

# Cycling in traffic

This is a presentation on cycling in different places in traffic.

In this material, 'cyclist' refers to people cycling and riding other bicycle-like vehicles (kickbike, electrically-assisted bike, bike with electric motor, light electric vehicle) in line with the Vehicles Act

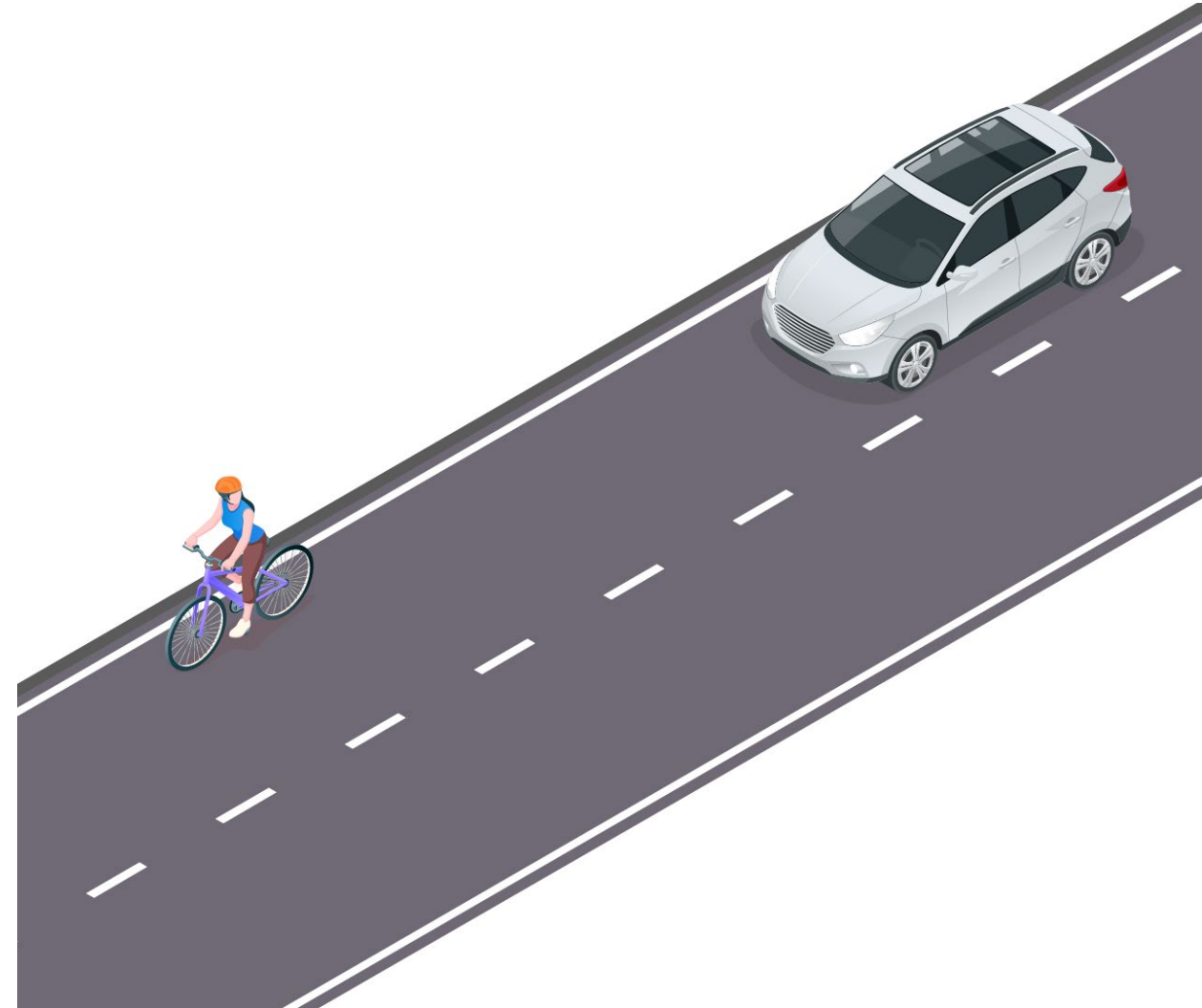


Väylävirasto  
Trafikledsverket



# Cycling on a highway

- Cycling is vehicle traffic and belongs to the roadway unless otherwise indicated by traffic signs
- Follow traffic rules (Road Traffic Act 729/2018)
  - Ride on the right-hand shoulder of the road if possible
  - Otherwise, ride on the roadway as far to the right as possible without endangering your safety
  - When turning left, move next to the centreline. Another option is a “long turn” where you ride over the crossing and only then cross the road to the left.



