

Interesse in F35 vanuit Zuid Amerika

Vanuit de stad Cali in Colombia is interesse getoond in fietssnelwegen. Zowel de F35 in Twente als een project in Kopenhagen Denemarken.

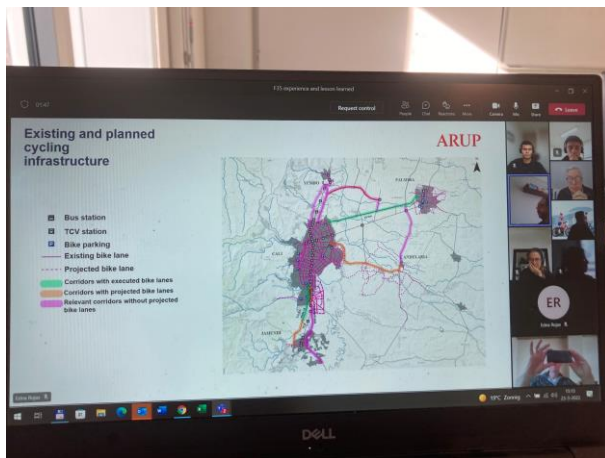
Webinar Zuid Amerika - Overijssel

Op 23 maart was een webinar-overleg tussen ontwerpers en projectleider vanuit Zuid Amerika en Alex Oosterveen en Richard ter Avest van provincie Overijssel. Ze willen om vier redenen het fietsgebruik stimuleren, door hoogwaardige infrastructuur te ontwikkelen tussen dorpen en de grote stad en binnen de stad Cali, die met ruim 2 miljoen inwoners de derde stad van het land is. De vier redenen zijn: tegengaan files, verkeersveiligheid, betaalbaar vervoer voor werknemers (bus en auto zijn te duur) en iets doen tegen klimaatverandering. Overijssel heeft uitgelegd hoe het Masterplan F35 met 8 gemeenten en provincie tot stand gekomen is, en dat de gemeenten voor de uitvoering en onderhoud staan. De provincie draagt 75% bij in de kosten. In Colombia wordt de 'fietssnelweg' aldaar voornamelijk met ontwikkelingsgeld door de Britse overheid gefinancierd.

Spoorlijn

De delegatie zag overeenkomsten met Twente omdat hun fietspad ook grote delen langs een spoorlijn ligt.

Afgesproken is dat ze graag in contact blijven voor de periode van 2022 dat het ontwerp geheel afgerond wordt.



Presentation bicycle highway F35

'meeting with delegation of Columbia'



Alex Oosterveen/ Richard ter Avest
Province of Overijssel

23 march 2022

Presentation F35

- History
- Organisation
- Masterplan: 8 goals
- Design – Demands
- Project Team
- Finance
- Examples

History

- In 2009, the Twente Region realized that something had to be done about mobility, otherwise the roads in the region would clog up. A F35 Master Plan was drawn up.
- Of course the area had to become and remain easily accessible for all activities that were developed in the Twente region.
- A route was sought that could connect the cities at about 15 km. Eventually the route of the F35 emerged. This route from Gronau to Enschede, Hengelo, Borne, Almelo, Wierden to Hellendoorn was called the central carrier of the Twente region. Also 2 side branches were indicated Almelo - Vriezenveen and Enschede - Oldenzaal.
- The route was not chosen at random but had to connect the cities as well as all the stations along the route.
- The future users of the cycle path also had to be able to connect to the railroad network in order to be able to continue their journey or return home if they were unable to do so by bicycle.
- The total route of the bike path is 62 km and runs through 8 municipalities.

Organisation

- At the time, under the direction of the province of Overijssel, these 8 municipalities made agreements about where the route would run and what the bicycle highway F35 route should look like. A project group was formed with one representative from each municipality under the responsibility of the province of Overijssel.
- In 2014 the Master Plan was slightly modified and re-determined by the 8 municipalities and the province of Overijssel.

Why - active bicycle policy?

