

# The “Bicycle Friendly Zone”

**Typical situation:** Often road designers and managers are faced with providing either bike lanes or nothing. To encourage more cycling, the yellow BIKE symbols system was created to “endorse the presence of cyclists” on roads where bike lanes were not justified. It uses proven principles in regard to locating the symbols. The BIKE symbol is a standard 1000-1200mm width, the minimum operating width required by cyclists. It allows cyclists to “share the road”. The BIKE symbols have a wide range of uses from local bike routes in residential streets to complex intersections in urban centres.

**Typical use:** The intention of the yellow BIKE symbols is to position cyclists in the safest location on any particular section of road while at the same time, raising the awareness of other road users of the likely presence of cyclists, and where to expect them on the road. Here the traffic lane is minimised to encourage reduced traffic speed while preserving the spatial “zone” or corridor to ensure cyclists follow the 1000-1200mm standard width BIKE symbols and are clear of car doors being opened.



For designers: The yellow BIKE symbols act as a self-auditing tool to preserve or create “space for the cyclist” as seen here where build-outs, the crossing refuge and parking were inserted. In narrow roads in slow settings, the yellow BIKE symbol may be located in the centre of the traffic lane.

For motorists: The yellow BIKE symbols provide an answer to motorists who wonder why experienced cyclists would choose to travel so far out from parked cars or road edges. Here the yellow BIKE symbols “endorse the presence of cyclists” in the safer location, especially at “squeeze points”.

Go to <http://www.yeatesit.biz/transfiles/7posters/poster2.pdf>

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