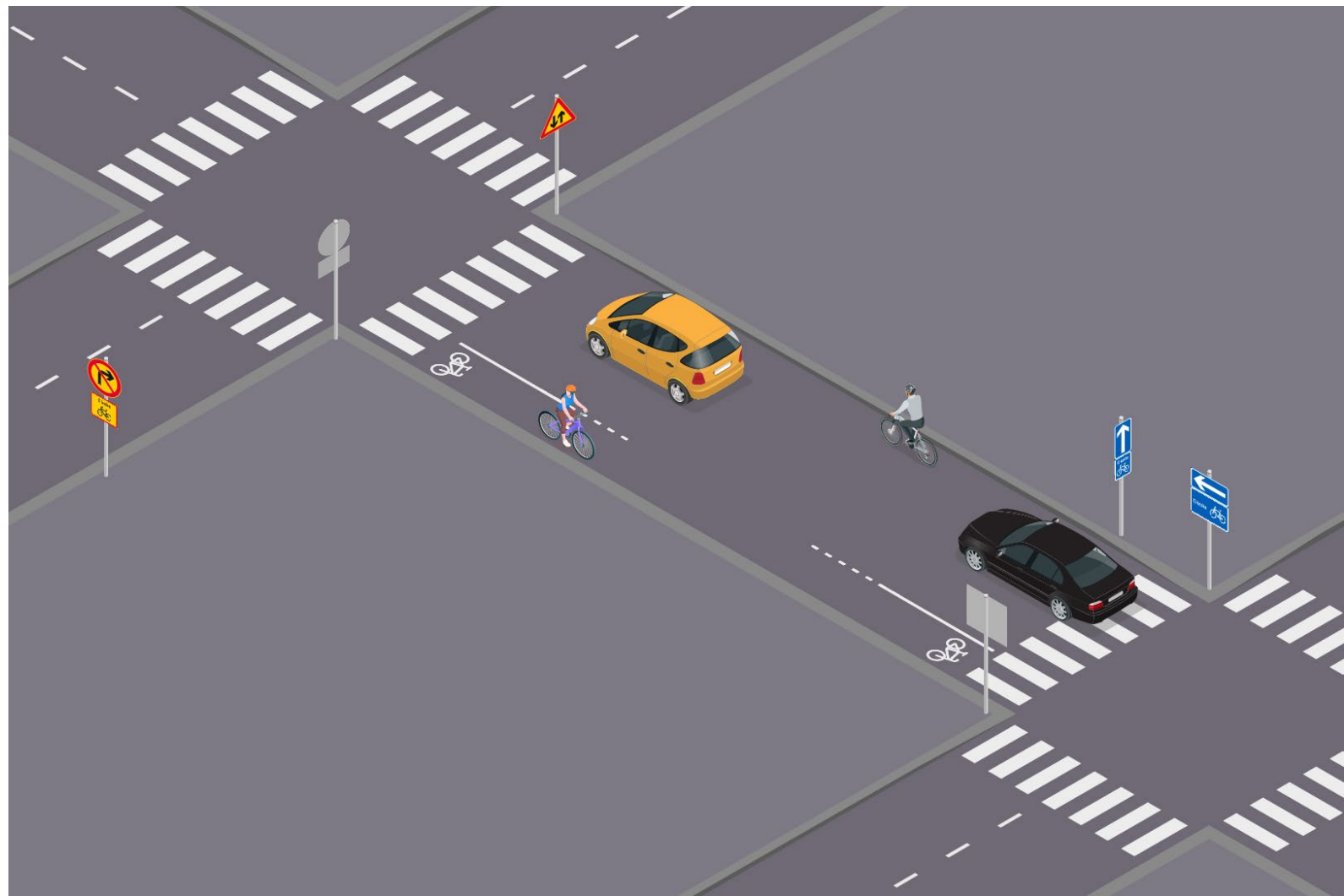
# Cycling on a street

- Cycle on the right-hand side of the roadway while following the rules for vehicles
- If the right-hand lane is a bus lane, cycle on it
  - Do not cycle too close to parked cars so that an unexpectedly opening door does not hit your bike
- Only children under 12 are allowed to cycle on the footpath



