CREATING A BALANCED TRANSPORTATION SYSTEM
(The City of Utrecht, NL, 2011/09/27)
The ultimate European lesson?

“I think we need to make people aware that our traffic concepts of today are not sustainable and will be of no use for the future of our society and our planet.”

Dr. Wolfgang Schuster (Mayor of Stuttgart, Germany)
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• Cycling an average bicycle route in Utrecht
The Netherlands (as it was)
The Netherlands (as it is)
Some demographic facts

<table>
<thead>
<tr>
<th></th>
<th>United States</th>
<th>Oregon</th>
<th>Portland</th>
<th>The Netherlands</th>
<th>Utrecht</th>
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<td>1776</td>
<td>1859</td>
<td>1845</td>
<td>1579</td>
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<td>Inhabitants (city)</td>
<td></td>
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<td>(region)</td>
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(1) 0.16x State of Oregon
About the City of Utrecht

Facts

- Fourth largest city in the Netherlands.
- Over 300,000 inhabitants.
- Largest University in the Netherlands.
- Busiest railway station of the country (more passengers a year than Schiphol Airport).
- Still growing economy (despite global recession).

Modal split

- Motor vehicles: 38.5 %
- Public transport: 10.8 %
- Bicycles: 28.0 %
- Pedestrians: 21.2 %
- Others: 01.5 %
About cycling in the City of Utrecht

Facts

• 36% of all trips < 7.5 km are done by bicycle.
• 91,000 cyclists pass the inner city on working days.
• 22,000 bicycle stands around main railway station and in city centre.
• 8 secured bicycle parking’s around main railway station.
Why we better go cycling
Reason 1: Traffic congestion

Imbalance between incoming & outgoing traffic.

Numbers show incoming traffic during morning rush hours.

122,000

61,700

58,500
Reason 2: Air and noise pollution
Reason 3: Obesity
So ... let’s cycle
So ... let’s transport
So … let’s feel young 😊
Integrating the bicycle
Utrecht Centraal: Busiest railway station in the country

**Facts**

- Major transport hub in the heart of The Netherlands.
- 160,000 daily train and 100,000 bus & light rail passengers on weekdays.
- 9 guarded bicycle parking's (total capacity 10,000 bicycles).
- Over 7,000 unguarded bicycle parking places.
Bicycle parking at Utrecht Centraal

Guarded parking (paid)

Guarded parking (paid)

Guarded parking (non-paid)

Street parking
Bicycle parking at other stops of public transport
Bicycle parking at other locations

- Offices
- Schools
- Shops
- Theatres
Introducing public bicycle program (OV Fiets)

Facts

• A public bicycle system for transport hubs like railway stations, light rail stops, bus terminals, Park & Ride, etc.
• Over 200 rental locations.
• Over 60 self-service bicycle dispensers.
• More than 850,000 trips in 2010.
Other aspects of integration

- National website OV9292
- The OV chip card
- Taking bicycles into trains
- Temporary road signing
A map of integration (The Hague HS station)
The use of residential streets for cycling

My personal believe:

“There is a DIRECT relation between the increase in numbers of cyclists and road safety.”
Ventriloquist Jeff Dunham (USA)

When visiting Amsterdam ...

- He saw the Dutch cycling on busy roads and was amazed they didn’t fled towards the public footpaths.
- In the USA cyclists ride on the public footpaths, when there is a lot of car traffic.
- Suddenly he noticed a mother becoming very angry at her own child, because the child was cycling really close to the cars.
- Jeff was happy he wasn’t that ‘crazy’!
- Then he realised that he heard the mother shouting:

"Honey ... that could be more close!"
Dutch road types
Cycling an average bicycle route in Utrecht ...
... on a typical RAINY day in The Netherlands 😞

So I waited for 2 days and start all over again ...
Cycling an average bicycle route in Utrecht

Rural road between Houten and Utrecht
Cycling an average bicycle route in Utrecht

Bicycle path between Houten and Utrecht
Cycling an average bicycle route in Utrecht

Across a bicycle bridge entering the city
Cycling an average bicycle route in Utrecht

Entering a housing area through a park zone
Cycling an average bicycle route in Utrecht

Residential street on backside of houses
Cycling an average bicycle route in Utrecht

Crossing a through road
Cycling an average bicycle route in Utrecht

Bicycle path as a short cut between two roads
Cycling an average bicycle route in Utrecht

Entering a residential street
Cycling an average bicycle route in Utrecht

Another short cut (passing a school zone)
Cycling an average bicycle route in Utrecht

Approaching a ‘woon erf’
Cycling an average bicycle route in Utrecht

Third short cut within half a mile
Cycling an average bicycle route in Utrecht

Bicycle route using a dead end parking lot
Cycling an average bicycle route in Utrecht

Using a standard residential street
Cycling an average bicycle route in Utrecht

Level free crossing under a through road
Cycling an average bicycle route in Utrecht

Direct bicycle link into the downtown area
Cycling an average bicycle route in Utrecht

Bicycle street with mixed traffic
Cycling an average bicycle route in Utrecht

Bicycle path instead of planned trunk road
Cycling an average bicycle route in Utrecht

One way street is bi-directional for bicycles
Cycling an average bicycle route in Utrecht

Trunk road with bicycle facilities
Cycling an average bicycle route in Utrecht

Approaching the down town area
Cycling an average bicycle route in Utrecht

One way residential shopping street
Cycling an average bicycle route in Utrecht

The down town area = destination achieved
Thank you for your attention!