

ANNUAL REPORT 2018

PUBLIC ROADS AUTHORITY IN WARSAW



PUBLIC ROADS AUTHORITY



Dear Readers

Our priority is to improve infrastructure, increase the quality of life, safety and comfort of all the road users.

According to announcements, the city squares await their metamorphosis. We will start with Pięciu Rogów Square at the intersection of Krucza St., Chmielna St., Szpitalna St. and Zgoda St. The project is being prepared. The new concept assumes the ordering of the space, with an appearance of trees and street furniture. Major changes also await Na Rozdrożu Sq. where we plan to construct elevators to the bus stops on the Łazienkowska Freeway and demarcate additional pedestrian crossing on the west side of the Ujazdowskie Av.

In 2019, there will be no shortage of the traditional weekend road millings. Such works are planned on Gen. Charles de Gaulle Roundabout and K. Szymanowskiego St., Czerniakowska St., Dywizjonu 303 St., Jagiellońska St. and Raszyńska St., among others.

As announced, we will expand the bikeway network. This year, a bikeway along Leszno St. and Górczewska St. will be completed, among others, thanks to which cyclists will benefit from a connection between the Żoliborz and Wola districts with the Bemowo district. New routes will be built on Starzyńskiego St. (from Namysłowska St. to Żaba Roundabout) and Jana Pawła II Av. (from ONZ Roundabout to Nowogrodzka St.).

We will improve the condition of the urban sidewalks. New sidewalk slabs will be laid on W. Reymonta Av., Wojska Polskiego Av. and B. Czecha. St., among others.

Pedestrian crossings will be systematically provided with additional lighting, new streetlights will illuminate several streets. Traffic lights will undergo modernization at several intersections, and new „lights” will be installed in a dozen or so locations.

Warsaw is to be friendly and safe for everyone - pedestrians, cyclists and drivers.

The Mayor of Warsaw Rafał Trzaskowski



Dear Readers

Another successful and record year has passed. We managed to carry out a lot of minor and major investments, thanks to which the residents and tourists can benefit from the new, comfortable and safe road infrastructure. This is largely due to the European Union funds, thanks to which more than a dozen important roads have changed their appearance, becoming more pedestrian and bicycle-friendly. Miodowa St. has undergone an absolute metamorphosis as well, becoming a high-quality public space.

We are constantly improving safety of all the road users. In 2018, we conducted successive safety audits, as a result of which we have implemented changes in the traffic organization, built and renovated traffic lights and provided additional lighting at pedestrian crossings, sidewalks, bikeways and roadways. Proper lighting makes a safe city. As we have announced, last year we broke new records in terms of improving visibility.

The repairs of roadways, sidewalks and bikeways had a major impact on the safety and comfort of all the road users. In 2018, we allocated a record amount for this purpose, which resulted in hundreds of thousands of square meters of new, comfortable infrastructure for drivers, cyclists and pedestrians.

Our work also consists of routine activities aimed at maintaining the roads and objects in a proper condition. In addition to the repair and maintenance works, we also took care of the aesthetics of the urban space, removing thousands of illegal advertisements and objects.

Although we managed to do a great deal in 2018, we do realize that we still have a lot of work ahead of us. We assure you that we will continue to listen intently to your voices and carry on with activities that will make it possible for all of us to live more comfortably and safely.

Director of the Public Roads Authority Łukasz Puchalski

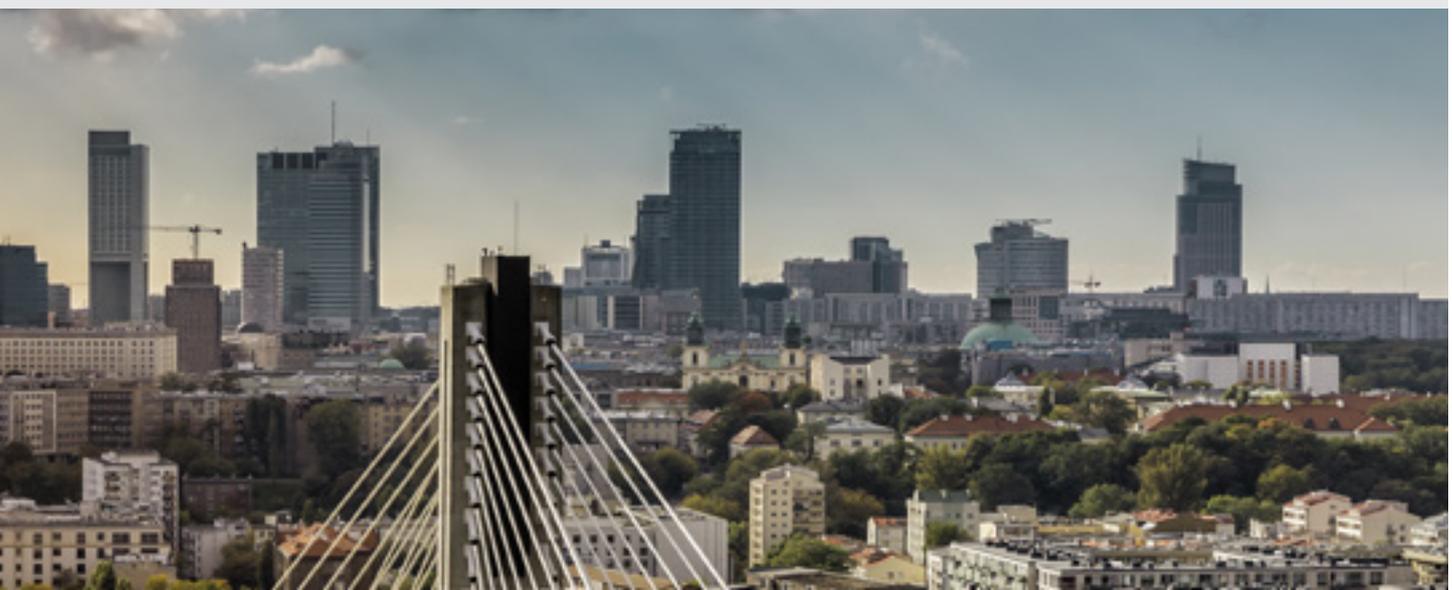
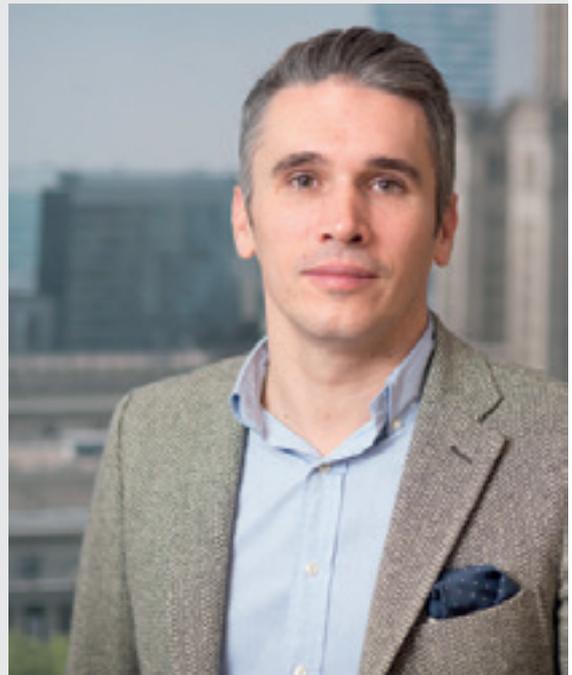


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**Did you know that
the Public Roads
Authority is...**

788

**intersections
and pedestrian
crossings with
traffic lights**

800 km

**of roads we
manage**

Please note: these are not all the roads in the city. A large part of them are communal streets, which are the responsibility of district offices, and expressways are managed by the General Directorate of National Roads and Motorways.

504

bridge structures

128 980

lighting fixtures

located on 98 000 lighting poles and on traction poles.

91 500

signposts, plates,
and maps of the Municipal
Information System

5,5 million m²

sidewalks
and bikeways

30 000

parking spaces
in the Unguarded
Paid Parking Zone

112 780

streetlights

589 km

of bikeways

4,5 million

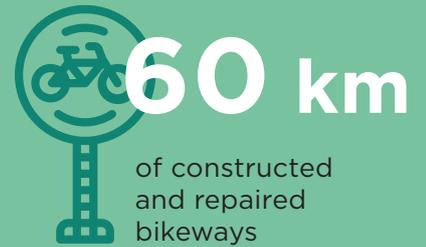
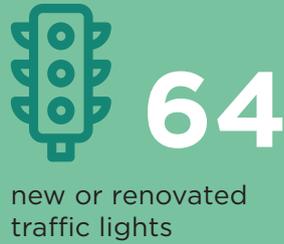
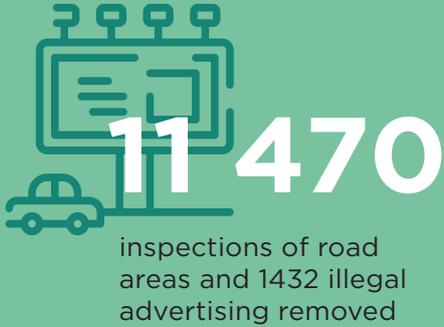
energy-saving eco-LED
diodes in the Christmas
illumination

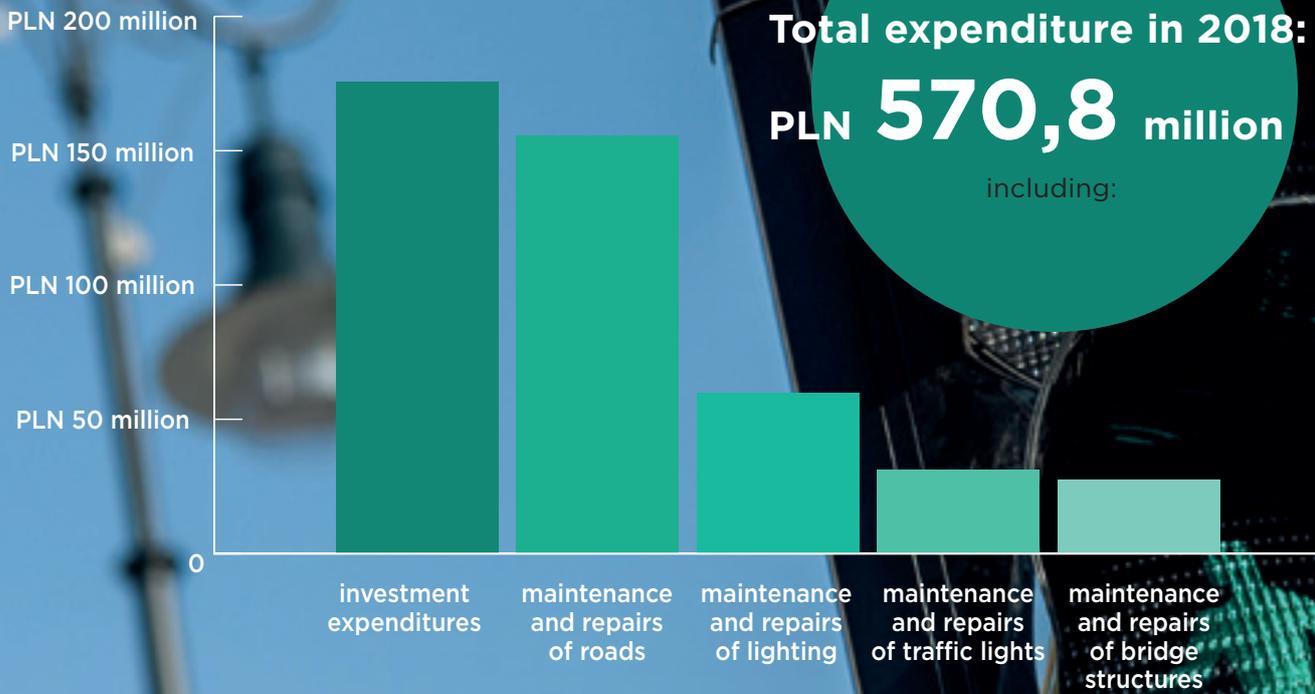
515

employees

Half of whom work in the
field, patrolling the streets and
keeping the road area clean.

2018 in numbers







Development and projects

Routine maintenance of road infrastructure is one of the main tasks of the Public Roads Authority. We also implement major projects, which transform the appearance of the urban space.

Miodowa St.

Miodowa Street and Krasińskich Square have undergone an absolute metamorphosis. The implementation of this project was one of the biggest challenges in 2018. Due to the changes made the street is much safer and more accessible, it has also become an elegant extension of the Royal Route.

The reconstruction covered the whole street area, "from wall to wall". Granite paving slabs (50 x 50 cm) have been laid on the sidewalks and at bus stops. Facilities for persons with disabilities have also been built - tactile paving made of grooved slabs and decision fields made of warning slabs, as well as detectable warning paving and a waiting zone near the bus stops. Specific transit curbs at the bus stops serve to facilitate pulling the bus up. In order to increase comfort and safety of the

pedestrians two new pedestrian crossings were built.

We built a new surface of the roadway with an appearance related to Krakowskie Przedmieście St. It is made of granite paving blocks (15 x 30 cm), 18 cm thick, which were laid on a concrete base. To extend the durability of the reconstruction, during the installation the blocks were fixed with a binder based on epoxy resin. The same type of surface was used for bike patches.





In order to increase security and calm the traffic, we have mounted stone speed humps on the roadway and reconstructed intersections with traffic lights, that now work in coordination. The drivers can also benefit from new parking bays.

Along the street 35 streetlights have been installed in the form of the Warsaw 1904 Bishop's staff replicas, 11,5 meters tall decorated with LED fixtures. During the renovation we have provided additional lighting at pedestrian crossings. As part of the reconstruction the square above the W-Z route tunnel is much more pleasant.

In the bus stop and Veturilo bike station area we have installed special bench-swings, which will make waiting for the bus much more pleasurable. New greenery has been planted here as well.



**installations of
the Warsaw 1904
Bishop's staff
replicas**

Integrated Territorial Investments

The development of bicycle infrastructure is one of the priorities for the City of Warsaw. In 2016 we have acquired over PLN 71 million from the European Union funds, which as part of the Development of the Warsaw cycling routes network within the ZIT WOF project were used for the construction or renovation of 19 main bikeways. It was an opportunity to rebuild the streets, which benefits all its users.



In 2018 we managed to finalize several such comprehensive investments. The cyclists weren't the only ones who benefited from them. We built new sidewalks, rebuilt lighting and traffic lights and renovated bus stops. Users can benefit from the new infrastructure on Radzymińska St., where 4 km of new cycling routes and sidewalks have been set, while the bus stops, street lighting and traffic lights have been renovated. Apart from gaining new routes, the cyclists can also benefit from a number of facilities such as bicycle stands, supports, and self-service bike repair stations. A new pedestrian and bicycle bridge over the Zaciszański Canal has been built. We also took care of aesthetics by planting a lot of new trees and shrubs.

We also had a lot of work while undergoing the renovation of Jagiellońska St., which resulted in over 3 km of new bicycle routes, 2 km of sidewalks, refurbished traffic lights and bus

stops, bicycle trips counting system as well as stands and supporters, beneficial for cyclists. 44 new trees and over 21 000 shrubs have made the surroundings much more pleasant. One of the larger bicycle investments was a reconstruction of the "Wyścigi" junction. In the junction area a modern collision-free ramp and underground crossing systems has been set up, it will make bike travels easier in every direction. Within the ITI numerous streets underwent major changes as well, such as Prymasa Tysiąclecia Av., Żwirki i Wigury St., Wiertnicza St., a string of streets: Mińska-Stanisławowska-Dwernickiego and Szaserów and Jerozolimskie Av. We are also carrying out advanced works that should be finished this year on Puławska St., where most of the work has already been done, and on the succeeding section of Połczyńska St.

200 million

spent on bikeway construction and repair

including 71 million from the EU funds





12 self-service bike repair stations



190 bicycle racks



40 km of bikeways



356 new streetlights



49 new or refurbished traffic lights



717 new lighting fixtures



33 km of sidewalks



64 000 new shrubs

55



new and renovated bus stops



444 new trees



Veturilo

Veturilo city bicycles have already been with us for seven years. The system is constantly expanding and becoming more popular than ever. In 2018 almost 5 500 bicycles have been rented almost 6.5 million times.

The Warsaw Veturilo is the largest system of this type in Central and Eastern Europe. Residents and tourists have 5 082 standard bicycles, 100 electric bicycles, 60 children's bicycles, 50 Cardan shaft-driven bicycles and 45 tandems at their disposal.

