Re-humanization of cities: mobility and public space innovations

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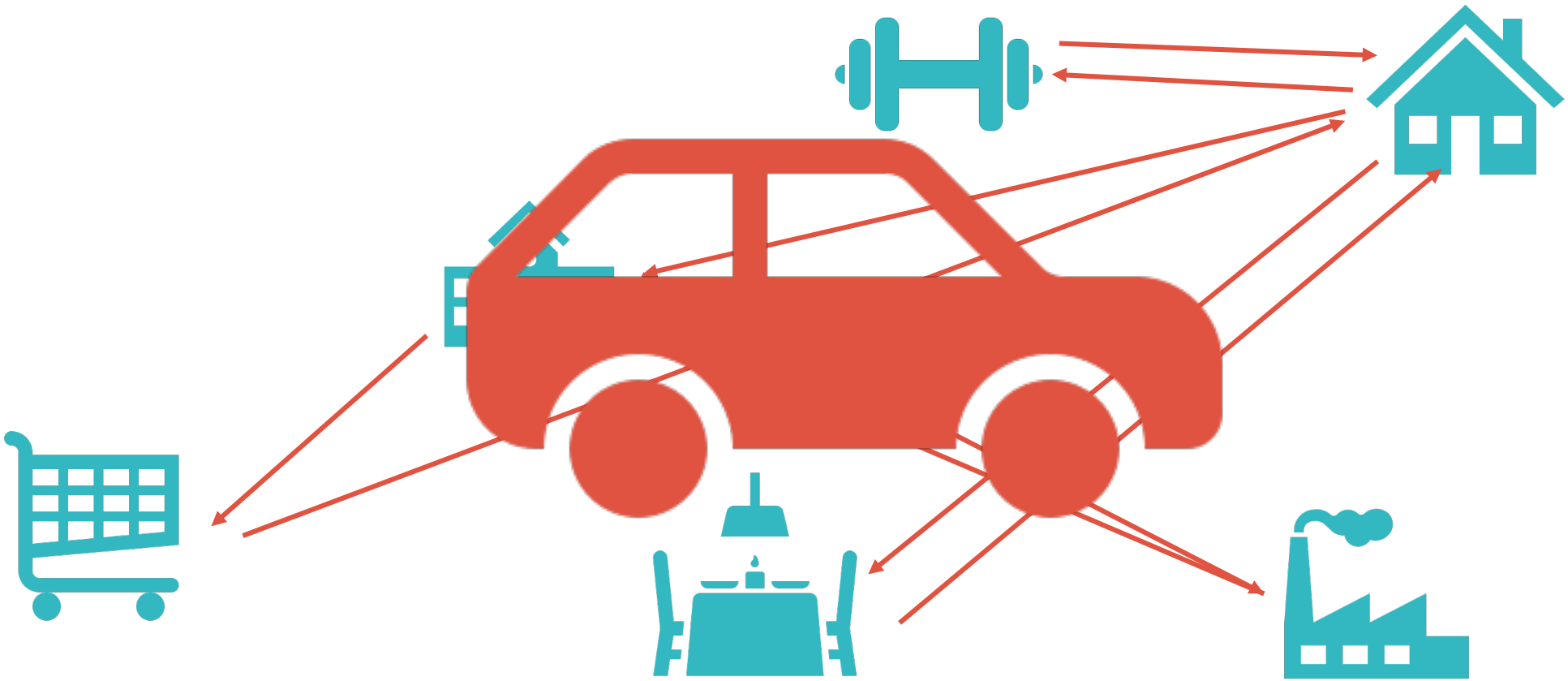
Lead Expert, Space4People

Roland Krebs,
Lead Expert, RiConnect

#WalkAndRollCities
Where streets belong to people!

The challenge to living well in a city



European Union

URBACT Driving change for better cities

RiCONNECT

Thriving STREETS

space4 people

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Where streets belong to people!

1

WHAT is Walk&Roll cities?

2

HOW did we get here?

3

Rehumanizing our cities - **visions**

4

Innovative **tools** to bring visions to life

5

HOW can we make this happen?

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Where streets belong to people!

WHAT is ...

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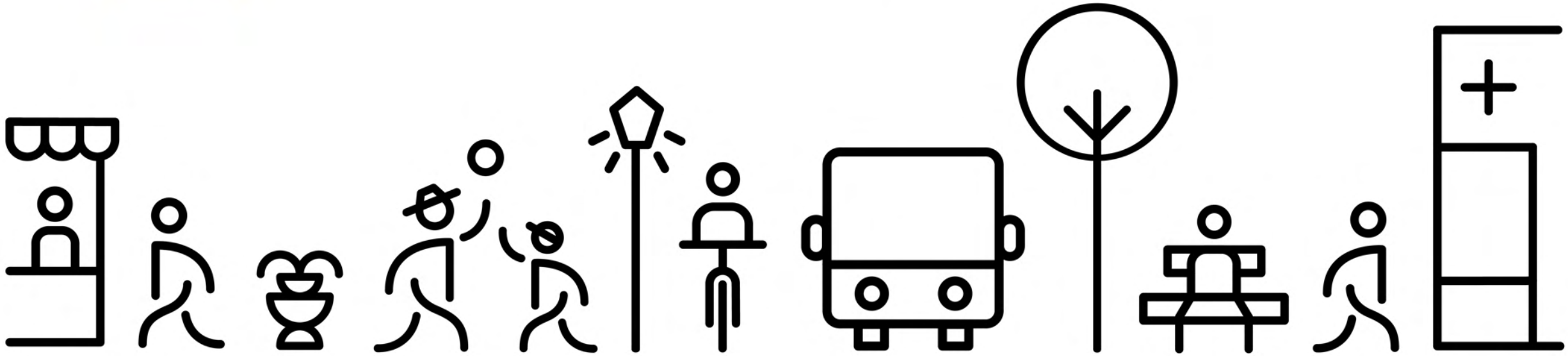
Where streets belong to people!



Walk'n' Roll Cities: an URBACT cooperation in mobility and public space

- Urban Policy Learning Platform
- **Focus:** mobility and public space
- **Spatial cover:** from metropolitan level to neighbourhood and street level
- **Examples of topics:**
  - Metropolitan transport and local active mobility
  - Integration of infrastructures
  - Intelligent parking solutions
  - Changing the mobility mindset of people
  - Placemaking

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Where streets belong to people!

Timeframe and tools of the cooperation

The cooperation is planned until the end of URBACT III, i.e. summer 2022.

Two main tools:

- Thematic meetings: webinar 1 (Nov 2021), webinar 2 (5 April 2022) and a closing seminar (6-7 July 2022 in Barcelona).
- LinkedIn group: https://www.linkedin.com/groups/8964194/ serving as a sharing platform for the products of the three APNs.

URBACT City Festival: session on mobility and public space solutions

Paris/Pantin, 14-16 June (appr. 450 participants)

What (specific activity)	When (length in minutes)	Who (which speaker)
introduction	3 min	Iván Tosics moderator
LE of RiConnect to interview 1-2 city representatives of the network	14 min	Roland Krebs LE with city representatives
LE of Thriving Streets to interview 1-2 city representatives of the network	14 min	Béla Kézy LE with city representatives Patrizia Marani (Parma) & Daan Jansens (Antwerp)
LE of Space4People to interview 1-2 city representatives of the network	14 min	Claus Köllinger LE with city representatives: …
moderated discussion with the city representatives about the difficulties to discuss and implement the mobility innovations and changes in the use of public space	10 min	Iván Tosics moderator
summary and closing	5 min	Iván Tosics moderator

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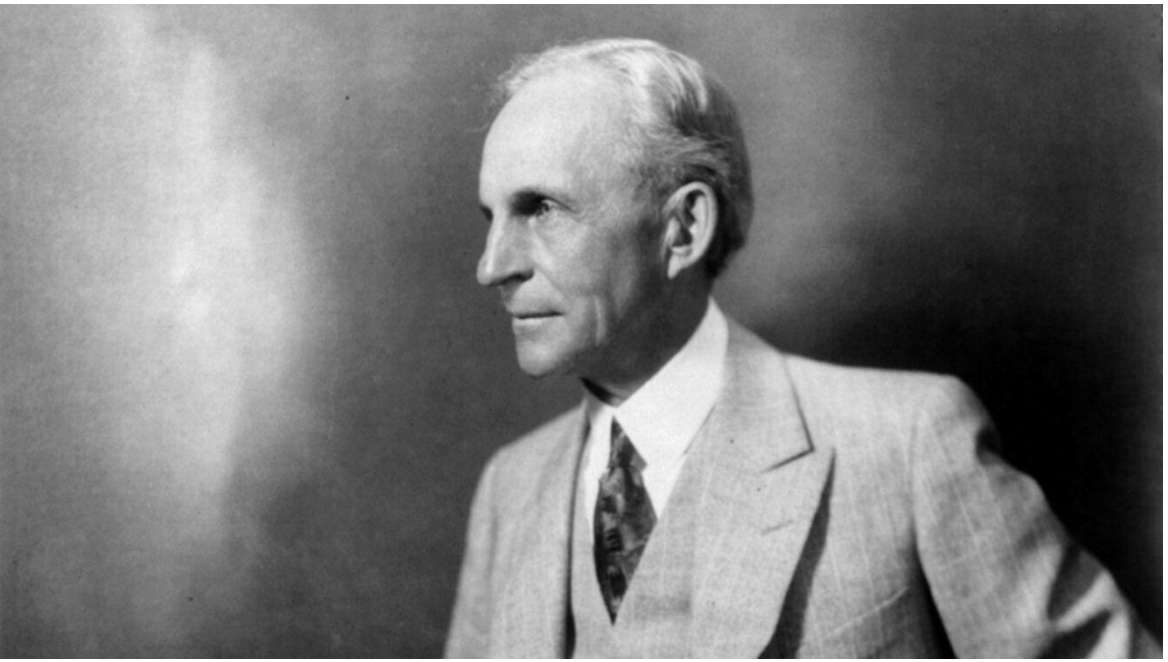
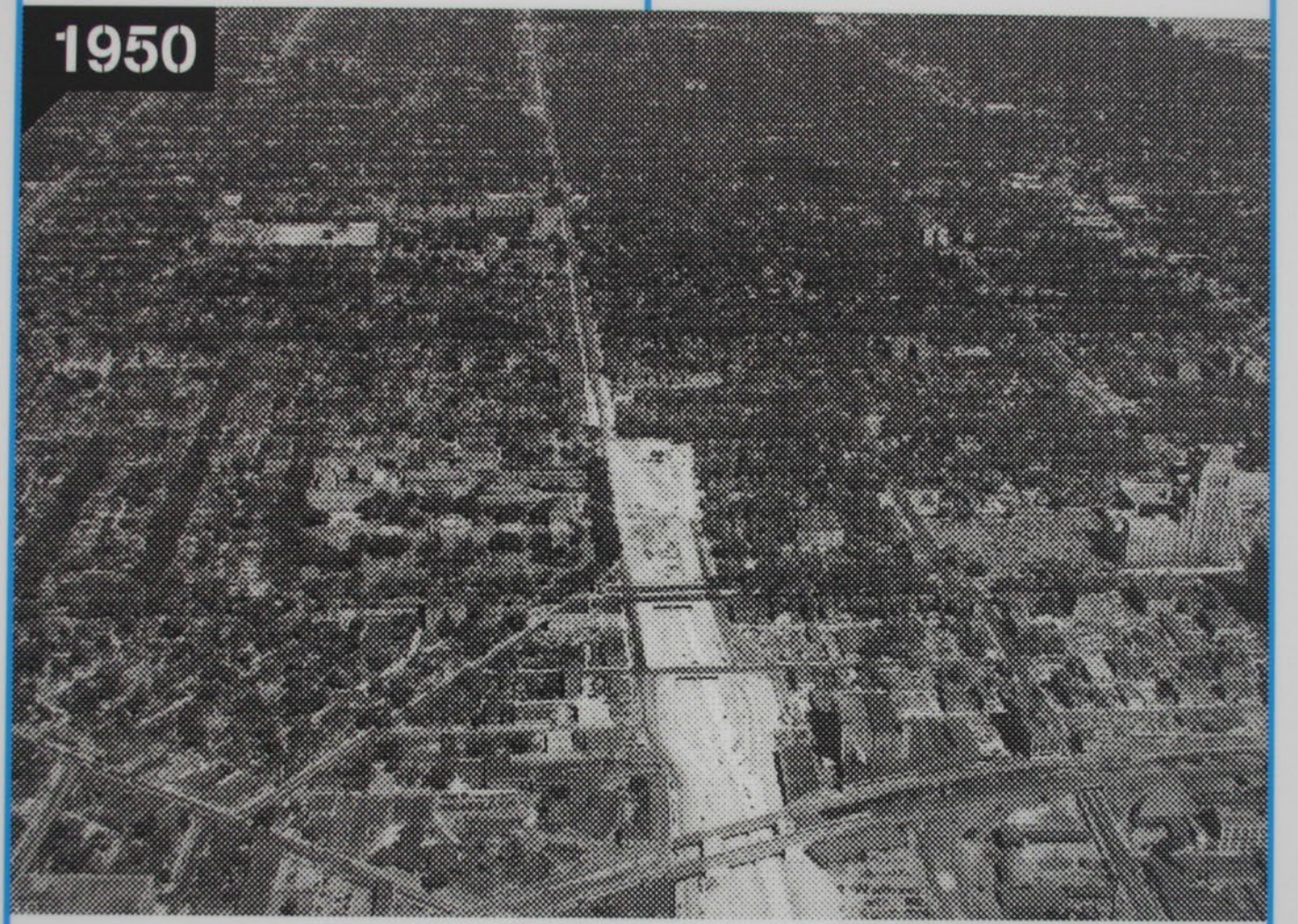
How did we get here?



The main reasons for rapid American suburbanization

- the **mortgage loan scheme** that encourages the construction of single-family homes
- the **U.S. Federal Highway Act of 1956**, which made it possible to multiply the length of the highway network with huge subsidies (construction of a new highway 40,000 miles)
- federal policy to **keep gasoline prices low**
- the reform of the tax system, after which the primary source of revenue for local governments is **the real estate tax**
- rebalancing the state aid system **to the extra infrastructure costs of extra-urban development**.



Courtesy of Walter P. Reuther Library, Wayne State University, Detroit.

Der Bau der ersten innerstädtischen Autobahn zieht seit 1942 eine Schneise durch Detroit.

Starting in 1942, the building of first urban freeway creates a corridor through downtown Detroit.

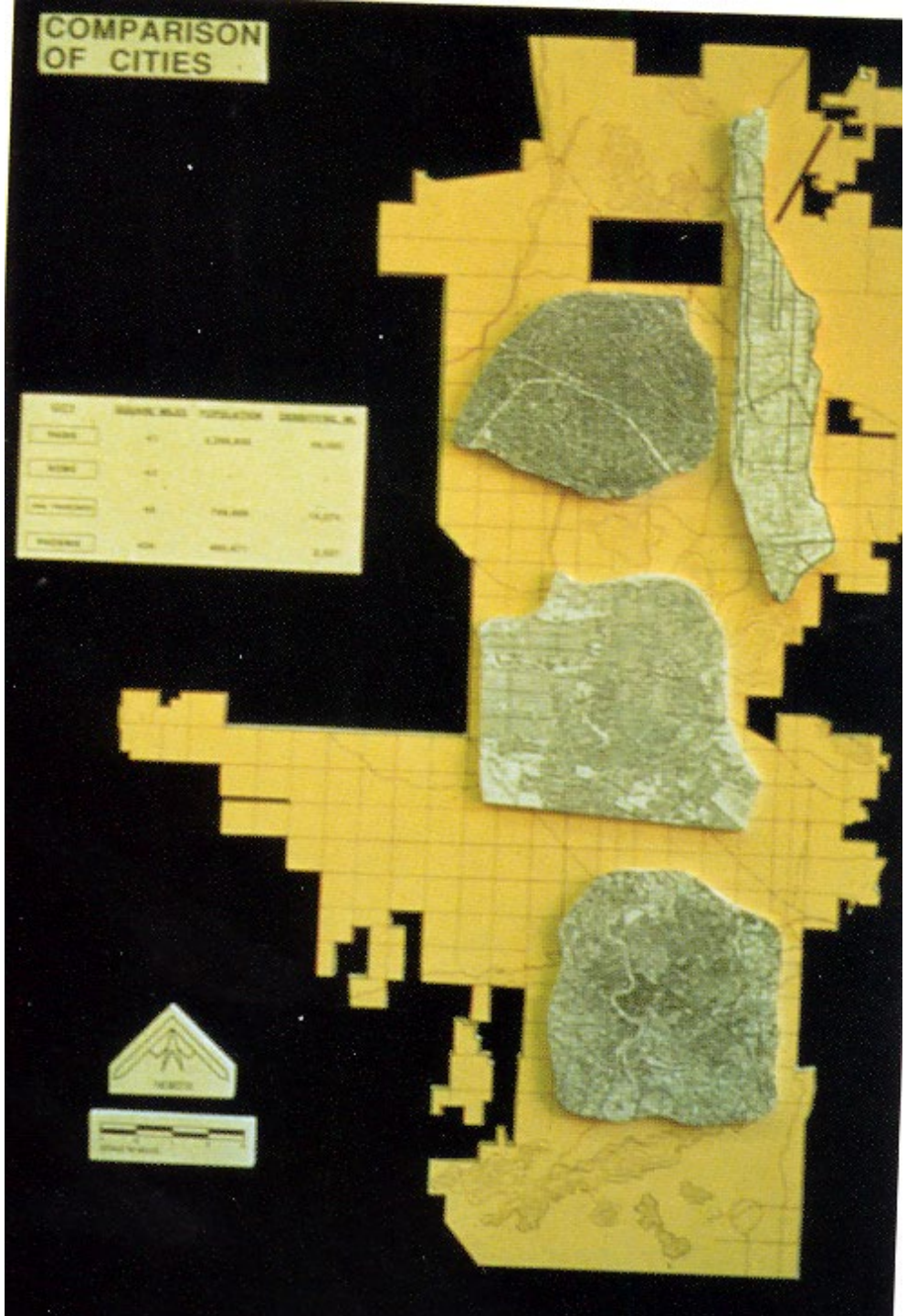
Photograph © 1979, Jim Sheppherd, Detroit Free Press, Detroit.

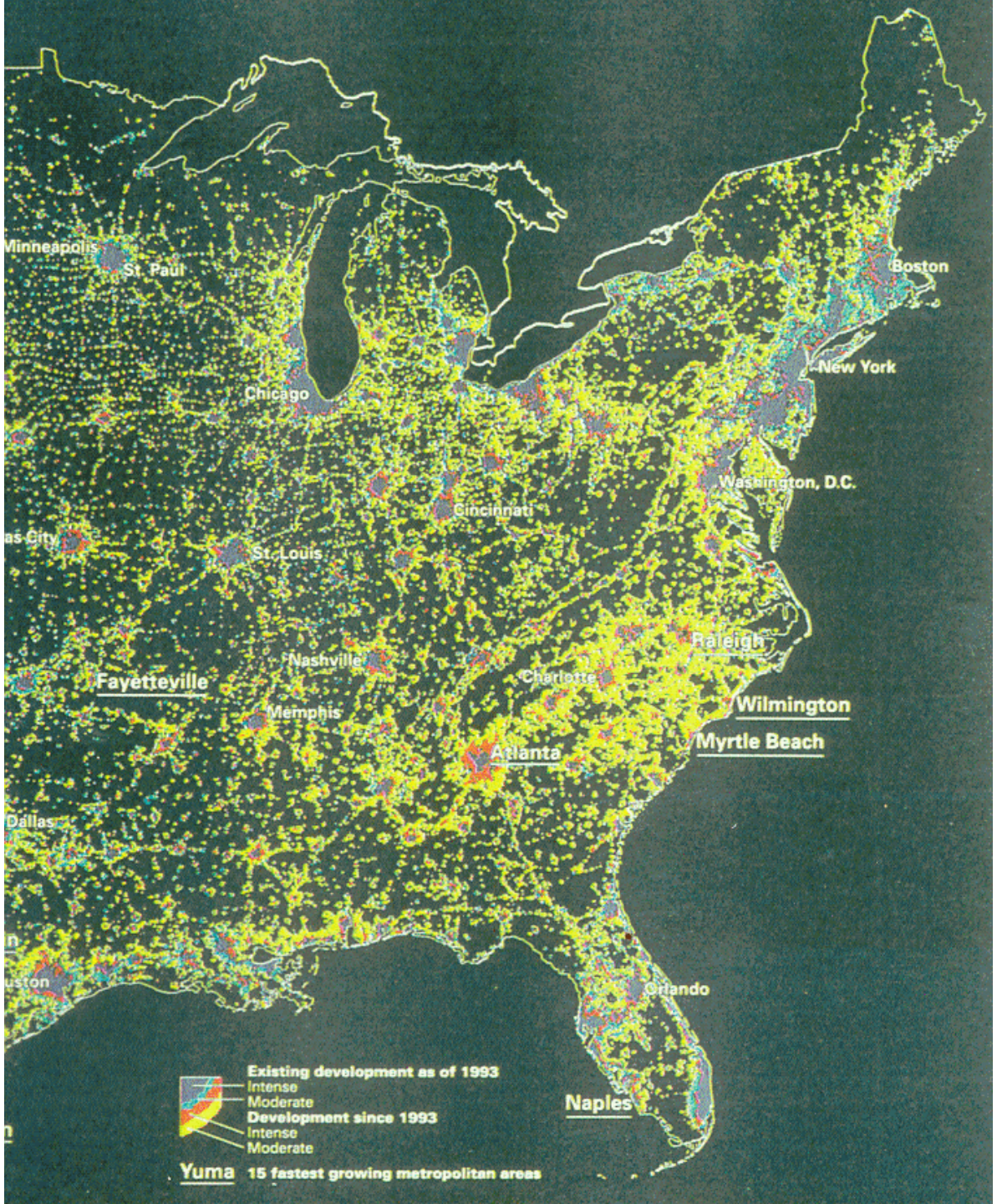
Mit dem Einkaufszentrum Northland Mall beginnt ein massiver Suburbanisierungsprozess.
The regional shopping center Northland Mall triggers a massive suburbanization process.

