

Traffic calming zones – bicycle tracks YES or NO?

Mladen Gledec
Croatia
ISIP-MG

Accidents with bicycles

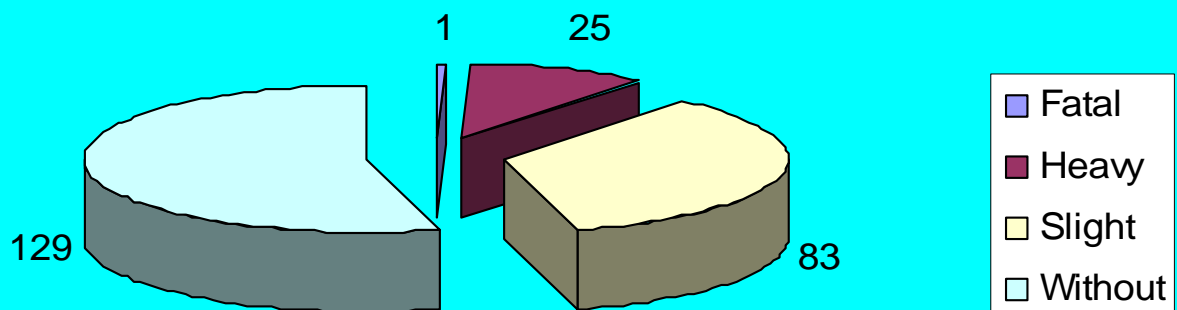
Zagreb, 2007.
(Totaly = 238)

