

BIKE LANE NETWORK EXTENSION

Durrës, Albania

By SUMPORT project

KEY FEATURES

Challenges

- Get people used to ride the bicycle instead of the car
- Multiply the use of the bicycle
- Promote the bicycle as a way of transport instead of the car
- Tackle traffic congestion (especially during the summer season)
- Air and noise pollution

Investment/Maintenance Costs

- Investment cost : € 29.905
- Maintenance cost : € 3.030

Project Main Objectives

- Reduce the use of private cars and other motorized vehicles.
- Promote the bicycle over the car
- Increase number of cyclists
- Encourage modal split

Impacts & Results

The action has extended the city's bike lane network and provided exclusive infrastructure for citizens and visitors who wish to perform ordinary or recreational trips by bike safely, and in an environmentally friendly way





CONTEXT

Durrës is the most economically and strategically important city of Albania, with natural resources, cultural heritage and a unique history. The port and the main railway centre make Durrës Municipality the main transportation hub of Albania.

Tourism is considered one of the largest industries in the economy of Albania, which has significantly increased during the past years, with an estimate of over 400,000 tourists visiting annually. Consequently, the traffic growth in the last 10 years and the development of tourism have caused traffic problems, especially during the summertime. This situation has called for the preparation of a SUMP, aiming to improve mobility in Durrës.

As part of the SUMPORT project and within the SUMP measures planned and proposed, Durrës Municipality has designed the extension of a cycle path, which connects the two integrated and already existing bike lanes, thus extending the bicycle lane network of the city, in order to promote an alternative to car usage, supporting a healthier lifestyle, while reducing congestion, air pollution and noise.

SUMPORT PROJECT DESCRIPTION

SUMPORT project aimed to increase the planning capacities on sustainable mobility of port cities through training activities and exchange of experience.

Apart from the similar challenges that EU cities face, MED cities having ports are challenged with even more complex issues within their urban mobility, needing a long-term mobility planning approach, integrating both city- and port-originated transport flows, in order to achieve a sustainable urban mobility.

The principal outputs of the project were:

- (a) Offering training for MED port city officials in drafting SUMPs, also benefiting from MED port cities already having them
 - (b) Drafting SUMPs in two MED port cities and updating one already existing
 - (c) Implementing pilot actions and small-scale investments for sustainable mobility in six MED port cities
 - (d) Implementing an e-learning platform for transferring project's results.
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HEAR THE PIONEER CITY'S VOICE

The extension of the bike lane system in Durrës addressed the specific objectives of the SUMP of Durrës, a plan which supports and aims to increase active mobility. The pilot action consisted in the design and construction of a bicycle lane, linking the two existing bicycle lane networks.

The first segment of the cycle path is situated alongside the main road of the seaside area of Durrës. This area, during summertime, is very busy because of visitors and different activities alongside the main road. The second one is parallel to the Railway Line alongside the new road segment, which links touristic areas with the city centre. Total length of the two segments was 6.5 km. The construction of the old segments took place as two separate projects and the coordination at the time was missing. Prior to SUMPORT, both segments were functioning as separate networks, creating a “gap”, which became one of the main reasons that discouraged people to reach the city centre by bicycle.

Now, through this pilot, citizens may use the new segment that starts from ‘Dajlani Bridge’ and ends at a roundabout, near to the Port Entrance. The new bike lane contributes to safe cycling, with a length of 240 m and a width of 3 m. Bicycle lane marking is made by bicomponent ink, to better indicate the bike logo. The bike lane is illuminated by led light, through columns of 5.6 metres high.

To carry out this pilot, Durrës Municipality prepared a detailed design, by taking into consideration alternatives proposed from interested groups of citizens. The best alternative was chosen following a public participation process in which both Durrës Municipality staff and civil society expressed and exchanged their experiences and proposals.

Major issues encountered

Through the implementation of the pilot, it was necessary to have a more regulated bike/bicycle network in the city of Durrës. The final aim was to better promote sustainable mobility alternatives among local residents and encourage the use of alternative means of transport.

One of the major issues was the coordination with stakeholders. The extension of the existing bike lane in Durrës has brought together not only the stakeholders, but also the citizens, who are aware that by enlarging the bike network in the city, it will be an opportunity in the future for safe cycling/biking.

However, the decision-making process was very slow. The budget procedures were very difficult and this was one of the causes of the delays.



Corrective actions

It is important to clearly understand from the beginning the process and the time requirements for accomplishing the obligations coming from the assignment.

Investment/maintenance costs

Investment cost : € **29.905**

Maintenance cost : € **3.030**

Planned monitoring activities

Criteria	Indicator	No	Unit
Vehicles on the network			Veh/Hour
Modal Split	Mobility by walking	1	Trips/Hour
		2	% Hour
		3	Trips/Day
		4	% Day
	Mobility by cycling	1	Trips/Hour
		2	% Hour
		3	Trips/Day
		4	% Day
	Mobility by car	1	Trips/Hour
		2	% Hour
		3	Trips/Day
		4	% Day
	Mobility by Public Transport	1	Trips/Hour
		2	% Hour
		3	Trips/Day
		4	% Day



Traffic Management Plan		1	Yes/No
Zone 30		2	Sqm Total
Limited Traffic Zone		3	Sqm Total
Length of Bus Lane		4	Km
Length of a Bicycle lane		5	Km
Accidents involving pedestrian		1	Number
Accidents involving bicycle		2	Number
Accidents involving car		3	Number
Black Spot Main Road		1	Number
Black Spot Secondary Road		2	Number
Black Spot bike lane		3	Number
Black Spot sidewalk		4	Number

Positive side effects and continuity of the measure

Joining a project like SUMPORT has meant for the Municipality of Durrës, the improvement of the planning capacities on sustainable mobility through training activities. The main benefits were the technical experience gained during the SUMP training sessions as well as the sharing of experience with the partners.

The future evolution will be focusing energy and work on fostering political support, change citizens behaviour and increase the technical capacity of Durrës Municipality staff.

Key actors and stakeholder to involve

Durrës Bike Association
Durrës Port Authority
Railway General Directorate
Durrës Municipality
Institute of Transportation Studies
Durrës Traffic Police
Police Authorities
Port of Durrës



Public Transport Administration
University of Durrës
Residents

Pictures before the investment



Figure 5 First missing link



Figure 7 Terrain Condition before construction of red alternative

After the investment



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