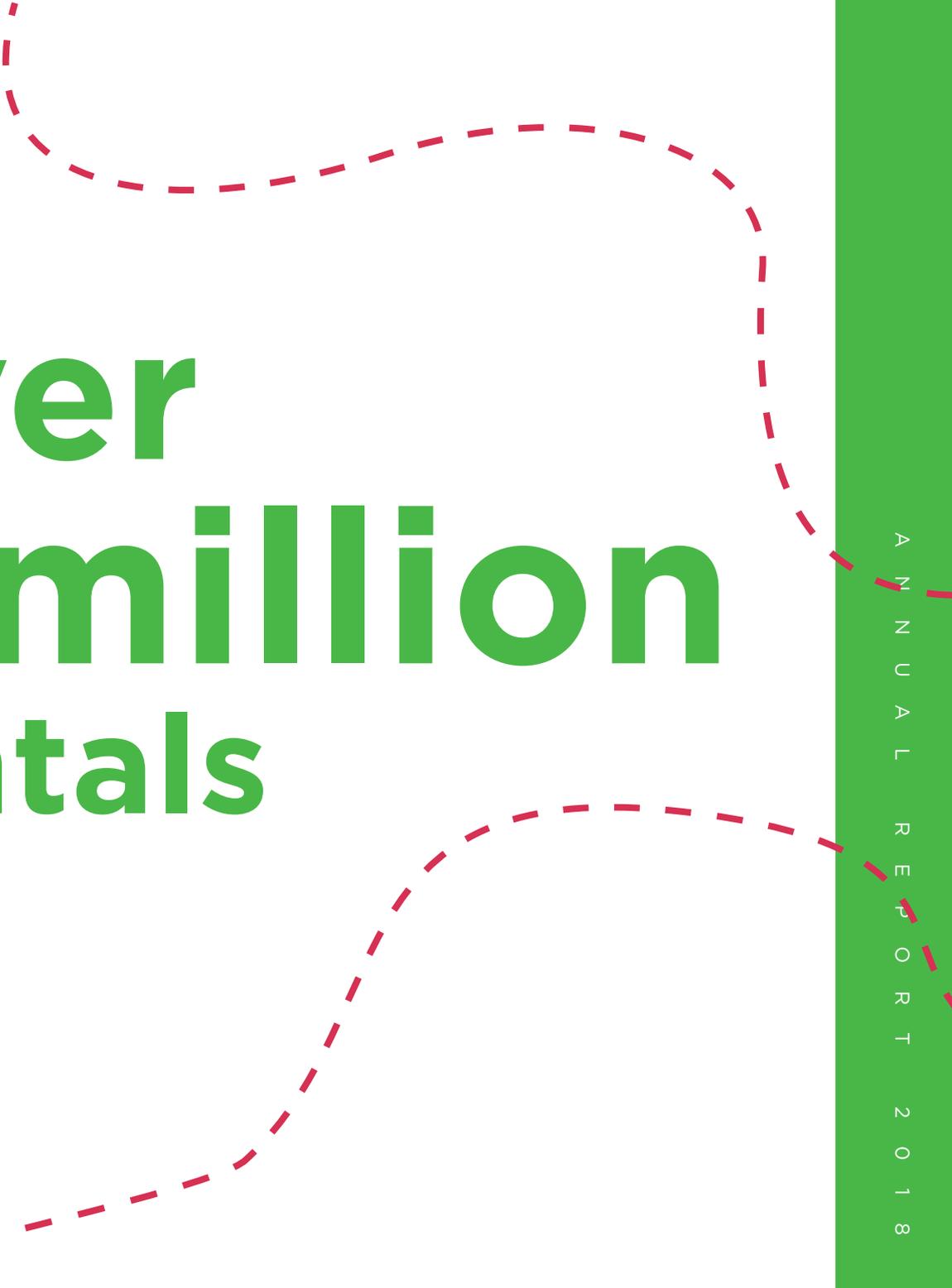
2018 saw another season record. In total, the bikes have been rented

6 440 000 times, making it over 1 300 000 times more than in 2017, and the number of registered users is already 785 000. This year we rented over one million bicycles in just one month. May turned out to be our record month (1 105 585 rentals). On average city bike users made use of our bikes thousand times per hour and 23 500 times a day. The best day was April 14th (49 497 rentals).



The average time of one rental was 20 minutes and 24 seconds. The most popular bicycle was rented as many as 2 178 times. It is worth to point out the increasing popularity of electric bicycles, which were rented out as many as 148 000 times in 2018. The outstanding advantage of the Veturilo system is its compatibility with similar systems, that function

outside Warsaw. It means that if we rent out a bicycle outside the capital, we can return it in the Veturilo station. There are currently six such municipalities - Piaseczno, Konstancin-Jeziorna, Marki, Pruszków, Michałowice and Otwock. They are just as popular - 352 bikes at all stations were rented out almost 60 000 times.



over
6 million
rentals

The most popular stations

Arkadia

64 400
rentals

Niepodległości Av.-
-Batorego St.

59 200
rentals

Centrum Nauki Kopernik
Metro Station

59 600
rentals

Wileński Square

61 800
rentals

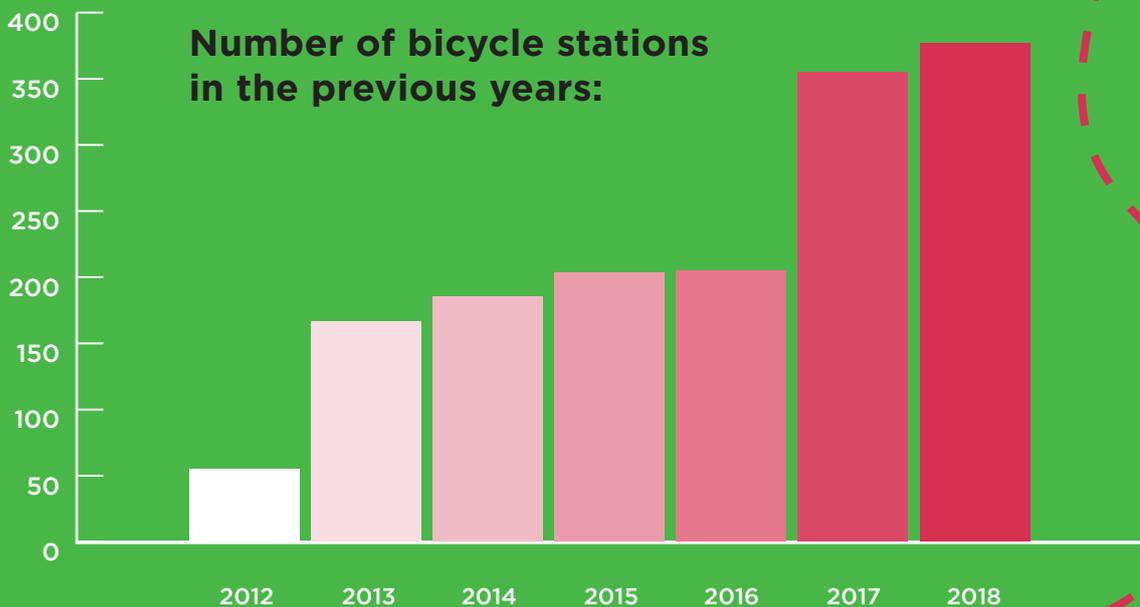
The Czerniakowski
harbour

47 600
rentals

42
sponsored

335
municipal

Number of bicycle stations
in the previous years:



The most popular routes



Niepodległości Av.

Batorego St.



Stefana Banacha St.

University of Warsaw



Dewajtis St.

Cardinal Stefan Wyszyński University in Warsaw



Ursynów Metro Station

Jastrzębowski St.



Pileckiego St.

Imielin Metro Station



5082
standard

Number of
bicycles in 2018:

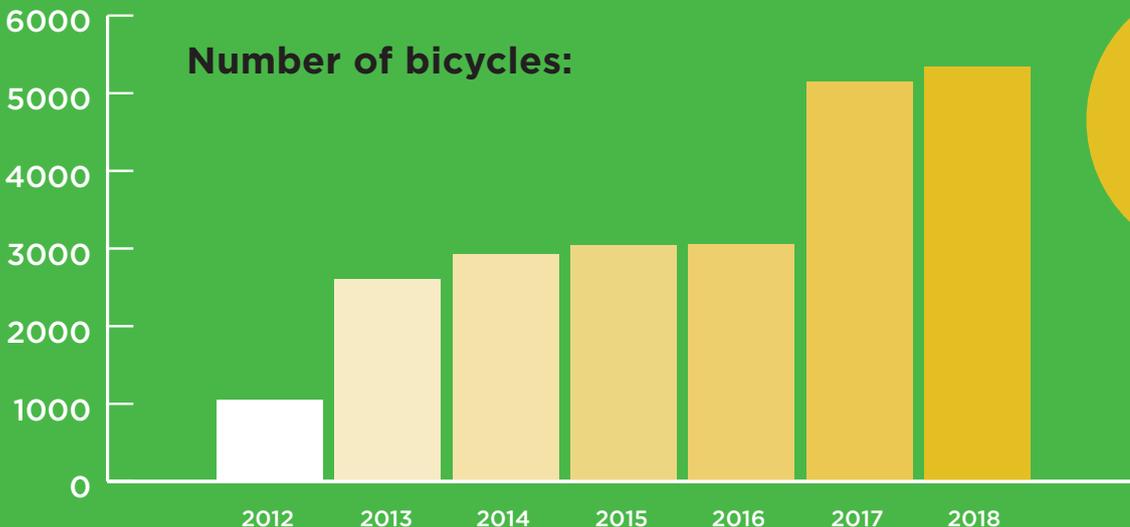
45
tandem

100
electric

60
children's



50
Cardan
shaft-driven

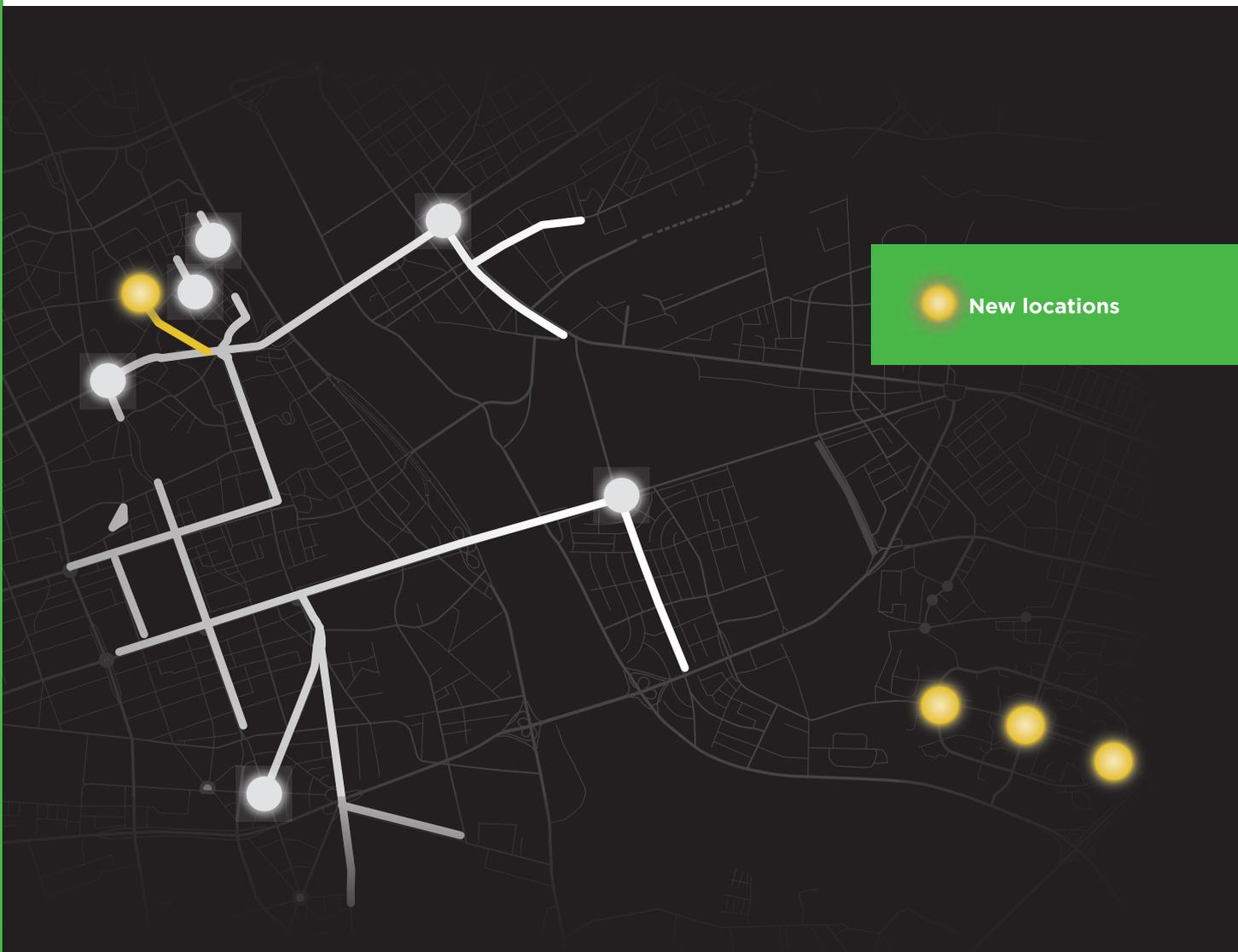


Winter illumination

Christmas illumination has already become the flagship of Warsaw, and has also become recognized worldwide. For many years lighting decorations illuminated the most representative places of the capital. This year illuminations have also appeared in new places.

In 2018 Christmas decorations covered 20 km of streets. If the illumination was a single chain, it would be 680 km long. It is almost as much as the height of 2 970 Palaces of Culture. The decorations consist of nearly

4.5 million energy-efficient LED lights and almost 1 300 decorative elements – lantern illuminations, hangings, garlands, light curtains, icicles and free-standing decorations. Despite the spectacular number of bulbs



and decorations, energy consumption is low. The total cost of illumination power supply throughout the winter season is PLN 76 000, meaning just over 0.1 pct of all expenditure on electricity in the whole year. In 2018 Warsaw Christmas illumination has been recognized by the foreign media. The lighting decorations on the Royal Route were listed first among the most beautiful illuminated alleys of Europe. After Warsaw cities such as London, Paris, Vienna, Rome, Brussels, Madrid, Zurich and Berlin were listed. Although Christmas illumination is mainly recognized for its aesthetic qualities, it is not just a decoration. During the autumn-winter period the visibility

is gravely reduced, therefore additional lighting improves safety and visibility on the streets.

The main attraction of the winter illumination has always been the Royal Route. In 2018 there was no shortage of favorite decorations of the residents of Warsaw. A 27 meters tall Christmas tree and many colorful stations with an emphasis on the capital traditionally appeared on Zamkowy Sq. The decorations also appeared in new locations - including on Miodowa St. and Krasińskich Sq. and in three places in the Goław district, the residents decided on the above within the participatory budget project.





Another year with RESOLVE

RESOLVE is an international project which main goal is promoting sustainable retail related mobility. We joined the project in 2016 and its completion is scheduled by 2021.

A simultaneous need for retail recovery and taking care of ecology is a problem for most big cities in Europe. Warsaw is one of them. "RESOLVE - Sustainable mobility and the transition to a low-carbon economy retailing" project aims to introduce good practices, which will allow retail development and preservation of clean air. Since 2016 we have implemented project objectives into practice in cooperation with many European cities.

In 2018 we took part in two international meetings as part of the RESOLVE project, which took place simultaneously in Manchester and Padua.

The workshops in both cities were available for beneficiaries of the program under the "low-carbon economy retailing" line. The discussions about sustainable mobility issues in retail and tourism, changes in traveling means and preparation of regional activity plans took place during the meeting. Participation in the workshop allowed us to exchange our experiences with other participants and prepare better for next challenges.

RESOLVE program is already halfway through. Currently the activity plan for the next two years is being prepared.

RESOLVE

in practice

One of the important aspects of the RESOLVE project is a cooperation between entrepreneurs, officials and residents. A good example of that are activities that ensure outdoor gardens don't make using the sidewalk difficult. For this purpose we have introduced symbolic signs, that indicate division of space on several streets. The pictograms indicating boundaries between a sidewalk and a zone intended for an outdoor garden are painted with special washable paint. The system is working - the sign prompted the restaurateurs to comply with the rules and not to block the area, which pedestrians use. In 2018 we have painted pictograms on Chmielna St., Francuska St., Zwycięzców St., Nowogrodzka St., Podwale St., Próżna St., Grzybowski Sq., Poznańska St., Żurawia St., Wilcza St., Emilii Plater St., Długa St., Foksal St. and on Nowy Świat St. - where due to a large number of gardens they proved to be most useful. The residents have also reported locations with inconveniences. Due to their initiative, the pictograms appeared on Konstytucji Sq.

Another important issue is the delivery problem in the city center. In 2018, we analyzed the delivery of goods to entrepreneurs on Francuska St. Every day on a 800-meter section

of the street there are over 200 of them - unfortunately overwhelming majority don't comply with the regulations. Deliveries cause noise, air pollution, blocked sidewalk and front gates. As part of the RESOLVE project we organized a two-day workshop with entrepreneurs that aimed to help determine the scale of the problem and work out methods for solving it. The consultations allowed us to begin planning changes that will make Francuska St. safe, ecological and organized in the future. In 2019 a conference regarding urban logistics took place in Warsaw. We are also planning to take part in subsequent workshops and meetings.



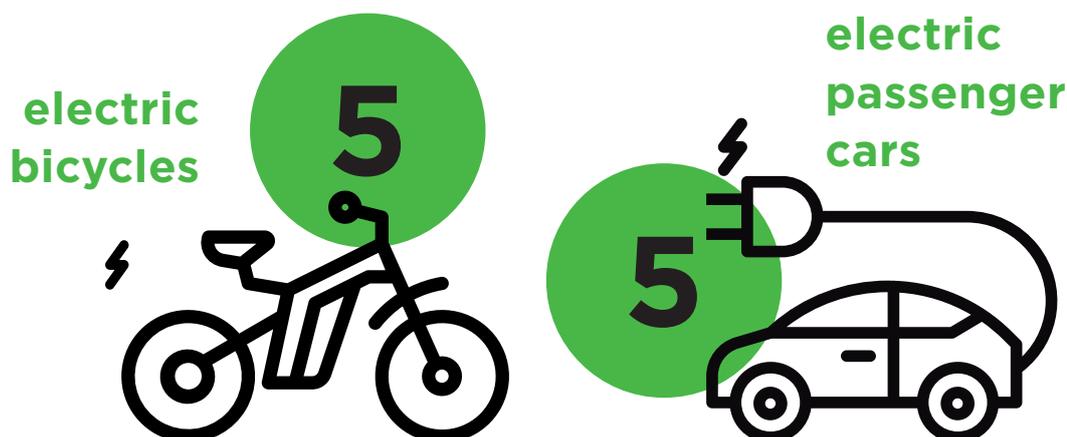
Electromobility

The reduction of exhaust emissions is one of the priorities of long-term plans of the Capital City of Warsaw. Although cars in the Public Roads Authority are necessary to carry out our tasks, we are investing in electrically powered vehicles. We are also focusing on other means of transport.

The cars are used by the Emergency Breakdown Service, controllers of the Unguarded Paid Zone Parking, surveillance inspectors and other employees who mainly work in the field. We want Warsaw to be an ecological city, and therefore we have been investing in electromobility for a long time.

