

# icsc 2015 International Cycling Safety Conference



## Cycling Acceptability Investigation among University Students in Athens, Greece



**Stergios Mavromatis, Assistant Professor**  
Technological Educational Institute of Athens



**George Yannis, Professor**  
National Technical University of Athens

- ❑ Continuously expanding in medium-sized cities of Greece
- ❑ Degree of cycling acceptance in terms of transport mean is relatively low compared to other European cities

## Main Barriers

- ❑ Limited cycling infrastructures
- ❑ Topography, rather hilly, in most areas
- ❑ High temperatures in Summer, at least, during working hours



## Objective

**Investigate current trend of bicycle acceptability as the main access transport mean through a case study among the university students population**

## Phases

- Development of a questionnaire based stated behavior survey**
  - identify the students' willingness to use bicycle as their main transport mean during their access at the University from the metro station
- Design of a rider friendly bicycle path**



- ❑ **200 students participated out of 5000 students – faculty staff**
  - ❑ 40 car drivers
  - ❑ 160 pedestrians from the metro station
  - ❑ 50% male, 50% female
- ❑ **4 sets of questions as to investigate**
  - ❑ students' acquaintance with cycling, frequency, purpose, cycling environment, average cycling time per week
  - ❑ reasons for not being familiar with cycling and prerequisites
  - ❑ students' willingness to use bicycle as their main transport mean during their access at the University from the metro station
  - ❑ bike sharing prospect and potential fare charge



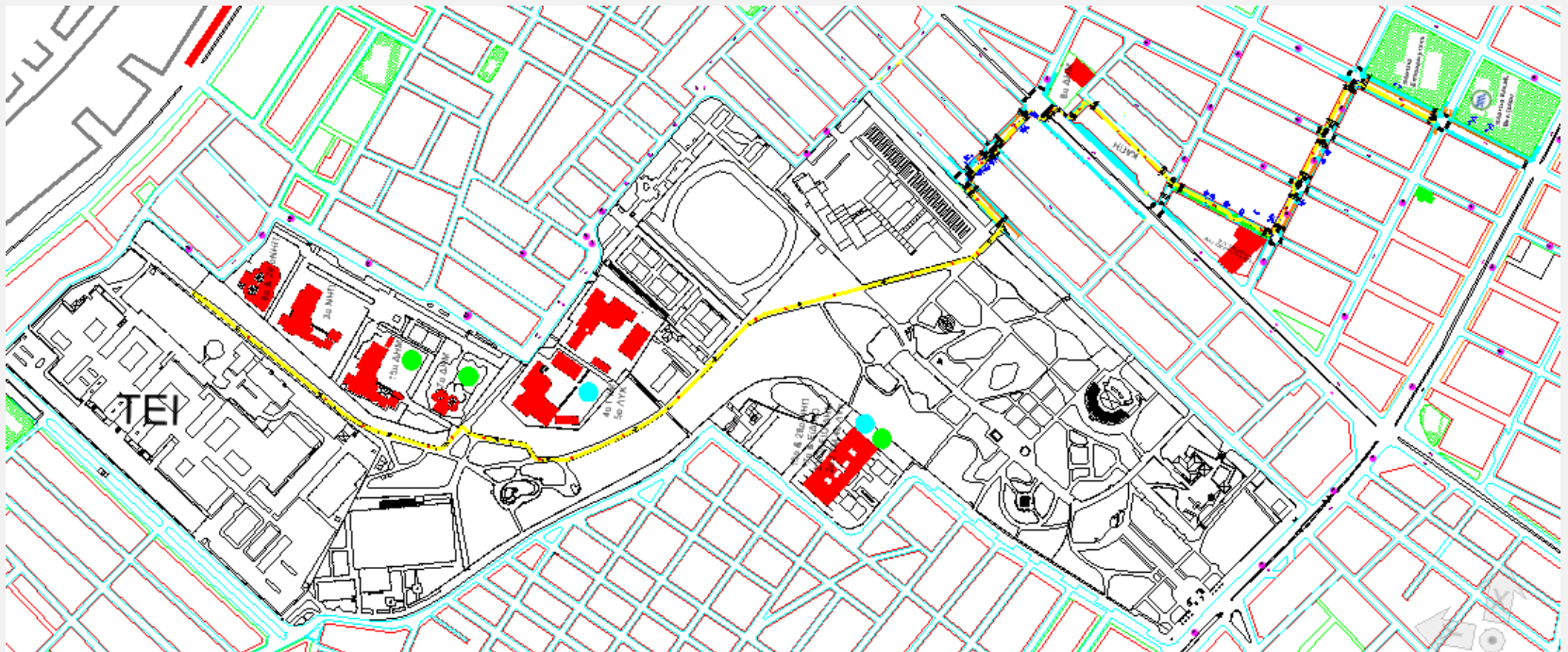
## ❑ Findings

- ❑ 75% of the students did not own a bicycle
- ❑ 85% were feeling **unsafe** due to lack of **bicycle infrastructure** and cycling policy
- ❑ >65% of the students using the metro and over 30% of the student car users were **expressed positively to use bicycle as their main transport mean** during their access at the TEI from the metro station
  - ✓ at least 3 times per week
- ❑ basic requirements
  - ✓ the design of a **safe and user friendly** bicycle infrastructure
  - ✓ **cycling promotion** activities



