

Cycle Track Connection

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BIKE PAL

ETSC
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UNIVERSIDAD POLITECNICA DE VALENCIA

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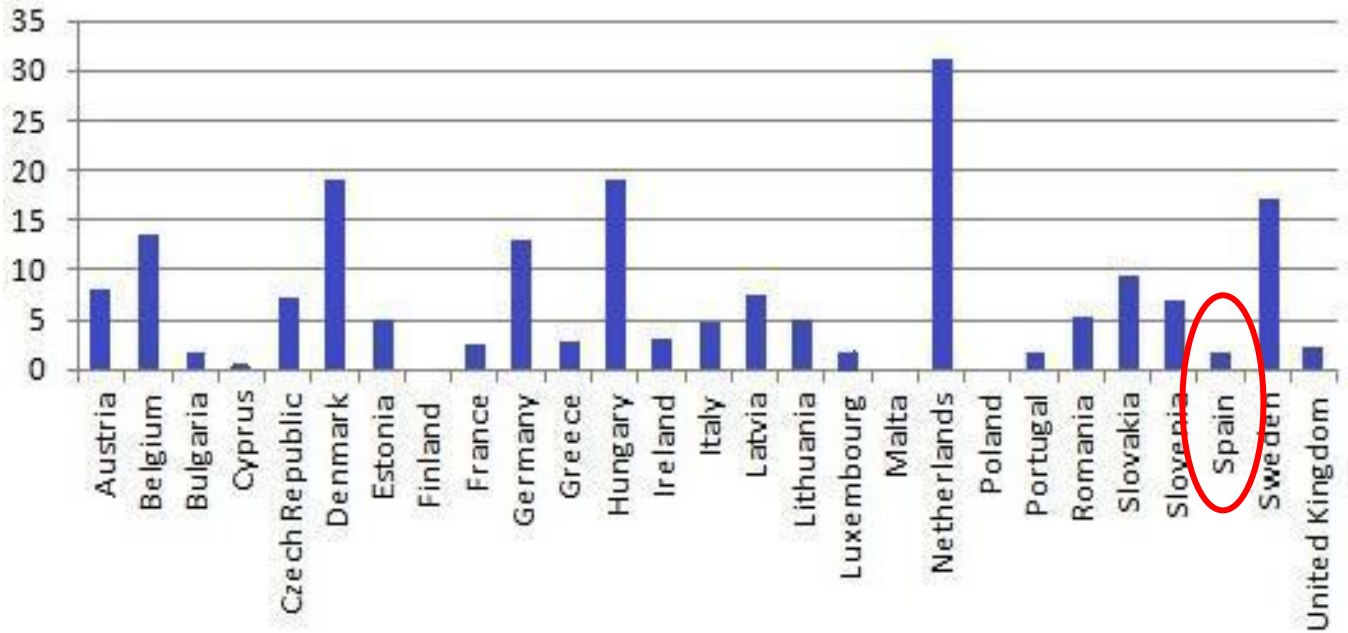
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Introduction

THE BICYCLE IN SPAIN

Cycle usage- cycling as main mode of transport % of population.



Cycle usage:

- Spain: 1.6 %
- EU 27: 7.4 %

Source: EC 2010, Eurobarometer: future of transport analytical report

Introduction

THE BICYCLE IN SPAIN

Increased number of slightly injured in the city in recent years due to increased use

