



Transforming Streets

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IZOBRAŽEVANJE
ZA TRAJNOSTNO
MOBILNOST



EVROPSKA UNIJA
KOHEZIJSKI SKLAD



REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO



SLOVENSKA
PLATFORMA
ZA TRAJNOSTNO
MOBILNOST

Projekt sofinancirata Republika Slovenija, Ministrstvo za infrastrukturo in Evropska unija iz Kohezijskega sklada



“ Using SUVs in cities is like cutting butter with a chain saw.

Urs Muntwyler

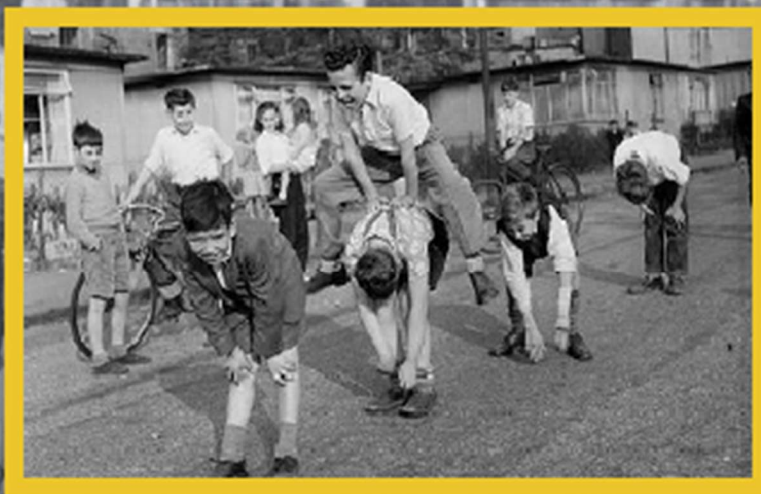


Motor vehicle traffic is not a natural phenomenon

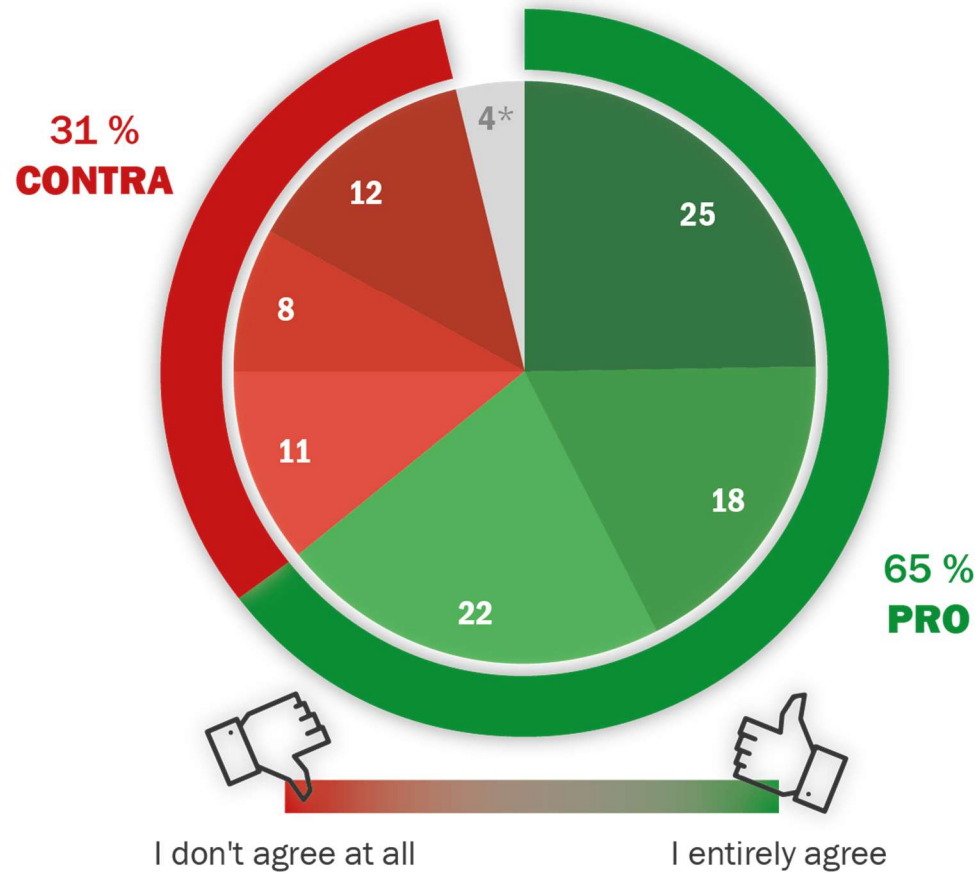


7000 YEARS

THE STREETS
THE MOST DEMOCRATIC SPACE IN
THE HISTORY OF HOMO SAPIENS
PLACES MADE THEMSELVES



Should areas of motorized traffic be reallocated in favour of pedestrians and cyclists?



