



IMPLEMENTATION OF CHICANES BY RECONVERSION OF PARKING SCHEME



INSTITUTO
SUPERIOR
TÉCNICO



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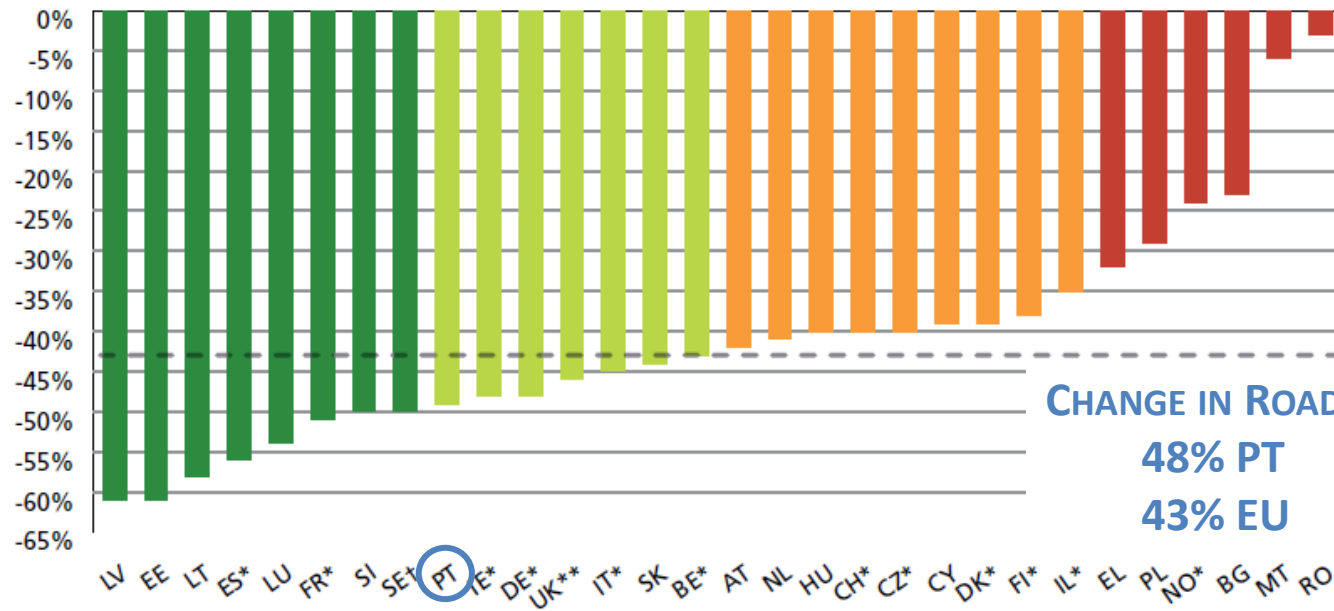
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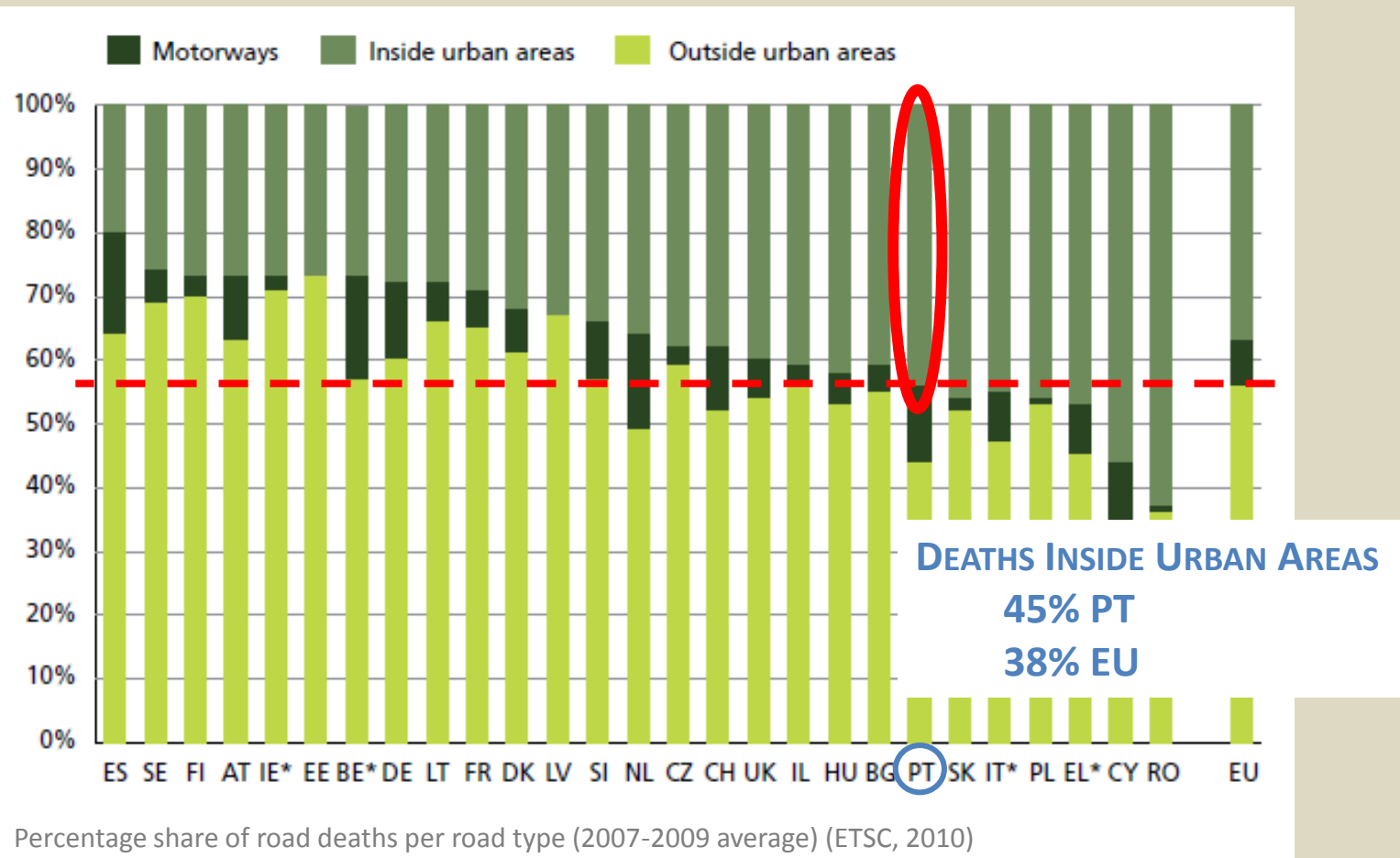
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I. INTRODUCTION – PORTUGUESE CONTEXT



