

Prototype rearrangement of traffic at Miarki Street in Bytom, PL

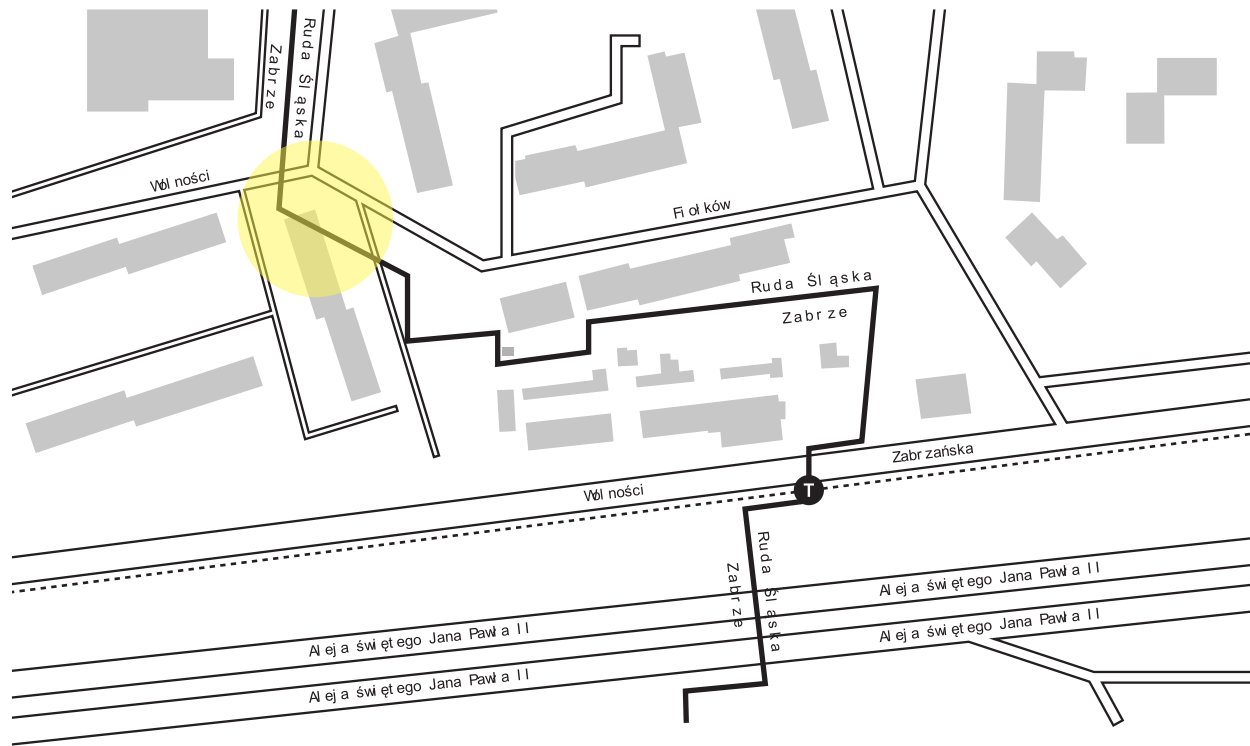
Mobility Action of 2021



Metropolia ^{GZM}

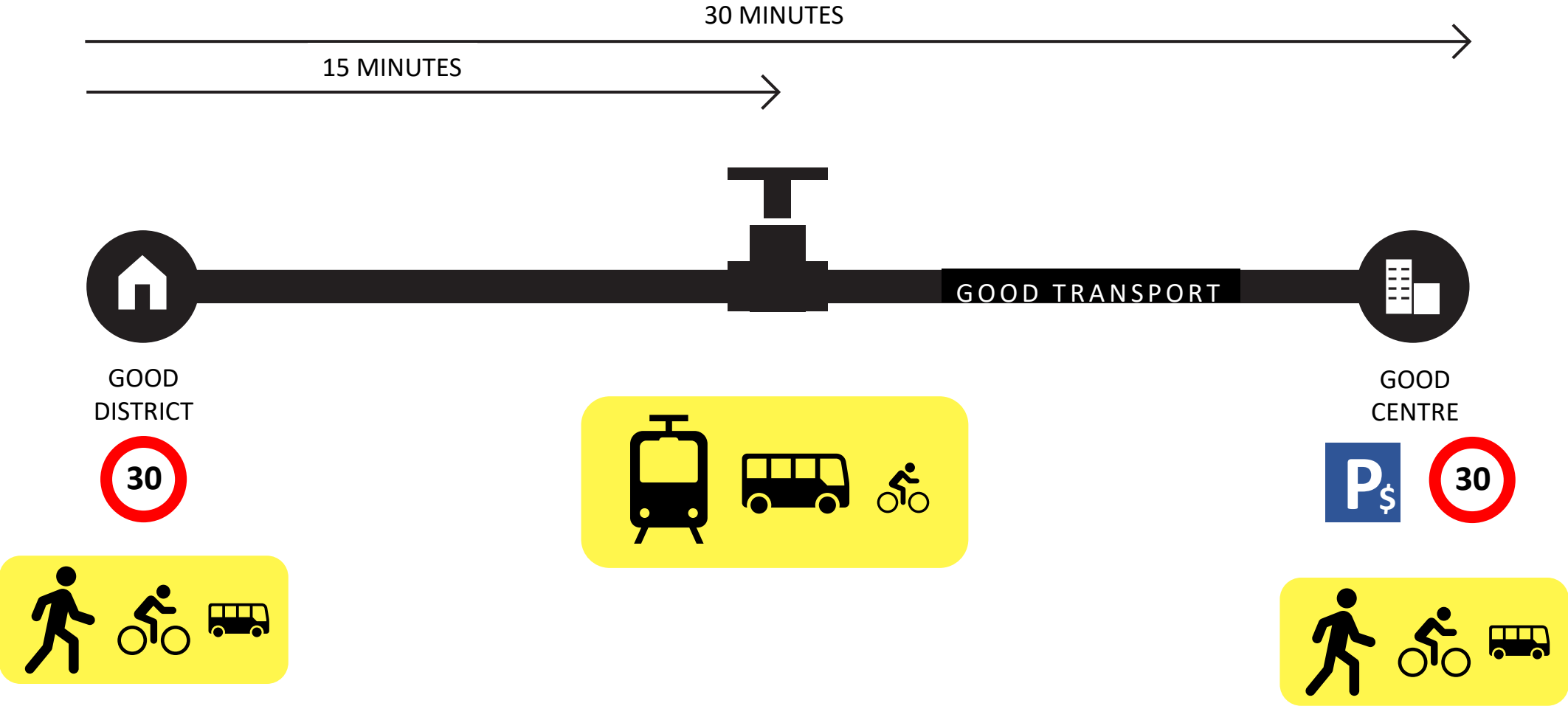


Context: mobility planning in a complicated metropolis



- 2.3 mln of inhabitants
- 41 municipalities
- 9 cities over 100k inhabitants
- 50 road authorities
- Bytom – postindustrial city (coal mining) with 160k inhabitants

How to make mobility sustainable in Metropolis?



The group – who are we?



Interdisciplinary group (traffic engineers, public transport specialists, bike and pedestrian officers, social participation facilitators...)

