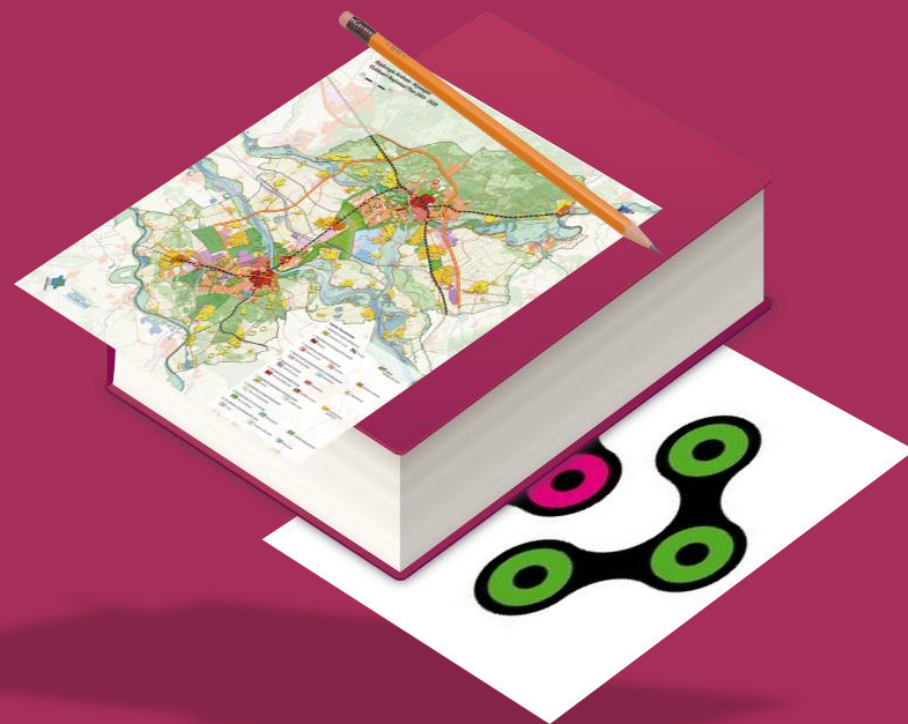




Cycling infra built by people, the case of the Rijnwaaipad.





History of Cycling infra

Saskia Kluit CEO of Fietzersbond





±1970

What happened





More space for cyclists!

1970's

Accidents rose
Will to change
Protests
Politics followed





Cycling for everyone



1. Save and good bicycle infra
2. For everyone
3. Evolution, no revolution





Cycling infrastructure development.

What happened from 1970-2017





1970

Transformation

Protest resulted in space for cyclists.
From fietsstrook to bicycle network.



From:
Fietsstrook



To:
Fietspad



No cycle path



Cycle path





Network



Network Cycle paths and cycle highway





1970-2017

More space and other solutions for cycling.
The **e-bike** introduction changed cycling: wider paths, pavement, corners,...etc



The e-bike needs other infrastructure solutions.



Reversing the use of
space: **Fietsstraat**
Fietsstraten are introduced.
The ratio cars and cyclists are
different than in 1970.



The fietsstraat is a
German invention.
NL improved it.



1970-2017

Introduction cycle highway
for cycling to work.





Who is the Fietzersbond?





