



Cycleways

the rest of the road

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Transportation Group Conference 2019



Why the rest of the road?

- Learnings from the cycleway “boom”
- Evaluate different layouts for other modes
- Look beyond the bike to get the best outcomes
- New for NZ – guidance catching up with practice



But first...

Topics for another day

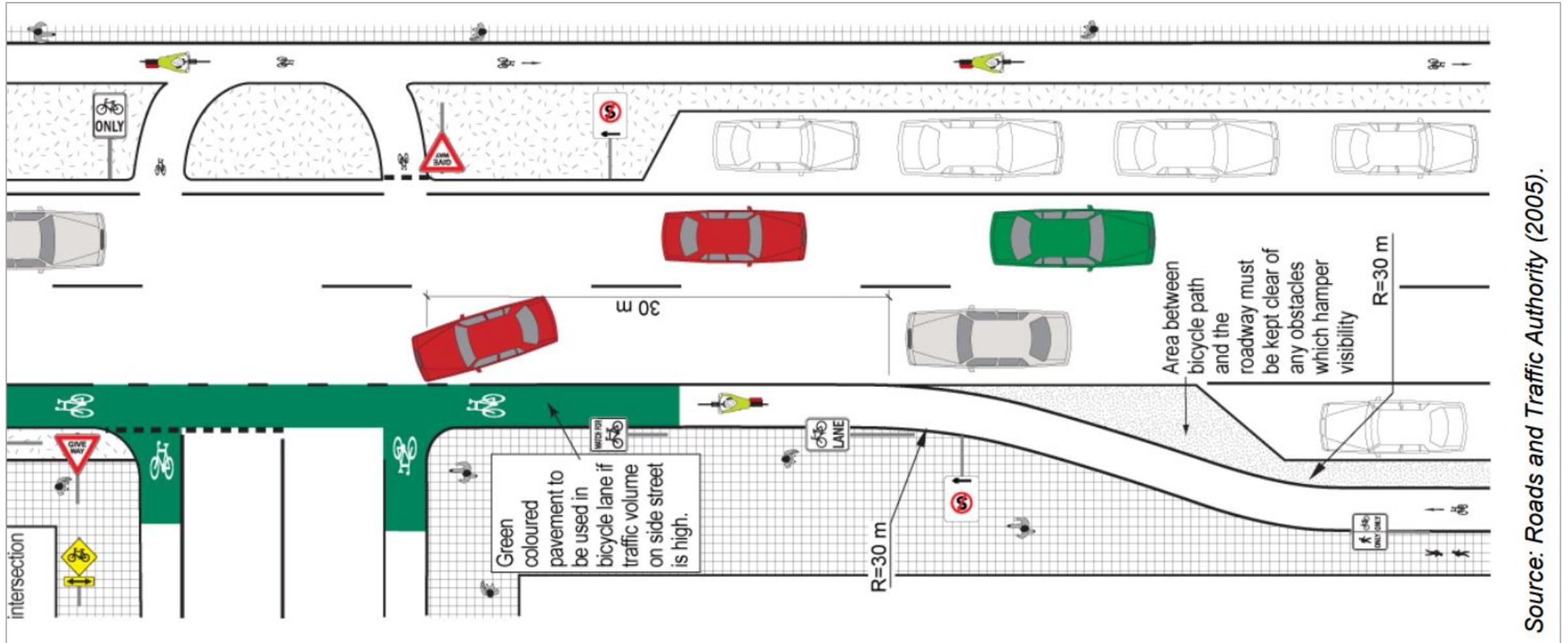
- Midblock design/cross-sections
- Two-way cycleways at priority intersections
- Refuse collection
- Bus stops

Today

- One-way cycleways at priority intersections
- Signalised intersections
- Considerations and principles (and opinions): not evaluated!
- Things to keep in mind – use your judgement!