*not sure
N=2,011, survey of major German cities. Population from the
age of 16. Figures in %, differences due to rounding if necessary
Data: ADAC (2019); Umfrage zu Zielkonflikten aus Sicht der Verkehrs-
teilnehmer. Durchführendes Institut: infas quo GmbH, Nürnberg



EXAMPLE GRAZ

Space requirements of different means of transport stationary and in movement in Graz
Figures in m² per person at Ø cruising speed and Ø occupancy



Car in operation
with 1.2 persons, at 30 km/h



Car parked



Bus, 30 % occupied, at 30 km/h



Tram
30 % occupied, at 30 km/h



Bicycle
with 15 km/h



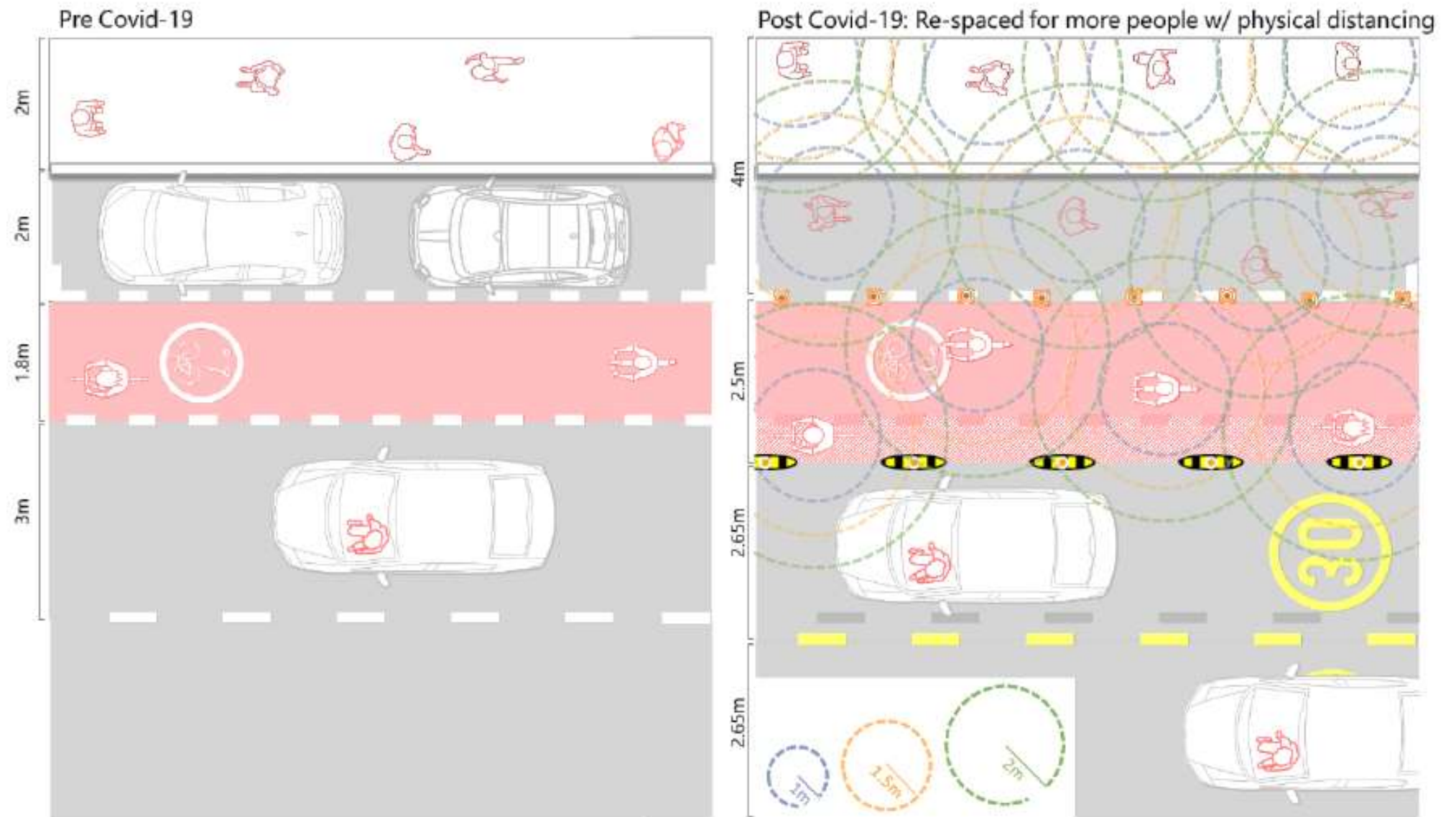
Parked bicycle



Pedestrian walking



Pedestrian standing



Source: ITF based on WHO, CEREMA, Berlin Senatsverwaltung für Umwelt, Verkehr und Klimaschutz



Brussels

City-center re-prioritisation for walking, cycling and scootering and additional lanes

Brussels centre will become an emergency shared space zone with priority given to pedestrians and cyclists and 20km/h speed limits. Pedestrians will be able to walk on the carriage-way in order to facilitate physical distancing. An additional 40km of cycle tracks will be deployed in the region.



Ile de France

650 km regional bicycle network fast-tracked to help compensate for public transport loss

The region will help build a network of cycle routes and provide EUR 300 million funding (~60% of the total cost). Construction will be fast-tracked starting May 11th, 2020 and will include the rapid deployment of emergency cycling infrastructure. The city of Paris will deploy another 150km of pop-up cycle lanes.



