

EuroVelo 11

THE EUROVELO NETWORK



The EuroVelo is a cycle route network connecting important tourist destinations within the European continent. Since 2013 these destinations have been a part of the main trans-European transportation network called TEN-T and the EuroVelo network was integrated into the main transportation corridors in Europe. The EuroVelo routes have the highest priority in the hierarchy of cycling roads and have the highest quality of technical design. They extend through safe and attractive landscape and should be passable year-round, requiring solid road surface.

The EuroVelo network is being built in Europe since 1993. The total length is about 70,000 km. A large part, about 45 000 km of bike routes, is already implemented, mainly in Western Europe. The network is managed by the European Cyclists Federation, ensuring high standards of design, signage and promotion throughout Europe. As a guarantee for the project since 1995, The European Cyclists Federation is estimating the completion by the year 2020.

IDEA (RATIONALE)

The international long-distance cycle routes connect attractive tourist destinations while leading to less known areas and therefore attracting tourist along the way. This way many regions can start developing tourism and its infrastructure mainly due to the EuroVelo cycle route passing through



their area. High quality of local cycle infrastructure is demanded, because EuroVelo is a well protected marketing brand.

Potential of the EuroVelo Network:

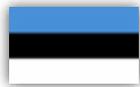
- to stimulate rural regions tourism development, especially for non-primary tourist destinations
- to develop cross-border tourism with minimal environmental impact
- to support ecological modes of transportation – public transport and its use for daily travel to work or school
- to utilize existing facilities such as abandoned railways, forest roads or water dikes
- to diversify agricultural activities, for example by creating small tourist services such as accommodation, refreshment bars or selling local products



Norway
Nordkap



Finland
Oulu, Helsinki



Estonia
Tallin



Latvia
Daugavpils



Lithuania
Vilnius



Poland
Warszawa, Kraków



Slovakia
Prešov, Košice



Hungary
Tokaj, Szeged



Serbia
Beograd, Niš



Macedonia
Skopje



Greece
Thessaloniki, Athina

EuroVelo 11

EXPERIENCE WITH THE EUROPEAN EUROVELO NETWORK

Sustrans, Great Britain – in order to maximise the attractiveness of local areas, artists and designers are also involved in the realization of the cycle paths. In addition to the installation of artwork, conditions are created for organizing cultural and social events along the near-by routes.

The 'Veloland Schweiz' network pays special attention to the development of the cycle network from the highest quality design standpoint – with regards to path surface, information and orientation system, overall route management.

The Berlin Wall Trail in Germany highlights the appropriate conjunction of historic heritage and cycling, and shows the combination of both residents and visitors enjoying this unique opportunity. It also provides a useful example of blending city tourism with cycle tourism.

EuroVelo 6 – from the Atlantic to Black Sea – this thematic cycle route is one of the easiest, most enjoyable cycle routes crossing Europe along its major wild rivers – from the Loire River delta to Danube River delta. It uses mainly waterways and existing dams.

EuroVelo 13 – The Iron Curtain Trail – a thematic route reflecting pictures and messages of modern European history from the cold war era. It leads along unused and abandoned army routes and paths intertwined with new cycle paths.



EUROVELO 11 – CAPE NORD – ATHENS

The EuroVelo 11, so called the Eastern European Route is planned through an area of Eastern Slovakia, which is supposed to connect the northernmost point of Scandinavia, North Cape in Norway, with Athens in Greece.

The Eastern European Route has been nicknamed by bikers as the 'Beast of the East', which is not surprising, considering this 6000 km long route, stretching from the icy tip of northern Norway all the way down to the sunny south of Greece.

EuroVelo 11 passes the Baltic countries through eastern Poland, eastern Slovakia and eastern Hungary towards the southern Balkans.



EXPERIENCE WITH EUROVELO IN SLOVAKIA

EuroVelo 6 or the so-called **Danube Bike Trail** (24 and 21 km) and EuroVelo 13 **Iron Curtain trail** (95 km) pass through the Bratislava self-governing region. Almost 95% of its length consists of existing dikes or abandoned military routes. Since these paths were incorporated into the EuroVelo network, the traffic of visitors has increased by 300%. In the summer season, there are 3,000 to 4,000 visitors per day. There are three census automatic devices that allow for proper monitoring.