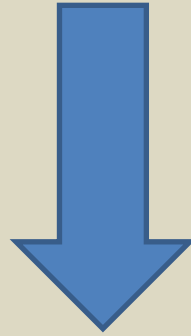
Percentage change in road deaths between 2001 and 2010 (ETSC, 2010)

I. INTRODUCTION – PORTUGUESE CONTEXT



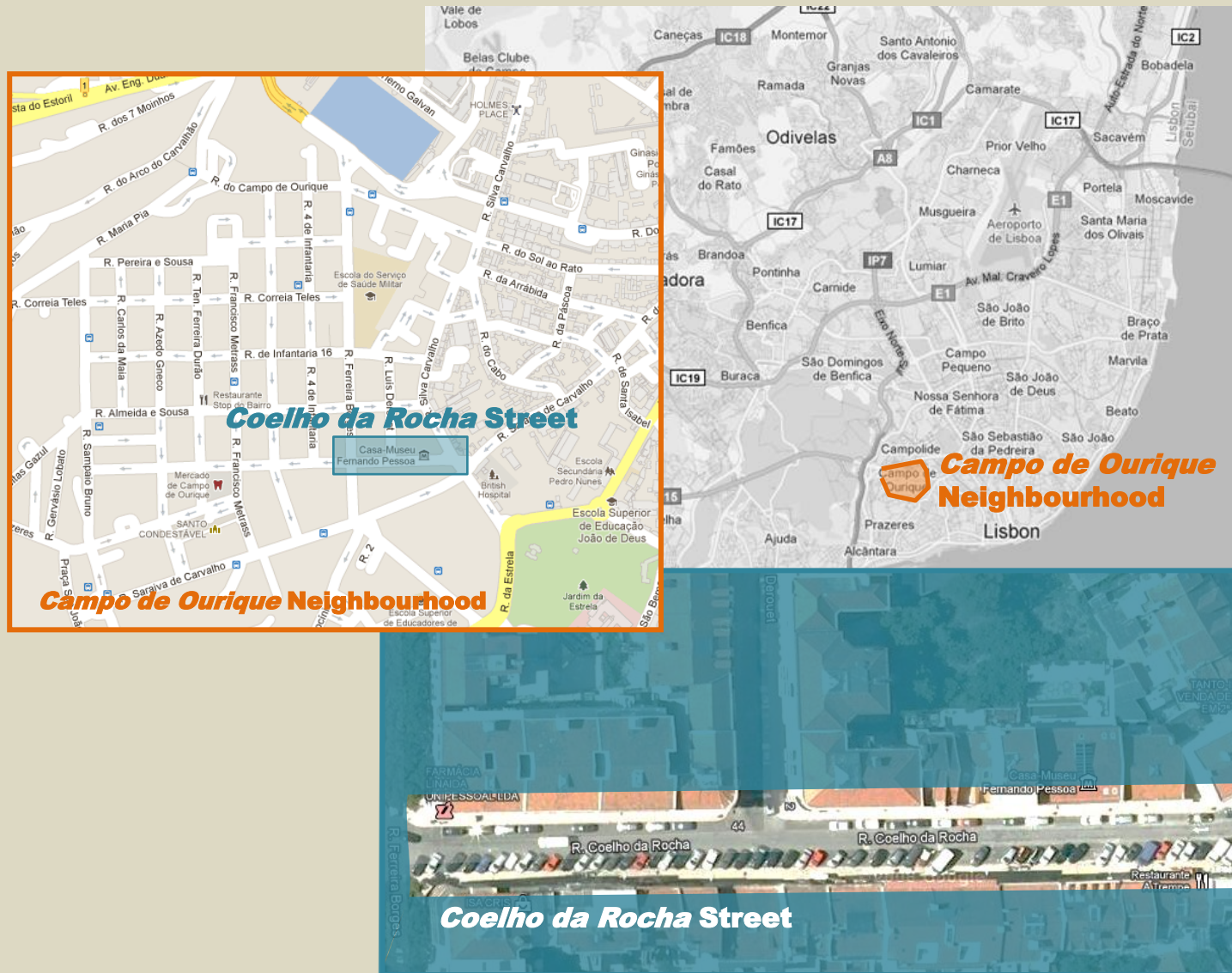