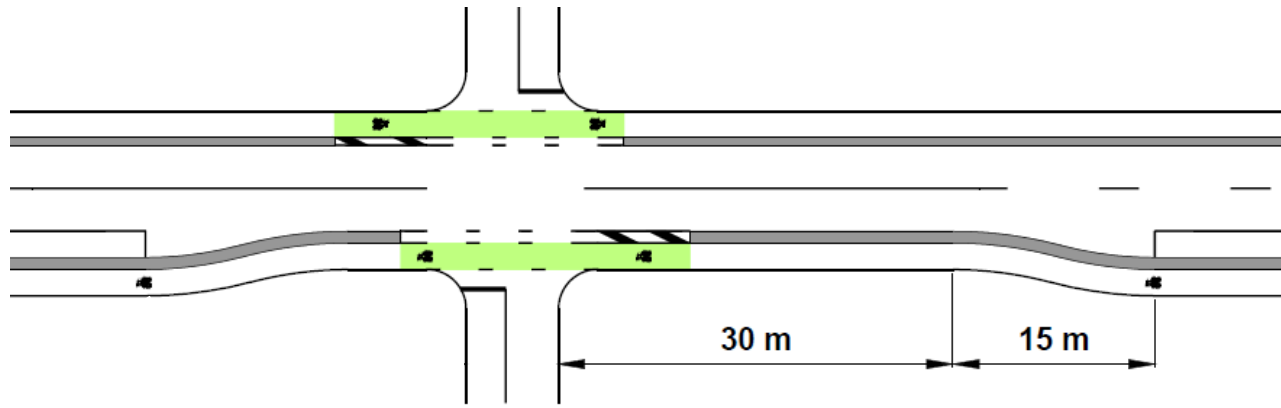


Priority intersections: Austroads bent-in layout

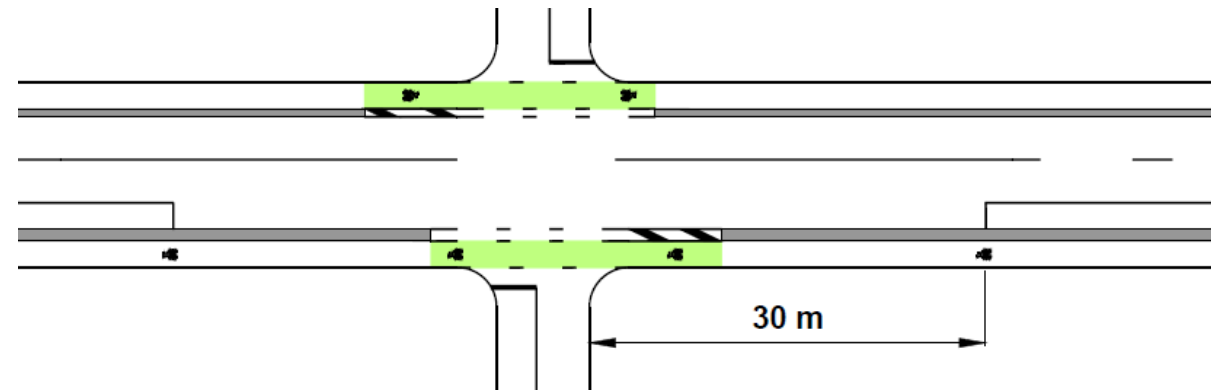


Source: Roads and Traffic Authority (2005).

