The bike lanes and rumble strips have created unnecessary conflicts between bicyclists and pedestrians.

Cones set out by the 7 Mile House to demarcate the right edge of the bike lane.

The rumble strips guide bicyclists into pedestrians waiting in the bus stop.

Bicyclists are trapped between the rumble strips and parked cars.

The only path left for pedestrians is in the space that is now the bike lane.
The design of the rumble strips and bike lanes forces bicyclists to merge sharply across motorized traffic.

The bike lane is displaced abruptly to the right beyond this intersection. Bicyclists must merge sharply across traffic to stay in the bike lane.

A bicyclist who can't merge to the right quickly enough ends up on the wrong side of the rumble strips. Once in the bike lanes, bicyclists have no room to avoid pedestrians or other obstacles without crossing the rumble strips.
Labeling the former shoulder as a bike lane has not removed the obstacles to bicycling in this portion of the pavement.

Overhanging and encroaching shrubbery and tree branches.

Trash and debris.

Fallen and windblown sticks and branches.

Rocks and dirt.
At its narrowest point, the bike lane is pinched between the rumble strips and a flange projecting from a rigid barrier.
Continuous rumble strips prevent bicyclists from avoiding obstacles.

Bicyclist avoiding fallen rocks in the bike lane by merging left. In places with rumble strips, this normal avoidance maneuver is difficult or impossible.

By the time either of the "Bike Lane Narrows" signs shown above is visible, it's too late for a bicyclist to move out of the narrowing lane without crossing the rumble strips.