MARINA STREET

1 Case Study Area and Character Sections

Case Study Area

The case study street is located in the city of Barcelona. The street belongs to the Eixample and Sant Martí districts.

Marina Street Study Area has a total length of 1514 metres. It runs between the streets Diputació and Doctor Trueta. The street forms an important axis between the Diagonal Avenue and The Gran Via in the Eixample District, and the Sea Ring Road and the Olympic Village.
Character Study Area

The Conceptual Study Area is divided into three Character Sections. The first one running from Diputació Street to Ausias Marc Street (438 m); the second from Ausias Marc Street to Almogavers Street (386 m), and the third section from Almogavers Street to Doctor Trueta Street (690 metres).
2. Street Indicators

Theme 1. Built Form

Buildings

<table>
<thead>
<tr>
<th>Measurement and or Comment</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1.1 Building Height</td>
<td>Before reconstruction Marina street had similar building heights.</td>
</tr>
<tr>
<td>1.1.2 Spacing of Buildings</td>
<td>Ratio of frontage to space between frontages is 0; 0.95; 9.05 for each character section.</td>
</tr>
</tbody>
</table>

Average height of roofline is 25.75 m in section 1; 16 m in section 2 and 24.75 m in section 3.
1.1.3 Inactive Frontages

Ratio of length of inactive frontage to active frontage is 0 for character section 1, 62 for section 2 and 18 for section 3.

1.1.4 Doorways

Number of doorways per 100 m opening onto the public realm is 7 in section 1: 6 doorways in section 2, and 8 doorways in section 3.

1.1.5 Historically important buildings or significant structures

Barcelona city has one historically important buildings in Marina Street - the Monumental bullring. It was constructed in 1915 by the architect Ignasi Mas i Domenech. It is a modernists building. Monumental has been an important point of historic “politic meetings” and music performances.
### 1.1.6 Quality of Built Fabric

Regarding quality of built fabric, all 3 character sections have the same quality of built fabric: reasonable, and a good state of repair. Before reconstruction, it had a similar quality of built fabric.

### Theme 1.2  
**Space Between Buildings**

<table>
<thead>
<tr>
<th>Primary Descriptors</th>
<th>Measurement and or Comment</th>
<th>Trend (Increasing/decreasing etc)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2.1 Street Width</td>
<td>Distance between opposing building lines are 49 m; 48 m and 47.75 metres in the 3 sections.</td>
<td>Before reconstruction, Marina street had the same street width.</td>
</tr>
<tr>
<td>1.2.2 Side Space Width</td>
<td>Width of side space in section 1 is 15 m in each side. In section 2 exist two side spaces in each side: 2m + 4.5 m in the North side and 4.5 + 3 m in South side. Finally, in section 3 the width of side space in one side is 8 m and 13 m in the other.</td>
<td></td>
</tr>
<tr>
<td>1.2.3 Median Strip</td>
<td>Marina Street has a 2.5 m median strip in section 3.</td>
<td></td>
</tr>
<tr>
<td>1.2.4 Width Between Side Space</td>
<td>Section 1 has 19 m width between side space. In section 2 there is a special division: 2 lateral carriage way and a central carriage way; so section 2 has several side spaces (6 units); width between side space are 7 m + 18.5 m and 8.5 m (see section). In section 3, width between side space is 26.75 metres.</td>
<td>Before reconstruction, Marina Street had same width between side space.</td>
</tr>
</tbody>
</table>
1.2.5 Trees and Other Greenery

☐ Green shapes the street space and is an important formative element, unmistakable of the street
☒ Green has an influence on the street space / Green outweighs over technical installations.
☐ Green does not shape the street space / Green and other installations cancel each other
☐ Green has no influence on the street space / Green sporadic exist
☐ There is no Green

1.2.6 Street surfaces, furniture and other design elements

What materials are used – ☒ asphalt ☒ paving stone ☐ concrete ☐ cobblestone pavement ☐ ________________?