Accidents statistics

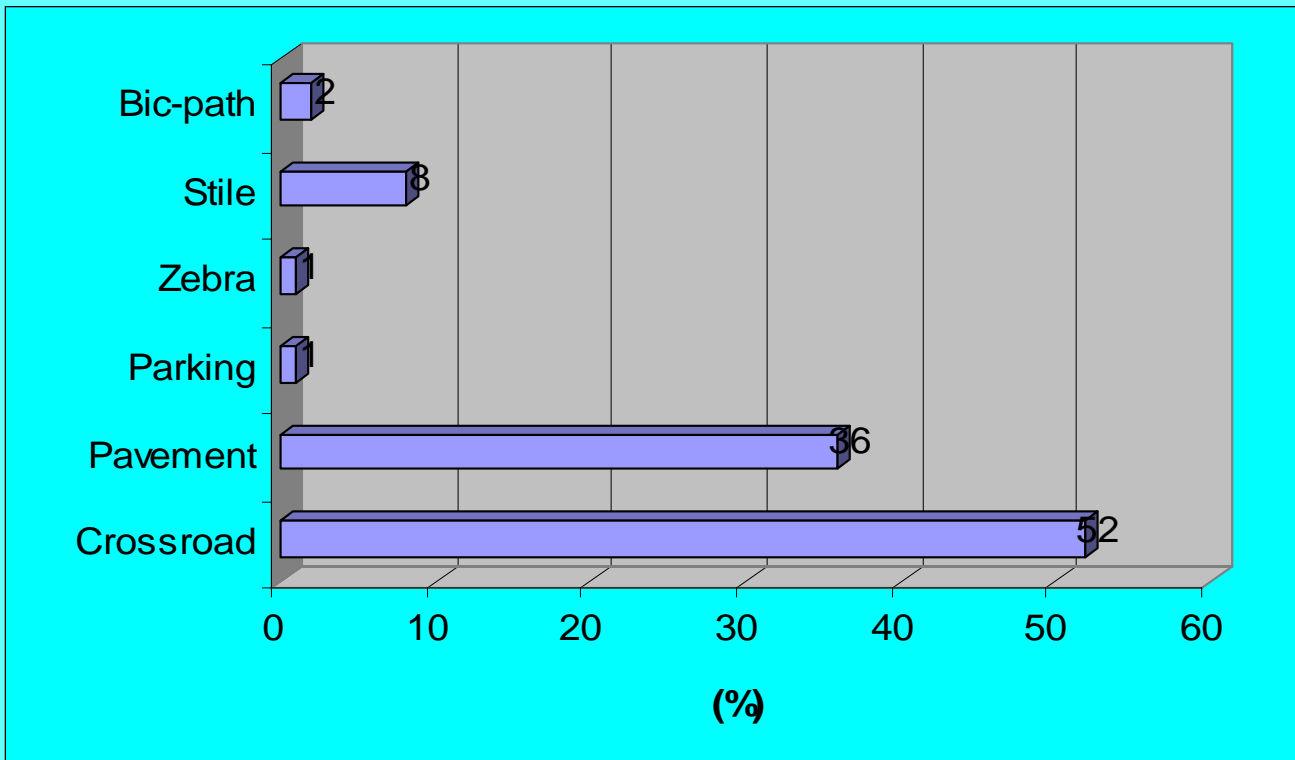
-In a brief –

- 238 accidents involving cyclists

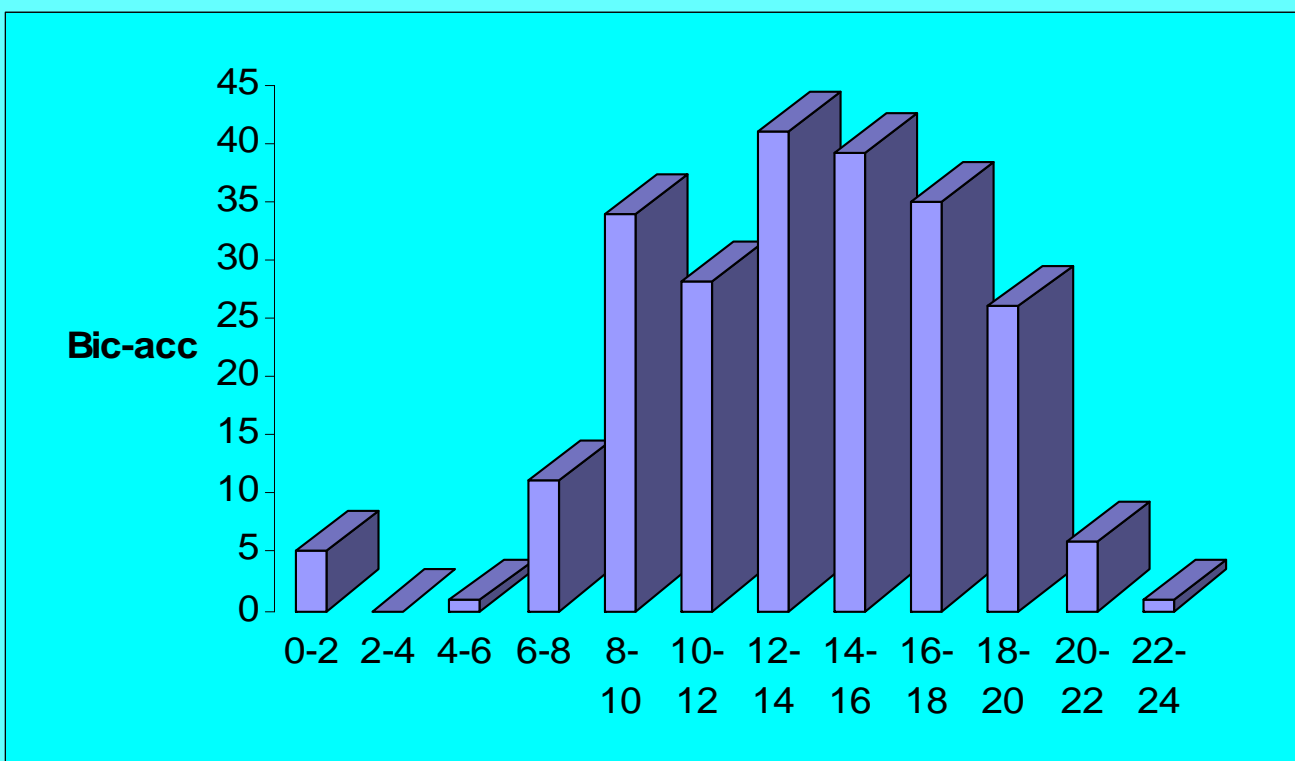
Injured cyclists – structure



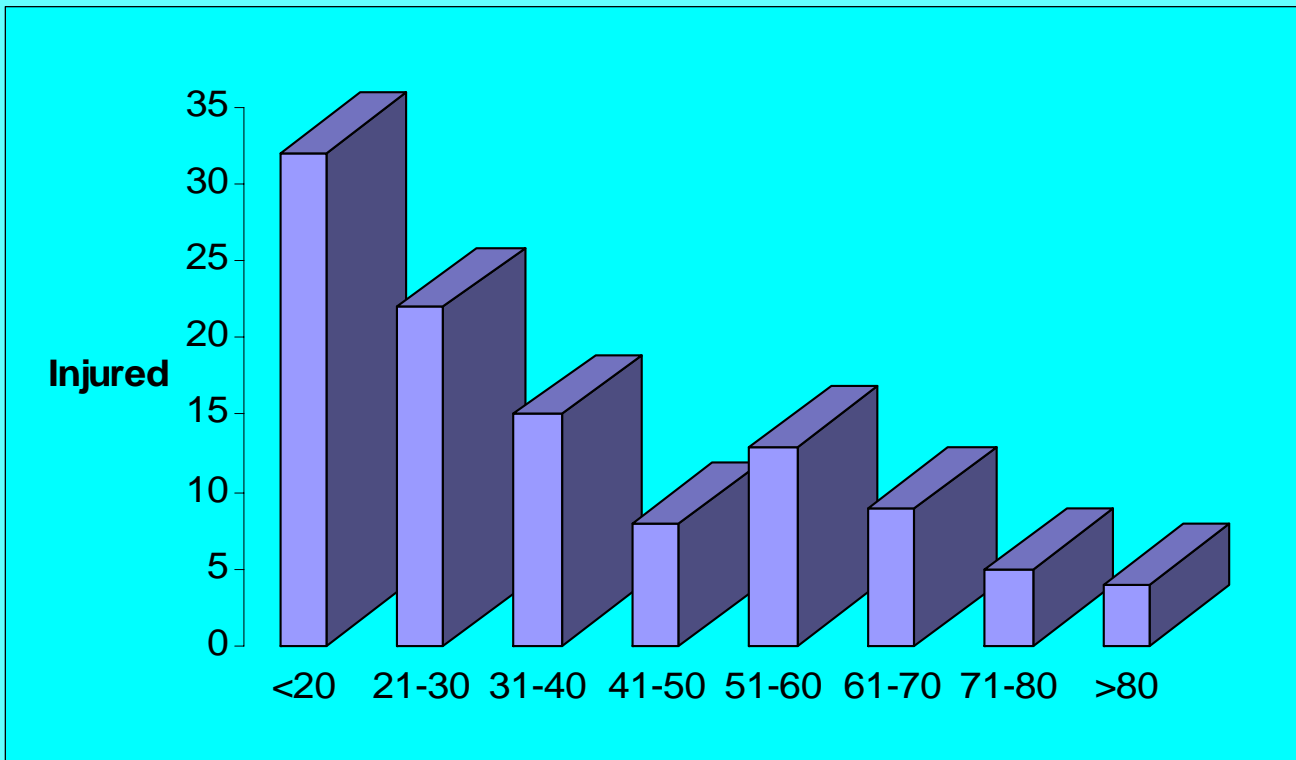
Where accidents happened?



