

Portland Loves Cycling

BUFFERED LANES

Do the Ride Thing

WHAT ARE BUFFERED BICYCLE LANES?

- Buffered bike lanes are six-foot wide bike lanes that have replaced one lane of vehicle traffic on SW Stark and SW Oak Streets. Buffered with street markings on each side of the lane, they provide more room between cyclists and motorists and reduce the risk from opening car doors.
- Buffered bike lanes provide more protection for cyclists by providing well-marked, buffered zones on each side of the bike lane.
- These routes seek to maximize connectivity with the existing bicycle network, parks and open spaces, and to serve a large group of cyclists.

WHY WERE SW STARK AND OAK STREETS CHOSEN?

- These streets were selected for the Buffered Bicycle Lane demonstration project because they have light traffic flows.
- Traffic analysis indicates that the loss of one travel lane on both SW Stark and SW Oak will not create significant delays or queues for vehicles.
- SW Stark and Oak connect with Waterfront Park and are near other major bicycle commuting routes.
- By maintaining parking and reducing one travel lane, the environment will be comfortable for bicyclists and will also provide a calmer, more inviting pedestrian environment for retailers.

WHAT IS THE ADVANTAGE OF A BUFFERED LANE?

- The Buffered Bicycle Lanes provide a more protected and comfortable space for cyclists than a conventional bike lane.
- This design does not have the barriers to sight lines as with a Cycle Track — where the view of cyclists may be obstructed by parked cars.

HOW DO CYCLISTS MAKE A LEFT TURN?

- Left turns for cyclists using a buffered bike lane are executed by merging into the travel lane and making a typical left turn movement.

HOW DOES PARKING WORK NEXT TO A BUFFERED LANE?

- Drivers park parallel to the buffered bicycle lane in the normal way, being careful to yield to bicycles before crossing the buffered lane.
- The parking lane stays adjacent to the curb.

WHY NOT USE A SIMPLE BICYCLE LANE?

- Because the buffered bicycle lane, with the added safety zones, offers a more comfortable riding environment. It is consistent with our efforts to make bicycling a part of daily life in Portland.

WHAT WILL DRIVERS NOTICE THAT IS DIFFERENT ?

- There isn't much of a change for drivers. They still need to watch carefully for cyclists when they are turning right at cross streets or driveways, and take care when parking, which involves crossing the buffered lane.
- Cyclists will always be clearly visible to drivers because, unlike a Cycle Track, the buffered bicycle lane does not have the barrier of parked cars between the bicycle lane and the travel lane.

WILL SW STARK AND OAK STREETS BECOME CONGESTED WITH ONE TRAVEL LANE FOR VEHICLES?

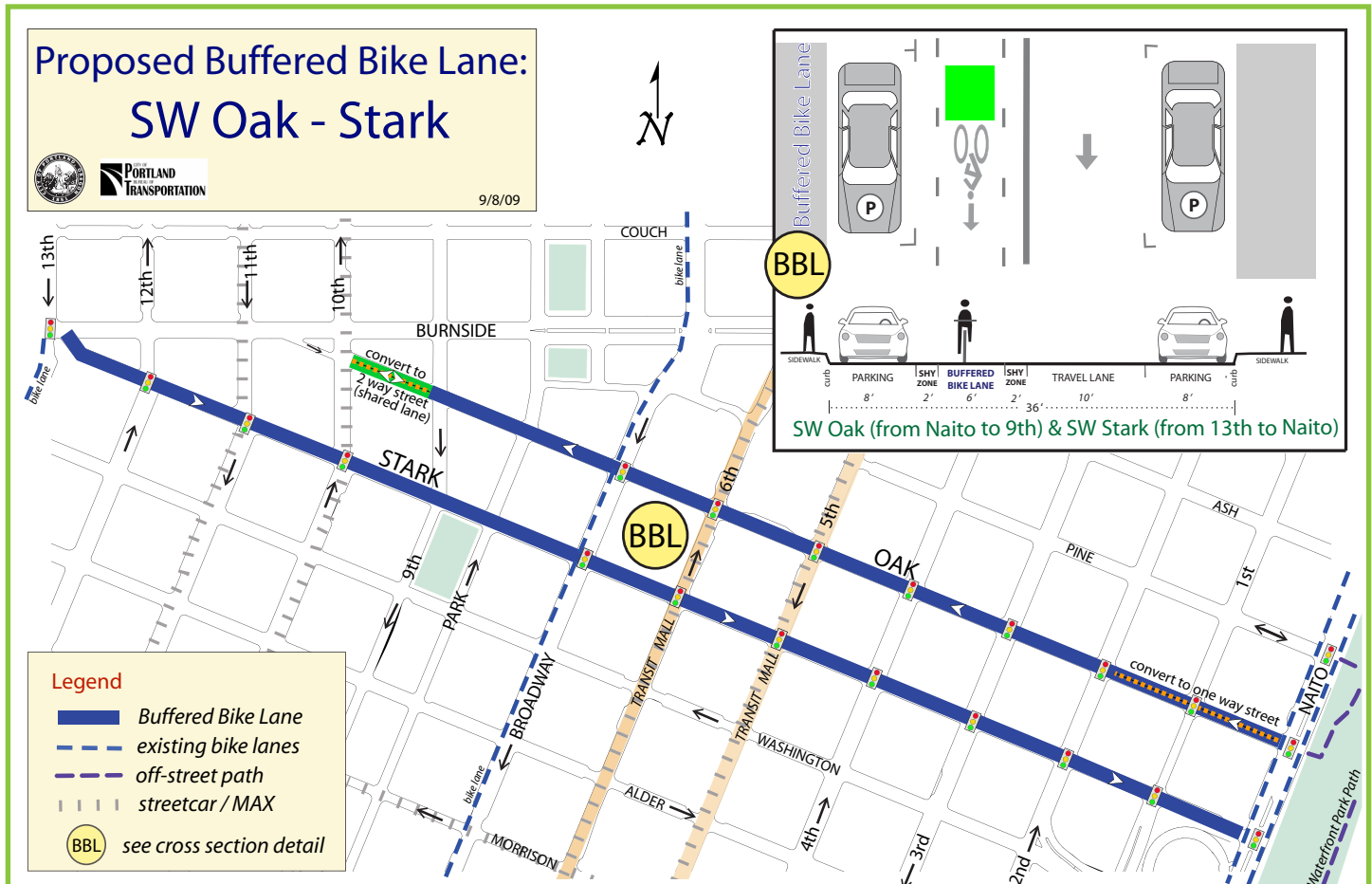
- No. Our traffic analysis indicates that these streets will operate with little additional delay for cars when reduced to one travel lane.
- One reason these streets were selected for this project is that they have light traffic flow and extra street capacity available.



