

III European Conference on Sustainable Mobility at Universities

Bicycle lanes as an instrument for the active mobility

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Summary

Introduction



Types of cycling path layouts

Estimation of cycling flows



A proposal for Use of Cycling Flows in cycling lane layout cost-benefit analysis



Conclusions



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Introduction

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Introduction

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Type of cycling path layouts

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Total sharing of road space





Visual separation

Physical separation











Type of cycling path layouts

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Greenway





Cycle track













Cycle path



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Estimation of cycling flows

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Estimation of cycling flows

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Estimation of cycling flows

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AUDE

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		Speed (Km/h)	Intensity (vehicles/day)	Density of cyclists (bike/day)			Type of		Cost (€/Km)	
		Not on to ship	0	<750 <u>500-2500</u> >200		>2000	sepa	separator	Unidirectional	Bidirectional
-		Not applicable	0		Greenway		ţ	Road markings	50000	40000
Function traffic road	Local access road	Walking space or 30 Km/h	1-25000	Shared-use path		Cycle lane or	Cycle pa	Coloured bitumen	125000	100000
			>4000	Cycle lane o	or cycle track	eyele path	cle	Curbstone	210000	120000
	Distribut or road	50 Km/h 2x1 lanes 2x2 lanes 70 Km/h	not applicable	Cycle track (adjacent or separated)		ected cy path	Creasing	100000	60000	
							Flower bed	210000	120000	
		٨	1				Prot	Parking stalls	260000	140000
		Ύ	i			_	Horizontal signs	170000	120000	
						le track	Sidewalk with staggered floors	165000	120000	
		Ö					Cyc	No separation on the sidewalk	40000	35000
	BENEFITS						Road of 30 Km/h	No separation on the road	60000	
			studiorun ere				e e	Calcestre	\	330000
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Real case

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Conclusion

In conclusion, an original methodology was suggested to evaluate the cycle flows.

In the future it will be necessary:



the forecasting methodology must be calibrated and validated;



the methodology must be applied to other urban areas;



research should be done to obtain engineered national safety performance functions.











THANK YOU!



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