



HUNGARIAN
CYCLISTS'
CLUB



VOLUNTEERS OF CYCLING ACADEMY

Volunteers of cycling academy

The official report from the 9th project meeting

18-21 April 2013,
Budapest, Hungary

Report prepared by
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Contents

Contents	1
Agenda	2
Day 1 - 18.04.2013.....	4
Participants	4
Presentations	5
Day 2 - 19.04.2013.....	10
Participants	10
Day 3 - 11.02.2012.....	14
Participants	14
Day 4 - 21.03.2013.....	16
Participants	16
Appendix	18
Budapest Cycling Infrastructure tour	18

The Volunteers of Cycling Academy (VOCA) project has been funded with support from the European Commission under the Lifelong Learning Programme - Grundtvig Learning Partnership.

Agenda

Voca meeting Budapest Schedule					
Address of the meeting place: Gödör Klub, Budapest, Király utca 8-10.		Please use the map! --->		https://maps.google.hu/maps/ms?msid=210046232118194300731.0004da5317ebbf6f488e1&msa=0&ll=47.50059,19.053769&spn=0.01757,0.038581	
	4.17.2013	4.18.2013	4.19.2013	4.20.2013	4.21.2013
	Wednesday	Thursday	Friday	Saturday	Sunday
9:00-9:30		Arrival/Registration			
9:30-10:00		9:30-10:00 Start of the meeting - Share useful information, occurent questions		Free time or Volunteering for HCC	
10:00-10:30		Sunday News - Interview with VOCA people		10:00- 16:00 SPRING BIKE DAY Hungarian Cyclists' Club	
10:30-11:00		Coffee break	9:00-12:30 Infrastructure Tour in 2 groups (Tour guides: Péter Dalos and Dániel Torma)	Sponsored by: Holland Embassy Budapest	
11:00-11:30		Speak about mandatory tasks of VOCA projekt		11:00 Opening ceremony of Spring Bike Day by Mrs. Beaten Tusscher, Chargé d'affaires	
11:30-12:00				11:15 Opening ceremony of Bike to work campaign by Nándor Csepreghy, Deputy Secretary of State for Development Programmes	
12:00-12:30		12:00-13:30 Lunch time at Kultúr Local		Full day program for bikers, families etc.	Bike Tour to Szentendre http://www.iranszentendre.hu/en/ (Martin Kessel, Péter Novák, Zsolt Bársony)
12:30-13:00			12:30-14:00 Lunch time at Castro Bistro		
13:00-13:30					
13:30-14:00		13:30-14:00 János László: Movement and professional work		13:00-14:30 Lunch time and Closing ceremony at Holdudvar (Margaret Island)	
14:00-14:30	Check in	14:00-14:30 Marian Ivan: Dialog or Protest	14:00-14:30 Discussion with Virág Bencze-Kovács, coordinator for cycling policy (Centre for Budapest Transport): Planning and Consultation process for cycling development		
14:30-15:00		14:30-15:00 Muireann O'Dea, Alejandra Rivero, Colm Ryder:	14:30-15:00 Áron Halász: Cycle Chic: fashion and cycling - positive bicycle promotion and its successes in Budapest http://cyclechic.blog.hu/		14:30 -15:30 Free time

15:00-15:30		15:00-15:30 Sonja Debejak: BikeSuggestionBox: crowdsourcing volunteering - professional support	15:00-15:30 Ádám Kobrizsa: HCC, Danube, Smart City http://mindspace.hu/en/about-us		
15:30-15:45		Coffee break	Coffee break	15:30-15:45: Meet at the start point of Critical mass	
15:45-16:00		15:45-16:15 Alice Olsen: A case study: Organizing a National Campain			
16:00-16:30		16:15-16:45 Radoslaw Walkuski: Raiders of the Lost Velostrada. Toward better cycling infrastructure in Ursynow	15:45-16:15 Introducing Bike Maffia	15:55-19:00 Critical Mass Start: 15:55 XIII. Carl Lutz rakpart Bike lifting: appr. 18:30 City park (Városliget) map of the route: http://goo.gl/maps/voSwQ join the events on Facebook and find more informaion also in English https://www.facebook.com/events/276763969083863/	
16:30-17:00		16:45-17:30 Workshop: Dialog or Protest	16:15-17:00 Gábor Kürti: Critical Mass Budapest - external funds vs. internal activism https://www.facebook.com/CMHungary?ref=ts&fref=ts		
17:00-17:30			17:00-17:30 Orsolya Liptay: Bike Kitchen Budapest: ups and downs of a grassroots community https://www.facebook.com/Bringakonyha?ref=ts&fref=ts		
17:30-18:00			Radio MR1: Interview with Voca people		
18:00-18:30		17:30-19:00 Free time			
18:30-19:00					
19:00-19:30	Meet at the Wombat's Hostel hall	19:00 Visiting Szimpla Hétkerék Bike Shop	18:00-19:30 Free time	19:00-19:30 Go together from Hero square to Deák square	
19:30-20:00	Dinner (optional)			19:30-20:00 Hungarian Cycle Chic: Street fashion show	
20:00->		19:30 Dinner at Stex (http://www.stexha.z.hu/)	19:30 Dinner at Bródy haus (http://www.brodyhouse.com/)	20:30 Dinner at Zappa Caffè and Party at Szimpla	