8 strategic goals

Road safety	No congestion
Recreation	Economy and (new) work
Environment (-55% CO2 in 2030)	Healthy
Social equity	Low costs

How? Regio-infra demands:

- Part of Core-bike network
- Continuous line: nonstop and no conflicts
- 4 meter wide red carpet (asphalt)
- Wide curbs (30 cm, so in totally 4,60 m)
- Painted symbol F35
- Lightning
- See www.fietssnelwegf35.nl



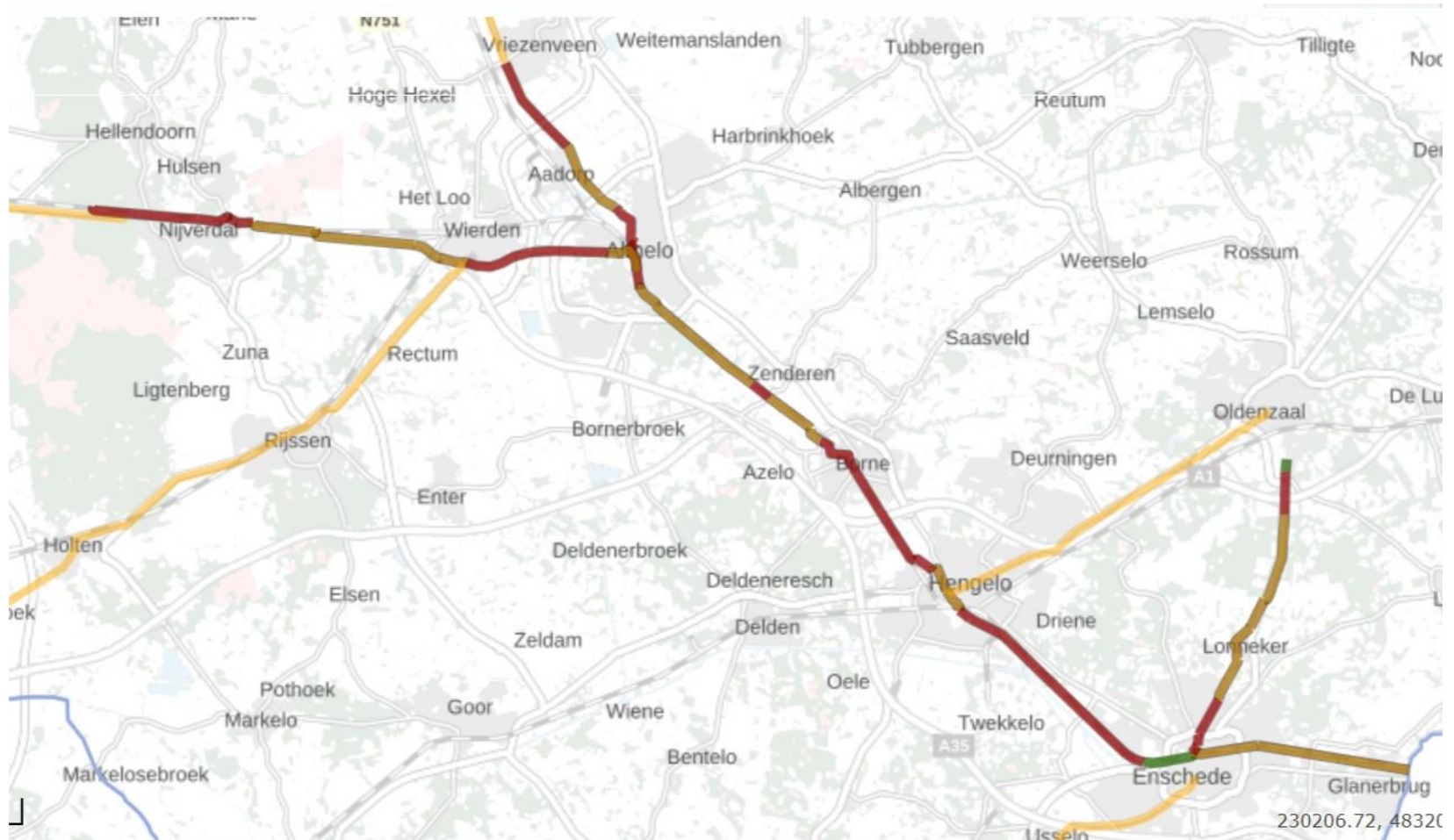
Project Team

- Of course, not everything is always 100% feasible because there is regularly not enough room for that within the city, but all changes compared to the Master Plan (2014) are first discussed in the project group F 35 and if they are major changes then it is ratified administratively by the 8 municipalities in a portfolio meeting.
- The project group meets 6 times a year and everything concerning the F 35 is discussed and a decision is taken: route/trace, detail design, promotion and research.