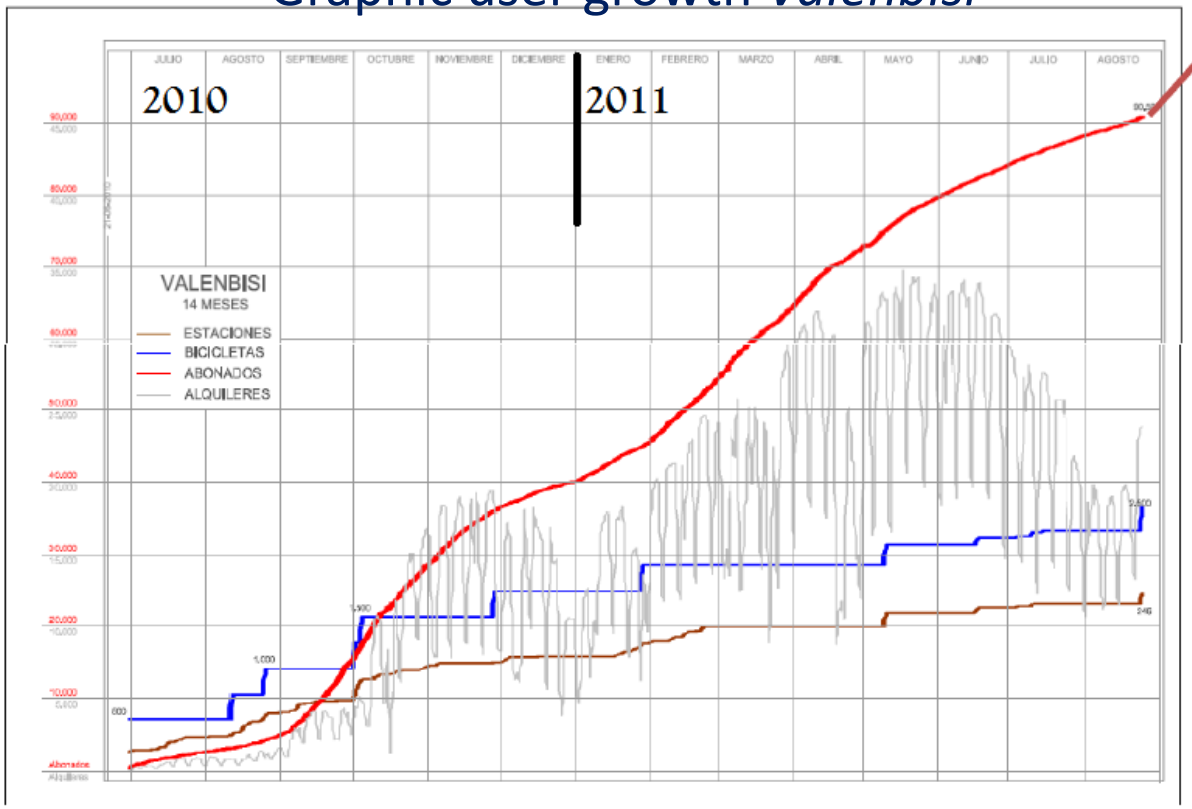


Source: Accidentes de Tráfico en zona urbana en España 2010, DGT & INE
Traffic accidents in urban areas in Spain 2010, DGT & INE