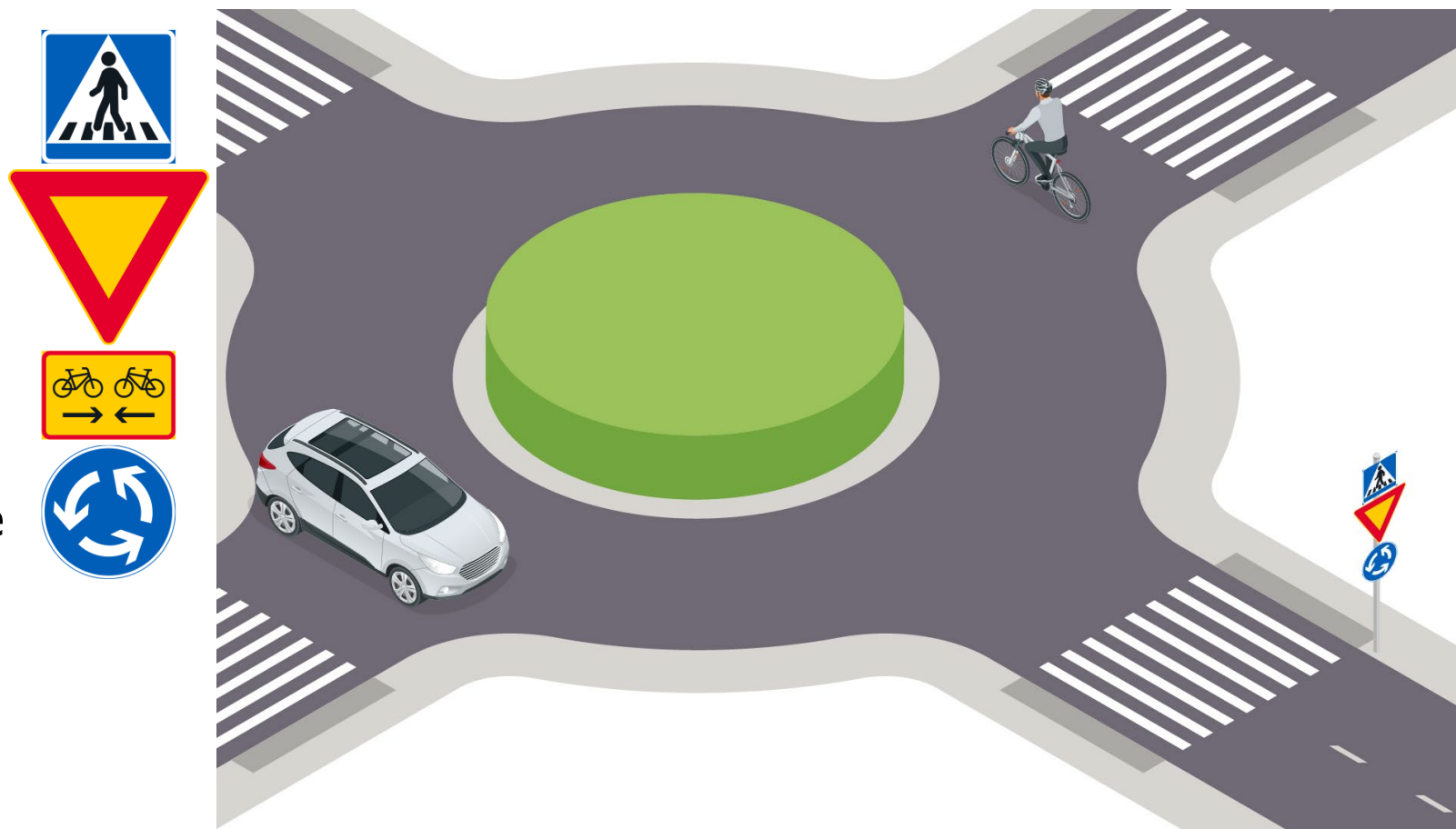
# One-way street with two-way cycling

- On an otherwise one-way street that allows two-way cycling, ride on the right-hand side in both directions
  - Both ends of the block are required to have a short section of cycle lane markings to remind drivers to give cyclists room



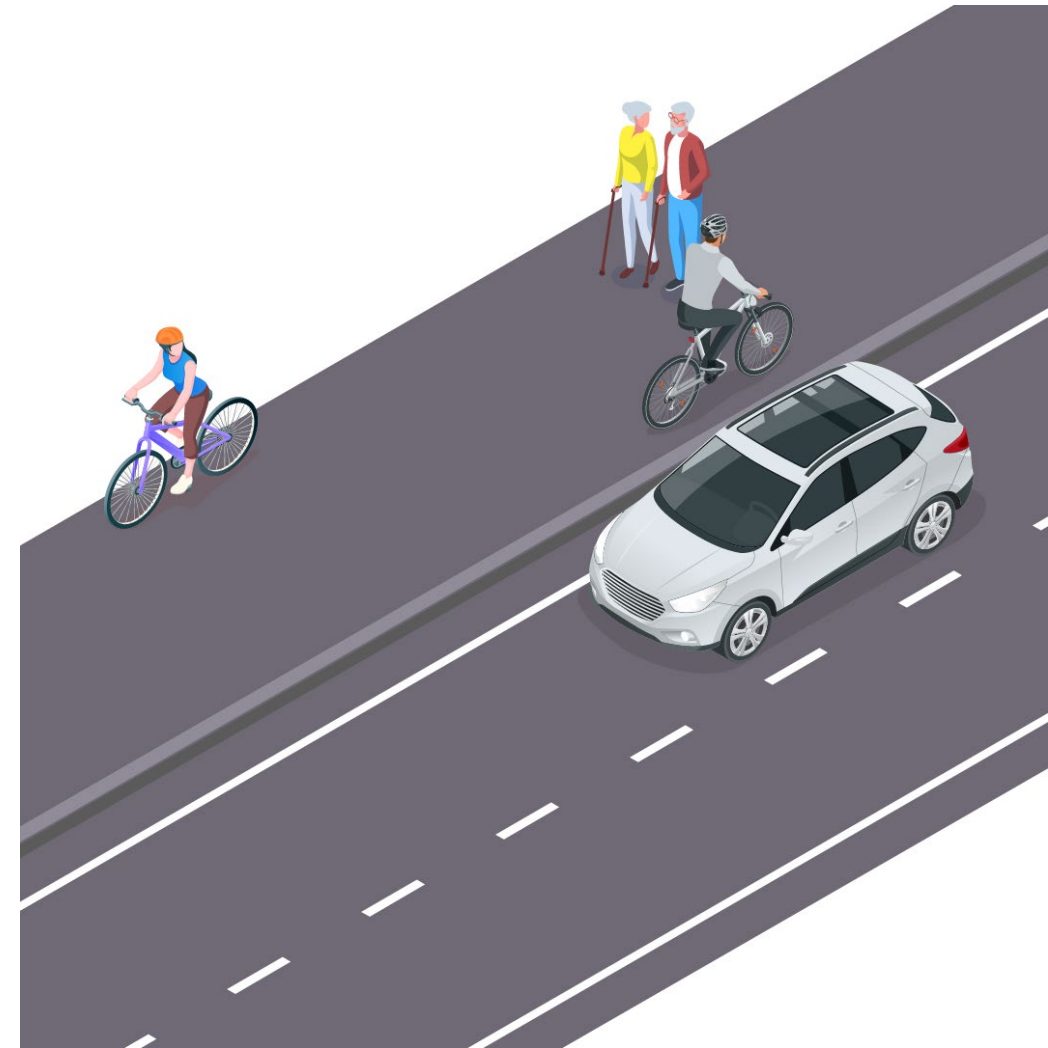
# Roundabout

- Cycle on the roadway if the roundabout has no separate cycle paths
- If the roundabout has cycle paths or lanes, ride along them while following the appropriate rules
- When entering a roundabout, you are usually required to give way
- When exiting the roundabout, you are turning, so give way to pedestrians or cyclists crossing the exit way