Improving the world street by street

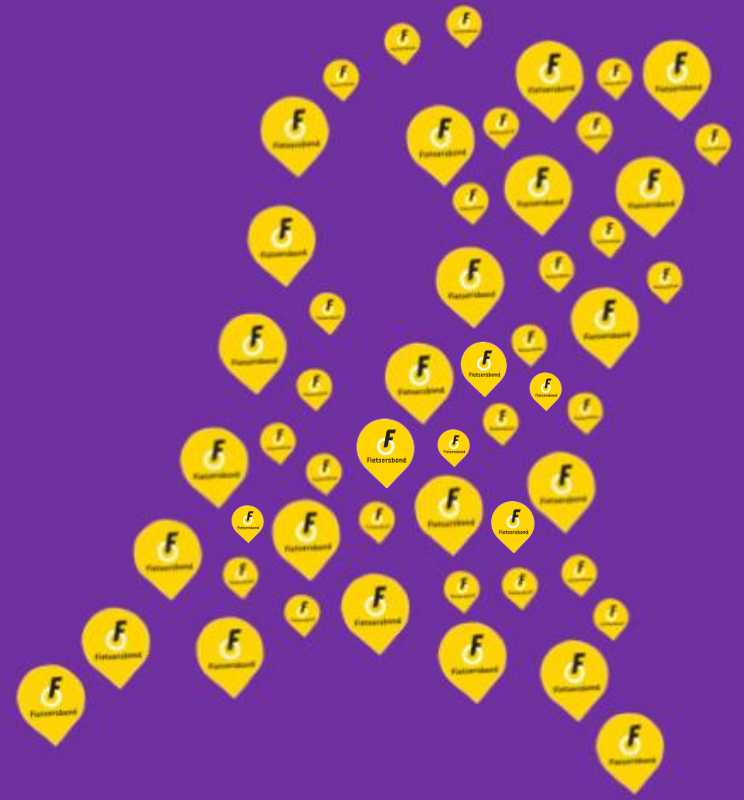
Cycling culture today is about separating where necessary. And lowering speed and merge where it is possible.



Actiongroups is achieving results.



In the beginning we were a group of activists.
Nowadays we are a professional organisation and have 150 branches nation wide.





“I was cycling from Arnhem to Nijmegen on a bad and incomplete cycle route. I thought: **“We can make this route better!””**





Rijnwaalpad

Reindert Augustijn, Teammanager Traffic & Transport province Gelderland.





From experiment

The province Gelderland and City region Arnhem Nijmegen wanted to built this fantastic **cycle highway** project.



RijnWaalpad 

≡ provincie
Gelderland



CITY REGION
ARNHEM NIJMEGEN



Why RW?

Because this **cycle highway** stimulated the cooperation between the two cities. And it is a positive project. What is in a name a super cyclehighway? (fietsnelweg)





To reality

The province Gelderland gives people freedom to experiment. The idea of the **cycle highway** between Arnhem and Nijmegen was born.





