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The Problems of Organizing Safe Bicycle Lanes

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Abstract

The article discusses the advantages and disadvantages of cycling. Requirements for stationary and mobile objects of bicycle transport in cities are formulated.

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Every year there are more and more cars, which negatively affects the environment, and traffic jams are created on the roads. The background pollution based on monitoring data exceeds the norm. People are more likely to get sick because, as a rule, car exhaust can cause dementia, asthma, heart attacks, cancer and even diabetes. Noxious emissions are associated with a variety of health problems. The percentage of the population that does not follow a healthy lifestyle is growing. And due to the underdeveloped network of bike paths, those who want to ride are often not able to make a quiet bike ride in a special place for this.

The cycle path is either part of a public road or an independent road primarily intended for bicycle traffic. Cycle paths, separated from the main carriageway, can be used for quiet cycling and cycling.

Of course, there are many distinct advantages to cycle paths.

1. Safety should be considered first of all, since it is this factor that has the greatest weight. A dividing contour and special markings are applied to the paths, which significantly reduces the likelihood of an accident involving cyclists.
2. Convenience of movement is ensured due to the competent and correct organization of the track.
3. Comfortable cycling is possible only on special paths. Agree, driving on a highway does not allow you to relax and completely surrender to the riding process.

There are also downsides to bike paths in the city.

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1. Poor surface quality is a problem on all our roads, not just bike tracks. But when creating highways, at least multilayer technologies are used and materials designed for heavy loads are selected. In the case of cycle tracks, the technology of paving asphalt is greatly simplified, and when choosing materials, preference is given to the cheapest and lowest quality. Paving is often done simply on the ground, without the use of any cushion.
2. The lack of drainage systems leads to frequent and prolonged stagnation of water. This brings a number of inconveniences and leads to rapid destruction of the coating.
3. Insufficient width, which creates problems with oncoming traffic. On deserted sections of the track, there are no problems, but often trees and bushes grow next to the cycle tracks, which make it difficult for several participants to move. And if the path borders the carriageway, then performing maneuvers is not only inconvenient, but also dangerous.
4. Insufficiently high speed.
5. Speed limits on some tracks do not exceed 10 km / h, which makes driving less comfortable.
6. Pedestrians who move freely on the cycle track, which complicate the movement of cyclists.
7. The presence of a cycle track prohibits cyclists from moving along the main road, which is one of the most unpleasant moments.

The Vienna Convention on Road Traffic of November 8, 1968 entered into force in Uzbekistan on January 17, 1995 and, like any international agreement, imposes certain obligations on the country. In particular, according to Article 3 "Obligations of the Contracting Parties" of Chapter I of the Convention, Uzbekistan must ensure that its own Road Traffic Rules comply with the provisions of the Convention. At the same time, there are clarifying provisions stipulating that if any clauses of the convention do not correspond to the realities of the participating country, then they can be omitted in the national traffic rules. Conversely, a country can supplement national traffic rules with additional rules not specified in the convention, based on its own specifics of road traffic.

The updated Road Traffic Rules of Uzbekistan, entered into force on March 1, 2016, reflect the changes and innovations in the Vienna Convention in terms of the organization of cycling. They define the definition of a bicycle as a vehicle, as well as the requirements for its equipment, including lighting. However, when using the term "cycle path" in the sections on pedestrian responsibilities, crossing intersections and traffic requirements for bicycles, the regulation does not define a cycle lane / cycle path. That is, there is a cycle path in the traffic rules, but how it should look like and what are the requirements for its arrangement is unclear.

It is clear that any such document requires constant revision as the realities of urban life change and technical improvements. This is painstaking work, which should be based on constant monitoring and analysis of the situation. New experience, the introduction of new types of transport and technologies serves as the basis for the introduction of new rules and regulations.

Much has been said about the health benefits of cycling. Studies in different countries prove a positive effect on the state of the cardiovascular system, digestion, not to mention increasing muscle tone, burning extra calories, improving vision and relieving emotional stress. In other words, pedaling is good!

The active construction of cycle paths motivates the city population to partially switch to cycling. Cycling is a great family activity, where there is a place for everyone. Even the smallest child can climb into a seat or special chair and join your journey. Riding a bike together promotes the release of hormones of good mood, so that all minor conflicts and irritations disappear without a trace.

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Be that as it may, there are advantages to creating cycle paths throughout the city, although there are not as many of them as there are disadvantages. This practice should definitely continue, and at the same time it is necessary to make changes in traffic rules that will protect the rights of cyclists. The whole world is preoccupied with "bicycle fever", so this industry needs to be developed, organized for cyclists the appropriate conditions and more and more people are involved in the transition from cars to an environmentally friendly mode of transport.

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