[Questions and Answers](#)

Ladislav Findl, regional cycling coordinator from Bratislava self-governing region:

How has increased number of cyclists impacted the development of services along the bike trails?

Ten new buffets have been established along the cycle trail EuroVelo 6, each with a hundred-seat capacity. Cycling shops have extended their services and during the summer season bikers can enjoy a mobile bike repair service. During very hot days, the city of Bratislava provides free drinking water for visitors. There are more resting places being added, along with small tourist amenities.

Higher number of Austrian tourists was detected on the cycle trail EuroVelo 13. On this particular cycle route, more comprehensive services are being created – camps with swimming pools, a guesthouse, a new hotel, two restaurants, high ropes and fitness centres. Small buffet stands are also spread out along the cycle paths during the high season.

How much did you spend for construction of these trails?

The biggest costs were associated with marking of the trails, as well as placing small buildings along the way (such as resting shelters), because we used abandoned or already existing paths. We spent 120,000 Euro for EuroVelo 6 and 200,000 Euro for EuroVelo 13. The new Bridge of Freedom was dedicated to cyclists and it cost 3,5 million Euros.

If you were to start again, what would you do differently?

“We would certainly pay more attention to land ownership settlement from the very beginning. Existing roads, which at first are not owned by anyone can be used immediately, however, the problem begins if there is a need for their maintenance and repair. As time passed, we investigated in detail that military roads have not been settled with their owners or owners are still unknown. Therefore, it is very difficult to establish the path leading to the property, to the municipality itself and subsequently to conduct any maintenance. We would have much less such problems had we tackled them from the beginning.”

What would you recommend to municipalities that are about to start building bike paths?

I would recommend finding better/simpler land ownership relationships, and conduct bike paths in public interest. Methods of maintenance and operation should be clear in advance.

EuroVelo 11 IN EASTERN SLOVAKIA

The planned cycle route enters Slovakia at a border crossing point called Mnišek nad Popradom (SK) – Piwniczna (PL) and continues through the towns of Lipany, Sabinov and Prešov towards the Košice region. The entry point to the Košice self-governing region is at the beginning of land registry of Budimir village, along the main road (class 1), No. 68. The cycle route EuroVelo 11 continues from here towards the village of Družstevná pri Hornáde and Košice. This route follows the riverbed of Hornad to the village of Trstené pri Hornáde (SK) – entering Kéked (HU). Total distance of this route is 201 km.



EuroVelo 11 IN KOŠICE REGION

The proposed cycle route leads mostly along the river Hornád. It features gradual up-hills and is suitable for all age groups and types of bikes. The cycle path will improve accessibility of the region for more than 200 thousand citizens and it leads through the following municipalities: Obisovce, Budimír, Družstevná pri Hornáde, Kostolany nad Hornadom, Košice (6 city parts), Kokšov Bakša, Nižná Myšľa, Ždaňa, Čaňa, Gyňov, Trstené pri Hornáde.

DETAILED DESCRIPTION OF THE PROPOSED CYCLE PATH CORRIDOR

Both proposed variants of the cycle path are entering the Košice region on the right of the road I/68. This cycle path will be separated from the busy road by a green line all the way to the residential area of the village of **Budimír**. The route will continue along the 3rd class road to the top of incline in direction of **Družstevná pri Hornáde**. At this point, the cycle path will cross the road, from here leading on the featured road and forest edge towards the planned waterpark, eventually to the edge of the village of **Družstevná pri Hornáde**, area **Tepličany**. The path will then follow through the residential area along the existing local roads with signed cycle lines, all the way to the edge of a planned recreational zone along the river Hornad's left (west) bank. It will further continue as a cycle path along the proposed footbridge across the Vinicny creek and the rock formation towards the local gardens.