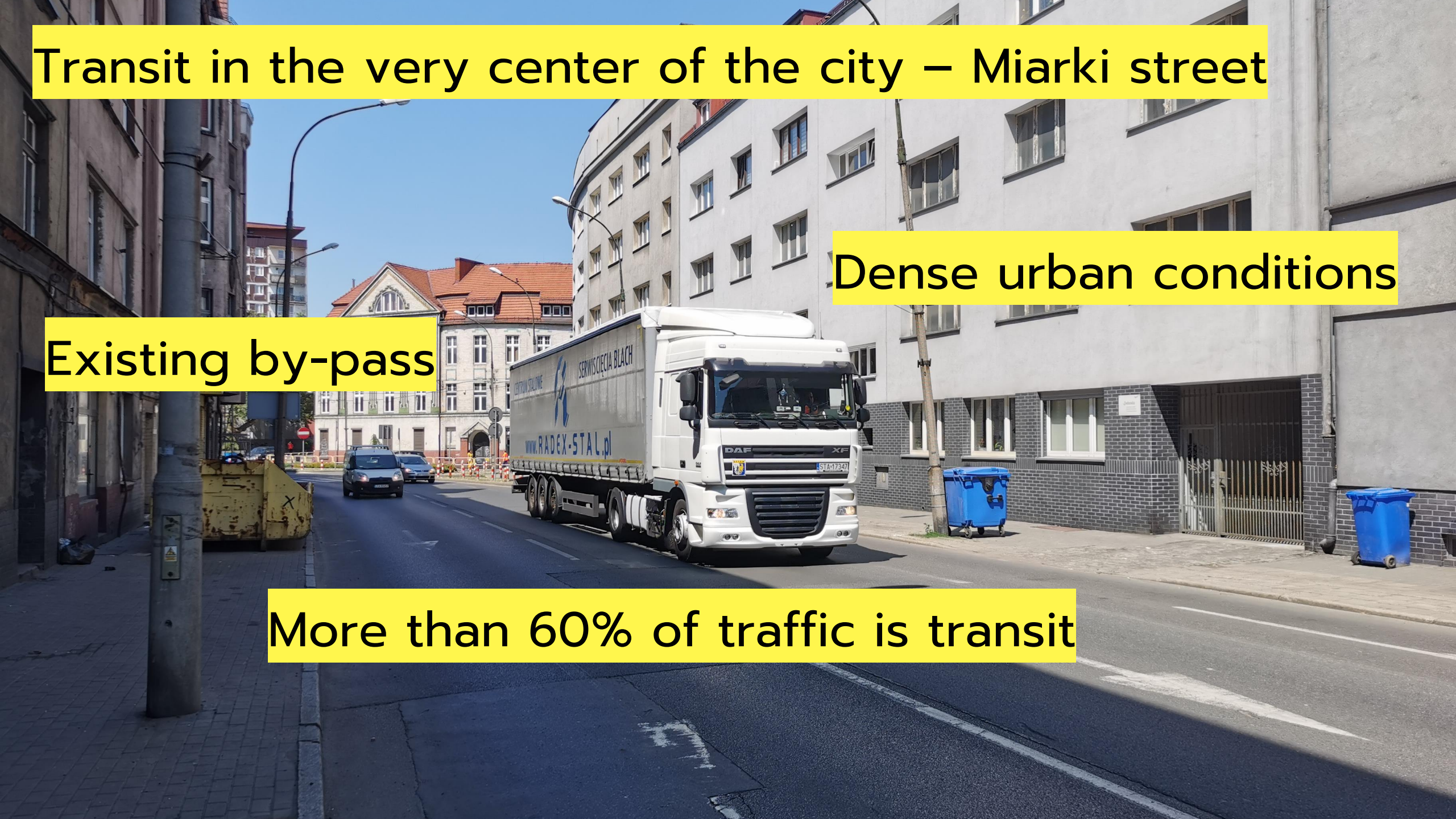
Networking officials from various city halls

Transit in the very center of the city – Miarki street

Dense urban conditions

Existing by-pass

More than 60% of traffic is transit



Planning and diagnosis

Up to 126 km/h!

1400 cars per hour!

63.7 dB inside

qualitative & quantitative



Design

Only painting and signs for test period

Budget: 15k euro

Avoiding high costs before final investment



The project

#dobrecentrum

ul. Karola Miarki w Bytomiu

Co udało nam się osiągnąć?

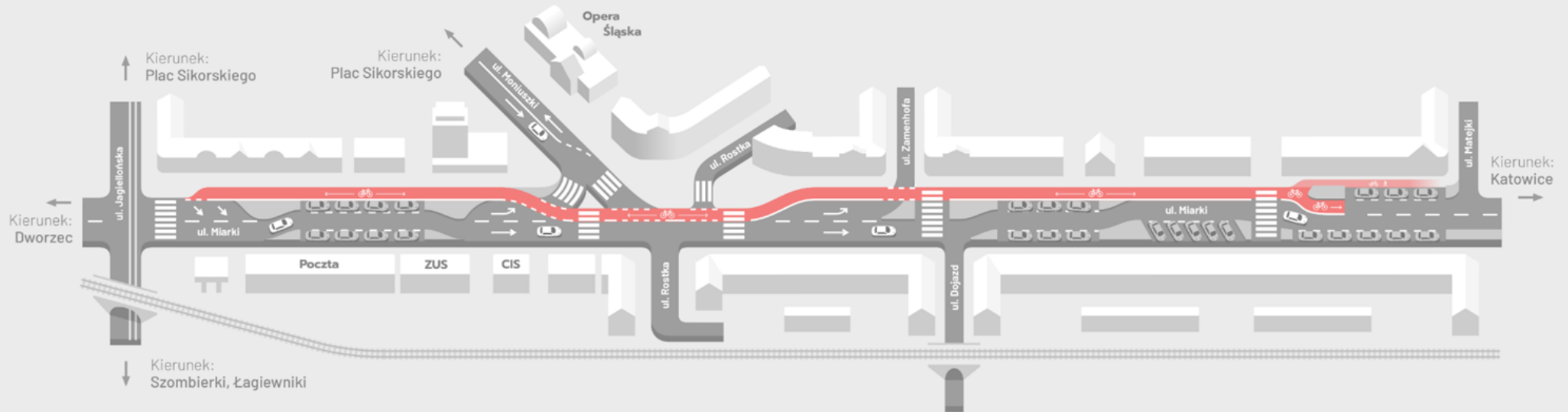
What have we reached?

