

# Presentation of guidelines for pedestrian and cycle path markings

**Our goal is to:**

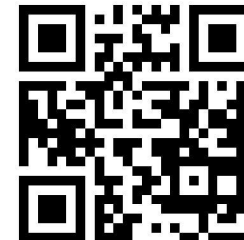
**Quick and understandable safe,  
uniform and barrier-free routes  
for everyone Provide.**

**Initiative SIV gUG**

(haftungsbeschränkt)

**Schienen Individual Verkehr**

**Rails Individual Transport**



# Presentation of the guidelines for pedestrian and cycle path markings

**(In principle, all regulations must be observed  
as well as the ownership of the federal, state or district roads)**

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# Presentation of the guidelines for pedestrian and cycle path markings

## Fundamental

In Germany, we still have a lot of accidents with fatal consequences.

**(In 2024: 2,780 traffic fatalities, 50,300 serious injuries and 363,000 injuries)**

We have many rules:

- the Highway Code,
- the administrative regulations on the Road Traffic Regulations,
- many court rulings and
- the Research Society for Roads and Transport (FGSV) with the guidelines, ERA, EFA, RAST06, RAL, etc.

Everything is mainly geared towards the ease of motorized traffic.

The best thing would be

we could provide 2.50 m wide footpaths and 2.50 m wide cycle paths on both sides of the streets.

But there must also be space for emergency vehicles, public transport and garbage trucks.

# Presentation of the guidelines for pedestrian and cycle path markings

## Fundamental

**In most cities and municipalities, good footpaths and cycle paths have remained a patchwork quilt that is not exactly inviting.**

**Cycling has changed with e-bikes, e-scooters as well as cargo bikes and bicycle trailers, but there are still simple bicycles as well.**

**Pedestrian traffic has also changed, there are walkers, wheelchairs, e-wheelchairs, prams, twin prams but also the garbage cans.**

**Accessibility is now a top priority.**

**This should then also make shared footpaths and cycle paths  
a thing of the past.**

# Presentation of the guidelines for pedestrian and cycle path markings

## First special note on

### Markings according to StVO

**StVO §39 (5): "Markings and cycle traffic guidance markings are also traffic signs. They are basically white. They are yellow only as temporary markings; then they remove the white markings.**

**Characters and the reproduction of traffic signs on the road serve to indicate that a traffic sign has been attached."**

**Result:**

**Only white or yellow colors are allowed on the roadway for markings.**

**Traffic signs marked on the road are only permitted with a corresponding traffic sign.**

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## Second specific note on Pictogram chains for NRW

With the adoption of the  
Ministry of the Environment, Nature Conservation and Transport NRW - Düsseldorf  
of 25 January 2023;

pictogram chains (bicycle symbol, see right, every 25 – 50 meters) are approved for NRW, with the note:  
they should:

"only in exceptional cases and where they have a particularly useful effect."

Where is a special expedient effect now?

**So actually always in road traffic with insufficient Pedestrian and cycle path widths, i.e. less than 2.50 meters wide!**



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## Third specific note on Crossing facilities for pedestrians

Excerpt from the guideline Rast06 edition 2006, page 87 below.

**Crossing facilities are necessary if**

**Here is just the last paragraph:**

**Crossing facilities are sensible and recommended regardless of the loads if pedestrians in need of protection, such as children and elderly people, are to be expected on a regular basis.**

**Result:**

**This last section always applies within built-up areas.**

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## Envious glances at our neighbors

**That we always look enviously at our neighboring countries Netherlands and Denmark, is understandable.**

**But here they started much earlier,  
e.g. in the Netherlands as early as 1973, due to too many deaths  
with children in road traffic  
(the citizens' movement "Stop the murder of children") was born.**

**To discuss alternative routes does not make sense,  
because every cycle path and every footpath must start and end at the front door  
- at a stretch- at the front door of the destination.**



