

European Bicycle Study Tour

w/ additional observations on Walking



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Trip Sponsored by the Bikes Belong Foundation

Trip included the Netherlands, Germany, and Denmark



Myth buster #1: No one really drives



Myth buster #2: Maintenance is really great



Myth buster #3: Motorists are perfect



Myth buster #4: They must have a lot of specialists working on biking and walking issues



(he was a traffic engineer for *all traffic*, and so were most of the tour guides)

Myth buster #5: Their development patterns are much more dense



But one thing that was almost always true - *a lot* of people bike and walk



How does their culture make this happen?

For Bikes: They acknowledge the perception that most people don't want to bicycle without protection from motorists.



Opposite side of street has a bike path as well

Pedestrians walk here

The curb provides a slight elevation difference

The boulevard provides a buffer zone

Bicyclists travel one-way

Other examples of separated 1-way bike paths



Painted bike lanes are still there,
but are less frequent



Bike Signals:

Separating
motorists and
bicyclists at
intersections to
minimize collisions



Step 1: Everyone stops

**Motorists
stop**

**Bicyclists
stop**



**Cross
traffic
has
the
right
of
way**

**Motorists
stay
stopped**

**Bicyclists
go**

**Step 2:
Bicyclists go
first**



Step 3:
Motorists go
second

Motorists
go

Bicyclists
now stop



For pedestrians: Pedestrian Streets

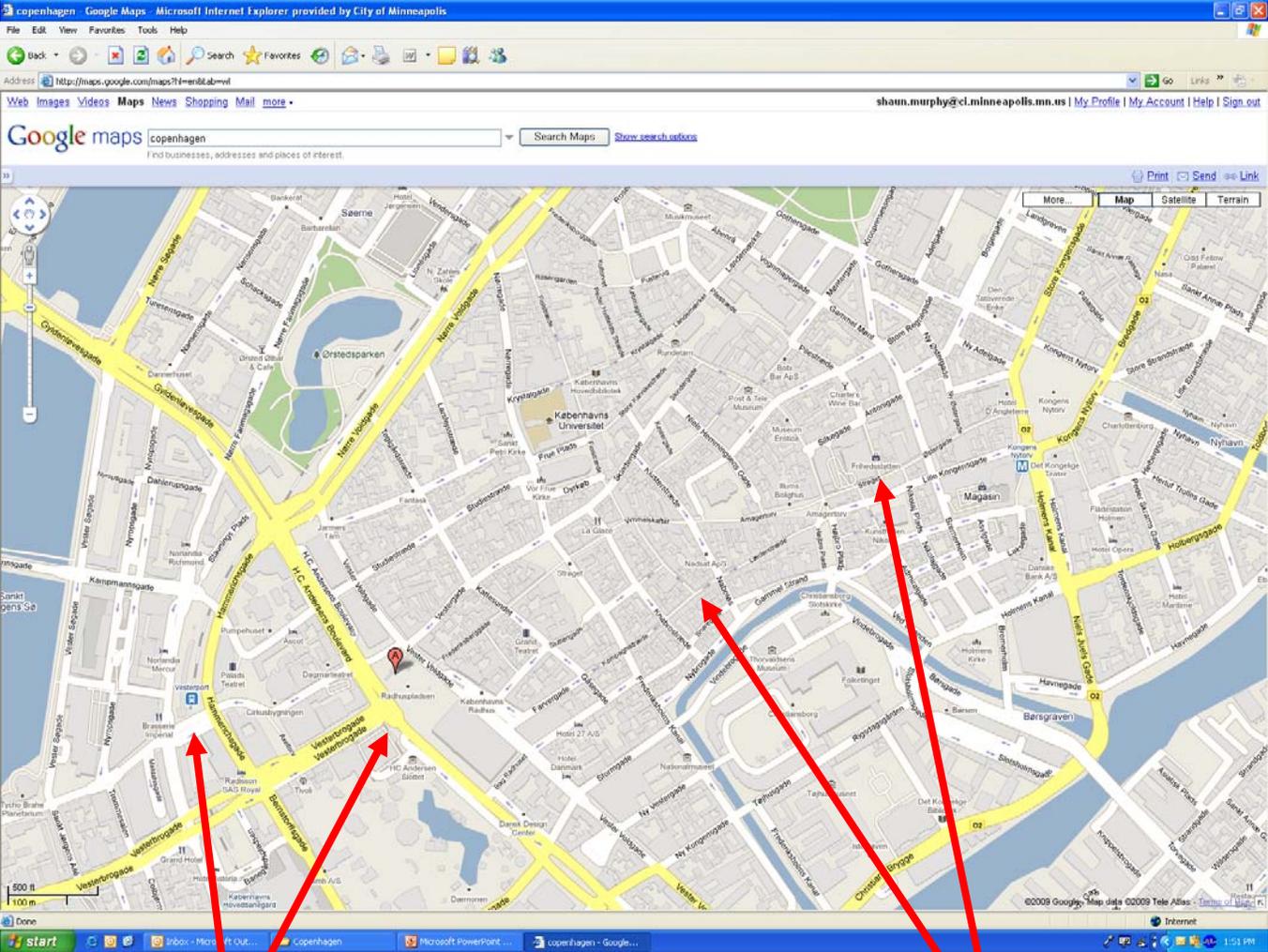


**Land Use was filled in with shops,
restaurants (no vacant lots)**



Public right of way was both wide and narrow

Motorists were not eliminated from the center cities



Driving streets are in white and yellow

Pedestrian streets are in gray

Crossing arms for pedestrians



Crossing arms are down for the street and sidewalk

Watch the kid in the blue shirt

The Street

The Sidewalk



Crossing arms raising

Well marked pedestrian shortcut signs



In these places, all types of people bike



And only the construction workers wear helmets