I. INTRODUCTION – MAIN GOAL

Reduce speed inside urban areas

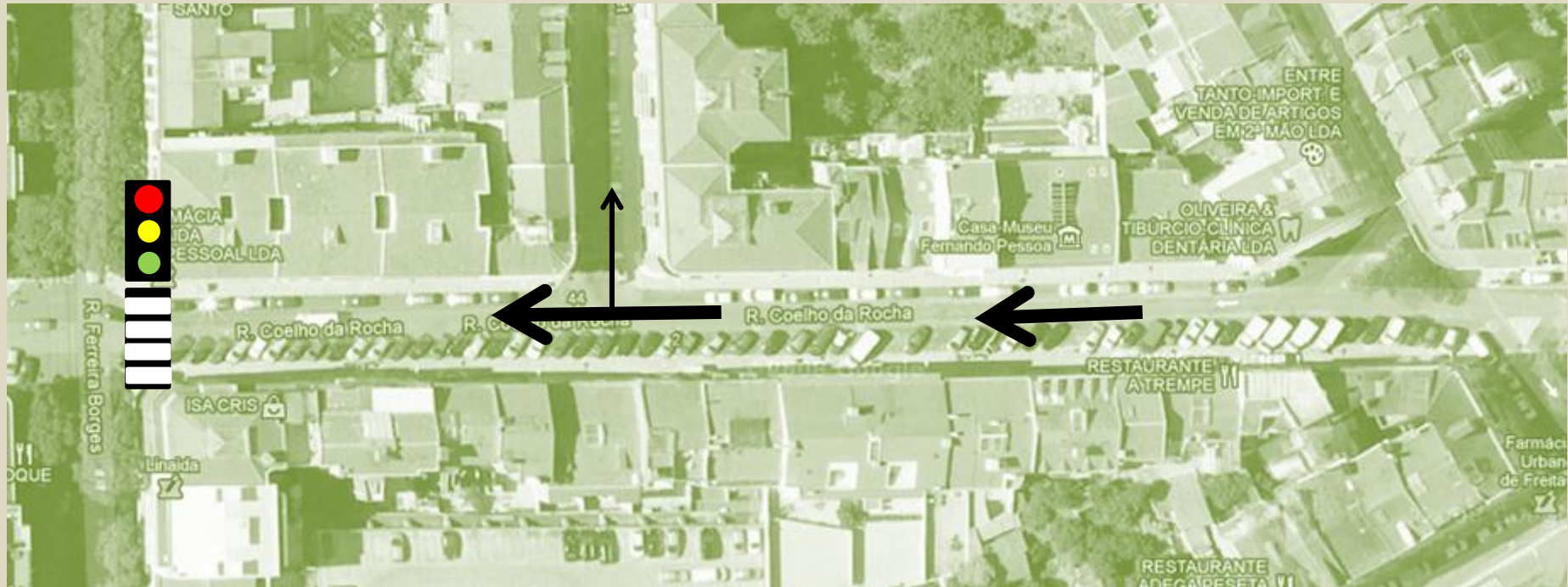


Change drivers perception and lead them to adapt their speed to urban