



Carlo van de Weijer • 1st
 General Manager Eindhoven AI Systems Institute at Technische Universiteit Eindhov...
 2d • 🌐

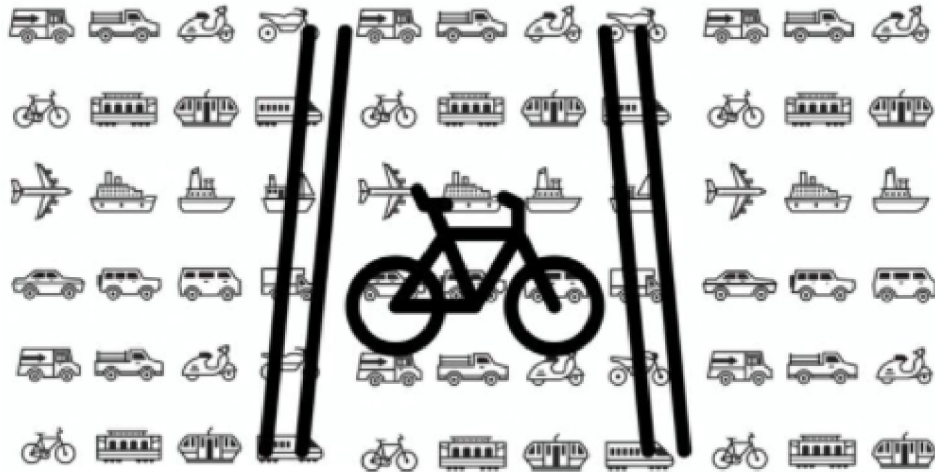
Column on why we should invest in more bicycle infrastructure to safe cyclists, rather than in helmets.



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To improve safety for cyclists, we don't need a helmet obligation, [Carlo van de Weijer](#) says in his column. "More and wider bicycle paths would be a much better solution."

[Fietsersbond Amsterdam Fietsersbond vzw](#)



The obligation to create bicycle paths

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Mike Béréno • You 2h (edited) • ⋮
 Projectmanager "Mobility meets Philosophy" at NMTM

I fully agree with this statement. But we have to add to this: "bicycle paths > safe (!), comfortable and triggering car-users to shift from car to bike". Especially for commuters. So bicycle paths with high quality properties and competing against the car system.

I recently do have a very bad example pointing at the "Snelfietsroute HTCE - De Run" in Eindhoven/Veldhoven. A bicycle path with in the next future more than 6.000 bicycle users a day. So during the rush hours approximately every 3 to 5 seconds a passing (e-)biker:
 a) crossing fully residential areas and nature with highly interesting flora and fauna, and a beautiful walking area for pedestrians.
 a) meeting in a business park (Veldhoven) every 50 meters driveways of cars and heavy trucks!

That's a bloody political blunder about to occur, April 2021. Bloody, also because there is a wonderfully innovative and challenging alternative, using smart mobility options.

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