

Report workshop TR 5.3: Comparison of design manuals.

After the presentation of Arantxa Julien (see paper) the 3 other panel members gave their review of an existing design manual.

Alfonso Sanz (Spain) reviewed the UK guidelines, which was written to assist the road authorities to implement the UK National Bicycle Strategy. This strategy is aiming at doubling the number of bicycle trips by the year 2005, and doubling it again by 2010. The manual came into existence with the involvement of the authorities, cyclists' groups (like Sustrans and CTC), and consultants. It is not a single document, but it linked with other publications. It deals with both local and interurban cycle facilities, and facilities should be fit for novice adult cyclists and families. The manual is practical, giving examples with comments.

Marc Jolicoeur (Québec, Canada) reviewed the US AASHTO Guidelines. These guidelines are meant for engineers, and deals with the planning, design and maintenance of 3 types of bicycle facilities: shared road ways, bike lanes and bike paths. The shared road ways and bike lanes are only appropriate for confident cyclists. The problem with the AASHTO guidelines is mainly about what is not in the manual. In the US context this may prevent the design of new types of facilities.

Peter Lagerwey (USA) finally reviewed the Design Manual written by Vélo Québec. It distinguishes between planning, design and implementation. Much effort has been put getting endorsement for this manual, and there is also a commitment for a regular review. A peculiar chapter is that about cycling in developing countries. Room for improvement would be on the aspect of planning. As this manual is structured around the type of facilities, it is not very clear how one should decide on the type of facility. Also the distinction between facilities for utilitarian and for recreational cycling could be questioned.

The discussion with the delegates in the room resulted in a few general conclusions:

- Specific design manuals for cycle infrastructure are reflecting to a certain extent that provision for cyclists are not (yet) fully integrated in overall transport planning;
- Design manuals should pay explicitly attention to the planning and design process. The question when to apply certain type of bicycle facilities is as important as the quality of the design;
- Bicycle design manuals will gain authority when they are broadly endorsed by authorities, professionals and users.

Tom Godefrooij,
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