The less busy road will be provided by the cycle tou-



rism information signs, and the path will cross through the municipality of the city of **Košice-Ťahanovce**. It will then follow all the way to the bridge across the river Hornad, where the path will cross to the right bank of the river. From this place, it will lead along the planned right-banked dike of Hornád to the Nad Jazerom neighbourhood, where the parallel riverside pedestrian walkway will be widened and extended up to the Golianova street.

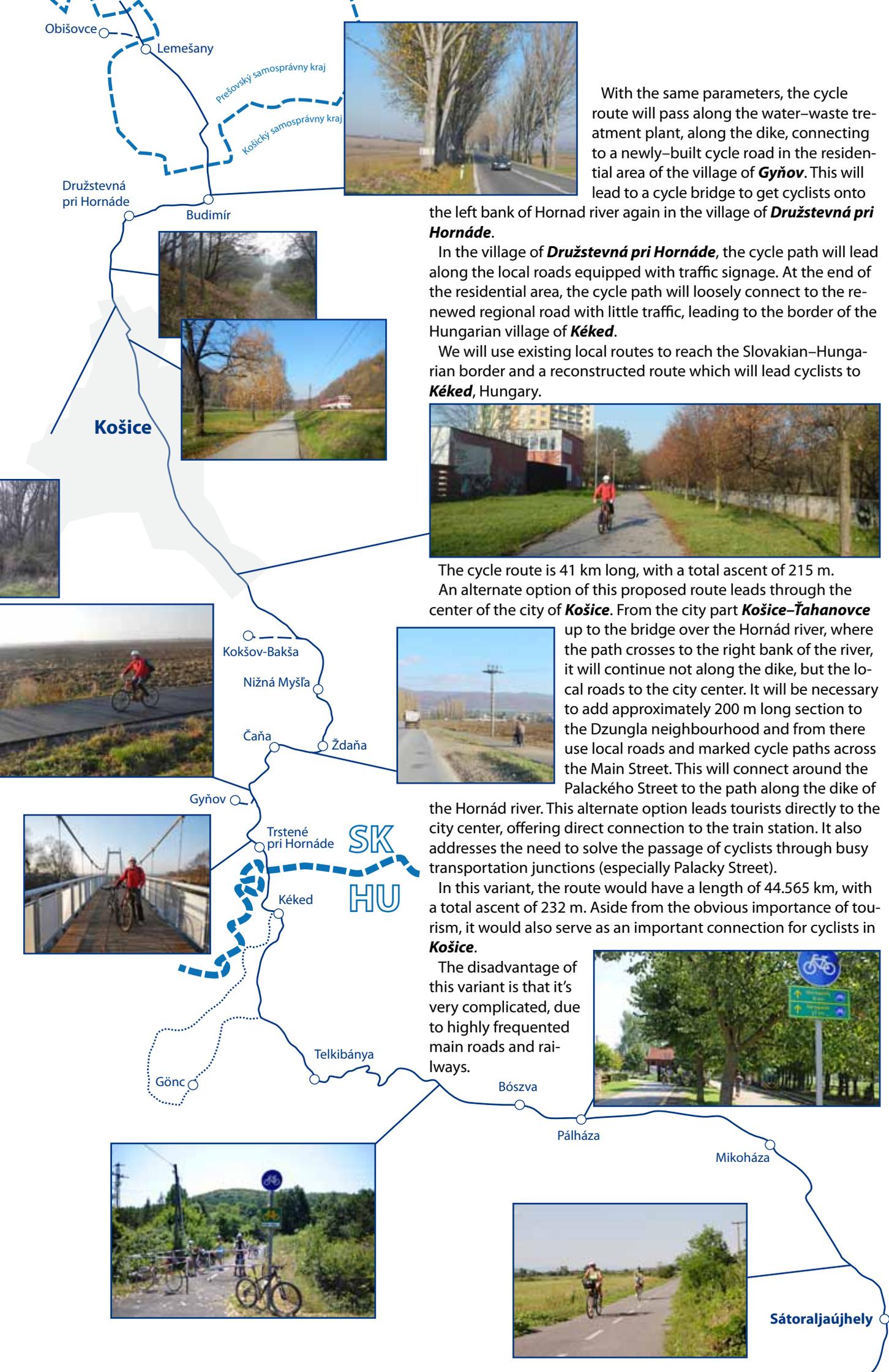
The cycle route will pass under the Ukrajinska street (road II/552) and then continue along the right bank of Hornad towards the gravel lake Krasna, by-passing small water power plant. There will be a cycle path in the section between the two railway bridges, leading along the road on top of water dikes.