1960

Suburbanization processes in the US

- In most metropolitan regions of the USA, **the size of the built-up area of the city and its surroundings increased much faster than the population growth rate**, ie the housing density of the urban region decreased sharply (from 1500-2500 people / sqkm to 800-1300 people / sqkm)
- In the expanding urban regions, **single-family homes and private car transport** were becoming dominant
- **City of Phoenix**: including agglomeration, housing density decreased from 2431 persons/sqkm in 1950 to 904 in 1990. The increase in the population of the next 40 years means the disappearance of 6,800 sqkm of agricultural land (the built-up area increased from 44 nkm in 1950 to 10,000 sqkm in 1990).


COMPARISON
OF CITIES


Minneapolis
St. Paul
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New York
Chicago
Washington, D.C.
Cincinnati
as City
St. Louis
Raleigh
Nashville
Charlotte
Fayetteville
Wilmington
Memphis
Myrtle Beach
Atlanta
Dallas
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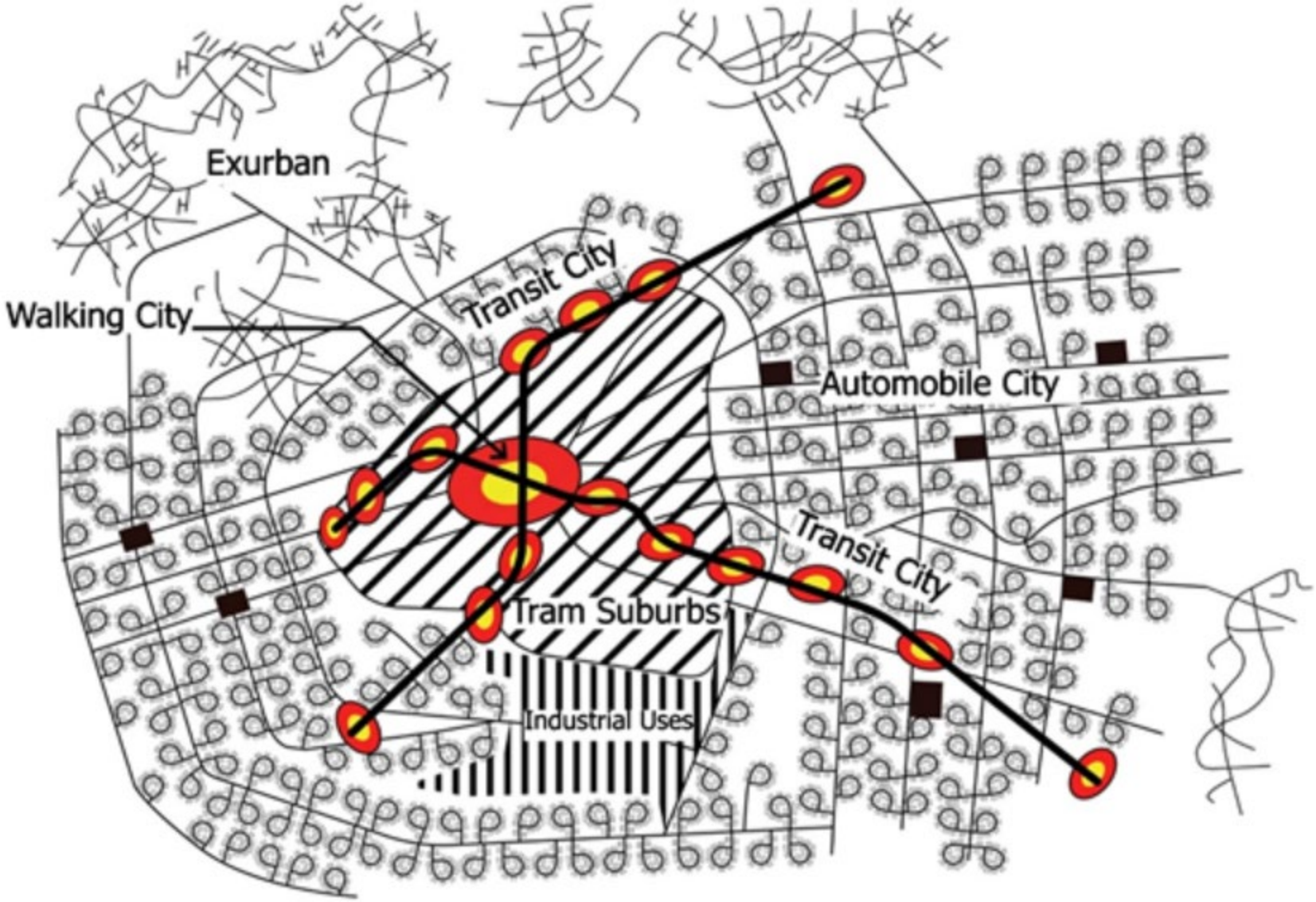
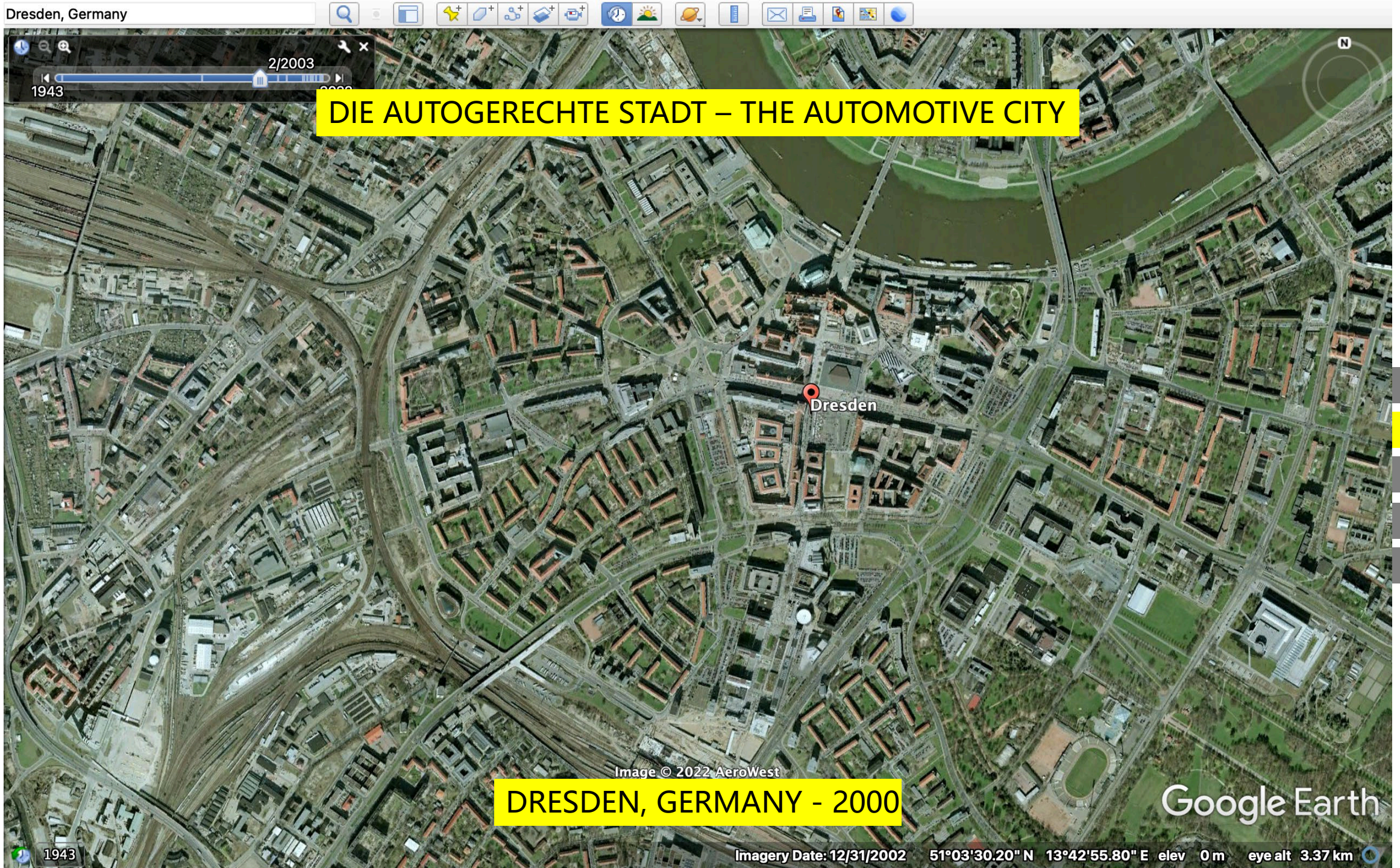
Orlando
Existing development as of 1993
Intense
Moderate
Development since 1993
Intense
Moderate
Naples
Yuma
15 fastest growing metropolitan areas



Source: Newman et al. (2016).

Dresden, Germany
12/1943
DIE AUTOGERECHTE STADT – THE AUTOMOTIVE CITY
N
Dresden
Image © 2022 The GeoInformation Group
DRESDEN, GERMANY - 1942
Google Earth
1943
Imagery Date: 1/1/1943 51°02'45.11" N 13°43'59.89" E elev 0 m eye alt 3.37 km


Dresden, Germany
2/2003
1943
DIE AUTOGERECHTE STADT – THE AUTOMOTIVE CITY
Dresden
Image © 2022 AeroWest
DRESDEN, GERMANY - 2000
Google Earth
1943
Imagery Date: 12/31/2002 51°03'30.20" N 13°42'55.80" E elev 0 m eye alt 3.37 km

Dresden, Germany
3/2022
DIE AUTOGERECHTE STADT – THE AUTOMOTIVE CITY
Dresden
Image © 2022 Maxar Technologies
DRESDEN, GERMANY - 2022
Google Earth
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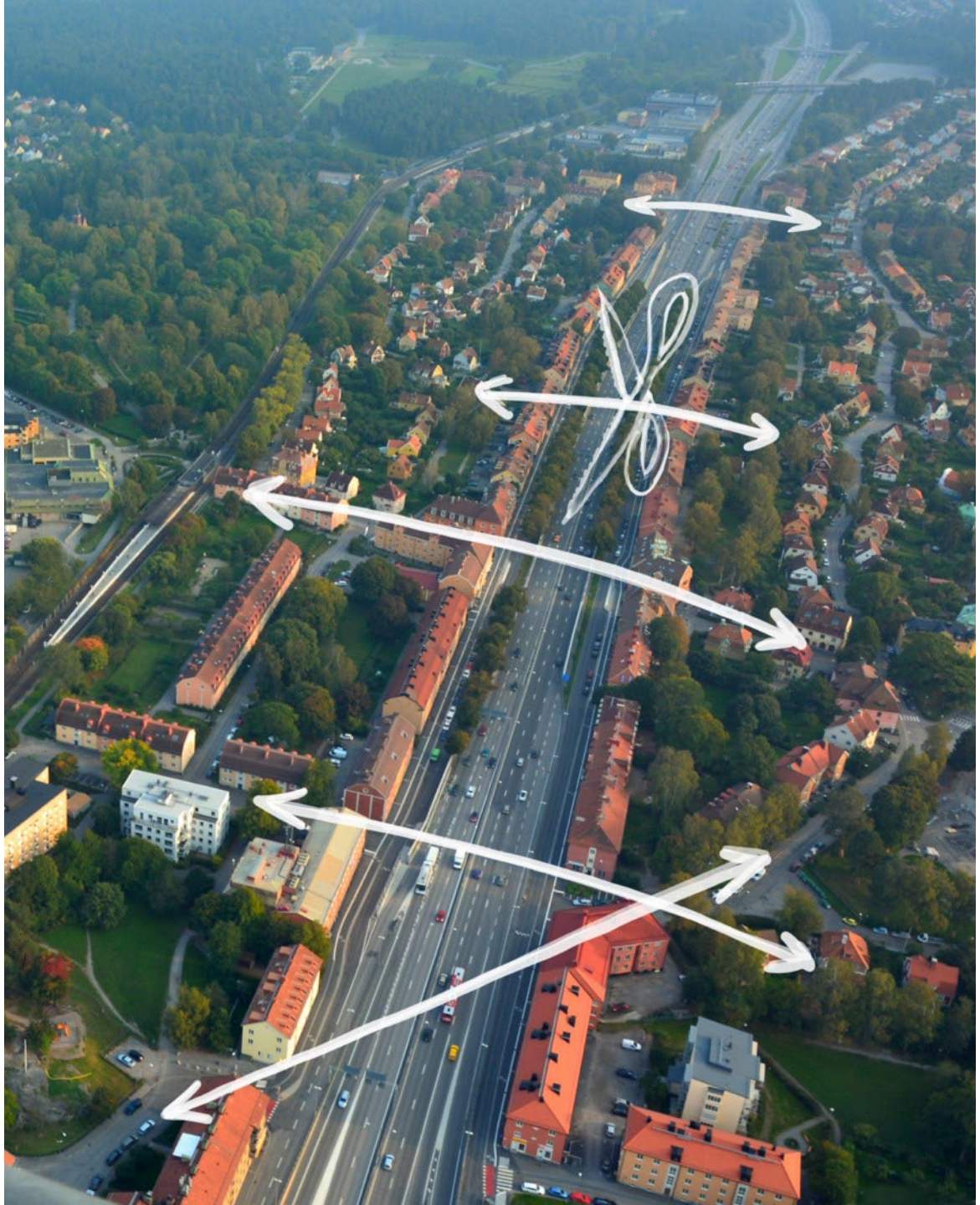
51°02'55.32" N 13°42'33.31" E elev 0 m eye alt 3.37 km



Gamla Enskede, suburb of Stockholm, one of the first garden cities

1958: city planners decided to build a six-lane freeway running through the middle of the suburb, replacing the existing tram connection to the city and slicing the subtle designs of the neighbourhood in two, severing the organic flow of streets and squares

Source:https://medium.com/butwhatwasthequestion/cities-captured-by-cars-part-1-of-and-you-may-find-yourself-behind-the-wheel-of-a-large-949cc00dd2bd

COVID crisis: further outmigration from cities

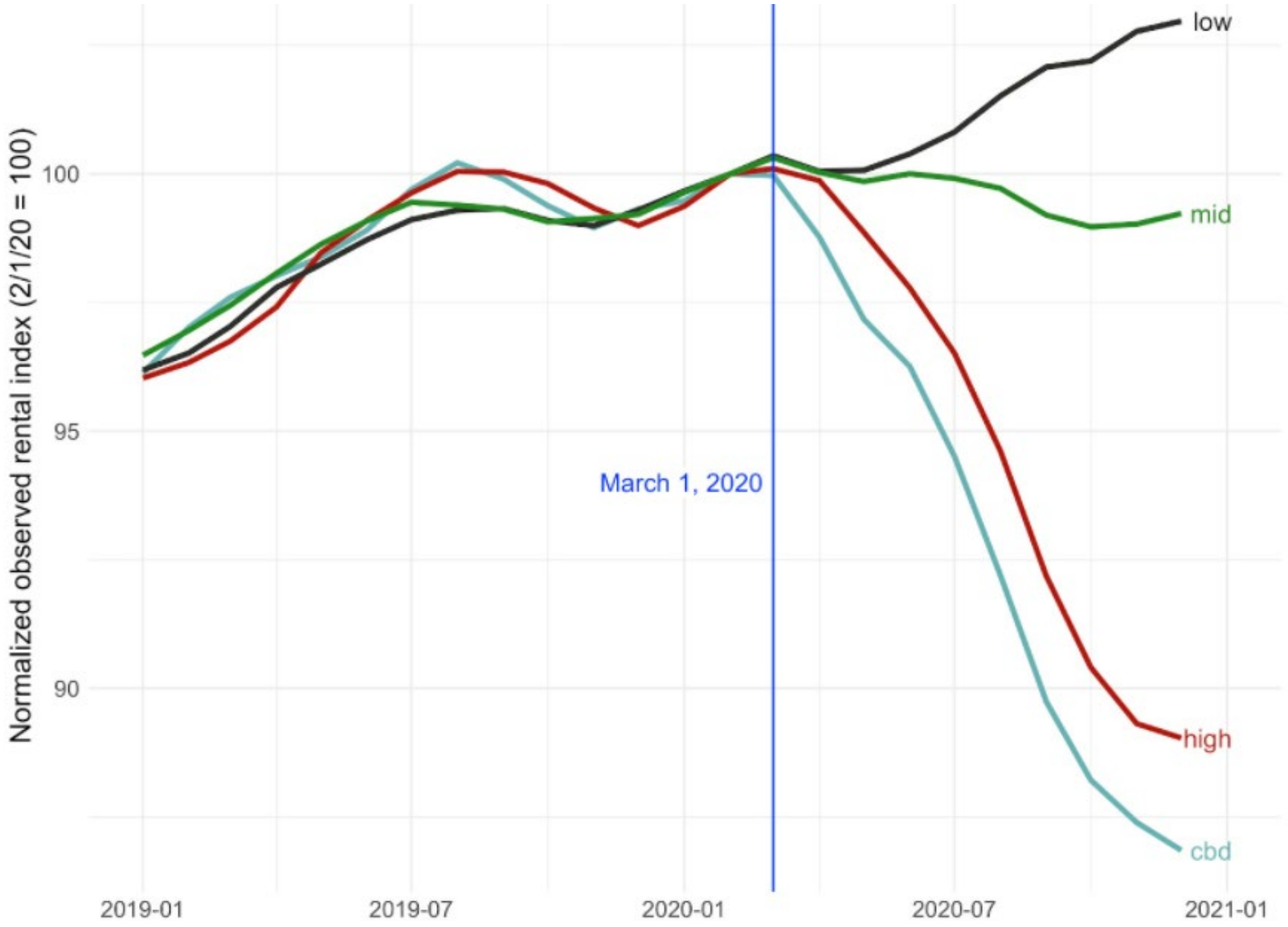
Oslo analysis

- Increased outmigration in 2020 in the age groups 25-30 and 60-70. Managers (with at least 4 years of university education) were mostly increasing outmoving, showing a **clear teleworking effect**. Among outmigrants people not born in Oslo are over-represented. 2021: outmigration increased even further.
- Moving from the city in the year of Covid - will they return after the pandemic? Marianne Tønnessen. Paper for the ENHR2021 conferewnce (Nicosia/online)

US analysis

- Substantial reallocation of housing and office demand away from dense city centres toward city outskirts and suburbs. **'Doughnut effect'** – the rise of the suburbs and the slump of the city centre, driven by a fear of crowds and the growth of working from home
- Arjun Ramani, Nicholas Bloom: The doughnut effect of COVID-19 on cities. January 2021 https://voxeu.org/article/doughnut-effect-covid-19-cities

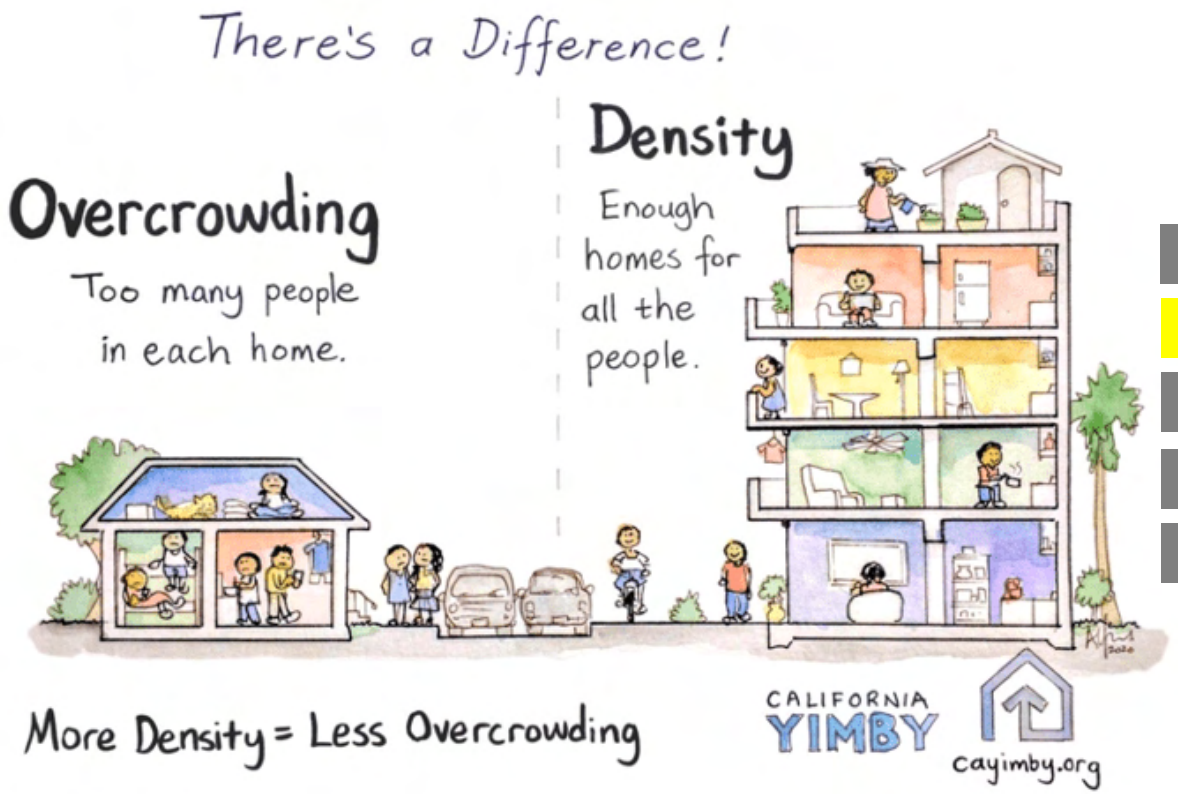
Rental index for 12 largest US metros broken by density groups



Source: Arjun Ramani, Nicholas Bloom The doughnut effect of COVID-19 on cities January 2021

The dilemma of urban density

„It is not density alone that makes cities vulnerable to COVID-19, but the ***structural economic and social conditions*** *that make it possible or difficult for cities to take suitable measures against the spread of the virus. Cities that are characterized by inequality, poor living conditions and the spatial concentration of poor sections of the population are far more vulnerable than the wealthy."* OECD



