

#cyclecitychat

Tweet Chat

Cycling, Streets and Safety



24th January 2013

Question 1 - What street is the safest street you have ever ridden a bicycle along? Why?



Canning St in Carlton Nth, Melbourne. No through-traffic, big bike lanes, traffic calming. It's magic

probably a countryside road where I had a it to myself I.e no cars!

or general cycling in countries that have a law of liability to protect more vulnerable road users

Angas street #adelaide. Wide, calm; connected to other lanes and actually goes somewhere. Speed could be lower

Perhaps technically that path is still a street? A street for non-motorised transport only

True-maybe that's an issue-the way we name infrastructure.Street=cars, paths=peds. They both just move people

In Brisbane, the cyclepath along the Western Freeway is good - I have not ridden on a street that is safe - not in Brisbane

Hard to name one - but can describe: no blind bends, plenty of width, separated from cars and peds

Federation Way Sydney – no cars

living in Bonn Germany I felt safe on any city street I cycled. I didn't think twice about taking the shortest route

Safest St I've ever ridden a bicycle along? Eastlink when it was under construction #NoCars or any Critical Mass ride

Q1 is flawed. If possibility of sharing w/ cars, my children will never feel safe. Ergo separation is needed

Question 2 - Why do we fail to challenge the poor design of streets that prioritise rapid vehicle movements rather than people?



Pedestrian experience is left to the urban designers but if the roads are finalised its too late!

redesigning streets is actually the easy part - its the funding that seems to be the trouble

Must challenge that after \$100m MAGICALLY APPEARED for this after almost 1 yr of denial

<http://www.tmr.qld.gov.au/~media/Projects/S/Samford%20Wardell/SamfordWardellMaplr2pdf.pdf>

lack of political and design cohesion leading to piecemeal projects

Two words: petrified politicians. Because political will is only missing ingredient to turn that around

more people, more votes?

How many people are we moving vs. How many vehicles are we moving. #cyclecitychat Are we designing the city for people or vehicles?

<https://twitter.com/Koifla/status/294268214836330497/photo/1>

Great image. I have a look at suburban streets - why have two lanes 100% of the times? How often are cars using both

Because we keep electing politicians that refuse to do what is best for us and instead go for what is popular

Question 3 - How can we make space in Aussie city streets for children and older ladies to ride a bicycle safely?



infrastructure important but mindset of who rides and for what reasons and where needs to Expand

simple-but not so simple-old answer. Separated facilities and cautious drivers

also traffic safety lessons and training for women by women?

A3 +1 for dedicated infra. But primarily changing people's attitudes far cheaper & worth infinitely more than infrastructure

Again - law of liability. Simple. And cheap

Design of streets should create slow-speed environments. Also need to focus on school/shop/work/home links on bike

close lanes that are under-utilised. Big barriers in between

inclusive design: design for perception of safety. Regardless of the stats of cycling on main roads,I still wouldn't do it

Question 4 - Regardless of our cycling abilities do Australia cities need separated bikeways or slower speed limits or both?



lower speeds where a mix of traffic can be safely enabled and separated paths in high risk areas

Both. Simply cannot provide separated bike lanes everywhere.

both, but more importantly STATE-FUNDED Driver AWARENESS & EDUCATION programs for CYCLIST SAFETY

People lose their minds at thought of 'their' tax dollars being used for #bikeways so lower speed limits nest

Both. But lower speed limits may be more effective to reduce accidents - proven stats

Perhaps best to begin with lower speed limits and greater awareness of ALL transport modes

both!

A4 lower speeds where a mix of traffic can be safely enabled and separated paths in high risk areas

the nice thing about the smaller cars like Mini and Fiat being popular is it makes more room on the road for bikes.

Both. Design that keeps speeds low in local streets. Speed limits don't always keep speeds low. Separation on busier roads

If I had to choose - separated bikeways, but then again. What is easier to enforce for longer times?

Question 5 - I'm asked "How do we as residents & tax payers tackle ALL the problems: pothole identification, safety, lobbying MP's?"



These issues can all be feasibly met when we have a transport policy that seriously values cycling

Problems arise when genuine issues raised by community are dismissed with party-specific motherhood statements

After 7 yrs managing stakeholders, I can confirm residents far better @ addressing issues than pollies!!

A5 These issues can all be feasibly met when we have a transport policy that seriously values

start with creating our own solutions and then businesses and gov will feel compelled to match the effort and the change

Question 6 - Say – or even pledge - 1 thing that you will do next week/month to improve bicycle #safety where you live?



Ride more - safety in numbers

Come to a complete stop at a stop sign, not just very slow. I don't do it in a car, why do it on my bike?

I'm going to take some friends (who don't or haven't cycled for a while) on a super fun bike ride

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Tweet Chats in 2013

Thursday 21st February 2013

Theme: Cycling & Bicycle Orientated Developments

10am Perth / 12 noon Brisbane / 1pm Sydney & Melbourne / 3pm New Zealand

Follow the **#cyclecitychat** hashtag on Twitter for a 60 minute real time discussion

Thursday 21st March 2013

Theme: Cycling & the Economic benefits

10am Perth / 12 noon Brisbane / 1pm Sydney & Melbourne / 3pm New Zealand

Follow the **#cyclecitychat** hashtag on Twitter for a 60 minute real time discussion

