iiSAAC

A guide for safe soft mobility

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POLIS

CEDR Conférence Européenne des Directeurs des Routes
Conference of European Directors of Roads

Research in motion

stImulating SAfe wAlking and Cycling within a multimodal transport environment

- …in urban and suburban areas
- …without compromising safety
- …evidence-based
- Runs from 2016 – 2018

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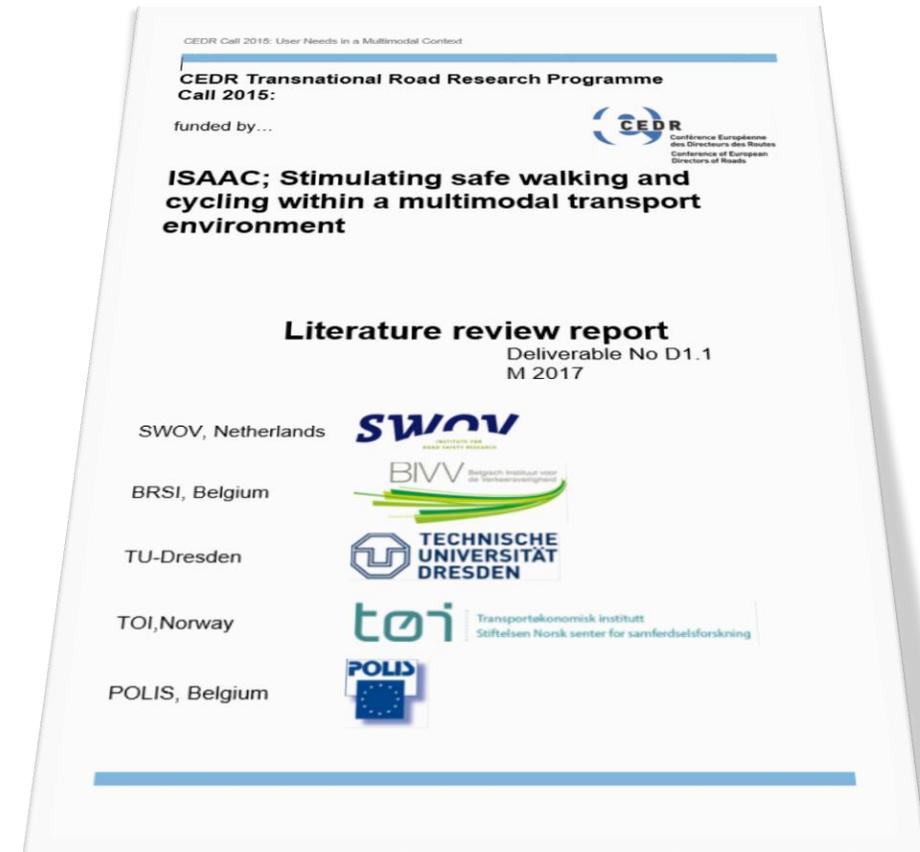Norwegian Centre for Transport Research
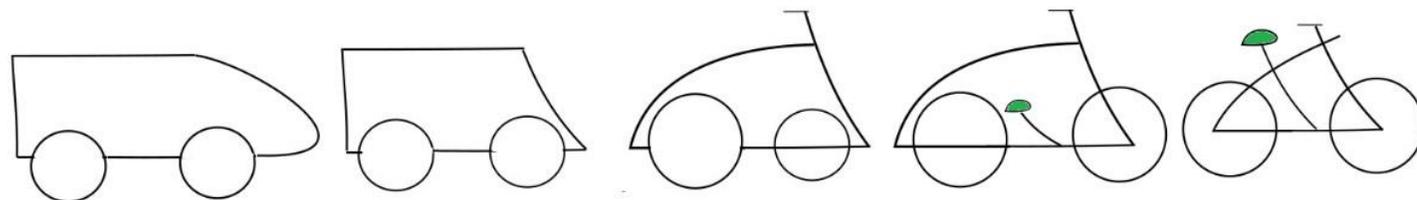
End product

1. Interactive checklist

2. Guideline for urban and regional decision makers and practitioners
   1. to identify most appropriate measures
   2. based on effects as well as costs
   3. implementation steps
   4. Safety AND mobility advice

3. Policy guide

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WP1: integrating multidisciplinary knowledge

1. A behavioural model for soft mobility

2. Segmentation factors for cities

3. Safety and security preconditions

4. Scientific evidence about interventions for soft mobility

CEDR Call 2015: User Needs in a Multimodal Context

CEDR Transnational Road Research Programme Call 2015:

funded by…

ISAAC; Stimulating safe walking and cycling within a multimodal transport environment

Literature review report
Deliverable No D1.1
M 2017

SWOV, Netherlands

BRSI, Belgium

TU-Dresden

TOI, Norway

POLIS, Belgium

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Draft version of guide

1. Can you provide the requested input?

2. How tailor-made should it be?

3. What kind of output do you need?

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iSAAC

Overview   Input   City profile   Technical guide   Policy guide

City name

Instructions

When entering the data for the …. lullaby ladida turalidei Sofokles lorum ispum here we go again and no one should read this text unless they really need to and if you have read it you have not been paying attention to what I am saying…..

Some words about empirical evidence

Verifiable, replicable, peer reviewed data. And some more words: who cares, do you really want this, and is it possible to gather? And some words about Christmas: it is coming, just like winter, and we are looking forward to it but are also a bit stressed….