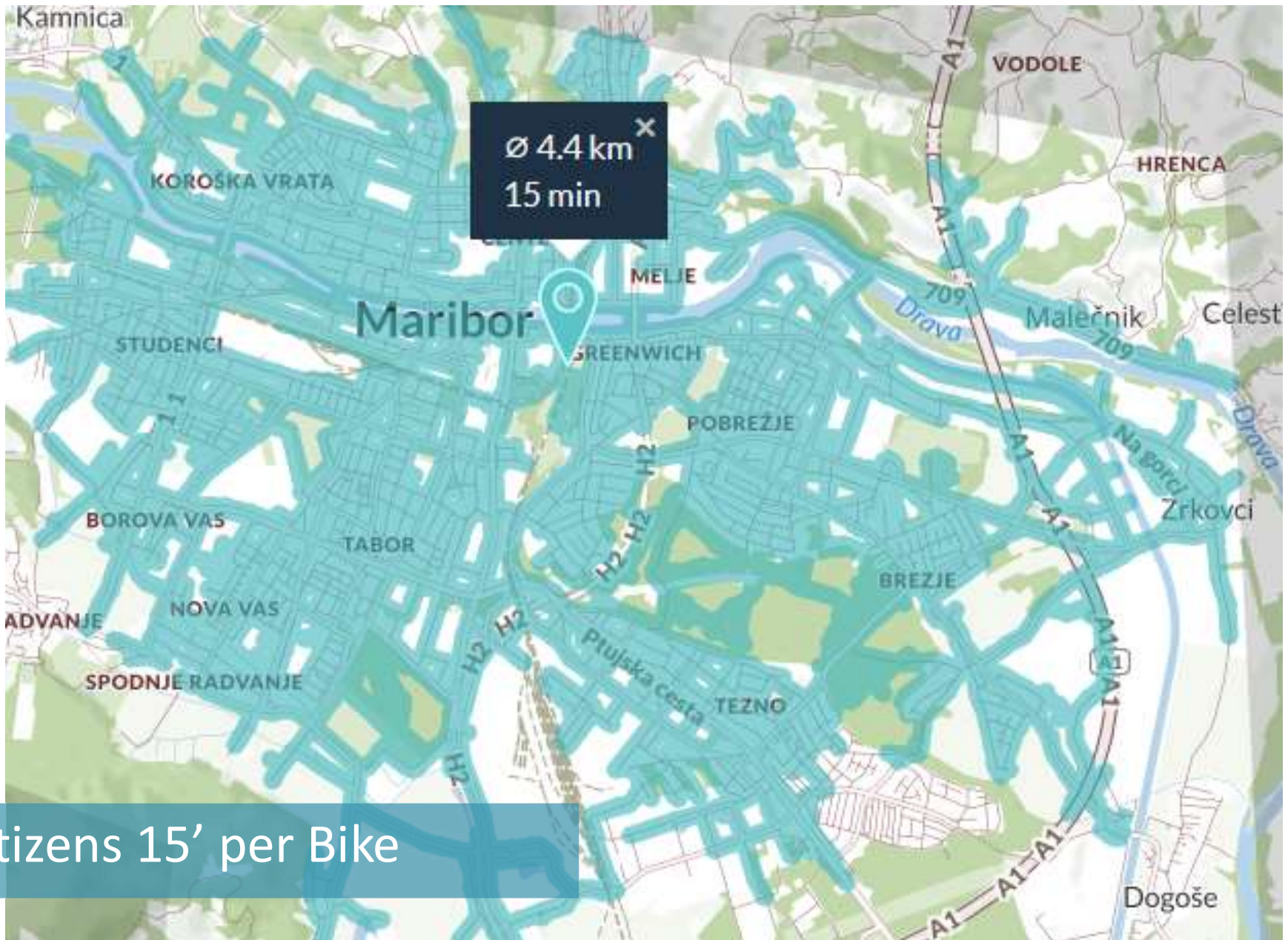
Milan

Post-Covid19 mobility plan starting w/ emergency lanes, speed zones and plazas

In order to adapt to post Covid-19 travel behaviour and meet sustainability goals, Milan's « Strade Aperte » mobility plan calls for new cycle track infrastructure, new slow speed zones, and pedestrianised plazas, starting, deployed first as emergency infrastructure.