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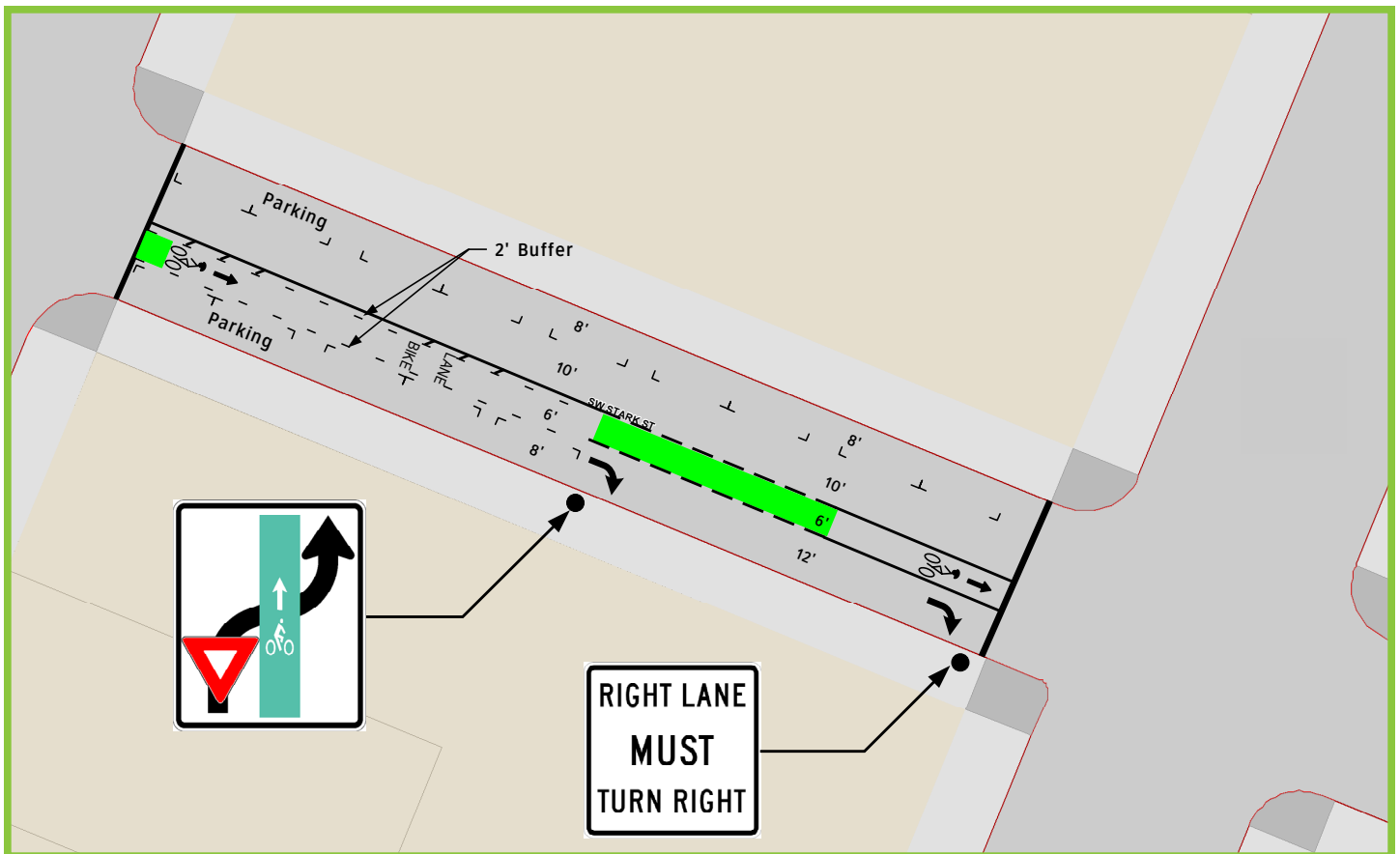
THE ENHANCED BIKE LANES ARE THE FULL WIDTH OF A DRIVING LANE, AND ARE ON SW OAK FROM NAITO PKWY TO SW 9TH, AND ON STARK FROM SW 13TH TO NAITO PKWY



