Sustainable urban mobility in the Mediterranean
From planning to tangible solutions

La mobilité urbaine durable en Méditerranée
de la planification aux solutions tangibles

Aurora PILINÇI

“BIKE LANE NETWORK EXTENSION”
DURRËS/ AL
A. INTRODUCTION

The existing bike lane network is 6.5 km long and connects the beach area to the vicinity of the main Port entrance. Problems with the existing network mainly relate to the occupation of the lanes by pedestrians, becoming so an obstacle to speed cycling.

Also, the lanes network is fragmented in the main crossroads, which makes cycling very dangerous.

The city of Durrës is one of the most important cities in Albania, both economically and demographically. It is also one of the most important tourist cities, having 22 km of sandy beaches.

The tourist activity of the city is concentrated in the bay of Durrës, tourist facilities are also concentrated in this area. The city of Durrës is one of the first cities in Albania to build a reserved bike lane.
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A1 – SOFT MOBILITY

SOFT MOBILITY INCLUDES ANY NON-MOTORIZED TRANSPORT (HUMAN POWERED MOBILITY).

SOFT MOBILITY REFERS TO PEDESTRIAN, BICYCLE, ROLLER SKATE AND SKATEBOARD TRANSFERS. IT COULD BE INTENDED AS “ZERO-IMPACT” MOBILITY, TOO.

SOFT MOBILITY IS PEOPLE-FRIENDLY AND ENVIRONMENTALLY FRIENDLY.

THE APPLICATION OF SOFT MOBILITY MEASURES IS A WIN-WIN SITUATION!
A2 - MOBILITY PLANS

In 2016, Durrës Municipality, as a partner of IPA Adriatic project AdriMOB, prepared the mobility tool:

"STUDY ON SUSTAINABLE MOBILITY IN PUBLIC SPACES, ELIMINATION OF ARCHITECTURAL BARRIERS, ADAPTATION OF EXISTING ROADS WITH BICYCLE LANES AND CONNECTION OF THE CITY WITH THE PORT"

According to this plan, to pursue the goal of a sustainable city, the Municipality had to prioritize the upgrade of:

- urban transportation lines
- parking spaces
- bike lanes
- intersections /crossroads
- connection of the city with the port area
A3 - MOBILITY PLANS/ BIKE LANES

Adapting existing roads with dedicated bicycle lanes or building new roads with embodied bike lanes would push many citizens to abandon fossil fuel motor vehicles and use bicycle transport.

In a coastal-hilly city like Durrës, this solution would be optimal, as the distances from one end of the city to the other are easily traversed by bicycle.

The bicycle-pedestrian crossing network is of particular interest to all coastal roads and inland roads of entry, connection with places of historical and cultural interest.

On this map are the cycling lines proposed to be realized and/or adapted in Durrës.

**TOTAL: 42'000 ml – 42 km bike lanes**

One area that would benefit particularly from the cycling passages would be that of the coast north of the city, from the Currila area to the Kallmi hills, an area that is completely green and without urbanization.
The disadvantage of the bicycle network in Durres is that this network has missing links and this is exactly where the pilot activity is focused on solving.

Durrës Municipality has built a network of bicycle lanes that lies parallel to the seashore.

The network was built in different years together with the construction of respective road segments. Both bike lane segments were built on different times and in the context of various projects and at some points there was no continuity.

In this map, in yellow and red, are shown the existing bike lanes. The missing links are shown with green circles.
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 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.
**B2 – PROJECT KEY FEATURES**

<table>
<thead>
<tr>
<th>Challenges</th>
<th>Project Main Objectives</th>
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<tbody>
<tr>
<td>_ Get people used to ride the bicycle instead of the car</td>
<td>_ Reduce the use of private cars and other motorized vehicles.</td>
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<tr>
<td>_ Multiply the use of the bicycle</td>
<td>_ Promote the bicycle over the car</td>
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<tr>
<td>_ Promote the bicycle as a way of transport instead of the car</td>
<td>_ Increase number of cyclists</td>
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<tr>
<td>_ Tackle traffic congestion (especially during the summer season)</td>
<td>_ Encourage modal split</td>
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<td>_ Air and noise pollution</td>
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<thead>
<tr>
<th>Investment/Maintenance Costs</th>
<th>Impacts &amp; Results</th>
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<tbody>
<tr>
<td>_ Investment cost : € 29.905</td>
<td>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</td>
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<tr>
<td>_ Maintenance cost : € 3.030</td>
<td></td>
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</table>
• The first segment of the cycling path is situated alongside the main road of the seaside area of Durrës.

• This area, during summertime, is very busy, because of tourists and different activities alongside its main road.
The second segment is parallel to the railroad, 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 bike lanes;

This “gap” became one of the reasons that discouraged people to reach the city centre by bicycle;

Now, thanks to this pilot project, citizens use the new, unifying segment which starts from ‘Dajlani Bridge’ and ends at a busy roundabout, near to the Port entrance;

The new bike lane, with a length of 240m and a width of 3m. contributes to safe cycling;

The lane markings are made of bicomponent ink, to be seen at dark;

The bike lane is illuminated by LED lights by columns of 5.6 meters high, for safer cycling at night, too.
B4 – AFTER THE INTERVENTION TODAY PHOTOS
B4 – NOW, AFTER THE INTERVENTION
C – THE DESIGN

TOPOGRAPHICAL SURVEY WAS PREPARED BY DURRËS MUNICIPALITY. IN THE FOLLOWING PICTURES IS SHOWN THE TYPICAL SECTIONS USED DURING THE DESIGN PHASE AND THE REALISATION.

KEY PARTICIPATING ACTORS:
• Durrës Municipality;
• Durrës Bike Association;
• Institute of Transportation Studies;
• Public Transport Administration;
• University of Durrres;
• Residents.
C1 – DETAILED DESIGN

SEKSIONI 1

SEKSIONI 2
D – ISSUES AND SOLUTIONS

- The coordination with stakeholders;
- Slow decision-making process;
- Difficult budget procedures;

✓ To carry out this pilot, Durrës Municipality prepared a detailed design, taking into consideration alternatives proposed from groups of interest and citizens.

✓ The best alternative was chosen following a public participation process, in which both Durrës Municipality specialists and civil society representatives exchanged their experiences and proposals.
THANK YOU!
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