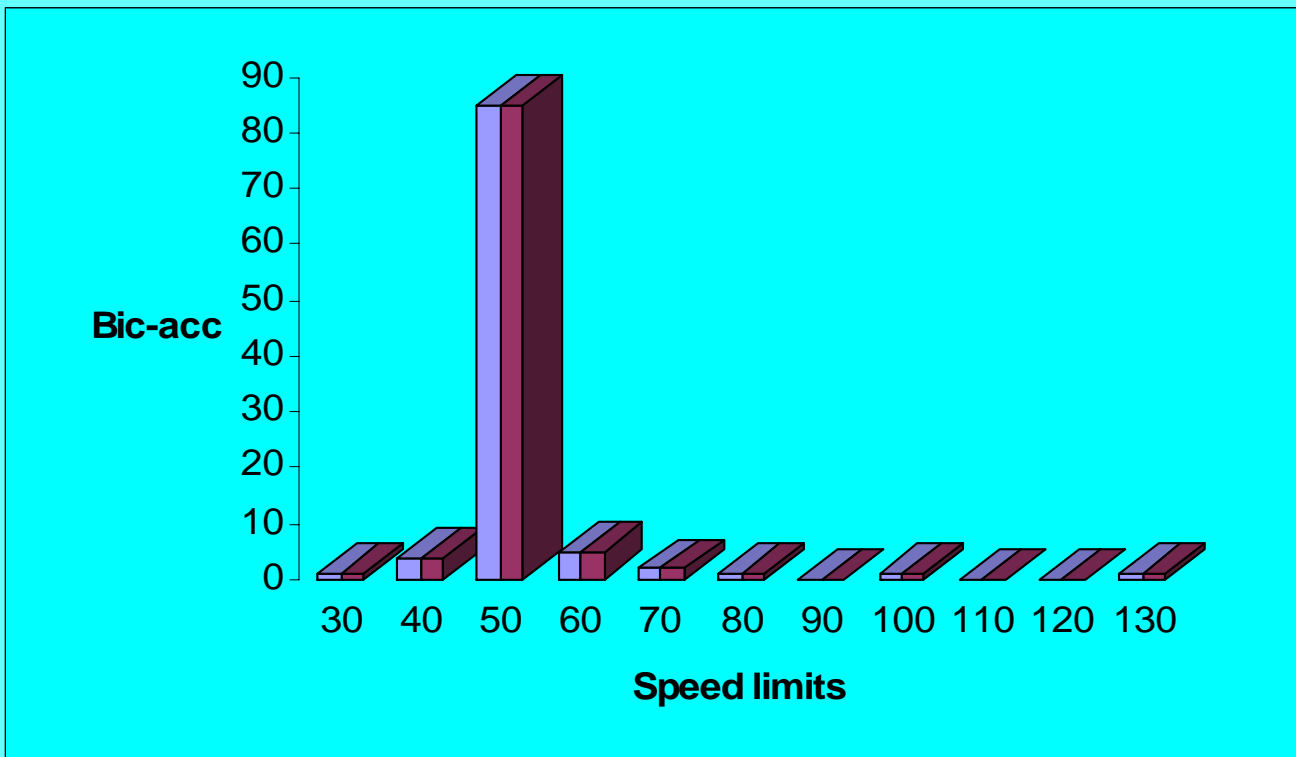
Time distribution of accidents



Injured cyclists – age structure



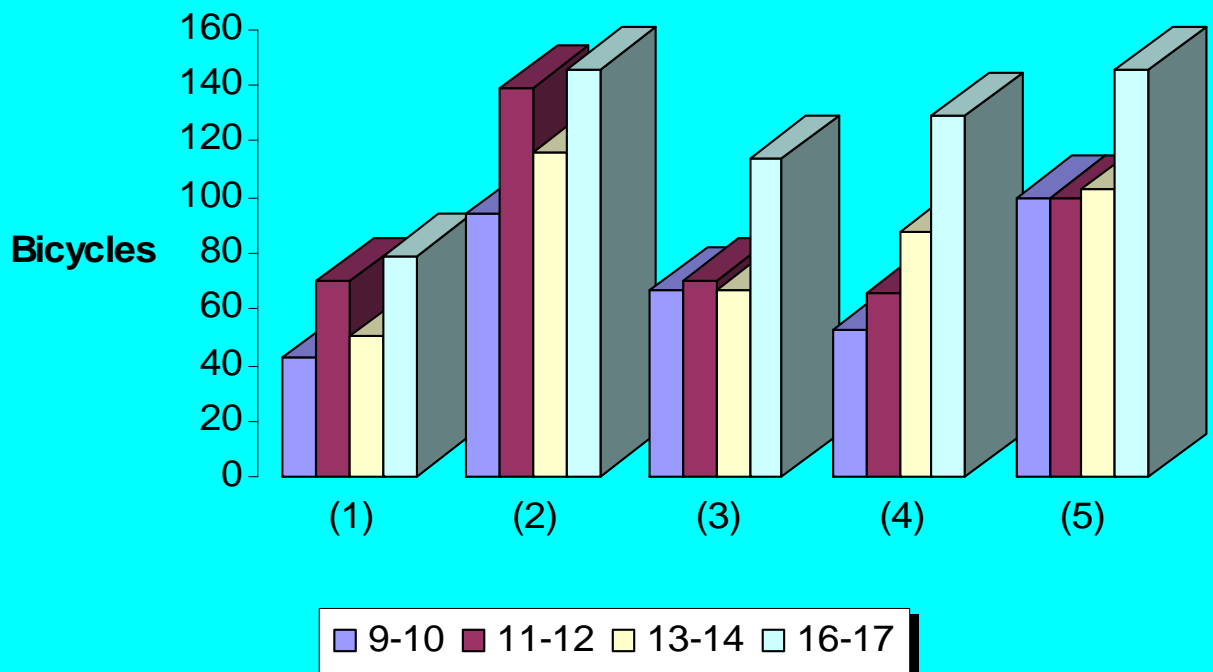
(Injury) Accidents – speed limit structure