→ dodatkowe przejście dla pieszych
extra pedestrian crossing

→ "esowanie" toru jazdy - uspokojenie ruchu
curved lane – traffic calming

→ dwukierunkowy pas dla rowerów
two-way bike lane

→ więcej miejsc postojowych
more parking spaces



Prototype in action!



Let's check the results of test!

From 62 km/h to 41 km/h

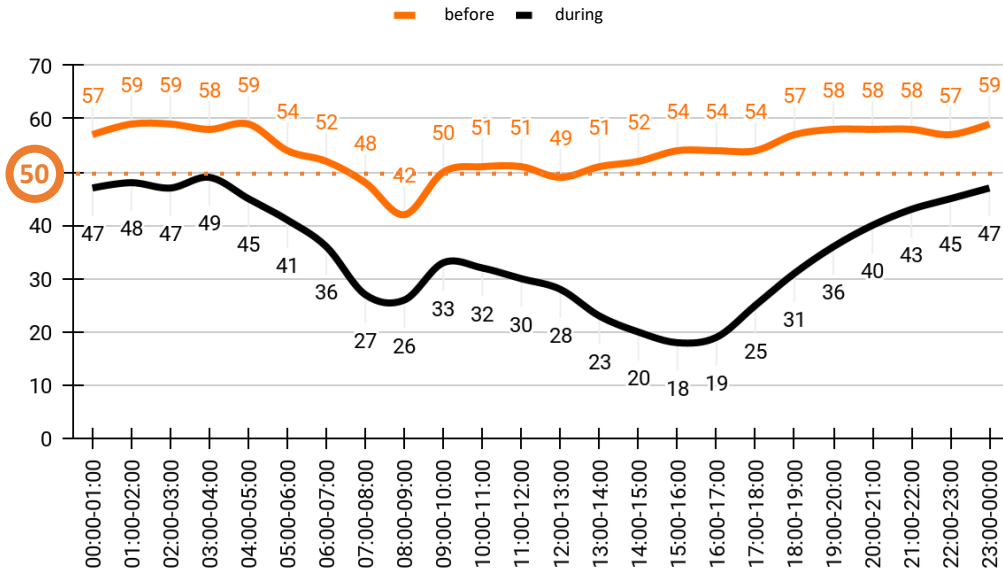
400 cars per hour less

Accepted by street residents

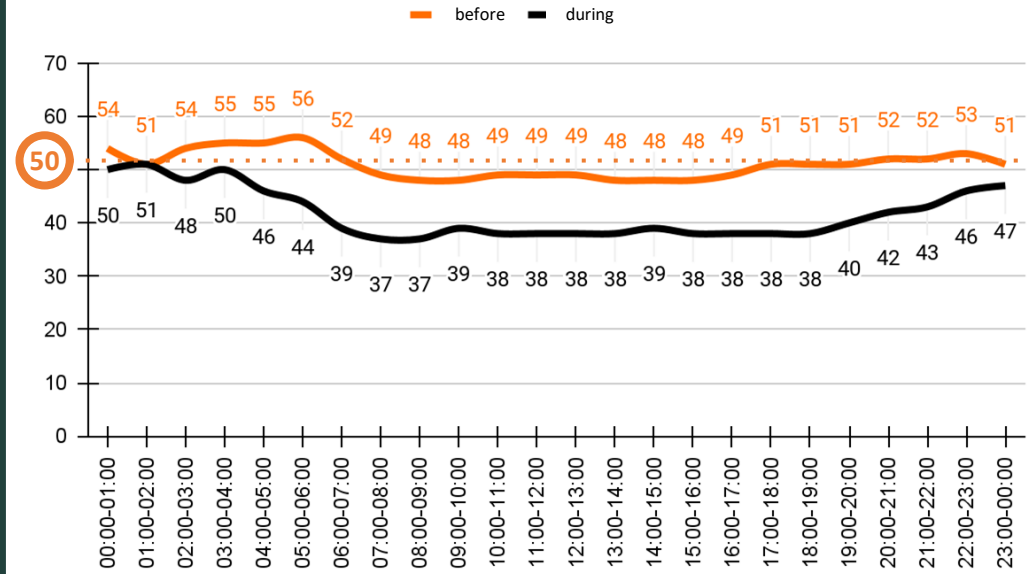


Inner part

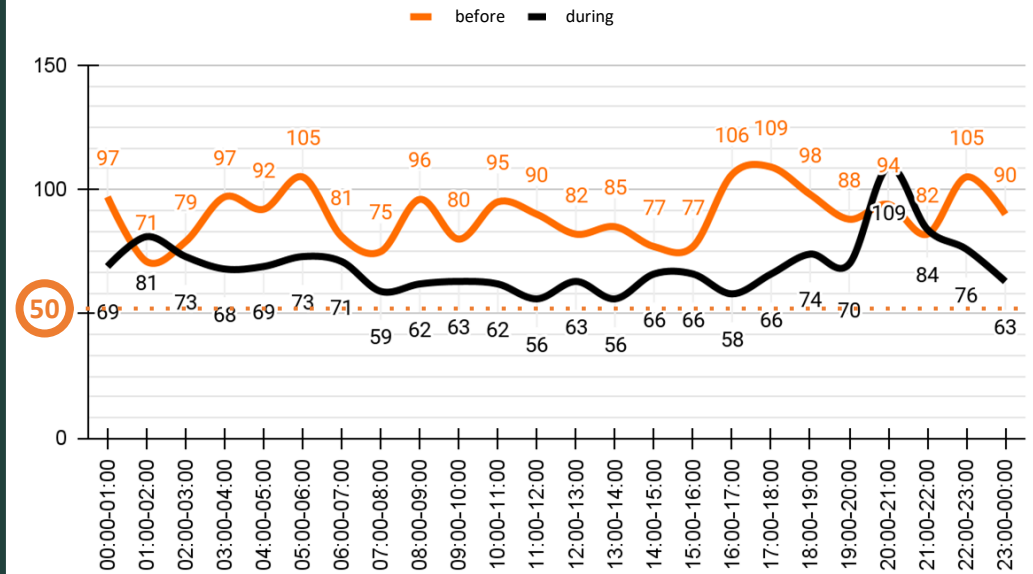