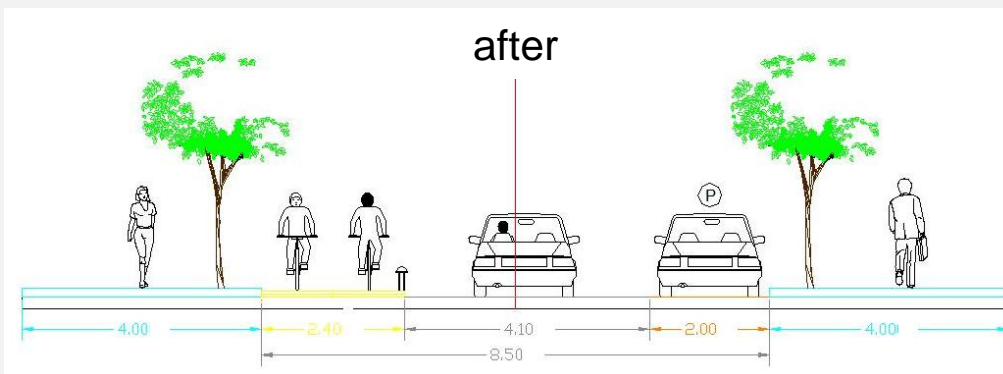
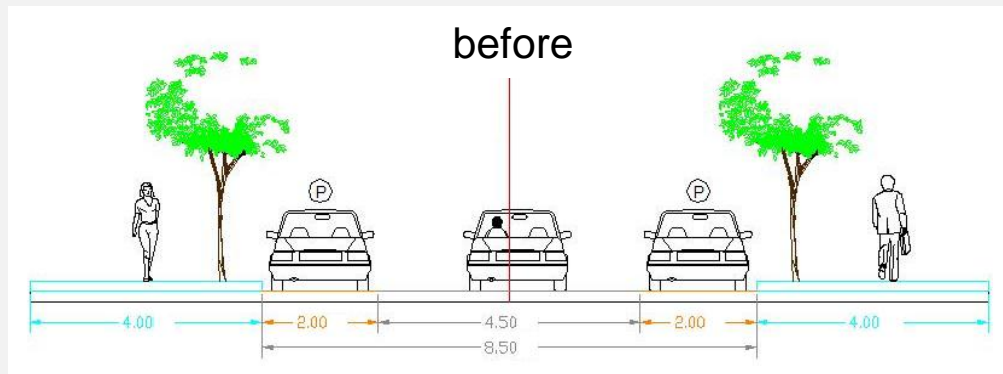
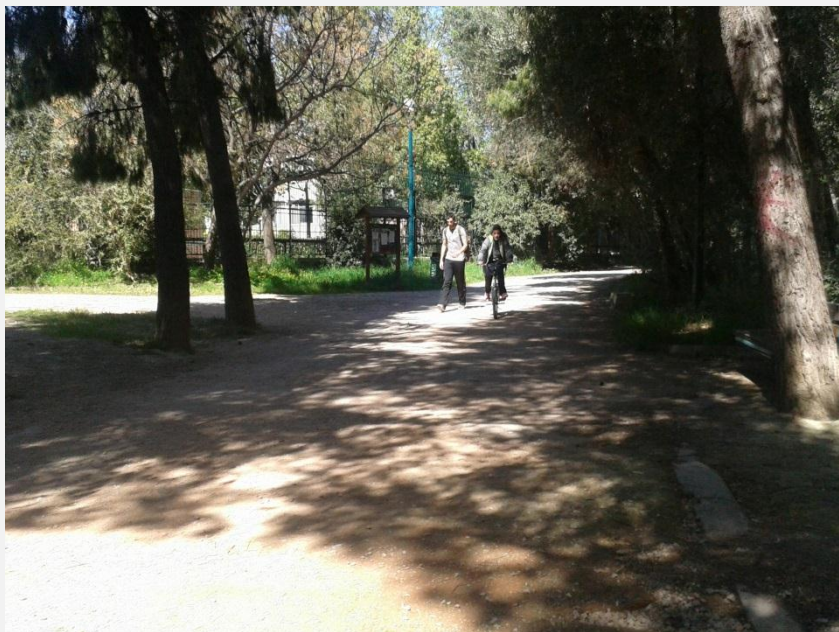
# Case Study Area

- ❑ Technological Educational Institute (TEI) of Athens, is located at the municipality of Egaleo, 10km distance west of Athens downtown
- ❑ TEI is positioned 15 minutes by foot, or 5minutes by bus from the closest metro station, the second most popular transport mean for the students' access, following the car access
- ❑ 80% of students – faculty staff access TEI on foot or using public transport



# Cycle Path Design

- ❑ Fairly safe and rider friendly bicycle path was drafted by addressing several traffic calming measures
  - ❑ most part of the cycling route, over 900m, bypasses a peaceful park
- ❑ Length of cycle path approximately 1.6km



# Conclusions

- ❑ Further methodical actions from broader involved authorities seem necessary in order to promote cycling
- ❑ Based on the questionnaire, cyclists' safety was found to be the most critical prerequisite
- ❑ The study aims to
  - ❑ point out the cycling acceptability degree among the young population
  - ❑ motivate the stakeholders to launch similar initiatives in a more broad and methodical process
  - ❑ guide municipalities - local communities to introduce proposed design interventions through cycling acceptability





# icsc 2015 International Cycling Safety Conference



## Cycling Acceptability Investigation among University Students in Athens, Greece



**Stergios Mavromatis, Assistant Professor**  
Technological Educational Institute of Athens



**George Yannis, Professor**  
National Technical University of Athens