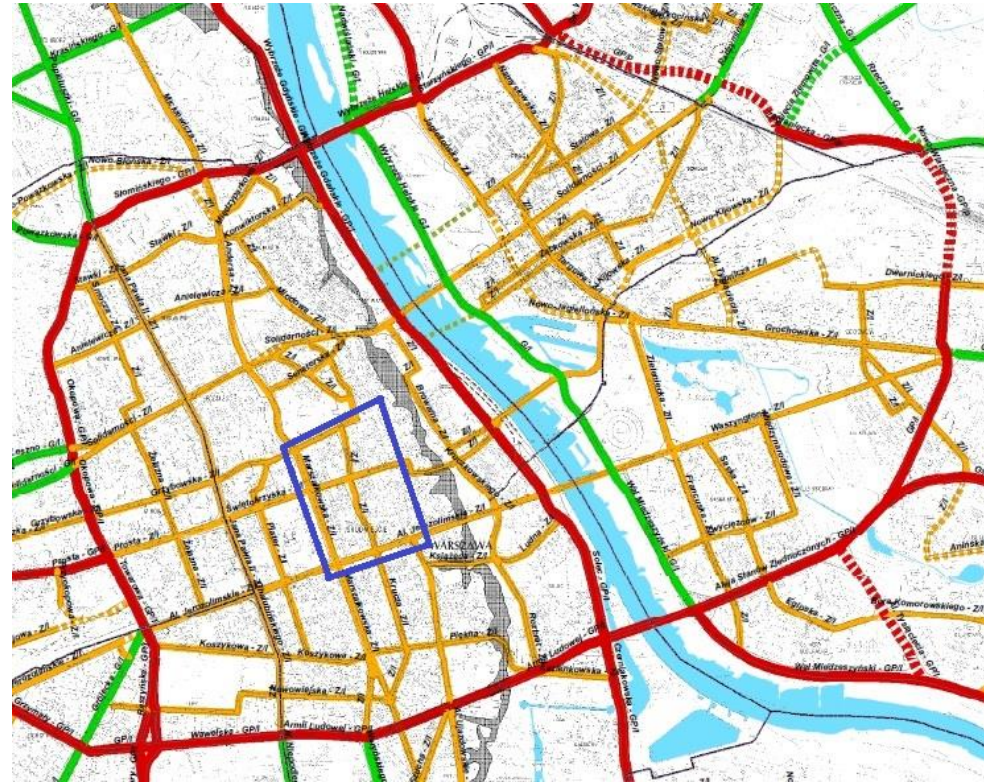


# Challenges and questions

Operational level

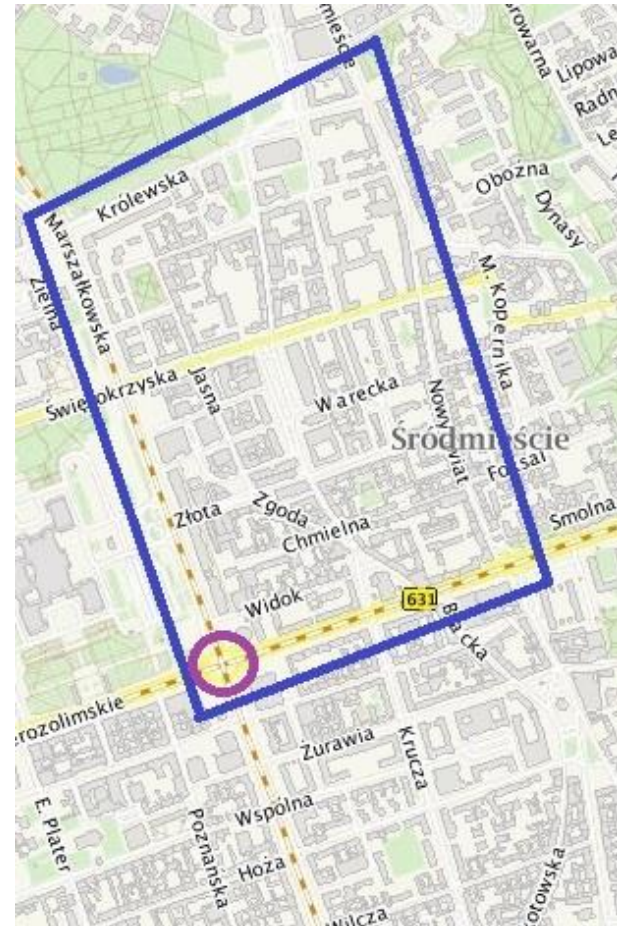
# Road network

- Downtown bypass, eastern part under design
- Readable grid network
- Traffic calming in progress
- Bicycle paths network under construction



# Traffic flows

- Dmowskiego roundabout
  - even 3000 pas/h per tram stop,
  - same at the entrance to the subway,
  - result: pedestrian traffic jam,
  - even 1700 veh/h per inlet,
  - high volume of left turns,
  - result: traffic jam
- Within quarters
  - even 1000 veh/h per intersection inlet,
  - transit traffic through quarters,
  - result: traffic jam