Currently we have 5 electric passenger cars in our fleet. This way we save on fuel expenses and reduce emission of harmful substances. We also use other

means of transport: employees have 5 electric bicycles including one delivery bike at their disposal. All vehicles are used for everyday tasks performed by the Public Roads Authority and are extremely popular among our employees. According to the electromobility bill, we strive to make electric cars 10 pct of our fleet. Hence in 2019 we plan to purchase more vehicles of that type. An electric delivery truck which will be used during road area control will be a novelty.







102 MIŁYNÓW

9527

Jestem hybrydowy

9527

9527



Road traffic safety

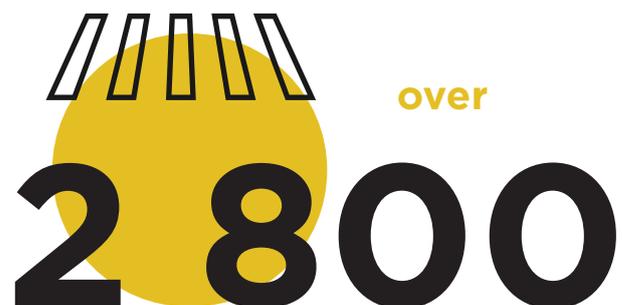
It has been another record year in terms of implementation of activities that aim at improving road traffic safety. We are consistently refurbishing road infrastructure, introducing changes in road traffic organization and conducting safety audits, which help us to indicate locations that demand urgent changes with regards to safety improvement.

Road traffic safety audit

The basis for activities to improve safety is identifying the most important hazards. Therefore, every year we conduct safety audits, that point out the elements requiring the most urgent improvement.

In 2018, we have conducted an audit of roads of European importance (network TEN-T). It covered the national roads No. 2 and No. 7 on sections running through Warsaw and managed by Public Roads Authority. The audit covered almost 39 km of national roads on 11 sections of the streets. The audit was carried out on Dolina Służewiecka St., on Siekierkowska Freeway and on Prymasa Tysiąclecia Av., among others. The auditors from the Cracow University of Technology analyzed the data on traffic intensity and instantaneous speed, and then indicated errors and defects along with an explanation of what kind of hazards they can create. The main problems turned out to be the excessive availability of main roads (many intersections and exits to properties) or the state of barriers and screens along the roads. The recommendations also concerned traffic lights, signage, crosswalks location, parking vehicles at crosswalks, roads and entrances.

The auditors have also indicated a major hazard caused by speeding. In 2018, we have completed the third stage of works on controlling the lighting condition on pedestrian crossings without traffic lights. The street lighting audit was conducted in the Wawer, Włochy and Praga-Północ districts at 803 pedestrian crossings. The research was a continuation of the pedestrian crossings safety audit, which is being conducted for three years now. Since 2016 we have had over 2 800 zebra crossings checked for safety in 10 districts. Ultimately, all the pedestrian crossings without traffic lights will be audited.



over
2 800
zebra crossings checked
for safety

An audit of **38,6 km** of national roads on 11 sections of streets, including:



We are studying driving speed

Exceeding the speed limit is one of the major road traffic safety hazards. The scale of this problem is demonstrated by vehicle speed study conducted in 2018 on the streets of Warsaw. We handed over the study results to the relevant services, whose task is to enforce laws and regulations. The data will also allow us to work on where and how to limit the possibility of exceeding the speed limit.

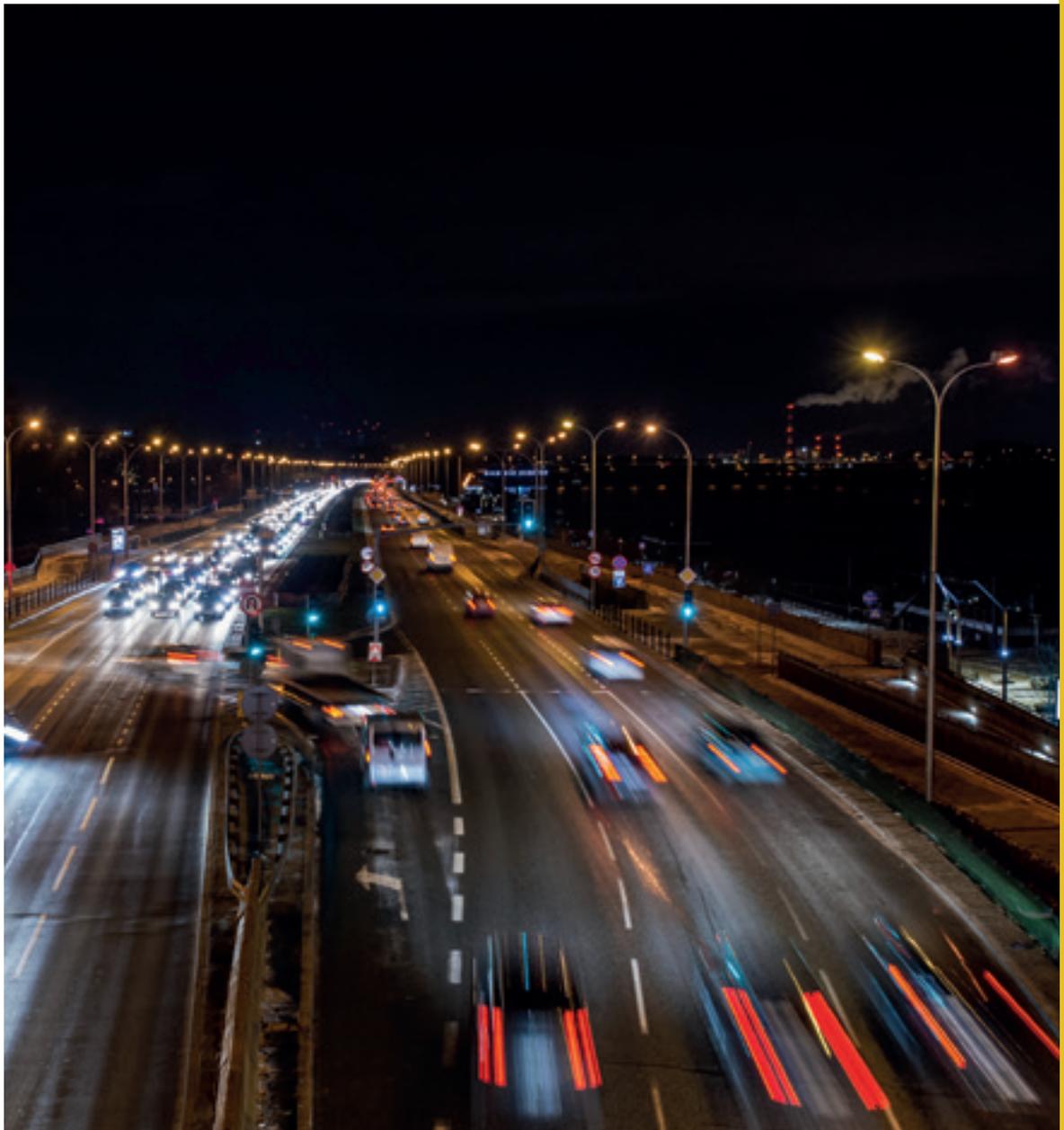


3,5 million

**conducted
measurements**

The study covered a total of 90 measurements in 89 unique locations in all districts. The study covered almost 3.5 million vehicles registered at 311 analyzed road areas within 122 days of measurements. The "fastest" point turned out to be Wybrzeże Gdynskie St. with an average vehicle speed of 94.8 km/h. The "slowest" point was Ks. Ziemowita St., with an average instantaneous speed of 29.9 km/h in both directions.

The study demonstrated over 2 million exceedances of speed limits, meaning that almost 40 pct of all registered vehicles exceeded the speed limit. 800 000 cases concerned exceeding the speed limit by over 10 km/h (almost 25 pct of all vehicles). The study also identified over 28 000 drivers who exceeded the speed limit by over 50 km/h. A penalty for this offence is a suspension of a driving license, as the offence poses as a serious hazard for all road users.



Road traffic organization

Changes in the road traffic organization contribute to safety improvement. The scope of work includes designation of new ground pedestrian crossings, building refuge islands between lanes, installing speed bumps, mounting bollards and altering the geometric design of roads, sidewalks and bikeways.

Ground pedestrian crossings improve pedestrian comfort and safety. In 2018 several pedestrian crossings were demarcated. Zebra crossings have been installed on Szymanowskiego St., Rosochata St., Lindleya St., Bysławska St., Gwiazdzista St., Stryjeńskich St. and Radzymińska St., among others.

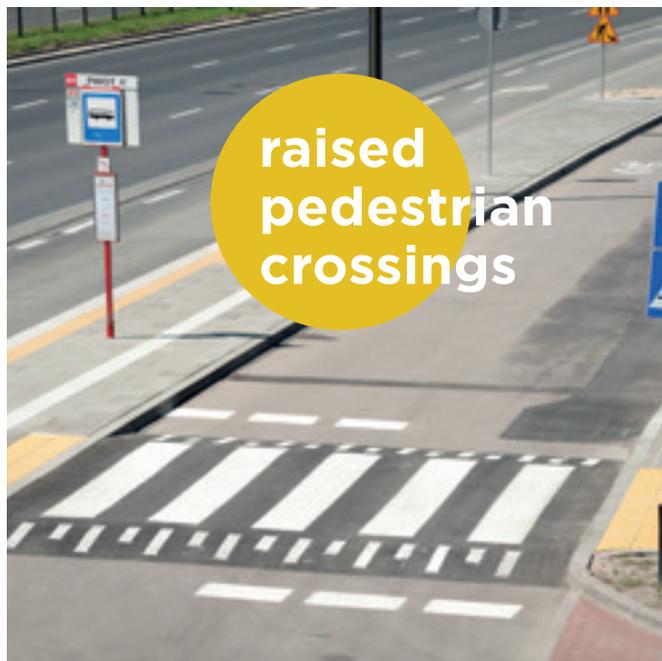
In places where crosswalks already exist we build refuge islands and raised pedestrian crossings. New refuge islands have been installed on Sierakowskiego St., Dobra St., Kłobucka St., Św. Bonifacego St., Dąbrowszczaków St., Chełmska St., Obrazkowa St., Szwoleżerów St. and Myśliwiecka St., among others. 50 intersections in Warsaw were provided with raised pedestrian crossings. This type of solution was applied on Puławska St., Jagiellońska St., Wolska St., Kasprzaka St., Szaserów St., Towarowa St., Radzymińska St. and Wiertnicza St. We build speed bumps and improve road geometry to calm and organize

the traffic. The decision about using this type of solution is preceded by a detailed analysis, and traffic calming is often a proposal put forward by residents within the participatory budget project. New speed bumps have been installed on Gwiazdzista St., Syta St., Dąbrowszczaków St., Przewodowa St., Szaserów St., Bronowska St., Złotej Jesieni St. and at intersection of Jana Pawła II St. and Ciepłarniana St. in the Wesola district. Alterations in the geometric design of roads were carried out for instance on Karowa St., Czołowa St., Lindleya St. and Dobra St.

installation of raised pedestrian crossings at



50
intersections





Street lighting

Proper street lighting improves road safety. There are over 110 000 lighting poles on the streets of Warsaw. Some of them are quite old and worn out, and they are simply missing in many places. Therefore, we have been intensively modernizing street lighting.

In 2018 we managed to achieve a record pace of work - we have replaced almost 1 900 streetlights. Most of the modernization works are comprehensive - we replace the wiring, control devices, poles and install modern LED fixtures. This year we have installed over 2 000 new energy-efficient fixtures. They improve visibility and consume 50 pct less electricity. We have allocated almost PLN 60 million

for modernization of lighting. New, energy-efficient LED fixtures have been installed on the existing poles on Jana Pawła II Av., Grochowska St. and inside the pedestrian and bicycle tunnel on Prymasa Tysiąclecia Av., among others.

A reconstruction of lighting in the Park Praski was one of the biggest and most spectacular investments. The

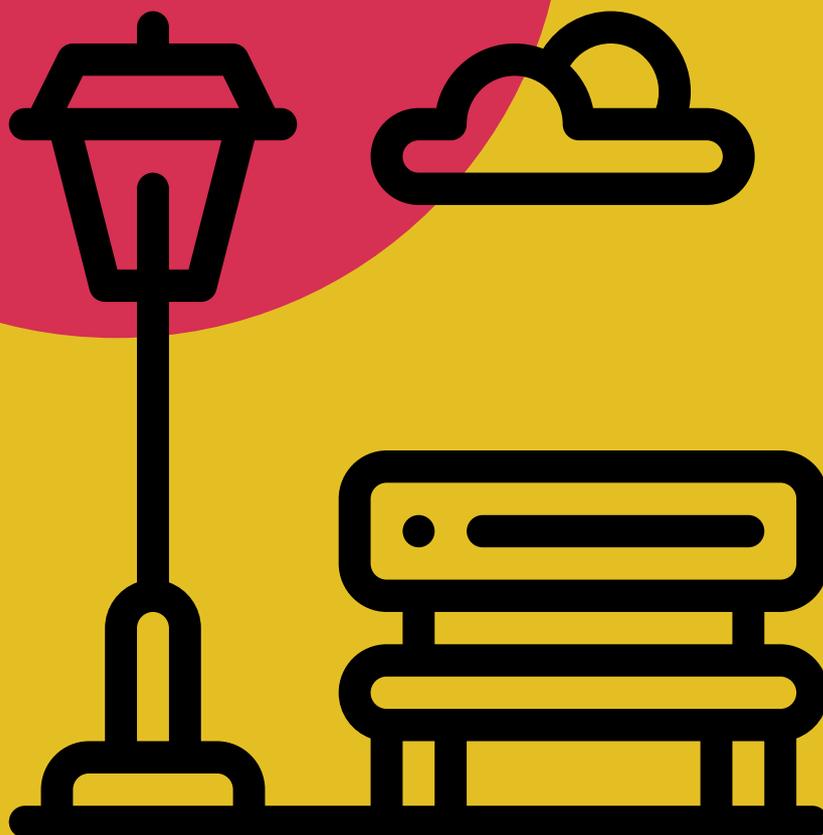


system used in the park is what is called follow-up lighting. This means that if no one is walking in the alley, the lighting dims. When a sensor detects a pedestrian, the system will brighten the nearest 2-3 fixtures, so that the person walking would be always in the full lighting zone. We also carried out comprehensive modernization of streetlights on Jagiellońska St., Cyru-lików St. and Lindleya St.

Streetlights improve visibility and safety, they also have a significant impact on the city aesthetics. On the streets in the historic districts we install the Warsaw Bishop's staff, antique-styled streetlights. We have installed such hundred-year-old-style streetlights replicas on Miodowa St., Krasińskiego St. and Wojska Polskiego Av., among others.

In 2018 we
replaced almost

1 900
lighting
poles



Reconstructions of street lighting

(installation)



styled as the Warsaw 1923 Bishop's staff

	pole	fixture
Krasińskiego St. (a section from Wybrzeże Gdynińskie St. to Broniewskiego St.)	152	61
Park Praski	206	206
Miodowa St. (along the entire street)	35	35
Kapucyńska St. (along the entire street)	8	13
Jagiellońska St. (a section from the S8 Route to the Starzyński roundabout)	210	223
Krasińskiego St. (a section from Broniewskiego St. to Powązkowska St.)	80	80
Lindleya St. (along the entire street)	10	10
Cyrulików St. (along the entire street)	45	54
Międzyparkowa St. (along the entire street)	13	13
Bliska St. (along the entire street)	14	14
Stawki St. (a section from Okopowa St. to Jana Pawła II Av.)	25	39
Bartnicza St. and Wyszogrodzka St.	60	101
Kijowska St.	11	60

Additional lighting at pedestrian crossings

Additional lighting at pedestrian crossings contribute greatly to safety improvement. We are consistently adding lighting in the poorly lighted zebra crossings. 2018 saw a record of such enchantments. In total, we have added more lighting to 435 zebra crossings - in comparison in 2017 we have added more lighting at 337 crossings and in 2016 - 78.

There are two ways to install additional lighting. The most effective method is installation of special, lower poles

directly at the crosswalks. Asymmetrical lenses, which illuminate the pedestrian from the side and hence greatly improve his visibility are mounted on the poles. However, this solution is much more expensive and requires the project documentation to be approved. Therefore, to increase the pace of work, we temporarily mount fixtures with double booms on existing streetlights in many places. Such a solution adds lighting to the crosswalk and its surroundings.



435

**crosswalks
with additional
lighting in 2018**



WARSZAWA

Traffic lights

Traffic lights calm and organize traffic, which greatly improves safety. New traffic lights are built on the busiest and most dangerous crosswalks and intersections.

New or renovated traffic lights have been installed on total of 64 intersections and crosswalks. We built new traffic lights in places, where it was necessary to calm the traffic and improve safety.

Examples of such changes can be observed at 9 intersections and crosswalks. Brand new signaling devices have been installed at the intersections of Wilanowska Av. and Dominikańska St., Żegańska St. and Bursztynowa St.,

**new or renovated
traffic lights at**

64

intersections



and on Dwernickiego St., Wiertnicza St. and Modlińska St., among others. We carried out repairs in places where the traffic lights were old and worn out. Examples of such changes can be observed at intersections of Saska St. and Zwycięzców St., Grójecka St. and Banacha St., Dickensa St. and Białobrzeska St., Kopińska St. and Białobrzeska St., "Grzymały" Sokołowskiego St. and Szczęśliwicka St., among others and on Żwirki i Wigury St., Wiertnicza St., Jagiellońska St., Radzymińska St., Okopowa St., Towarowa St., Puławska St., Połczyńska St., as well as on Mińska St., Stanosławowska

St., Dwernickiego St., Szaserów St., and also on Kasprzaka St., Wolska St. and Połczyńska St. We introduced the "green wave" on Puławska St., Wiertnicza St., Powsińska St., Raclawicka St., Żwirki i Wigury St., Towarowa St., Okopowa St., among others and in the Tamka St. area. Traffic lights have been coordinated in a way to maximize the flow of traffic.