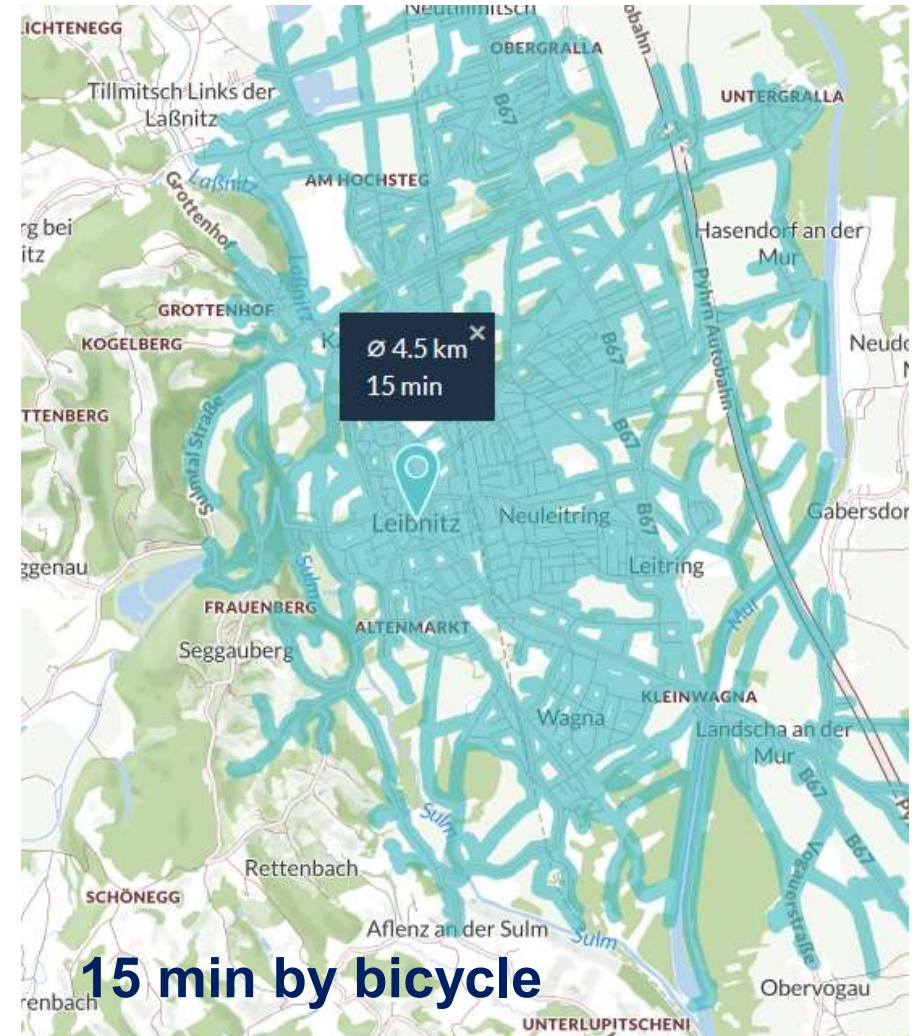


Red carpet for cyclists on as temporary intervention



Bike Citizens 15' per Bike

Leibnitz (AT), 12.000 inhabitants





Cycling is a fast-track from the EU COVID Recovery package to the EU Green Deal



34%

of deliveries
(goods transport,
Postal Services, etc.)

50%

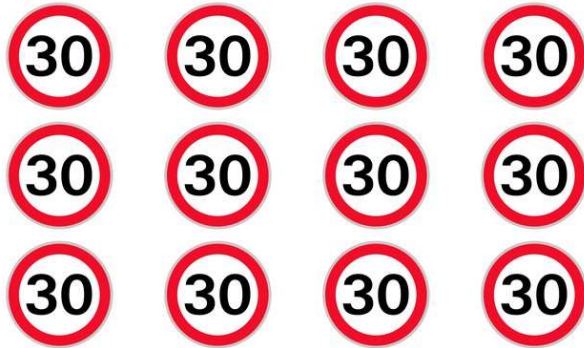
of service trips (street
cleaning, plumber,
carpenter, etc.)

77%

of all shopping trips
(supermarkets, etc.)

Huge Potential for a shift





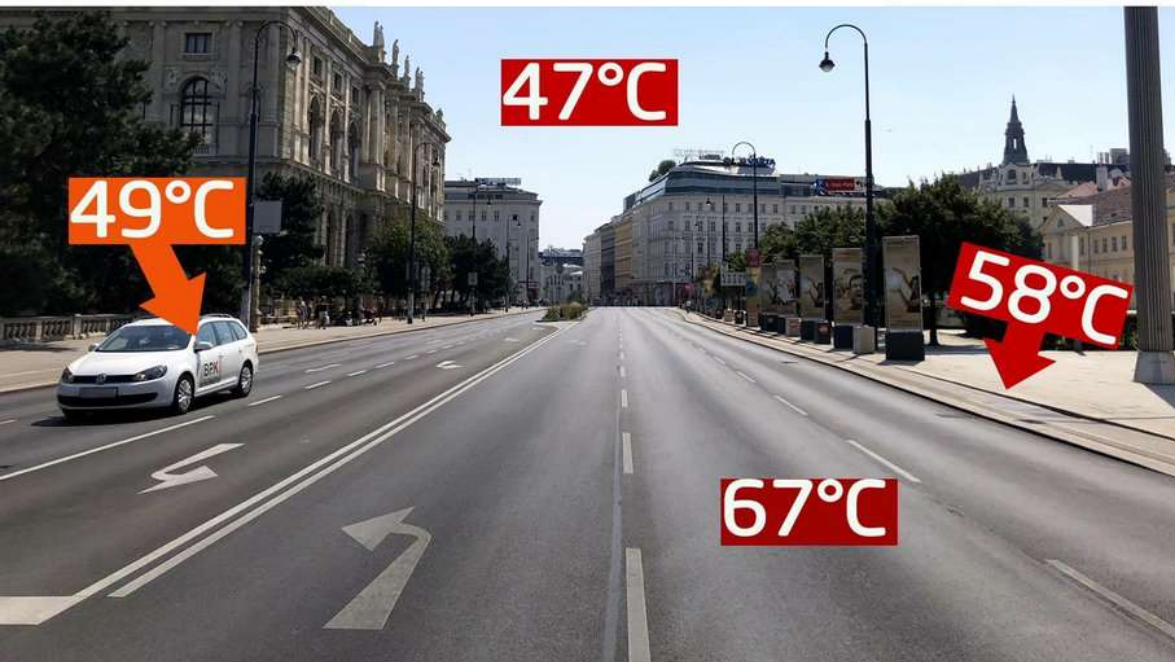
Some possibilities to make our streets more humane

