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Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka Town

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Speed management has been regarded as defining and implementing suitable safe driving speeds according to the different functions of roads within the network hierarchy.

Traffic calming has been explained as achieving reasonably less motorists with safe driving speeds on roads and in all traffic environments.

Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka town

Akyaka has been evaluated as a case study of a set of speed and traffic management activities which aimed to design the town as a pedestrian friendly and calm traffic environment.

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a. Pedestrian Zone application:

During the planning studies, the main effort was devoted to arrange the town center as a 'pedestrian zone' after reclassifying town roads according to their functions.

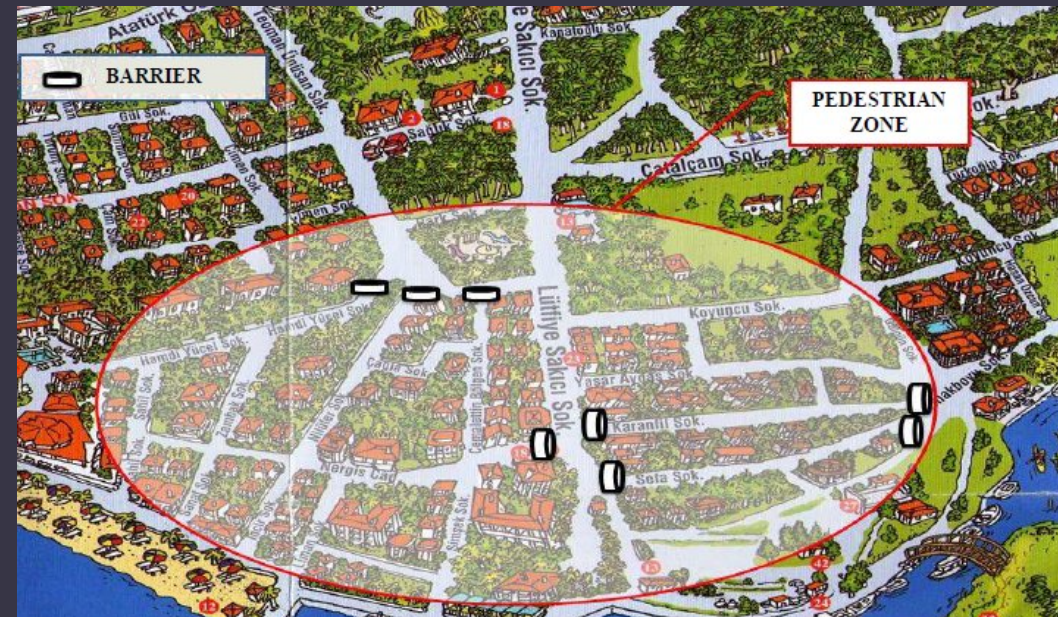


Figure: Proposed 'Pedestrian zone' area in the center of Akyaka town.

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b. Traffic Surveys:

To understand the tourists' needs and their visiting plans, a set of traffic surveys were applied at certain locations close to the town entrance.

Passenger car drivers were questioned in the first survey on the base of an acceptable sampling requirements.

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b. Traffic Surveys:

The questions were about

- their journey origins and certain destinations within the town;
- their planned stayed durations,
- their accommodation locations if there is any;
- their opinions about pedestrian zone and traffic calming attempts;
- their complaints or proposals about the present traffic and parking conditions of the town.

Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka town

c. Ataturk Street Evaluation:

One basic street which connects the town entrance to the town center has been named as Ataturk Street . A group of surveys were also made about the local usage of that street including roadside parking needs, junction capacities, etc.

A set of improvement projects were prepared for Atatürk Street that mainly concentrate upon junctions' geometric improvements and rearrangement of roadside parking facilities.