The total amount we have allocated to improve safety related to construction, reconstruction and adaptation to the new traffic light organization in 2018 amounted to almost 20 million.





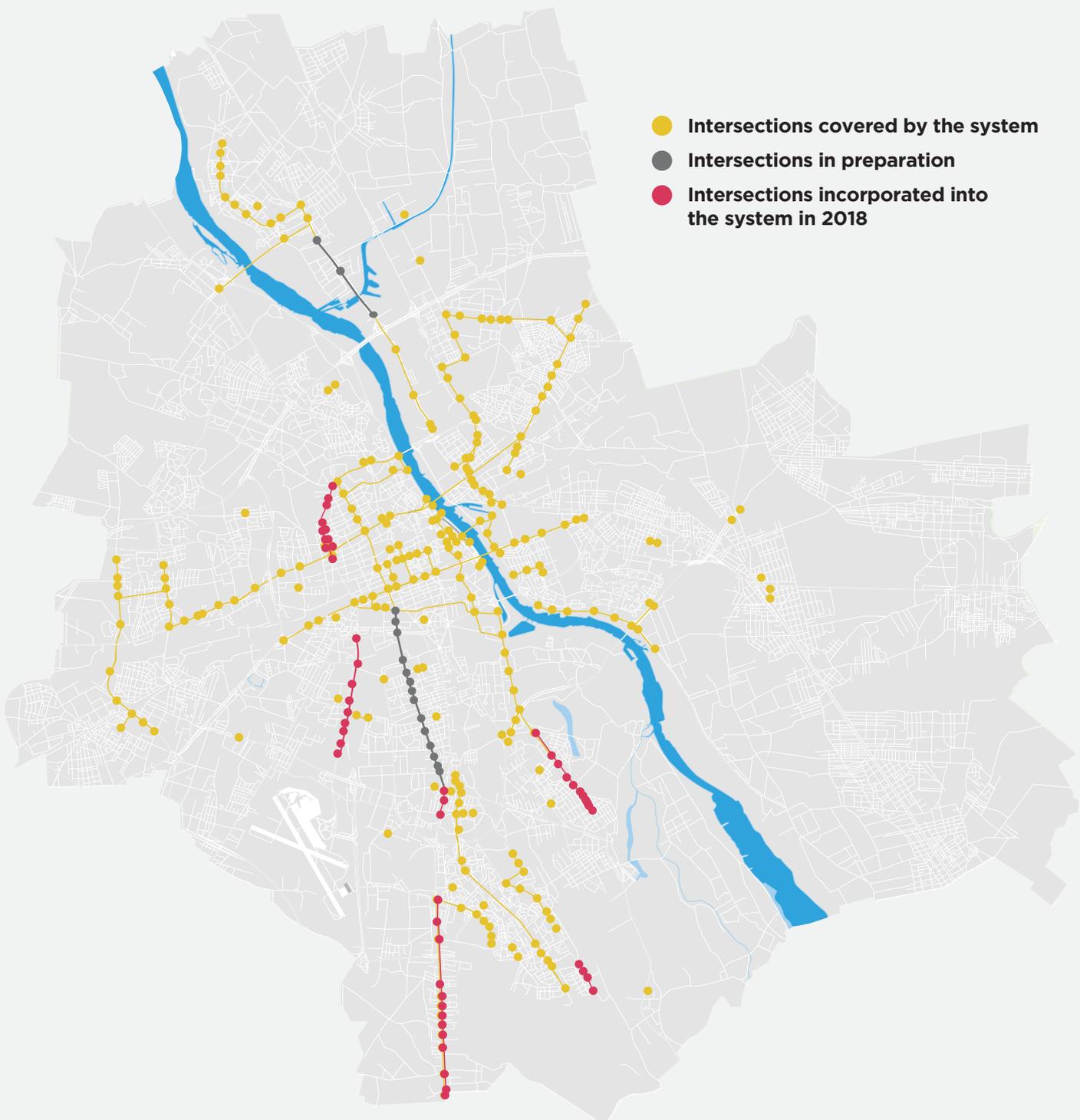
Integrated Traffic Management System

The Integrated Traffic Management System contributes to the improvement of traffic flow and safety. In Warsaw the system has been operating since 2008 and back then it covered 37 intersections. Today, it encompasses a total of 321 intersections. In 2018 another 53 intersections at Okopowa St., Żwirki i Wigury St., Puławska St., Wiertnicza St. and Powińska St., among others have been added to the system.

The system itself is currently being modernized. Operator center has undergone a major renovation and has gained modern equipment allowing for permanent system control, new digital cameras and detection devices have been installed at the intersections, while in the tunnel under Wisłostrada we have expanded the existing connectivity system and we have replaced illuminated warning signs.

321

intersections
covered by the system





 **Virtgen**

We are renovating and rebuilding road infrastructure

One of the most important tasks of the Public Roads Authority is maintaining the entire road infrastructure on the proper level. In 2018 in addition to smaller repairs which were limited to replacing the road surface or changes in the traffic organization, we have conducted several comprehensive modernization that made streets change beyond all recognition. All the works were aimed at comfort improvement, aesthetics and above all safety.

Podleśna St.

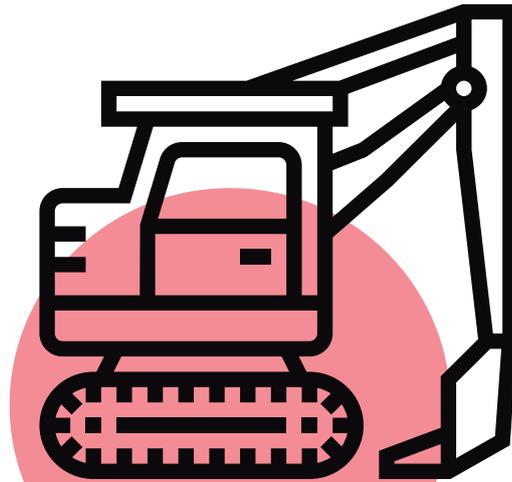
A new surface on the roadway and sidewalks, new bus stops, parking bays, lighting and pedestrian crossings – Podleśna St. has undergone a major metamorphosis.

The scope of work on Podleśna St. was comprehensive. In the first half of the year a new road surface was laid on the entire 1.5 kilometers section. It is almost 12 000 m² of new asphalt. At the request of the residents we have installed speed bumps before all the pedestrian crossings and established a speed limit to 30 km/h

in their region. In the next stage we have renovated parking bays and several sidewalks. At the end we have modernized the lighting and installed additional lighting on pedestrian crossings. It became our standard practice to equip new streetlights with modern, energy-efficient LED fixtures – which not only improve



safety, but also consume far less electricity. As part of the investment, we also introduced a number of changes in the traffic organization. We have demarcated new pedestrian crossings along the entire street and improved the geometric design of bus bays. The residents also contributed to the transformation of Podleśna St., as they decided it was necessary to reconstruct road entries for bicycles within the participatory budget project.



almost
12 000 m²
of new asphalt



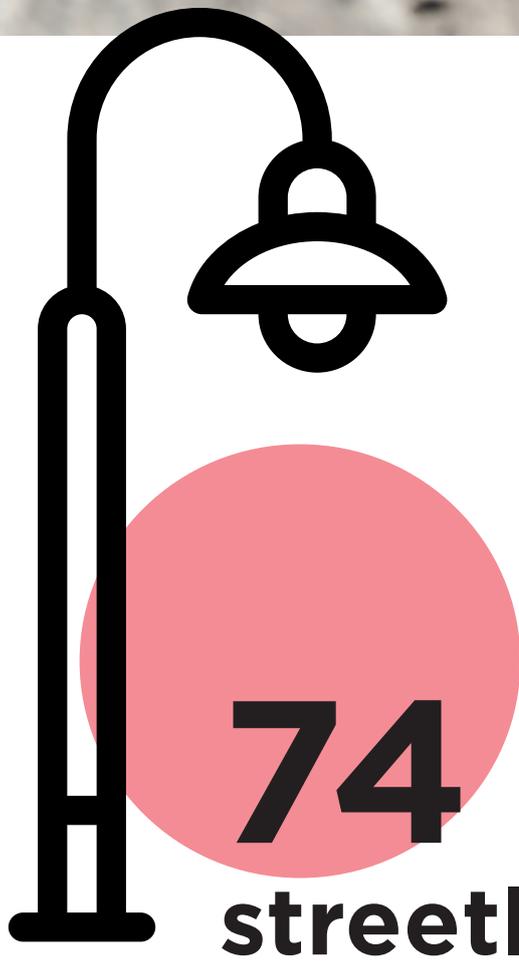
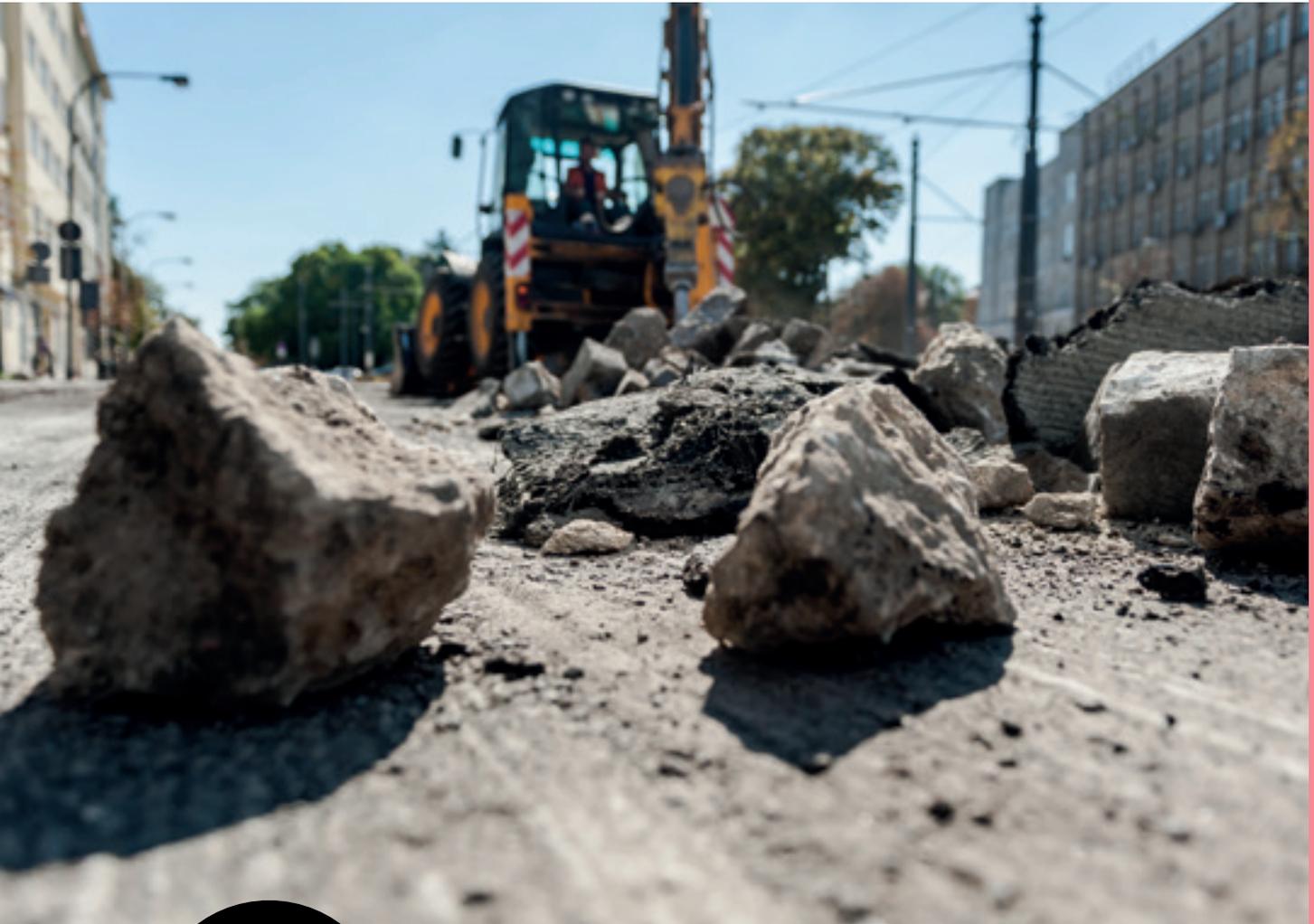
Lindleya St.

Lindleya St. has changed beyond recognition, as in addition to road infrastructure renovation the street has acquired aesthetic value.

Lindleya St. has undergone a comprehensive reconstruction. A new road surface, reinforced with a special glass-carbon fiber mesh, which will extend the durability of the reconstruction was laid along the entire road. We have renovated and built new sidewalks with a smooth surface made of concrete paving slabs (50 x 50 cm) and parking spaces have

been organized and covered with paving stones. In order to protect the sidewalks from illegal parking, we have mounted bollards along the street, and planted new greenery in the pedestrian crossings and intersections area, which will also make illegal parking impossible. A tram terminal platform has been installed on Starynkiewicza Sq. There is also brand new lighting





along the entire street. 74 streetlights have been equipped with modern LED fixtures.

The renovation aimed to improve safety and comfort for the users of Lindleya St. Therefore, the geometric design of the road was altered. We have demarcated a pedestrian crossing with a refuge island equipped with additional lighting serving the pedestrians in the hospital area. Lowered curbs and detectable warnings have been installed on all zebra crossings.



Wiertnicza St. and Powsińska St.

Major changes have been implemented on Wiertnicza St. and Powsińska St., the main traffic artery connecting the Wilanów and Mokotów districts. An improvement of the entire road infrastructure was essential, as thousands of residents use these streets every day. A new solid road base and road surface was laid on almost 3.5 kilometers section. That is almost

88 000 m² of new asphalt. We have installed lowered curbs, tactile paving, detectable warnings and special transit curbs at the bus stops. We have demarcated new pedestrian crossings with traffic lights. The cyclists can benefit from the new bikeway which was built under the Integrated Territorial Investments.



All these changes made on Wiertnicza St. and Powsińska St. improve the safety, comfort and accessibility for all the road users.

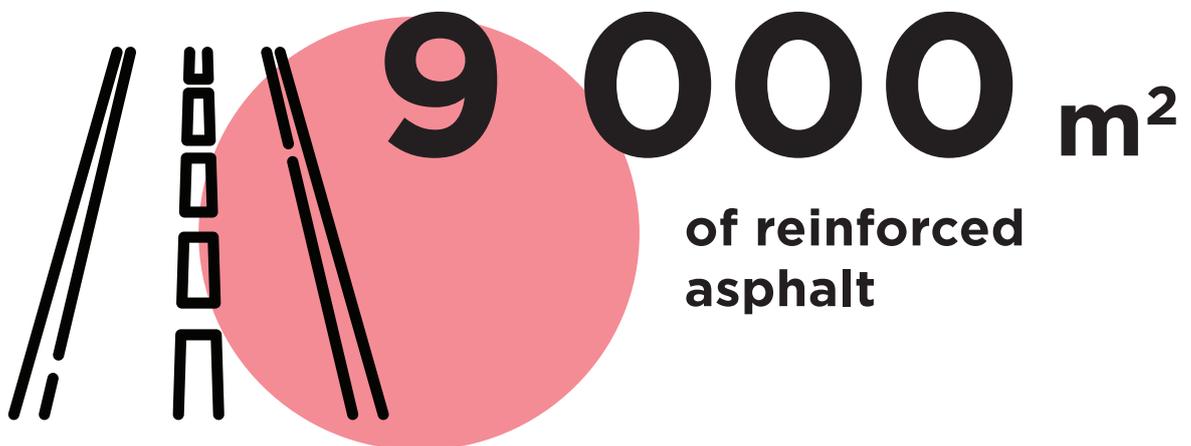
almost
88 000 **m²**
of new asphalt

Szaserów St., Dwernickiego St., Stanisławowska St.

The road infrastructure renovation on Szaserów St., Dwernickiego St. and Stanisławowska St. was implemented under the Integrated Territorial Investments project, under which new sidewalks and bikeways have been installed. At the same time a new road surface, reinforced with a solid base was laid on a kilometer section of Dwernickiego St. and Szaserów St. Almost 9 000 m² of asphalt has been strengthened with a special mesh that will extend the durability of the renovation. A new parking bay, next

to the Military Medical Institute, among others will make the drivers content.

New traffic lights on Kickiego St. and modernization of the old signaling devices have greatly improved safety. The passenger comfort in public transport has improved significantly. We have adapted bus bays to the applicable standards, which is beneficial to the passengers. This year we are also planning a comprehensive lighting modernization on Szaserów St.



