International Pedestrian and Bicycle SCAN

May 8th -24th

Synopsis of observations

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Research project sponsored by FHWA/AASHTO/NCHRP

Host Countries and Local Jurisdictions

Sweden (Malmo and Lund), Denmark (Copenhagen and Nabscov), Switzerland (Bern and Winterthur), Germany (Berlin and Potsdam), United Kingdom (London and Bristol)

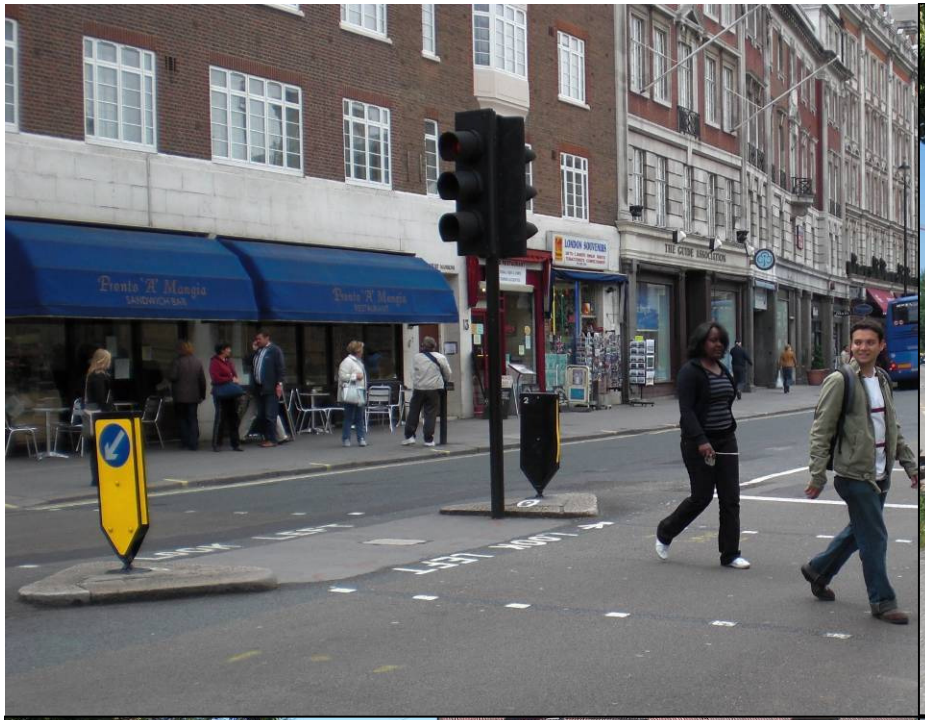
- Meetings with Department of Transports at national and local level
- Local towns/cities ranged from around 500 to several million population.

- Around 40 to 50 years ago experienced increasing vehicular usage.
- Population decided to change that trend.

Design Hierarchy
- Pedestrians
- Bicycling
- Public Transport
- Single vehicles and trucks

Engineering Options

There are many solutions to accommodate bikes and peds. No one solution fits everywhere. Note bike lanes in all directions.



Refuge, refuge, refuge

….almost no space is too small!!!!!

Interactive Pedestrian Signals

- **Wait time feedback**
- **Passive detection**
- **Near side position**

Roundabouts

- Install speed tables prior to roundabout to lower vehicular speeds
- Keep bicyclists in traffic instead of on sidewalks for 1 lane roundabouts.

Reduce bus speeds to use combined lanes in urban areas

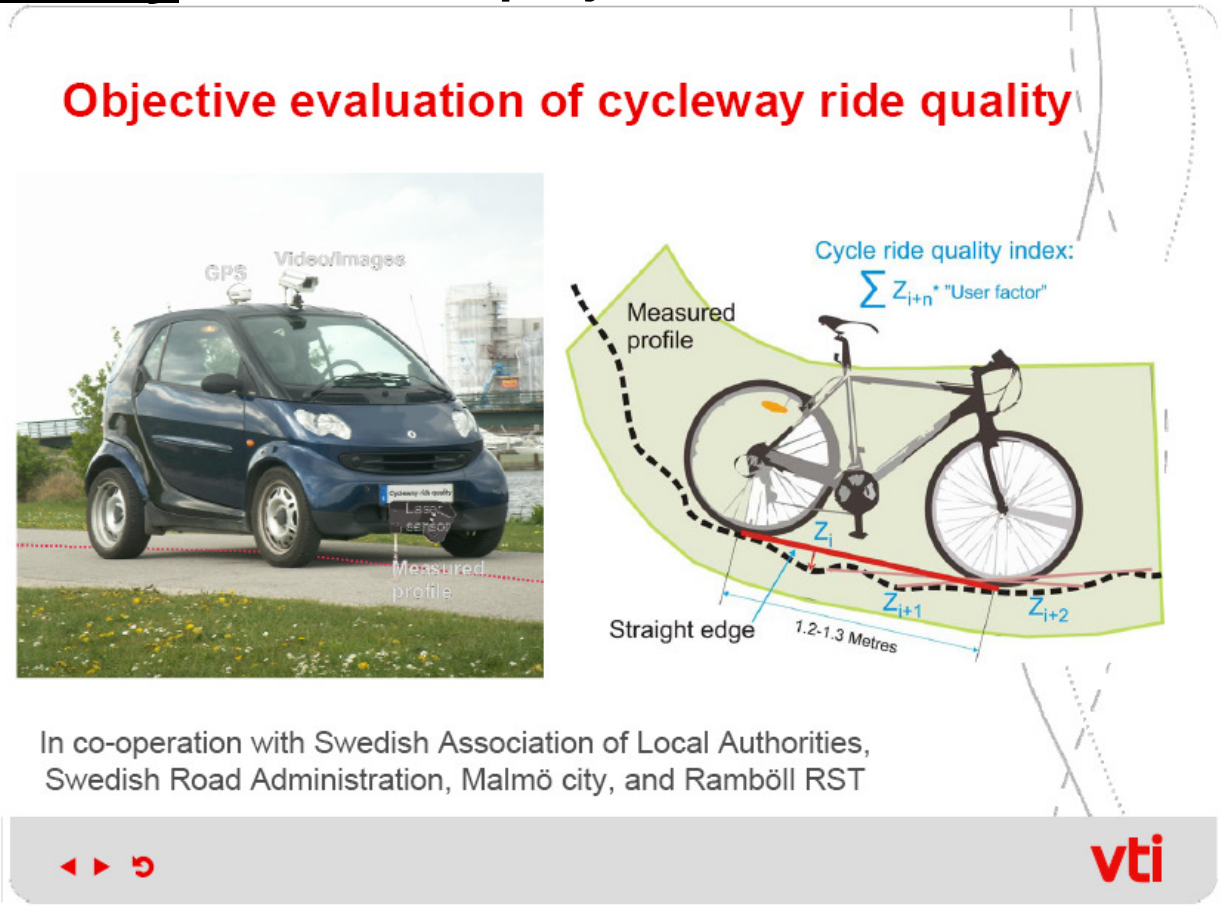
Intersection movements by bikes handled in many ways

Pavement Structure

- Malmo, Sweden: 2” asphalt over 12” subbase
- Winterthur, Switzerland: 3” aphalt(2 lifts) over 12” subbase

Swedish designer said pavement typically lasts 10 to 15+ years or more actually drying out before it needs replacing.

Ride Quality – Research project



Expanded Education

- Age 4 to 16
- Traffic club for parents
- Traffic Garden – Winterthur
- Public Campaigns – more dramatic
- Professional programs - truck drivers, etc.
- Elderly programs