

praktische kennis **direct toepasbaar**



Rijkswaterstaat
Ministerie van Infrastructuur en Milieu

kennisplatform
CROW

Bicycle streets

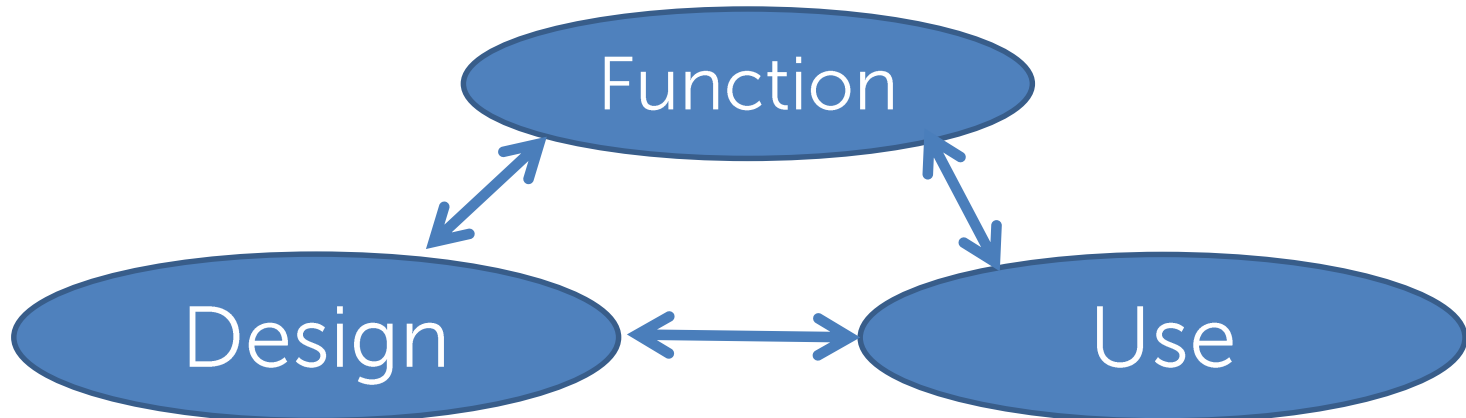
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Introduction

- 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)