Day 1 - 18.04.2013

Participants

No.	Company	First name	Last name	Country
1	Asociatia MaiMultVerde	Constantin	Atanasiu	Romania
2	Asociatia MaiMultVerde (OPTAR)	Marian	Ivan	Romania
3	Auto*Mat	Vratislav	Filler	Czech Republic
4	Auto*Mat	Petr	Dlouhý	Czech Republic
5	Dublin Cycling Campaign	Alejandra	Rivero	Ireland
6	Dublin Cycling Campaign	Muireann	O'Dea	Ireland
7	Dublin Cycling Campaign	Colm	Ryder	Ireland
8	Fondaciq EkoObshtnost	Vladislav	Stoilov	Bulgaria
9	Frie Fugle	Niels Erik	Madsen	Denmark
10	Frie Fugle	Alice	Olsen	Denmark
11	Hungarian Cyclists Club	Janos	Laszlo	Hungary
12	Hungarian Cyclists Club	Andrea	Varga	Hungary
13	Independent (Dublin Cycling Campaign)	Ciaran	O'Byrne	Ireland
14	Mariborska kolesarska mreža	Josip	Rotar	Slovenia
15	Mariborska kolesarska mreža	Matej	Pehnec	Slovenia
16	MUBI	Herculano	Rebordao	Portugal
17	MUBI	Ricardo	Ferreira	Portugal
18	Radlobby IG Fahrrad	Wolfgang	Graschopf	Austria
19	Radlobby IG Fahrrad	Patrik	Hladschik	Austria
20	Radlobby IG Fahrrad	Sonja	Debenjak	Austria
21	Radlobby IG Fahrrad	Eliza	Brunmayr	Austria
22	Zielone Mazowsze	Marcin	Jackowski	Poland
23	Zielone Mazowsze	Radek	Lesisz	Poland
24	Zielone Mazowsze (Green Mazovia)	Radoslaw	Walkuski	Poland

Introduction



The meeting started with a welcome speech from the hosts Andrea and Janos. We continued, according to the program with an interview by the Hungarian Sunday News (Vasárnapi Hírek). They were interested in the opinion of VOCA people about improvement of bicycle culture in Budapest. (http://www.vasarnapihirek.hu/izles/futartol_a_bankarig_erosodo_bringakultura) Afterward Andrea displayed the using of EST database (European Shared Treasure) and Marcin remind participants of mandatory tasks of VOCA project. After lunch time, according to the schedule we continued with the presentations. The presentations were in the following order:

Presentations

1. Janos Laszlo (Hungary): “Development of Cycling in Budapest”
2. Marian Ivan (Romania): “Movement and professional work - Bucharest, Romania”
3. Muireann O'Dea (Ireland): “Movement versus Professional Work - Dublin”
4. Muireann O'Dea (Ireland): “Cycle Network Review Greater Dublin Area”
5. Sonja Debenjak (Austria): “Bike Suggestion Box”
6. Alice Olsen and Niels E. Madsen (Denmark): “Foreningen Frie Fugle”
7. Radosław Wałkuski (Poland): “Raiders of the Lost Velostrada”

Summary of the presentations:

1. **Janos Laszlo (Hungary): “Development of Cycling in Budapest – Movement and Professionalism”**

Steps:

1. Create need
2. Find an idea
3. Find friends
4. Organize a group: activity, demonstration (peaceful)
5. A “good” statement can be helpful: car free day 22th September – started organize Critical Mass
6. Make your group popular: press and social media
7. In the middle of subculture: time to think about long term goals
8. Get competence: organize a group of professionals and start an organisation
9. Be partner...: national governments, politicians
10. Redefine the partner groups
11. Redefine the goals: integrate transportation

12. To way to success
13. The result: continually rising bicycle traffic, new infrastructures,
14. But don't forget: need the movement and the power of mass.