The cycle path will continue along the paved dike around the village of **Kokšov-Bakša** behind the underpass crossing with wide corridor. In this area, there is a proposed reconstruction of unpaved section of the dike.

After leaving the dike area, the trail will continue as a cycling path along the right bank of the river to the old bridge in **Nižná Myšľa**. Due to the fact that we are operating in a flood zone, there will be adequately designed construction characteristics of the new road. Crossing the old bridge (which also needs to be completely repaired), the bike path will connect with the left-banked dike and across the planned recreational area near **Nižna Myšľa**. The bike path will cross the river Olsava on the way to the village of **Ždaňa**. At this point, it will be necessary to build a small cycle-foot bridge.

The village of **Ždaňa** will be entered via a cycle path corridor in between houses, planned as a future local transportation road. Here it will cross the bridge again onto the right bank of Hornad and will pass to the edge of the village of **Čaňa** along the existing cycle path, build in 2012.





With the same parameters, the cycle route will pass along the water–waste treatment plant, along the dike, connecting to a newly–built cycle road in the residential area of the village of **Gyňov**. This will lead to a cycle bridge to get cyclists onto

the left bank of Hornad river again in the village of **Družstevná pri Hornáde**.

In the village of **Družstevná pri Hornáde**, the cycle path will lead along the local roads equipped with traffic signage. At the end of the residential area, the cycle path will loosely connect to the renewed regional road with little traffic, leading to the border of the Hungarian village of **Kéked**.

We will use existing local routes to reach the Slovakian–Hungarian border and a reconstructed route which will lead cyclists to **Kéked**, Hungary.



The cycle route is 41 km long, with a total ascent of 215 m. An alternate option of this proposed route leads through the center of the city of **Košice**. From the city part **Košice–Ťahanovce**

up to the bridge over the Hornád river, where the path crosses to the right bank of the river, it will continue not along the dike, but the local roads to the city center. It will be necessary to add approximately 200 m long section to the Dzungla neighbourhood and from there use local roads and marked cycle paths across the Main Street. This will connect around the Palackého Street to the path along the dike of

