

Discussion Points

Integrated and Segregated Facilities Worldwide Integration or Segregation Workshop Velomondial 2000

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Introduction

The debate over segregated¹ and integrated facilities is not new to the field of bicycle planning or to Velomondial. In 1995, the Falco Lecture Prize asked the question, “How much should cyclists be catered for separately from every other form of traveler?” In three separate papers, the winning authors established the factors that influence the facility selection decision, yet there is still a lack of consensus on when to use segregated and integrated facilities.

The goal of this workshop session is twofold:

- 1) Exchange experiences among planners on the latest developments in facility selection from around the world.
- 2) Move toward the establishment of guidelines for facility selection

Background

- 1) There are well-documented advantages and disadvantages to both integrated and segregated bicycle facilities.
- 2) Most cycle-friendly cities use a combination of both integrated and segregated facilities.
- 3) The debate over facility selection can hinder progress in the development of bicycle facilities in general.
- 4) There is room for consensus on when and where to build what types of facilities.
- 5) Several factors influence the decision to select segregated or integrated facilities:
 - Type of user (level of experience)
 - Coherence (how well would the facility fit with existing facilities)
 - Frequency of intersections and driveways
 - Cost
 - Safety
 - Perceived Safety
 - Space (in the road right-of-way)
 - Political Will

¹ For the purpose of this discussion, segregated facilities are defined as those separated from automobile travel by a curb, buffer zone, and or other physical barrier. Bike lanes designated by striping or colored pavement are considered integrated facilities here.

Discussion Questions

- 1) How do planners in different countries and regions make decisions about when to segregate cyclists?
- 2) Is it possible to develop local, regional or national, or international guidelines on selecting integrated and segregated facilities?
- 3) What factors should be used in setting the guidelines?

Additional Discussion Points

Roughly 25 percent of Dutch bikeways are segregated from automobile traffic.

Many novice and/or untrained cyclists will use only segregated facilities.

US Guidelines caution against the use of using segregated facilities along urban streets in urban areas.

Many non-cyclist planners assume that segregated pathways are safer and more appealing than cycling on the street with other traffic.

Many advanced cyclists in the US reject the idea of segregated facilities.