2. Marian Ivan: Movement and professional work (Bucharest, Romania)

1. Bucharest cyclists have problems with traffic, street dogs, pollution, infrastructure and with the mayor.
2. The cycle paths completed in 2008 and 2011 were established only on sidewalks and turned out to be very expensive and unsuccessful experiments.
3. Until October 2012, the Police Traffic Division had already declared illegal so many paths that their length exceeded 100 km out of the 117 km managed by the Bucharest Streets Administration.
4. On March 11, 2013, the Mayor announced that he refused to lay down the cycle lanes on roads and that he supported cycle lanes exclusively on the sidewalks: But the Community of Bucharest's Cyclists don't want cycle lanes on the sidewalk ! (Protest march 4,200 people).
5. But the Mayor decided to ignore cyclists and experts. He wants more traffic. (April 12, 2013: The Mayor announced value of the the investments for the road infrastructure of *his dreams*: 13 billion Euros! With the current city income, the infrastructure planed by the Mayor would be ready in 40 years.)

3. Muireann O'Dea (Ireland): "Movement versus Professional Work - Dublin"

1. Comparing voluntary activist movements with professional organisations: everybody is a volunteer at DCC. Advantages – same level, no tension. Disadvantages: difficult attend daytime meetings, no office, storage.
2. DCC founded in 1993. Protest against the number of cyclists being killed, environmental accepts, critical mass. Representation on Local Government Committees.
3. Cycling Campaigners in Government: several funding members got involved in politics (Green Party).
4. Recent activities: Speak out monthly public meeting, monthly newsletter and building relationships with other organisations involved in cycling.
5. Members include qualified cycling instructors, transport engineers, town planners, etc.



4. Muireann O'Dea (Ireland): “Cycle Network Review Greater Dublin Area”

1. 7 local authorities
2. Scope of study: Map exciting cycling facilities.
3. Access quality of service: pavement condition index number of adjacent cyclist, number of conflicts, junction time delay, HGV influence.
4. Review strategic planning context.
5. Evaluate cycling trip demand.
6. Develop strategic cycle route network proposal.
7. Next steps: review by local authorities, public consultation, prioritisation, budget, funding.
8. Concerns: prioritisation politically driven, lack of fund, over emphasis of infrastructure.

5. Sonja Debenjak (Austria): “Bike Suggestion Box” (crowdsourcing volunteering – professional support)



1. Introduction of “RadKummerKasten” web form (<http://lobby.ig-fahrrad.org/radkummerkasten/>): With this mail tool they want to establish a better and transparent communication with the responsibilities of authorities of the city of Vienna. On the form: you have to fill out your name, your e-mail address, subject, location (where you have a suggestion), district, description of the problem and you can upload picture.
2. Different kind of problems: snow, road buildings, infrastructure, bike parking tram tracks.

3. Workflow: Cyclist A, B, C, etc. fill out and send the web form. E-mails are landing in the Database and IG Fahrrad is forwarding the problems to responsibilities (mobility agency, department of road management / building, principals of district).
4. Work-sharing (volunteers-professionals): **volunteers in each district**: contact persons, knowledge of local situation. **IGF & Argus professionals**: support the volunteers, keep contact with responsibilities, meetings, media and manage the database.
5. Advantages: inputs of many people, needs of different cyclists, everybody can use it, all over Vienna.
6. Problems: -“bad“ suggestions?, working system: takes time, difficult to find volunteers for each district, actuality of dossiers

6. Alice Olsen and Niels E. Madsen (Denmark): “Foreningen Frie Fugle”

1. Celebration April 2013. - 30 years anniversary
2. Member of ECF
3. Member of Danish Outdore Council, FR
4. Office in Copenhagen, dealing with: Ecological projects, Membership organization & Professional, consultants Planning for cyclists, Tent sites, Education.
5. Back in times:CPH Miljø-festival, Happening at the CPH Pedestrian street Strøget, Evolving tent sites nationwide, Building shelter, Educational activities.
6. Jens Erik Larsen the co-founder of the FFF has been a leading and firm person in promoting cycling facilities in Denmark.