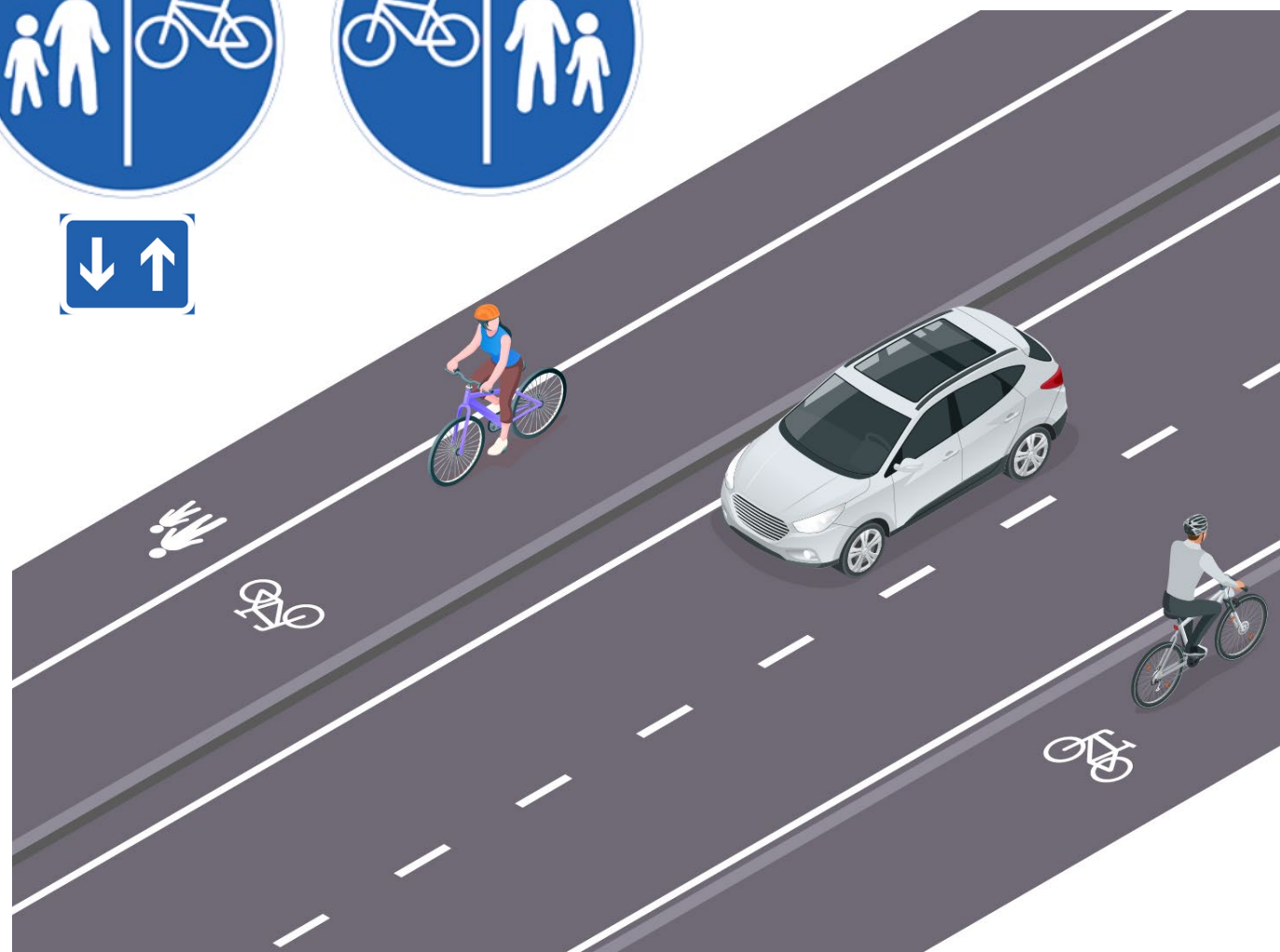
# Cycle path or combined footpath and cycle path

- A cycle path that is separate or connected to a road is marked with the cycle path sign D5
  - If there is a cycle path only on the left-hand side of the roadway, cyclists are allowed to ride on the right-hand shoulder or on the right-hand side of the roadway if it is safer due to the route or some other reason
- A combined footpath and cycle path is indicated with the D6 sign
  - Cycle on the right, pedestrians walk on the right or left side
  - Walking on a cycle path is always allowed if there is no separate footpath nearby
- By default, a cycle path is one way in the direction of the sign if nothing else is indicated with additional plate H23.2 or H9.1
- Riding a moped on a cycle path can be allowed with an additional plate stating so