environment in order to increase road safety

II. PROPOSED SITE – URBAN CHARACTERISTICS



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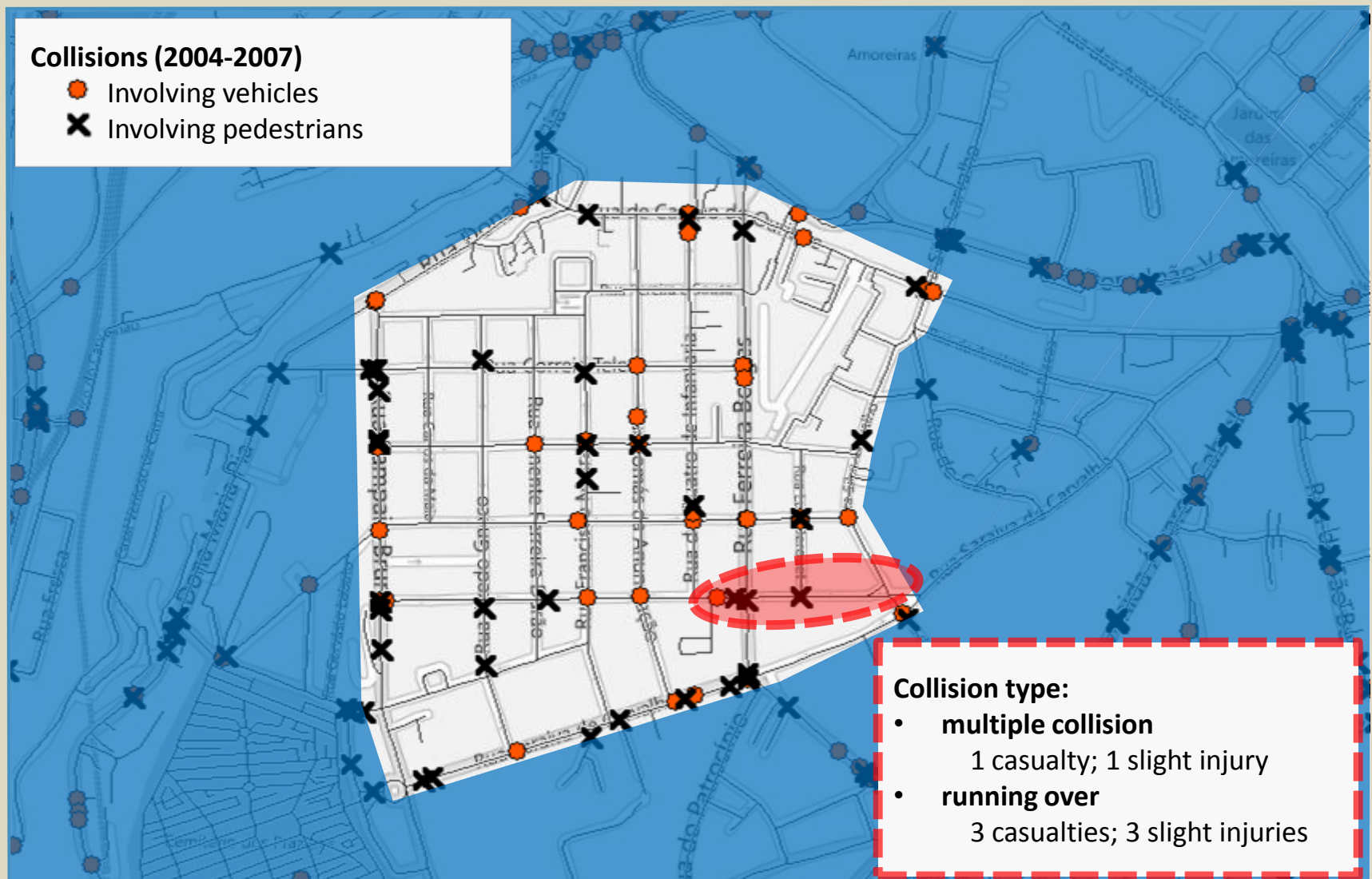