7. Radosław Walkuski (Poland): “Raiders of the Lost Velostrada”

Toward better cycling infrastructure in Ursynów

1. Warsaw: The capital and largest city of Poland. 1,7 mln residents (2,6 mln in greater metropolitan area). The area of city covers 517 km². Consist of 18 districts.
2. Ursynów: the southernmost district of Warsaw, surface area of 44.6 km², 148,000 inhabitants.
3. Activities: forum, mailing list, meeting with cyclist, meetings with mayor of the district, meetings with district councilors, articles, movies.

4. Effects: cycling infrastructure started to be political issue, better understanding of cyclist needs among decidents, new bike racks (town hall, schools, supermarkets), new bike lines in district, cyclists integration,
5. Conclusion: inclusion of new activists is crucial, even if it is very difficult, better to start with little things – more chances for a success, short movies (even not professional) are perfect to attract media, be consequent, take knowledge from people that have more experience.



After presentations we visited Szimpla Hétkerék Bike Shop.



After dinner some of the participants joined the Bike Night Tour with our activist Orsolya Liptay, who showed some historical places and buildings along the Danube.

Day 2 - 19.04.2013

Participants

No.	Company	First name	Last name	Country
1	Asociatia MaiMultVerde	Constantin	Atanasiu	Romania
2	Asociatia MaiMultVerde (OPTAR)	Marian	Ivan	Romania
3	Auto*Mat	Vratislav	Filler	Czech Republic
4	Auto*Mat	Petr	Dlouhý	Czech Republic
5	Dublin Cycling Campaign	Alejandra	Rivero	Ireland
6	Dublin Cycling Campaign	Muireann	O'Dea	Ireland
7	Dublin Cycling Campaign	Colm	Ryder	Ireland
8	Fondacij EkoObshtnost	Vladislav	Stoilov	Bulgaria
9	Frie Fugle	Niels Erik	Madsen	Denmark
10	Frie Fugle	Alice	Olsen	Denmark
11	Hungarian Cyclists Club	Janos	Laszlo	Hungary
12	Hungarian Cyclists Club	Andrea	Varga	Hungary
13	Hungarian Cyclists Club	Peter	Dalos	Hungary
14	Hungarian Cyclists Club	Daniel	Torma	Hungary
15	Independent (Dublin Cycling Campaign)	Ciaran	O'Byrne	Ireland
16	Mariborska kolesarska mreža	Josip	Rotar	Slovenia
17	Mariborska kolesarska mreža	Matej	Pehnc	Slovenia
18	MUBI	Herculano	Rebordao	Portugal
19	MUBI	Ricardo	Ferreira	Portugal
20	Radlobby IG Fahrrad	Wolfgang	Graschopf	Austria
21	Radlobby IG Fahrrad	Patrik	Hladschik	Austria
22	Radlobby IG Fahrrad	Sonja	Debenjak	Austria
23	Radlobby IG Fahrrad	Eliza	Brunmayr	Austria
24	Radlobby IG Fahrrad	Alec	Hager	Austria
25	Zielone Mazowsze	Marcin	Jackowski	Poland
26	Zielone Mazowsze	Radek	Lesisz	Poland
27	Zielone Mazowsze (Green Mazovia)	Radoslaw	Walkuski	Poland

Budapest infrastructure tour

On Friday morning we had an infrastructure tour in the city with HCC activists Peter Dalos (Transportation Engineer) and Daniel Torma (student of Transportation Engineering) as well as Janos Laszlo president of HCC. Technological tools: vox-headset (continuous verbal information). Please see Appendix for the list of visited places.