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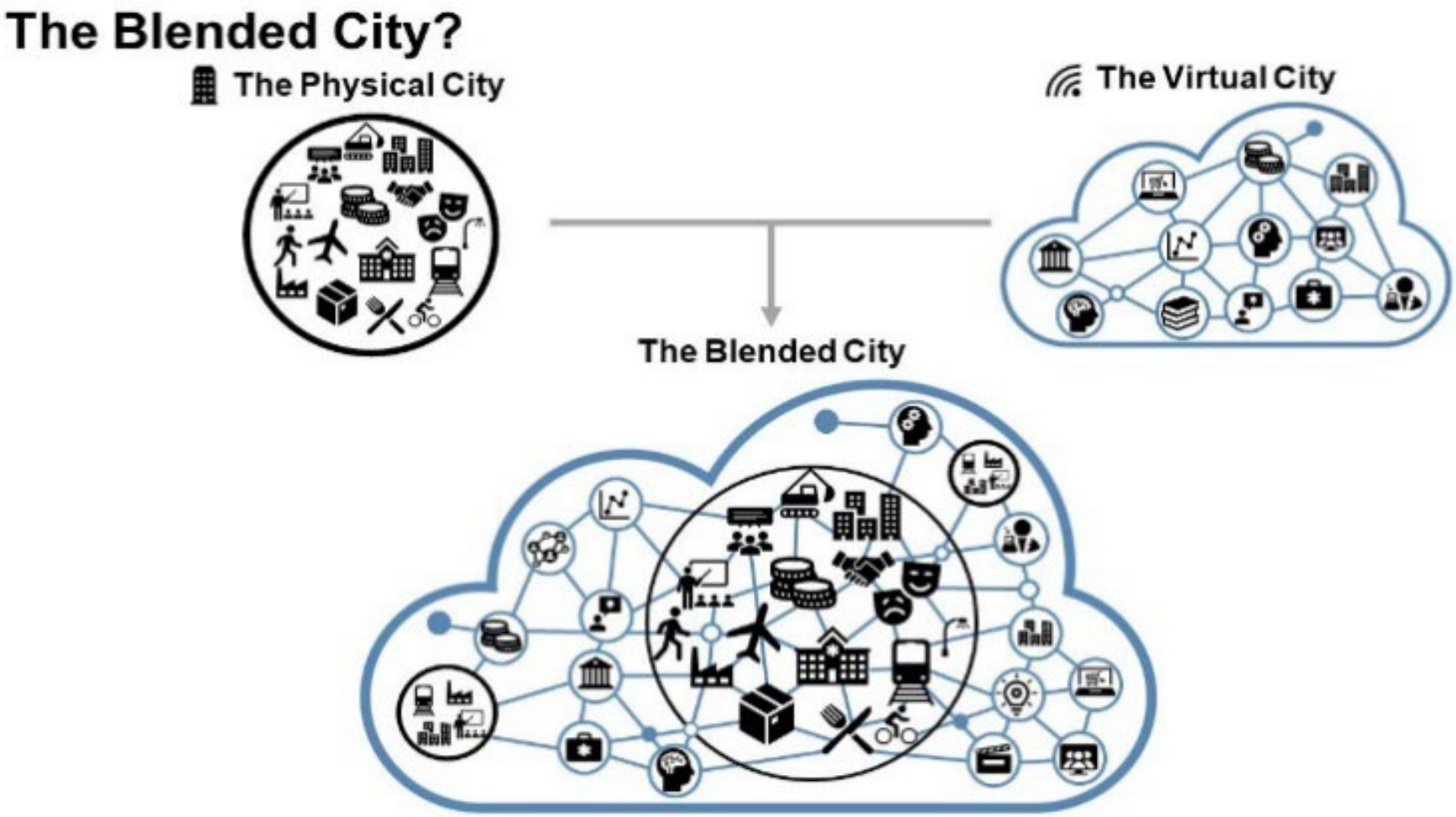
Ideas about the post-COVID city

How can **our existing cities be changed into more equitable and sustainable places, in order to avoid uncoordinated urban sprawl?**

- **regional view**: blended city
- **city view**: better density in city core, managed suburbanization
- **urban mobility**: towards active mobility forms and multimodality with public transport
- **public space**: retrieve public space from cars
- **services**: allow and strengthen communities, turn places into common use

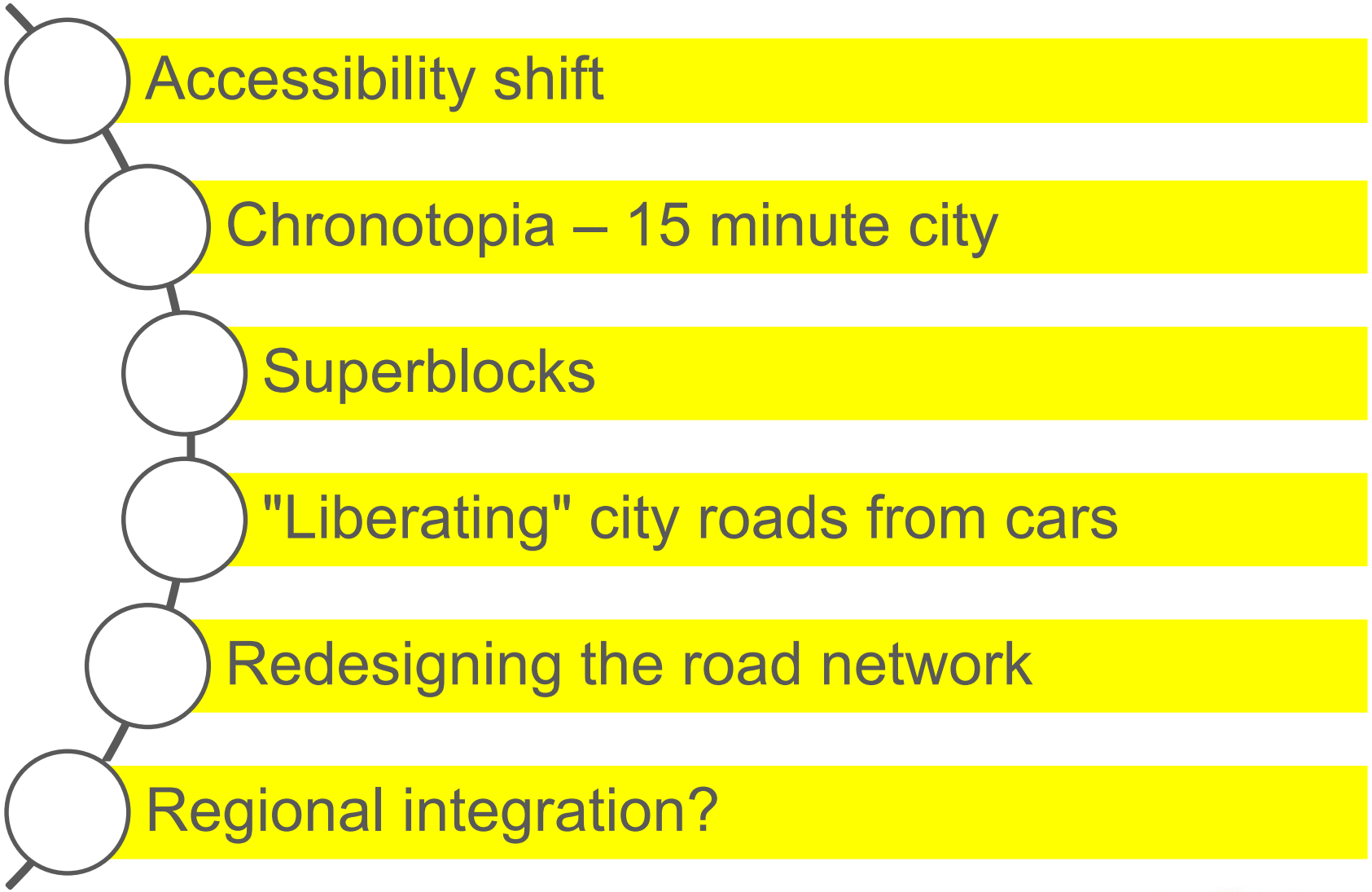
New metropolitan model



© Greg Clark

Rehumanizing our cities - ***visions***

Visions


Accessibility shift
Chronotopia – 15 minute city
Superblocks
"Liberating" city roads from cars
Redesigning the road network
Regional integration?

The re-humanization of cities

- **Again, systematic policy and planning interventions are needed, this time in the opposite direction** to the 1950s. Parallel and interrelated changes in mobility and public space development should aim **to limit car use and support active travel, while transforming public spaces for the benefit of residents.**
- **Overall Concept**: Levine-Grengs-Merlin (2019) 'From Mobility to Accessibility: Transforming Urban Transportation and Land-Use Planning'

An overarching concept: ‚Accessibility shift'

Transportation and land-use planning should be strongly connected, and based on people's ability to reach destinations, rather than on their ability to travel fast.

The new approach should be based on

- **connectivity:** forms of connection that avoid physical displacement should also be considered;
- **proximity:** the city must be transformed so that more and more needs can be met within a short distance without the use of cars;
- **mobility:** addressing the remaining mobility needs should be based on integrating different modes of transport, with a focus on public transport and active forms of mobility, in addition to restricting car use.

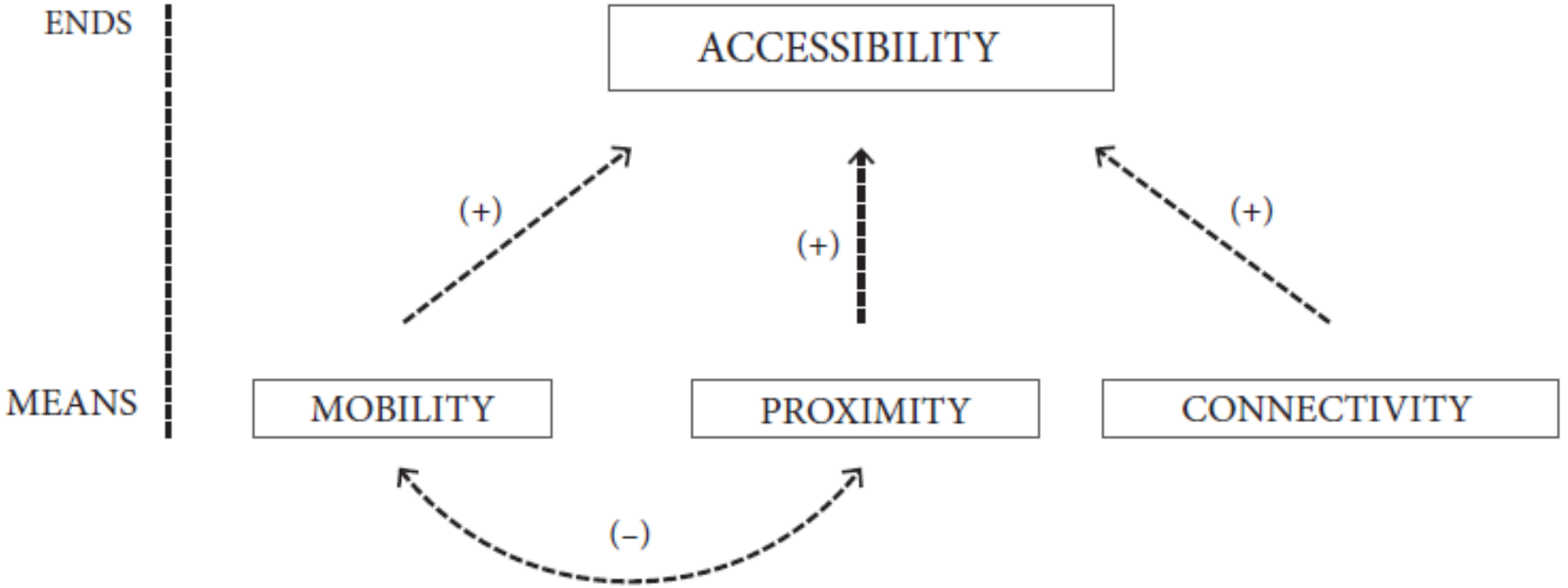


FIGURE I.1 Relationships among mobility, proximity, connectivity, and accessibility in a revised hierarchy of transportation goals

Levine-Grengs-Merlin (2019) 'From Mobility to Accessibility: Transforming Urban Transportation and Land-Use Planning'

CHRONOTOPIA - MULTIPURPOSE CITY VS THE FUNCTIONAL CITY

Compagnie de Navigation Nationale de Grèce

4ème CONGRÈS INTERNATIONAL D'ARCHITECTURE MODERNE

à bord du S/S «PATRIS II» Marseille—Athènes—Marseille

du 29 Juillet au 13 Août 1933

Organisé avec le concours de la Société «NEPTOS», 254, rue St-Honoré—PARIS

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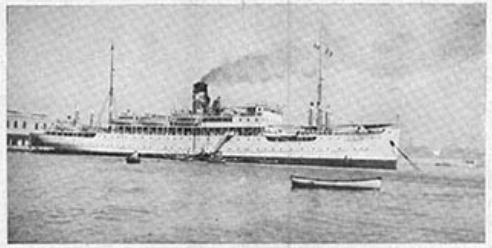
M. KALIVODA.



A BOAT TRIP TO ATHENS – CHANGING THE CITIES FOREVER 1933

space4 people

#WalkAndRollCities
Where streets belong to people!

CHRONOTOPIA - MULTIPURPOSE CITY VS THE FUNCTIONAL CITY

SHOUWBURGPLEIN, ROTTERDAM, WEST8

CHRONOTOPIA - MULTIPURPOSE CITY VS THE FUNCTIONAL CITY

METAL 57 – BNP PARIBAS HEAD QUARTER PARIS, DOMINIQUE PERRAULT, 2020

CREATIVE WORKING PLACE REFORM

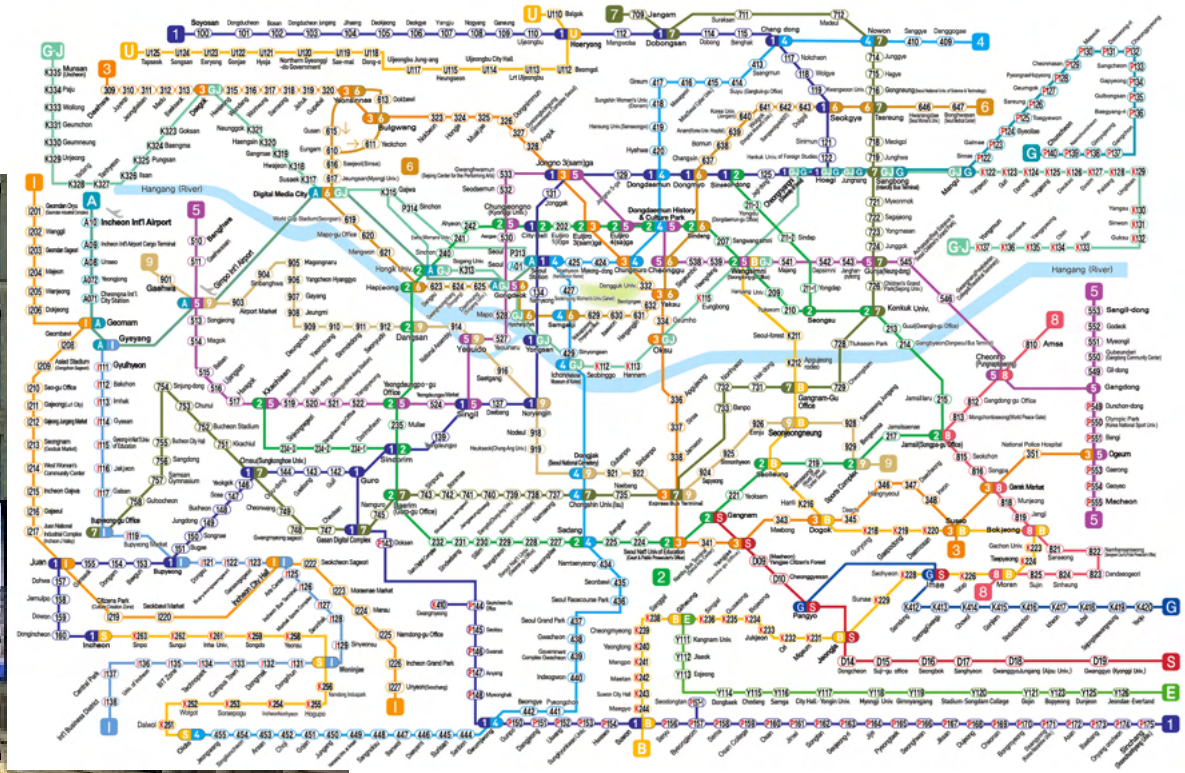
ROCHUSPARK CO-WORKING VIENNA, AUSTRIA

Four models

Using infrastructures to minimize mobility can follow four models:

- the same structure can be used **simultaneously for multiple functionalities**;
- second, the **different use of the same structure at different times;**
- third, **seasonal variation** in use;
- fourth, **real-time adaptive change** in use through resilient responsive structures.