Finance

- In order to make the construction of the F 35 financially possible, a subsidy construction was made whereby the province finances 75% of the parts to be constructed. The municipalities will finance the remaining 25% from their own resources. The total construction costs of the F 35 exceed 100 million euros.
- The province has an annual budget of 4 million Euros is available from the province together with the additional 25% from the municipalities.

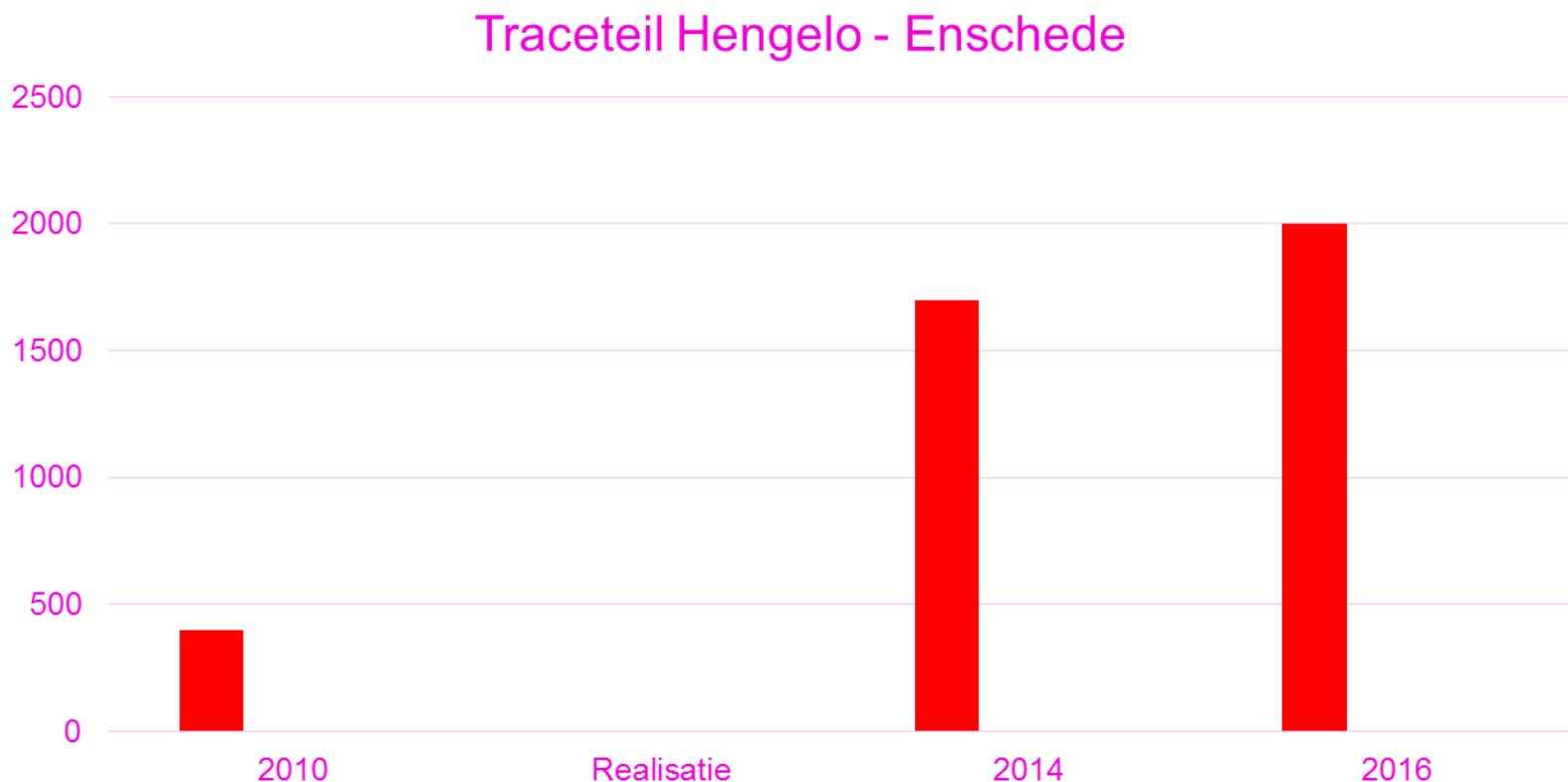
