



Nelson/Tasman Cycle Forum Nov 2003

Cycle Paths and Shared Facilities



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Presentation Outline



Legal Issues about Paths

Why Don't Cyclists Use Paths?

- Banning Cyclists from Roads



Path Design Issues

- Road/Path Interactions
- Structures / Underpasses



High-Use Paths

- Markings, Rules of Behaviour



Information Signage

An Apology and a Plug...

 Some of this material is based on the course
"Fundamentals of Planning & Design for Cycling"



- Nine courses held around the country this year

 If you're interested in attending a future course,
let me know! (who, where, where, etc)

- Possibility of running a Nelson/Marlborough course?

Legal Issues about Paths

Cyclists not allowed to use ordinary paths

- RCAs allowed under Local Govt Act 1974 to *"...form a public cycle track, and... make bylaws... regulating and controlling use of that cycle track."*
 - Most RCAs have relied on signage and goodwill to enforce
- Paths don't have priority over roadways by default
 - Can use bylaws to get around this?
- Commonly use "blue cycle disc" signs to denote a path allowed for cyclist access (or ped/bike signs)
 - New path usage signs planned to replace these



Why Don't Cyclists Use Paths?

Perceived/Real "Level of Service" of Paths

- Conflicts with Pedestrians & Other Path Users
- Lack of Priority across Roads
- Poor Access to/from Roads
- Safety at Vehicle Crossings
- Poor Quality Facilities (Safety, Maintenance, etc)
- Viewed as a Low-Speed or Indirect Facility
- Unaware of Existence/Destination of Path

Good Design can resolve many of these

(...but some cyclists will probably still prefer roads)



"But Don't Paths Work in Europe...?"

In Europe:

- Traffic Regulations give right of way over side roads to **everyone** along a road corridor
 - Including cyclists and peds on paths
- European motorists more likely to expect cyclists appearing from a path
- Cyclists and pedestrians truly segregated
- Planning has allowed for cycle paths to be located along popular direct routes



Starting to see a push to on-road facilities


- Particularly to resolve intersection issues

Why Not Ban Cyclists on the Road?



 A worrying trend towards prohibiting cyclists from some roads or areas

- esp. "Expressway"-style roads

 Cyclists often banned in conjunction with construction of (one) parallel off-road pathway

- Fails to recognise the range of cyclists out there
 - Many would not find a path at all adequate for their needs
- Few paths are of a sufficiently high design standard




 Perceived concerns about safety / efficiency

- Little evidence of effects by or on cyclists



Banned vs Not Banned...



-  Same road
-  Same speed
-  Same volumes



Criteria for Allowing Cyclists



- Little specific technical criteria worldwide
 - Maybe info in final *CDG* and *CNRPG* documents?



- Should think in terms of when NOT to allow

- Adequate alternative route available
- Inadequate shoulder widths
 - <2.0m @ 100 km/h
 - <1.5m @ 70 km/h
- Crossing conflicts at ramps
 - >500 veh/hr peak flows
 - Poor sight distance (<150m)
- Other regular shoulder use



Path Design Issues



Pavement Surface

- Smooth, well-drained
- Well maintained



Path Geometry

- Safe stopping sight distances
- No tight curves
- Minimise gradients
- Avoid indirectness!



Path Design Issues cont'd



Path Width

- Start with 2.0m+
- 3.0m+ for high use



Pedestrian Interaction

- More width!
- Path rules
- Segregation?



Nelson/

Path Design Issues cont'd

Path Barriers

- Can be dangerous or too restrictive



Road/Path Transitions

- Kerb ramps
- Safe crossings
- No sharp turns



Path Design Issues cont'd

Vehicle Crossings

- Good sight distances
- Highlighting



Vegetation Maintenance

- Good side/overhead clearances



Path Gives Way To Road...



...Road Gives Way To Path



Design Issues for Structures



- Underpasses usually preferable to over
- Good sight lines, drainage, clearances



- Path widths need to be wider (**2.5m+**)
- Constrained by barriers/walls
- Usually longer design life



- Watch surfacings (joints, frost)



- Minimise gradients and sharp curves

- Provide safe connections back to road



Underpass Safety



High-Use Paths



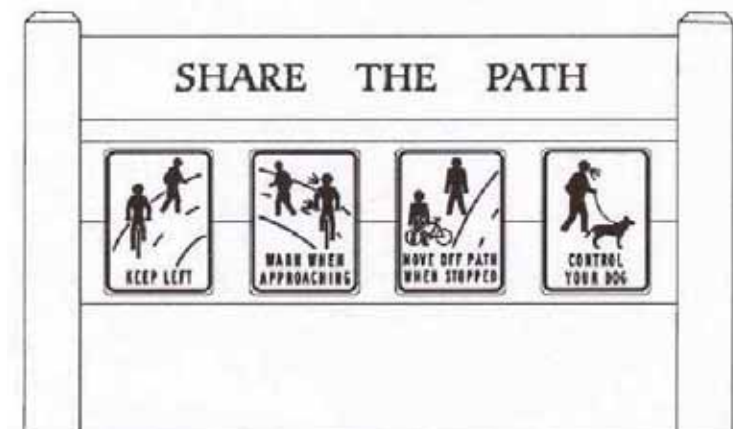
May need markings and signage

- Segregation by user type often not practical
- Segregation by direction can work better



Provide Rules for behaviour

- Signage
- Publicity/Promotion



ycle Forum

Pathway Markings



Rules for Shared Paths

Provide consistent rules for behaviour

- Keep left
 - Centreline and symbols/arrows
- Warn when approaching
 - e.g. Bell, "Excuse me"
- Move off path when stopped
- Control your dog



Avoid *"Cyclists Give Way to Pedestrians"*

Information Signage

 Paths can be used for longer trips

- Keep path users informed about destinations too
 - New signage likely in *NZ Cycle Design Guide*
- Network maps along the way are also useful



Final Thoughts



Best solutions will be a mix of on-road/off-road

Get path design standards right the first time

- Avoids "bad press" from cyclists straight away
- Can be difficult to retro-fit improvements later



Good/safe connections on/off road are critical



Regular maintenance and review/audit



Set some path rules and let everyone know

Promote what you've got!

Thank You!