Introduction

THE BICYCLE IN VALENCIA

Grafico Crecimiento de Usuarios ValenBisi
Graphic user growth *Valenbisi*



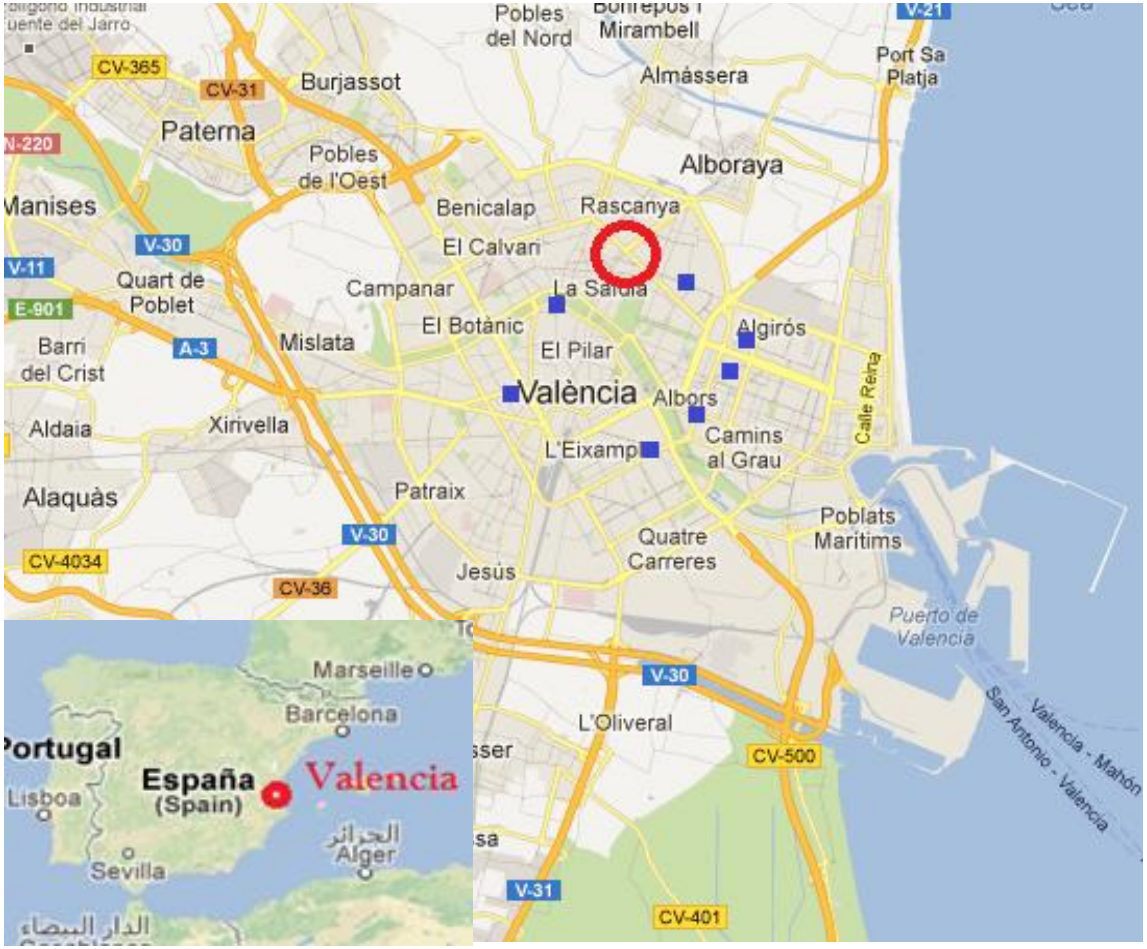
Great increase of the use of bicycles after implementing a public rental system (July 2010)

108,000 subscribers in 1 year (prediction: 20,000)