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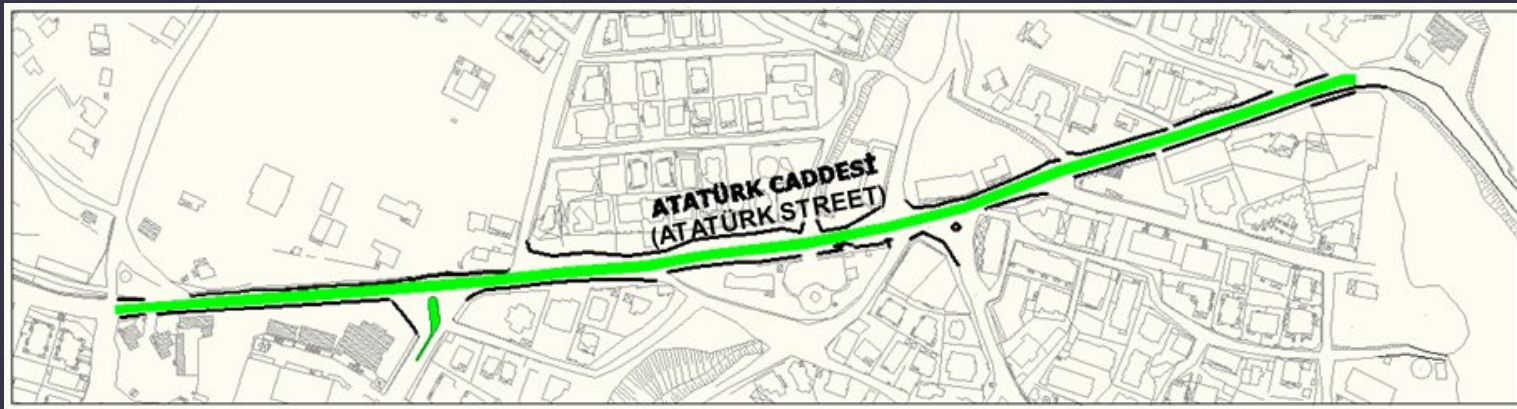


Figure 2: Ataturk Street

c. Ataturk Street Evaluation:

While arranging junctions and roadside areas, special attention had been devoted to achieve certain, clear traffic tracks. It was done through better marking of lanes and narrowing junction approaches and exits.

Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka town

Main Decisions & Applications:

The decisions for attempting and achieving safe traffic environment through applying some speed management and traffic calming techniques in Akyaka 'cittaslow' town can be summarized as follows Among the below mentioned decisions; some of them were fully and some of them were partly implemented.

i) 30 km/zone area, ii) speed bumps/humps, iii) pedestrian facilities' improvement, iv) junctions' improvement, v) public information, vi) parking facilities evaluation

Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka town

Applications; i) 30km/zone area application

After evaluating and assigning new roles to the town streets according to their functions; some streets within the mentioned area were designed as pedestrian only corridors. Instead of 'pedestrian only zone; the whole small area was rearranged as a 30km/zone through applying some traffic management measures in and outside streets of the region. Some road entrances to the region were restricted where as some others were narrowed. Roadside parkings were also restricted and/or fully prohibited within the all streets of the zone.

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ii) Speed bumps/humps implementations:

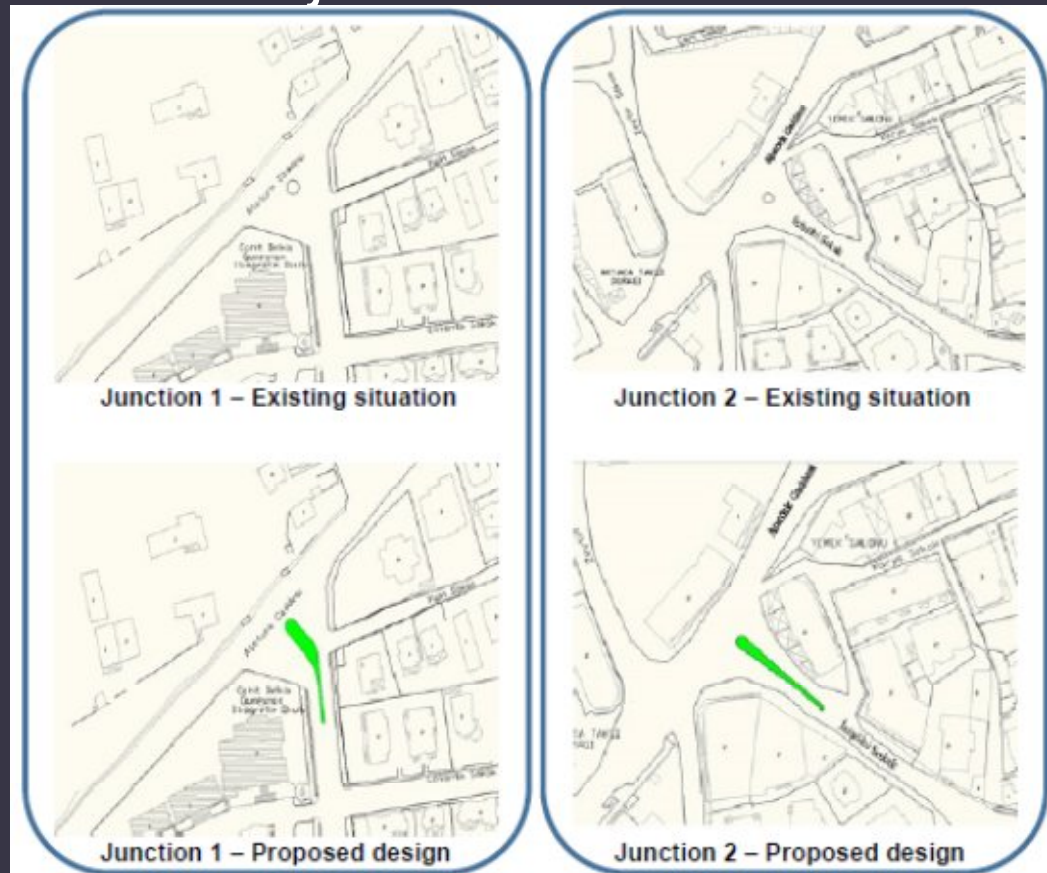
Speed reducing measures such as speed bumps/humps were located on some selected roads in which high speed levels above legal 50 km/hr were observed.

iii) Pedestrian facilities' improvements:

Pedestrian facilities within the town were evaluated and tried to be upgraded through having continuous and proper side walks. These efforts were also supported with arranging safer street crossing environments for pedestrians by improving signing and marking.

Traffic Calming Techniques Applied for Achieving Safe Roads in Akyaka town

iv) The junctions' improvements: Junctions on the main Atatürk Street were partly rearranged by applying geometric changes on their designs. Roadside parking along the street and close to junction areas were forbidden through intensive enforcement.



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v) Public information:

New meetings were made with the town inhabitants in order to give additional information to the public and to receive further comments from them. Small booklets and posters were also prepared and distributed to attract the attention to the 'cittaslow' pedestrian friendly calm traffic environments.

vi) Parking facilities evaluation:

Present parking locations were redesigned in order to increase their capacities and proper signing and marking were applied along the roads to have more efficient use of them.

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The Follow-up

Limited follow-up studies were made through and after certain rearrangements within the traffic management system of the town. Follow-up surveys were made by two main ways:

- i. By measuring road users satisfaction through applying roadside questionnaires about the new traffic arrangements;
- ii. By applying some surveys about speed levels and parking usage frequencies, etc.

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The Follow-up

Through the applied interview's and surveys as part of limited follow-up study, it can be concluded that inhabitants and visitors were satisfied by the applied traffic safety and traffic calming measures. It can also be concluded that within the observation period, the drivers had intended to drive slowly, had tried to avoid illegal parking and had also tried to be less in local traffic partly because they preferred to walk for short distances.

Main recommendation was about the need for a comprehensive follow-up study for long periods to create a base for the further traffic management plan revisions.