# Presentation of the guidelines for pedestrian and cycle path markings

First solution: convert 30 zones into bicycle zones

Both have 30 km/h and right before left

**30 km/h zones: signs no. 274.1 and 274.2 (30 km/h zone)**



**Speed:**

**Right of way:**

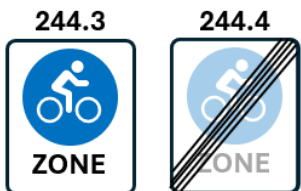
**Vehicles:**

**30 km/h,**

**only right before left,**

**no restrictions,**

**Bicycle zone: signs no. 244.3 and 244.4**



**Speed:**

**Right of way:**

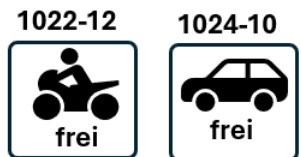
**Vehicles:**

**30 km/h**

**only right before left,**

**bicycles only,**

**all others will be released with an additional sign.**



# Presentation of the guidelines for pedestrian and cycle path markings

## Second solution: Markings for intersections and junctions in 30 km/h zones and bicycle zones

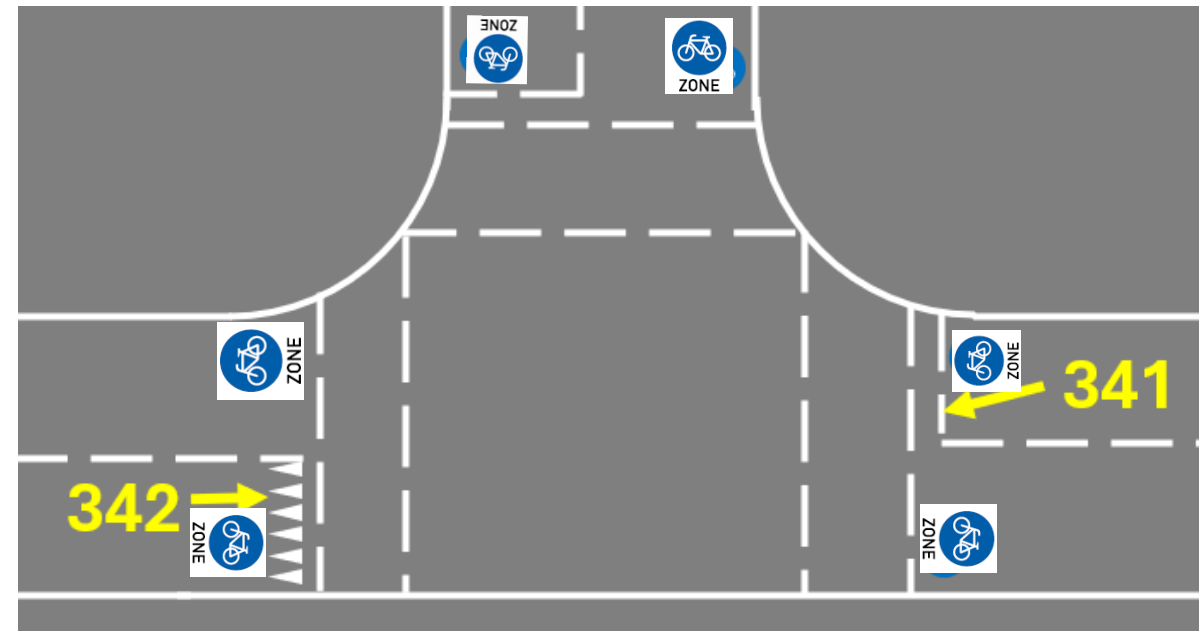
The following markings have been added:

1. Waiting lines, or shark teeth at each entrance, sign 341,  or 342 

2. Pedestrian crossings at each entrance for each footpath 

3. All directions get markings with the sign 244.3 Bicycle zone according to the principle of visibility according to §41 StVO. (same as 30 km/h zone)

**Intersections and junctions must be given uniform markings.**



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## Third solution: Markings of the pictogram chains of cycle paths for roads without their own cycle path

Only the markings sign 237, similar to the pictogram chains, but with a blue background, are applied.

(According to the guidelines, cycle paths are not allowed on these roads due to a lack of widths.