Realized in red; prepared in yellow



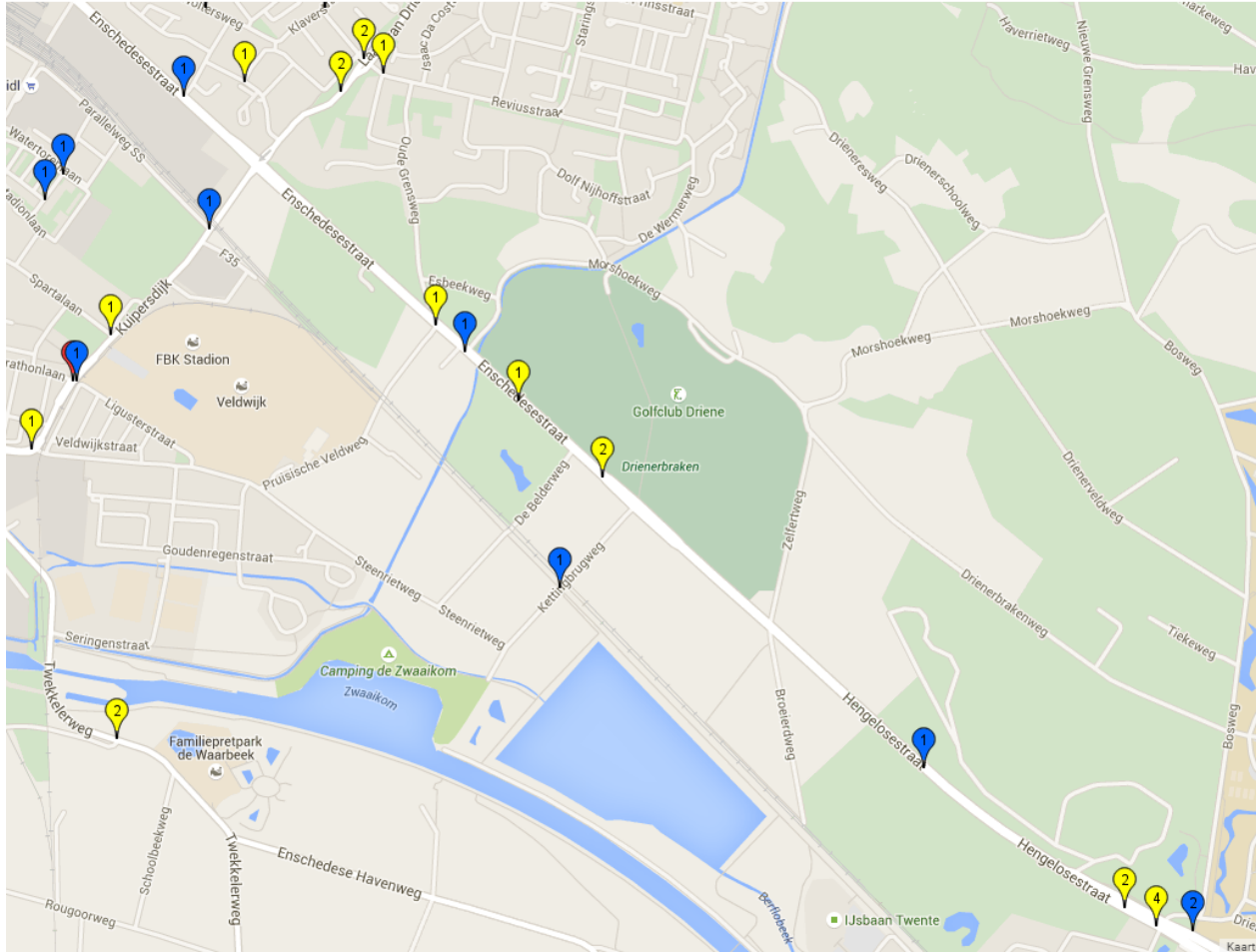
Effects (monitoring)

- Number of cyclists increased from 400 to 1,700 after first year of opening F35 between Hengelo and Enschede (2011-2012)
- Thereafter 10% growth in bicycle use per year (now 3,500 cyclists)
- 44% of cyclists have an e-bike (2018)
- On F35 no less than 85% fewer accidents than the old parallel route (old approach roads to cities); is due to width and conflict-free trace.