- Residential neighbourhood
- Shopping street
- High travel demand for all the transport modes (Private, BUS, Tram)
- High parking pressure
- Current speed limit: 50km/h
- One way street (200m long)
- There are no pedestrian crosses (except on traffic light)

II. PROPOSED SITE – URBAN CHARACTERISTICS



II. PROPOSED SITE - ACCIDENTOLOGY



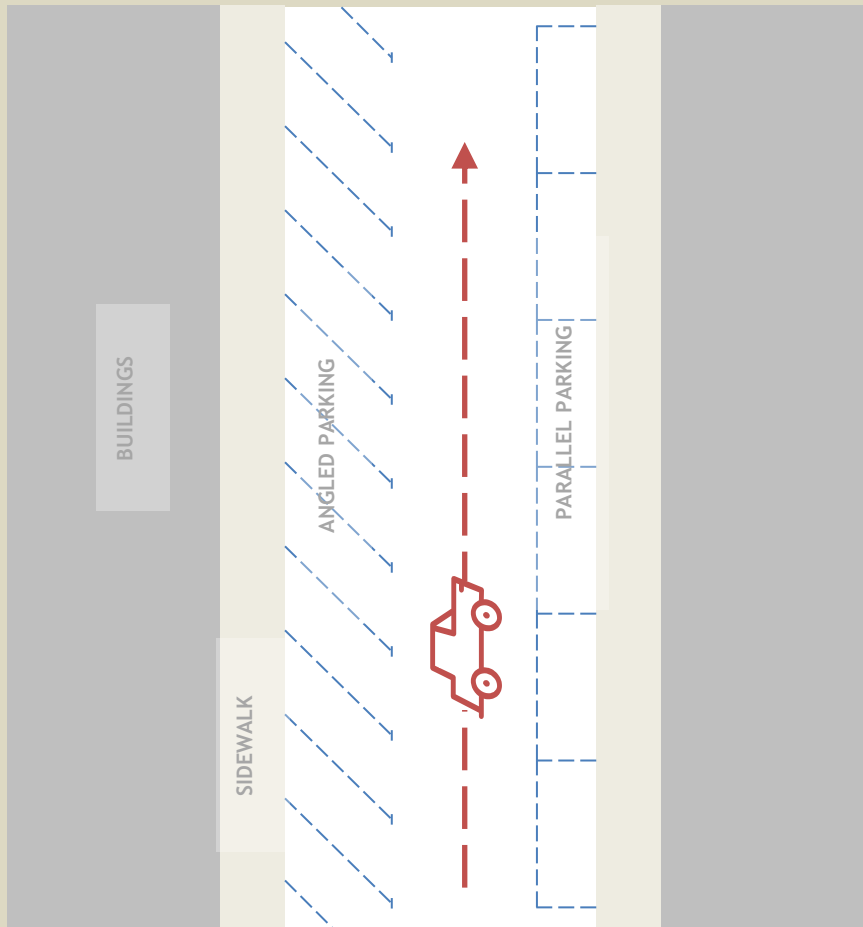
Data collected from SACRA research project carried out at IST

