CHALLENGES TO REDUCE SPEED OF MOTORCYCLES IN STARI LOG CURVES

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- the examinees (drivers of cars and single vehicles) were most focused on the middle line in the daytime and at night, then on the inner part of the curve, and at least on the outer part of the curve,

- after the installation of additional traffic signalization and equipment, a large number of fixations and fast eye movements between fixations are recorded. That concludes that the eyes of the examinees were more active during the second and third ride and that the drivers' view was more focused on the added elements, as he/she wanted to get as much visual information as possible, to clearly detect the course of the road,

- red/white elements mounted on a road safety barrier (the outer part of the curve), attracted more views of the drivers, compared to the red/white marking on the edge of the road (the inner part of the curve),

- the installation of additional red/white elements on a road safety barrier had an impact on the speed in the curve, both for cars and single-vehicles (motorcyclists). Speed was reduced in average by 11 %,

- signs for guidance through curve (Chevrons) and red/white elements placed on a road safety barrier have proven to be the best solution to (pre)warn and guide drivers through the curve,

- it is recommended that red/white markings, on the edge of the road, are installed in the future on similar dangerous curves, as an additional intervention for warning and guiding the drivers.

We can conclude that the interventions performed have had a positive effect on the visual perception and detection of the course of the road.

The intervention has also contributed to reduction of vehicles speed, which should have a positive impact on the overall traffic safety situation in Stari Log curves.