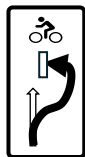


Geoportal Stadt Mönchengladbach

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## Fourth solution: Standardised markings for intersections and junctions

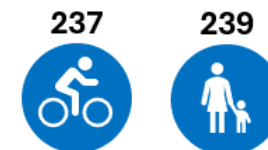
1. All cycle paths will have an indirect left turn marked in red with advance indicator:



2. The cycle paths between the pedestrian crossings are marked in red.

3. All entrances will have red installation areas, over all lanes for bicycle traffic with a length of approx. 4.00 m. Truck drag curves are taken into account.

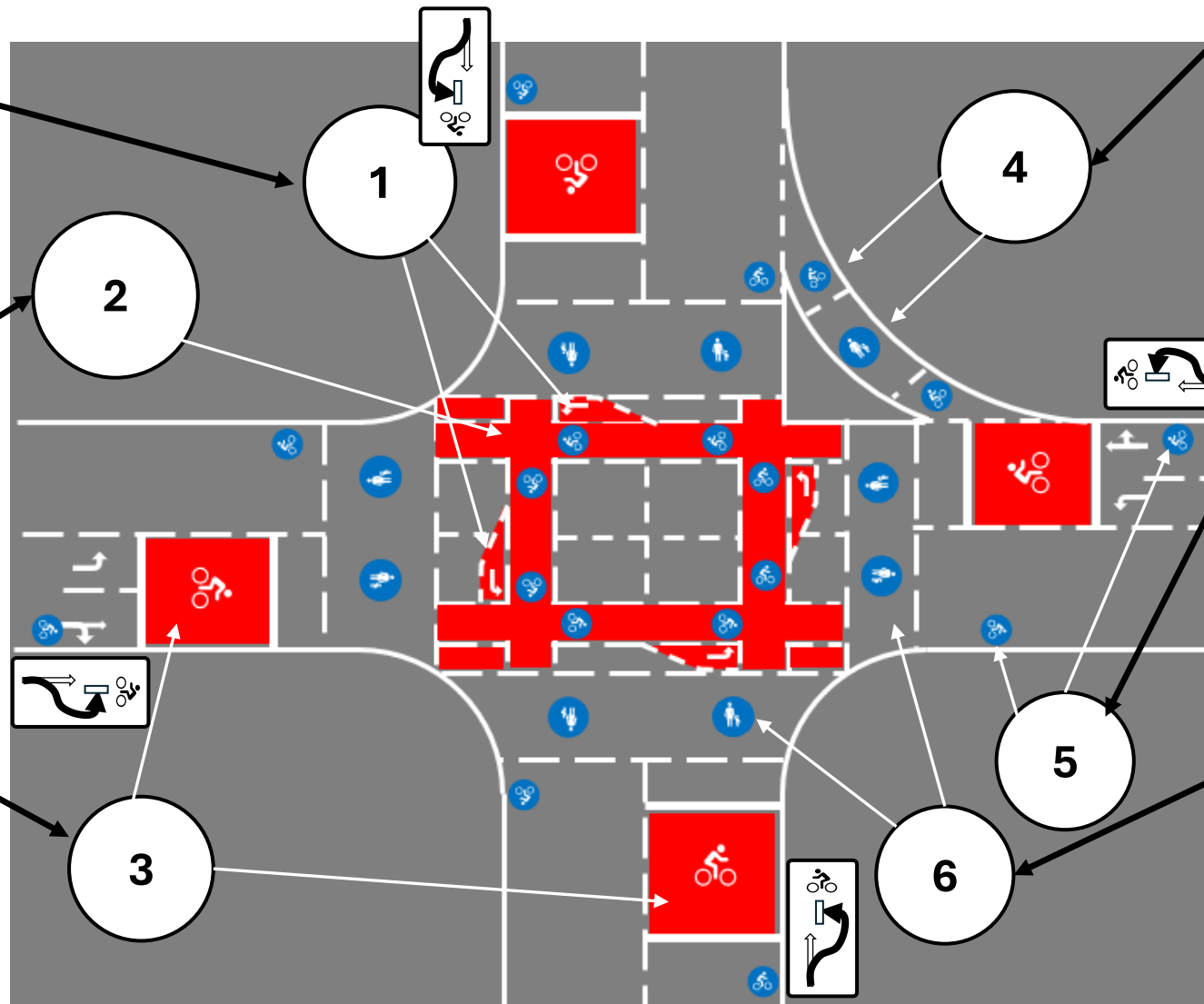
4. Free right-turners will receive a pedestrian crossing with signs 237 and 239.