Map of the tour



Pictures of the infrastructure tour (by Radek Lesisz):

<http://s1257.photobucket.com/user/bikeshot/library/VOCA%20Budapest%202013%20infra%20tour?sort=4&page=1>

After lunch:

1. **Discussion with Virág Bencze-Kovács**, coordinator for cycling policy (Centre for Budapest Transport): Planning and Consultation process for cycling development



2. **Áron Halász: Cycle Chic: fashion and cycling** - positive bicycle promotion and its successes in Budapest <http://cyclechic.blog.hu/>
Áron Halász, author of Hungarian Cycle Chic blog which is one of the most active cycling fashion blogs in the world. He talked about his passion, relations with other authors as well as the phenomenon of the Hungarian capital, which is full of chic cyclists and bicycle riders.



3. **Ádám Kobrizsa and Szilvia Zsargó: HCC, Danube, Smart City** <http://mindspace.hu/en/about-us>
Ádám Kobrizsa and Szilvia Zsargó presented the cycle of international projects and their organization.



4. Gábor Kürti: Critical Mass Budapest - external funds vs. internal activism
<https://www.facebook.com/CMHungary?ref=ts&fref=ts>



Gábor Kürti is one of the leaders of a critical mass of Budapest, told us about the genesis of the demonstration, its fate and the reasons why this year's event was the last one. The first mass was held in 2004 and has since the first edition surprising turnout. In a short time Critical Mass Budapest has become the largest critical mass in the world - reaching 80-100 thousand participants - although the organizers themselves admit, they do not know the exact numbers. The organization of the journey involved about 300 volunteers. The whole movement has become a stimulating environment for bicycle couriers, now about 60-70 cyclists are on the streets of Budapest every day.

5. Orsolya Liptay: Bike Kitchen Budapest: ups and downs of a grassroots community
<https://www.facebook.com/Bringakonyha?ref=ts&fref=ts>

Orsolya Liptay was talking about the history of Hungarian Bike Kitchen in Budapest, which works in a similar way as in the nearby Vienna.



Day 3 - 11.02.2012

1. Spring Bike Day
2. Closing ceremony
3. Critical Mass Budapest
4. Hungarian Cycle Chic - Street fashion show

Participants

No.	Company	First name	Last name	Country
1	Asociatia MaiMultVerde	Constantin	Atanasiu	Romania
2	Asociatia MaiMultVerde (OPTAR)	Marian	Ivan	Romania
3	Auto*Mat	Vratislav	Filler	Czech Republic
4	Auto*Mat	Petr	Dlouhý	Czech Republic
5	Dublin Cycling Campaign	Alejandra	Rivero	Ireland
6	Dublin Cycling Campaign	Muireann	O'Dea	Ireland
7	Dublin Cycling Campaign	Colm	Ryder	Ireland
8	Fondacij EkoObshtnost	Vladislav	Stoilov	Bulgaria
9	Frie Fugle	Niels Erik	Madsen	Denmark
10	Frie Fugle	Alice	Olsen	Denmark
11	Hungarian Cyclists Club	Janos	Laszlo	Hungary
12	Hungarian Cyclists Club	Andrea	Varga	Hungary
13	Independent (Dublin Cycling Campaign)	Ciaran	O'Byrne	Ireland
14	Mariborska kolesarska mreža	Josip	Rotar	Slovenia
15	Mariborska kolesarska mreža	Matej	Peh nec	Slovenia
16	MUBI	Herculano	Rebordao	Portugal
17	MUBI	Ricardo	Ferreira	Portugal
18	Radlobby IG Fahrrad	Wolfgang	Graschopf	Austria
19	Radlobby IG Fahrrad	Patrik	Hladschik	Austria
20	Radlobby IG Fahrrad	Sonja	Debenjak	Austria
21	Radlobby IG Fahrrad	Eliza	Brunmayr	Austria
22	Radlobby IG Fahrrad	Alec	Hager	Austria
23	Zielone Mazowsze	Marcin	Jackowski	Poland
24	Zielone Mazowsze	Radek	Lesisz	Poland
25	Zielone Mazowsze (Green Mazovia)	Radoslaw	Walkuski	Poland

On the 3rd day we visited the “Hello Spring!” (Kerékpárosklub Szevasz Tavasz!) bike day event organized by Hungarian Cyclists’ Club (HCC). Beside of many programs (Amateur de Budapest bike racing, test field for pedelec, recumbent bicycles and bike freestyle show) here also took place the opening ceremony of the Hungarian Bike to work campaign, which is organized twice a year by HCC.

After lunch at the closing ceremony Janos Laszlo (president of HCC) thanked for the VOCA people for the participation at Budapest meeting and gave the certifications to the representatives of organisation.