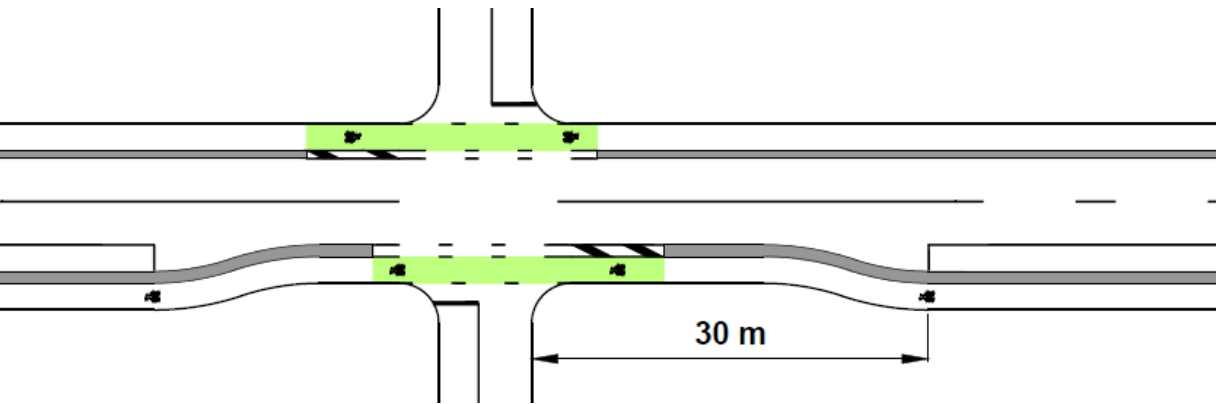
Priority intersections: retrofit



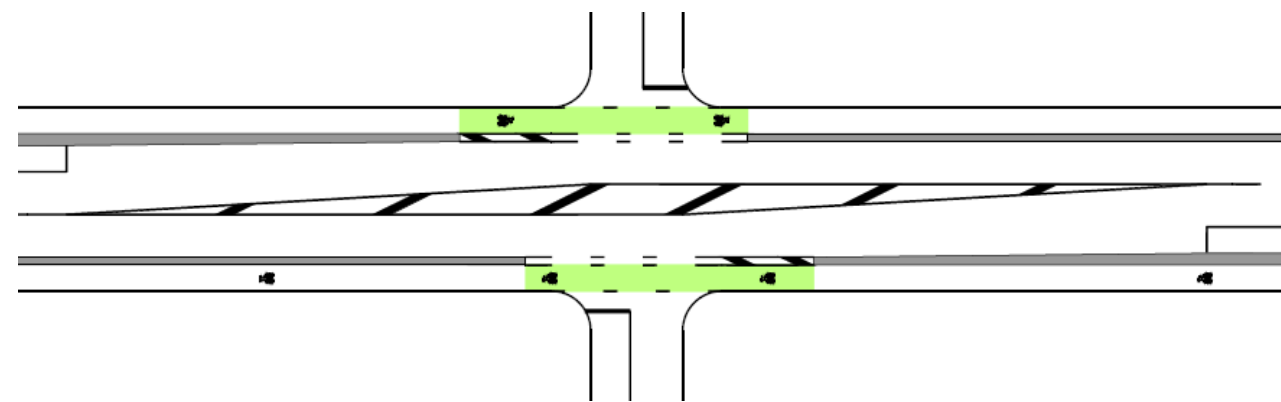
Bent-in: full design ~ NZ application of Austroads