5. Markings with bicycle sign 237 will be placed in front of and behind the pedestrian crossings.

6 Pedestrian crossings will be marked at all entrances, with at least two pedestrian signs (239),

The pedestrian crossings must not have a red marking for bicycle traffic,

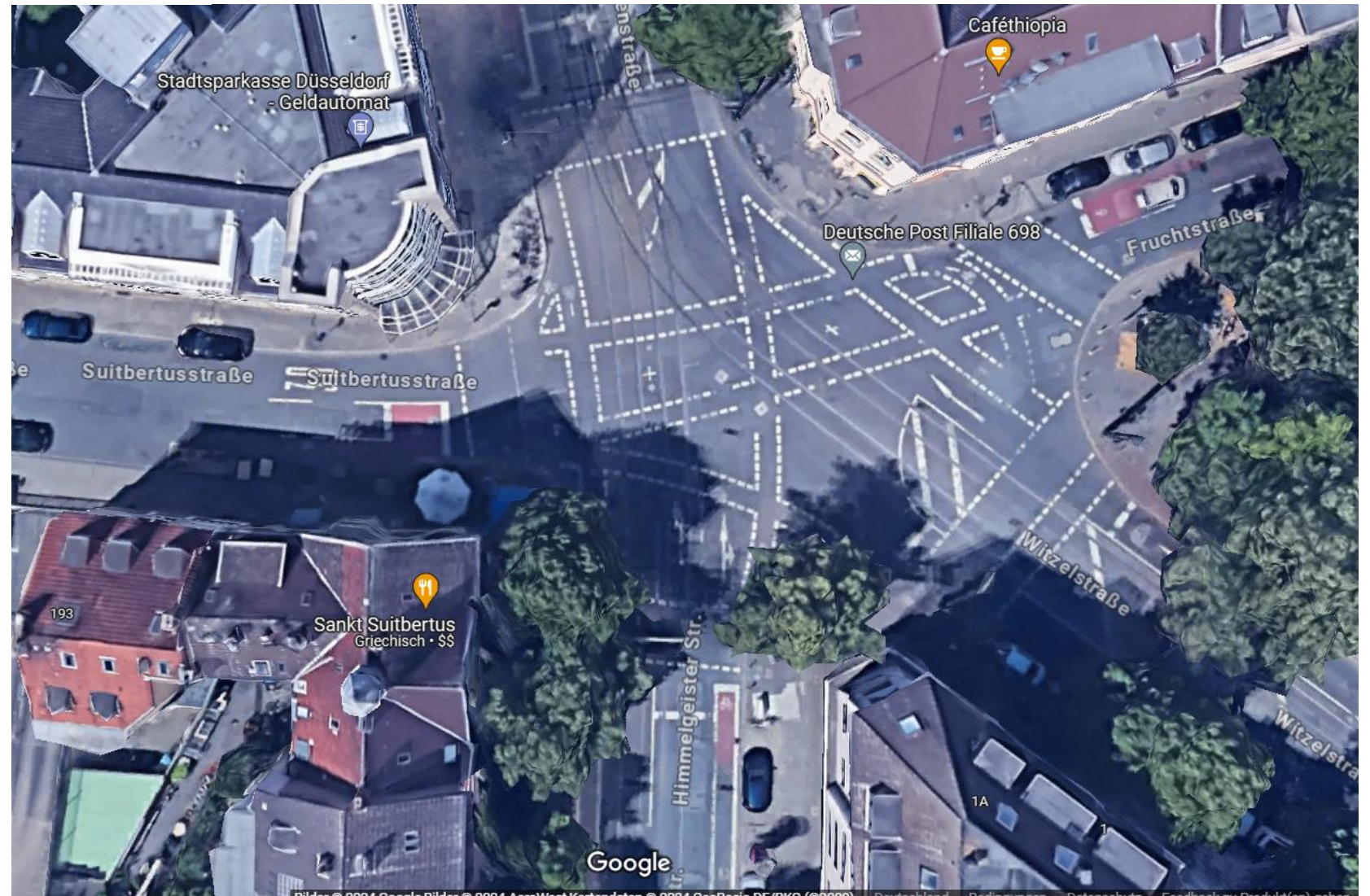


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## Example of the fourth solution

An example from Düsseldorf, with an elaborate but very good implementation of a traffic routing at a 5-arm intersection.