9 000 m²
**of reinforced
asphalt**



“Bypass” of Targówek

We have started the reconstruction of the so-called “Bypass of Targówek”, which includes Ossowskiego St., Handlowa St. and Myszkowska St., as well as Gorzykowska St. and Kołowa St. This significant reconstruction was scheduled to be completed in 2018, however due to the essential coordination with the second metro line construction, works will end in 2019. The works will be comprehensive - we will lay over 20 000 m² of new smooth

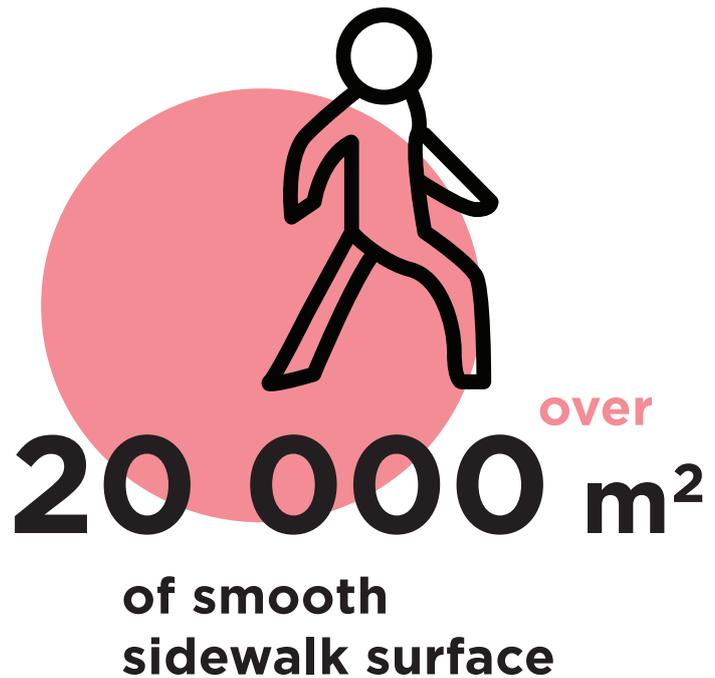
road surface in place of the very old and worn out sidewalks. The cyclists will be able to use new bikeways with a total length of more than 3 km and special bicycle racks. For runners, we will prepare a jogging path with an unhardened surface on the right side of the Vistula River. New streetlights equipped with over 400 energy-efficient LED fixtures will be installed on the roadways and sidewalks. Those who enjoy walking will also benefit from more



than a dozen new benches. New greenery will conclude the modernization – gardeners will plant 211 new trees; mainly maples, ashes, hornbeams and birches. Small greenery will also be planted – a total of 28 000 shrubs including spiraea, snowberry, rose, forsythia, cinquefoil and other species.

The project of the "Bypass of Targówek" reconstruction anticipates many changes in the traffic organization. There will be one lane in each direction on the roadway and there will be parking spaces on the remaining area – a total of 140 parking spaces. The existing intersections of Handlowa St. and Gorzykowska St., Pratulńska St. and Kołowa St. will be reconstructed into roundabouts. We will demar-

cate new pedestrian crossings with refuge islands through Handlowa St. (between Lusińska St. and Kołowa St., on Lusińska St., Mokra St. and Szczepanika St.) and through Myszkowska St. on Hodowlana St.



20 000 ^{over} **m²**
**of smooth
sidewalk surface**



Road surface repairs

The quick weekend road surface repairs have become our hallmark and one of the most important elements of all-year maintenance activities. The scope of work includes replacement of the old, damaged surface, however we often also replace curbs and shoulders, renovate sidewalks, bikeways and bus stops, and alter the traffic organization.

321 500 m²

of new road surface

32

renovated and reconstructed streets

32,9 km

PLN **100** million

Milling

step-by-step



A FEW MONTHS BEFORE

Analysis of traffic within the future works area and – when necessary – development of proposals of changes in traffic organization.

FEW WEEKS BEFORE

Preparatory works: necessary paving works, including replacement and adjustment of curbs and removal of architectural barriers; on-site inspections with utility companies.

FEW DAYS BEFORE

Information for residents about planned works and traffic diversions.



FRIDAY AT 10:00 P.M.

Road closure and introduction of traffic diversions.

FRIDAY/SATURDAY NIGHT

Milling of the old binder course and the wearing course. If the surface's condition so requires, milling of the bituminous road-base and correction of the sub-base.



SATURDAY MORNING

If the overnight works included milling of the bituminous road-base and correction of the sub-base, it is necessary to re-lay the sub-base and road-base. The next step includes cleaning of a surface and application of asphalt emulsion, ensuring proper connection between individual courses.

Further works include laying of a new binder course, which cools down until Sunday (time depends on the scope of work and the ambient temperature).



SUNDAY

Application of asphalt emulsion on a binder course laid on Saturday and laying of a new wearing course. Cooling time of a new course depends on the scope of work and the ambient temperature.

The next step, taking place on the same day, assumes the installation of traffic markings.

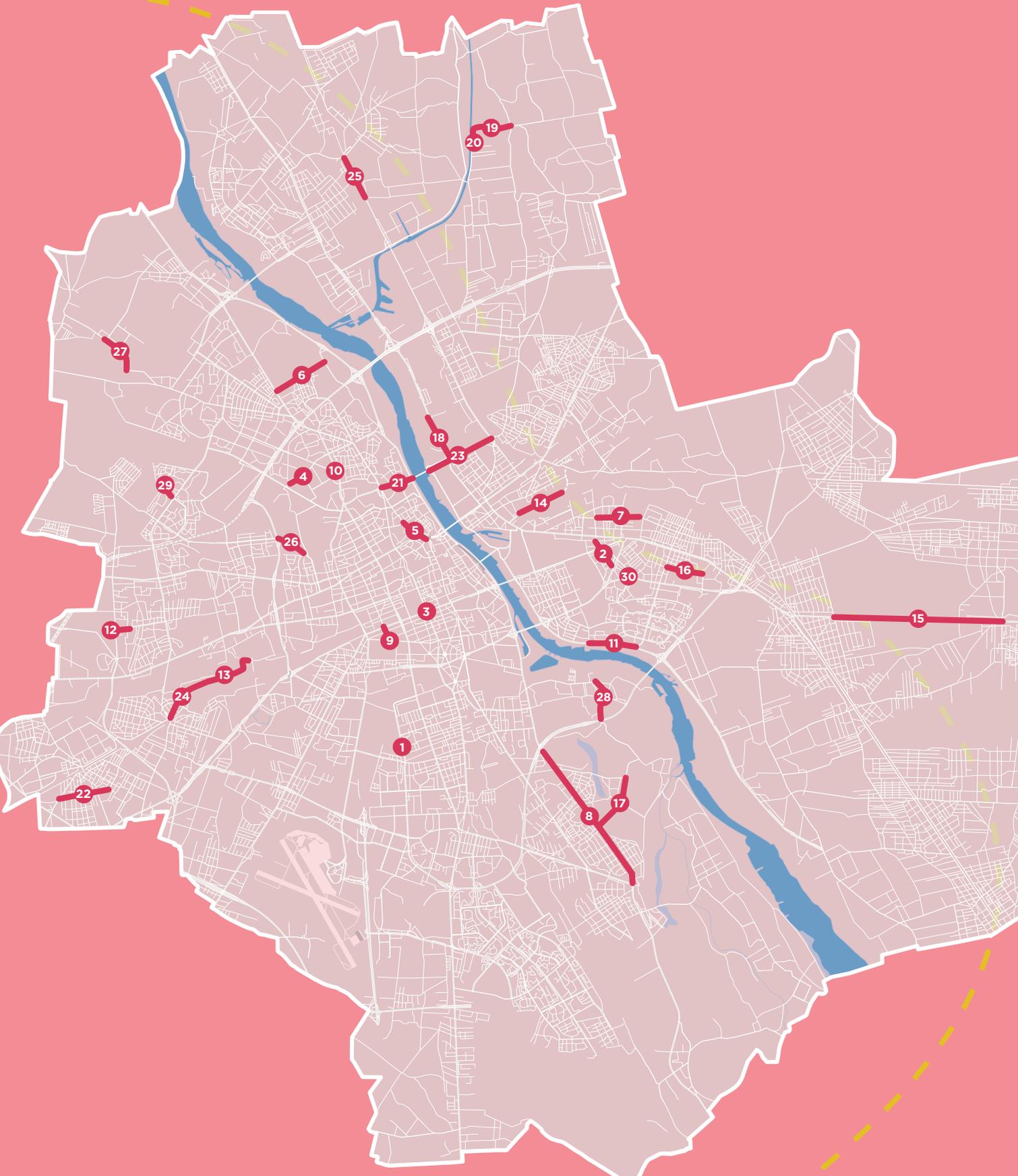
MONDAY UNTIL 4:00 A.M.

Further works associated with the installation of traffic markings.

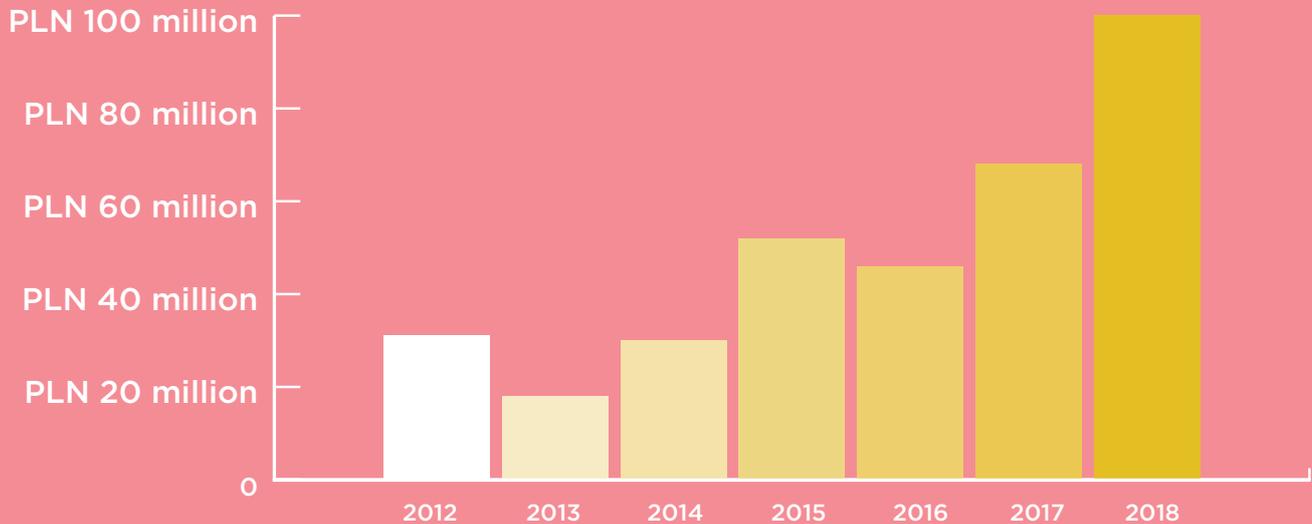


MONDAY 4:00 A.M.

Opening of a street for traffic. Removal of diversion signs.



Expenditure in the previous years



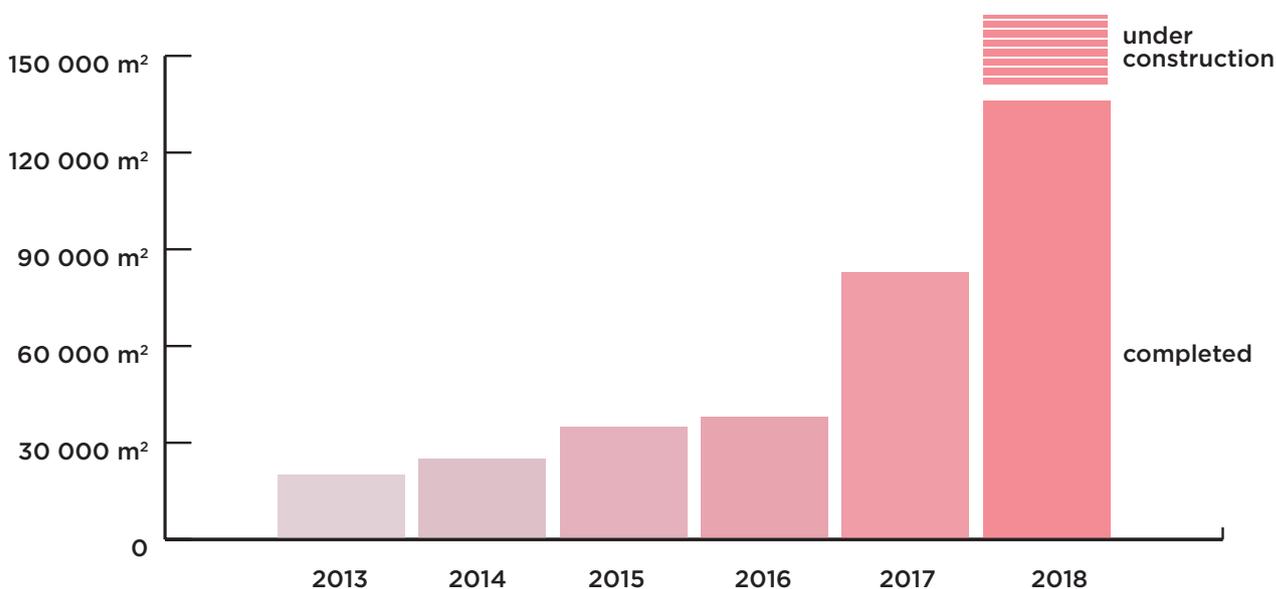
1. **Wołoska St.** frontage road next to the hospital
2. **Międzyborska St.** section of Turbinowa St.-Stanisława Augusta St.
3. **Dmowskiego Roundabout**
4. **Kraśńskiego St** section of Elbląska St.-Przasnyska St.
5. **Miodowa St.** (along the entire street)
6. **Podleśna St.** (along the entire street)
7. **Szaserów St.-Dwernickiego St. -Stanisławowska St.** from Podskarbińska St. to Garwolińska St.
8. **Wiertnicza St. and Powsińska St.** from Idzikowskiego St. to Wilanowska St.
9. **Lindleya St.** (along the entire street)
10. **Grunwaldzki Square**
11. **Wał Miedzeszyński St.** section of Fieldorfa St.-Afrykańska St. (both roadways)
12. **Człuchowska St.** section of Karabeli St.-Lazurowa St. (both roadways)
13. **Gniewkowska St.** section of Mszczonowska St.-Potrzebna St.
14. **Kijowska St.** section of Markowska St.-Warszawa Wschodnia railway station
15. **Czecha St.-Trakt Brzeski St.** section of Kajki St.-Raczkiewicza St. (southern roadway)
16. **Łukowska St.** section of Zamieniecka St.-Rodziewiczówny St.
17. **Augustówka St.** section of Statkowskiego St.-Powsińska St.
18. **Jagiellońska St.** section of Starzyńskiego Roundabout-Platerówek St. (eastern roadway)
19. **Zdziarska St.** section of Białołęcka St.-Ostródzka St.
20. **Białołęcka St.** section of Ketlinga St.-Zdziarska St.
21. **Słomińskiego St.** section of Gdański Bridge-Dawidowskiego St.
22. **Kompanii Kordian St.-Pużaka St.** section of Sławka St.-Regulska St.
23. **Starzyńskiego St.** section of Starzyńskiego Roundabout-Żaba Roundabout
24. **Potrzebna St.** section of the district border-Świerszcza St.
25. **Czołowa St.** section of Marywilaska St.-Bohaterów St.
26. **Obozowa St.** section of Prymasa Tysiąclecia Av.-150 m before Płocka St.
27. **Wólczyńska St.** section of Wóycickiego St.-railroad tracks
28. **Gościniec-Polska St.** section of Bartycka St.-Antoniewska St.
29. **Wrocławska St.-Żołnierzy Wyklętych St.**
30. **Grenadierów St.** at the intersection with Ostrobramska St.

Sidewalk repairs

Improving the safety and comfort of the least protected road users, or pedestrians, has been a priority for the Public Roads Authority for several years now. We are putting behind us another active and record-breaking year in terms of modernizing sidewalks.

We have undertaken several large-scale investments, for instance on Wiertnicza St. where we have built over 15 000 m² of new pavements. Others were on a much smaller scale, but still extremely important for the local community, for instance on Dobra St., where we have built about 100 m² of the missing sidewalk. The residents can benefit from a new smooth sidewalk made of concrete paving slabs (50 x 50 cm) on Łukowska St., Puławska St., Miodowa St., Powsińska

St., Radzymińska St. and Lindleya St., among others. During the works, we have removed many architectural barriers and improved accessibility for people with disabilities by installing special detectable warnings and directional paving, lowering the curbs and renovating bus stops and bus bays so that they are adapted to applicable standards. The passenger comfort in public transport has improved significantly on Sławka St., Radzymińska St., Powsińska St. and Wiertnicza St.



29 new and repaired
sidewalks on the
streets

136 000 m²
of completed sidewalks

20 000 m²
of sidewalks
under construction

we spent
almost PLN **38**
million

the total length is like
the distance



**from Warsaw
to Radom**

an area of



22

football pitches



208

Świętokrzyski bridges

We are improving accessibility

Urban space should be accessible to everyone. We have another year behind us, when we have carried out intensive activities aimed at removing architectural barriers.