DIFFERENT USES AT THE SAME TIME

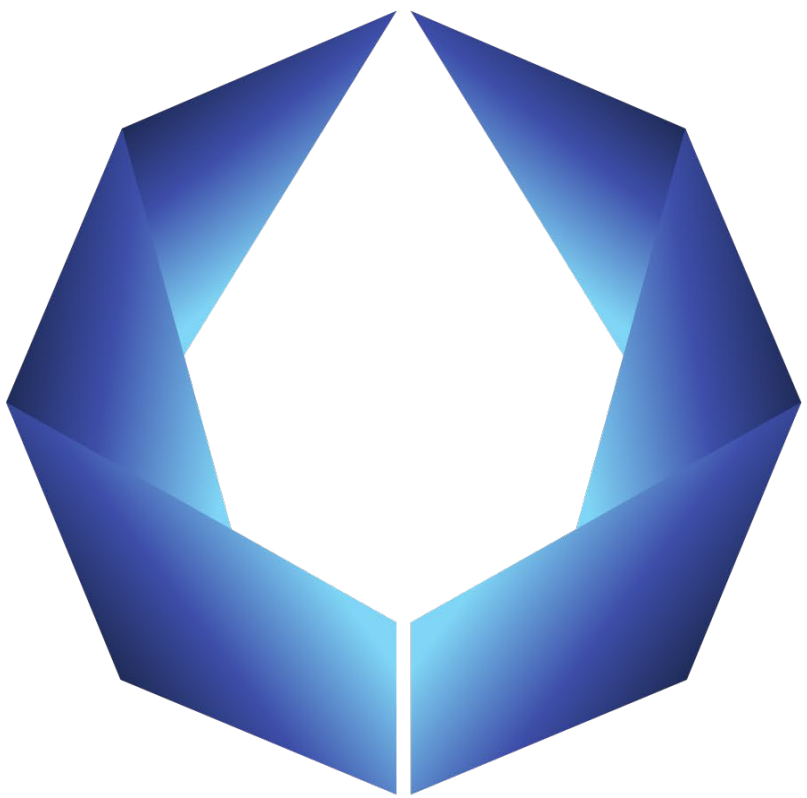


SUBWAY TRAIN STATIONS + MULTIPURPOSE SPACES

DIFFERENT USE AT DIFFERENT TIMES

CICLOVIAS EN BOGOTÁ – EVERY SATURDAY SINCE 1974

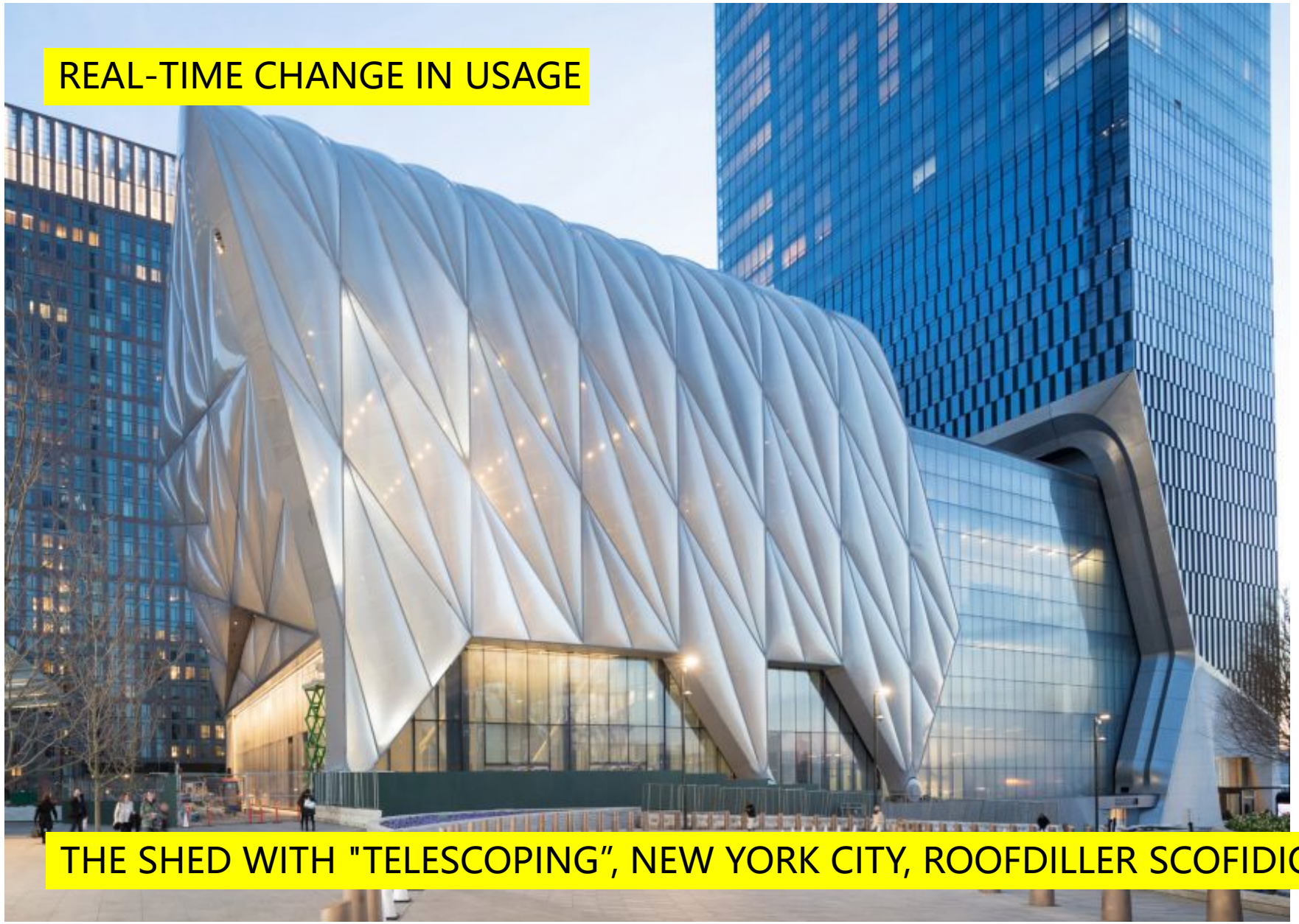
SEASONALLY DIFFERENT USES



BOSTON 2024

A BID FOR SUMMER OLYMPICS – DID NOT GO THROUGH

REAL-TIME CHANGE IN USAGE

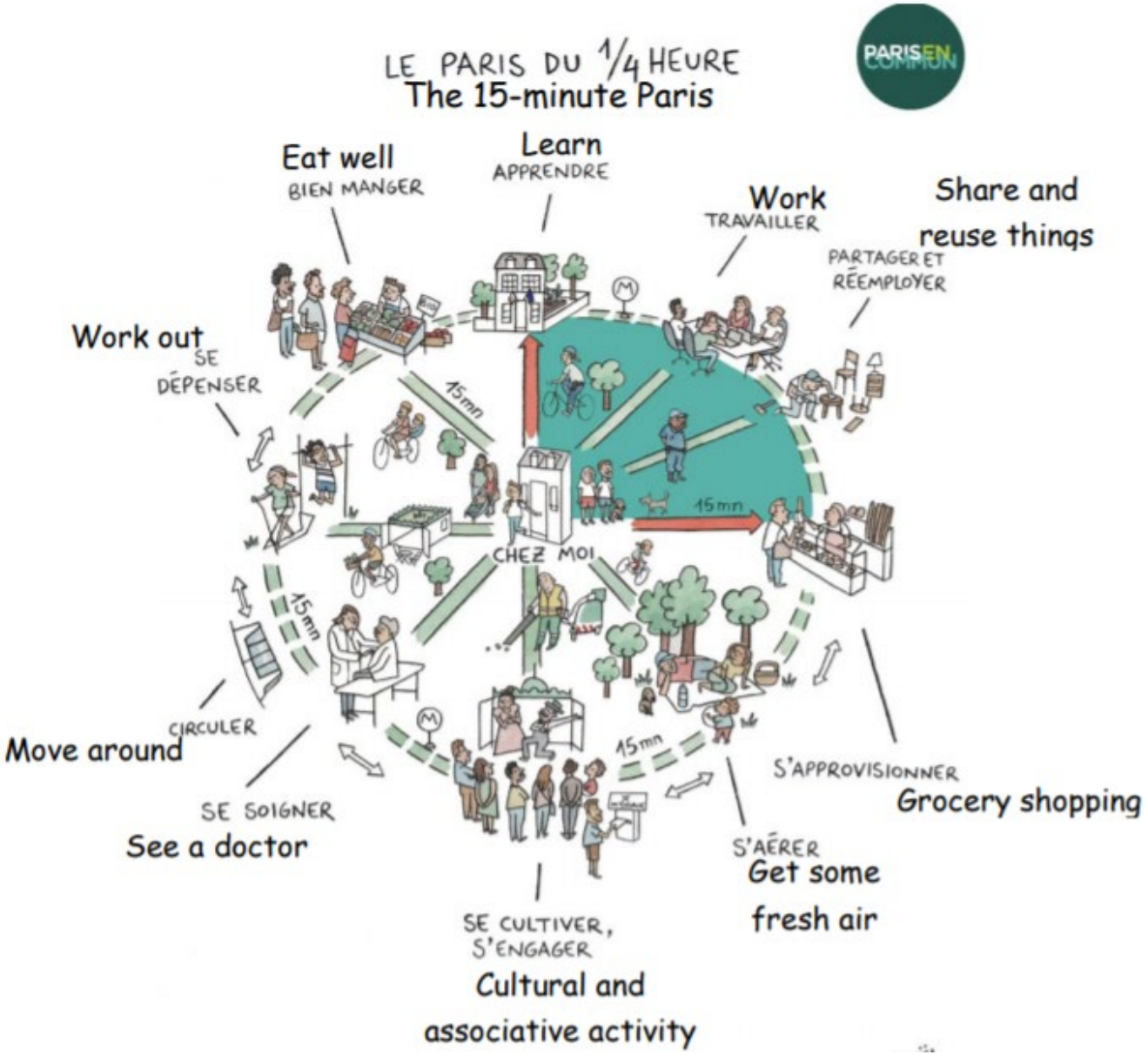


THE SHED WITH "TELESCOPING", NEW YORK CITY, ROOFDILLER SCOFIDIO + RENFRO

‚Proximity': innovative urban spatial visions

The public sector has a key role to play in initiating and managing 'proximity' transformations in developing and implementing innovative urban spatial planning visions.

- **'15-minute city** 'approach
- **‚Superblock'** idea
- **"Liberating" city roads and squares from car traffic** (transforming shopping streets, climate-friendly streets, key spaces into public spaces)
- **transforming the road network**, turning access roads into 'urban boulevards'

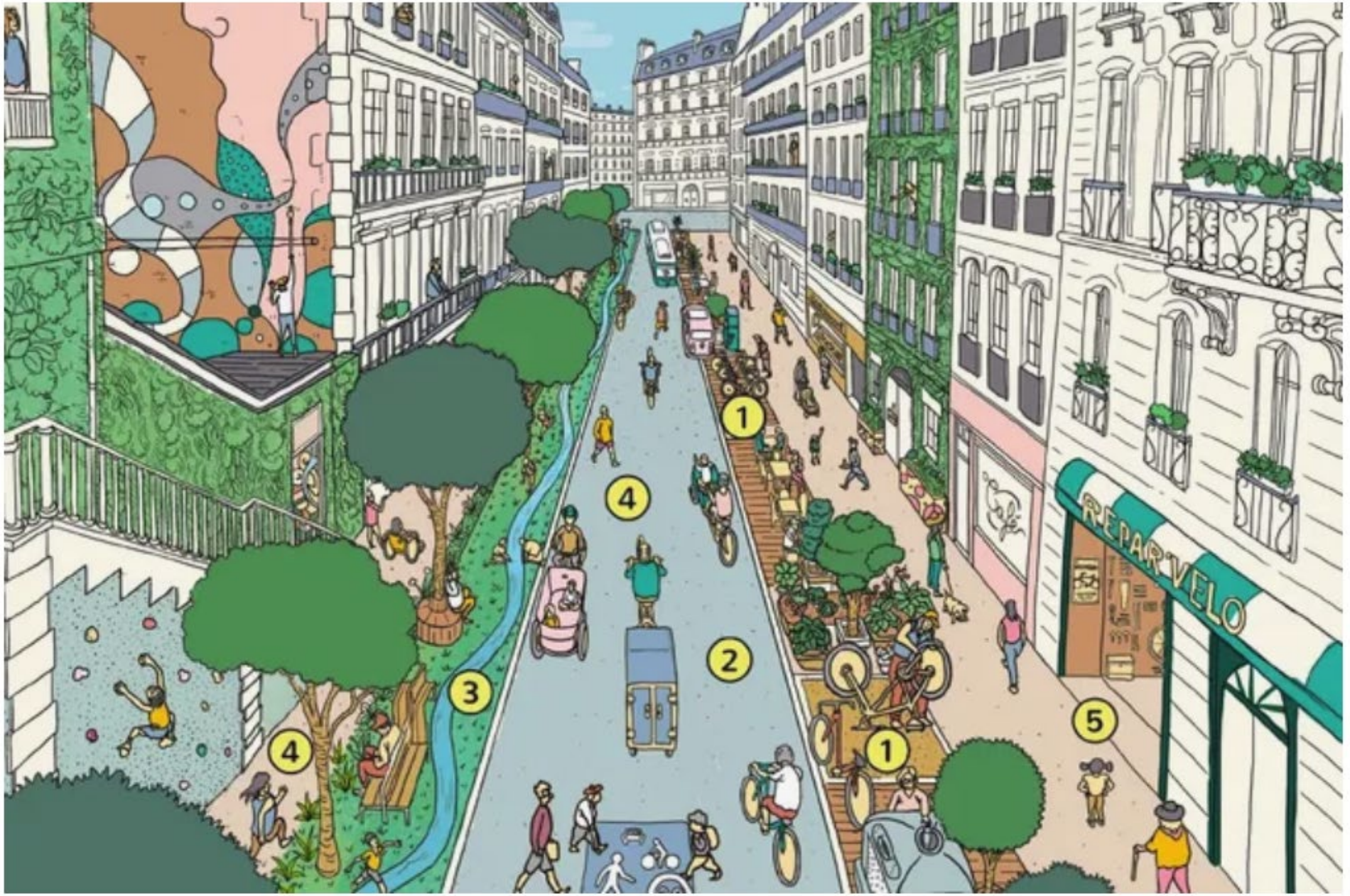


15 minutes city in dense urban areas, 30 minutes city in less dense areas.

Proximity solutions are based on **6 basic factors**: work, care, care, learning, leisure, relationships.

The aim is **to break the monofunctional solutions** towards prosperity, sociability and sustainability, for which indicators have been developed.

There are **three rules for mixing nearby uses**: chrono-urbanism (the new rhythm of the city), chrono-topia (multi-purpose functions), topophilia (love of place).



Paris as 15 Minute City. Paris Commun

Source: https://www.treehugger.com/the-15-minute-city-is-having-a-moment-5071739

SCHOOLS AS NEIGHBORHOOD CENTERS

MULTIPURPOSE USES AT VIENNA SCHOOLS, KLAMMER ZELENY, 2020

© Robert Tober

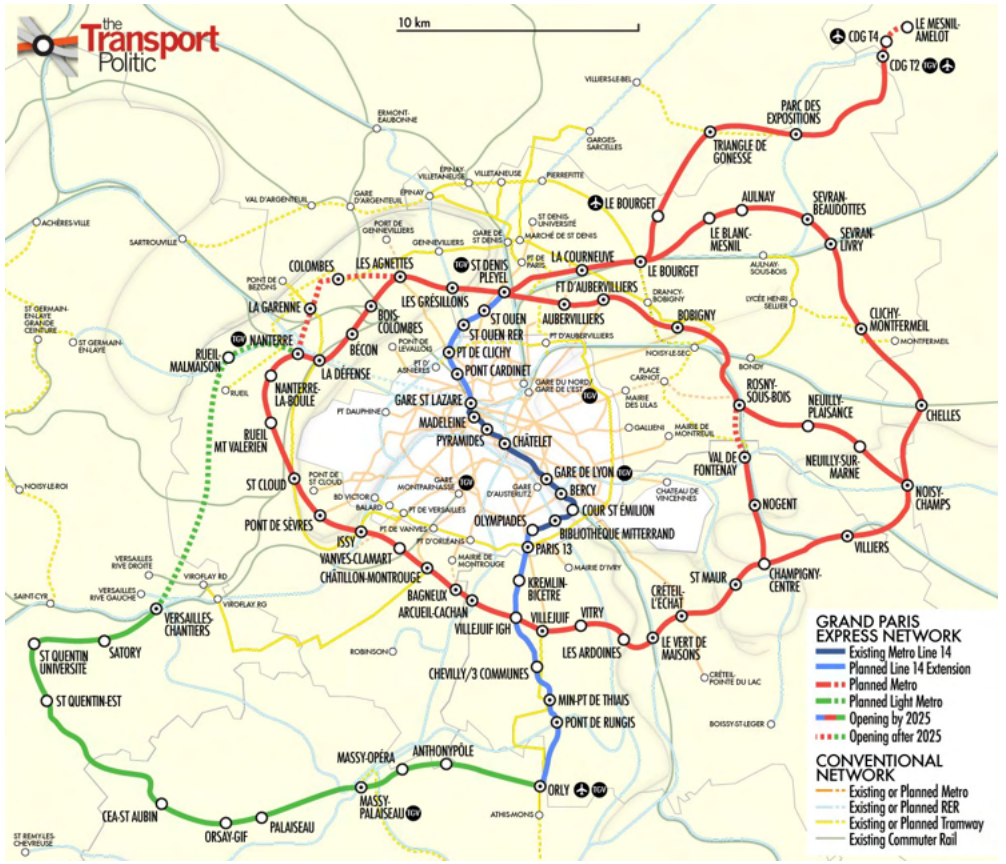
ILE DE NANTES

MASTERPLAN ILE DE NANTES, ALEXANDRE CHEMETOFF, 2000-2010

THE BARCELONA SUPERBLOCK

BARCELONA, CATALUNYA, 2022

REGIONAL INTEGRATION OF MOBILITY: PARIS



GRAND PARIS EXPRESS – OPPORTUNITIES IN THE PERIPHERY

#WalkAndRollCities
Where streets belong to people!

4

Innovative ***tools*** to bring visions to life

#WalkAndRollCities
Where streets belong to people!

Tools

Superblock

From highways to urban boulevards

Tempo 30

Circular mobility model

Parking management

Pedestrian priority city / Walkable city

School area

Shopping street

Mobility hubs

Public transport

Cycling network

Micromobility

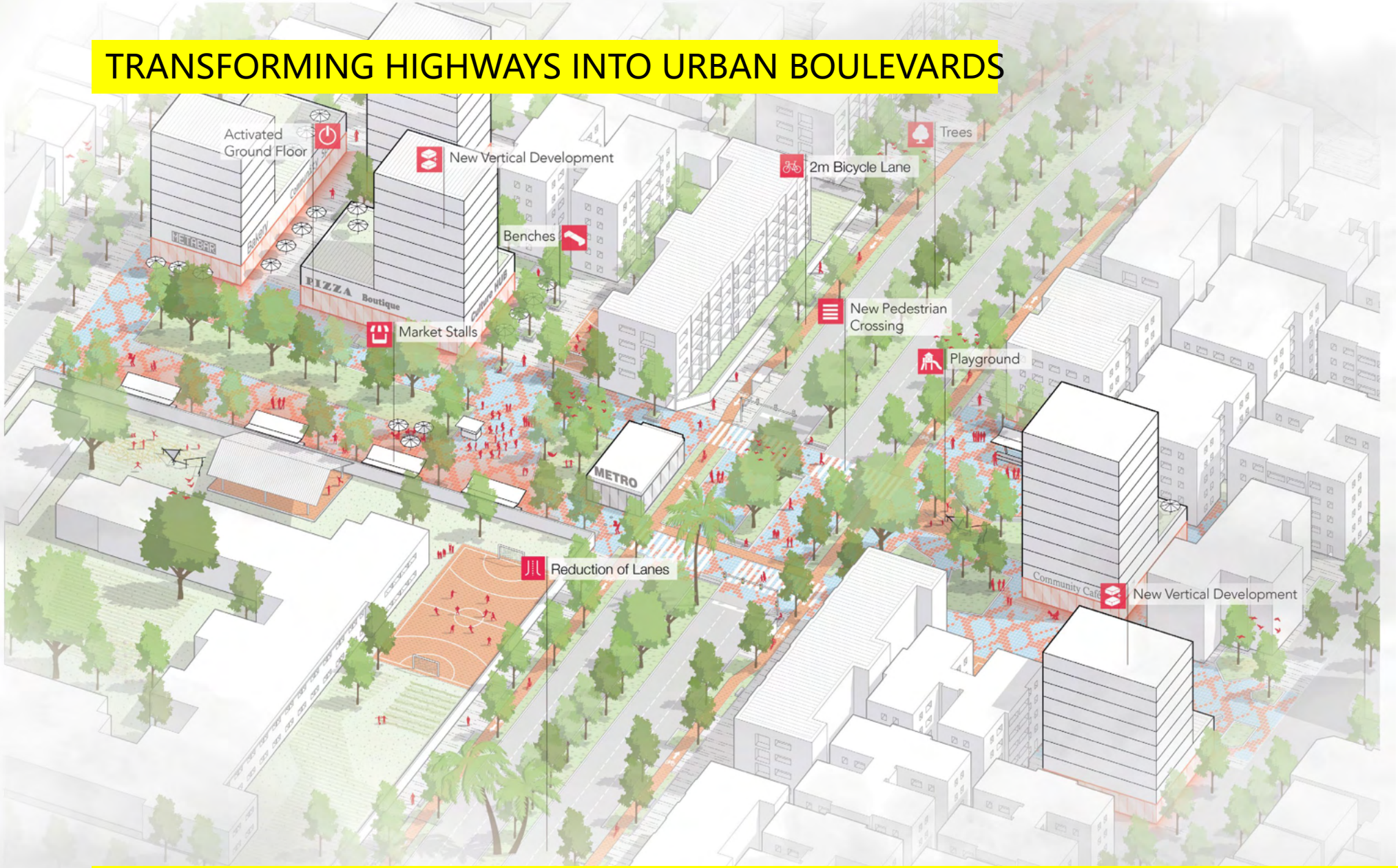
TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS

Source: Silvia Casorrán, Barcelona

TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS

Source: Silvia Casorrán, Barcelona

TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS



SANTO DOMINGO V CENTENARIO EXPRESSWAY TRANSFORMATION, SUPERWIEN, 2022

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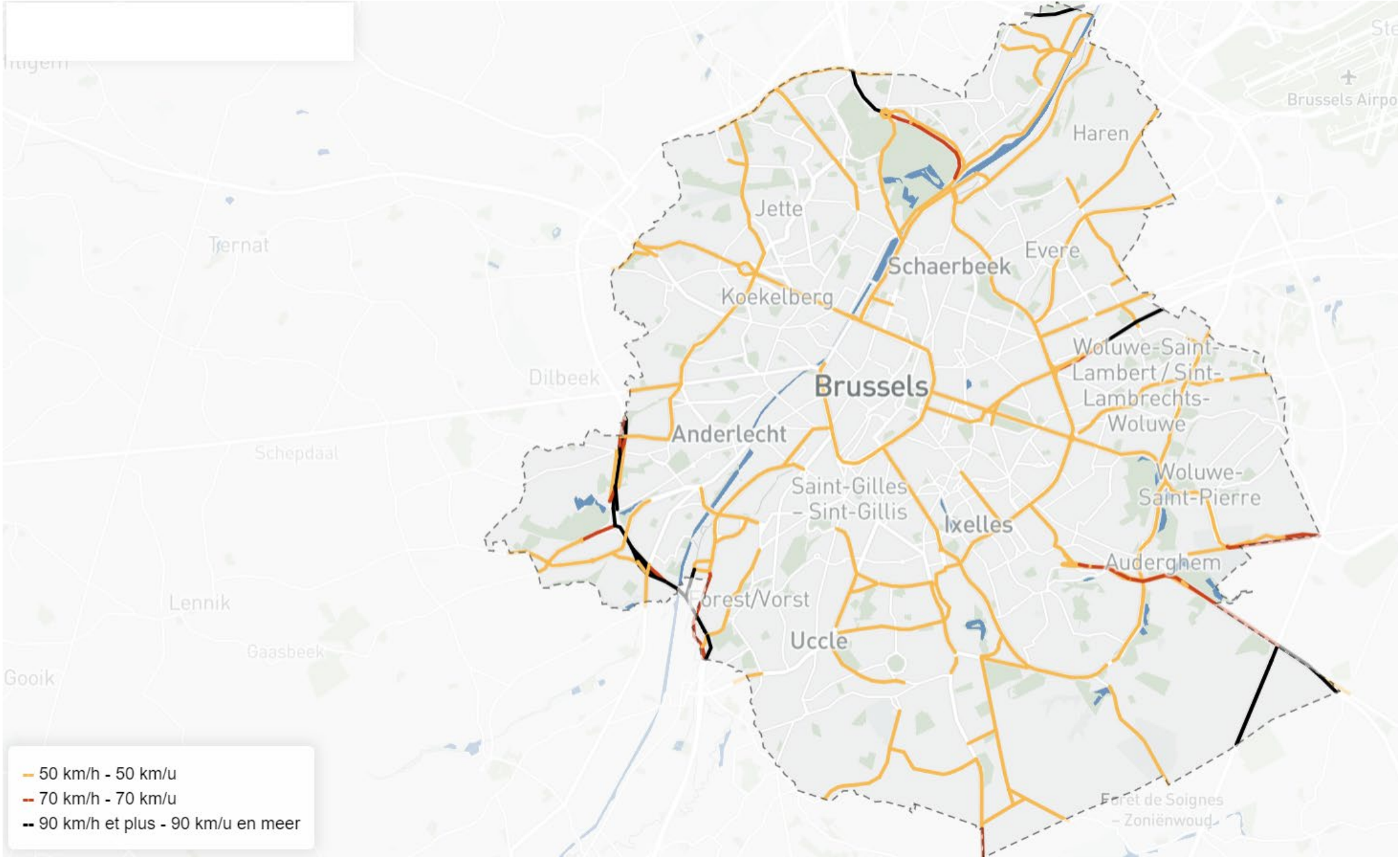
SUPERWIEN architecture urbanism

Tempo’30: Brussels

- In 2019, **a new city leadership was elected in Brussels with the following political program**: "The government will create a large 30 km / h zone from 1 January 2021, with the exception of the largest roads.„
- This policy agenda has been implemented in recent years. Of course, many actors initially resisted the idea, but **instead of reacting to everyone, the city focused primarily on supporters of the program.**
- **Tempo 30 became the new standard**, so 4,000 “Zone 30” boards were removed and new “Tempo 50” boards were placed in areas with higher speed limits.

- New signs
- Remove signs « zone 30 »
- Informative signs
- Peinted on the ground

Lesson 1: **get political support, with concrete deadline**.
Lesson 2: **Talk about it with your stakeholders** (but don't listen to everyone). There were many actors resisting. The city did not react on everyone, but focussed on allies. Over 1000 umbrellas were produced by a group with 30!
Lesson 3 : **Adapt the legislation and make a new map**. Tempo30 is the new normal
Lesson 4 : **Sell your story to everyone** (and do it on a large scale).



