

## 4 Types of Bike Riders



### Strong and Fearless (<1% of riders)

Confident in traffic on all type of streets

Improving bicycle facilities at intersections (signalised and unsignalised) and road surface.

- Unley Road
- Greenhill Road

### Enthusied and Confident (7% of riders)

Confident riders, recreational and sometimes to work, shops etc.

Preference more separated bicycle facilities and comfortable riding in on-road bike lanes.

- Duthy Street
- East Avenue

### Interested but concerned (60% of riders)

Weekend riders to the Park Lands but generally do not feel safe riding in traffic or on-road bike lanes.

Preference for off-street or separated bicycle facilities or quiet traffic calmed residential streets.

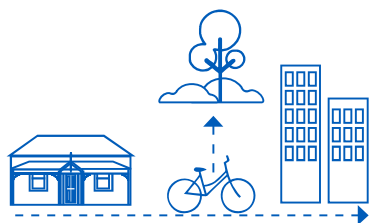
- Rugby/ Porter Street
- Mike Turtur Bikeway
- Wood/Weller Street
- East Avenue

### No way, No How (33% of drivers)

Would not consider riding a bike under any circumstances.

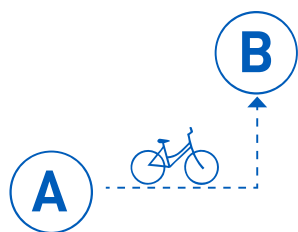
Unlikely to use any bicycle facilities and prefer no bikes on the road to improve vehicles movement.

# Bike Friendly Design Principles



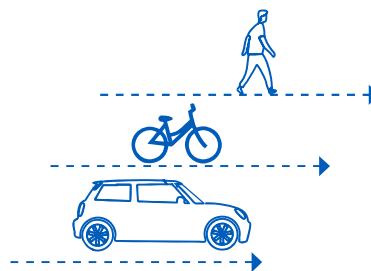
## Cohesion

For example; a bicycle route may take a bike rider on a residential street to bike paths, shared streets and main roads.



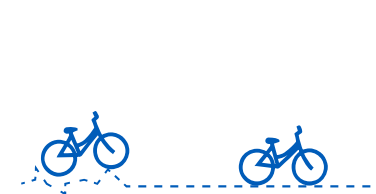
## Directness

For example; a bike rider will experience fewer detours and reduced travel time.



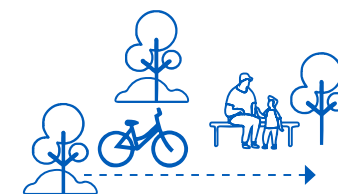
## Safety

For example; bike lanes buffered from car doors and adjacent traffic reducing conflicts.



## Comfort

For example; the bicycle route will have smooth surfaces to reduce vibrations, reducing traffic and exposure to pollutants/noise.



## Amenity

For example; good amenity for bikes considers elements such as lighting, providing areas to rest and , street art to make the bicycle route interesting.