Cycling infra built by people, the case of the Rijnwaalpad.
History of Cycling infra

Saskia Kluit CEO of Fietsersbond
±1970

What happened
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.
No cycle path

Cycle path
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 Fietsersbond?
Improving the world street by street

Cycling culture today is about separating where necessary. And lowering speed and merge where it is possible.
In the beginning we were a group of activists. Nowadays we are a profesional 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.
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? *(fietswegen)*
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 wunderfull 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 psychologist
Tip: Use knowledge of commons

• “Fiets file vrij”: support from each other
  • Invest in identity 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. Safety
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