

# New combined pedestrian and bike path in Modum

## A before and after study

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- The evaluation of a new pedestrian and bicycle path (PB-path) along a county road in Modum showed increased numbers of vulnerable road users in the after-situation.
- Interviews revealed that users viewed the combined path as a significant improvement due to better infrastructure and an increased sense of safety. The path was used for both transportation and recreational purposes, with participants rating it as more comfortable and safer after the intervention.
- Despite positive feedback, the study faced limitations, including low sample sizes, construction impacts in the pre-intervention situation, and an inability to assess long-term effects. Further research is needed to document the impacts of combined paths on traffic patterns in Norway.

The Institute of Transport Economics (TØI) conducted an evaluation of the effects of a new pedestrian and bicycle path along county road 2832 in Modum on behalf of The Norwegian Public Roads Administration. This new stretch, which forms an important link in the municipality's continuous bicycle network, was opened in November 2022 and studied through video analyses and interviews with pedestrians and cyclists.

The video analyses showed an increase in the number of vulnerable road users in this road section, ranging from a 22% increase at one test site to 116 % at the other. At the same time, the number of cyclists using the roadway decreased sharply. The new combined path was used both for transportation purposes, such as walking to bus stops or cycling to work, and for recreational purposes, such as jogging and walking.

Interviews with pedestrians and cyclists revealed that participants perceived the new combined path as a significant improvement, particularly due to the increased sense of safety and better infrastructure. Users rated the stretch as more comfortable after the intervention, even though there was no substantial change in their perception of safety.

The evaluation, however, faced methodological limitations. The pre-intervention situation was affected by ongoing construction work, which may have influenced traffic patterns. Additionally, the number of observed and interviewed users was low, and it was not possible to assess the long-term effects of the intervention.

The project is perceived as a clear improvement and has made the stretch more attractive for vulnerable road users. While the findings suggest that the intervention has had a positive



impact, the report emphasizes the need for further research to understand the long-term effects and ensure better documentation of the impact of combined paths on traffic patterns in Norway.