

Project name:	ITS benefiting cyclists & pedestrians
Date:	13 May 2020
Notes:	Kurt Marquet & Peter Van der Perre
Location:	Zoom webinar

Name	Organisation	Present
<i>Participants list attached</i>		

Agenda
<ol style="list-style-type: none"> 1. Introduction - <i>Peter Van der Perre, director ITS.be</i> 2. ITS solutions for cyclists: an EU overview - <i>Ronald Jorna, project manager province Overijssel</i> 3. Bicycle parking platform Velopark 2.0 - <i>Wout Baert, program manager Fietsberaad Vlaanderen</i> 4. Mobilidata usecases for pedestrians & cyclists - <i>Julie Mariën, policy maker ITS department MOW</i> 5. Data needs & solutions for bicyclists - <i>Mikaël Van Eeckhoudt, director Fietsersbond</i> 6. Discussion and conclusions

Notes & decisions

1.
 Peter Van der Perre (ITS.be) welcomes all participants in this webinar and introduces the topic for today (see presentation). The same concepts and technologies that have long been used for road traffic management are increasingly being used to manage and prioritise bicycle and pedestrian traffic. This webinar highlights the emerging best practices and the current situation in Belgium.

All presentations and audio file can be found [via this link](#).



ITS BENEFITS CYCLIST & PEDESTRIANS

Déconfinement: 40 km de nouvelles pistes cyclables à Bruxelles

Wallonie cyclable

Station Gent Sint-Pieters krijgt grootste overdekte fietsenstalling van Europa

Italy offers €500 subsidy to buy bicycle or e-scooter

Op naar de magische kaap: Leuven gaat voor 10.000 fietsenstallingen aan station

Vlaamse overheid: VLOT EN VEILIG OVERSTEEKEN? Luik mag de reëling op de knop en wacht op groen

Westerse voor de opdracht: Eindhoven, plaatsen en onderhouden van fietsenstallingen in de Drupe

Type opdracht: Dienstverlening voor de gemeente

Maatschappijnaam: Gemeente Eindhoven, afdeling Openbare Ruimte met voorafgaande bestudering

Datum opening offerte: 2019/05/09

Datum / datum: DINSIT MOBILITEIT

2.

Ronald Jorna gives an overview on what is being done within the BITS-project.

The CycleDataHub of the BITS project can be found at: <https://cycle-data-hub-provincieantwerpen.opendata.arcgis.com/> If you have cycling related data which you would like to share on the CycleDataHub, please fill in this form: <https://survey123.arcgis.com/share/b8117f55b0af4af9ac9b42dcd7a3a12e>

Q&A:

- A distinction can be made between the intelligent infrastructure layer (provided by companies like FLIR, Icoms detections...), the data layer and the ITS solutions layer (with literally hundreds of solutions) of which Ronald made a first overview
- Is there a link between these ITS solutions and MaaS in this presentation? -> Answer: Not yet since we started from the city perspective and MaaS solutions are often business-oriented coming from the private side. But we see indeed a need to also make this link.
- Is it difficult to distinguish between bicyclists, motorcycles...? Yes this is not always very clear.
- Stolen vehicle recovery, does it already exist? Yes, some (shared)bikes have built-in GPS trackers to make this possible.

3.

Wout Baert gives an update on the Velopark project and shares his ideas on what is needed to get more ITS solutions for cyclists.