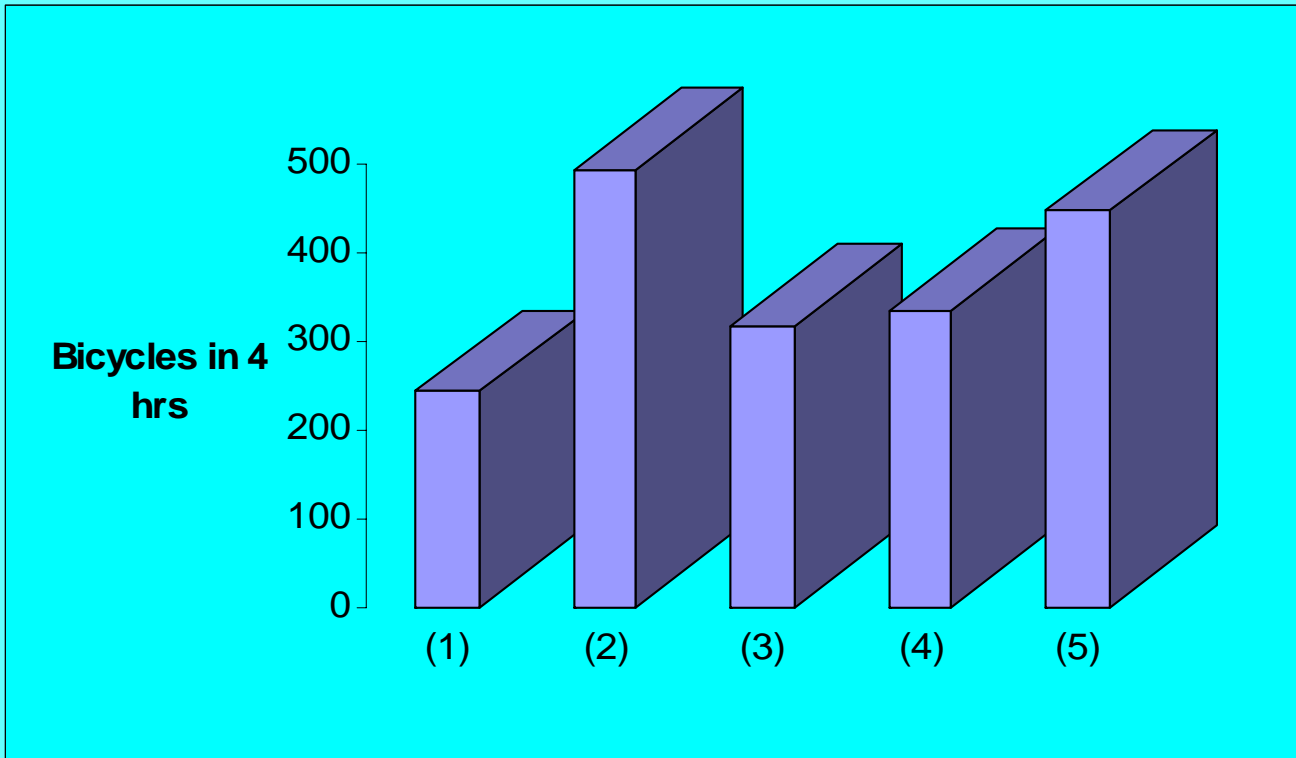
Traffic (Bicycles) flow

- In a brief -

Number of bicycles passed the crossroads in 60 minutes
(4 time periods)



4-hours bicycles flow on crossroads



Average bicycles frequency on crossroads

1 minute = 1,5 bicycles

40 seconds = 1 bicycle

Comment:

