Bicycle streets

Paul Schepers (Rijkswaterstaat)
Robert Hulshof (CROW)
Introduction

- Design for a main bicycle route through a residential area:
  - Through function for bicycle traffic (main cycle route)
  - Access function for motorists (i.e. ‘access road’)
- Bicycle traffic should dominate: design to facilitate through function for cyclists and encourage cycling
Introduction

- In contrast to neighbouring countries the Netherlands has not assigned traffic rules to bicycle street
- The aim is a self-explaining road encouraging drivers to behave as if they were guests (‘auto te gast’)
CROW project to achieve more uniform recognizable bicycle street design
10 recommendations for the design of a five star bicycle street
1. Match the width of the street with the typical user combinations

• Starting-point: car should be able to overtake cyclist, but only with appropriate distance and speed

• Prevent critical profiles (3 - 3.7 m) and (4.7 - 5.4 m)
2. Use one or two lanes for bicycles
Recommendations 3 – 6

3. The rest of road is paved

4. Slow down car traffic

5. Use circulation measures to reduce car traffic when necessary

6. Right of way for the bicycle street
Recommendation 7 – 10

7. No parking on the bicycle street

8. A dedicated area for pedestrians

9. Use the (non-official) bicycle street sign

10. Use vertical elements
Old situation

- Width of bicycle street
- One or two lanes
- Paved
- Slow down car traffic
- Use circulation
- Right of way
- No parking on
- Use of sign
- Vertical elements
- Pedestrians

New situation

- Width of bicycle street
- One or two lanes
- Paved
- Slow down car traffic
- Use circulation
- Right of way
- No parking on
- Use of sign
- Vertical elements
- Pedestrians