III. OUR IDEA – PLAN A

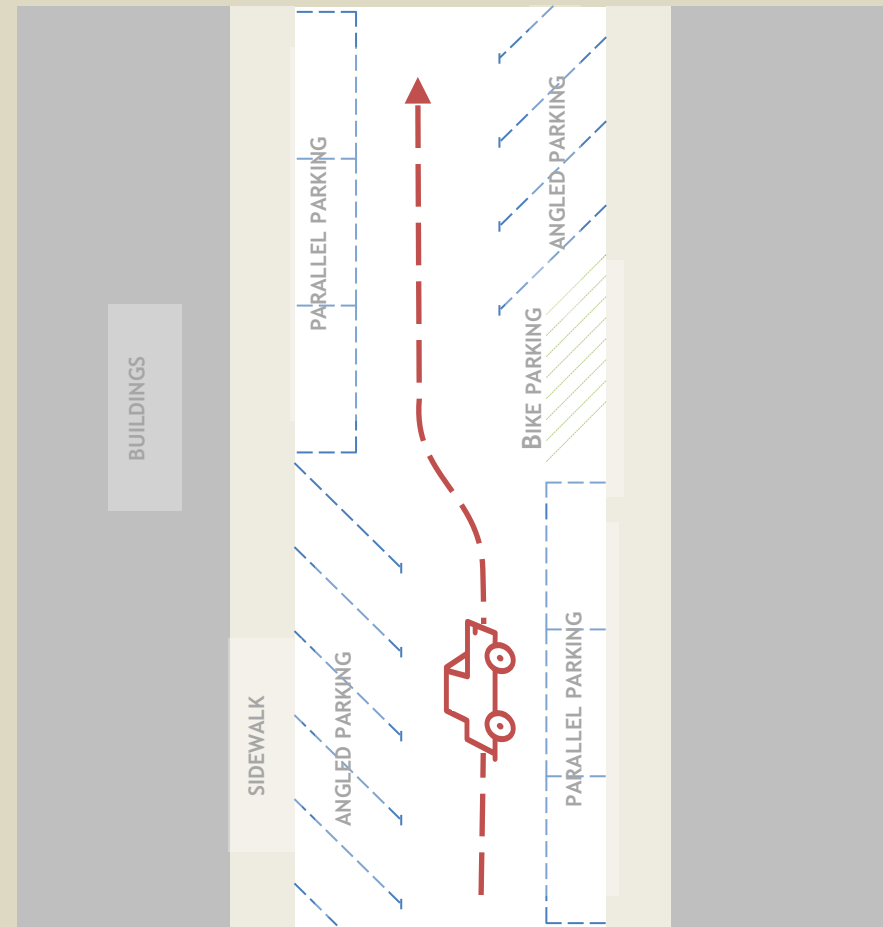
Implement chicanes, pedestrians crosses and 30km/h zone



Current parking scheme



Chicane implementation & Proposed parking scheme



III. OUR IDEA – PLAN A

What do we need?