Lowering a curb, installing detectable warnings at the edge of the road or a bus stop, installing tactile paving for persons with disabilities – even though the adjustments we make may not seem spectacular, they greatly

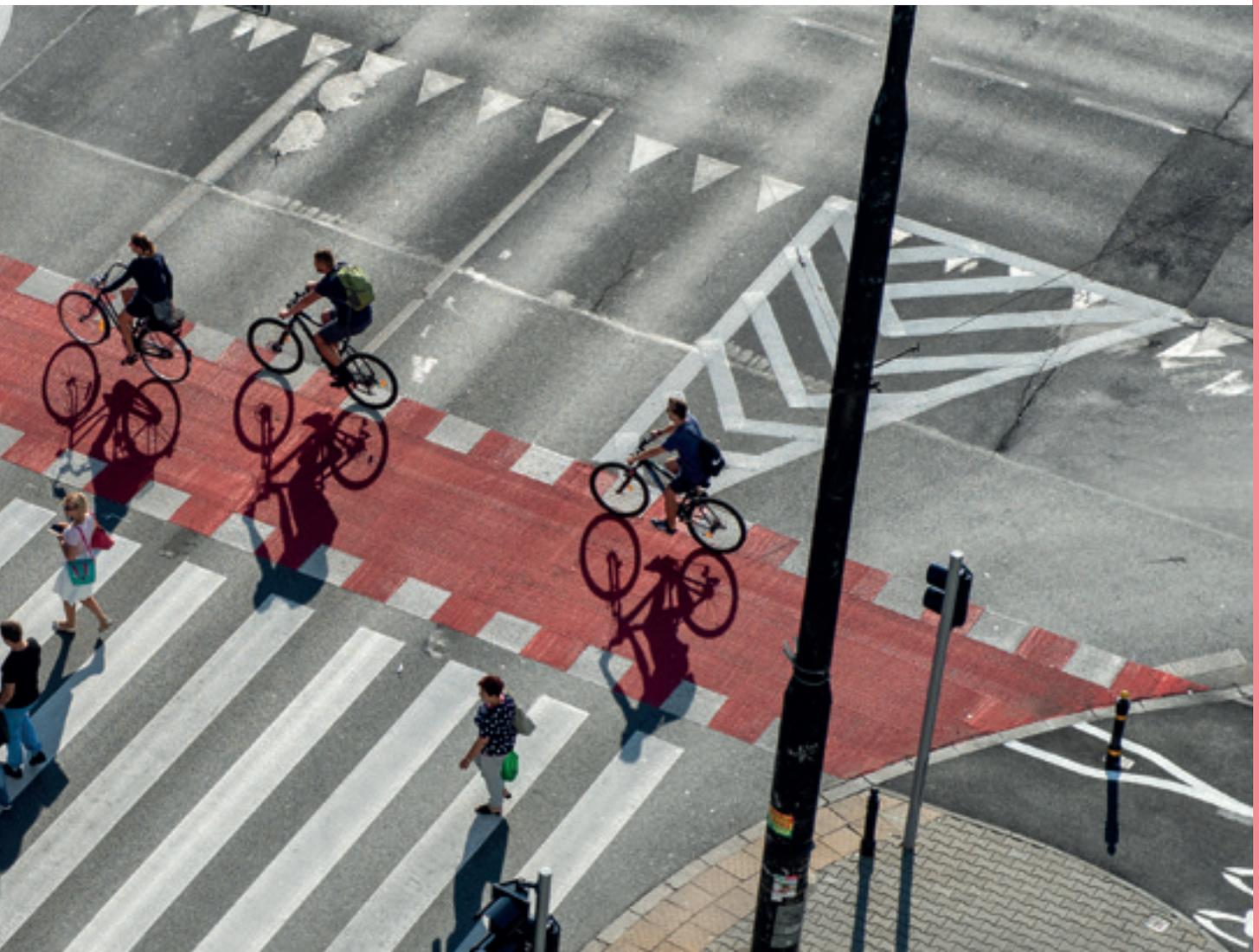
impact the accessibility improvement for all the road users. The architectural barriers are removed in individual locations, as well as during more extensive works such as the sidewalk and bikeway repairs, street and inter-



section reconstruction and bus stop renovations, that we usually conduct when major projects are carried out.

In 2018 we have renovated a total of 82 bus stops on Puławska St., Czołowa St., Podskarbińska St. and Towarowa St., among others. It has become our standard practice to install special transit curbs with a rounded shape and increased height (16 cm) during platform renovation. They allow the buses to pull as close as possible to the edge of the platform. Detectable warnings and special direction tactile paving are also being installed on the bus stops, which make it much easier

for all the blind and visually impaired passengers to position themselves in front of the bus door.



New bikeways

Bicycle traffic is developing dynamically and keeps on breaking new records in Warsaw. New bicycle routes have a significant impact on the popularity results. Only this year we have built or renovated over 60 km of bicycle routes, which means that the bicycle route network in the whole city has already amounted to 589 km.

Intense activities aimed at the development of the cycling infrastructure have continued since 2012. A good indicator of the above statement is the fact that over half of the bikeways have been built in the last few years. An asphalt surface is laid on the new bikeways, meaning that appropriate standards are maintained, which make using the bikeway comfortable and safe. Already 70 pct of the designated routes have an asphalt surface.

We managed to install most new bicycle routes thanks to the support of EU funds under the Integrated Territorial Investments. The residents can already benefit from the the bikeways on Żwirki i Wigury St., Kasprzaka St., Wiertnicza St., Jagiellońska St. and Szaserów St., among others. Bicycle routes that connect many districts have been established thanks to these investments. In 2019 several large-scale investments should be

completed on Puławska St., Połczyńska St., Żołnierska St. or Leszno St., among others. At Puławska St. itself, there are over 9 km of bicycle routes, and the most spectacular bicycle investment was a reconstruction of the “Wyścigi” junction with Puławska St., Rzymowskiego St. and Dolina Służewiecka St. A collision-free ramp and underpass system has been installed around the junction. It allows the bicycles to easily go through it in all directions.

In 2018, for the first time in the history of conducting measurements we have recorded a breaking of a record of one million journeys in a single year on a single route. It is a phenomenon not only on the scale of Warsaw, but also all of Poland. The record result took place on Świętokrzyska St., which became bicycle-friendly after its reconstruction. Such results clearly indicate that the bicycle is becoming a more and more popular means of

transport and it is worth investing in the bicycle infrastructure development.

Although the condition of the cycling infrastructure is constantly improving, we are aware that there is still a lot of work to do. We are not planning

to slow down in 2019. There are over 80 km of new routes under construction. They will connect other districts together and make bike travels more comfortable and safe.

In 2018 in Warsaw
we recorded

1,3 million

rides on Świętokrzyska St.





589 km

of cycling routes including:



440 km

of separated bike patches



77 km

of contraflow bike lanes



72 km

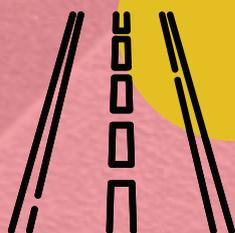
of walking and cycling routes



75 000

over

cyclists



70 pct

bikeways with asphalt surface



7 pct

bicycle traffic





Routine maintenance

Works concerning routine maintenance of road infrastructure is continuous throughout the year on an almost 24-hour basis. It is one of the main tasks of the Public Roads Authority.



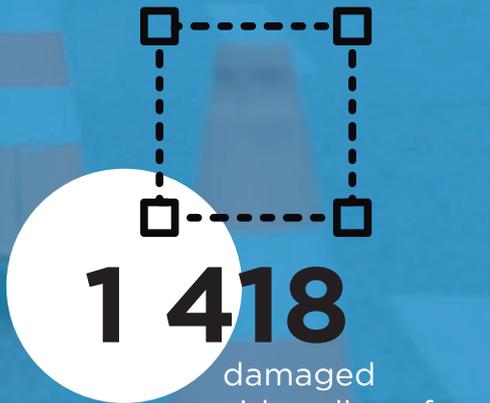
Emergency Breakdown Service

Emergency Breakdown Service employees oversee the condition of the road infrastructure in the whole city 24 hours a day, seven days a week. 2018 was as busy as the previous year – in total, we have secured over a thousand damages that directly endangered traffic safety.

We are constantly patrolling our streets searching for defects. Firstly, we always secure the area, then we start the repairs. The most common damages concern streetlight and traffic light failure and damaged roadways or sidewalk surface. We used 9 625 kg of cold asphalt to secure the damaged road surface. It is the easiest and fastest way, although a temporary one – we commission the surface repair with the use of mastic asphalt to our contractors. In 2018 we carried out 1 020 interventions

regarding various road defects that ended up in securing road failures. Not all the alerts concern roads that are under our management – in that case we immediately secure the area and pass the information on to the appropriate unit.

The repairs are very often the result of alerts from the residents and urban units – the vast majority of them through the 19115 Warsaw Contact Center. In total, we received 36 400 alerts about thousands of different things.



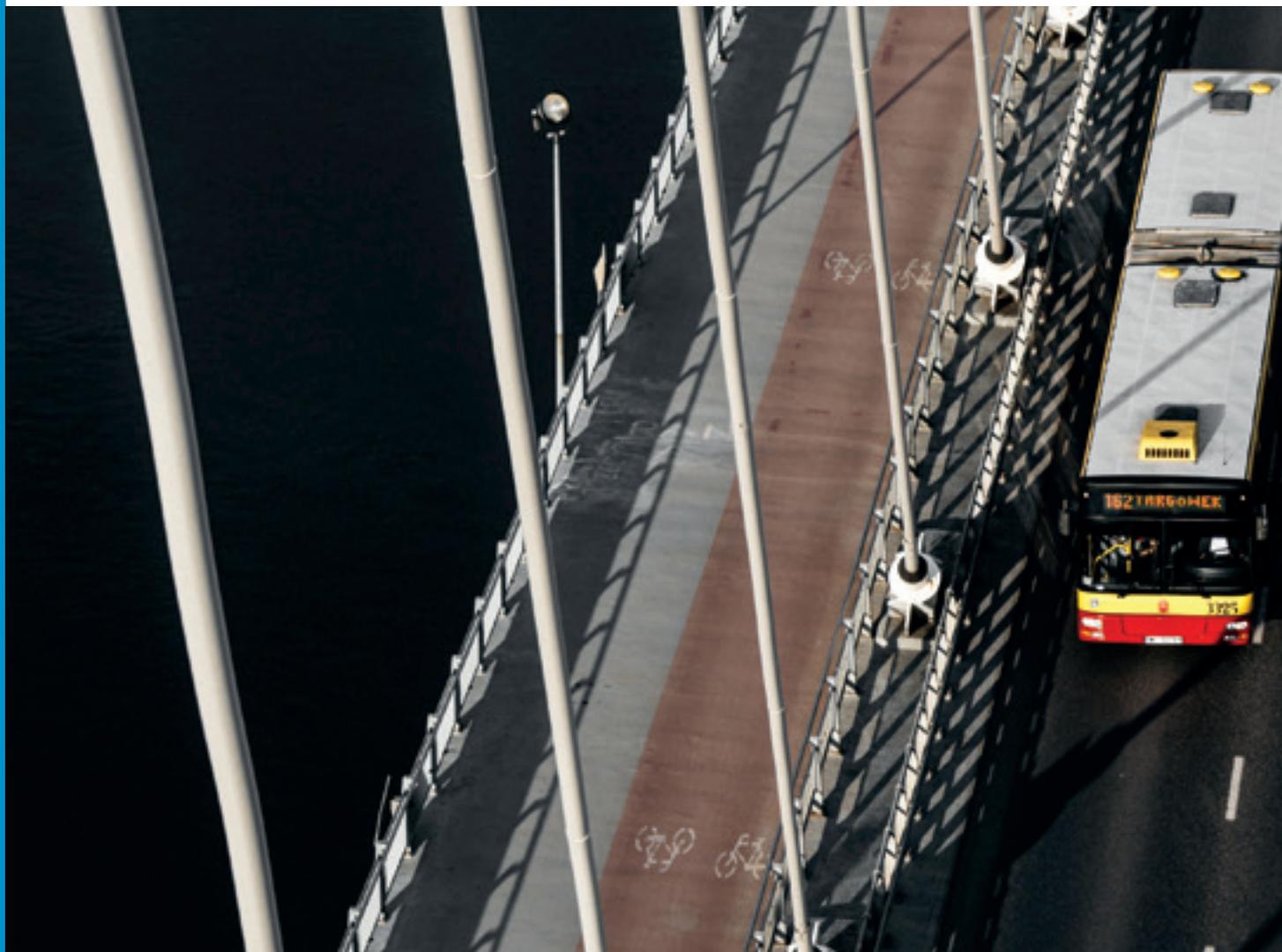
Bridge structures

Bridges, viaducts, footbridges, elevators, underpasses and tunnels - we ensure the technical condition of the civil engineering facilities on the roads. We are also working on improving their accessibility for the residents.

There are over 500 bridge structures, including 60 bridges in Warsaw. Although many of them have been used by the Varsovians for several decades, routine controls and repairs allow to keep them in a good technical condition. Daily maintenance consists of bituminous surface repairs, replacement of prefabricated girders, concrete span surface

and guardrail repairs, among others. We also secure the structures with an anti-corrosion layer and wash noise barriers, cornices, railings and bridge facades.

The current maintenance works include renovation and repair of lifting devices. Everyday they make it possible for older people, persons



with disabilities, parents with strollers and cyclists to get access to the viaduct or footbridge. In 2018 we have allocated almost PLN 6,5 million for this purpose. At the road viaduct on the Prymasa Tysiąclecia Av. and Obozowa St. we have secured the elevators with an anti-corrosion protection, replaced the machine-room frame and installed new doors. New doors have also been installed in the elevators next to the footbridge on Rzymowskiego St. and at the underpass around the Dmowskijskiego Roundabout area. Under the Integrated Territorial Investments on Puławska St. we have adapted

the footbridges, underpasses and space under the bridges to the pedestrian and bicycle traffic. We spent almost PLN 4,9 million on these improvements.

Noise barriers, which shield the busiest streets ensure the comfort of the residents. In 2018 we have renovated the soundproof barriers located above the Starzyńskiego Roundabout and at the lane dividing Prymasa Tysiąclecia Av. in the Czorszyńska St. area. We have allocated a total of PLN 3,7 million for these improvements.



The number of bridge structures:

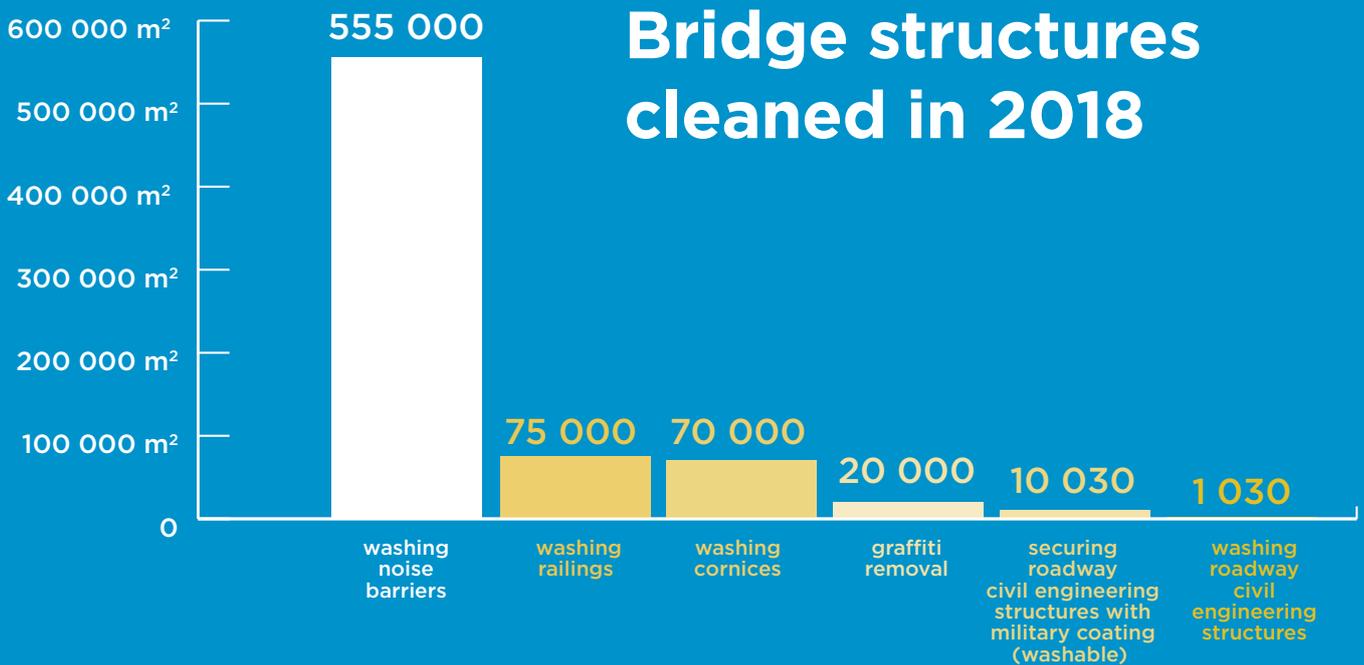
57 km
of noise
barriers

150
viaducts

39
trestle
bridges

105
culverts

71
footbridges



64
bridges

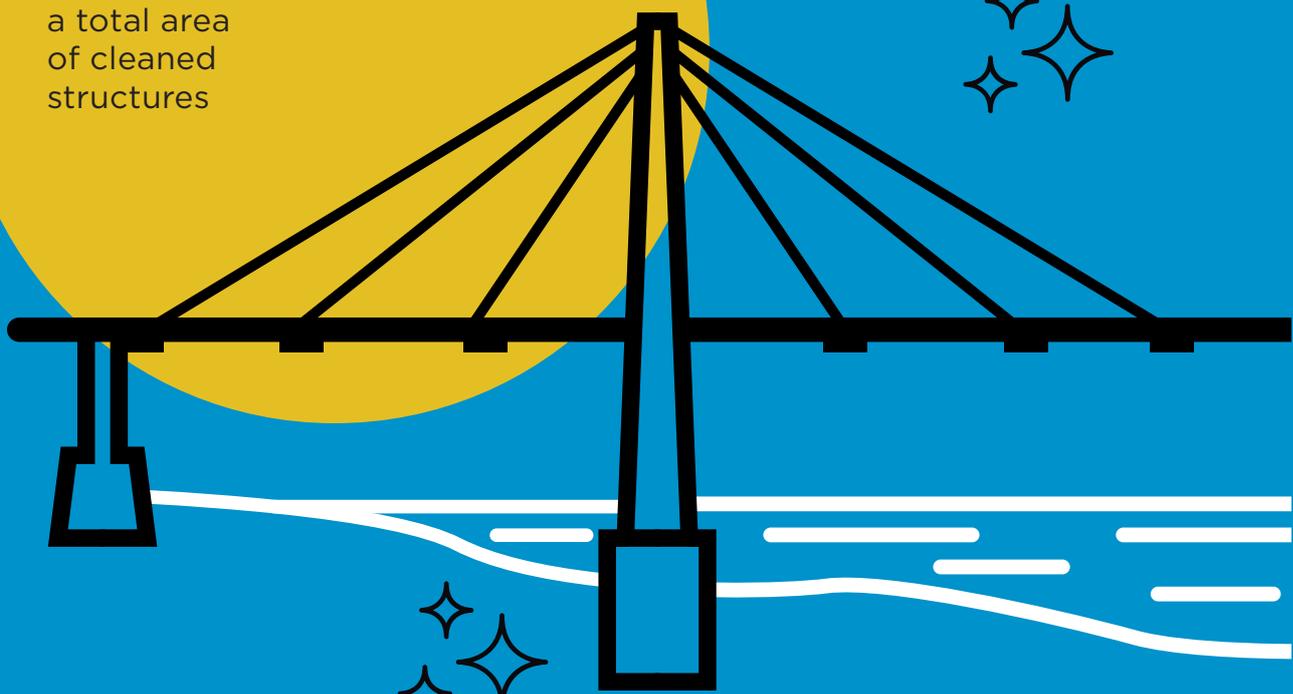
33
tunnels

117
elevators
and platforms

45
underpasses

720 000 m²

a total area
of cleaned
structures



Road area

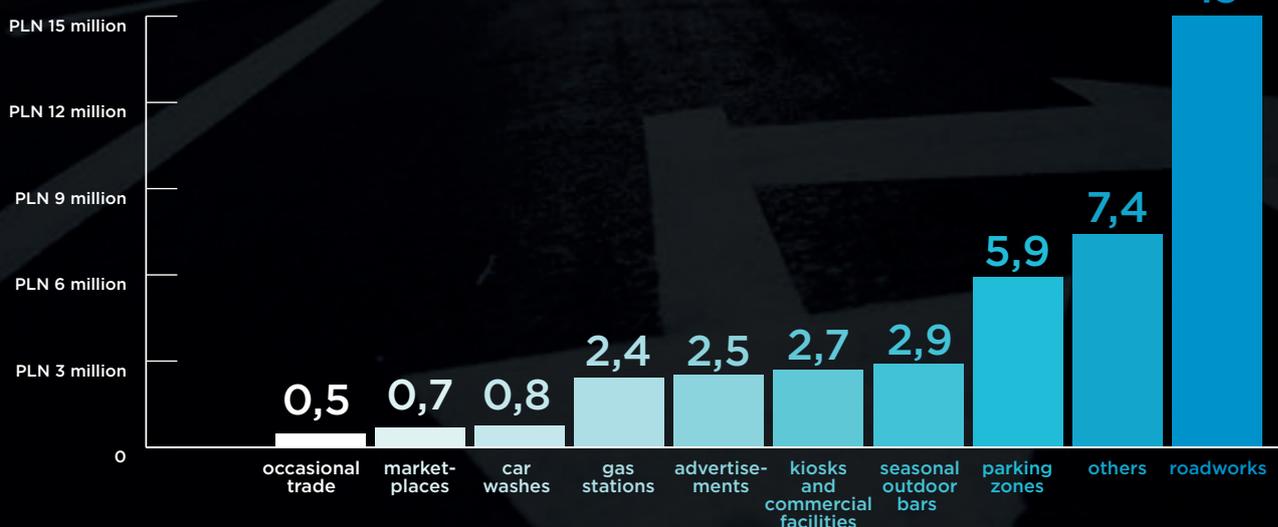
There are numerous objects present on Warsaw's roads, that are not related to the purpose of the road. These include trade stands, kiosks or advertising. The conditions of giving permission to locate a facility on the road area are clearly identified and the same for everyone - maintaining an aesthetics value and safety in the urban space is a very important task.

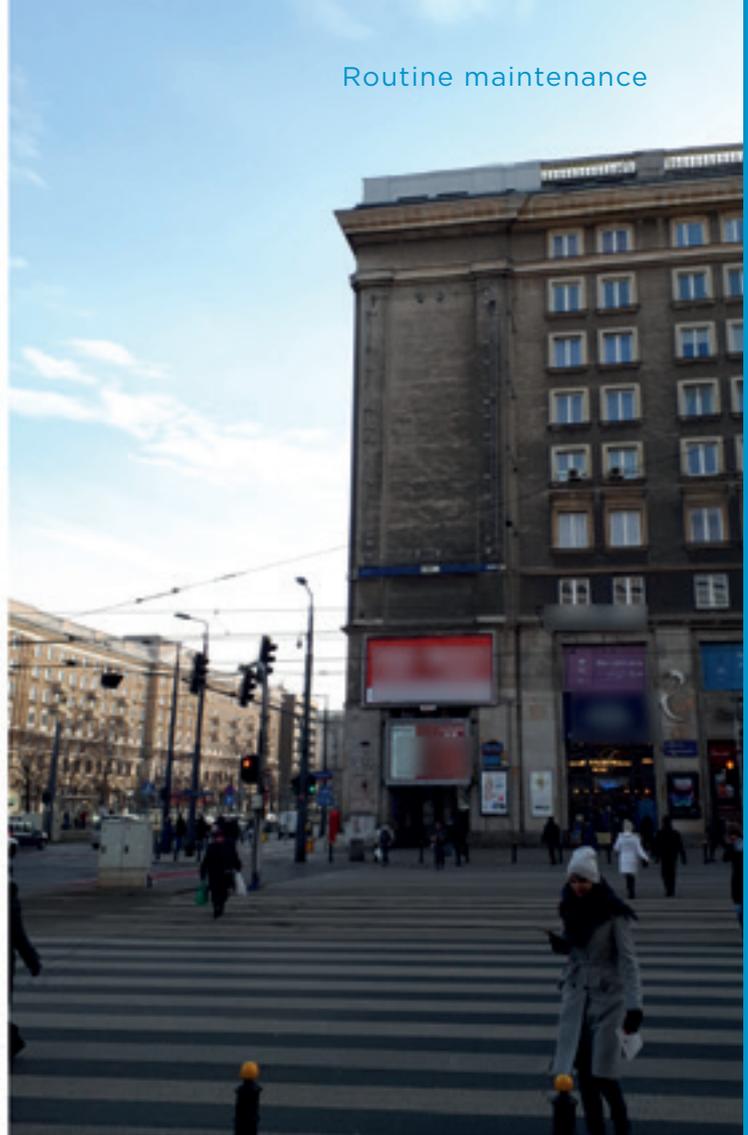
We ensure that additional elements of the road infrastructure do not endanger the safety of the road users and do not limit the comfort of using roads, sidewalks or bike-ways. Therefore, we issue permis-

sions to occupy the road lane, after meeting the necessary conditions. In 2018 we issued positive decisions on locating 868 sales stands, 614 kiosks, 609 advertising media, 531 outdoor bars and 37 marketplaces.

**Income from
road lane
occupancy:**

**a total of
PLN 40,6 million**





We remove illegal advertising

We constantly control the road lane in terms of its use for activities not related to the road function. In 2018 we carried out a total of 11 470 controls. We controlled 7 800 advertisements of which 1 432 were removed (including 35 advertisements on car trailers and 27 on cars). Additionally, thanks to our activities, we managed to remove 541 other objects from the road lane (including sales stands,

kiosks and containers). Illegal objects, which do not have a known owner are transferred to our warehouse, and then they are recycled (scrapping, recycled paper). In 2018, 537 objects were utilized. The occupation of a road lane without our permission is subject to penalty. Throughout the year 1 867 decisions imposing administrative fines were issued. The income from imposed fines was PLN 6,9 million.



Truck inspections

Overloaded trucks destroy our roads - one vehicle can damage the road surface more than all passenger vehicles driving that same road during a week. Much more fuel is consumed in an overloaded truck, the braking system and tires wear out faster, which causes more air pollution. Excessive traffic of overloaded vehicles is also exhausting for the residents.

In 2018 we carried out a total of 4 055 inspections of heavy goods vehicles. It is over four times more than in 2017. The extensive inspections produce noticeable results - an exceedance of the limits occurred twice less often than in 2017. Last year the inspections indicated an overload of 551 vehicles. Therefore, we issued 511 administrative decisions imposing financial penalties amounting to a total of PLN 4,3 million. Despite a lengthy administrative procedure leading to

calculating and executing the penalty, the income from penalties in 2018 amounted to PLN 1,8 million. The money can be spent on road infrastructure repairs. We conduct inspections with the aid of a specialized equipment for weighing vehicles (2 vehicles and portable scales) in several places in Warsaw. The control posts are located on Łopuszańska St., Przyczółkowa St., K. Wóycickiego St., Połczyńska St., Krakowska Av. and on Siekierkowski Bridge, and we plan to open more



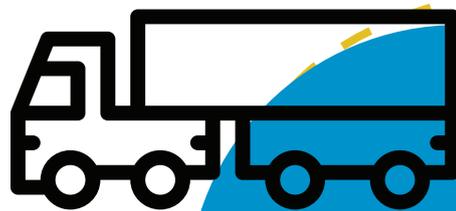
in the future. Each inspection takes place in the presence of a police officer. In case of a justified suspicion of the violation of law, the police can stop a driver anywhere in Warsaw and order him to drive to the control station. The law determines the permissible pressure on a single, driving axle for vehicles, that travel on the public road. It is maximum 11,5 t, and on provin-

cial and county roads within the capital city borders - 8 t.

In case of violation of the permissible standards a fine may be imposed on a driver (administrative decision). It can be imposed by the police, ITD or the road manager (Public Roads Authority). The fines vary from PLN 500 to even PLN 15 000.

inspected vehicles

Inspections/decisions



43/24
2016

932/246
2017

4 055/511
2018

Parking

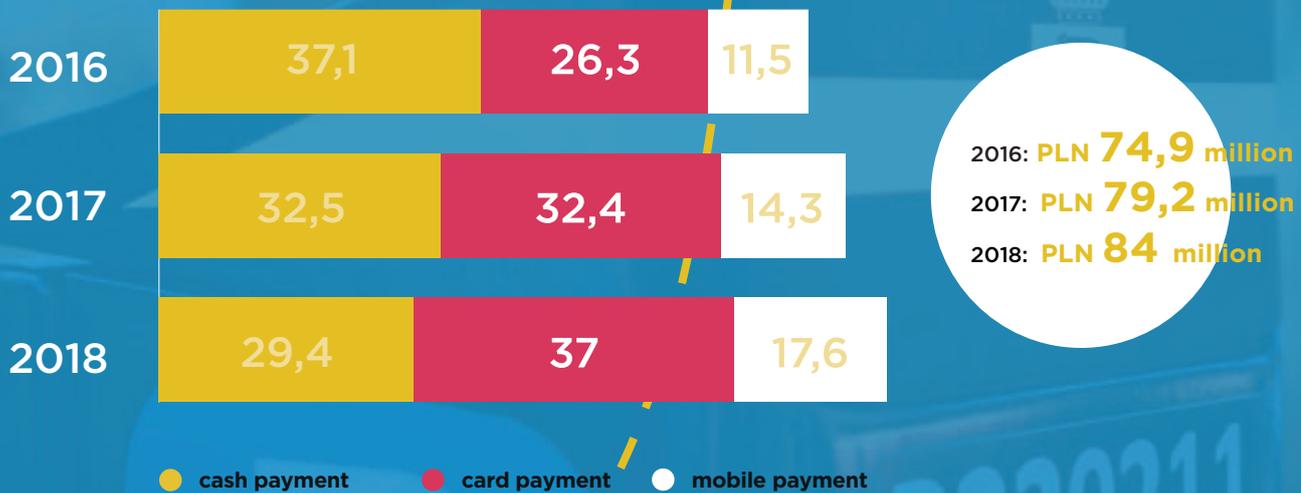
The Unguarded Paid Parking Zone (SPPN) has been operating for almost 20 years in Warsaw. Each succeeding year brings new challenges and an increasing number of users. Public Roads Authority tasks include the zone modernization, control, collection of fees as well as towing away badly parked and abandoned vehicles.

The Unguarded Paid Parking Zone comprises nearly 30 000 parking spaces, used by hundreds of thousands residents and tourists, 248 days a year. The main aim of the SPPN is to discourage some drivers to park in the city center and to increase the rotation of parking places, so that those who have to use them, could find a free spot. Every day, 49 of our employees control the zone. In 2018, users purchased almost

12.5 million of tickets allowing them to park in the zone and were more willing to pay through a mobile application. The income from parking in the underground parking zone and reserved parking spaces amounted to over PLN 84 million and additional charges for parking fee avoidance amounted to another PLN 13,5 million. In 2018 the total income from parking amounted to over PLN 100 million and was more than 5 pct higher than in 2017 and almost



SPPN payment options



PLN 9 million more than in 2016. We are constantly working on improving the zone and its signage. In 2018, 1 690 parking machines belonging to the Public Roads Authority have been covered with special reflective stickers with The Mermaid of Warsaw theme. Thanks to that, the residents and tourists can clearly distinguish SPPN parking machines from other commercial devices. We have also renovated the zone entry signage, installing 80 new plates with pictograms that inform the drivers about entering the zone and parking payment methods in a comprehensive way. We are working on further improvements of the SPPN. We are preparing an e-parking system, which is going to show the drivers available parking spaces in their mobile application. We also

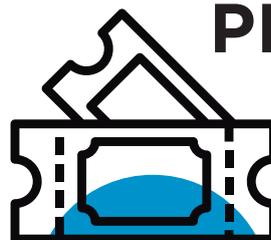
strive to install a remote control of fees, which aims to limit the number of drivers avoiding paying for the parking.

the average value of one parking ticket

PLN 5,37

PLN 6,36

the average value of one mobile payment



248 days of payed parking in 2018



Municipal Information System

The Municipal Information System (MSI) comprises almost 92 000 consistent elements and signs visible on every street and building in the city. It consists of address signs, maps, signposts or information about other important points in the city, among others. Public Roads Authority tasks include updating, modernizing and maintaining elements of the MSI.

The MSI system is constantly being expanded and it is difficult to imagine a well functioning city without these type of signs. The system consists of address signs, street signs, information posts, SPPN signs, pictograms, direction signs to districts, stations, etc., double-sided information boards, wall-mounted information plates and Paid Information Points. In 2018 we carried out repairs, maintenance works, replacement and updating of over 6 000 elements of the MSI.

2018 was marked by the so-called decommunization of street names. The Mazovian Voivode's decisions obligated us to replace the street signs on several dozen streets. According to the decree of the Provincial Administrative Court, the previous street names have been restored and therefore Public Roads Authority was obliged to install the plates again. Not all disassembled elements were suitable for re-use. In total we had to make 50 new pedestrian traffic direction signs, 503 street signs and 78 poles on which the signs were mounted.

repair, maintenance,
replacement, updating of



6 233

signs including:

4 532

street signs and pedestrian
traffic direction signs

167

vehicle traffic
direction signs

448

illuminated information points

828

plates about the street patrons
and significant historical places

4 532

light boards
in the underpasses

WALK
DOWN
THE
SIDE
WALK

Always in touch

We focus on good contact with the residents. Everyday we receive hundreds of alerts from you submitted through the 1915 Warsaw Contact Center, social media and in person. We conduct public campaigns, consultations with the residents and implement projects within the participatory budget.

5 years of 19115

2018 was a record-breaking year in terms of alerts submitted to Public Roads Authority. The residents intervened over 43 000 times, submitting an average of 118 alerts each day.

The City Contact Center 19115 (MCK) has already been operating for 5 years. It is a platform, through which the residents can submit failures, motions or queries in any field that concerns the city life. Public Roads Authority is the third city unit within the 19115 system in terms of the number of alerts submitted. Last year we have received 57 pct more alerts than in 2017. Invariably, the majority of alerts concern traffic lights failure and surface condition. It is almost 80 pct of all reported notices to Public Roads Authority. The remaining 20 pct are requests for demarcation of new sidewalks, pedestrian crossings, traffic lights, assembly of bike stands and bollards preventing a parking violation and road repairs. Despite the increased number of alerts, the response time has significantly decreased. Last year the average response time was 6,2 days. In comparison, in 2017 it was 8,9 days and in 2016 it was 7,4 days. The above results were influenced by, for instance a merge of an Emergency Breakdown Service telephone number with the 19115 number since January 1st 2018. The change simplified and standardized the resident service process. The majority of notices submitted to Public Roads Authority concern the area of the three districts: Mokotów, Śródmieście and Praga-Południe. Least

interventions are submitted from Wesoła, Rembertów and Ursus districts. The telephone remains the most popular means of contact with the 19115 (40 pct of the alerts are submitted to Public Roads Authority in this way). However, we receive more and more alerts (34 pct) via the smartphone application Warsaw 19115. The application uses GPS navigation. Vmaps with marked alerts, thanks to which you can check if someone did not submit a similar notice are available in the application. You can also view the history of your alerts and in a case of complaint you can connect directly with the number 19115. Notices from residents constitute one of the sources of information on emergencies and breakdowns in road infrastructure, whereas the Emergency Breakdown Service may react faster, limiting safety threats in road traffic. Every day, 24 hours a day, our employees dispatch maintenance workers to intervention sites to remove failures.