In the afternoon we participated at the last Critical Mass in Budapest and lifted our bike at City Park (Városliget) with thousands of other people.

At the end of the day we visited the Street fashion show (organized by Hungarian Cycle Chic) at Elizabeth square (Erzsébet tér).



Videos: VOCA people at Critical Mass Budapest:

Start: <http://www.youtube.com/watch?v=qu3fcXEMHjI&list=UUQC7iKKFX8TYUd1fzBFJGTQ>

Bike lifting: <http://www.youtube.com/watch?v=fyzvYi-Agu8&list=UUQC7iKKFX8TYUd1fzBFJGTQ>

Street fashion show:

<http://www.youtube.com/watch?v=cf2faxk0U04&list=UUQC7iKKFX8TYUd1fzBFJGTQ>

Day 4 - 21.03.2013

Participants

No.	Company	First name	Last name	Country
1	Auto*Mat	Vratislav	Filler	Czech Republic
2	Auto*Mat	Petr	Dlouhý	Czech Republic
3	Dublin Cycling Campaign	Alejandra	Rivero	Ireland
4	Dublin Cycling Campaign	Muireann	O'Dea	Ireland
5	Dublin Cycling Campaign	Colm	Ryder	Ireland
6	Fondaciq EkoObshtnost	Vladislav	Stoilov	Bulgaria
7	Hungarian Cyclists Club	Andrea	Varga	Hungary
8	Hungarian Cyclists Club	Martin	Kessel	Hungary
9	Hungarian Cyclists Club	Peter	Novak	Hungary
10	Hungarian Cyclists Club	Zsolt	Bársony	Hungary
11	Hungarian Cyclists Club	Orsolya	Liptay	Hungary
12	Independent (Dublin Cycling Campaign)	Ciaran	O'Byrne	Ireland
13	MUBI	Herculano	Rebordao	Portugal
14	MUBI	Ricardo	Ferreira	Portugal
15	Zielone Mazowsze	Marcin	Jackowski	Poland
16	Zielone Mazowsze	Radek	Lesisz	Poland
17	Zielone Mazowsze (Green Mazovia)	Radoslaw	Walkuski	Poland

VOCA Bike tour – Budapest-Szentendre-Budapest (55 km)

On the 4th day we had a bike tour along the Danube toward Szentendre. The town is situated north of Budapest on the banks of the Danube River. It takes around 2 hours to reach by bicycle. The tour guides were activists of HCC – Martin Kessel, Peter Novak, Zsolt Barsony. We started our tour at the hostel around 10 o'clock. We took the bike path to Buda side (Király street – Bajcsy-Zsilinszky street – Akadémia street – Szemere street – Szent Istvan Blvd. – Margarita brige – Margarita Island – Arpad bridge – Polgar street)



Afterwards we cycled upwards on the side of the Danube. Between Buda and Szentendre we took the EuroVelo 6 bike path. Along the Danube we stopped a few places before arrived in Szentendre. Szentendre is a nice lovely town; it is the town of arts and museums. First we had a lunch in a nice restaurant, and then cycled around the town and visited the historical downtown. Round 4 o'clock in the afternoon we took our way back to Budapest along the river again.



