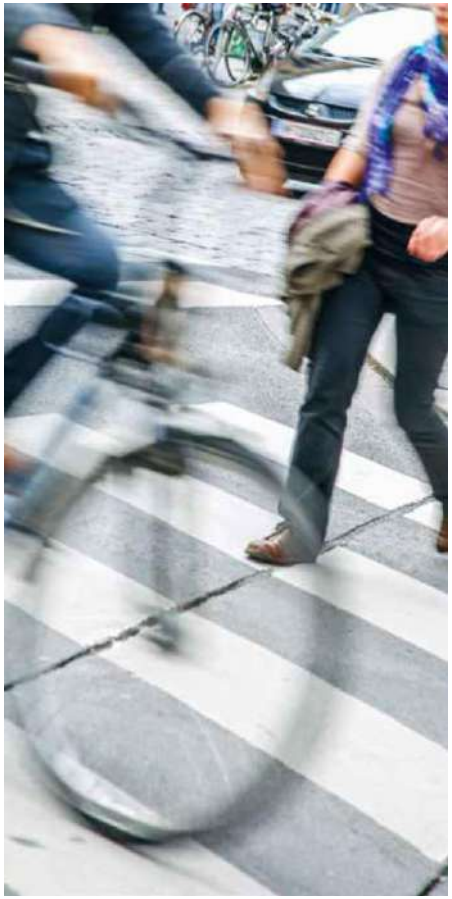
SUMP AND MEASURE IMPLEMENTATION
The Example of Vienna



SUMPs-Up Mobility Practitioners Workshop
Donostia - San Sebastián | June 5, 2019

Vienna! ahead Urban Development
City of Vienna

Presentation Structure

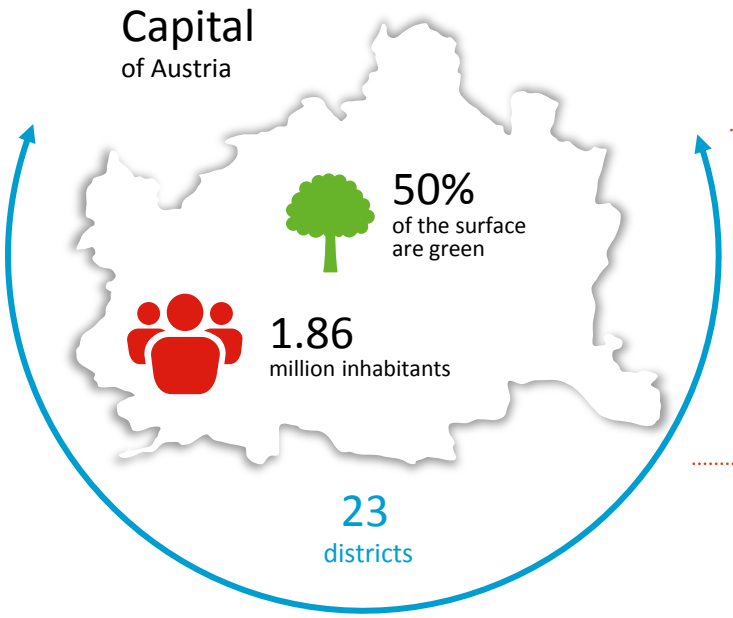
1. Understanding the Local Context: Some Helpful Facts
2. Planning, Politics, Strategic Frameworks
3. Urban Mobility Plan 2025
4. Implementation in Action
5. Conclusion & Outlook: Some Lessons from Vienna

