Contraflow Bikelane and Bicycle Road to promote Safe and Sound Cycling in Center of Chiang Mai City

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Traffic Problems in Chiang Mai

1. More frequent and longer traffic congestions at many intersections with traffic lights and very slow traffic on roads to many schools.

2. Many roads were changed to one-way traffic, cyclists had to commute longer distance together with faster vehicles from behind.

3. Many former Bike-lanes in CM had been used as parkings by cars and no legal action were taken by traffic police.

4. Cyclist along Bike-lanes had to take more risk while overtaking parking cars and be scared of vehicles coming from behind.
Bike-lanes used to exist on many roads of Chiang Mai between 1998 - 2002

1. ถาวรแก้ว สมนินทร์ ชัยภูมิ ราชเชียงแสน ช่างหล่อ มีพิธีเปิด ตุลาคม 1998/2541

2. แก้ววราจากสะพานนครพิงค์ ถึงสี่แยกศาลเด็ก (สนับสนุนโดย TT&T) ในปี 1999/2542

3. เจริญเมือง ศรีดอนไซ บุญเรืองฤทธิ์ สุเทพ และ อินทวโรรส และมีพิธีเปิดใช้ ณ บริเวณโรงเรียนรถไฟในปี 2000/2543

4. รัตนโกสินทร์-สามแยกปากซ้าสันกู่เหล็ก (หลังโรงเรียนปรินซ์รอย) มีทางจักรยานร่วมทางเท้า ปี 2002/2545
Cyclist overtaking parking cars is unsafe.
Suthep Road with parking of cars on bike-lanes along both side through out the day in 2000

Shared Bike-lane on Rattana Kosin Road on pedestrian in 2002, occupied by vendors
Challenge to promote cycling

Cyclists need safe bike-routes with friendly traffic rules requiring:

1. One-way roads which allow only parking on left-hand side, parking is forbidden on right-hand side 24 hr daily.

2. Contraflow bike-lane be provided on right-hand side of such roads, so that it does not need extra attention from traffic police to control the forbidden parking.

3. Contraflow bike-lanes be provided only for cyclists, motorized vehicles are not allowed to share.

4. **Cyclists always commute two-way while motorized vehicles commute usually one-way.**
1. Contraflow bike-lane allows no parking at all.
2. Contraflow bike-lanes are provided only for cyclists, no motorized vehicles to overtake cyclists from behind, hence very safe bike-lanes.
3. New bicycle traffic signs should be used to communicate safety among all commuters.
4. Only left hand side of the roads is allowed for parking as it used to be.
5. Motorised vehicles commute only one-way as it used to be with speed limit 30 kph.
ส้ายใช้เครื่องหมายจราจรแบบที่เสนอให้ใช้ในช่วงไหล่แม่ท้องเที่ยวที่ถ่ายภาพมาไม่ออก ถึงจะเข้าใจได้
New Bicycle Traffic Signs to be tried !?
Traffic system: one-way roads with Contraflow Bike-lanes, 1.2 – 1.5 m wide on right-hand side

Traffic Rules:
Along trafficflow: cycling shares the road on left side, other motorized vehicles travel at speed under 30 kph.

Bike-lane on the right-hand side allows only contraflow cycling when return.
Loikroh Road, one-way traffic, parking not allowed on right-hand side (to be contraflow bike-lane)
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Declaration of five roads to form three Bike-routes by Chief Police of CM as effective from March 18, 2009
Contraflow bike-lane on Loi Khroh Rd
Contraflow bike-lane on Loi Khroh Rd
Contraflow bike-lane on Chang Moi Rd
Contraflow bike-lane on Chang Moi Rd
Lessons learned

1. Real cycling commuters said the bike-routes were quite safe when they returned contra-flow because they could see other vehicles commuting one-way along one-way road.

2. Cyclists had more confidence on contra-flow bike-lane than cycling along one-way traffic because they did not have other vehicles coming from behind.

3. In the beginning, bike-lane sign was installed to provide awareness of existing contraflow bike-lane to other commuters.

4. Thailand uses only bike-lane sign which is always unsufficient for safe commuting with drivers of all kind of vehicles.

5. It failed to establish a working committee on sustainable biking infra-structure of Chiang Mai to discuss correcting of problems and planning of future extension of bike-routes along city planning.
Bicycle Road in CM City Center
Bicycle Road in CM City Center
Example from Hamburg
Bicycle Road in CM City-Moat

Rules of Bicycle Road

- จักรยานขี่ไปด้วยกันได้ ??
- รถยนต์สามารถวิ่งรวมได้ โดยมีป้ายจราจรเสริมกำกับไว้
- รถอื่นใช้ความเร็วไม่เกิน 30 กม./ชม.หรือช้ากว่า
- จักรยานเหมือนอยู่ในทางแอค