Recent Activity

Donn Lee shared Discover New Sample Apps. · about a week ago

Donn Lee recommended Discover New Sample Apps. · about a week ago

Facebook Developers
106,245 people recommended this.

Social Plugins
512,952 people recommended this.

Facebook for Websites
27,380 people recommended this.

f Facebook social plugin

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Overview   **Input**   City profile   Technical guide   Policy guide

Makeupolis

	Segmentation factor	Criterion	Categorisation		
			Low	Normal	High
Inhabitants	Age	*% of population < 20 years*	< 18	18-25	> 25
	Car availability	*Motorisation (cars/1,000 inhabitants)*	> 550	420-550	< 420
	Education	*% of pop. /qualified at level 5 to 8 ISCED*	< 25	25-40	> 40
	Income	*% pop./less than 60 % of nat. median income*	< 15	15-35	> 35
Weather	Precipitation	*Annual rainfall (l/m²)*	> 850	550-850	< 550
		Rainy days	> 180	110-180	< 110
	Temperature	*Months/average Temperature between 15-25 °C*	< 3	3-5	> 5
Safety	Traffic safety	*Fatalities/1,000,000 inhabitants*	> 80	35-80	< 35
	Criminality	*Murders & violent deaths/1,000,000 inhabitants*	> 5	1-5	< 1
Built environment	Building density	*% of built-up area*	< 25	25-60	> 60
	Network density	*% area transport infrastructure*	< 5	5-10	> 10

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Overview | **Input** | **City profile** | **Technical guide** | **Policy guide**

Makeupolis

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	Modal split		
	Low	Normal	High
Walking	< 15	15-30	> 30
Cycling	< 2	2-15	> 15

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Browser — www.ISAAC.eu

Overview   Input   **City profile**   Technical guide   Policy guide

Makeupolis

	Segmentation factor	Categorisation		
		Low	Normal	High
Inhabitants	Age	■		
	Car availability	■		
	Education		■	
	Income			■
Weather	Precipitation	■		
		■		
	Temperature			■
Safety	Traffic safety			■
	Criminality			■
Built environment	Building density		■	
	Network density		■	

Makeupolis is ranked among the **top 50 %** in terms of walkability/cyclability

	Modal split		
	Low	Normal	High
Walking	< 15	15-30	> 30
Cycling	< 2	2-15	> 15

Makeupolis is ranked among the **top 40 %** in terms cycling/walking shares

Browser   ✕

← → ⟳   🗎 www.ISAAC.eu

Overview   Input   City profile   **Technical guide**   Policy guide

Cycling measures   Walking measures

Makeupolis

Category	Measure	Effect	Cost
I	Cycle paths and lanes	∞∞∞∞∞	$$
I	Bike parking	∞∞	$
I	Sharrows	∞∞	$
O/F	Rental bike Arrangements	∞∞	$
L	Counterflow cycling	∞∞∞	$
I	Separate protected bicyle path	∞∞∞∞∞∞	$$$
I	Raised and colored bicycle crossing	∞∞	$$
I	Comprehensive system	∞∞∞∞∞	$$$$
I	Road surface and promoting commuter cycling (near schools)	∞∞∞	$$
OM	Winter maintenance	∞∞∞	$$
I	Bicycle Street	∞∞∞∞∞	$$$
I	Solutions for intersections	∞∞∞	$$
I	Bike parking (indoor/outdoor and shower)	∞∞∞	$
I	Expressway for bicycle	∞∞∞∞	$$$$
I	ITS solutions for bicycles	∞∞	$$$

From list of approximately 30-50 measures

I=Infrastructure; O/F=Organization/Fiscal; OM= Operational Management

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Overview   Input   City profile   **Technical guide**   Policy guide

Cycling measures Walking measures

Makeupolis

Category	Measure	Effect	Cost
I	Cycle paths and lanes	∞∞∞	$$
I	**Bike parking**	**∞**	**$**
I	Sharrows	∞	$
O/F	Rental bike Arrangements	∞	$
L	Counterflow cycling	∞∞	$
I	Separate protected bicycle path	∞∞∞∞	$$$
I	Raised and colored bicycle crossing	∞	$$
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I	Expressway for bicycle	∞∞∞	$$$$
I	ITS solutions for bicycles	∞	$$$

Bike parking

Author 2011: Marit Espeland, SVV

Together with a well-developed walking and cycling road network, bicycle parking will help more bicycles to and from daily tasks. By getting more to choose a bike rather than driving a car on short trips, it will contribute to better environment locally, less CO_2 emissions and reduced noise.

To prevent bicycles from being parked hollows to bumps, while preventing accessibility and visibility of other road users, bicycle parking should be organized in such a way that it is for use.

1. Problem and purpose

Cyclists need to park the bike before and after a bike ride. The need to set aside the bike may vary between a few minutes, a few hours, a day, overnight or more days. The bike can be set aside into a house wall, a lamp post, a fence or a flat surface using support. Bicycles should be protected from rain and theft so that the best option will be locked to a tripod frame

CHAPTER CONTENTS

1. Problem and purpose

2. Description of the measure

3. Additional measures

4. Where is the measure suitable

5. Actual use of the measure - examples

6. Environmental and climate impacts

7. Other effects

8. Costs

9. Formal responsibility

10. Challenges and Opportunities

11. References

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So, what do you think?

Solid evidence ⟷ many fact sheets?

Updated links ⟷ longer texts?

Tailored ⟷ extensive table