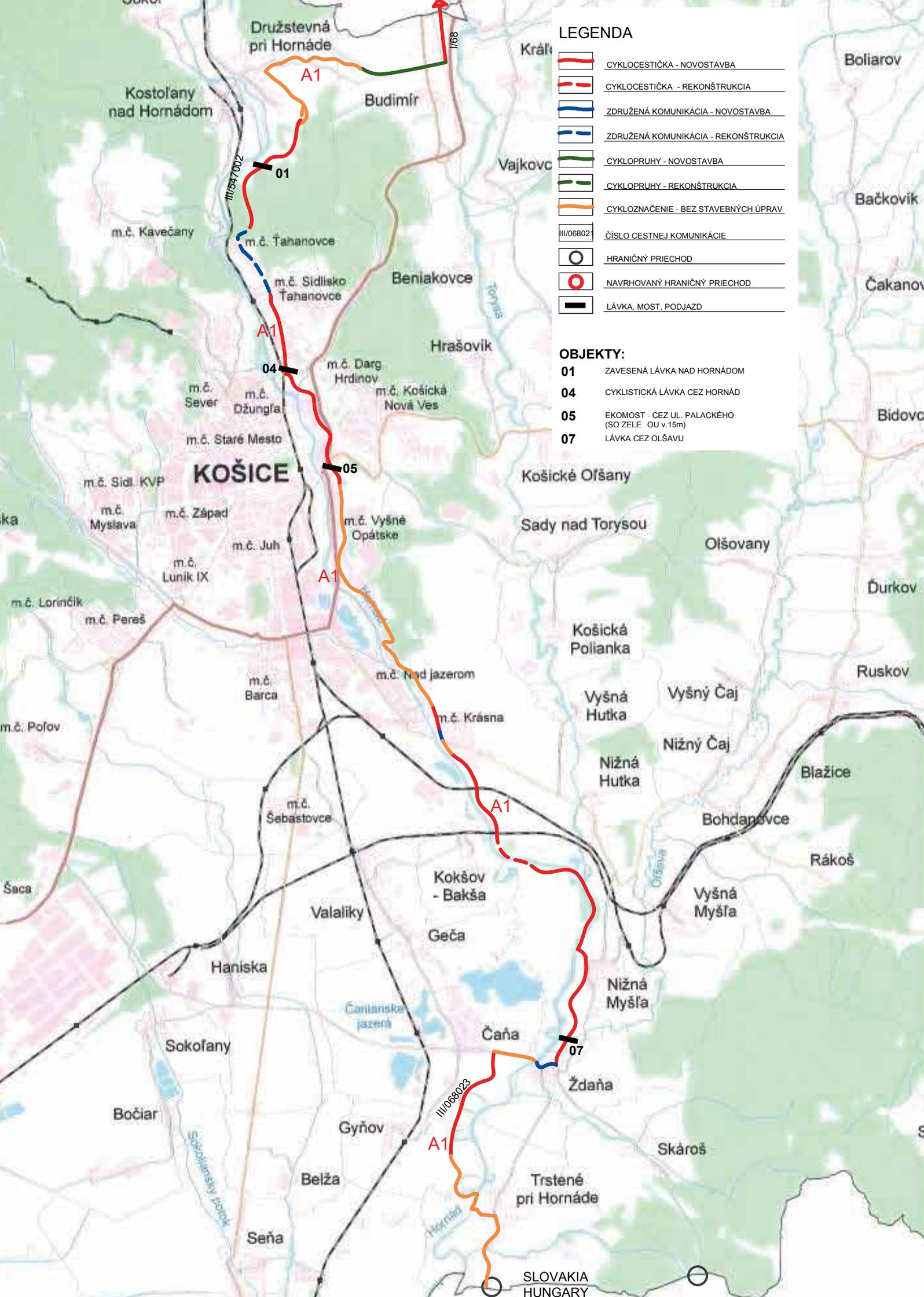
the Hornád river. This alternate option leads tourists directly to the city center, offering direct connection to the train station. It also addresses the need to solve the passage of cyclists through busy transportation junctions (especially Palacky Street).

In this variant, the route would have a length of 44.565 km, with a total ascent of 232 m. Aside from the obvious importance of tourism, it would also serve as an important connection for cyclists in **Košice**.

The disadvantage of this variant is that it's very complicated, due to highly frequented main roads and railways.



Sátorajújhely



LEGENDA

-  CYKLOCESTIČKA - NOVOSTAVBA
-  CYKLOCESTIČKA - REKONŠTRUKCIA
-  ZDRUŽENÁ KOMUNIKÁCIA - NOVOSTAVBA
-  ZDRUŽENÁ KOMUNIKÁCIA - REKONŠTRUKCIA
-  CYKLOPRUHY - NOVOSTAVBA
-  CYKLOPRUHY - REKONŠTRUKCIA
-  CYKLOZNAČENIE - BEZ STAVEBNÝCH ÚPRAV
-  ČÍSLO CESTNEJ KOMUNIKÁCIE
-  HRANIČNÝ PRIECHOD
-  NAVRHOVANÝ HRANIČNÝ PRIECHOD
-  LÁVKA, MOST, PODJAZD

OBJEKTY:

- 01** ZAVESENÁ LÁVKA NAD HORNÁDOM
- 04** CYKLISTICKÁ LÁVKA CEZ HORNÁD
- 05** EKOMOST - CEZ UL. PALACKÉHO (SO ZELE - OU v.15m)
- 07** LÁVKA CEZ OLŠAVU