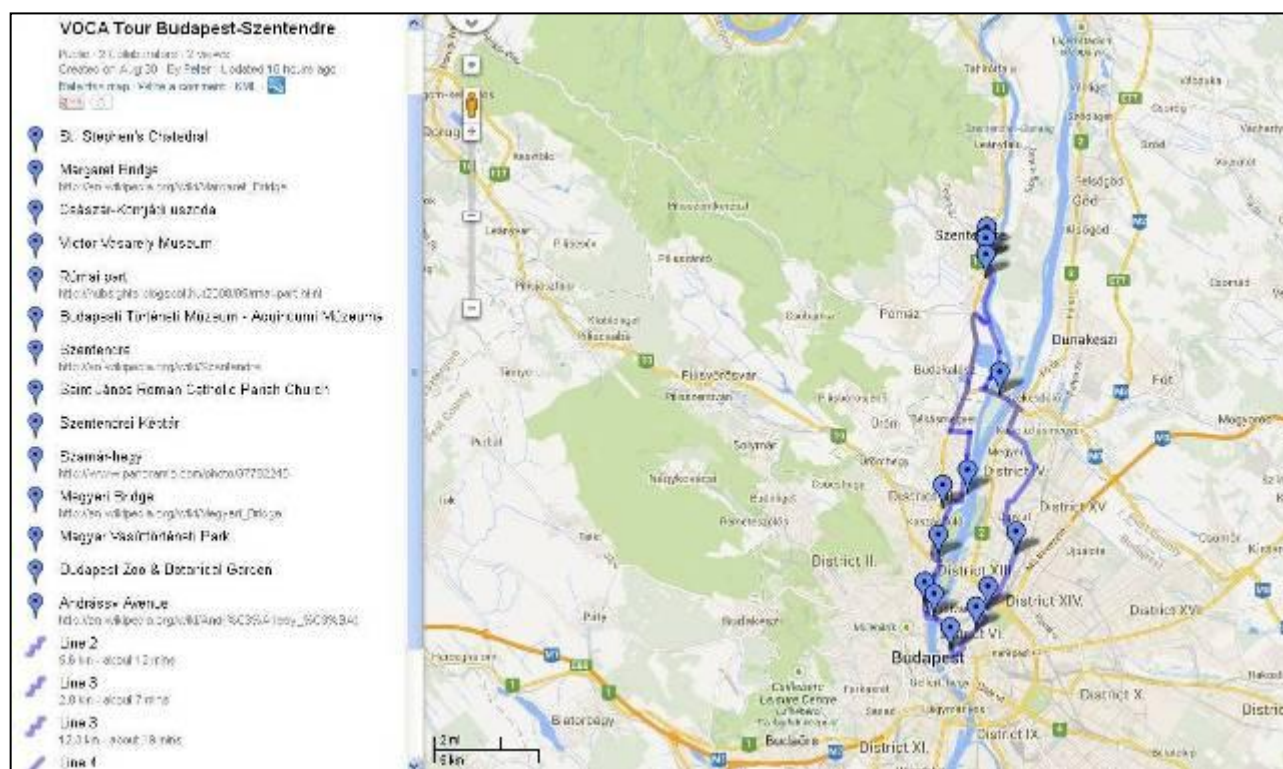
Eurovelo 6 along the Danube



Downtown Szentendre

Pictures of the tour:

<https://plus.google.com/u/0/photos/105479084249252085750/albums/5921720907869652817>



Map of Szentendre tour

Appendix

Budapest Cycling Infrastructure tour

Selected places visited during the tours are in the table below

town	location (street, place,...)	category	observations	geo coordinates
Budapest	Király utca 20.	venue	meeting point of infrastructure tour	47.499132,19.057916
Budapest	Deák Ferenc tér	bicycle lane, connection of different cycling infrastructures	Dedicated left-turning lane for bikers, connection between the new bike lanes and the old two-way cycle path on the other side of the road. Lack of connection with a side-street.	47-29-53 N 19-03-17 E
Budapest	Múzeum körút	bicycle counter and display in front of the National Museum	Bicycle counter and display installed by the Hungarian Cyclists' Club on one of the most congested bicycle routes of Budapest.	47-29-27 N 19-03-41 E
Budapest	Szabadság híd (Liberty bridge), Fővám tér	cycle lane without connection to the bridge	Bicycle lane ending on the pavement leading to the bridge - no connection towards the bridge, most of the bikers ride on the sidewalk.	47-29-12 N 19-03-25 E
Budapest	Döbrentei tér	Bicycle route along the river Danube (Eurovelo 6)	Congested Eurovelo 6 route on the pavement next to the river. Lack of connections, narrow path. Usual conflicts between pedestrians and bikers.	47-29-32 N 19-02-43 E
Budapest	Margit híd (Margaret bridge)	Bicycle path, sharrows	Product of a car-oriented planning method. Two-way bicycle path on the norther pavement (narrow path, narrow sidewalk) without connections with the boulevard (of which the bridge is a part of). Compromise: sharrows in the side lanes in both directions.	47-30-52 N 19-02-20 E
Budapest	Andrássy út	reconstructed bike lane, bicycle counters	The former dangerous bike lane got re-constructed and new bike counters have been installed (without displays). (Before: narrow lane between the curb and the parking lanes. Now: bike lane on the left of the parking and right turning lanes.)	47-30-12 N 19-03-38 E