Unfortunately, some red markings are missing.



Ersteller / Creator Dipl. Ing. Jürgen Mülders  
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## Fifth solution: markings for roundabouts

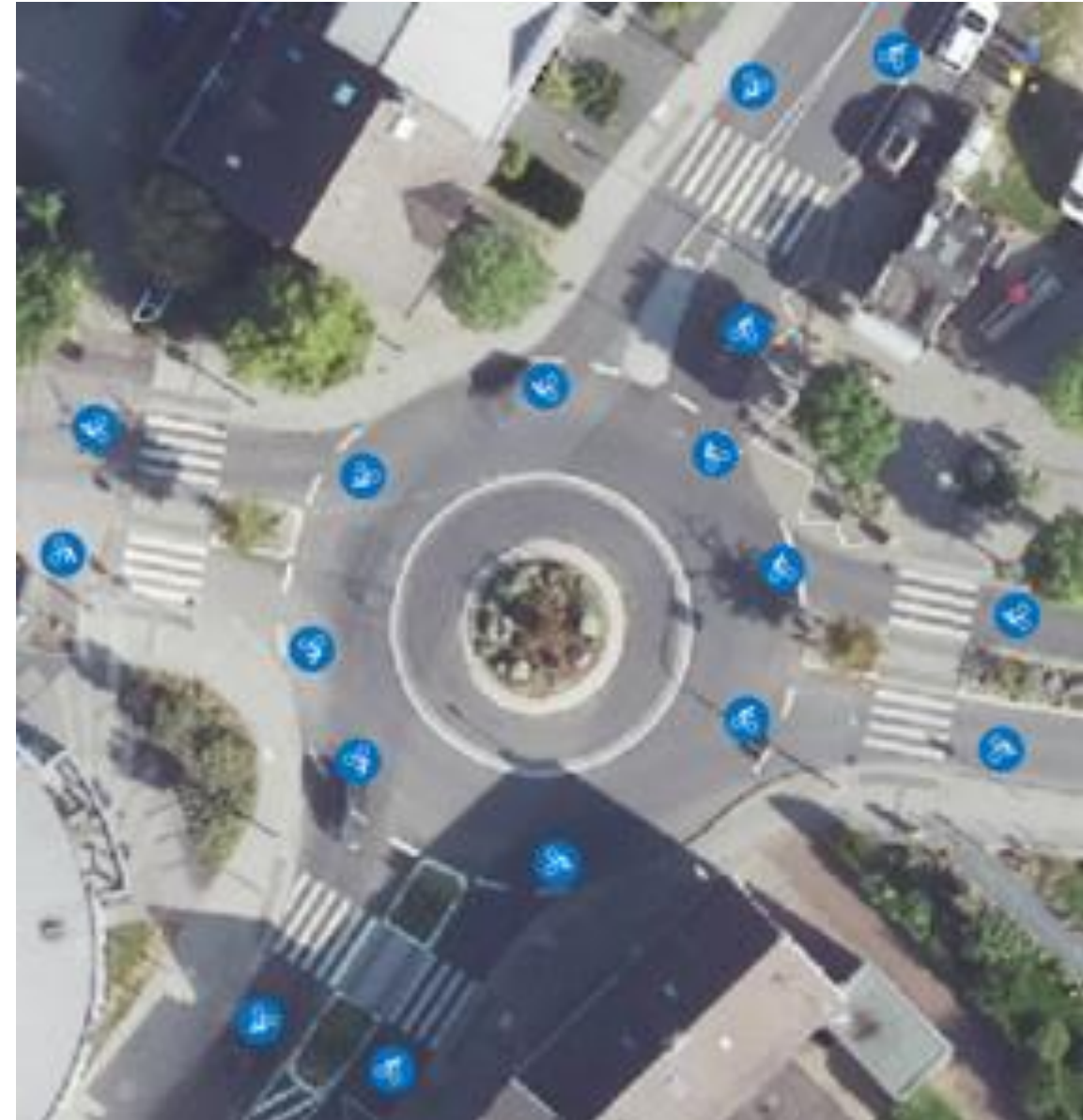
### Disadvantages for pedestrians and cyclists are:

- accidents with right-turning motor vehicle traffic, missing or ambiguous priority signs,
- Today, according to the guidelines, cyclists have no markings in the roundabout.