Straight through

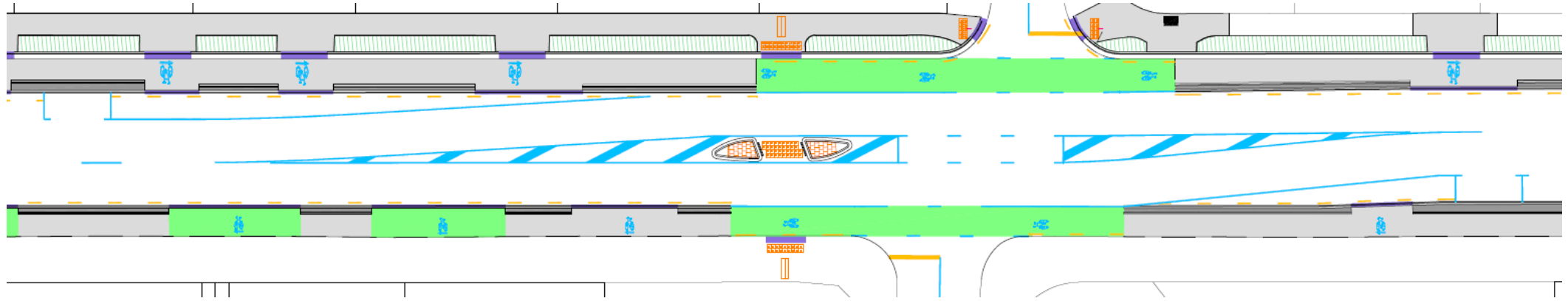


Bent-in: common compromise - caution



Straight through: alternating parking

Straight through: alternating parking

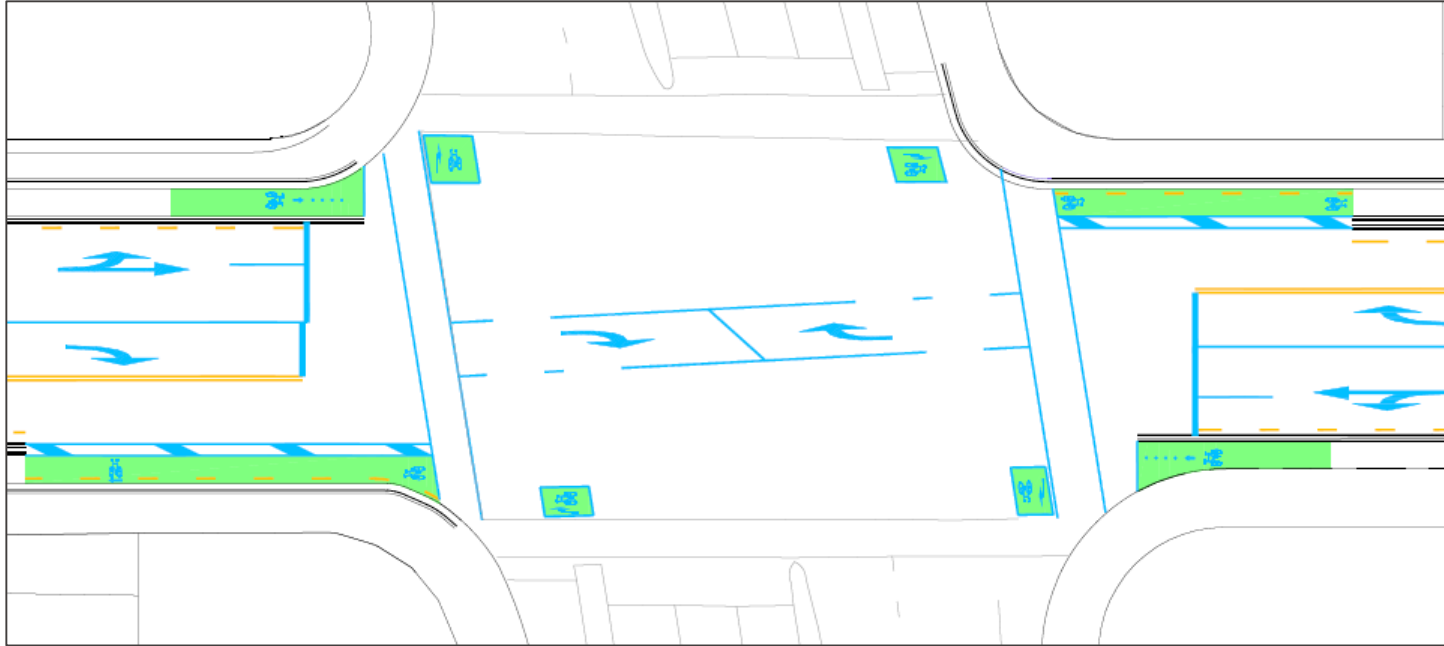




Signalised intersections

- Protected phasing for separated cycleways
- Dedicated lanes for all movements ideal
- Retrofit in 20 m corridor!

