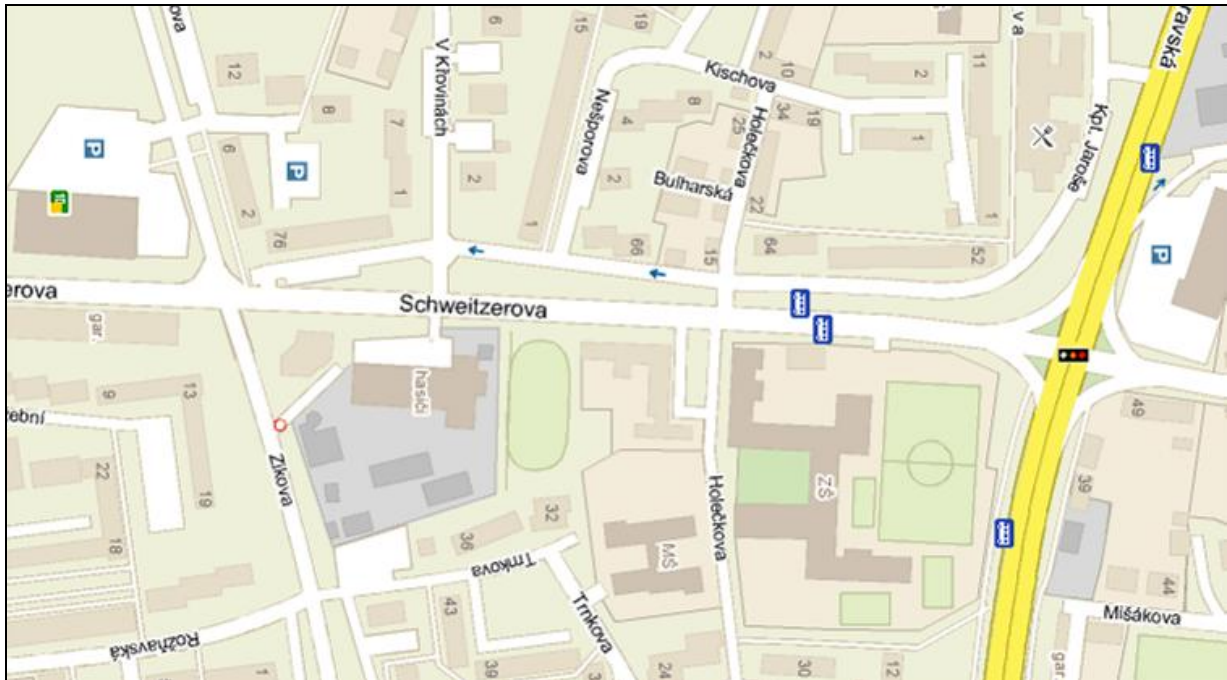


FINAL REPORT

PROBLEM

After consulting with the municipal police I have focused on a problematic street in Olomouc. The project is focused on adjustment of the Schweitzerova Street in Olomouc. In particular it will be focused on the section between two junctions. The first one is the junction of the streets Schweitzerova and Velkomoravska. This junction is signed with traffic lights. The second one is the four-arm junction of the streets Schweitzerova and Zikova operated by traffic signs.



The problems of the street consist in its barrier effect and traffic density which creates increased danger for the most vulnerable road users e.g. children, the elderly and cyclists. There are two bus stations in bays located near the traffic lights junction. The bus stations are situated nearly opposite in both directions. There is a primary school located in the area and large blocks of flats are situated on both sides of the street section. The street makes a connection between the city center and the periphery.

The following measures are suggested:

- Advisory cycle lane ; the drivers can use this lane on occasion.
- Staggered stop lanes on the junction with traffic lights.
- The removal of the bus stations in to the traffic lane – bus boarders.
- Improving the safety of the pedestrian crossings (especially one close to the basic school) by using the colorful surface – ROCBINDA.
- Decreasing the speed limit to 30 km/h.
- Using the traffic signs – warning on the increased number of children, cyclists and pedestrians.
- Rebuilding the four-arm junction (of the stress Schweitzerova and Zikova) into the roundabout.

But on the basis of traffic survey this measures are unuseful and expensive.

Traffic survey and inspection of the area (8.9. and 9.9.2009)



Direction 1 – is the direction from the city center.

Direction 2 – is the direction to the city center.