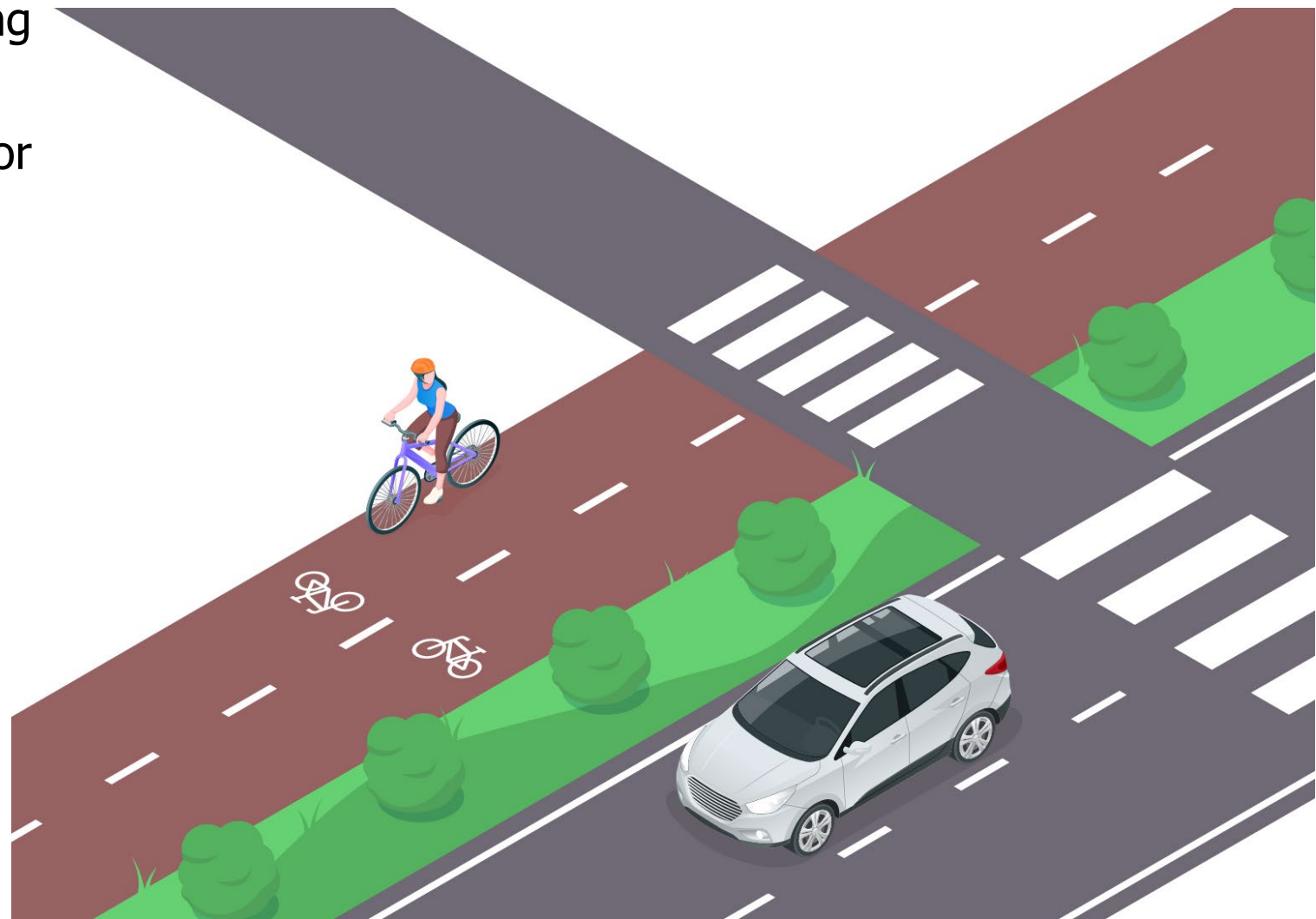
# Footpath and cycle path side by side

- A footpath and cycle path running side by side is indicated with signs D7.1 and D7.2
  - The sign indicates the sides for walking and cycling
  - By default, a cycle path is one way in the direction of the sign if nothing else is indicated with additional plate H23.2 or H9.1.  
With this kind of sign, walking on the cycle path way is not allowed
  - Riding a moped on the cycle path side can be allowed with an additional plate stating so
- The directions of traffic can be clarified with road markings and/or wrong way signs
  - If there is a cycle path only on the left-hand side of the roadway, cyclists are allowed to ride on the right-hand shoulder or on the right-hand side of the roadway if it is safer due to the route or some other reason

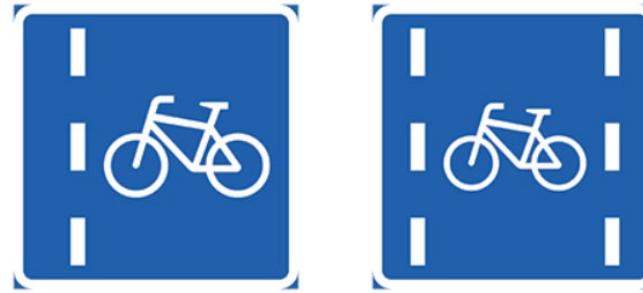


# “Baana” quality corridors for cycling

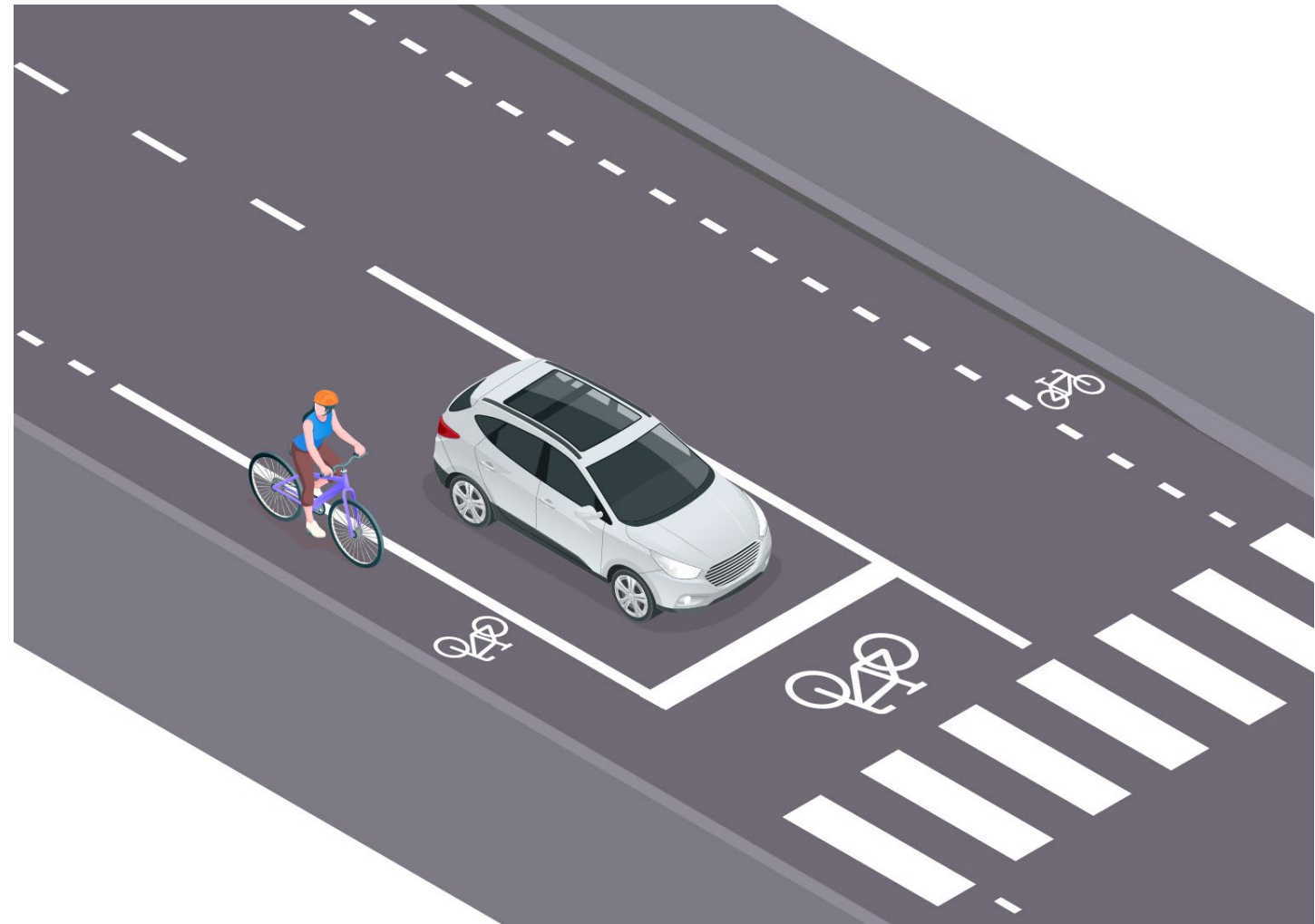
- High-quality pedestrian and cycling routes with plenty of room, structures and possibly services for cyclists
- Cycle like you would on other pedestrian and cycle paths