- Area/City wide speed limit 30 km/h
- Shared space /Encounter zones
- Bicycle streets
- Home Zones, School streets
- Pedestrian Zones
- Taking streets out of the traffic network

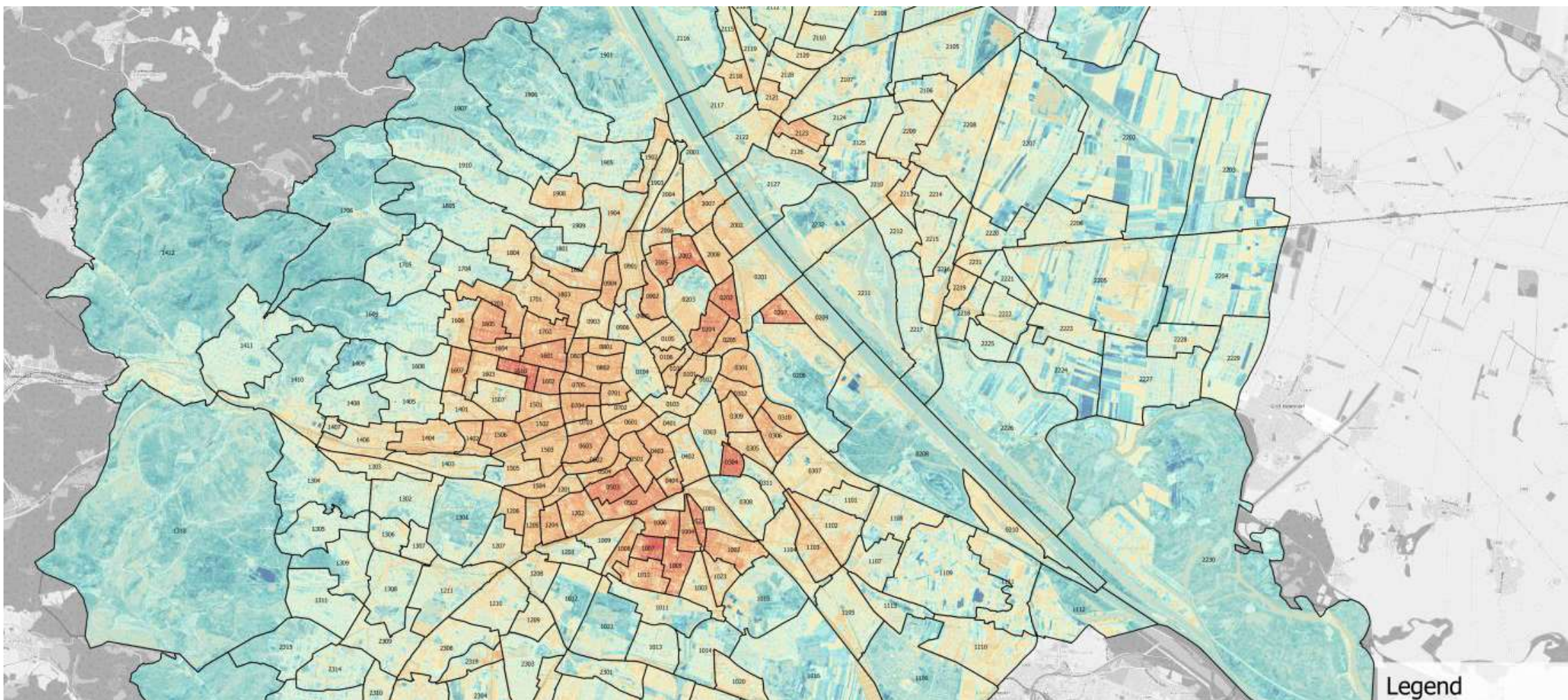
Mariahilferstraße, Vienna – Encounter Zone