Results of the traffic survey:

	direction 1	crossing nr.1	direction 2	crossing nr.2		
time	vehicles	pedestrians	vehicles	pedestrians	cyclists	buses
7:35 - 7:40	42	14	47	20		
7:40 - 7:45	40	33	35	11		
7:45 - 7:50	49	28	65	5		
7:50 - 7:55	32	19	42	5		
7:55 - 8:00	32	6	30	8		
8:00 - 8:05	35	12	36	5		
8:05 - 8:10	30	9	43	7		
8:10 - 8:15	29	9	33	10		
total nr.	289	130	331	71	32	13

	direction 1	crossing nr. 1	direction 2	crossing nr. 2		
time	vehicles	pedestrians	vehicles	pedestrians	cyclists	buses
14:00-14:05	40	20	29	8	7	
14:05-14:10	35	27	30	5	5	
14:10-14:15	50	2	29	11	7	
14:15-15:20	34	20	40	1	5	
14:20-14:25	38	13	17	3	13	
14:25-14:30	35	14	28	9	4	
14:30-14:35	28	18	36	7	7	
14:35-14:40	45	23	25	2	3	
14:40-14:45	45	23	45	3	8	
14:45-14:50	40	17	26	6	4	
total nr.	390	177	305	55	56	26

In this area is there is a very high traffic intensity and this evokes subjective feeling of danger (risk).

But the traffic is fluid in this area. Pedestrians are well behaved, they use crosswalks to cross the road and they don't have any problems with crossing the road because the drivers stop before the crosswalks when somebody is present. Buses are not blocked in the bus station because the drivers give precedence to buses. The drivers are tolerant of each other and observe the rules. There is a low number of accidents and the drivers follow speed limit. This information was received from municipal police and the Ministry of the Interior.

On the basis of this data and information we proposed "new" measures:

- ✓ advisory cycle lane ; the drivers can use this lane on occasion,
- ✓ staggered stop lanes on the junction with traffic lights.

ADVISORY CYCLE LANE

An advisory cycle lane is the lane for cyclist. This lane is on the ride side of the road. Its width has to be 1,50 m, for example in Austria, in case it is parallel a parking car (because of salient mirror and opening car doors). Adjacent open spaces (green place, pavement) a width of 1,25 m is sufficient. The advisory cycle lane is marked only by directional roadway marking concretely by white dashed line and by pictogram of bicycle. Sometimes is used also space differentiation by red color in advisory cycle lane (in the Netherlands and in Germany).

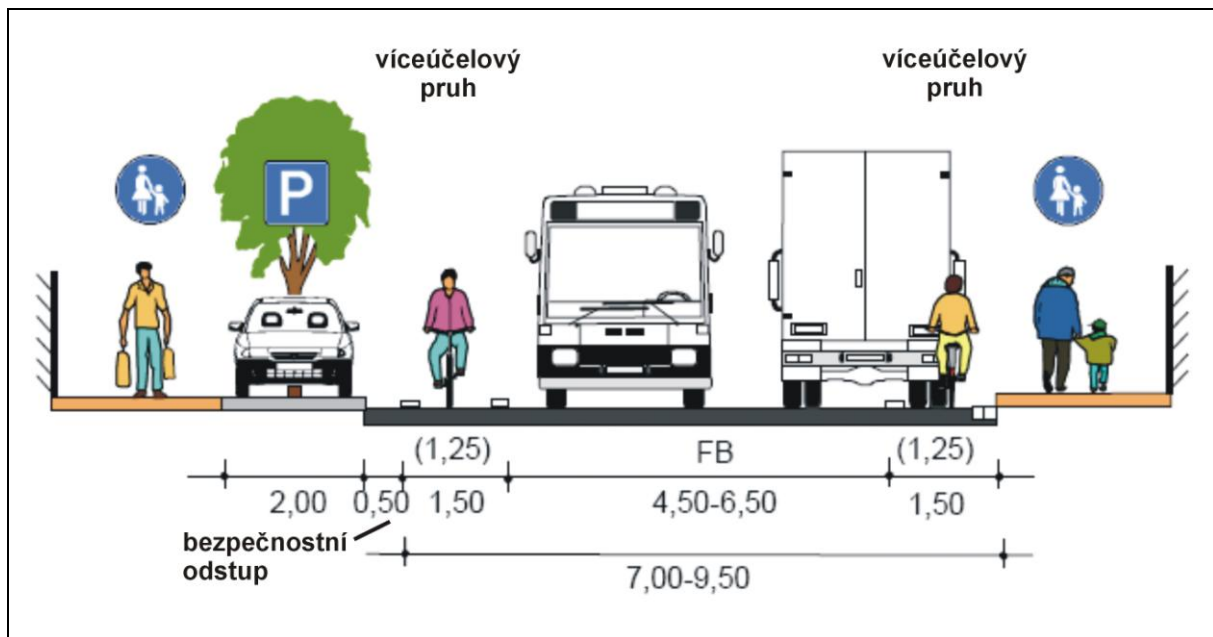
Advantage and attractive of advisory cycle lane is in:

- Low purchase cost
- Small space demands (current width of road is sufficient)

Sector of road with advisory cycle lane



In this sector between two junctions (the traffic lights junction-Velkomoravská/Schweitzerova and four- arm junction – Zikova/Schweitzerova) the advisory cycle lane appears like a good support for dual cycling. This lane, built up on either side of village road, will increase the cyclists safety and will slow down the traffic by optical necking of traffic lane. Appropriate measure is to mark stop line on the entry in the junction with traffic lights.