KOŠICE

EXAMPLES FOR PROPOSING CYCLING INFRASTRUCTURE

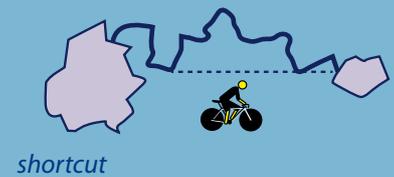
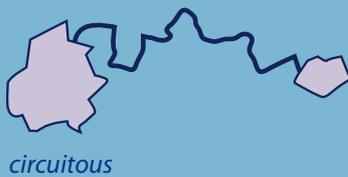
1. Access to population



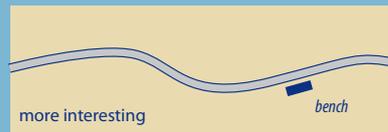
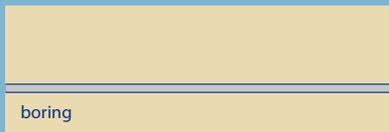
2. Links



3. Distance



4. Landscaping



PROPOSING CYCLING INFRASTRUCTURE

During the planning and design of cycle infrastructure, applicable national laws, standards and regulations must be respected. It is also necessary to take into consideration the principles and criteria of the European Cycling Federation.

EuroVelo Route MUST:

- be consistent in terms of type and quality of the surface, ie. avoiding frequent changes and types of material
- be planned with regard to safety, speed and comfort accepted for long-distance cyclists (with carriers) as well as various types of bicycles,
- be adequately marked and have a plenty of tourist information,
- provide opportunities for accommodation and refreshments along the route (shops, restaurants, etc.). The recommended distance between such services is max. 25 km
- have a source of drinking water not more than 20 km apart
- connect towns, pass through town centres and connect to important railway stations,
- be consistent in terms of user safety,
- have consistent surfacing and avoid frequent changes of materials,
- plan for safety, speed and comfort standards acceptable for cyclists with fully loaded cycles and different types of bicycles
- be adequately signed to guide visiting tourists,
- have accommodation and refreshment facilities (shops, restaurants, etc) available at regular intervals. We propose max. 25 km between these facilities,
- water supplied within max. 20 km. (fountains etc.),

EuroVelo Parameters:

- Directness of the route** – has no unnecessary detours; a route that avoids unnecessary detours except to visit special spots or points of interest.
- Interconnectivity and Coherence of the route** – continuously and without interruptions connecting a start and target points of the route
- Attractiveness** – a route that leads through a naturally and culturally attractive environment along with tourist services
- Safety of the route** – avoiding socially hazardous areas, sections with heavy traffic, reducing the dangers for cyclists to a minimum and making people feel safe
- Comfort** – route that allows cycle traffic to flow comfortably and is easy to use with respect to the road surface and its incline

Construction elements of a EuroVelo cycling route:

- cycling paths, 3m wide
- cycling lanes, 1.5 m wide
- local roads (zones with 30 km/h speed limits, less than 1000 vehicles/ day)
- cycling streets
- speed bumps in order to slow traffic down
- roads built for specific purpose – up to 50 vehicles / day – forest, field and waterways.



EuroVelo 11 Košice Self-governing Region

EuroVelo 11
Košický samosprávny kraj

Obišovce

Budimír

Družstevná pri
Hornáde

Košice

Kokšov-Bakša

Nižná Myšľa

Ždaňa

Čaňa

Gyňov

Trstené
pri Hornáde

The Košice Self-governing Region has incorporated EuroVelo 11 cycle route as a priority goal in order to support the development of travel and tourism. It is an opportunity to help develop our territory's tourism, modern environmentally friendly transportation services and most importantly improve the quality of life for all of us.

Beside daily usage for transportation, sport or recreation, this cycle route will secure our connection to close cross-border destinations of neighbouring countries such as Poland and Hungary.

REALIZATION

Estimated cost of construction for this 45 km long, high world standard quality bike path is 8 million Euro.

COOPERATION

The idea can be successfully implemented under a condition of very effective cooperation of all municipalities and institutions involved. We welcome any kind of support from local citizens, interest groups and business partners that would be interested in participating in the project.

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