Overview

Understanding the Local Context

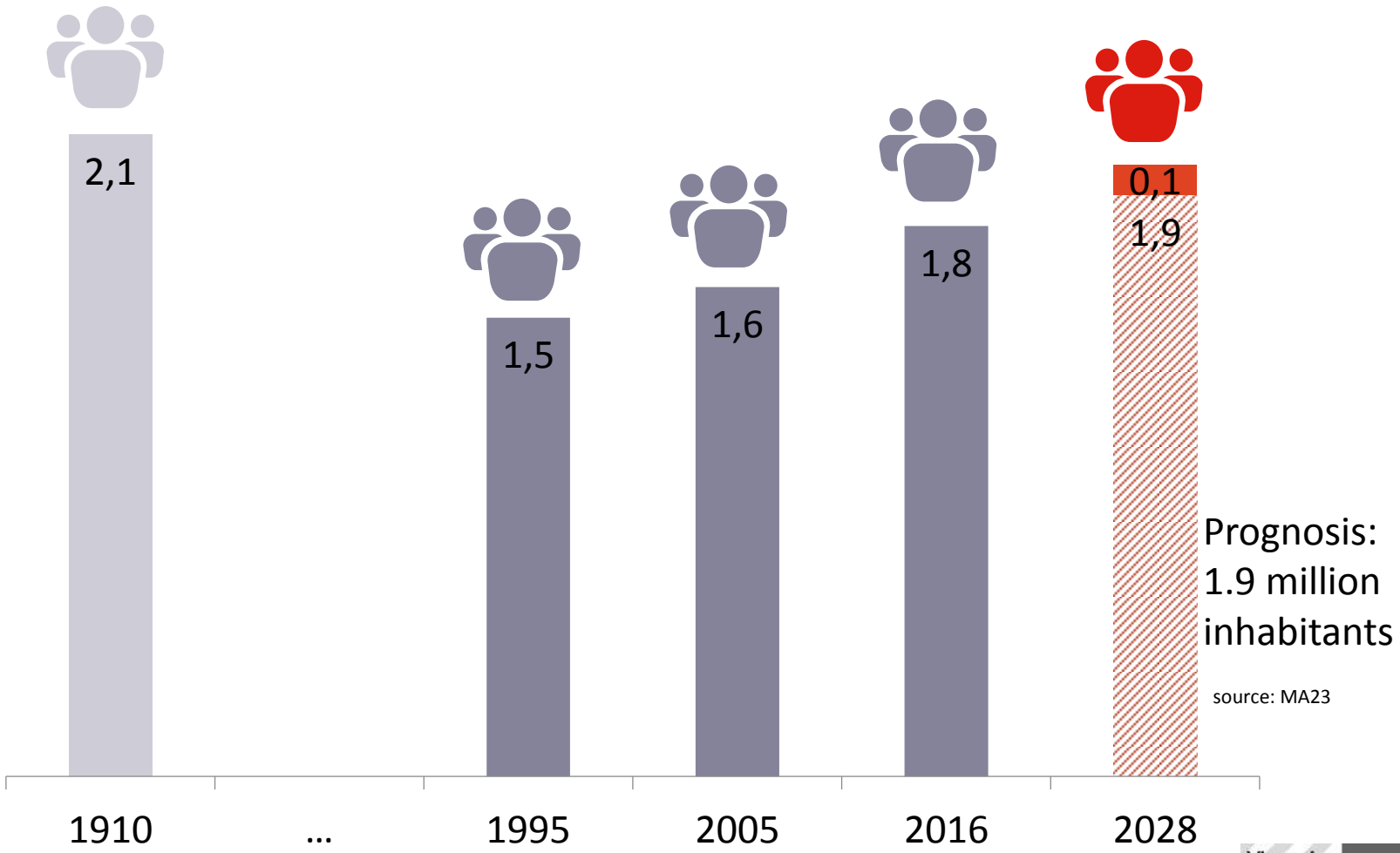
Some Helpful Facts

Vienna in a Nutshell