# Cycle lane and bike pocket

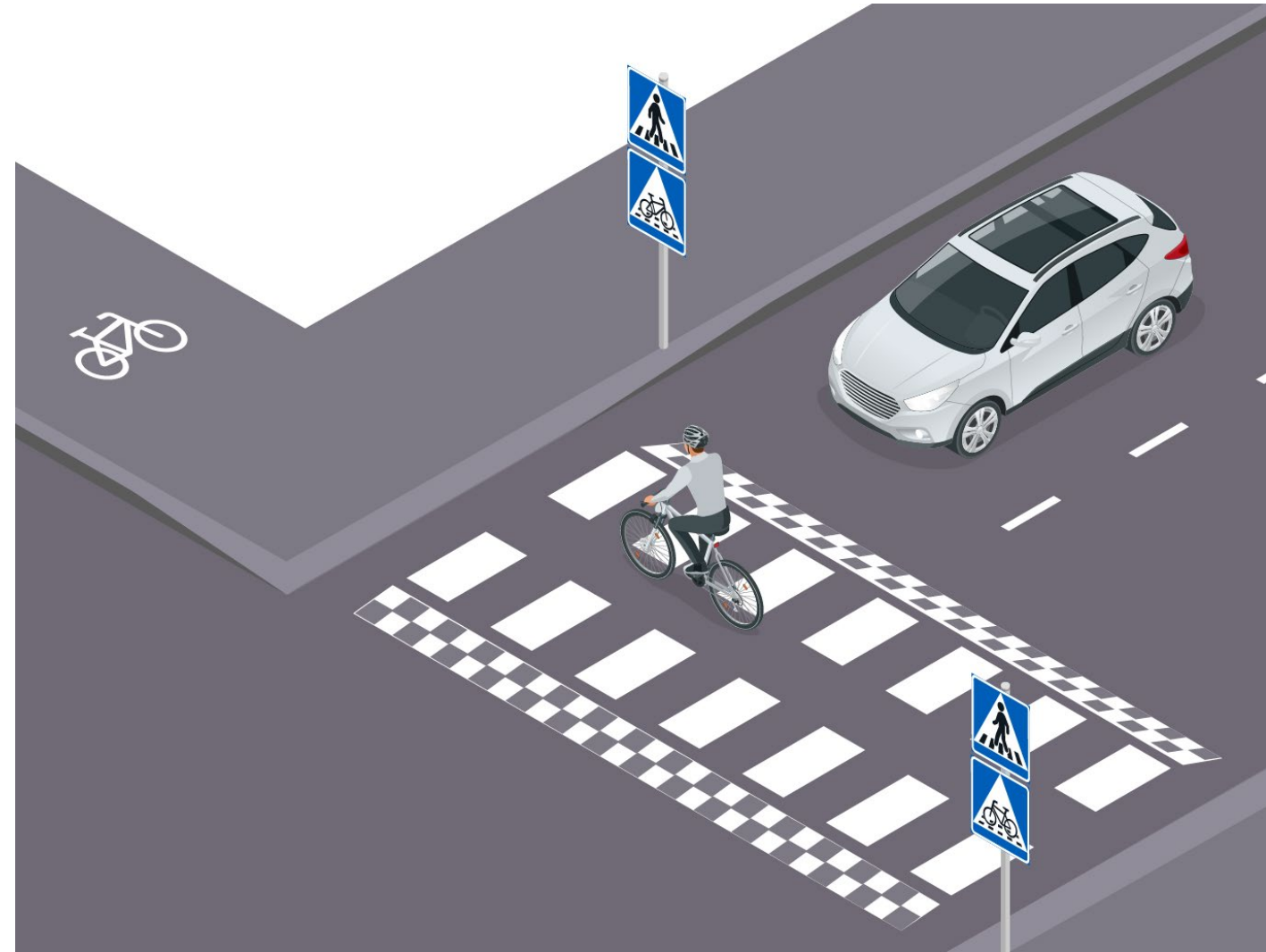


- A cycle lane is a part of a roadway running along the road, indicated for bike traffic with road markings
  - Always one-way and only for cyclists
    - Cycle lane traffic signs can be used additionally on the right or above the lane
    - There is no sign for a cycle lane ending; the cycle lane markers always have to be repeated after a crossing
- The cycle lane is separated from other lanes with a wide dotted line or a do not cross line
  - The marking is cut off at bus stops if necessary
    - When a bus is at a stop, the cyclist waits or goes around via the adjacent lane
- Bike pocket (“cyclist’s waiting room”)
  - Cyclist’s advantage at a street crossing
  - Ride your bike to the front the cars and take the appropriate position
    - Drivers can see your intentions and anticipate