NOW: Use -> 4.5 %

Source: Valencia City Council

Situation & location



ENQUIRY

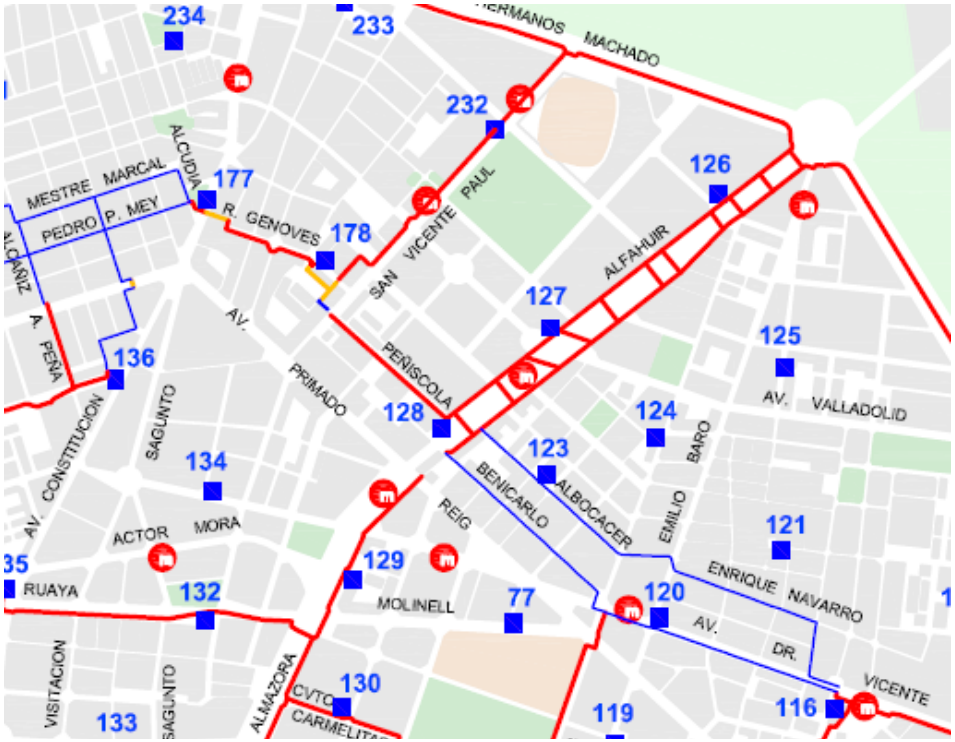
VALENCIA EN BICI
ACCIÓ ECOLOGISTA AGRÓ

- 40 proposals
- 8 best proposals visited
- Selected: Intersection
  Avd. Primado Reig
  C/ Almazora
  C/ Alfauir

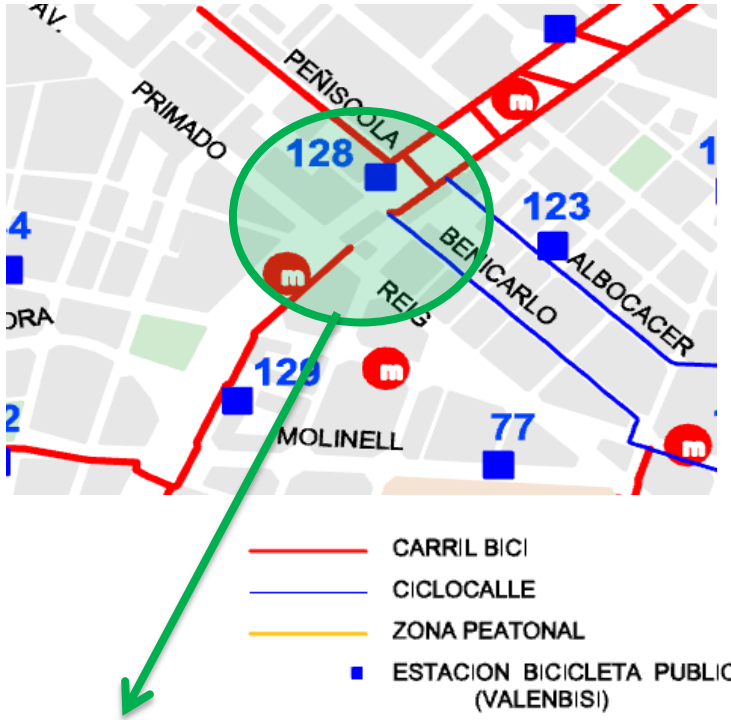
The Issue

Intersection Avd. Primado Reig
C/ Almazora
C/ Alfauir

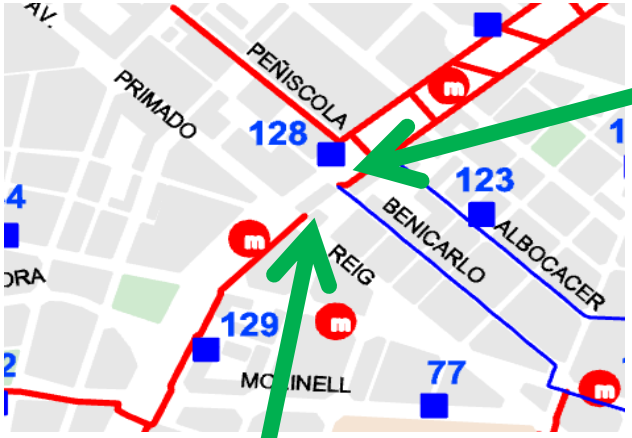
WHY?



ALL THE CYCLE TRACKS ARE BIDIRECTIONAL



Interruption of cycle track!