<https://www.velopark.be>

Questions:

- ID's for bikes (Velopass & MyBike brussels). We want to test what is really working and we are exploring.
- Can I reserve a bike parking space via this platform via my MaaS app? -> Answer: no not yet
- Good bikes are expensive. Could we set up in Belgium a mandatory national register of bikes (as for cars with DIV identification) ?
- This topic has popped up in our (Transport Region Antwerp) workshops with local municipalities - in the context of Mobipunten and parking strategies, where the need for safe bike-parking in the context of realising the modal shift was signalled as crucial. How do you organise the communication towards local municipalities?
- Does the Velopark-project contribute to more safe bike parking? Are there numbers that indicate an increase in bicycle theft?
- With mandatory registering, the whole country becomes a safe parking
- Would be good to see the Velopark data as open data also on the NAP (national access point) <https://www.transportdata.be/>
- Same principle, also interesting: <https://www.bikebank.be/node/20>
- NFC is improved RFID - VELO-PASS 2.0 is already equipped with NFC and available nationally... Bicycle shops will equip every new bike free of charge. Details can be obtained & I can send a pdf presentation on demand: www.velo-pass.be or via Guy Crab: guy.crab@traxio.be
- Who is doing the quality control of data on the Velopark platform? I can see that the small village of Poesele has more bike parkings than the whole area of the Flemish Ardennes (which includes cities such as Zottegem and Oudenaarde that have train stations but are not mentioned). I suppose that is not the intention.

- First Flemish data standard (covering bike sharing): <https://www.its.be/oslo>
- This "MaaS API" is a first (small but significant step) we expect many more steps to follow ...

4.

Julie Mariën highlights the use cases within the Flemish Mobilidata project that are relevant for bicyclists and pedestrians. <https://mobilidata.be/nl>

Questions:

- The total budget for Mobilidata is 29 Million.
- The use case to give priority for cyclists & pedestrians is the number one solution for cyclist & pedestrians; the goal is to increase user comfort thereby facilitating modal shift.
- Focus is a lot on safety, but what of increased comfort for the cyclists?
- Are there pedestrian organisations like voetgangersbeweging vzw involved in the project?

5.

Mikaël Van Eeckhoudt shares his view on how data can benefit bicycling and which solutions the Fietsersbond foresees.

Questions:

- A mandatory national register is one of the priority of Fietsersbond (see memorandum 2019 GRACQ-Fietsersbond). What are the obstacle for the national register?
- Corona times: are there initiatives to make traffic lights buttons for cyclists corona-proof? Eg via the automatic detection of cyclist so they don't need to press the button (also for pedestrians)?
- Will there ever be an e-platform containing pedestrian data?

6.

The discussion was organised via the voting tool Menti. Unfortunately the tool did not work properly so only a few people could vote.

What are the overall mobility policy measures for cyclists and pedestrians with the most impact?



What are possible obstacles or concerns (when introducing these ITS solutions)?



AOB:

Other ITS.be events in 2020 – detailed information & Google calendar/Outlook links in [this brochure](#).

- 28/5 14-16h: MaaS all hands meeting -- *concall*
- 10/6 10-12h: Interoperable ticketing & payment for public transport -- *concall*
- 17/6 10-12h: Follow-up webinar MoDi-project -- *concall*
- 24/6 10-12h: Supporting end-users via (a market for personalised) mobility advisors and by sharing end-user experiences -- *concall*
- **24/9 14-17h: Belgian ITS.be congress Bluepoint Brussels (virtual)**
- 4-8/10 all day: World ITS congress Los Angeles
- 21/10 10-12h: Towards a common C-ITS profile
- 18/11 10-12h: Harmonisation of electromobility information & payment
- 3/12 14-16h: MaaS all hands meeting @Dep MOW Flanders
- 16/12 10-12h: Towards common MaaS APIs - Need for a competence center

Participants list:

First name	Last name	Organisation
Amelie	Cardyn	Agoria
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Delsa	François	Bruxelles Mobilité
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Céline	Vanderborght	CIRB Smart City
Ayse	Sumer	Cycling Industries Europe
Ilias	Papapanagiotou	Data Trails
Beatrice	Boedt	De Lijn
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Julien	de Labaca	MobilityData
Heidi	Guenin	MobilityData
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Magdalena	Ludwiczak	Mobly
Eline	Wouters	Mobly
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Michaël	Petit	Ville de Namur
wim	pannecoucke	voka
Nick	Gryp	VSV
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