Temperatures in streets with and without trees



Vienna Heat & Social demographic Map





Vienna - a city breaks new ground

Pilot project „Coole Streets Vienna“

ANFANG AUGUST



COOLE STRAÙE HARDTMUTHGASSE

HEUTE



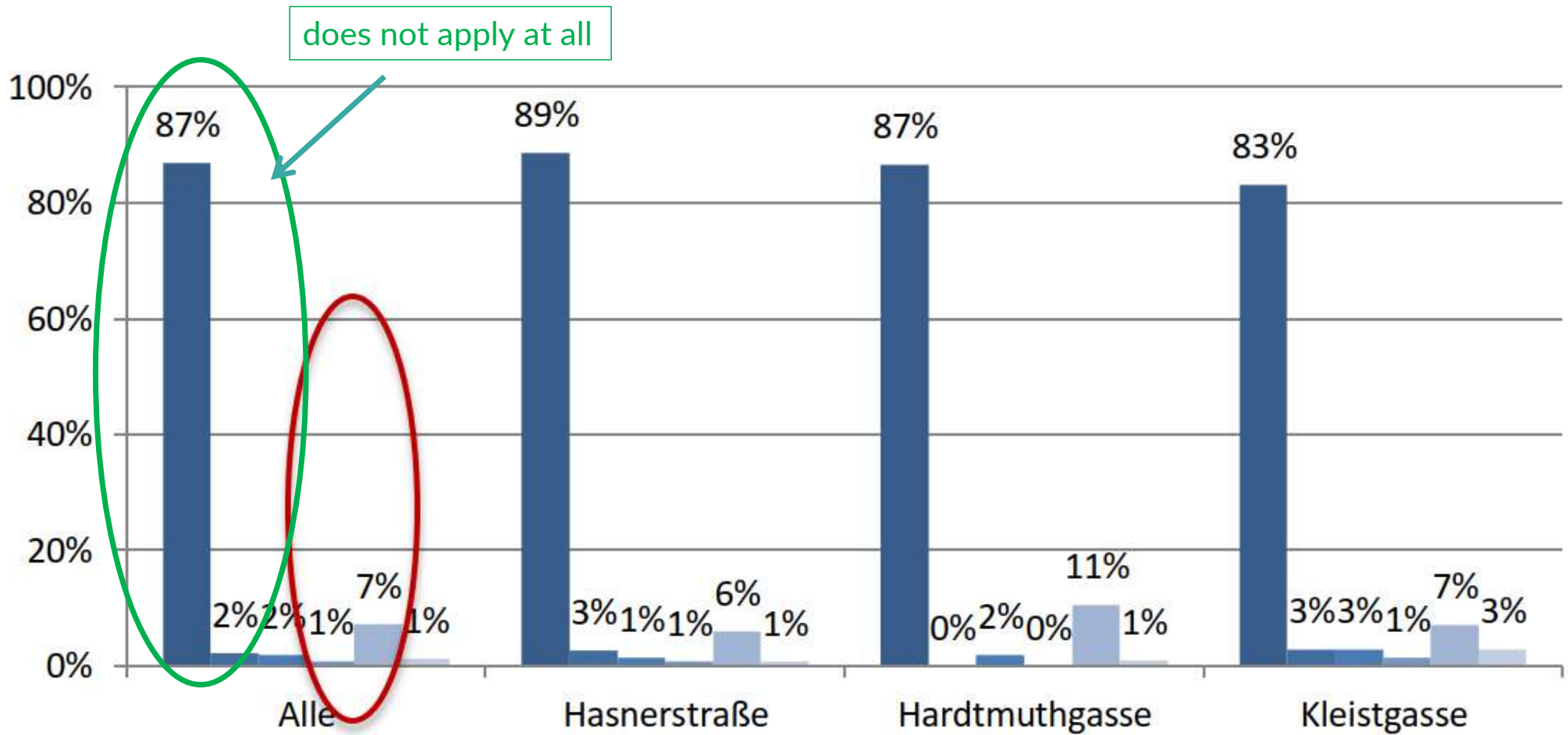


Spray showers + benches

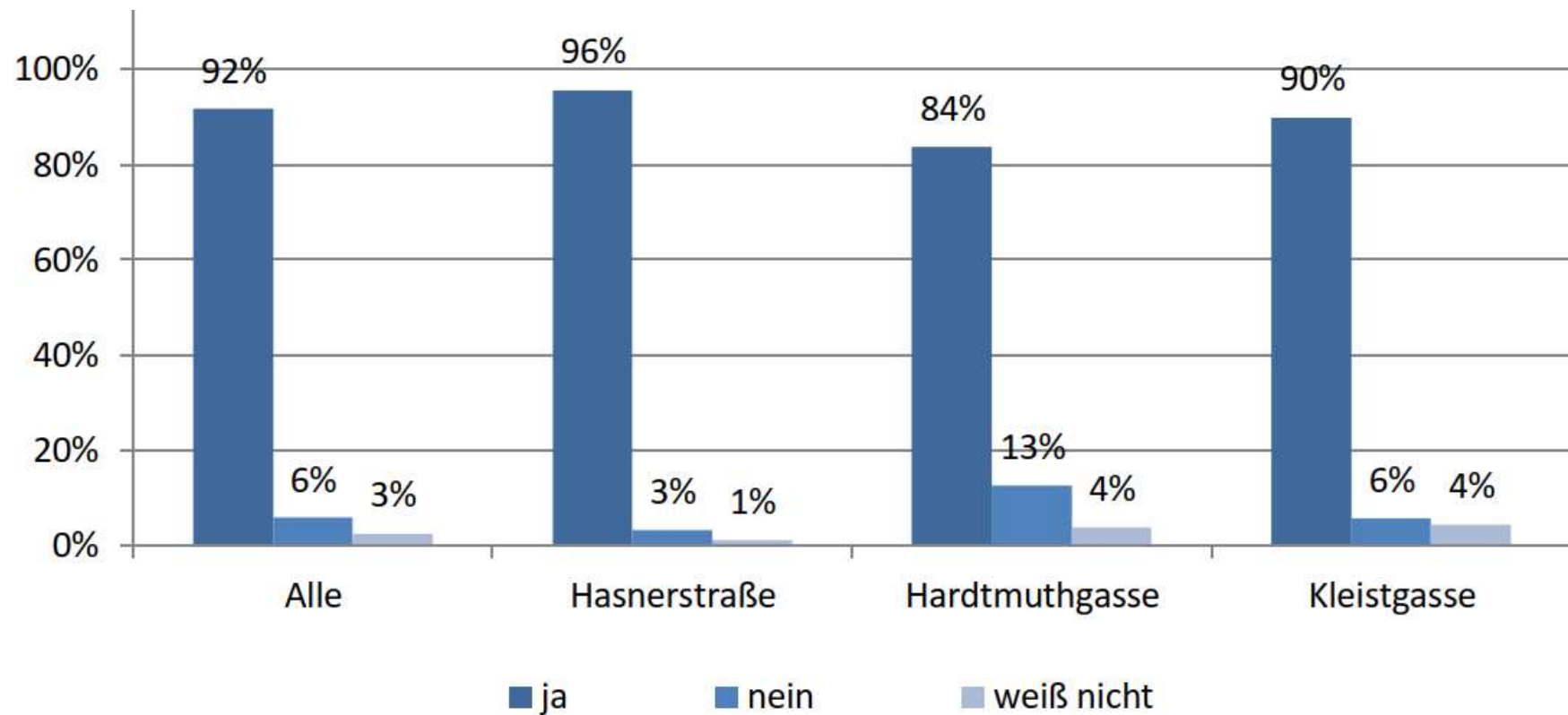


Neighbouring residents join in – Stage for street

It bothers me that there are no car parking spaces on cool streets?



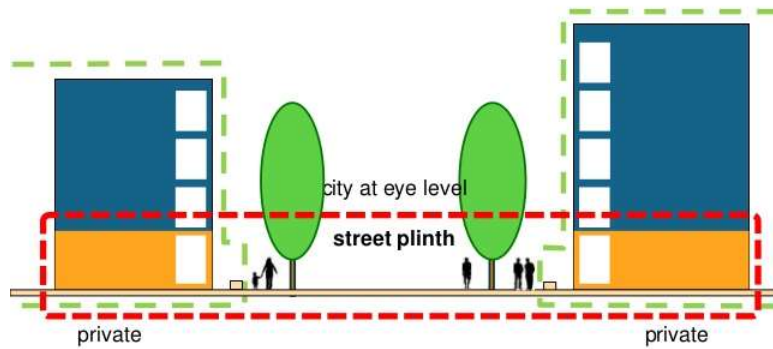
Are you in favor of repeating the action “cool streets”?



Walking Trees – City of Munich







Hybrid Zones

Groundfloor of buildings meets street space



Permanent Breakfast

www.permanentbreakfast.org



Foto: Leo Saueremann

Crystallisation Point – Urban gardening



Public neighborhood gardening as communication tool



Nine multi-storey carpark rooftops in Singapore to be converted to urban farms

<https://www.straitstimes.com/singapore/nine-multi-storey-carpark-rooftops-in-singapore-to-be-converted-to-urban-farms>