The picture shows the simple solution with the marking of sign 237 at each entrance and exit  
Now cycling is much more visible.

Pedestrian traffic here has zebra crossings and central islands with a width of 2.50 m.

Alternatively, markings with sign 341 and center island are possible.



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## Sixth solution: traffic light circuits with advance and green turning arrow

- The traffic lights for pedestrians and cyclists should always be given about 3 seconds in advance. This avoids conflicts with right-turners and, if necessary, fast left-turners.
- The green right-turn arrow, sign 720, for cycling should usually be set up at traffic lights.



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## Seventh solution: markings for stops and required crossings

- Stops are an important prerequisite for the use of public transport and thus for the transport turnaround.
- The moving walks are usually opposite, so that crossings of the road are always necessary.
- There should always be a barrier-free crossing to the other side of the street at a short distance from the bus stop.

- At bus stops, cyclists should always be guided on the road to prevent conflicts with those waiting, especially when getting on and off.
- Before and after the markings for the moving walk, cyclists will receive a marking with the sign 237.



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# Presentation of the guidelines for pedestrian and cycle path markings

## Footpaths and cycle paths outside the cities and towns (generally country roads)

### 1. Country roads with one-sided footpaths and cycle paths for both directions:

- Changes are usually not possible because of the size of the property and the street trees.
- The conflicts between fast-moving cyclists and pedestrians cannot be easily resolved.
- This makes it difficult to make larger, regular trips by bike.

### 2. Country roads without footpaths and cycle paths:

- Here, pictogram chains with the (sign 240) are to be applied every 50 - 100 meters in both directions and the speed is to be limited to a maximum of 70 km/h.
- Curves that are not visible are to be reduced to 50 km/h for both directions.
- Alternative routes, e.g. over dirt roads with good signs, can be offered if appropriate safety can be maintained. Loneliness remains the problem here.



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## Footpaths and cycle paths outside the cities and municipalities

### 3. Stops and crossings on country roads

Stops are a prerequisite for the use of public transport. The moving walks are usually opposite each other and should:

- always receive weather protection, accessibility remains desirable.
- Both stops must have barrier-free crossings at a short distance (less than 100 m). can be connected. The moving walks and the crossings must be connected without interruption with appropriate footpaths.
- Crossings at stops must be expanded with a central island of sufficient size (approx. 3.00 m long and 4.00 m wide)
- As an alternative to third, a demand traffic light system can be set up so that the road can be crossed without stopping.
- Stops at intersections and junctions are to be expanded with crossings to all adjacent footpaths and cycle paths, sign 340.
- The speeds in the area of the stops are to be reduced to a maximum of 70 km/h.

### 4. Crossings and junctions

At intersections and junctions, all footpaths and cycle paths must be connected with marked crossing facilities, similar to sign 340: 

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## Result

- The solutions listed here are relatively inexpensive and can be implemented with little time and planning effort.
- No road user is additionally restricted or obstructed. Parking spaces do not have to be dismantled, if necessary only at the new important crossings.
- All roads will have uniform markings that will be quickly recognized by everyone, even without a driver's license.
- Road safety is improved and leads to fewer accidents.
- The routes to schools and leisure facilities will be improved for pedestrians and cyclists (without parent taxis).
- Better, more elaborate solutions can always be built later.

**Even with these solutions, there will be no safe footpaths and cycle paths,  
but now the weaker ones get more attention,  
Because they are visible everywhere.  
The weaker ones are also the car users when they get out.**

# Presentation of the guidelines for pedestrian and cycle path markings

**Thank you for your attention**

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