# Cyclist's crossing point

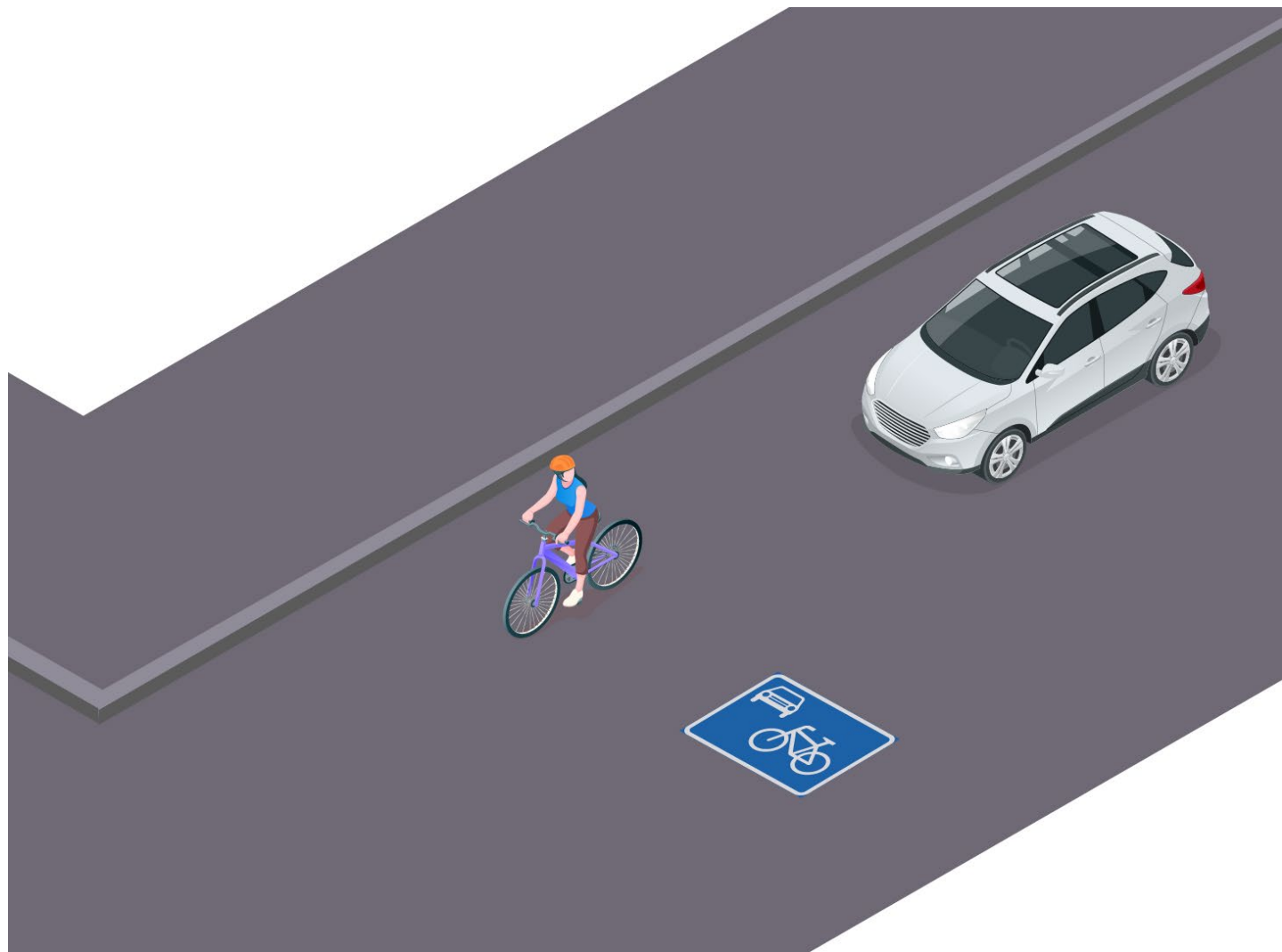
- A road crossing with indications that road traffic has to give way, also indicated with road marking L4 Cycle crossing and usually raised
- The obligation to give way is indicated with traffic sign B5, triangular give-way sign, B6 STOP or B7, obligation to give way to cyclists at a road crossing
- If there are no traffic signs at the crossing point, a cyclist crossing the road is obliged to give way to road traffic
  - There may be an adjacent pedestrian crossing; it does not give cyclists crossing the road any right to go first



# Bicycle street



- A bicycle street is an area marked with traffic signs E28 where traffic with motor vehicles is permitted
- Cyclists must be given unhindered access
  - Vehicle speed must be adapted to cycling
  - Vehicle parking only in marked places, bike and moped parking also on the pavement if it does not disproportionately impede access
- A bicycle street has no statutory speed limit, usually indicated by traffic sign at 30 km/h