Marina Street has homogeneous paving stone in side spaces and asphalt on carriage way. Regarding the state of maintenance, its good along the whole street. All pedestrian crossings are provided with lowered kerbs.

Before reconstruction street surfaces was asphalt for carriage space and paving stone for side spaces.

Green in section 1.

Paving stone and adapted kerb in section 1.

Kiosk in section 1
1.2.7 Guard Railing  
Marina Street has no guard railing.  
The same before reconstruction

1.2.8 “People Spaces”  
Describe places provide for people to congregate, sit etc.  
Are they green?  
☐ yes  
☒ no

Marina Street has 5 people spaces, one in section 2 and 4 in section 3.

1.2.9 Lighting  
Describe the lighting e.g.  
☐ the places are very well light, illumination is part of design of the place  
☒ places are light  
☐ no light (the places are places of fear)  
☒ the footpaths are well lit  
☐ the footpaths are poorly lit  
☐ only one side lit  
☐ the lighting is at the median  
☐ no lighting of the footpaths

Now Marina street has four street lines in section 1
and section 3 with different distance between two lights: 8 m, 22 m, 15 m. Section 2 has 2 street lines with 35 m between lights.

Secondary Descriptors

1A Definition (Two Dimensional Scale)  | Ratio street width to building height are 1.90, 3.00 and 1.93 for each character section.  | Same situation before reconstruction.  

Marina Street from section 1.

1B Definition (Enclosure)  | Average width between side spaces are 19, 40.5 and 26.75 for each character section in Marina Street.  | Same situation before reconstruction.  

Section with a greater enclosure effect is section 1, and in section 2 the degree of enclosure is smaller.

Marina Street from section 1.
1C Transparency

Regarding level of transparency between public and private realm at the meeting of the vertical and horizontal planes; section 2 has bigger percentage of inactive frontage with a 62% and section 3 has more doorways per 100 metre building line (8 doorways). Percentage of illuminated building line is similar for all sections: 21%, 21% and 19%.

Before reconstruction, Marina Street had the same transparency.

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<tr>
<td>2.3.1 One-Way or Two-Way Working</td>
<td>The whole street works two way.</td>
<td>Before reconstruction, the street also worked two-way.</td>
</tr>
<tr>
<td>2.3.2 Speed limit</td>
<td>Speed limit is 50 km/h</td>
<td>Speed limit was 50 km/h, too.</td>
</tr>
</tbody>
</table>
### Traffic Calming Measures

Is traffic “calmed”?

- [ ] yes
- [x] no

Marina Street had no traffic calming measures.

### Number of Marked Traffic Lanes

In section 1 the number of lanes per carriageway are 6 and in section 2 and section 3 are 4.

Street was same number of marked traffic lanes.

### Lane Width

Width of lanes is 3.5 m along the whole street.

The same before reconstruction.

### Visual Width

There is not visual reduction of carriage width.

The same before reconstruction.

### Division/Allocation of Carriageway Space

**Describe segregation of carriageway**

**bus / tram**

- [ ] separate
- [x] in mix

width: __________

**bicycles**

- [x] separate
- [ ] in mix

width: __________

**pedestrians**

- [ ] separate
- [ ] in mix

width: __________

**HOV / taxis etc**

- [ ] separate
- [x] in mix

width: __________

The most important change in Marina street is the location of a bicycle lane. Before reconstruction bicycles had to use the carriageway space and now bicycle division is found on the side space in section 1 and 2 and on carriageway space in section number 3.

Marina Street has not tram neither has HOV.

Pedestrians and bicycle movements are in side space.

Carriage space is divided for parking with 2 metres.
2.3.8  
Division/Allocation of Side Space

Describe division of side space-
- pedestrians: _11___m
- bicycles: __2___m
- green: _ 2____m
- parking: _____m
- bus/tram: _____m
- waiting places: _____m
- _____________: _____m

In section 1 and 2, there are a special bicycle lane on side space.
In section 3 bicycle lane is on carriage space.