Two-way road with advisory cycle lanes – example from Germany
(proportions in parentheses are minimal – all measurement in /m/)

OBJECTIVES

1. Persuade the „authorities“ to be interested in the areas with the high numbers of children (near schools) and the others most vulnerable road users.
2. Prevent injury of children, cyclists, old people and pedestrians.
3. Enforce the speed limit of 30 km/h in the dangerous spot.
4. Implement the above mentioned safety measures.
5. Mark advisory cycle lane.
6. Speak to drivers about this measures and work on their consciousness.
7. Accent importance of the traffic calming projects. Persuade the “authorities” about the effectiveness of these measures.

TARGET GROUP

The most vulnerable road users:

- Children
- Cyclists
- The elderly
- Local residents
- Drivers
- Public transport passengers

The target groups will be receivers and they will also benefit from this project. The benefits are for example lower level of stress and a decrease in the number of accidents and their consequences, more comfort and support of environmentally friendly traffic modes. In my opinion it is important to support the pedestrians and the cyclists by implementing the traffic

moderation and mobility measures, because cycling and walking are environmentally friendly and healthy travel modes.

The children are the group we should respect. They are very vulnerable. The children belong to the risk group (overlooking the child is very easy; children react headlong, sometimes mindlessly; they are emotionally liable which implicates inattention and carelessness etc.).

ACTIVITIES CARRIED

Summary of activities

29.5.09 – The meeting with the experts and the students in CDV Brno.

8.6.09 – The meeting with Ing. J. Martinek (traffic engineer) in CDV Olomouc.

8.6.09 – The visit of municipal council in Olomouc, especially the Department of Conceptions and Development - Ing. M. Černý.

11.6.09 – The meeting with Mgr. P. Horváth – leader of Police in Olomouc.

25.6.09 – The meeting with Ing. P. Pokorný (traffic engineer) from CDV Brno in Olomouc.

8.9.09 – The monitoring of the traffic situation with Ing. P. Pokorný in the morning in the Schweitzerova Street.

9.9.09 – The monitoring of the traffic situation in the afternoon in the Schweitzerova Street. The photo documentation.

10.9.09 – Getting data from the bus timetable.

10.9.09 – Processing the data regarding the traffic situation.

11.9.09 – Contacting by email Mgr. Horváth.

16.9.09 – Meeting with Mgr. Horváth on Police.

14. – 24.9.09 – Working out 1st. Progress Report.

21.9.09 – Visit of the Police.

25.9.09 - The meeting with the experts and the students in CDV Brno.

10.,11.,12.09 – Working on „new“ measures (advisory cycle line, stop lane).

7.1.2010 – Finally meetings with M. Černý in municipal council in Olomouc.

I cooperated on the project with CDV in Brno. The whole team from CDV was involved in cooperation. I got very valuable stimuli in collective meetings. Jiří Ambros and Petr Pokorný helped me with concrete things as sketches, getting data on accident, letters, survey and counsel by writing report.

I am going to give all material which I used on to the ShLOW web.

RESULTS and IMPACT

I gave information about the project to the specialist from CDV and also consulted my project there. I was cooperating with CDV in Olomouc, with municipal and traffic police in Olomouc and also with the specialist from the Ministry of the Interior from Prague. I presented the project in municipal council on department of conception and development in Olomouc.

I presented my project in every case by the presentation in power point and written documents and I used references from internet and photos.

SUMMARY

I presented my project with advisory cycle lanes on Schweitzer street to municipal council. My project went to the meeting of municipal council. The municipal council approved the proposal for separation the cyclist traffic next to road in this area. The municipal council approved the building cycle way in this place. The building was approved because of high intensity of traffic. This intensity is border according to chart and it indicates for separation the cyclist traffic.

The municipal council decided that advisory cycle lane will apply in terms of traffic slow down project and building cyclist net in others part of the town with small traffic intensity.

My project will not be realized.

But my measures stimulated interest and the municipal council decided, that these measures will be used in others part of the town as good support for cyclist traffic.