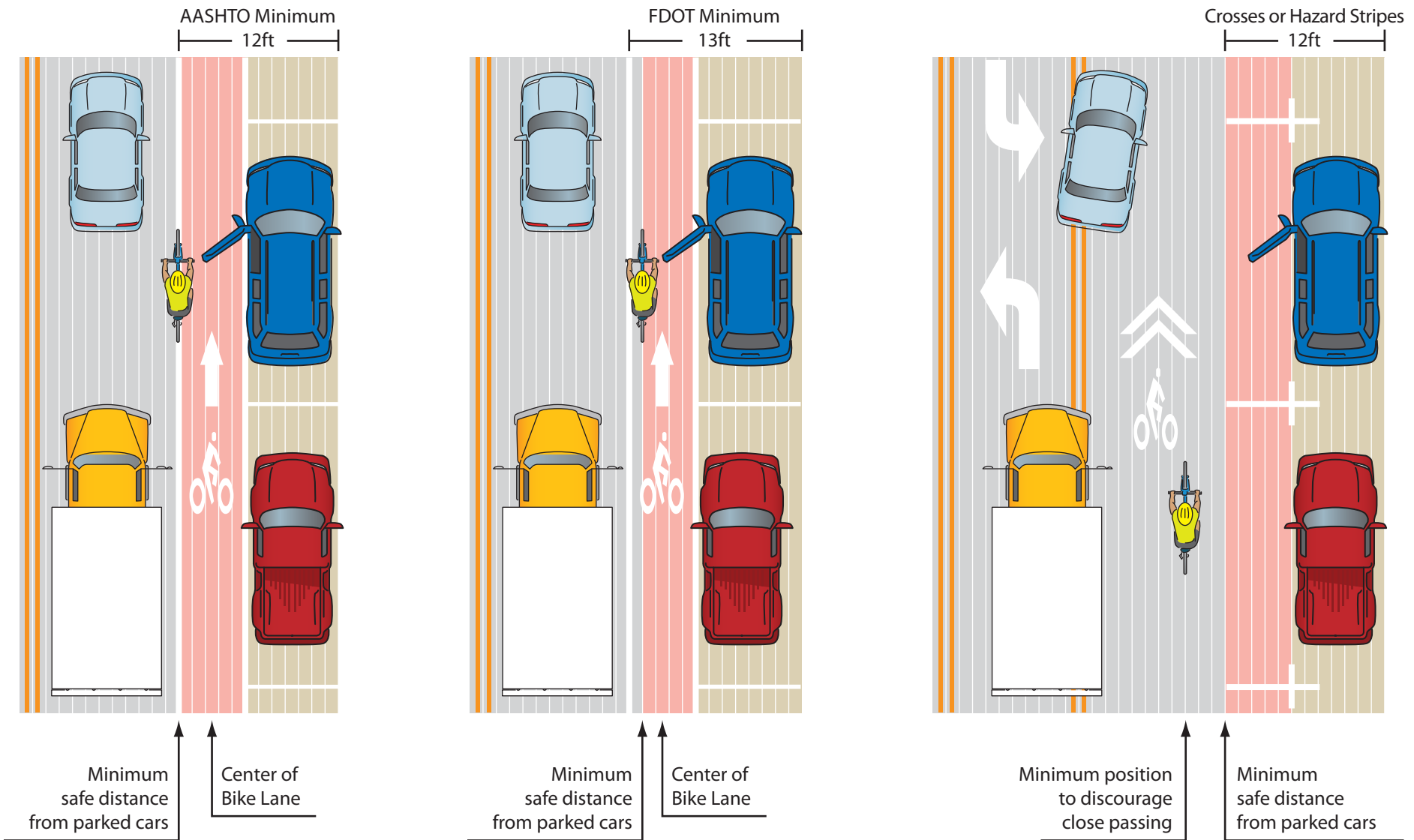


Bike Facilities and On-Street Parking



AASHTO's minimum standard places the bike lane entirely within striking distance of car doors. It defines the area in which cyclists are taught never to ride. While the unsuspecting cyclist is at risk from opening doors, motorists in the adjacent lane are lulled into passing with reduced caution and clearance. They are also hostile to cyclists who ride outside the bike lane.

Although the bike lane stimulates cyclists to ride down the middle, they still must operate on the left edge to be safe. Motorists are often lulled into dangerously close passing when the cyclist appears to be within the bike lane. If vehicles are parked at the left edge of the parking area, the entire bike lane will be in the door zone. The extra foot of parking area only helps the cyclist if motorists park near the curb.

Like all other vehicle drivers, a bicycle driver has the fundamental right-of-way to a safe zone of space in front, behind and on both sides. By using Shared Use Arrows, cities can still claim they are accommodating cyclists without endangering or marginalizing them.