Farmers Markets: Regional and Bio Food & Eco Transport



THE BENEFITS OF PUBLIC MARKETS



On-street Car
Parking



92 %

Bus-, Tram-,
and train stops



3 %

Benches and
street cafes



3 %

Bicycle
Parking



2 %

Share of space use for stationary traffic City of Graz

BIG potential for change

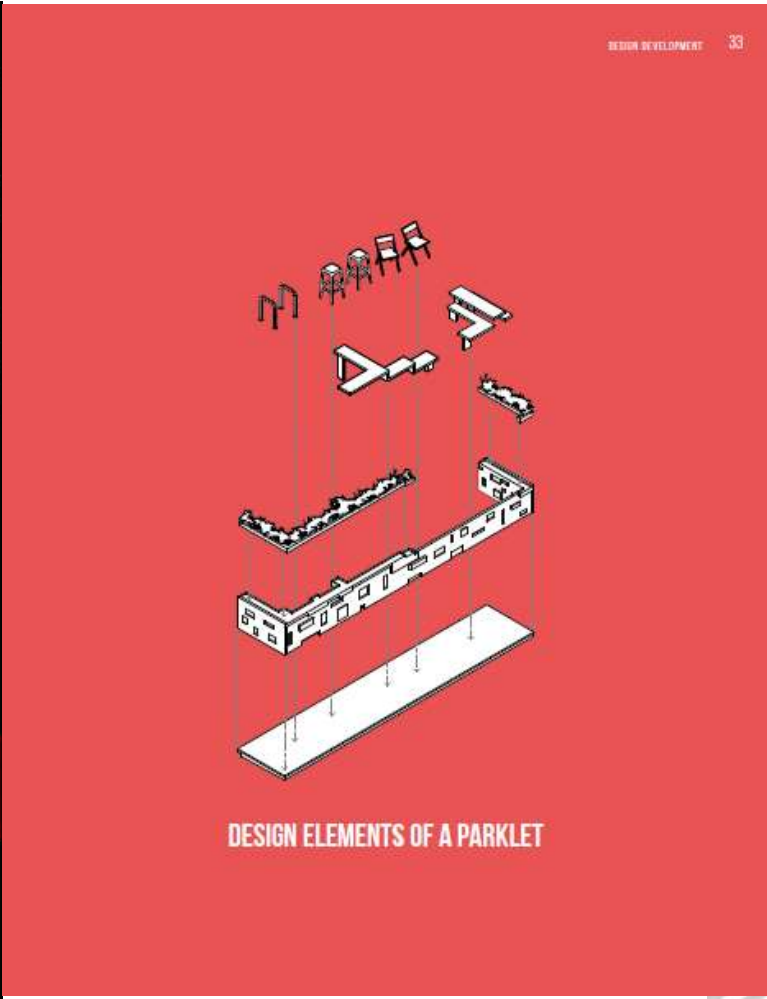
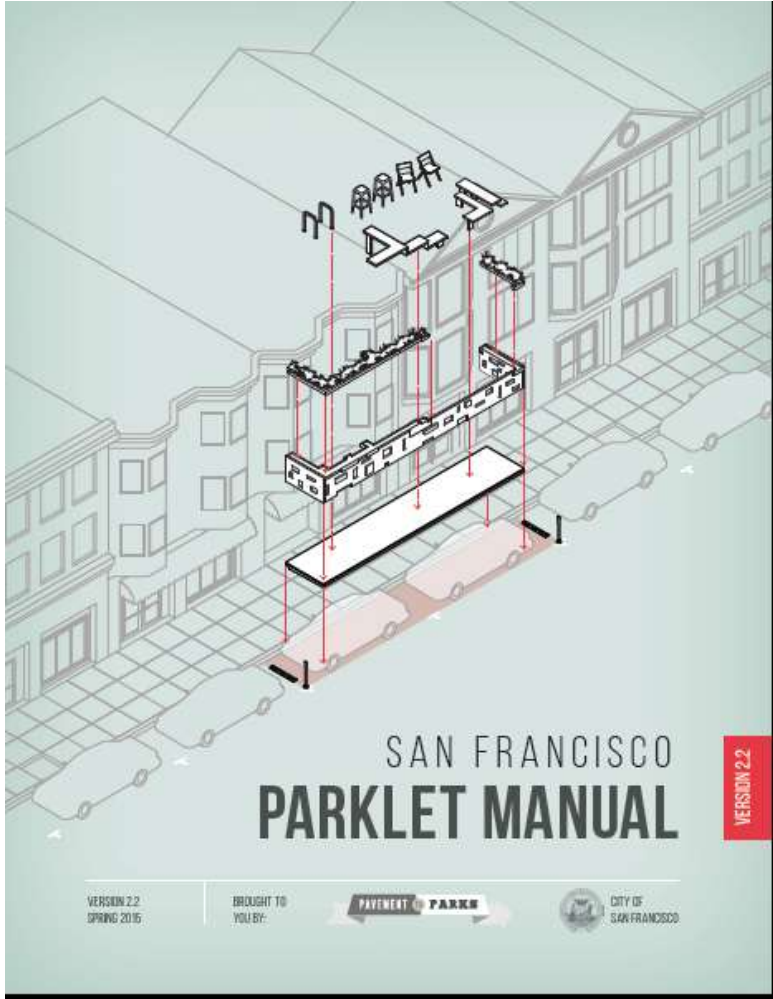
Graz: 2016, Daten
Holding Graz,
Parkraumreferat Graz



Parklets as neighbourhood tool



Parklet as Library





Videos insert





Construction Plan and webinar on www.metamorphosis-project.eu

Technical drawing of a Street Transformer construction plan. The drawing includes several views: a top view with dimensions 150cm and 90cm, a side view with dimensions 47,5cm and 55cm, a front view with a 10° angle, a side view with dimensions 240cm and 50cm, a perspective view of the frame with a radius of R10cm, and a perspective view of the assembled unit. A table in the top right corner provides project details.

NAME	SIZE	SCAL
Street Transformer construction plan	A3	1:200

Other labels in the drawing include: B (1:10), A-A (1:2), 40cm, and 3-Layer Construction.



METAMORPHOSIS
www.metamorphosis-project.eu



in Kooperation mit:
POP UP PIAZZA

Antwerpen

Reallocation of Street Space

Ljubljana





METAMORPHOSIS

Download the brochure

“20 good reasons for
neighbourhood street
transformation”

in 10 languages
from the

METAMORPHOSIS website
www.metamorphosis-project.eu

and

- Info- Graphs
- Presentations for
different activity field

Thank you for listening!

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