2.3.9  
Pedestrian Crossings

Describe pedestrian crossing points -
- everywhere possible to cross
- to cross the street only at some points possible
number of crossings per 500m: 9
- no possibility to cross
- Number/location of signal lights at pedestrian crossings: 25
- Number of marked pedestrian crossings (e.g. zebra crossing): 2
- Number of built pedestrian crossings: 0
- Number of over-/underpasses: 0
- “Staggered” or straight across crossing

All pedestrian crossing have signal lights and zebra crossing type in Marina Street, except two zebra crossings in section 2.
Also, Marina Street has no over/underpasses neither built pedestrians crossing.

Before reconstruction Marina Street had similar number of crossing points.
### 2.3.10 Signal Junctions

Describe each signal junction pedestrian phase provided?
- X no
- □ yes

“all green” pedestrian phase provided?
- □ no
- X yes
diagonal crossing provided?
- X no
- □ yes
cyclists catered for?
- □ no
- X yes

how?

*priority/timing for pedestrians relative to vehicles...no...........*

Before reconstruction, Marina Street had same signal junctions.

### 2.3.11 Roundabout Junctions

Marina Street has no roundabout junctions.

Marina Street had no roundabout junctions before reconstruction.

### 2.3.12 Other Junctions

Marina Street has no other kind of junctions.

Marina Street had no other types of junctions before reconstruction.

### 2.3.13 On-Street Parking

Marina Street has 219 possible legal parked parking places on-street. In section 1 there are 54 on-street parking reserved for delivery vans. In section 2 exists 72 on-street free parking places, and 93 in section 3.

On-street charged parking in section 1.
2.3.14 Cycle “Lanes”

For each side of street describe the type of cycle provision e.g. –
- none
- path/lane for both directions
- on road bicycle lane in section 3
- bicycle path on the sidewalk in section 1 and 2
- bicycle path in the side space
- with support at crossings

2.3.15 Cycle Parking

What is the number of formal cycle parking places? 13 in section 1

Before reconstruction there were no parking places for bicycles.

2.3.16 Bus Stops and Stands

In Marina Street there are 10 bus stops: 2 in section 1, 4 in section 2 and 4 in section 3

Before reconstructed year, Marina Street had the same number of bus stop.

Marked spaces?
- yes
- no

Parking prohibited?
- yes
- no

Shelter provided?
- yes
- no
## Theme 3 Patterns of Use

### Theme 3.1 Traffic

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<tr>
<td>3.1.5 Bus/Tram Reliability</td>
<td>Average delay is 5 minutes in peak period</td>
<td></td>
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### Theme 3.2 Activities

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<tbody>
<tr>
<td>3.2.2 Pedestrians Along the Street</td>
<td>See next page</td>
<td></td>
</tr>
</tbody>
</table>

See next page
3.2.6 Off-Street Parking

The total number of off-street parking is 557. In section 1 there are 330, 55 in section 2 and 172 in section 3. Regarding the type of off-street parking most are for residents and in a minor degree for offices. Marina Street had the same number of off-street parking before reconstruction.

Feedback/Recent statements

No important statements concerning the reconstruction has been found. In generally this means that the users are satisfied.

Case Summary
Marina street was and still is an important arterial street in Barcelona. It connects one of the most important arterial streets, Gran Via, with the Olympic Village, and the sea front.

The facilities for pedestrians and public transport passengers have been improved by the reconstruction of the street. Sidewalks have been enlarged and more greenery. The metro line in Marina street is also new with good accessibility from the street level.

Cycle facilities have been introduced in the street with the reconstruction.

There are less places to park now, as the service lane have disappeared.

Traffic volumes has not changed to any greater extent in the reference area between the before and after situation.

The only regular assessment being done in Barcelona is the counting of cars. We don’t have numbers indicating bus passengers, pedestrians, etc. from the before situation. Neither is speed being measured.

The important objections to the project were being made, and no critics have been found neither in the after period.