Source: https://city30.brussels/map/

- **Communication** was very important: the idea was advertised everywhere and the information was mailed to 600,000 addresses. The press and social media sites were full of news about the change. The implementation was carefully controlled and the speed limit was checked thanks to 80 invisible new cameras.
- **Monitoring results:** recent observations show that the average speed of cars has declined, even on roads that have previously had a speed limit of 30 km / h. The total time spent traveling by car has increased, but not much, while the number of accidents has decreased. Noise levels have dropped: people have even begun to complain about the noise of the tram, which was previously hidden by louder road users.

Tempo’30: Graz – some short facts

- City wide speed limit 30 in place since 1992
- Only exemption is priority roads
  - which were about 220 km of roads
  - and 770 km were residential roads

-> 85% of traffic takes place on priority roads!

Initial situation at the start of the idea:
Strong opposition from diverse stakeholders!

Tempo’30: Graz – the key elements

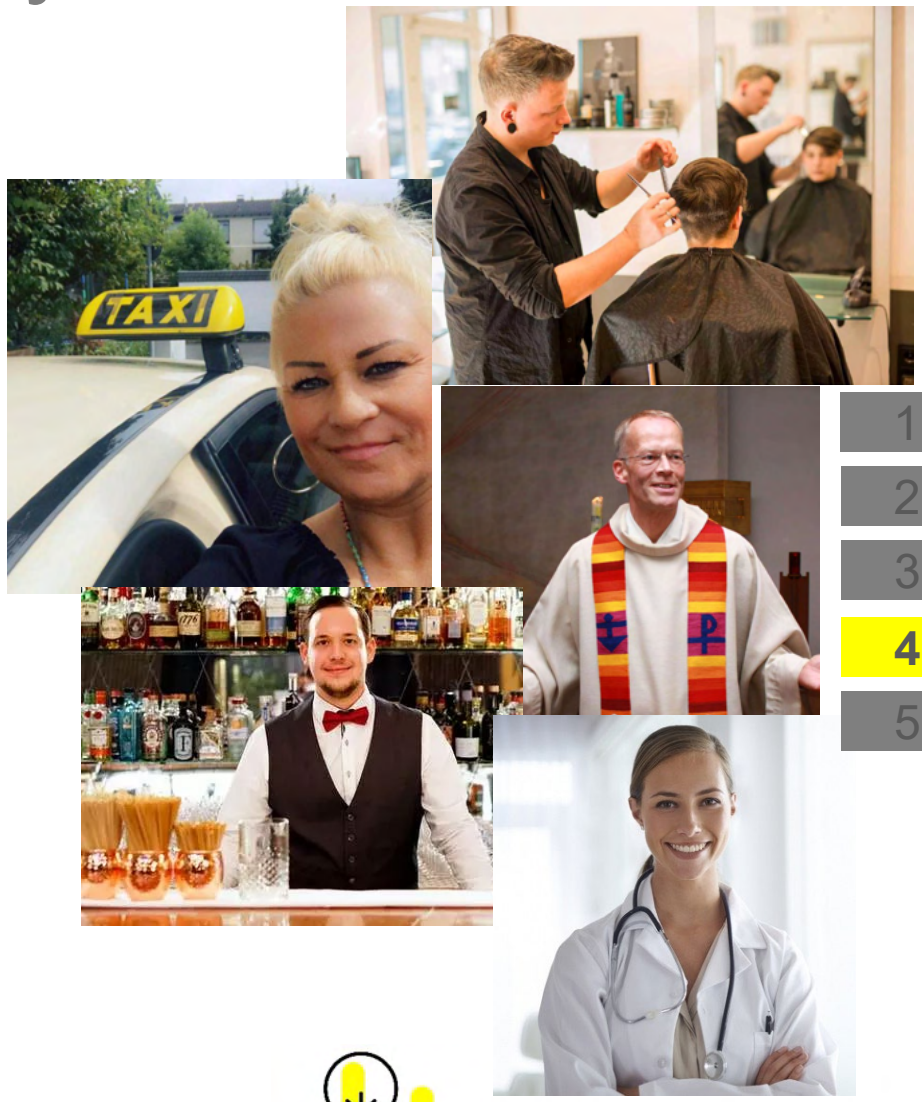
The communication campaign

Used various standard elements such as ttt

- Media, discussion groups, leaflets, videos…

Used a multiplier campaigning approach!

- Invited people that talk a lot to others and are trusted persons to discuss the idea of speed 30
- Like taxi drivers, haircutters, bartenders, priests, doctors



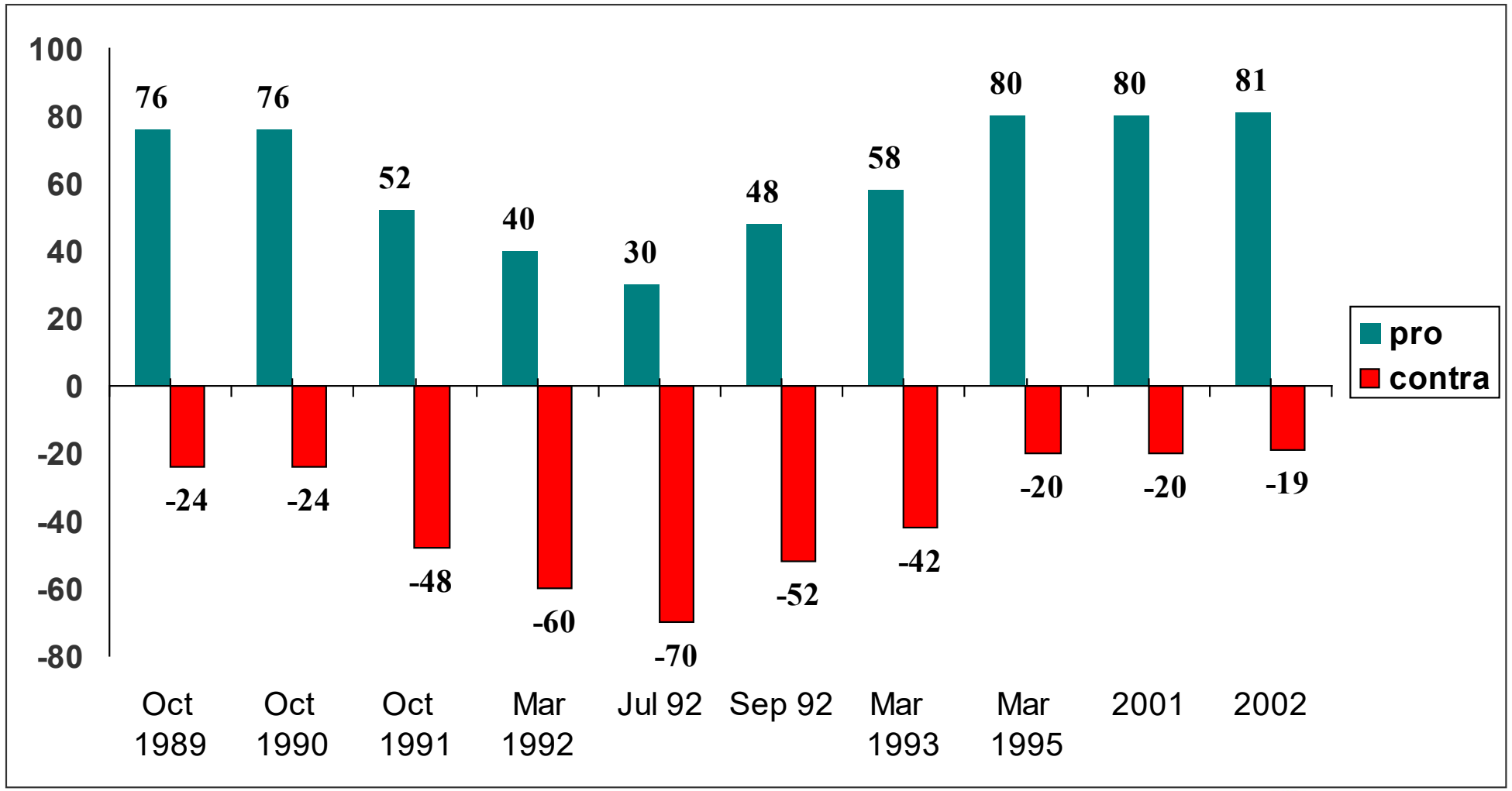
Tempo’30: Graz – the key elements

The pilot phase

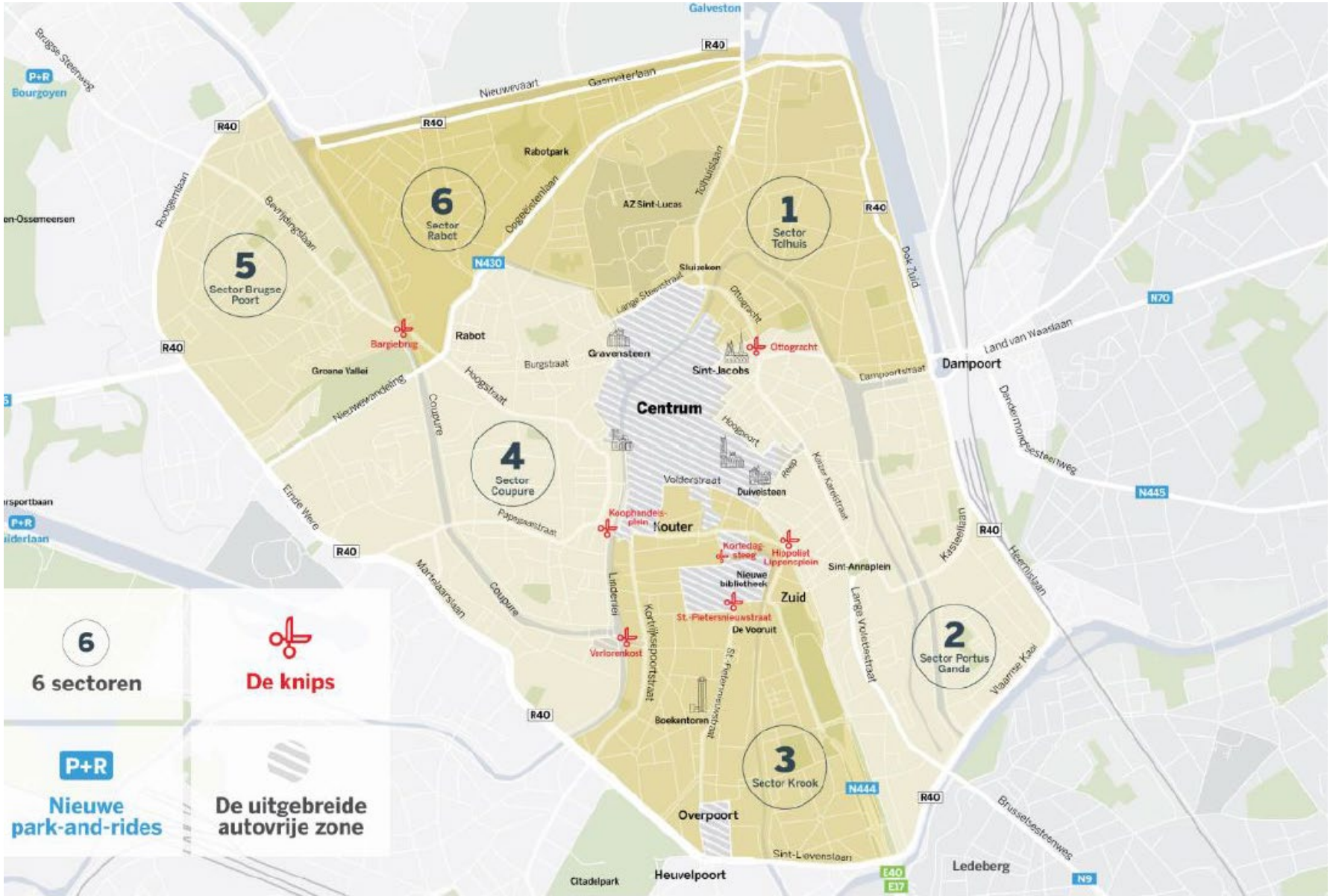
- **Oppositions** to introducing speed 30 was **high start of the 90ies**
- **Reason**: campaign of opponents to fight it.
- City **transformed** their claims for a public vote on the idea to a test-phase first (…well knowing that a vote put a stop to the idea)
- **Argument**: people do not know what the vote on, since they did not experience it so far.

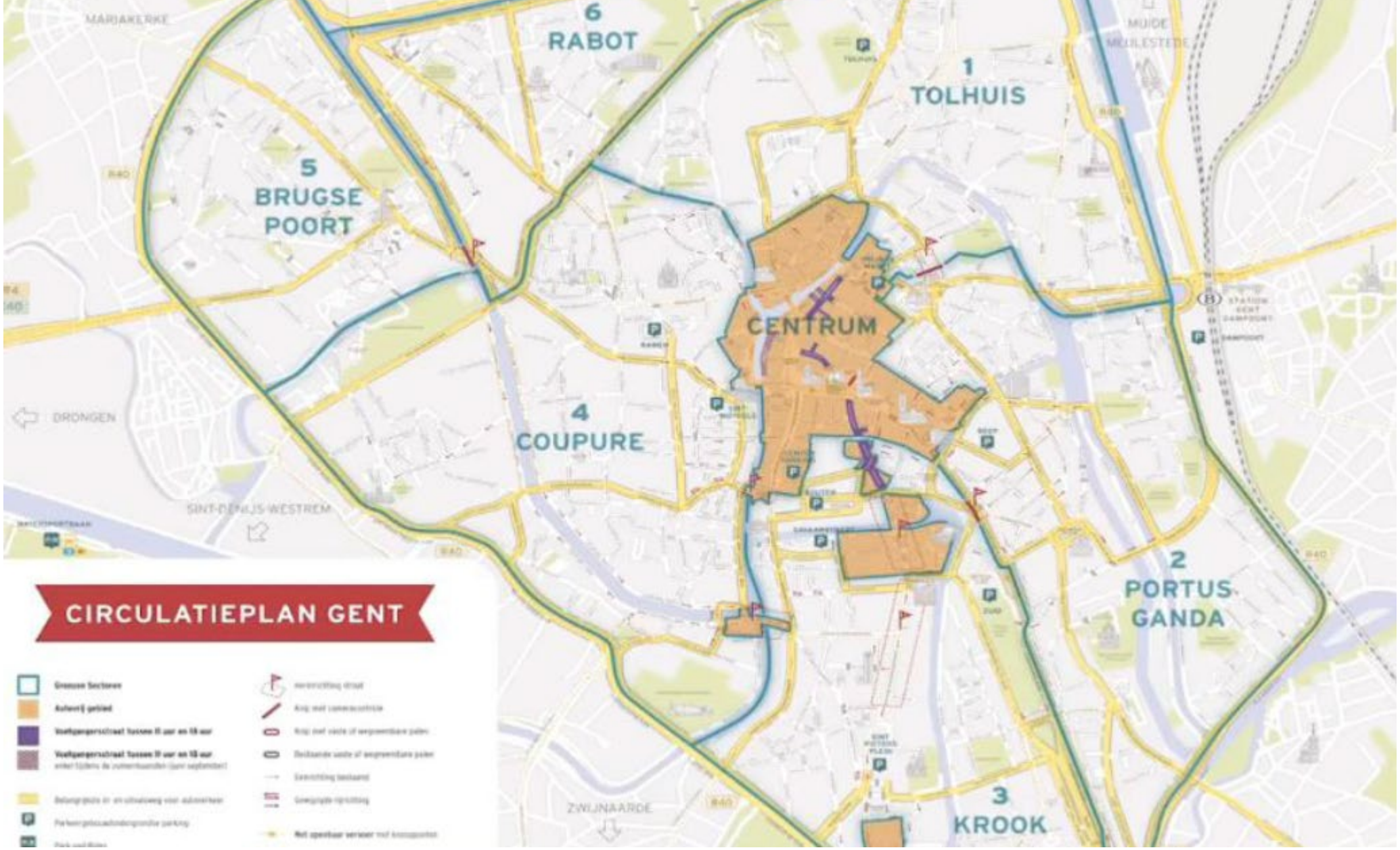
-> **2-year test phase starting 1992**

Tempo’30: Graz – the key elements

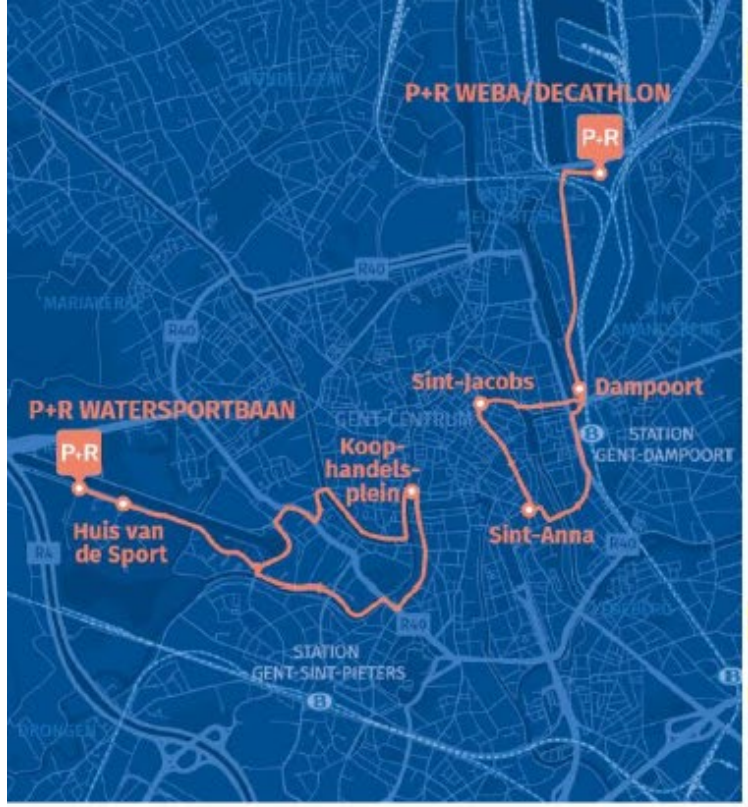


Circular mobility model: Ghent

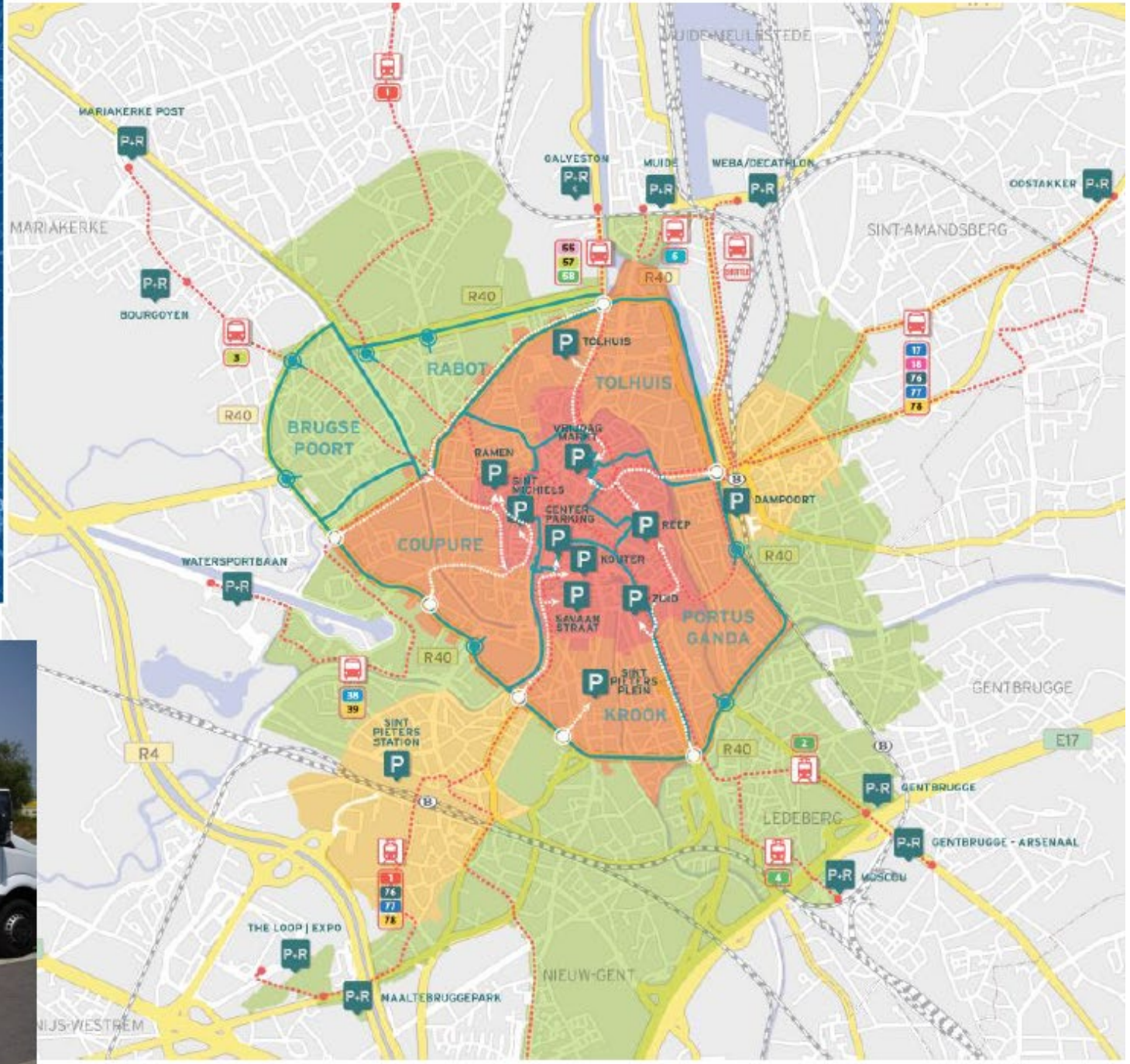




Source: Ghent Circulation Plan, POLIS, April 2022


P+R WEBA/DECATHLON
P+R
Sint-Jacobs
Dampoort
P+R WATERSPORTBAAN
P+R
STATION
GENT-DAMPOORT
Koop-
handels-
plein
Huis van
de Sport
Sint-Anna
STATION
GENT-SINT-PIETERS

SHUTTLE


MARIAKERKE POST
P+R
MARIAKERKE
BOURGOYEN
GALVESTON
MUIDE
WEBA/DECATHLON
OOSTAKKER
SINT-AMANDSBERG
R40
RABOT
TOLHUIS
BRUGSE
POORT
COUPURE
PORTUS
GANDA
KROOK
DAMPOORT
REEP
KOUTER
WATERSPORTBAAN
SINT
PIETERS
STATION
R4
E17
GENTBRUGGE
LEDEBERG
GENTBRUGGE - ARSENAAL
MOSCOU
THE LOOP | EXPO
MAALTEBRUGGEPARK
NIEUW-GENT

UITGEZONDERD
A B P
UITGEZONDERD
BUS, TAXI EN
PRIORITAIRE
VOERTUIGEN

PIET

How did we measure the effects?