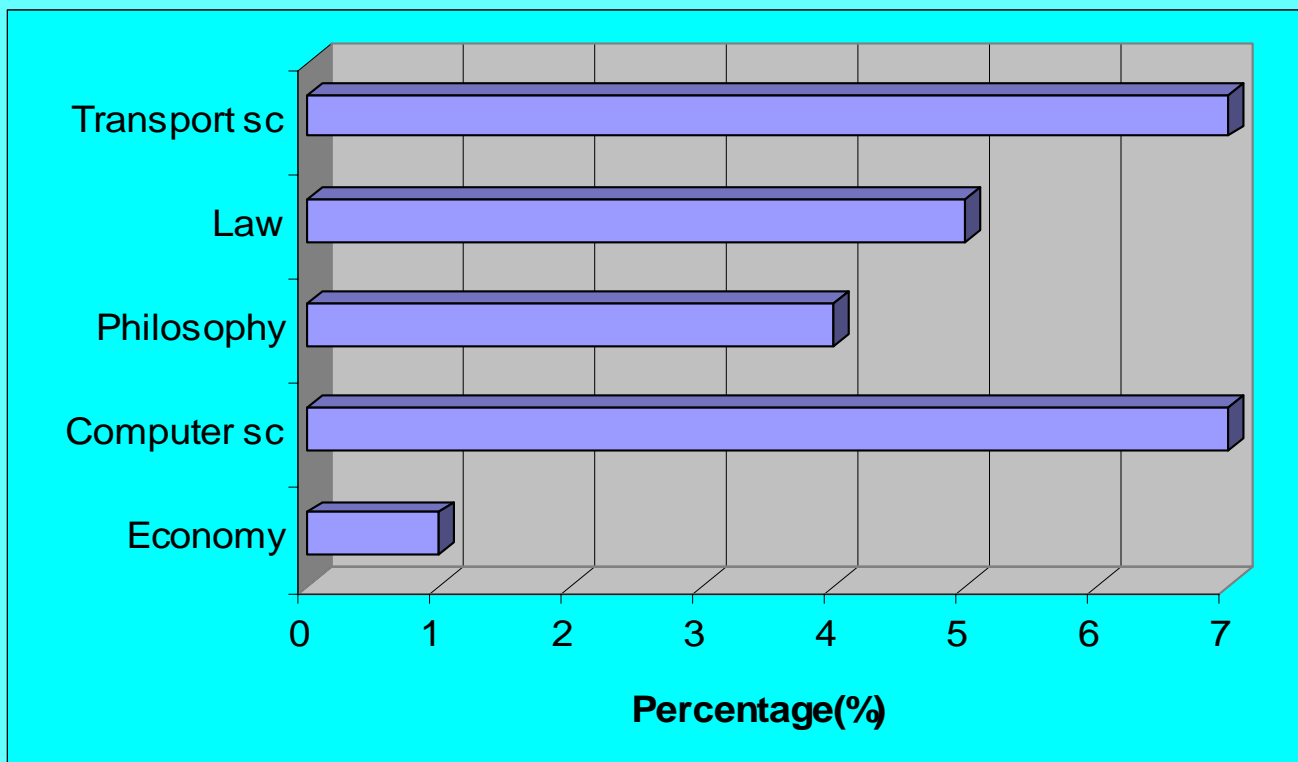
- Very low frequency on cycle tracks -

Usage of bicycle

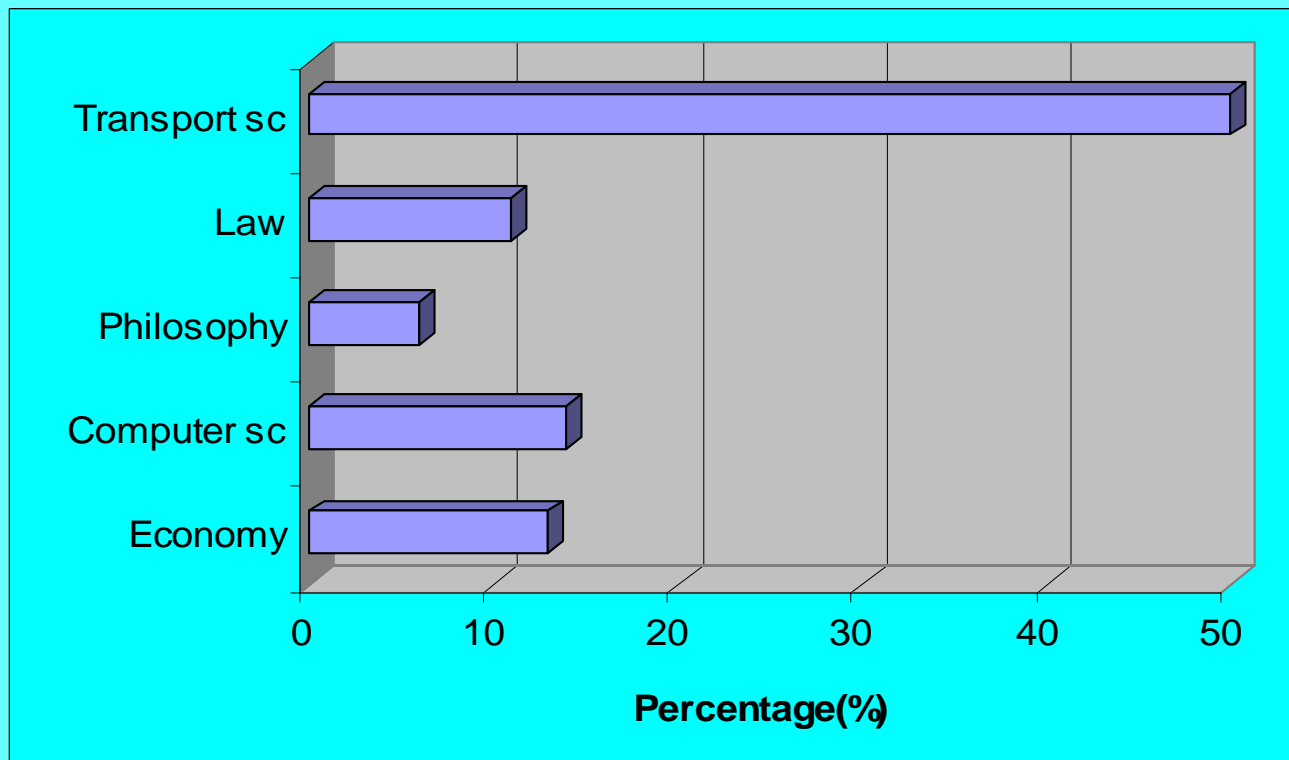
- in a brief -

Students population

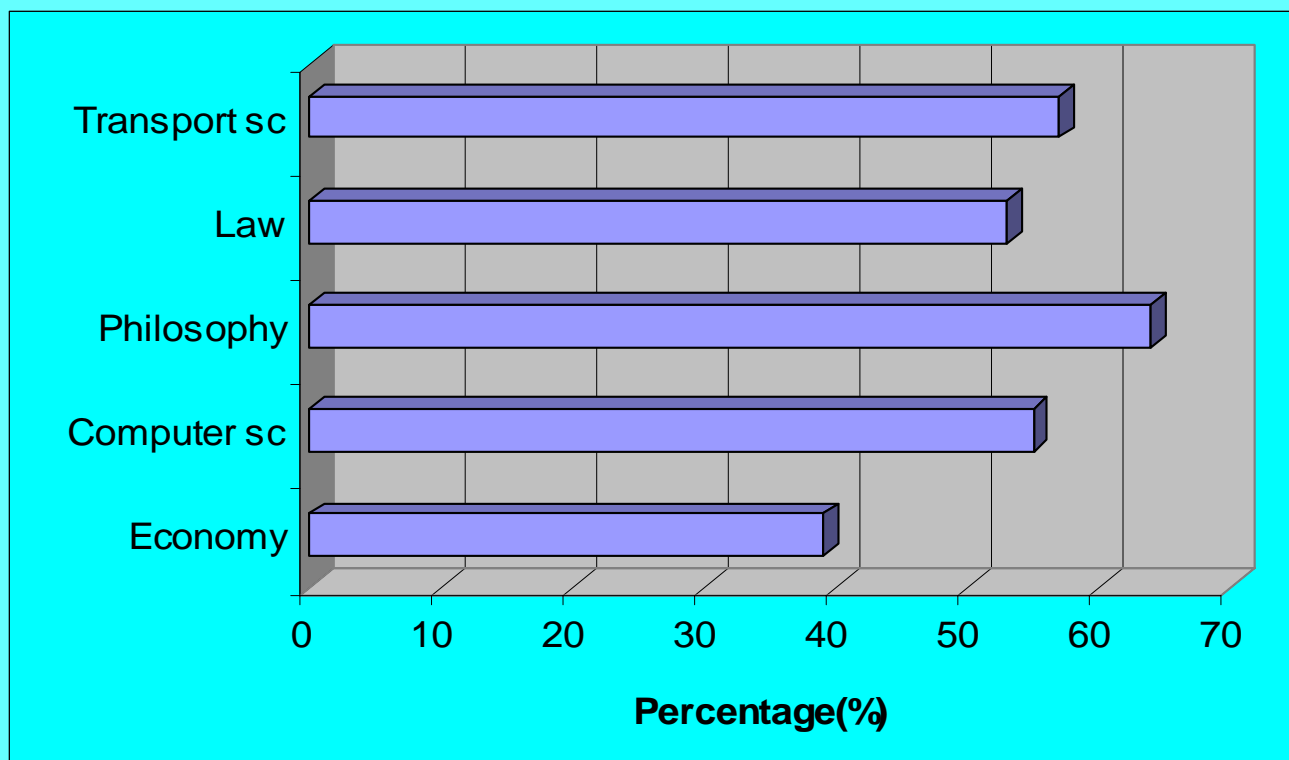
Cycling as a way of coming to study



Using a car as a way of coming to study



Attitude toward bicycle public service



Preliminary conclusion:

- Pretty low cycle traffic
- Pretty low cycle safety

....

