



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?



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# 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



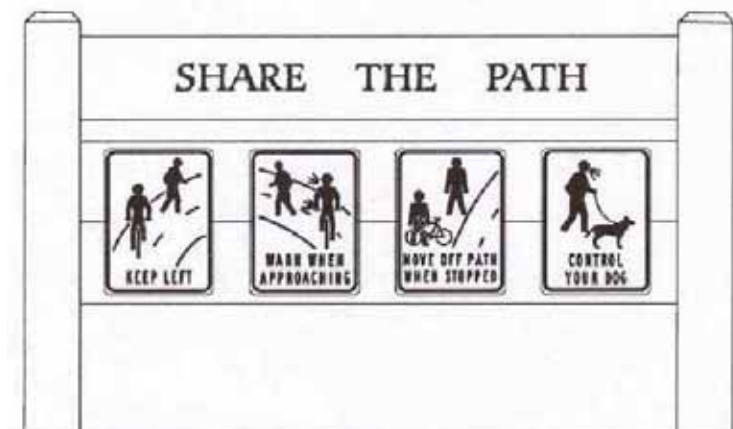
🚲 May need markings and signage

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



🚲 Provide Rules for behaviour

- Signage
- Publicity/Promotion



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# 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!

