CITY OF SKOPJE

TRAFFIC & TRANSPORTATION PROJECTS

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CITY OF SKOPJE

- Capital city, consists 10 administrative municipalities and the Skopje City Government with equal authorities, except for traffic matters
- 24 kilometers long, with urban building territory spread on 7,000 hectares
- City road traffic network - 211 kilometers of primary and secondary streets
- 506,926 inhabitants in 2005
- 202 Passenger cars/1000 inhabitants
- Fast development after the earthquake in 1963
- Until 2007 only 49% of the total traffic network foreseen with the Space Plan of City is being completed
- 95 traffic lights equipped intersections within the urban traffic network
The city’s transportation model is established for the actual Space Plan needs, according the 1998 traffic survey. No traffic survey data has been made since then.

The current travel modal split is directed in an opposite direction from the goals to achieve sustainable urban transport development. The results of this are: traffic congestion and loss of time, lack of parking spaces, high level of pollution and noise from the transport, high energy consumption.

Public transport is organized and controlled by the City administration and they are included one public and two private companies (with rate of 75/25 % from all bus lines).

The problems that appear are in the quality of transport service: very old bus vehicles fleet (public company with average of 17 years and private companies with average of 27 years old), small exploitation velocity (under 18 km/h) and mutual competition. The number of passengers carried by the public transport company from 150M passengers per year in 1989 has fallen to only 45M passengers per year in 2007. But exact numbers of passengers from private companies are not available because they still use the old way of paying the ticket inside in bus vehicle.

Consider these problems it was decided to incorporate the alternative mode of transportation of passengers-light railway.
As a result, the following strategic objectives of the city of Skopje are:

- To provide transport system that will meet the travel needs of the citizens and the businesses;
- To provide transport system that will enhance the quality of life in Skopje;
- To reduce environmental and acoustic pollution;
- To reduce energy consumption;
- To promote environmentally friendly mode of transport (public transport, cycling, walking);
- To encourage use of environmentally friendly fuels;
- To reduce traffic congestion by implementation of travel demand management, traffic management, integrated urban and transport planning etc.
The **targeted objectives** are:

- To develop a well-defined policy and plan for the development of sustainable urban transport systems;
- To promote the urban public transport mode (with railway systems as backbone);
- To increase transport safety and security;
- To develop transport management centres for increasing traffic and transport capacity;
- To develop and implement the city parking policy.
TRAFFIC & TRANSPORTATION PROJECTS

Content:

1. Tramway
2. AVL + “Smart” ticketing & Bus stations equipment
3. Zone parking
4. Boulevards
5. Denivelaited intersections
6. Roundabouts
7. Bicycle paths network
8. Traffic management centre
9. Bus lanes protection & Bollards
1. PROJECT “TRAMWAY”

- Fresh impulse in the stagnated PT system
- Introduction of completely new versus the actual bus PT mode
- Improvement of PT’s capacity, speed and regularity
- Reanimation of an 1980’s idea
- Follows the basic directions from the General Master Plan
  a) number of tramway lines
  b) covering of main city’s spatial development directions
- Forming of financial construction according the recent Feasibility Study
SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
“WORKING TOGETHER TO MAKE THINGS HAPPEN”

Project “Tramway” – Disposition of lines
SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
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Project “Tramway” – Line 1 / Phase 1
SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
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Project “Tramway” – Line 1 / Phase 1 and the Depot
2. AVL + “SMART” TICKETING & BUS STATIONS EQUIPMENT

- Introduction of a new and integrated timetable managing and tracking technology that can:

a) follow the exact position and movement dynamic of vehicles
b) enforce timetable control
c) introduce cashless fee payment
d) inform passengers in real-time
e) alarm dispatcher in real-time
f) quicken unpredicted on-field interventions
g) collect time-tables and planning data
AVL + “smart” ticketing

- Equipping of 300 vehicles of the public PT company

SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
“WORKING TOGETHER TO MAKE THINGS HAPPEN”
- Equipping of 330 bus stations
3. ZONE PARKING PROJECT

- Follows the recent trends in the region
- Improving of the city’s parking policy
- Maximizing of the number of parking spots within the city areas
- Better organization of parking sites
- Introduction of time limited parking
- Unification of fee collection system
- Law enforcement strengthening
Zone parking project – street network encircling

Old residential zones (Parking zone III)

Central city area (Parking zones I & II)
SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
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4. BOULEVARDS

Boulevards under reconstruction
Remaining streets
SUSTAINABLE AND HEALTHY URBAN TRANSPORT POLICIES
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5. DENIVELATED INTERSECTIONS

![Map of denivelated intersections](image-url)
6. ROUNDABOUTS
7. BICYCLE PATHS NETWORK

Bike track in the major bed of the river Vardar
New bike paths
8. TRAFFIC MANAGMENT CENTER

- Equipping of 100 intersections
9. BUS LANES PROTECTION & BOLLARDS

- 1200 m for bus lanes

- 4 hydraulic bollards for city center square