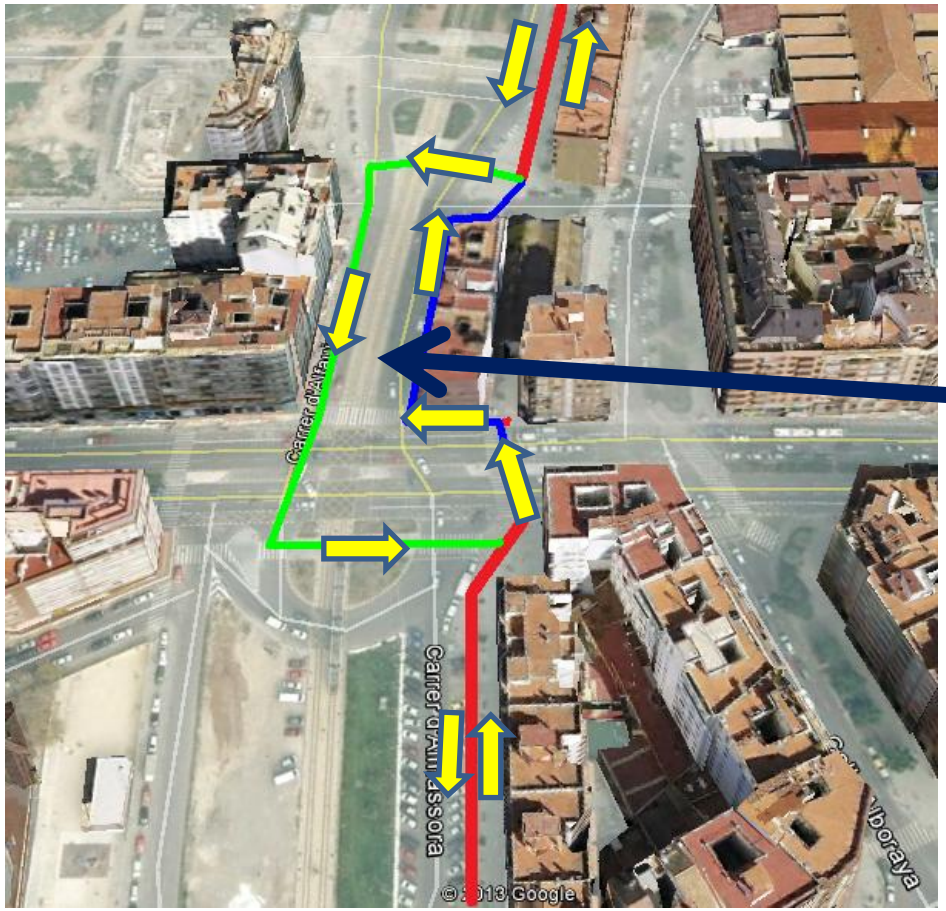
Interruption of cycle track!

Consequences



- Dangerous crossing in large avenues
- Great difficulty in passing for cyclists
- Cyclists often invade the sidewalk. 700 euro fine!
- Pedestrian-cyclist conflict when cyclist occupy the sidewalk
- In some cases cyclists circulate on the road, which is very dangerous because of poor visibility

Consequences





Objetives

- Fluid bicycle traffic in the aforesaid zone
- Increase number of cyclists in the area
- Decrease competition between cyclists-pedestrians
- Increase pedestrian and cyclist safety
- Good social perception with the intervention



Three possible solutions …

Our idea



PLAN A

Remove some parking spots and invade sidewalk

There are too many abrupt changes in direction, causing discomfort to both pedestrian and cyclists

Changes in direction are too dangerous: Cyclists may shortcut, ignoring the painted cycle track