1. Intensity counts
   - I. Pedestrian counts
   - II. Bike counts
   - III. Intersection counts
   - IV. Origin-destination

2. Occupancy rates
   - I. Public transport users
   - II. Users shuttles and ‘Wandelbus’
   - III. P+R usage

Ex ante measurements – 10/2016

Ex Post measurements – 10/2017

Ex Post measurements – 10/2018

How did we measure the effects?

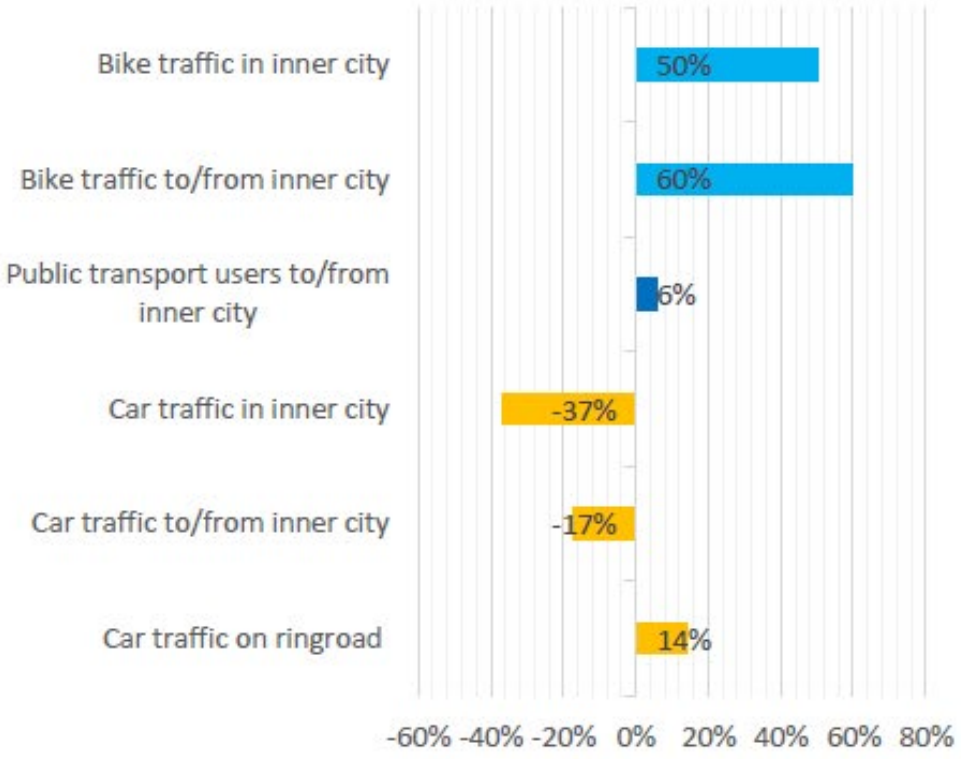
3. Travel times
   I. Floating car data
   II. Public transport flow
4. Questionnaire data
   I. Mobility surveys
   II. Focus group interviews
5. Register data
   I. Accident data
   II. Air quality data
   III. Economic indicators

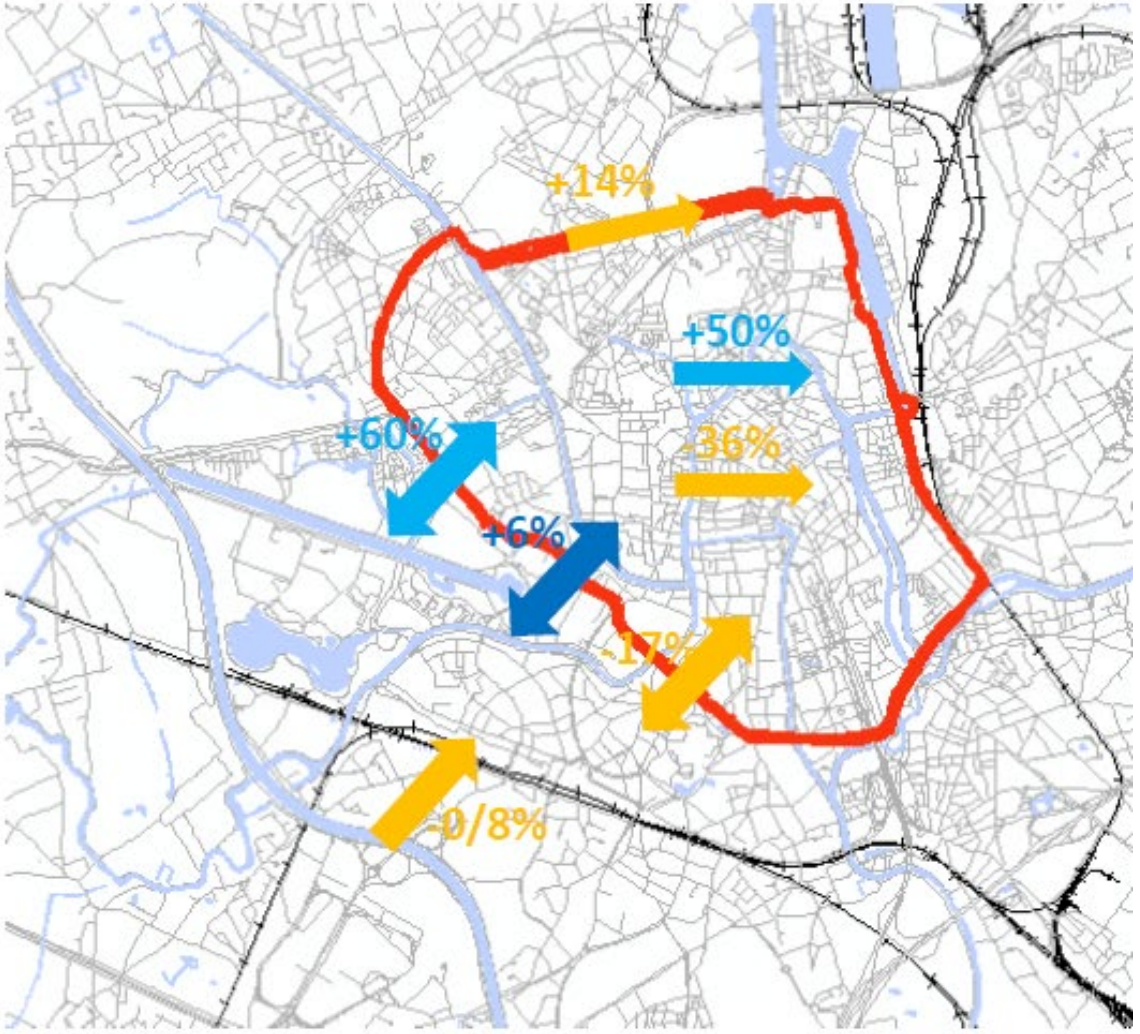
Ex ante measurements – 10/2016

Ex Post measurements – 10/2017

Ex Post measurements – 10/2018

Use of different traffic modes





FROM PARKING STREET TO THRIVING STREET
BERNARDGASSE IN VIENNA, SUPERWIEN + CLAUS KÖLLINGER, 2022

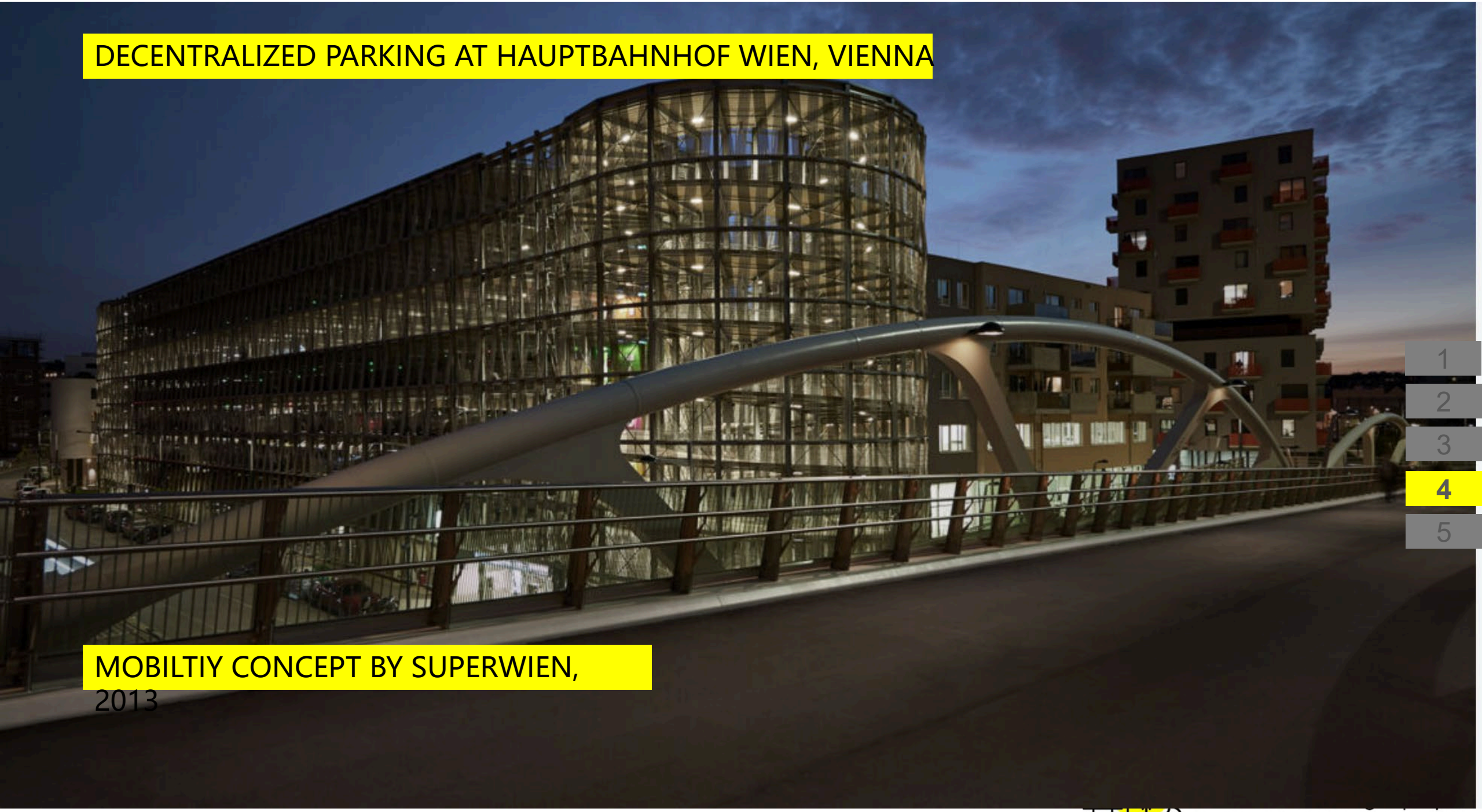
FROM PARKING STREET TO THRIVING STREET

BERNARDGASSE IN VIENNA, SUPERWIEN + CLAUS KÖLLINGER, 2022

FROM PARKING STREET TO THRIVING STREET

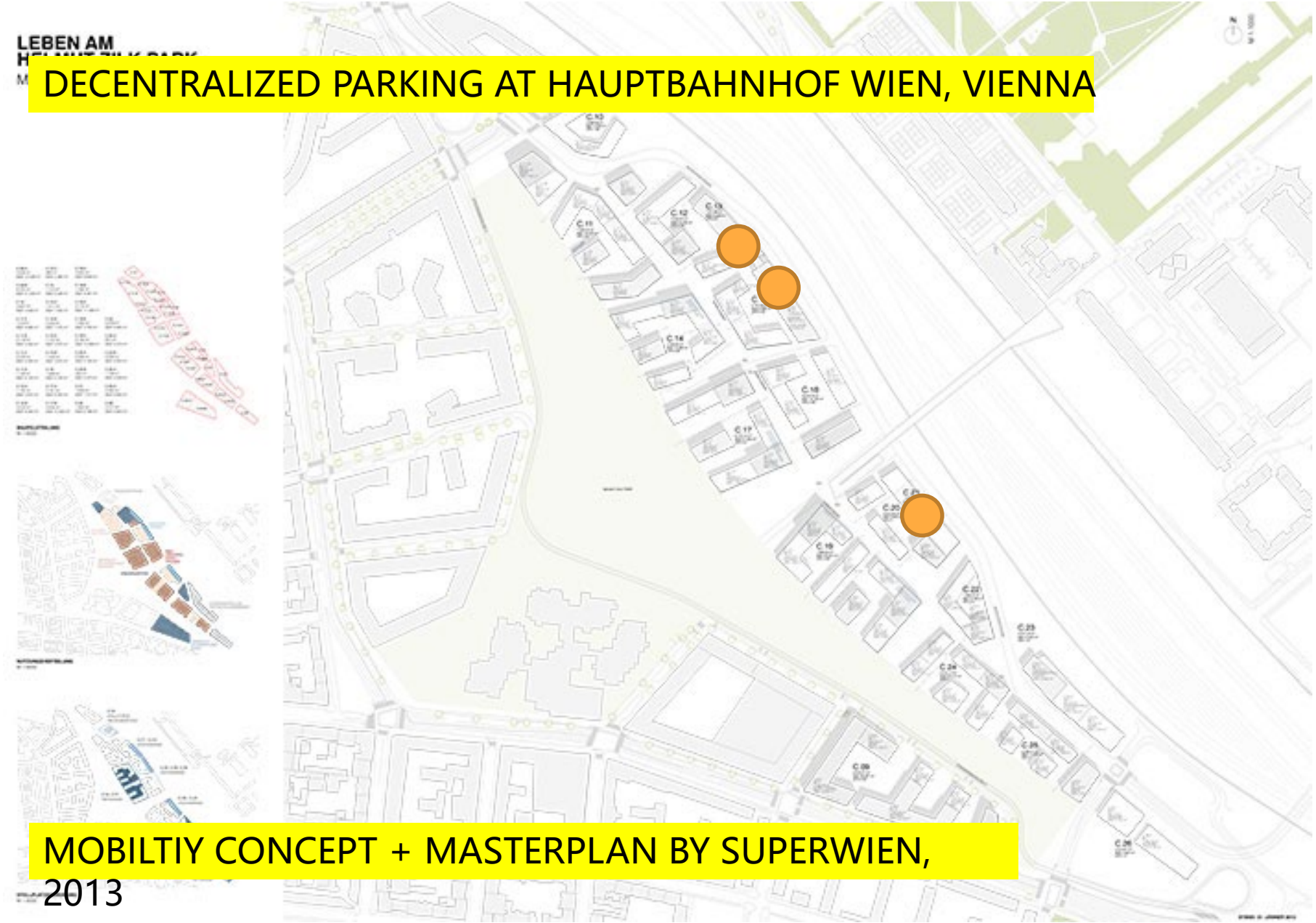
BERNARDGASSE IN VIENNA, SUPERWIEN + CLAUS KÖLLINGER, 2022

DECENTRALIZED PARKING AT HAUPTBAHNHOF WIEN, VIENNA



MOBILTIY CONCEPT BY SUPERWIEN, 2013

DECENTRALIZED PARKING AT HAUPTBAHNHOF WIEN, VIENNA



MOBILTIY CONCEPT + MASTERPLAN BY SUPERWIEN, 2013

The Pedestrian-priority city

83.000 inhabitants – 120 km^2

Inner city:
62.000 inhabitants – 5,5 km^2

Source: Daniel Macenlle Diaz & Jesús Gomez

#WalkAndRollCities
Where streets belong to people!

1999: just your usual car-oriented city

UNSAFE

POLLUTED AIR

SPACE CONFLICTS

1
2
3
4
5

#WalkAndRollCities
Where streets belong to people!

1999 – the start of change

New Mayor - **Change the city serving cars into a city serving *PEOPLE.***

THE CHANGE

WHY?

- Improve urban quality
- Provide universal access
- More public space for social living
- Urban Road safety

HOW?

- Political will and decision
- Coordinated efforts
- Social involvement

WHAT?

- Pedestrian priority
- Road traffic restrictions
- The concept of service / need
- Parking
- Speed limits

https://www.theguardian.com/cities/2018/sep/18/paradise-life-spanish-city-banned-cars-pontevedra

Types of Streets

Absolute pedestrian preference

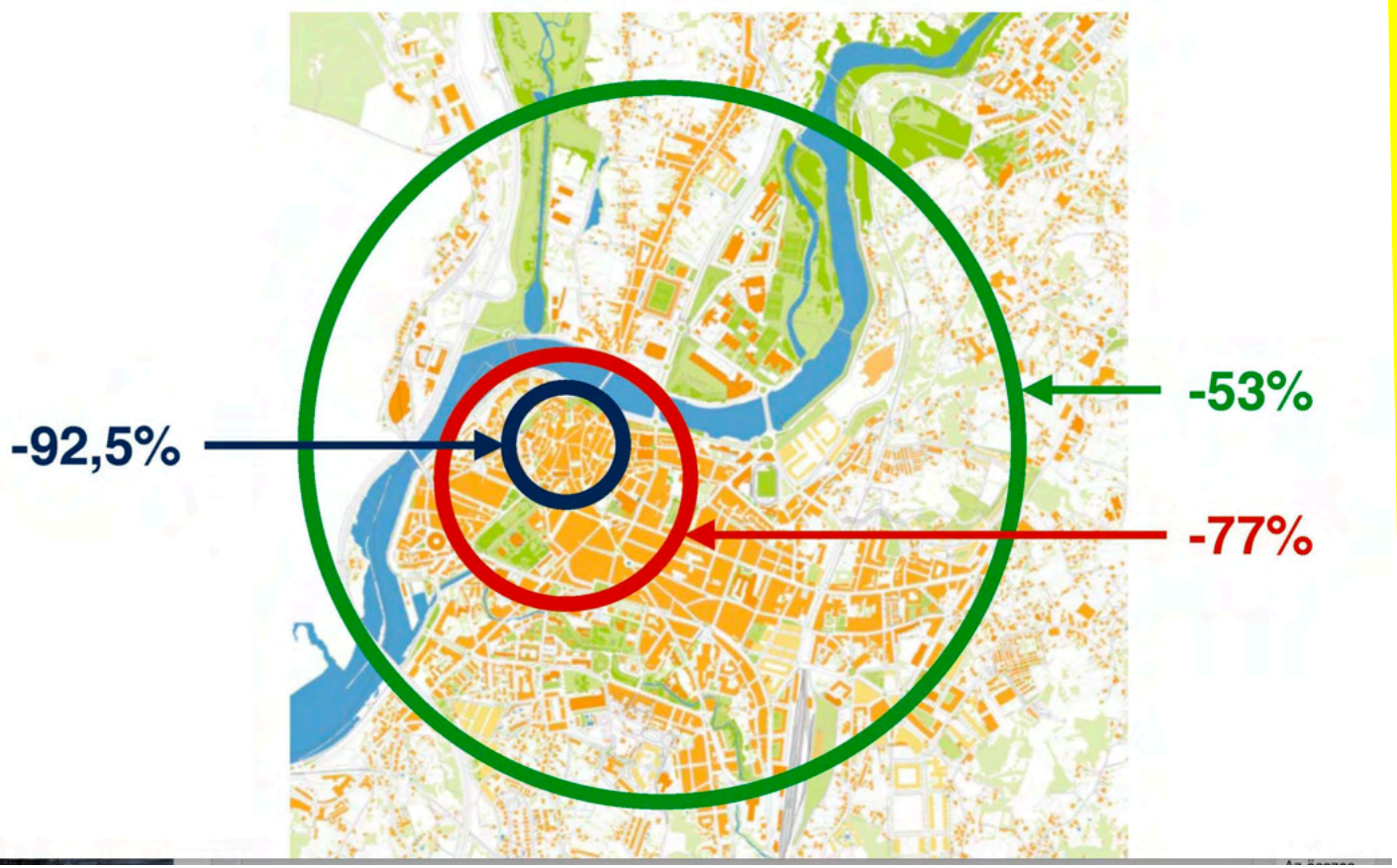
Coexistence street

Segregated

#WalkAndRollCities
Where streets belong to people!

Results

Motor vehicle traffic



Traffic fatalities

9 → 0

1998

2012 onwards

(Same mayor since 1999)

1
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European Union
URBACT Driving change for better cities
RiCONNECT
Thriving STREETS
space4people

#WalkAndRollCities
Where streets belong to people!

„When you buy a car, you don’t buy 10 m² *public space* with it.”