- Vertical barriers
- Vertical traffic signs
- Paint for parking lines
- Paint for pedestrians crosses

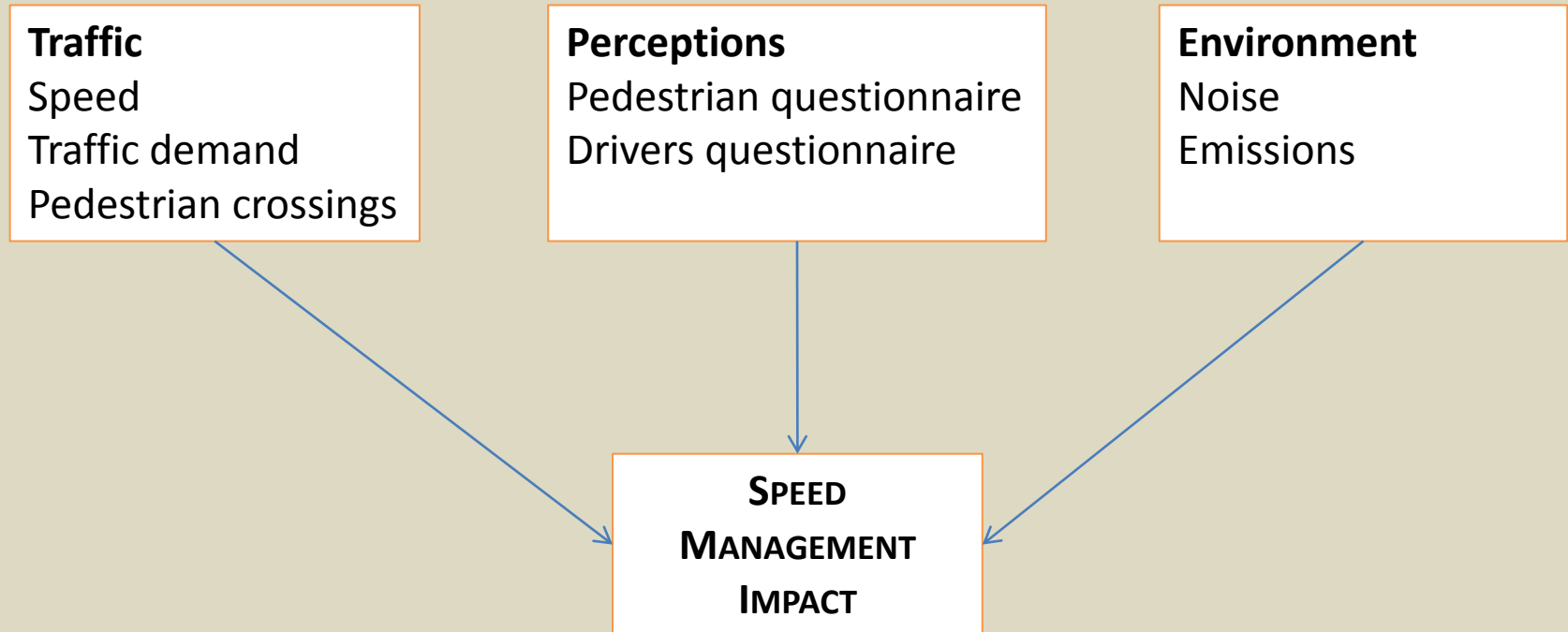


III. OUR IDEA – PLAN B

Pedestrians crosses and 30km/h zone



IV. ASSESSMENT METHODOLOGY



What material do we need?

- Speed radars
- Questionnaires
- Equipment to measure noise and emissions

V. TIMELINE

[illegible]

VI. PARTNERS

Professors

Ana Cardoso de Oliveira (psychology)

Sílvia Costa Shrubbsall (transportation)

Local authorities

Fernando Nunes da Silva (Mobility Councilman of Lisbon)

Tiago Farias (President of Municipal Mobility and Parking Company)

Private Sponsors (e.g.: 3M, ACP – The Moto Club of Portugal, CCFL-Carris – Transport Company of Lisbon)

ETSC

VII. DIFFICULTIES

- **Achieve an agreement with private sponsors**
- **Speed radar**
- **Equipment to measure noise and emissions**
- **Significant sample size**
- **Meet the timeline due to bureaucratic issues**

VIII. EXPECTED RESULTS

- **Reduce the speed**
- **Increase pedestrians' real and perceived safety**
- **Reduce the number of collisions**
- **To give awareness to the road safety issue in Portugal**

Enough success to demonstrate the need of speed management on many Lisbon's streets



THANKS FOR YOUR ATTENTION



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European Transport Safety Council



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