Our idea



PLAN B

Remove parking spots and invade part of the sidewalk

This solution would pose the same problems as described in Plan A

Our idea

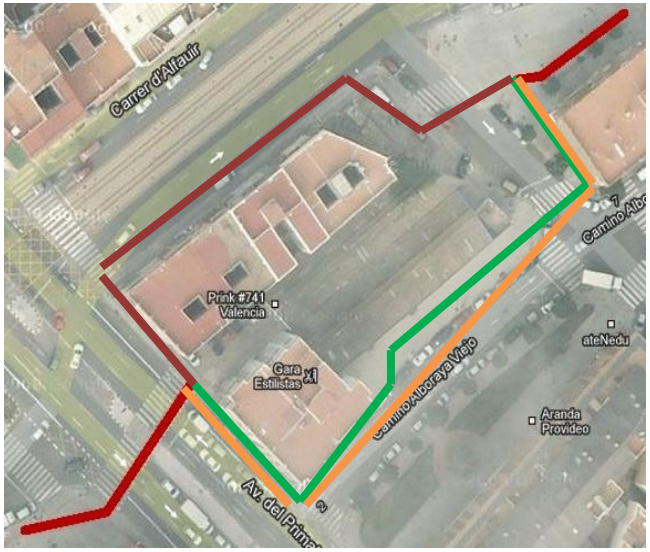


PLAN C

Remove one car lane

This will provide a straight cycle lane

The Alfahuir street currently has 3 lanes and has an Annual Average Daily Traffic (AADT) of ~10,000. Therefore, removing 1 lane will still ensure an AADT at Alfahuir under the estimation maximum.



	PLAN A	PLAN B	PLAN C
Parking spaces	Partial impact	Significant impact	No impact
Disturb pedestrians	Significant impact	No impact	No impact
Transit car	No impact	No impact	Partial impact
Comfort cyclist	Low	Medium	High

Plan C seems to be the best option, however, we should be aware of potential problems during its implementation. Therefore, we do not want to disregard the other plans offered.

What do we need?

- ✓ **Cylindrical marker posts** placed in curves at roadway . It protects cyclists





- ✓ **Segregate elements** (fences, …)
- ✓ **Traffic signs** to increase the safety of cyclists from cars
- ✓ **Paint cycle lane/track**
- ✓ **Ascending/ Descendent gradient** to facilitate the movement of bicycles



Next steps

1) Find sponsors/partners and contact authorities [April-May]
2) Assess actual situation (use of surveys and other data collection methods) [June]
3) Design the project [July]
4) Middle term report [September]
5) ETSC visit [September]
6) Project implementation [November]
7) Asses the impact of our project and analysis of results (surveys) [November]
8) Final report [December]

Contacts

Professors *Universidad Politécnica de Valencia*:
Jordi Albert Esperanza Soria
Javier Soriano Ferriol

***Valencia en Bici* (Cycling in Valencia) –** *Acció Ecologista Agró*
(Ecological Action Agró) – in favor of the bike
Non-Governmental Organization for the use of bikes

Local traffic authorities

ETSC

Other contacts

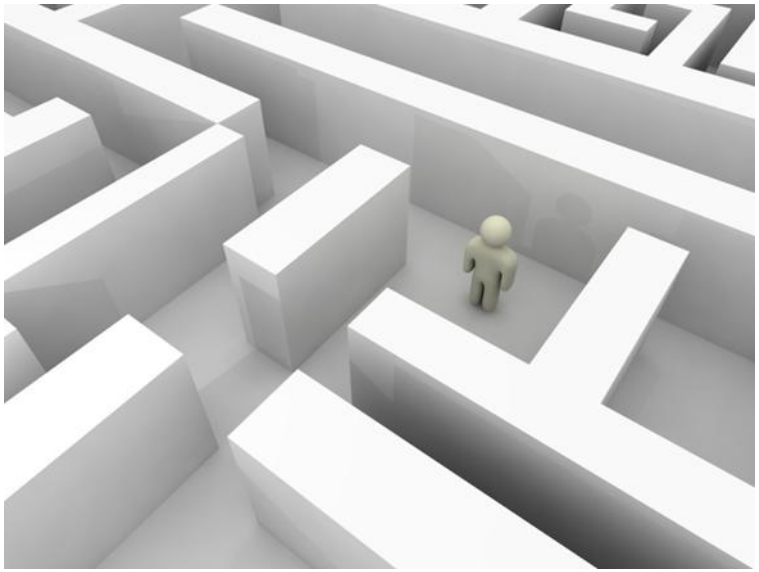


Communication

- ✓ **Social networks (Facebook, Twitter,…)**
- ✓ **Conferences at University**
- ✓ **Blogs (*Valencia en bici*)**
- ✓ **Articles in specialized magazines**

Potential Difficulties

- Get financial support from partners
- Convince local authorities
- Delays by third parties, such as authorities, may prevent us from meeting deadlines
- Social acceptance from both the pedestrian and drivers





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