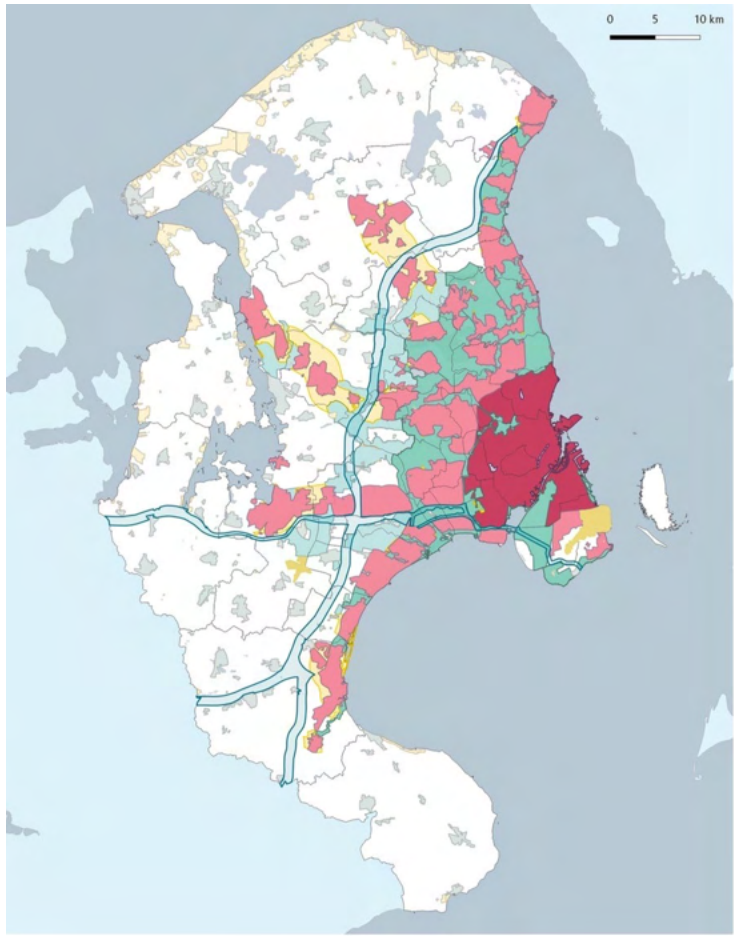
Miguel Anxo Fernández Lores,
Mayor of Pontevedra

'Transforming mobility': public transport and active mobility

- Public transport must become a **quality service, forming the backbone of an integrated urban transport system** and ensuring that cities remain the centers of functional urban areas.
- It is important **to increase the opportunities for active forms of mobility**: expanding the cycle path network, integrating micromobility forms into the system

Public transport - the backbone of urban mobility

TRANSIT ORIENTED DEVELOPMENT



COPENHAGEN'S FINGER PLAN

1
2
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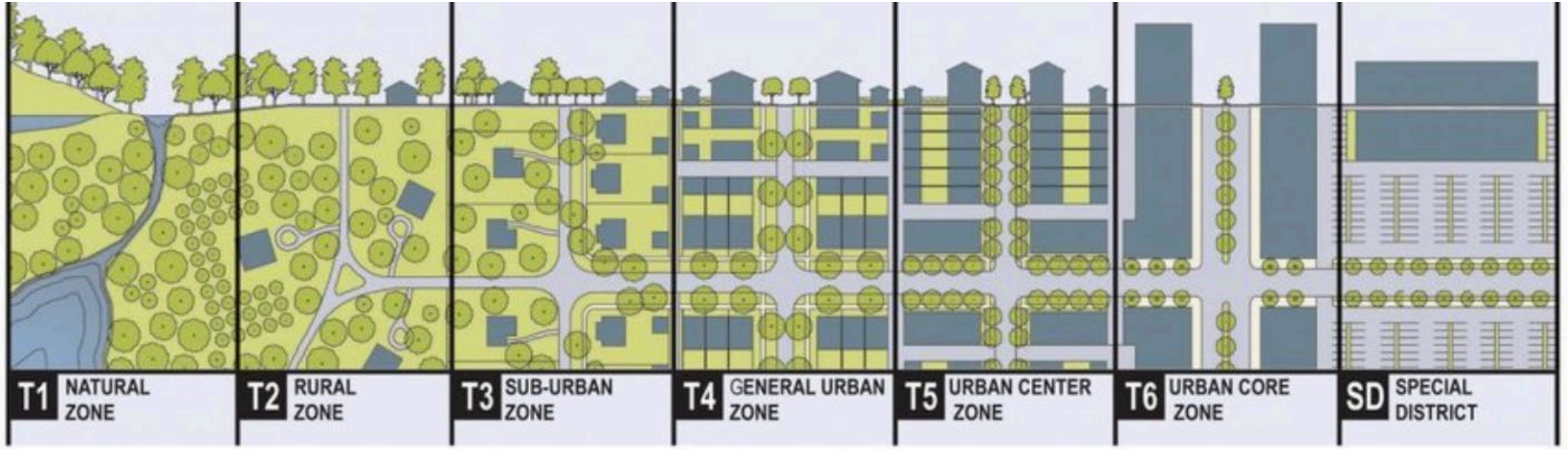
European Union
URBACT Driving change for better cities
RiCONNECT
Thriving STREETS
space4people

#WalkAndRollCities
Where streets belong to people!

TRANSIT ORIENTED DEVELOPMENT

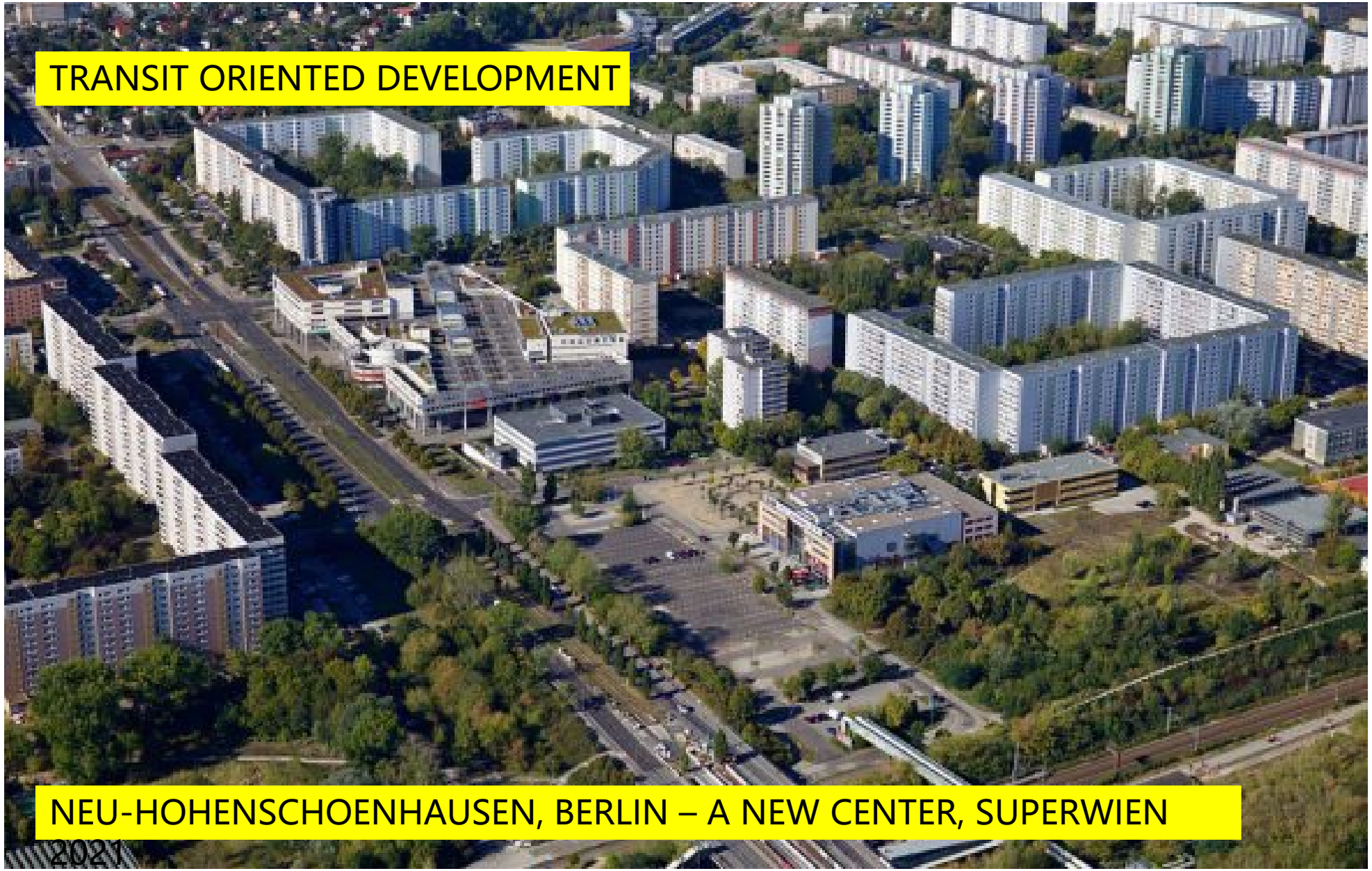


TRANSEC CONCEPT BY NEW URBANISM, ANDRÉS DUANY

TRANSIT ORIENTED DEVELOPMENT

FRANKFURT NORTHWEST, URBAN DESIGN SUPERWIEN, 2022

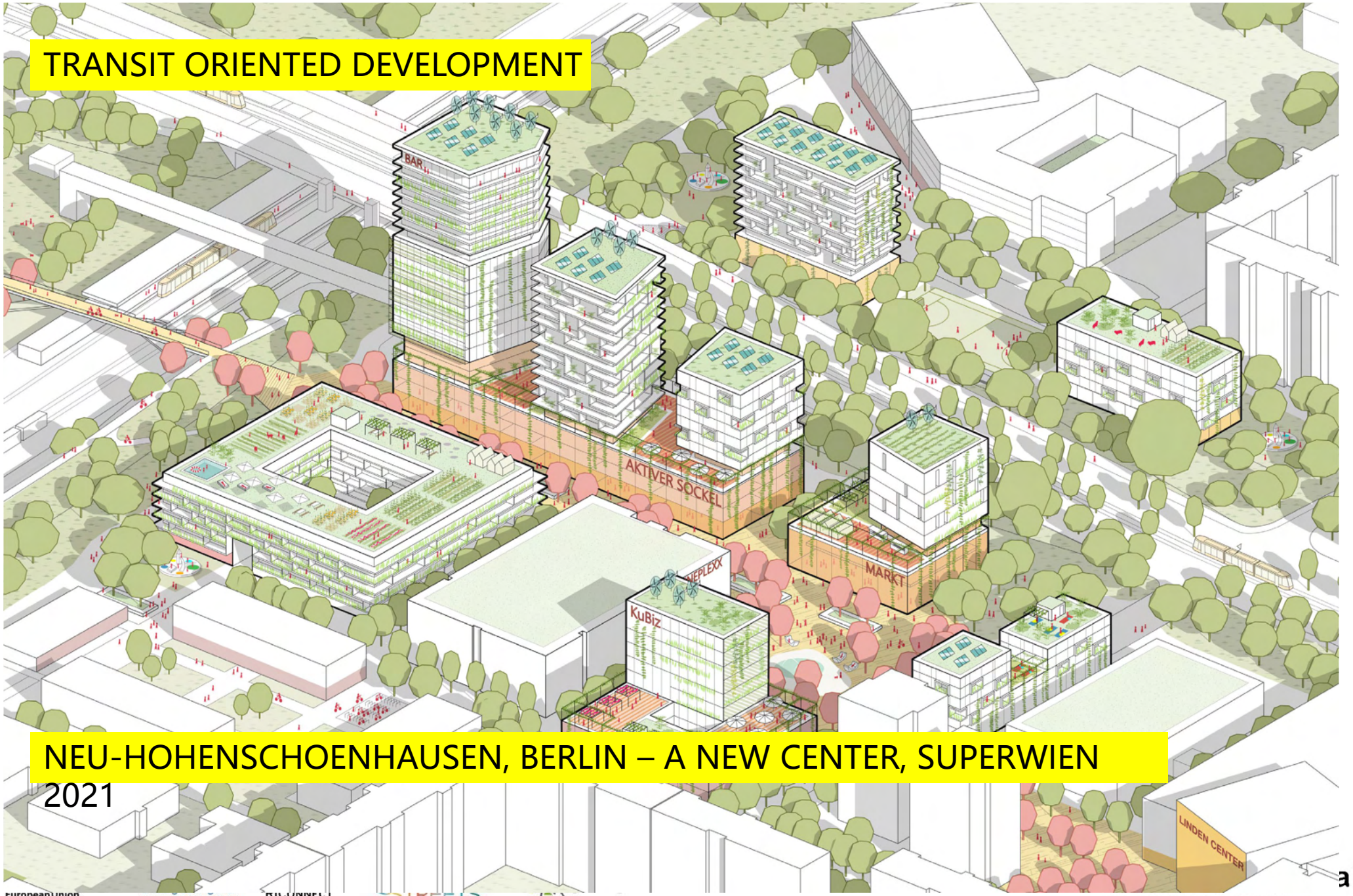
TRANSIT ORIENTED DEVELOPMENT



NEU-HOHENSCHOENHAUSEN, BERLIN – A NEW CENTER, SUPERWIEN

2021

TRANSIT ORIENTED DEVELOPMENT



NEU-HOHENSCHOENHAUSEN, BERLIN – A NEW CENTER, SUPERWIEN

2021

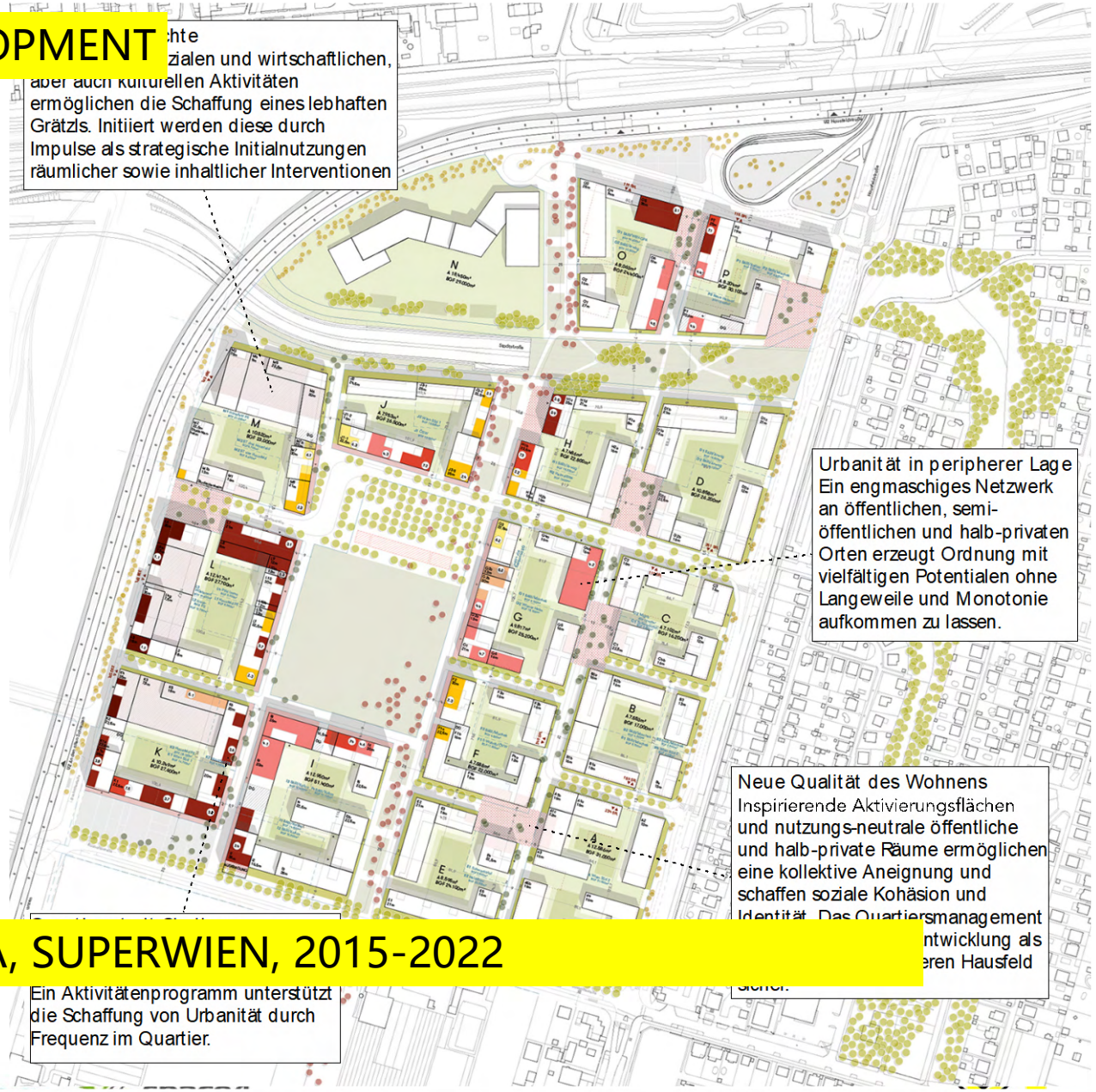
Wimmelbild

TRANSIT ORIENTED DEVELOPMENT

Für uns bedeutet kollektives Planen, in einem Dialog mit Stadtplanern, Landschaftsplanern, anderen Fachplanern und der interessierten Bevölkerung einen Konsens über die Entwicklung eines Stadtgebietes zu erstellen. Wir sehen das Obere Hausfeld als ein lebhaftes Quartier bestehend aus einem engmaschiges Netzwerk an öffentlichen und halb-öffentlichen Raumsequenzen, das spannende, abwechslungsreiche urbane Qualitäten erkennen lässt. Der städtebauliche Grundsatz für das Hausfeld ist die Entwicklung von Dichte mit klarem Bekenntnis zu Großzügigkeit auf den Freiflächen am Baufeld,als Beitrag zu Wohnqualität und Privatheit und zu Kompaktheit im öffentlichen Straßenraum zur Stimulierung von Frequenz und Urbanität. Aufbauend auf dem Konzept entwickelten wir gemeinsam mit verschiedensten Disziplinen einen intelligenten Raster, welcher als Basis für die Entwicklung eines Regelwerks für die Implementierung diente. Die Stadtsockelzone gilt als Herz des urbanen Alltags. Daraus resultierte die Idee eines Think-Tanks. Gemeinsam mit unterschiedlichen Interessenten wurde die Zukunft der Erdgeschoßzonen reflektiert. Daraus hat sic hein Netzwerk kristallisiert

OBERES HAUSFELD, VIENNA, SUPERWIEN, 2015-2022

führte zu einem Masterplan. Dieser spiegelt ein durchdachtes urbanes Quartier wieder und liegt der Stadt Wien zur Widmung vor.



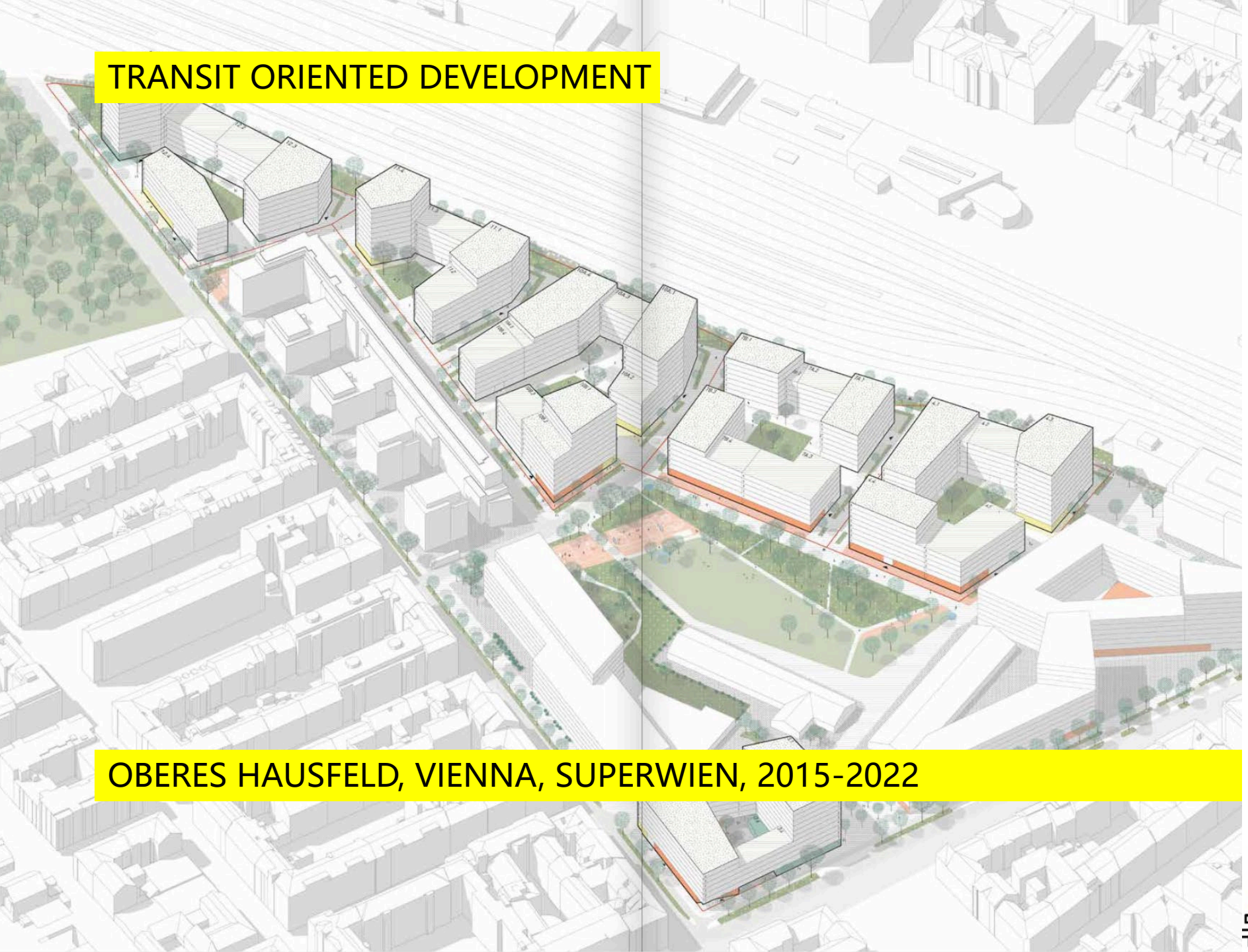
Masterplan & EG Zone 2018

2017 - 2020 I Masterplan

TRANSIT ORIENTED DEVELOPMENT

NEUES LANDGUT, VIENNA, SUPERWIEN 2019-2022

TRANSIT ORIENTED DEVELOPMENT



OBERES HAUSFELD, VIENNA, SUPERWIEN, 2015-2022

Pushing cycling – Bici Bolzano

Bici Bolzano
Fahrrad Bozen

Pushing cycling – Bici Bolzano

Comprehensive approach to promote cycling!