People connections





4 sources of finance



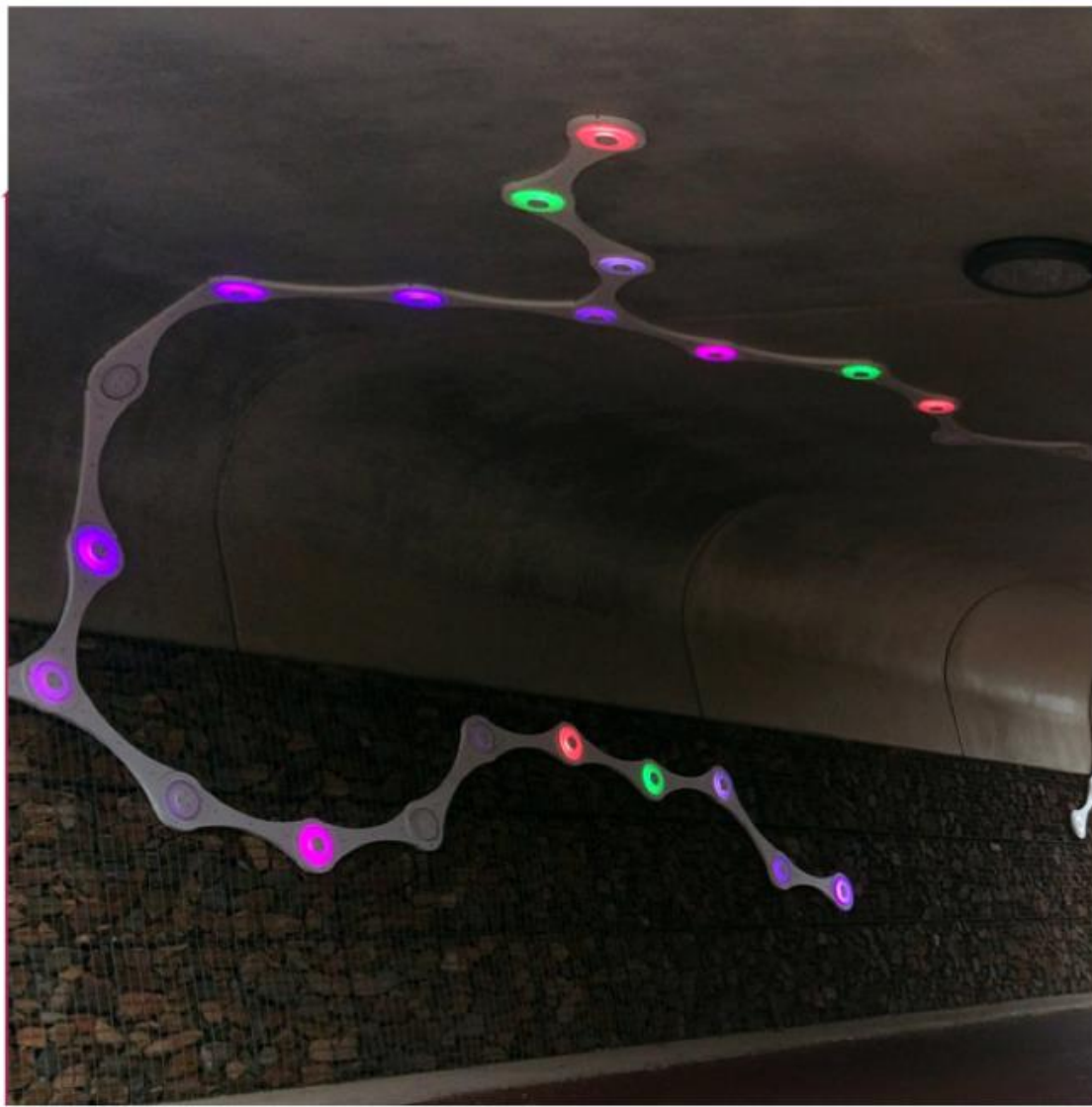
- Country
- Provence
- Region
- Municipality



Light story

The lights of the Rijnwaalpad are telling a story about two cities who have made this wonderful cycle project.







Question 1

Is the Rijnwaalpad a....?