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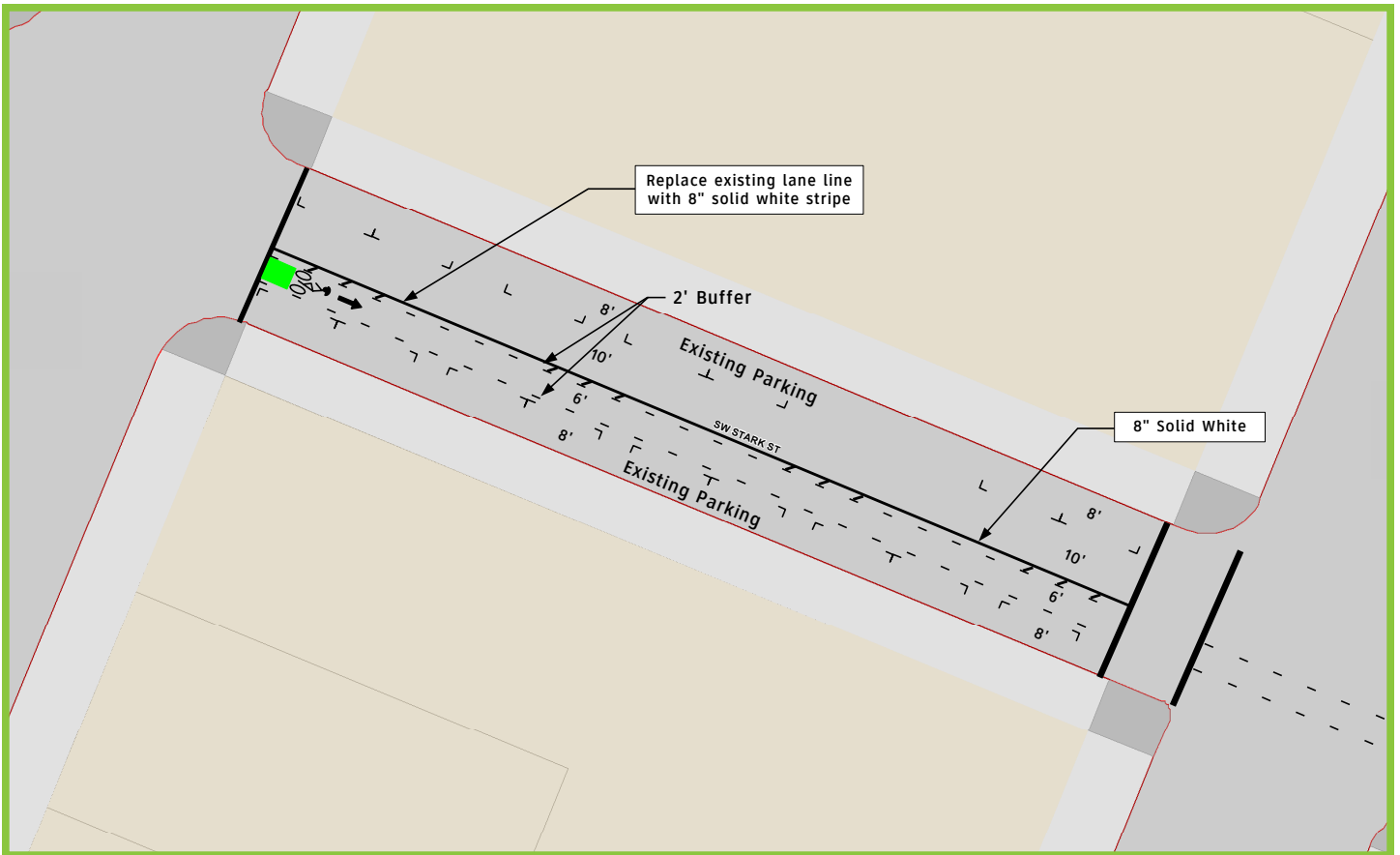
A RIGHT TURN ZONE FOR CARS TURNING FROM SW STARK WILL BE IN FRONT OF PARKED CARS, TO THE RIGHT OF THE ENHANCED BIKE LANE



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DETAIL VIEW OF BUFFERED BIKE LANES ON SW STARK AVE AT SW FOURTH AVENUE