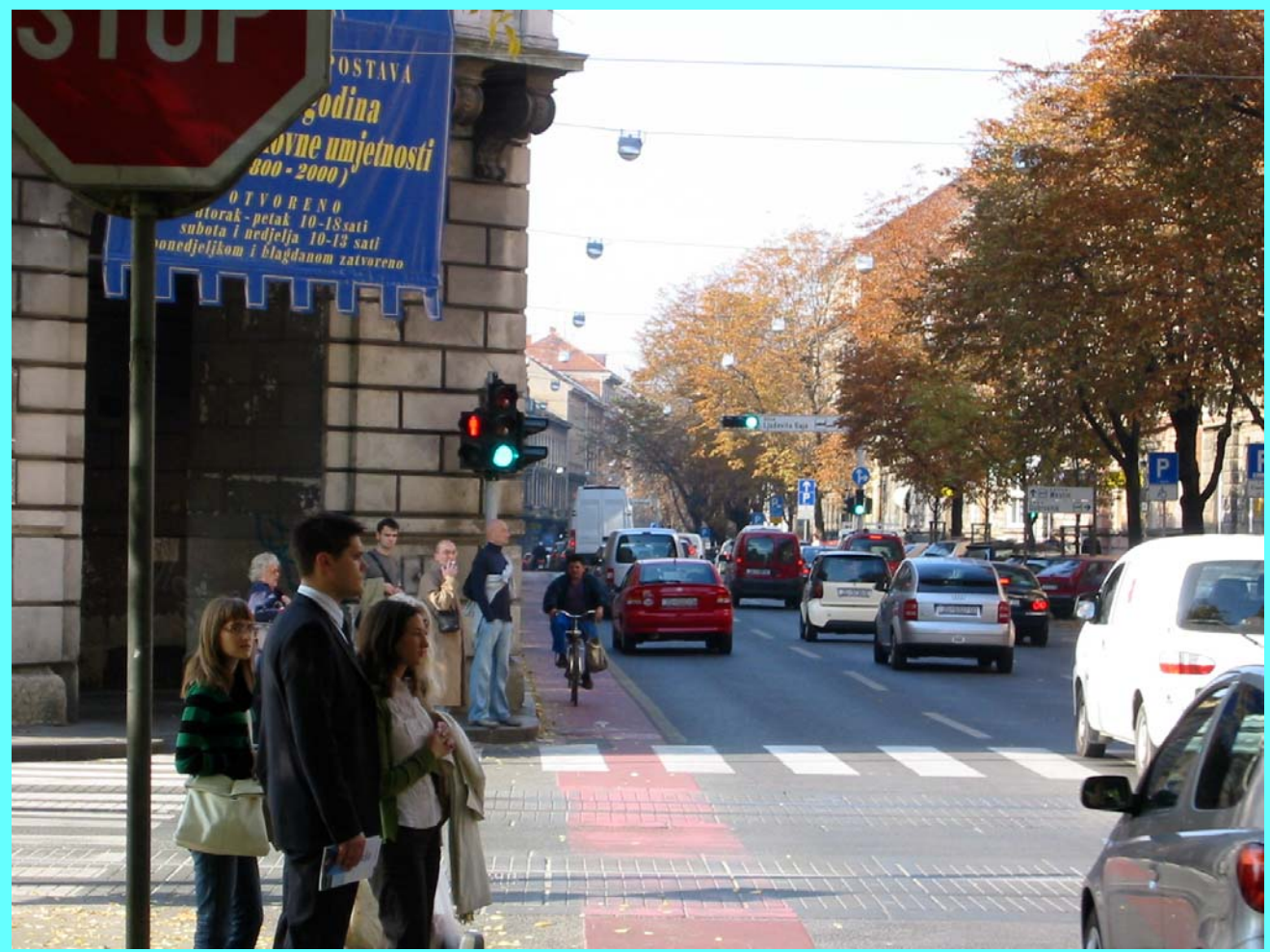
something has to be done

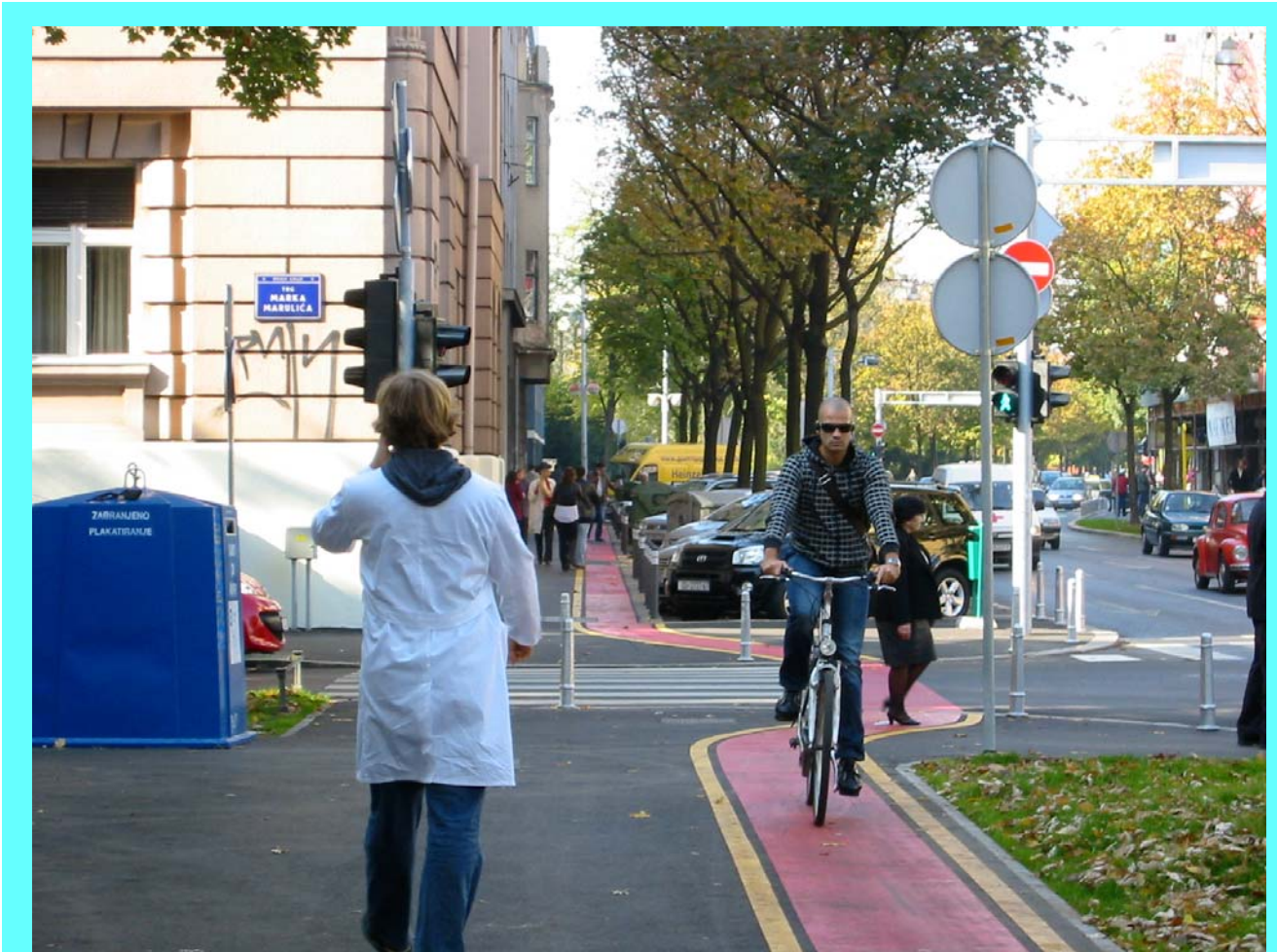
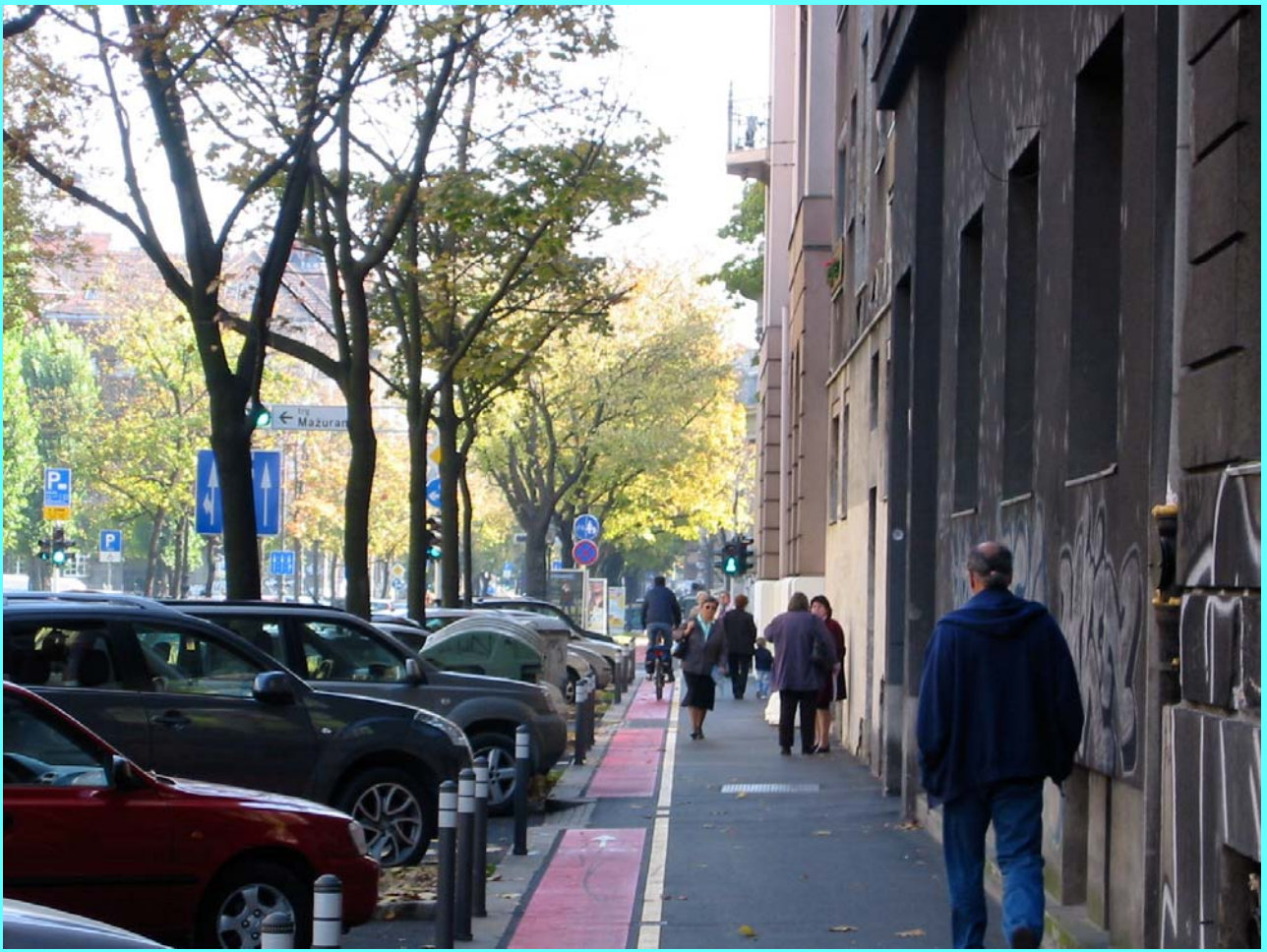
(In)formal policy is:

- At every new road building and at every road reconstruction separate cycle-tracks (paths) should be established

....

regardless the road level or speed limit
(also in speed limit zones) (?)







The opinion is:

- Cycle track (on the carriageway) is better than cycle-path on pedestrian pavement

Also:

- In the traffic calming zones the cycle-tracks should be established
(as it was seen)

(My) Conclusion is:

- It is not necessary to establish separate cycle-tracks in traffic calming zones
- It is better to guide the cycle-track jointly with pedestrians than with motor vehicles
- The guidelines for guiding the cycle-tracks in towns should be established