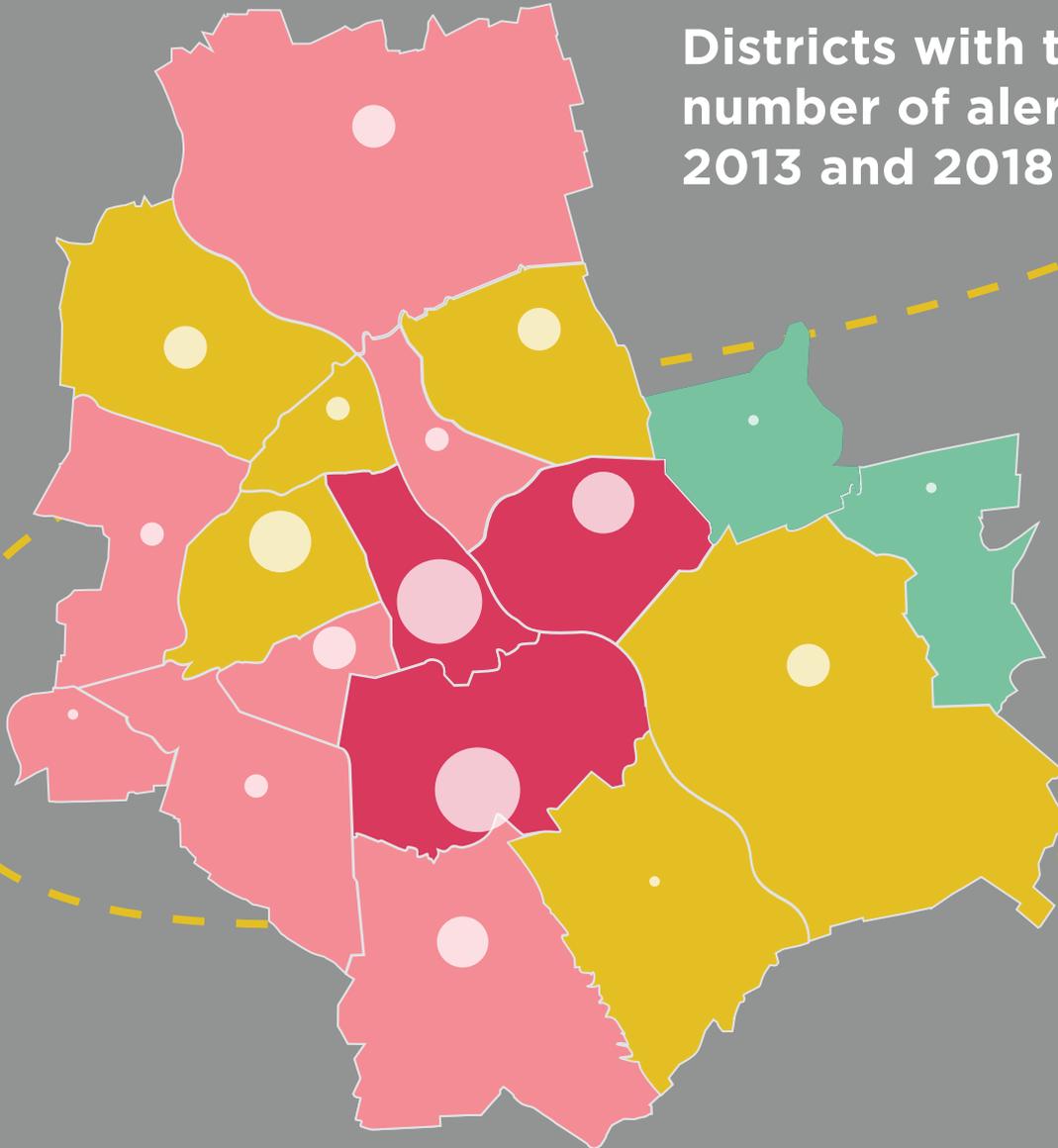


average response time

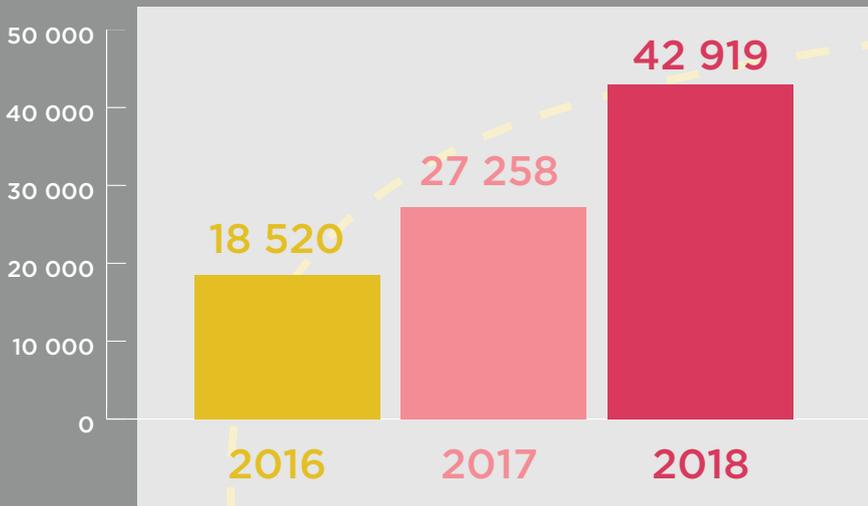
6,2 days

19115 WARSZAWA

Districts with the highest number of alerts between 2013 and 2018



Mokotów **10 697**
 Śródmieście **9 611**
 Praga Płd. **7 131**
 Wola **6 461**
 Ursynów **4 806**



Number of alerts in years

Social campaigns

10 meters. Behave yourself.

Pedestrian safety is our priority. In order to improve it, not only proper infrastructure and enforcement of the traffic regulations are essential, but also the education of road users. Illegal car parking in the pedestrian crossing area poses a serious threat to pedestrian safety. Hence, in 2018 we carried out an educational campaign "10 meters. Behave yourself". The regulations unambiguously prohibit parking and stopping at a distance less than 10 meters before pedestrian crossings, unfortunately many drivers do not always obey the rules. Every third pedestrian crossing, which was audited by Public Roads Authority is found to be dangerous because of the parked cars limiting visibility.

As part of the activity we have created two spots that enjoyed tremendous popularity among the internet users and organized a confe-

rence presenting Public Roads Authority activities for the benefit of road traffic safety. Our activity has been appreciated by experts. Our "10 meters" campaign came in second place in the Road Safety category during the 13th edition of FilmAT Festival - International Tourism & Corporate Film Festival. "Let's be safe together" Warsaw Trams campaign, in which we actively participated came first. The campaign drew attention to the universal and dangerous phenomenon of using smartphones while being on the pedestrian crossing. As part of the activity we have marked pedestrian crossings in areas of over 200 city schools. Large writings "Put down your Smartphone and Live" appeared in front of zebra crossings.

Nie parkuj
przed przejściem
dla pieszych.



ZARZĄD
DRÓG
MIEJSKICH

ZACZKOWAJ (SIĘ)



Cycling May

In 2018 a third edition of the Cycling May – a social and educational campaign encouraging the primary school students to commute to school in an active way – by bicycle, rollerblades or scooter took place. Cycling May starts in March from the educational workshops that aim to encourage students to participate in the activity and show them how to navigate the streets properly, and teach them of health and ecology benefits that come from cycling, scootering or rollerblading. The competition fun begins in May and lasts for the whole month. Students receive stickers for every active commute to school and then they receive individual, class and school prizes for their stickers.

The last season of "Cycling May" was record-breaking in terms of the student interest. In total, about 60 000 students from 2 688 classes from 111 schools participated in the activity. 35 institutions participated in Cycling May for the first time. The winning was determined by the cycling turnout, i.e. the percentage of active commutes made by students

in relation to all the trips to school. Bicycle usage was very high among students. The record fell in the Elementary School no. 66 in the Włochy district, where as much as 93.4 pct commutes to school took place in an active way. The Elementary School no. 209 from the Bielany district came in second (82.6 pct usage). Among the small schools, The Elementary School no. 351 from the Wola district came first with a result of 74.1 pct usage. On average in each school more than half of the commutes took place in an active way (52 pct). This is still a better result than the one achieved a year earlier, when a 46.6 pct result was achieved. The Cycling May campaign was originated by the City of Gdańsk, where students commute to school by bicycles since 2014. Currently Cycling May is a nationwide campaign. In 2018, 8 888 classes from 539 institutions from 30 cities participated. In 2019 Warsaw will participate in the campaign once again. This time kindergartens will also take part in the campaign.

Cycling May 2018:



43 910

active participants



in May children travelled
actively as much as

1 040 234

times



111

institutions



35

institutions
participated
in the Cycling May
for the first time



52 pct

bicycle
usage



2 688

classes

Participatory budget

In 2018 we carried out 44 projects selected by vote by the residents within the participatory budget. The total cost amounted to PLN 9.1 million. Since the beginning of the participatory budget's existence, we have implemented over 100 projects submitted by the residents for a cost of around PLN 30 million. Among them are major investments, such as the lighting reconstruction in the Park Praski or a sidewalk renovation on Czołowa St. There

are also several minor needs that can be taken care of for a small cost: bicycle stands, road mirrors or minor sidewalk repairs. Within the framework of the participatory budget we have installed additional lighting to several dozen pedestrian crossings. At the same time we have also verified projects submitted to the succeeding edition of the participatory budget (2019). In 2018 we received 172 projects to verify with a total value of



PLN 28,5 million. The cheapest project proposed an installation of an additional lamp under the bridge (PLN 1 500), the most expensive one - bikeway construction in the Konstytucji Sq. area (PLN 1,3 million). The submitted projects concerned improving bicycle infrastructure, marking new pedestrian crossings, constructing parking spaces, installing lighting at pedestrian crossings, constructing and repairing sidewalks. The largest number of road projects (28) has been submitted in the Mokotów district. During the verification process we established a scope of necessary changes together with the authors. Quite often the proposed solutions proved to be too expensive or impossible to implement for other reasons -

- in that case we tried to propose cheaper or more down-to-earth solutions. Finally, the residents voted on 45 "road" projects and we have received PLN 5.6 million for their implementation.



44
projects
 implemented in 2018



Consultations and meetings with the residents

We make sure to meet with the Varsovians personally during public consultations and information meetings. We discuss large investments such as

the reconstruction of Na Rozdrożu Sq., as well as smaller and more local matters – as in the case of Estrady St.

February 19th 2018

Reconstruction of the intersection of Solidarności Av. with Szwedzka St.

The intersection of Solidarności Av. with Szwedzka St. will undergo a reconstruction. A separate right turn lane towards Szwedzka St. will be removed and Wileńska St. will be “blinded” to prevent transit traffic pouring onto the narrow streets of the Praga district. The project of the changes was presented during the meeting with the local residents. The reconstruction is planned after a launch of the next stations of the second metro line.

June 7th 2018

Improvement of safety on Estrady St.

Estrady Street is an important link between the Bemowo district and Radiów with Łomianki. Therefore, the roadway is encumbered with traffic and high occurrence of hazardous situations. Due to the numerous reports from residents and councilors on improvement of safety, we want to implement changes on this street. Before introducing a solution, we asked the residents for their thoughts. On the basis of proposals a project of the changes draft on Estrady St. is being prepared.



May 14th - June 8th 2018

What square on Na Rozdrożu?

Na Rozdrożu Sq. is one of the most important transport interchanges in Warsaw. Therefore, a project of changes was subject to public consultations. On the basis of comments received from the residents and square users, the project will better suit their needs. The reconstruction of the square is planned in 2019 and includes elevator construction to the bus stops. Within the consultations, two meetings in consultation tents set on the square were held. City officials and designers presented the boards illustrating the planned changes, gave explanations and gathered residents opinions. An opportunity was given to test and evaluate the prototype of the new Warsaw bench made available by the Board of Greenery of the Capital City of Warsaw. Opinions from over 80 people were submitted to the consultation points.

June 14th 2018

What Pięciu Rogów Sq?

In June we presented the reconstruction project of Pięciu Rogów Sq. It was prepared based on the competition concept, which in turn was developed on the basis of the comments submitted within the public consultations held in 2016. As 2 years have passed since then, we decided to organize information meeting, presenting the effect of the project works based on results of the consultations. After the meeting in which about 65 people participated, we have gathered questions and explained the most frequently appearing doubts. The reconstruction of the square is planned for 2019. Its basis assumption is ordering of the space and the creation of a real square, without separated pavements and roadways.

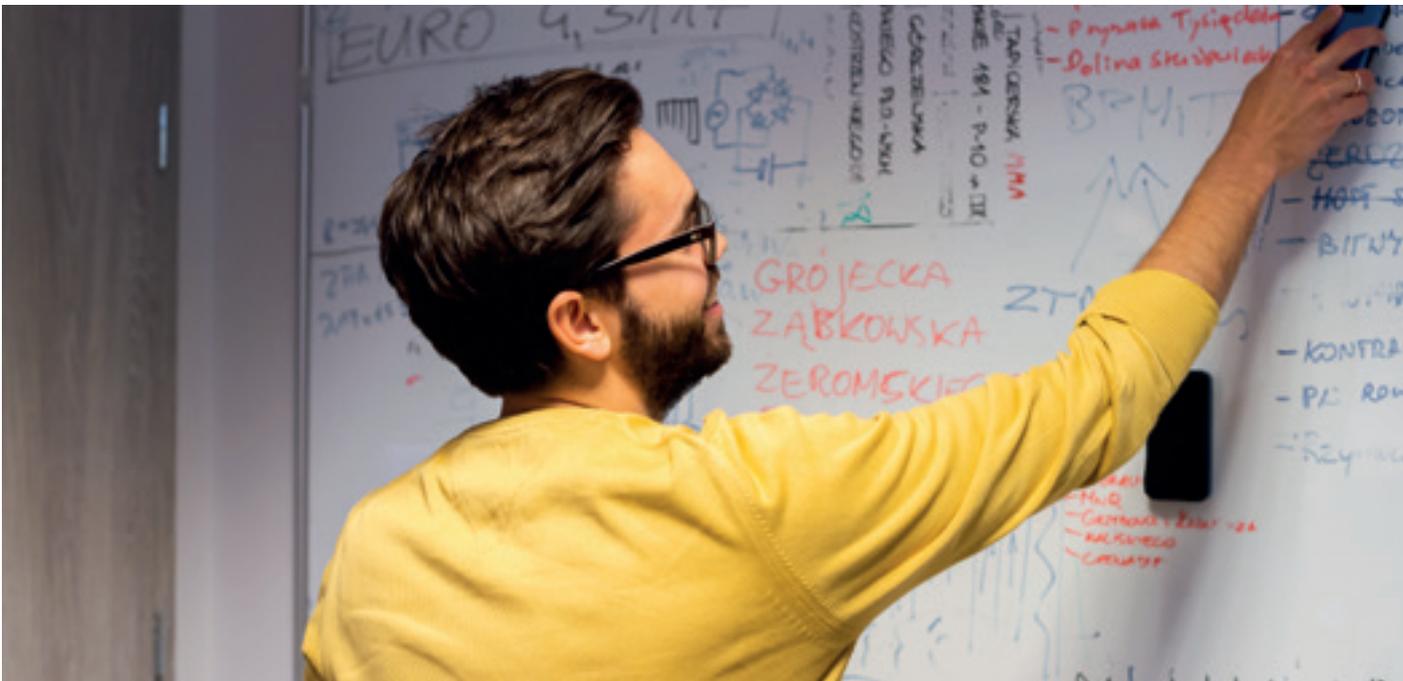
Behind the scenes insight

Public Roads Authority is not just asphalt – it is people in the first place. 515 employees in 5 divisions and 28 departments face new and demanding tasks every day. Coordination and good cooperation between all employees is essential. We do not lack problems and challenges, but we never forget to be kind and smile. Take a look behind the scenes of Public Roads Authority.

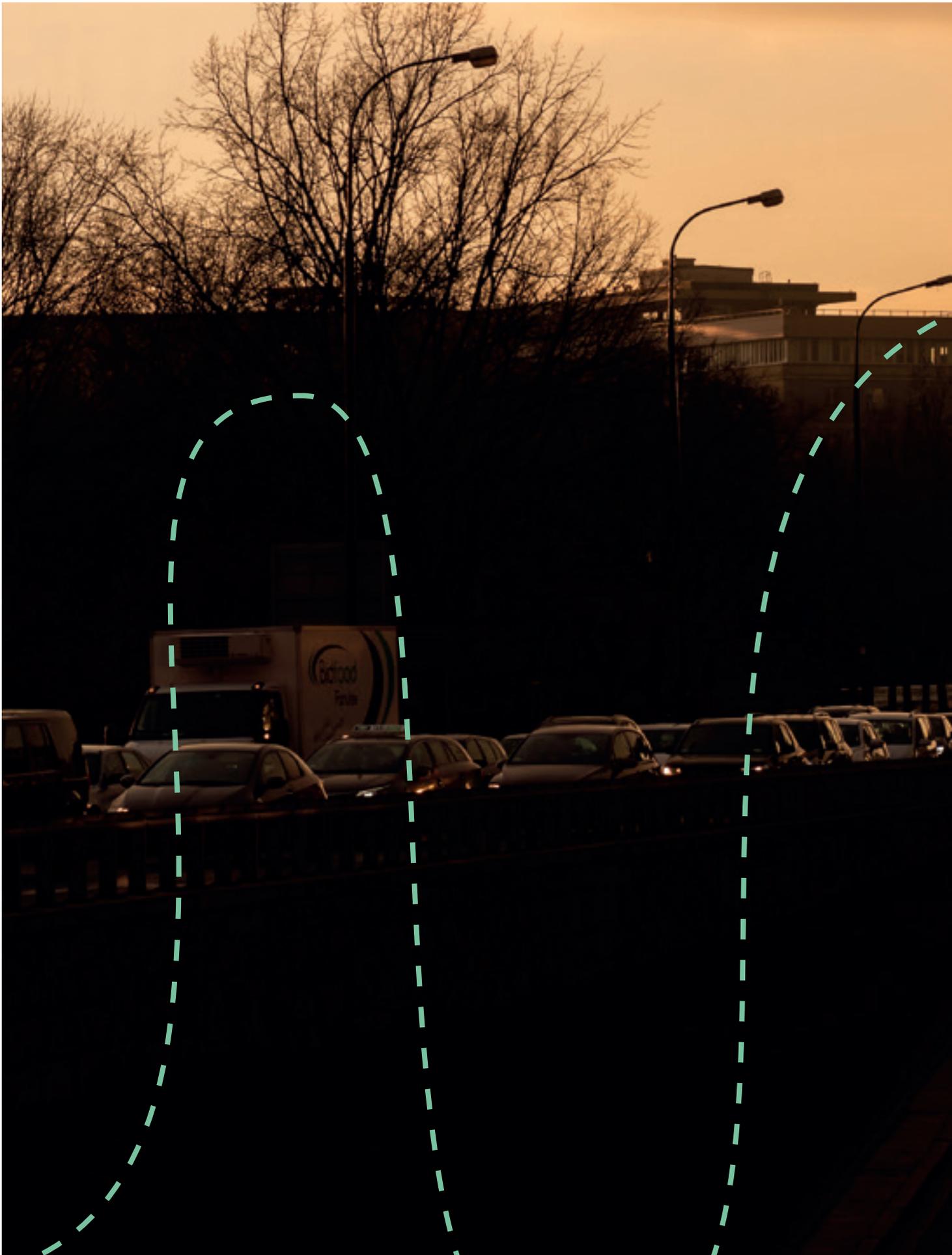




Always in touch









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P U B L I C R O A D S A U T H O R I T Y I N W A R S A W



PUBLIC ROADS AUTHORITY