# Residential street



- A residential street is an area marked with traffic signs E24 where
  - Pedestrians must be given unhindered access
  - Cycling and driving is allowed
  - Speed must be adapted to pedestrians
  - Speed limit 20 km/h
  - Parking vehicles is only allowed in marked parking spaces, except for bicycles, mopeds and vehicles with a parking ID for persons reduced mobility or home care
  - Obligated to give way when leaving the area



# Pedestrian street

- A pedestrian street is an area marked with traffic signs E26 where
  - Pedestrians must be given unhindered access
  - Cycling is allowed
  - Vehicle speed must be adapted to pedestrians
  - Speed limit 20 km/h
  - Motor vehicle access only to properties with no other road connection; stopping on the way and parking is prohibited
  - Crossing a pedestrian street by car is allowed
  - If service traffic is permitted with traffic signs, the vehicle may be stopped for the time taken by the service traffic
  - Obligated to give way when leaving the area



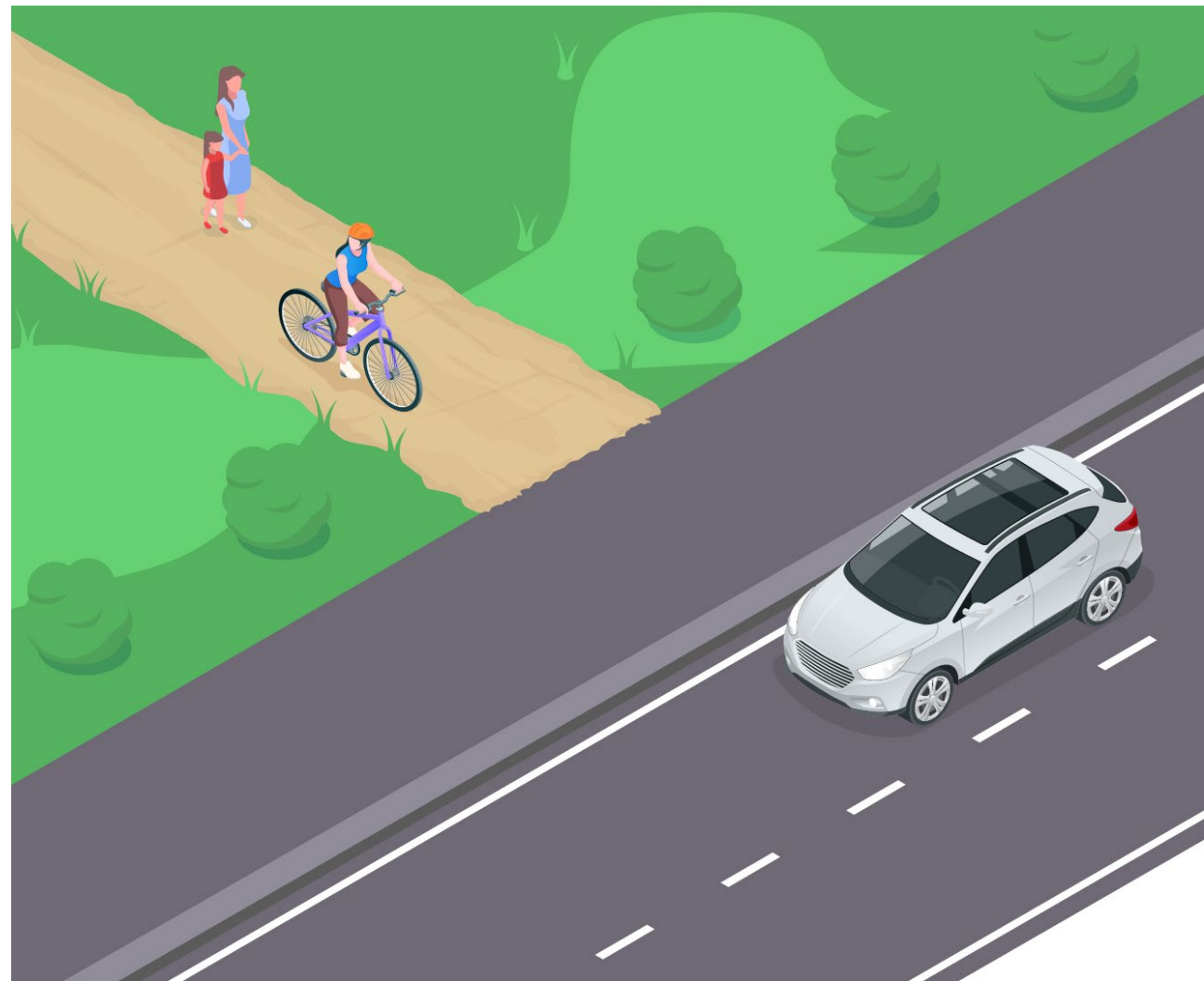
# Advisory cycle lane and 2-1 road (two-minus-one road)

- An advisory cycle lane has one narrow roadway with two-way vehicle traffic
  - Oncoming cars give way to each other on the right-hand side shoulder
- Pedestrians and cyclists walk and cycle on the wide shoulder
- Significance and marking method unestablished, shoulders can also be interpreted as cycle lanes, bicycle streets or footpaths depending on traffic signs and road markings
  - Municipalities have used various instructional signs on these roads to clarify the rules



# Unmarked trail or park path

- Cycling is allowed on unmarked trails and park paths outside the road/street unless specifically prohibited
  - Other prohibitions with no specific signs can originate from the rules of a nature reserve, for example
- Use necessary caution
- Ride on the right if there is room
- Bikes arriving from a trail or park to a road/street give way to other traffic



# Marketplaces and squares

- Cycling is allowed in marketplaces and squares if it is not specifically prohibited with traffic signs
- If there are marked bicycle paths in the area, cycle along them if possible
- Use necessary caution
- Give way to vehicles approaching from the right
- A bike leaving a marketplace or square to a road/street gives way to traffic on the road/street