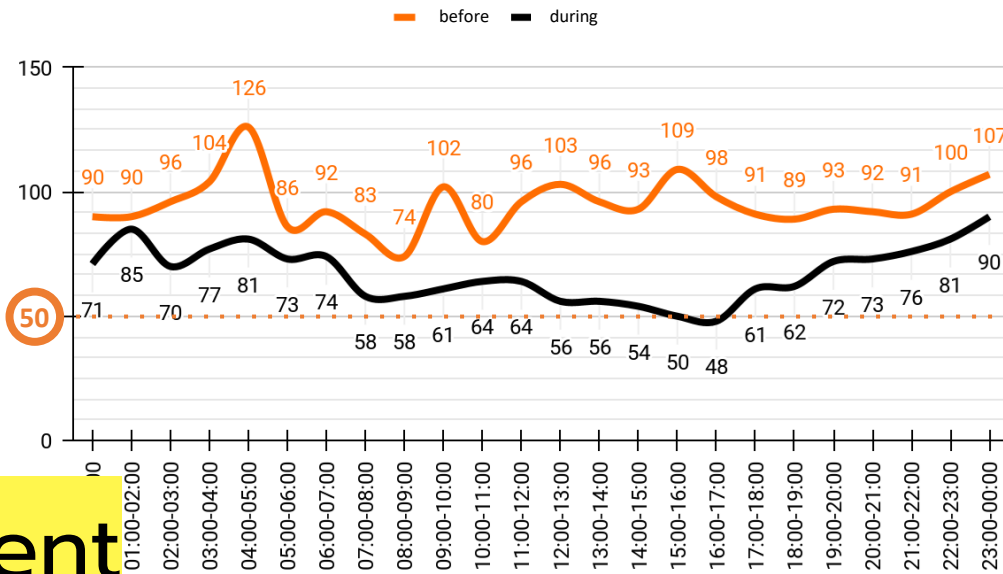
Average speed



Outer part



Maximum speed



Obvious safety improvement

Discussion

Controversies

Traffic jams?

Problems to solve

Social media pressure



What's next?

Same method

**Paid parking zones
in Tychy**

**Public transport
network in Sosnowiec**

**New Sustainable
Mobility Unit**





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Thank you for your attention.

Marcin Domański, Deputy Director of the Transport Departament in Metropolis GZM

mobilnosc@metropoliagzm.pl