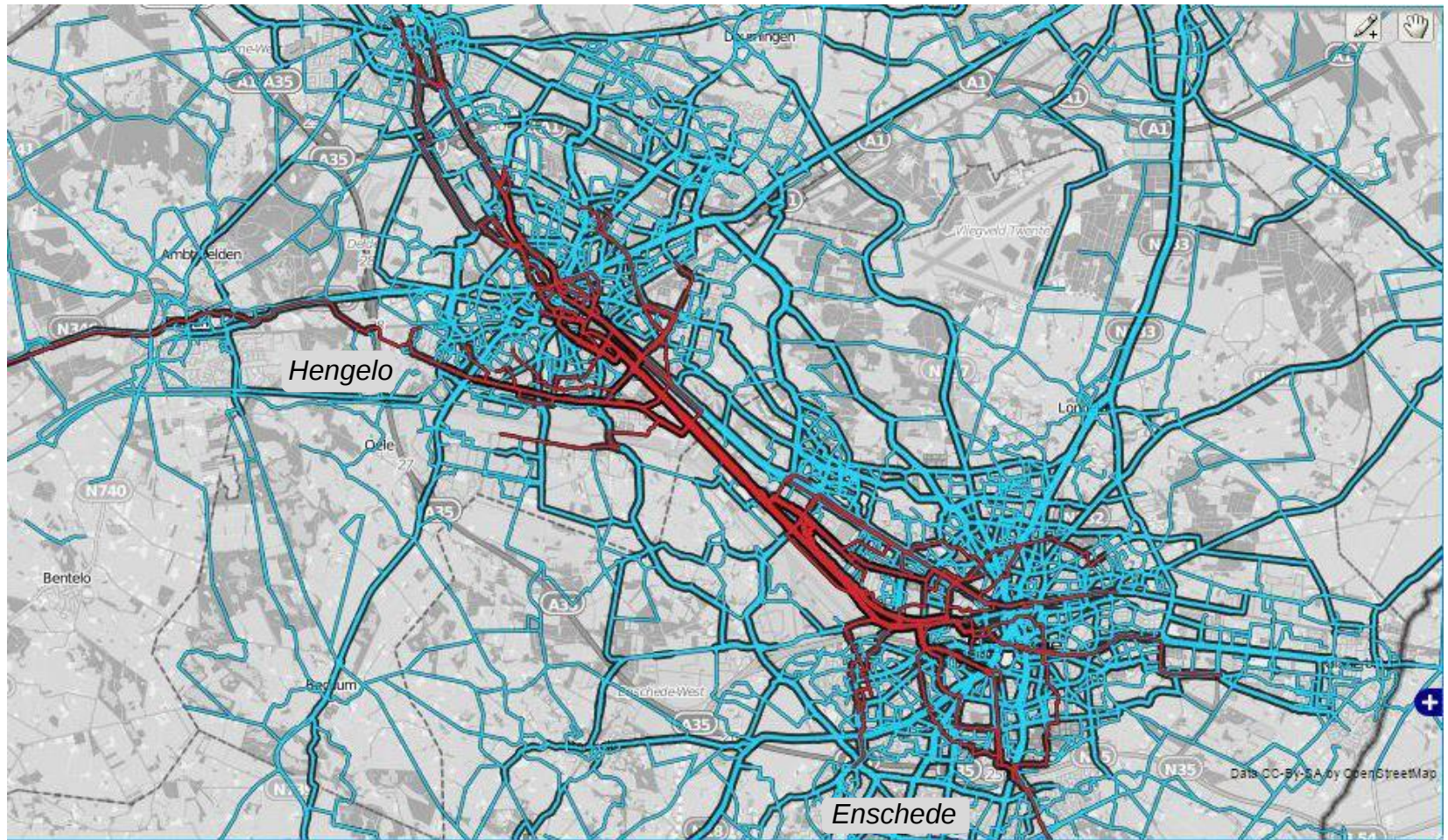
Clear growth after opening F35



85% less accidents than old route



2 km catchment area (GPS-data)



Cyclists come for far away to use the Bicycle highway F35

Effects (opinions)

- Health and fitness is 89% percent mentioned by users of F35, followed by Environment, Low Cost and Reliable travel time.
- Speed differences on F35: almost 80% experience no unsafety.
- Scooters are a nuisance.
- 73% consider the bicycle highway to safer than regular bicycle paths.
- Appreciation F35 by worker 8.1 and recreational cyclist 8.2 (on a scale 1-10)