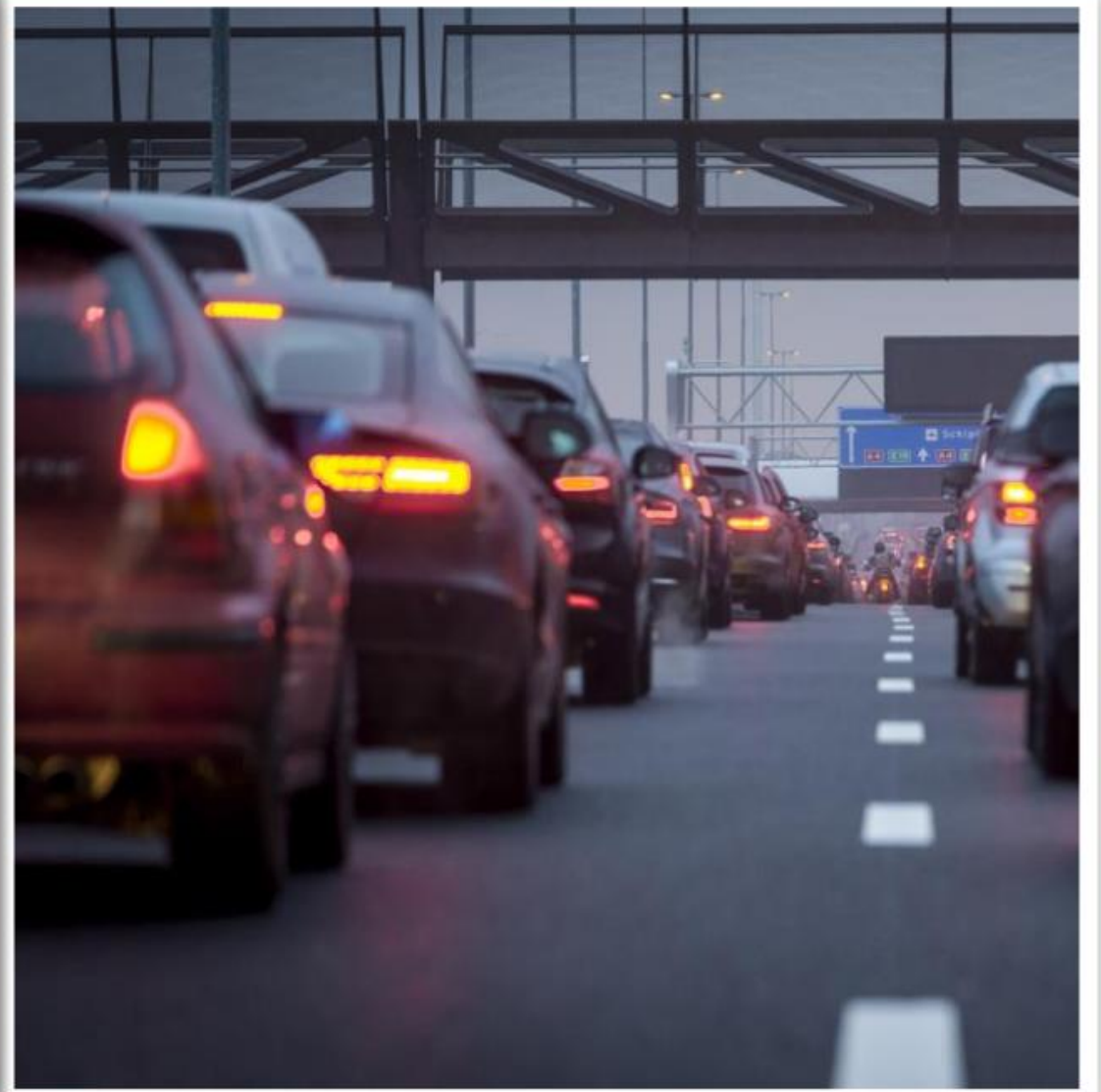
- 1 Flow rate measure for cars
- 2 Flow rate measure for bicycles
- 3 Flow rate measure for public transport





Tip: Never waste a good crisis

- Road pricing
- Less budget for big projects
- Programme: **Beter benutten**





Frustration

Public transport in the Netherlands is very expansive. A cycle highway can be a good alternative for some public transport links.





Question 2

Who is the most unmissable person in a planning team for supercycle highways?

- 1 The economist
- 2 The Spacial planner
- 3 The Traffic psycholigist





Tip: Use knowledge of commons

- “Fiets file vrij”: support from each other
 - Invest in indentity building
- Innovation contest for the community





Tip: No fear of political boundaries

- Think policy oriented Out of the Box
 - We used: “Better benutten”
 - Stimulate financial participation





Question 3

What is your most urgent theme to which you can link cycling?

- 1 Savety
- 2 Traffic flow
- 3 Livability
- 4 Healthiness
- 5 Other





Tip: Celebrate again
and again and
again.







Tip: How to stay a force for good

- Not in my back yard discussion are part of the deal
- Organize excursions





A cycle highway is
a constant experiment





Developing a **cycle highway** is a normalized proces now. From pilot to mainstream.





Bedankt! Thank you!

Saskia Kluit - Reindert Augustijn