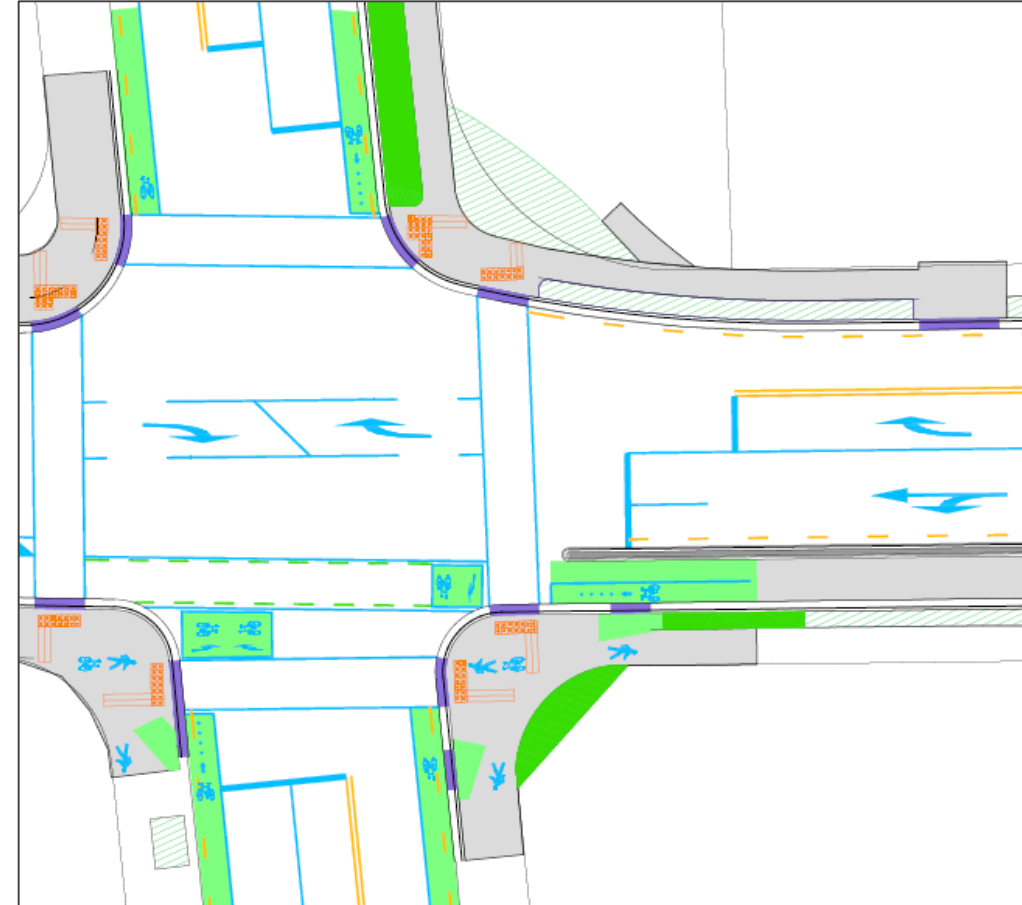
Wide shared through/left lanes



5.2 m & 4.6 m lane by one-way cycleway

MOTSAM Part 2 – 2.02 Lane Lines:

- 3.0 m is the absolute minimum lane width for through lanes where the road reserve is limited but efficient lane use is important, i.e. at signalised intersections...
- 2.5 m – minimum urban road auxiliary lane and also the legal minimum lane width



4.8 m lane by two-way cycleway

Wide shared through/left lanes: 4.6 m



Wide shared through/left lanes: 4.8 m



Wide shared through/left lanes: 5.2 m



Wide shared through/left lanes - learnings

- Absolute minimum width: 4.5 m
- Desirable width: 5 m
- Possible driver confusion > 5.5 m
- Mini “lane” line: suggest 2.2 m minimum for kerbside, balance to “through” portion
- Consider vehicle types and driver familiarity
- Road alignment better with parking on approach than departure
- Driver education?



In conclusion



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