What can we learn from Dutch street design?

Seattle Neighborhood Greenways meet-up

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sustainable safety objectives

- prevent accidents
- minimize occurrence of accidents with severe injury
- make vulnerable road users feel safe
dutch road classification:

- local access roads
- distributor roads
- through roads
dutch road classification:

- local access roads
- distributor roads
- through roads

completing the network
local access roads

- 30 km/hour (19 mph)
- narrow roads
- traffic calming elements
- brick paving
- provide access to homes, shops, worksites, schools
local access—equality between bikes & cars
local access—advisory bike lanes
local access—advisory bike lanes
local access—advisory bike lanes
local access—advisory bike lanes
local access—bike street
local access—bike street
local access—cycle tracks
local access—safety improvement
local access—woonerf
local access—equality between bikes & cars
local access—bicycle & pedestrian shared spaces
local access—bicycle & pedestrian shared spaces
local access—restricted access
distributor roads

- 50 km/hour (31 mph)
- intersections that ensure safety for all users
- if driveways/minor streets, then right in/right out
distributor road–bike lane
distributor road—advisory bike lanes
distributor road–advisory bike lanes
distributor road–advisory bike lanes at intersection
distributor road–cycle tracks
distributor road–cycle tracks
distributor road–bike lane
distributor road–cycle tracks & bus stops
distributor road–cycle tracks & driveways
distributor road–cycle tracks & signalized intersections
distributor road--intersection safety improvement
distributor road—all way scramble
distributor road—all way scramble
distributor road—safety improvement
distributor road–intersection safety improvement
distributor road–intersection safety improvement
distributor road–intersection safety improvement
residential & commercial neighborhoods

industrial district

new commercial district

eexisting bike network
gap in bike network
distributor road—industrial corridor safety improvement
distributor road–cycle tracks & industrial districts
distributor road—industrial corridor safety improvement
through roads

- 100 to 120 km/hour (62 to 75 mph)
- no intersections
- no facilities for pedestrians or cyclists
distributor road—underpass
completing the network
completing the network—suspended roundabout
completing the network—bridges
completing the network—bridges
completing the network—bridges
completing the network—bridges
completing the network—tunnels under rivers
completing the network—door to door experience
completing the network–train station arrival
completing the network—parking
completing the network—parking
summary

- design streets that prioritize safety for all users
- designate slow speed limits on local streets
- develop a complete network