Volume of traffic

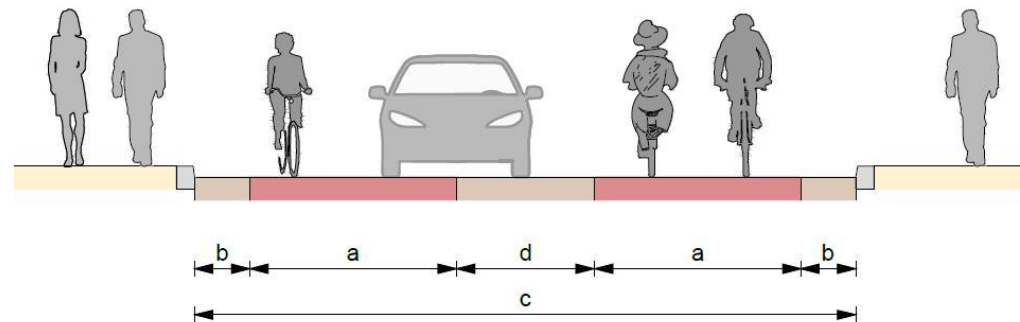
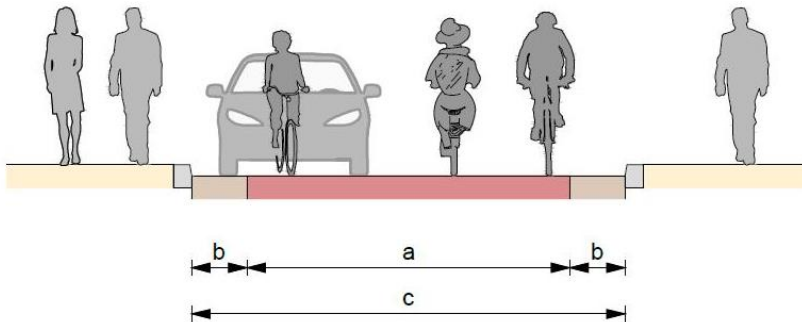
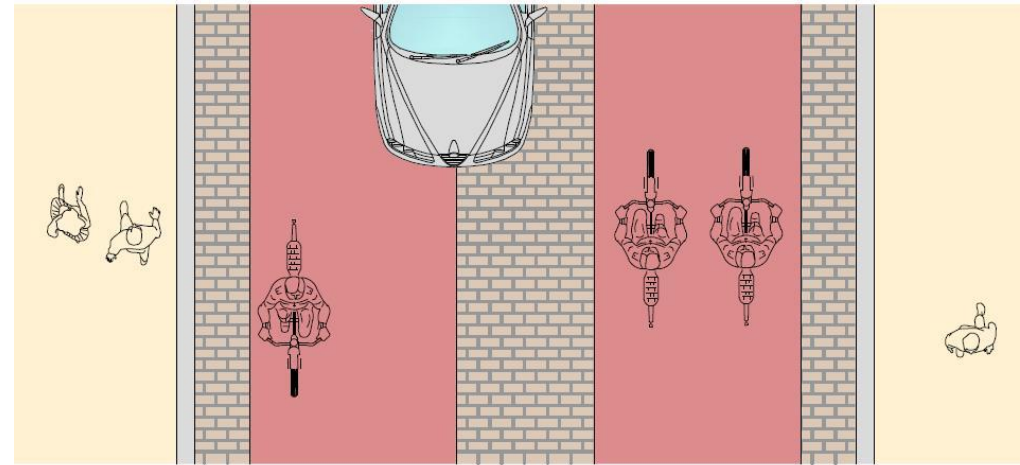
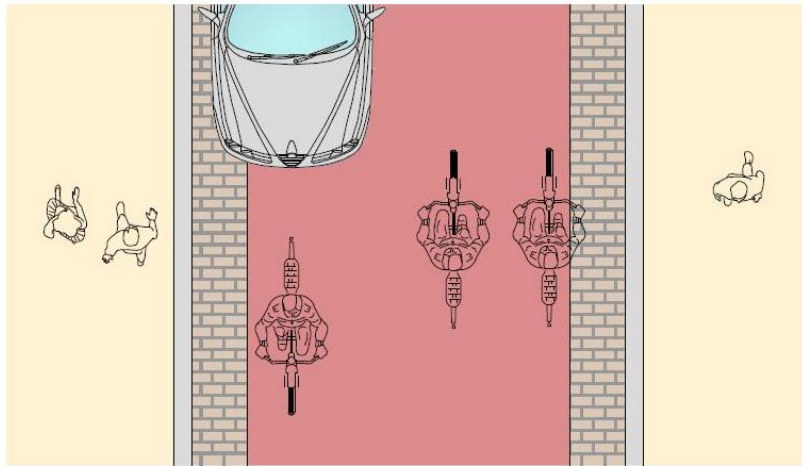


Typical user combination



Width of bicycle street

2. Use one or two lanes for bicycles



Recommendations 3 – 6

3. The rest of road is paved



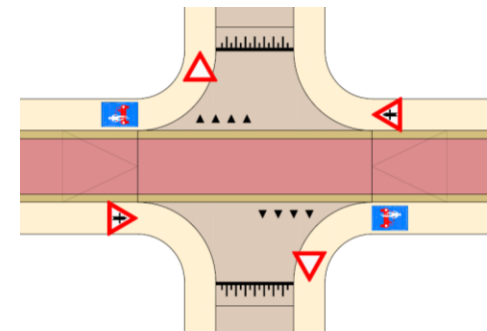
4. Slow down car traffic



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



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



8. A dedicated area for pedestrians



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



