

Brisbane's "yellow BICYCLE symbols" ...

... an audit of a typical installation



Prepared by

Michael Yeates, Convenor, Bicycle User Research Group

7 Marston Avenue, Indooroopilly, Brisbane, Queensland, AUSTRALIA 4068

Phone +61 7 3371 9355

Email michael@yeatesit.biz

Introduction:

The "yellow BICYCLE symbols" or "yellow BIKes" concept resulted from discussions about the difficulty of providing for cyclists on Brisbane's roads in the early to mid 1990s.

The full details of this process can be found elsewhere.

As the concept has been utilized more widely in different places, by different people and organizations, for different purposes, it has become clear that, rather than prescriptive manuals and guidelines, a simple guide to the principles was needed, not only to ensure consistency, but also to inspire confidence and to encourage further innovation.

Interestingly, other similar applications of the same types of principles have emerged as the idea has been more widely discussed. This is important for two reasons. Firstly it suggests there are common perhaps fundamental issues and means to develop them. Secondly, it suggests the solutions work for cyclists (and others) in different places.

This document is a support document to *Brisbane's "yellow BICYCLE symbols" ... a new way to show how to "Share the Road"* and aims to illustrate how the principles can be applied to assess cycling facilities in an audit process.

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The concepts (or principles) involved are ...

1. The standard “Bicycle” symbol identifies the minimum operating width required by a standard bicycle namely no less than 1 metre.

This is self auditing on concept plans, on drawings and “on the road”.

2. The colour yellow was chosen because at that time yellow was used for advisory signs and line marking and white for regulatory ie compulsory, signs and line marking.

Although somewhat arbitrary, consistency in meanings is important, as is limiting the number of different colour paints and applicators.

3. The “yellow BIKEs” are located on the road in locations which show the most likely path of travel of experienced cyclists along a particular road in normal traffic conditions.

This clearly requires the input of expertise from a number of reliable sources as well as a documented justification of the choices.

4. The “yellow BIKEs” identify and endorse the likely presence of cyclists and legitimate their “safe” position on the road.

This is important where cycling has not been a normal component of the transport culture and to inform both cyclists and motorists where to expect cyclists on the road.

5. The “yellow BIKEs” provide a “Share the Road” alternative to, but are not a reason to not provide, “bike lanes”.

Use of the “yellow BIKE” requires detailed design and safety consideration.

The location:

The site illustrated is Lambert Road Indooroopilly a major bike route and a component of Brisbane City Council's Arterial Bikeway Network.

The audit commences on the eastern approach to the Clarence Road traffic lights and terminates at the end of Lambert Road at the approach to a shared (pedestrian priority) bikepath leading to the Jack Pesch Bridge across the Brisbane River.

The Indooroopilly railway station is also at the end of Lambert Road which therefore serves as both a through route and a route to a destination. The area is also used by very large numbers of pedestrians and by "kiss'n'ride" drivers as well as those accessing nearby local shops and services.

Due to the potential for large numbers of cyclists, this is an inappropriate location for "bike lanes" and therefore the facility in this direction, complies with "principle 5".

However this route is used by a wide variety of cyclists of widely varying experience and age. It is therefore important that the facility correctly illustrates and follows the "principles", in particular so novice or inexperienced cyclists are not either confused or misdirected into potentially dangerous situations.

As the audit is intended to illustrate assessment of a "Share the Road" facility following the "yellow BIKE symbol" principles, the audit is only carried out in a westerly direction.

Each stage of the audit should be supported by one or more relevant photos to refer to in the audit comments.

The audit refers to the "principles" as numbered and described briefly on the previous page.

Stage 1:



This section meets all “principles”. Of interest is the former very narrow “bike lane” remnants of which can be still be seen. As very large numbers of cyclists travel this route, the “Share the Road” facility allows large numbers of cyclists to clear the intersection quickly and safely. Cyclists wishing to turn right can easily access the RIGHT TURN ONLY lane while traveling to the right of parked cars that occur on the approach.

Stage 2:



This section at the STOP LINE to the traffic lights (as visible in the Stage 1 photo) also meets all principles. At this point, cyclists need to determine their path of travel on the other side of the intersection.

Stage 3:



The photo (above left) shows the existing situation on the departure side of the intersection. The black car can be seen in the previous Stage 2 photo.

As parking is to be expected in normal traffic conditions (due to nearby railway station, shops and services), this facility fails principles 3 and 4.

It could also lead to inexperienced cyclists staying too far to the left then suddenly veering to the right into the path of through traffic.

Motorists might also expect cyclists to stay to the left whereas experienced cyclists would take a line to the right of the car and an opening car door.

Relocating the “yellow BIKE” to the position shown in the photo (above right) would conform with all of the “principles”.

It also illustrates the correct location for the “yellow BIKES” clear of opening car doors.

Stage 4:



The photo (above left) shows the existing situation approaching the end of Lambert Road. To the left is a double width entry and exit road into an Army Barracks. Diagonally to the left is the entry to the bike path to Jack Pesch Bridge. Straight ahead is the main pedestrian entry to one of Brisbane's busiest suburban railway stations and to the right is a two way local street used by "kiss'n'drive" drivers dropping and picking up railway passengers.

As can be seen from the photo (above left), there is no indication of "the likely presence of cyclists" nor where they might be expected to travel. In fact there is a "yellow BIKE symbol" close to the kerb but hidden from view.

The photo (above right) if carefully examined (see detail below) shows where the "yellow BIKE" should be positioned and has been added in this photo.



Stage 5:



The photo (above left) shows the existing situation at the end of Lambert Road. To the left is a double width entry and exit road into the Army Barracks. Diagonally to the left is the entry to the bike path to Jack Pesch Bridge. Straight ahead is the main pedestrian entry to the Indooroopilly railway station and to the right is the two way local street.

As can be seen from the photo (above left), the “yellow BIKE symbol” is close to the kerb but would be completely hidden from view were the legal parking spaces occupied.

The photo (above right) if carefully examined (see detail below) shows where the “yellow BIKE” should be positioned as this is where experienced cyclists travel and where it is safest to travel.