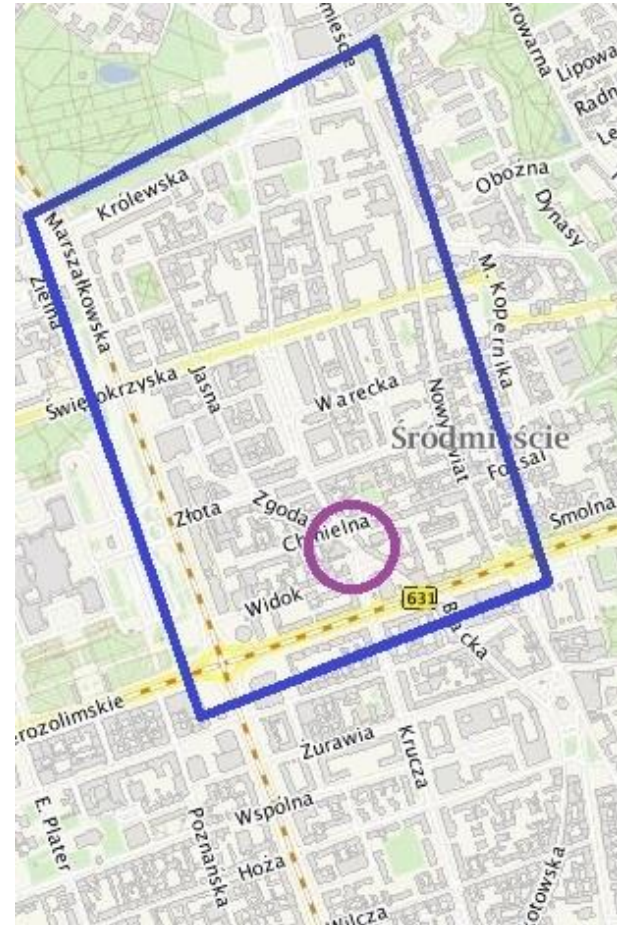


# Parking policy

- External factors
  - max 0,7 €/h i.e. 7,5 €/d – low cost of parking, hasn't change for last 14 years,
  - due to low cost of parking no underground parking lots – economically unefective
- Internal factors
  - subscription for area inhabitants 7 €/year,
  - no subscription limit per flat
- Discussed solutions
  - second and next car subscription 560 €/year
  - parking time limited to 2 hours

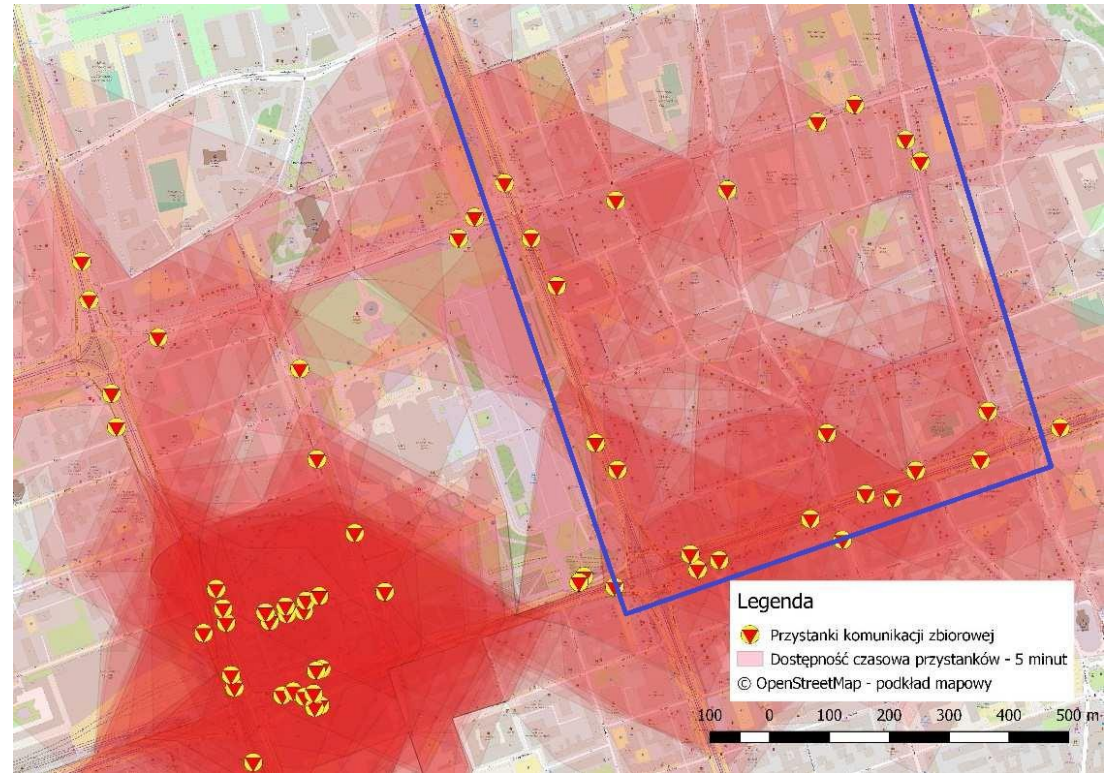
# Parking analysis

- 5 Corners Square
  - parking measurement during day and night,
  - around 140 park places, occupied only by inhabitants during the night,
  - high external demand for park places, despite high quality of public transport,
  - difficult conditions of walking and cycling



# Public transport

- Generally high accessibility to public transport
- Lower accessibility on Świętokrzyska street, due to all day traffic jam and deletion of bus lines and stops after subway construction
- Low accessibility within quarters, problem for people with mobility challenges



# Challenges and questions

- High quality of public transport vs pedestrianization of quarters
- How to assure supplies
- How to increase the attractiveness of the area