- Cycling map with metro system
- Respective signposting
- Bicycle tracks
- Bicycle parking
- Bicycle infrastructure
- Bike Sharing
- Marketing

Source: https://www.eltis.org/sites/default/files/trainingmaterials/cycling_promotion_en.pdf

European Union
RollCities
elong to people!

Percorsi ciclabili principali
Fahrrad Hauptachsen

R1 **Centro storico – Ospedale**
Altstadt – Krankenhaus

- Centro/Piazza Walther
  Zentrum/Waltherplatz
- Piazza Sernesi/Università
  Sernesi Platz/Universität
- Ponte sul Talvera
  Brücke über die Talfer
- Piazza Vittoria
  Siegesplatz
- Piazza Mazzini
  Mazziniplatz
- Piazza Gries
  Grieser Platz
- Ospedale
  Krankenhaus

4,1 km

R2 **Tribunale – Palasport**
Gericht – Stadthalle

- Tribunale
  Gericht
- Auditorium Roen
  Auditorium Roen
- Viale Druso
  Drususallee
- Zona Artigianale Viale Druso
  Handwerkerzone Drusus Allee
- Palasport/Parco Europa
  Stadthalle/Europapark

1,1 km

R3 **Lido – Palasport**
Lido – Stadthalle

- Lido/Stadio Druso
  Lido/Drusus Sportplatz
- Viale Roma
  Romstraße
- Via Palermo
  Palermo Straße
- Palasport/Parco Europa
  Stadthalle/Europapark

1,6 km

R4 **Cardano – Bivio**
Kardaun – Abzweigung

- Ponte Campiglio/Zona Artigianale
  Kampillerbrücke/Handwerkerzone
  Cardano *Kardaun* 2,8 km
- Ponte Virgolo
  Virglbrücke
- Ponte Loreto
  Loretobrücke
- Accademia Europea
  Europäische Akademie
- Lido/Campo Sportivo Druso
  Lido/Drusus Sportplatz
- Ponte Roma
  Rombrücke
- Ponte Palermo
  Palermobrücke
- Via Parma
  Parma Straße
- Ponte Resia
  Reschenbrücke
- Bivio Trento/AppianoMerano
  Abzweigung Trient/EppanMeran
  Trento *Trient* 31,0 km
  Appiano *Eppan* 8,5 km
  Merano *Meran* 39,0 km

5,5 km

R5 **Centro storico – Oltrisarco**
Altstadt – Oberau

- Centro/Piazza Walther
  Zentrum/Waltherplatz
- Nuovo Teatro Comunale
  Neues Stadttheater
- Ponte Loreto
  Loreto Brücke
- Campo Sportivo Aslago
  Sportplatz Haslach
- Viale Roma
  Rom Straße
- Oltrisarco
  Oberau

1,5 km

R6 **Ospedale – Maso della Pieve**
Krankenhaus – Pfarrhof

- Ospedale
  Krankenhaus
- Palasport/Parco Europa
  Stadthalle/Europapark
- Via Parma
  Parma Straße
- Ponte Resia
  Reschenbrücke
- Via Buozzi
  Buozzi Straße
- Cimitero comunale
  Städtischer Friedhof
- Zona Sportiva Maso della Pieve
  Sportzone Pfarrhof

5,4 km

R7 **Gries – Fiera**
Gries – Messe

- Piazza Mazzini
  Mazzini Platz
- Tribunale
  Gericht
- Via Novacella
  Neustifterweg
- Ponte Roma
  Rombrücke
- Via Claudia Augusta
  Claudia Augusta Straße
- Ponte Palermo
  Palermobrücke
- Via Volta
  Volta Straße
- Fiera/Stazione Bolzano Sud
  Messe/Bahnhof Bozen Süd

4,1 km

R8 **Accad. Europea – Castel Roncolo**
Europ. Akad. – Schloss Runkelstein

- Accademia Europea
  Europäische Akademie
- Ponte sul Talvera
  Brücke über die Talfer
- Campi Sportivi Talvera
  Talfer Sportplätze
- Funivia San Genesio
  Jenesiener Seilbahn
- Castel Roncolo
  Schloss Runkelstein
  Sarentino *Sarnthein* 18,0 km

3,0 km

Ciclovie *Fahrradwege*

Bici Bolzano
Fahrrad Bozen

Noleggio Bici
Fahrradverleih

Piazza Walther *Walther Platz*
Piazza Gries *Grieserplatz*

Aperto tutti i giorni, tranne la domenica dalle ore 7.30 alle 19.30 (dal 1 aprile al 31 ottobre; in ottobre fino alle 18.30)

Täglich geöffnet von 7.30 bis 19.30 (vom 1. April bis zum 31. Oktober; im Oktober bis 18.30)

Numeri di telefono utili
Nützliche Telefonnummern

Soccorso pubblico di emergenza *Notruf* **113**

Vigili Urbani *Stadtpolizei* **0471 997 788**

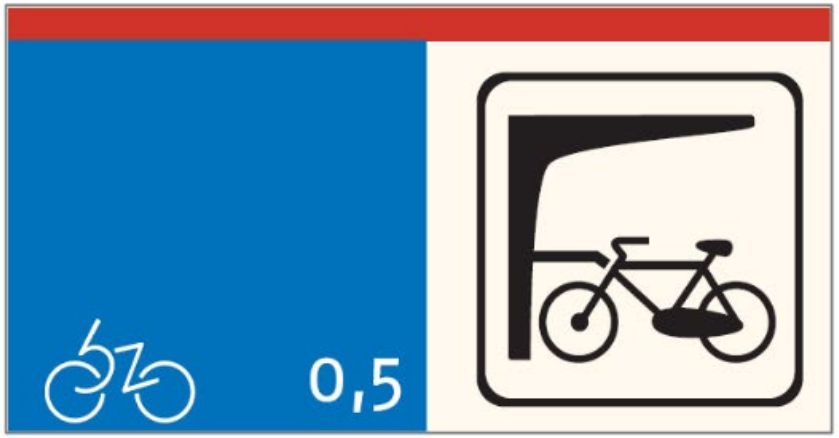
Tourist information **0471 307 000**

Ferrovie dello Stato *Staatsbahn* **848 888 088**

Trasporto pubblico locale *Öffentlicher Nahverkehr* **800 846 047**

Bici Bolzano
Fahrrad Bozen

Impressum Öko-Institut Südtirol Alto Adige grafica-foto_nuclos stampa_Poliedro Longo maggio_2003



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ollCities
ong to people!

Bici Bolzano – cycling paths

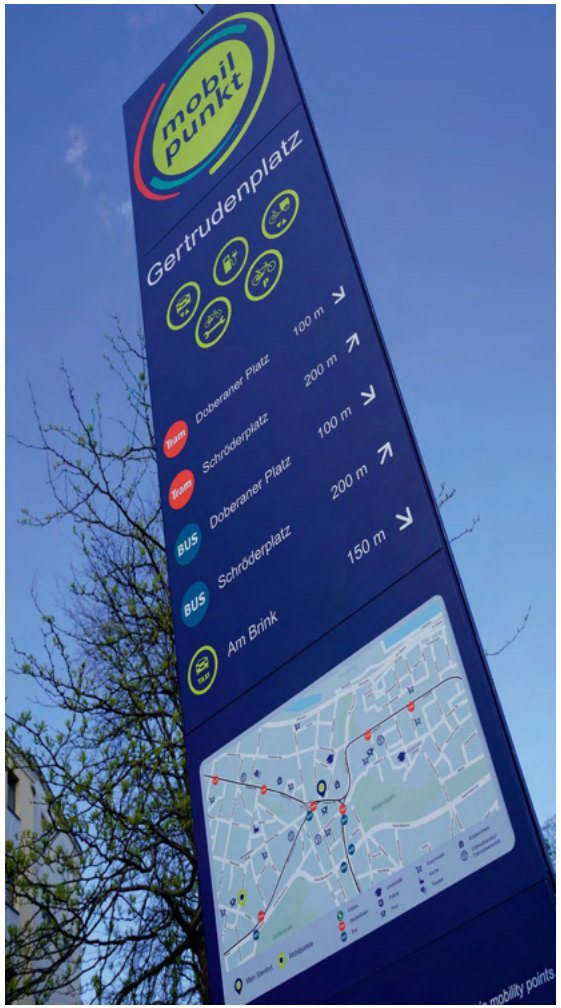
Cities
people!

Bici Bolzano
Fahrrad Bozen

Emotional marketing

Mobility hubs and points

- Serve as a focal point of alternatives to classic modes and as a range extender to public transport.
- Include elements such as:
  - Cargo bike rentals
  - Bike-sharing, Car-Sharing, scooter-sharing
  - Service points with air pumps and repair gear
  - Bicycle and scooter parking
  - E-charging stations
- Work as service offers at ***public transport interchanges***, smaller versions at ***PT stops*** and stand-alone solutions in e.g. ***residential areas***



The role of micromobility

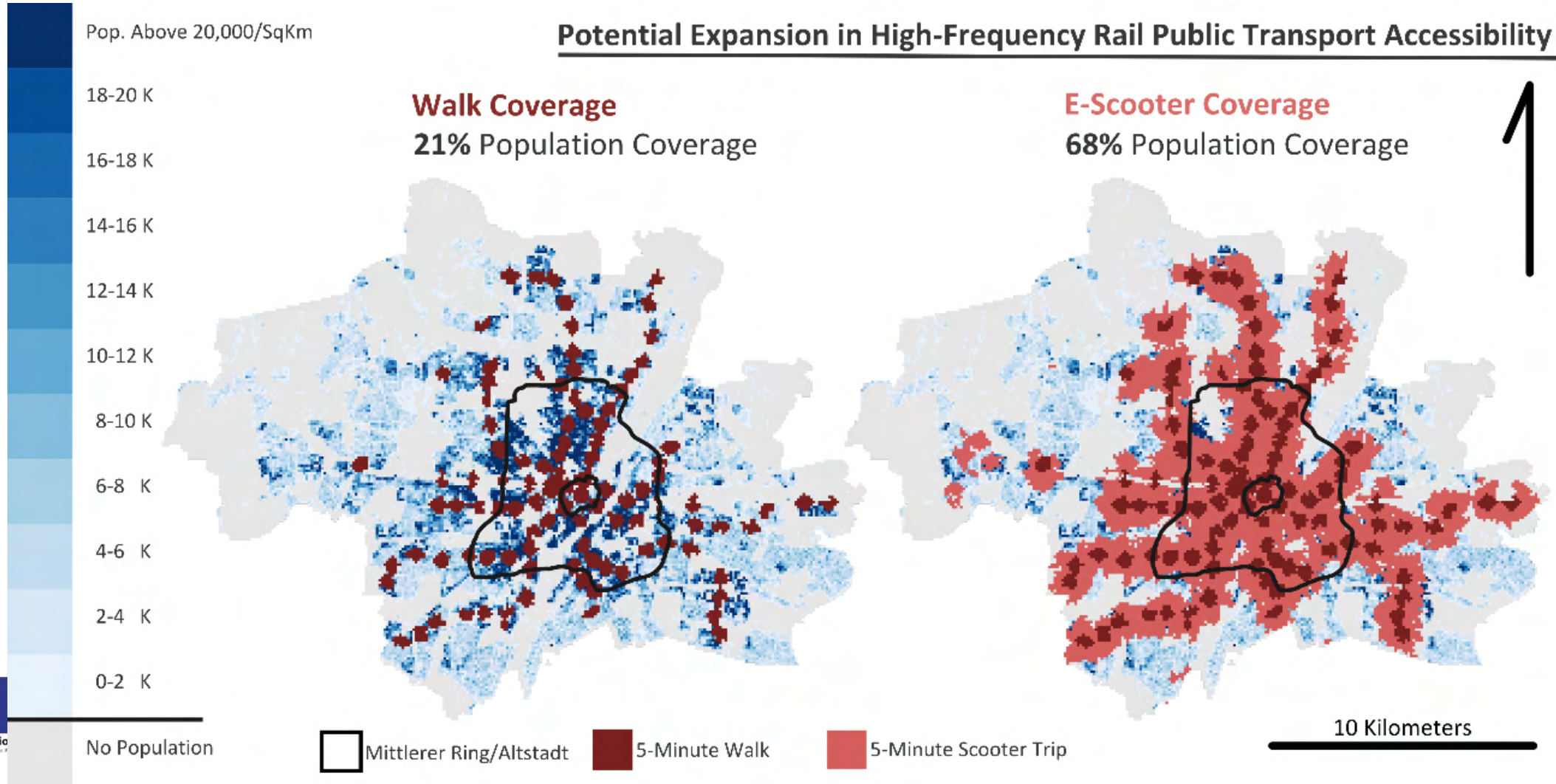
Survey on E-scooters potential as first/last mile access to public transport stations in Munich:

- Compared coverage of public transport access by 5min of walking and 5 min of E-Scooter ride
- Analysis for
  a) all high-frequency public transport stops (> 288 departures / day) AND
  b) all high-frequency rail stations (metro and light rail)
- Result for a) are that 5 min walk covers 80% of population and b) that 5 min E-scooter ride covers 99% of population

Source: cities-multimodal: Planner's Guide to Sustainable Urban Mobility Planning

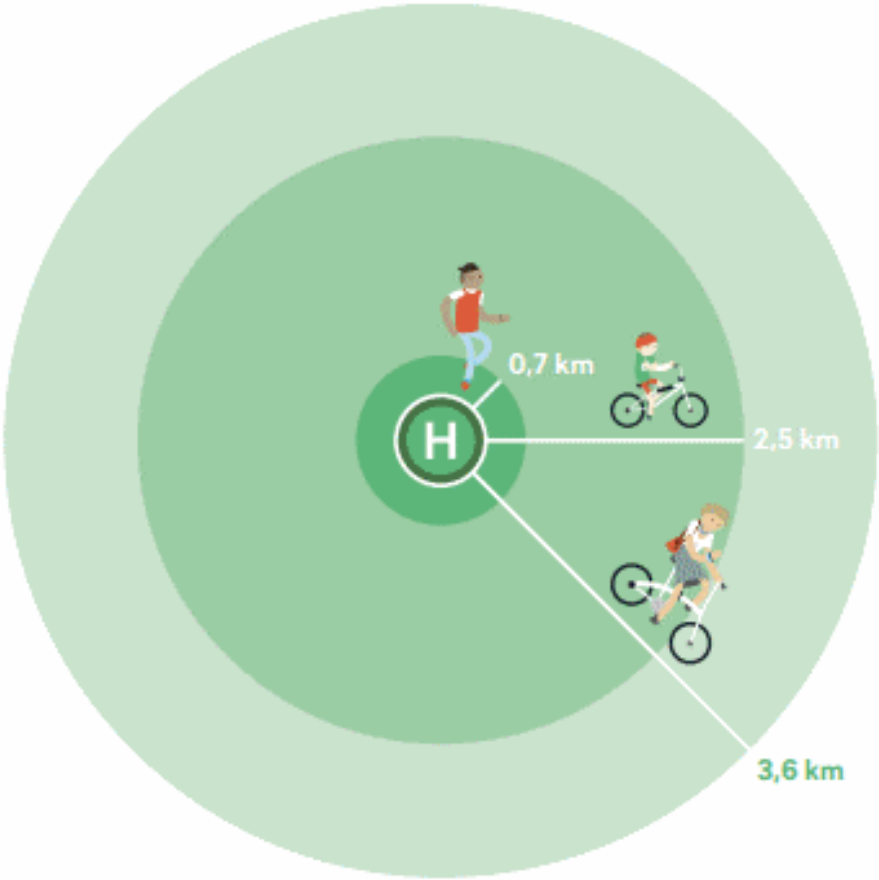
The role of micromobility

- For high-frequency rail stations, the difference is significantly higher:



The role of micromobility

- E-bikes and E-scooters can:
  - Substitute public transport where service are not sufficient
  - Extend public transport's catchment areas
- They replace however in most cases:
  - Public transport trips
  - Walking
  - Taxis or other ride-sharing services



Facilitate Combination

Photo: SBB, 2020

California state law restricitons on e-scooters

Driver License

Bike Helmet

Max. Speed

Sidewalk Prohibited

Bike Lane

Ride with Traffic

New challenges, new mobility actors, new dilemmas

- **Customer needs and mobility patterns** change due to teleworking, e-commerce, accelerated digitalization, increased attention to the 'local' (15-minute city), safety concerns.
- **New mobility players** are coming in, and an innovative and dynamic ecosystem are built up, based on more electrified, shared technologies. All these need space and raise the challenge of how they can be connected.
- All this leads to the **scarcity of space**: how to better manage urban space and mobility services towards more sustainable cities. First question: is the space for parking, or a bus lane, or pedestrians…? Next questions: where to put the bike-share rack, the e-roller rack; to whom to give parking space: residents, long-term visitors, loading of goods? (Source: Tiago Lopes Farias)

Source:
Tiago
Lopes
Farias

Source:
City of
Turku

Source:
Tiago
Farias

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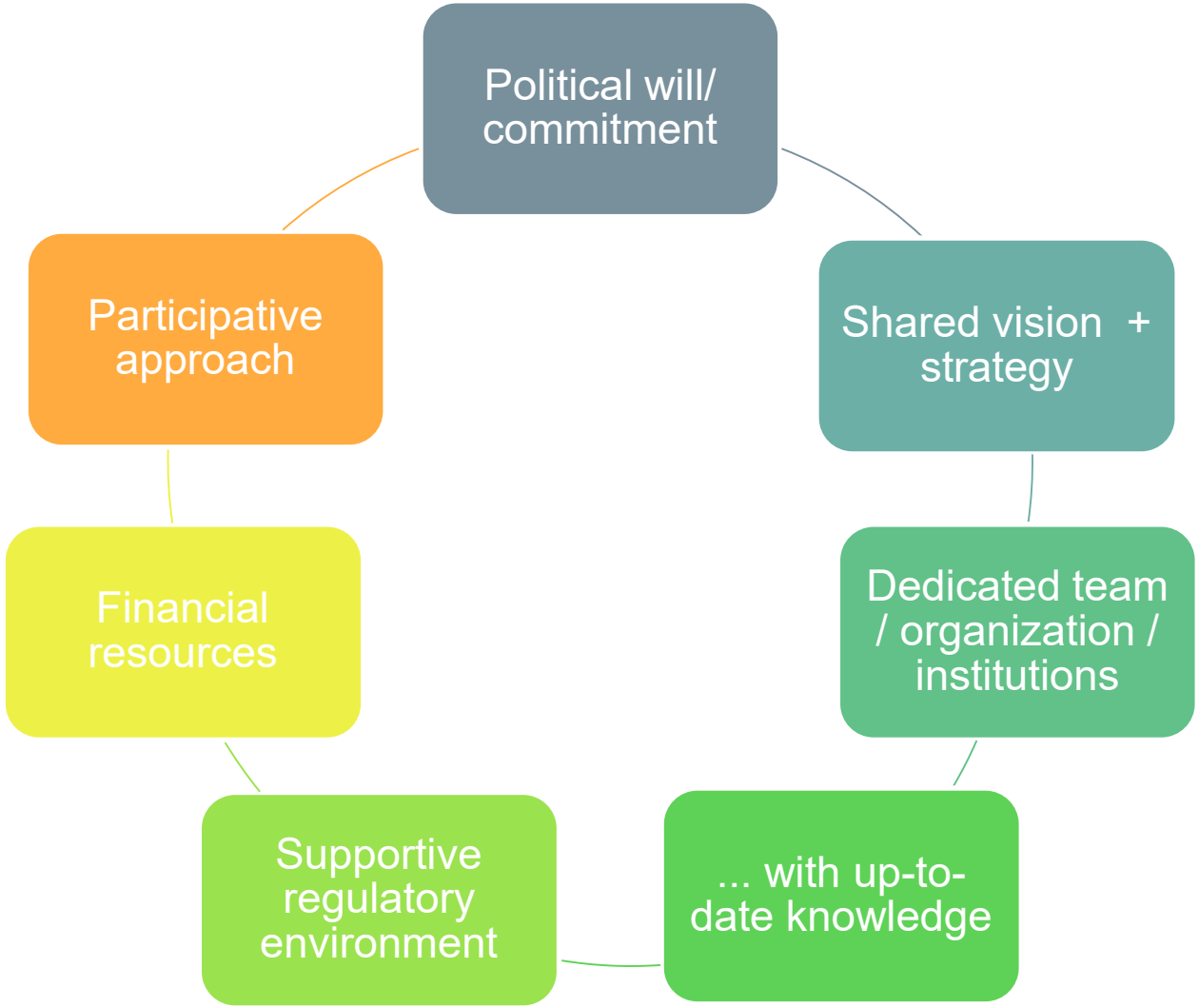
HOW can we make this happen?

You need good governance to implement



Further tips to implement the ‚accessibility revolution

- C**omprehensive mobility plans** to integrate different forms of mobility, connecting to public transport, as backbone
- **Metropolitan Transport Associations:**
  - integrating different modes of transport,
  - using innovative financial techniques to discourage car use + reducing inequalities in mobility
- **Encouraging bottom-up initiatives and experiments**

Summary: an accessibility revolution

- **WHAT:** connect changes in the use of public space and mobility innovations to each other. Public space interventions can push for the mobility change, and vica versa.
- **HOW:** involve schools/children, connect other positive aspects, eg greening as incentive. Testing and experimenting are important means to convince people. Concentrate on supporters instead of dealing with all protesters in details.
- **MAKE PERMANENT:** convince politicians, create institution, use the EU money (New Green Deal, RRF). Co-creation and innovative planning can lead to regulatory and institutional changes on the level of the whole urban area, connecting the scales from metropolitan down to neighbourhood and street level.

THANK YOU FOR YOUR ATTENTION!

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