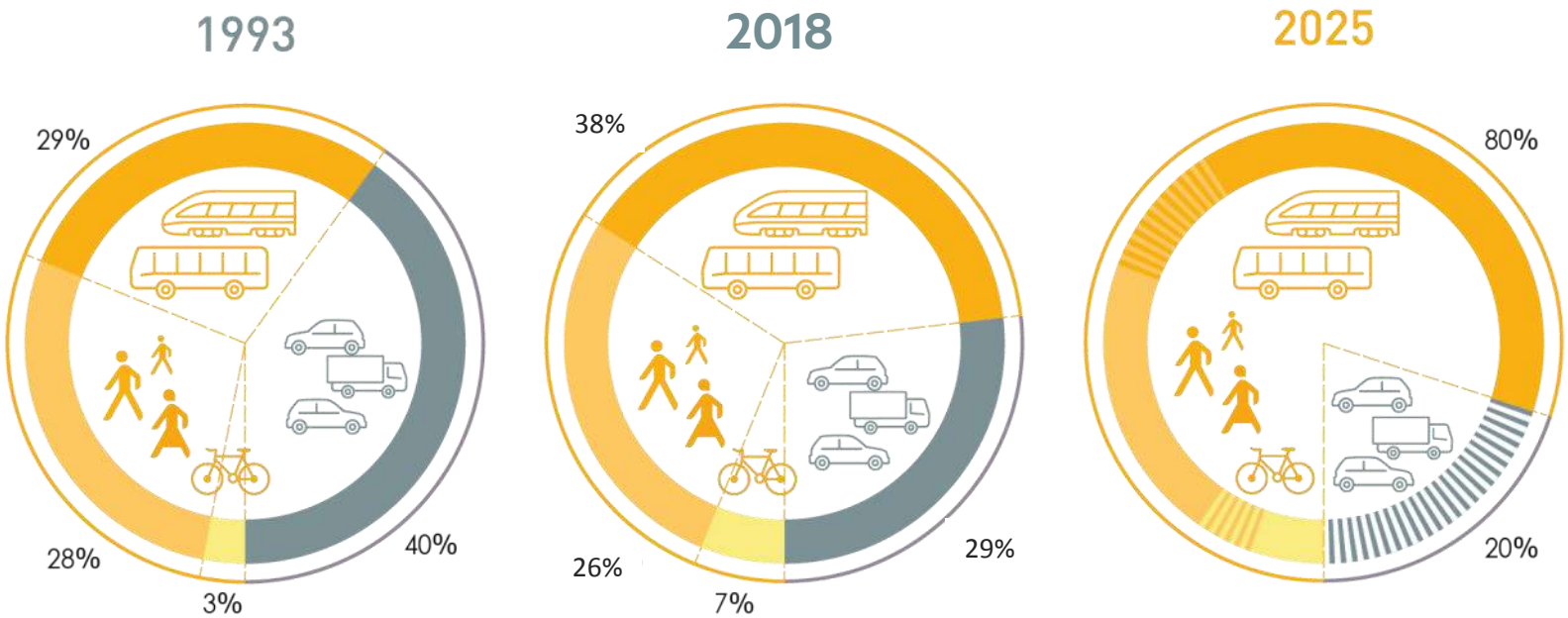


total area
415 sq. km

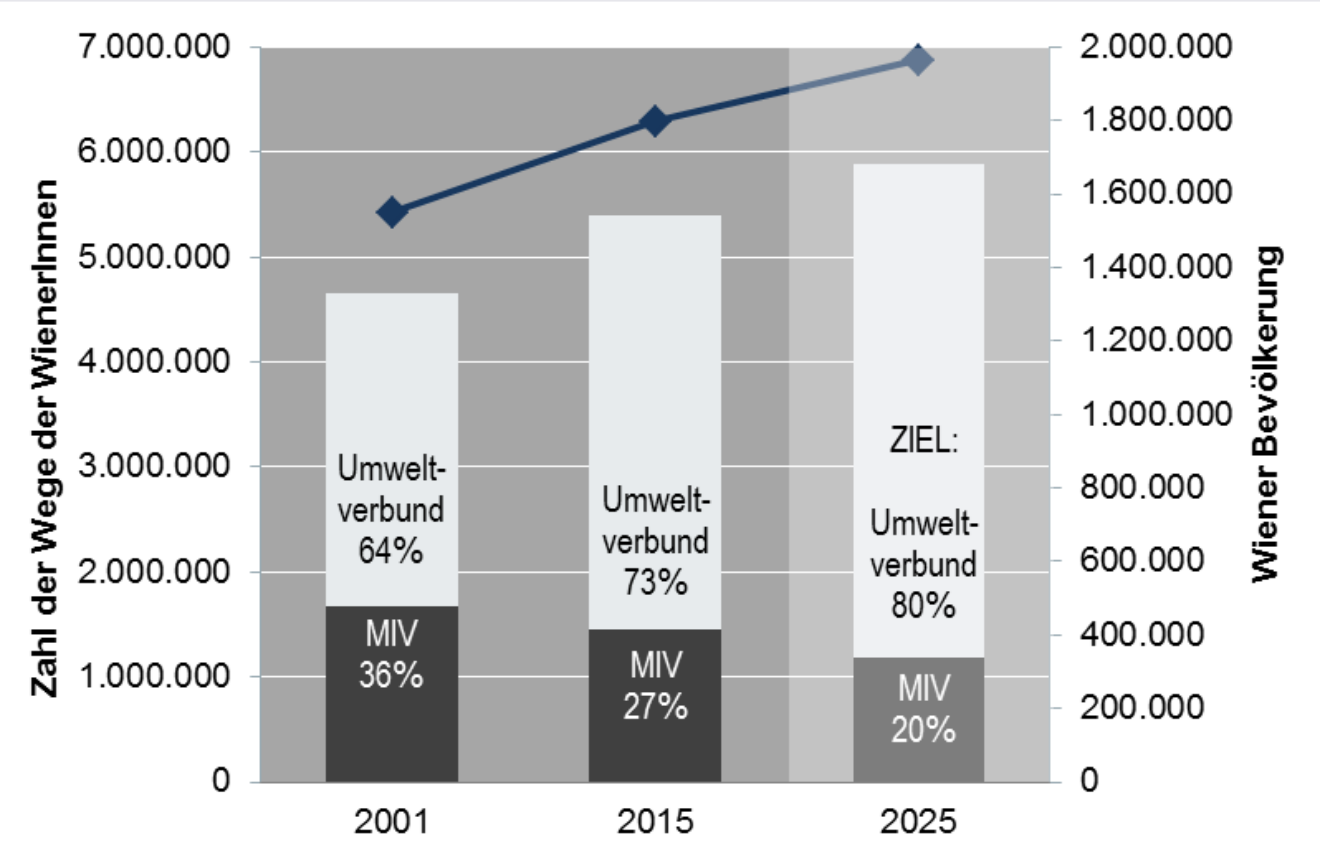
Number of Inhabitants

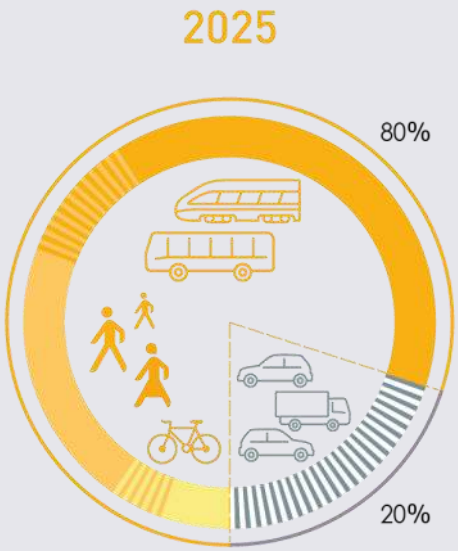


Modal Split
Past – Present – Future (?)



Until 2025 public transport, walking and cycling should be increased to 80%



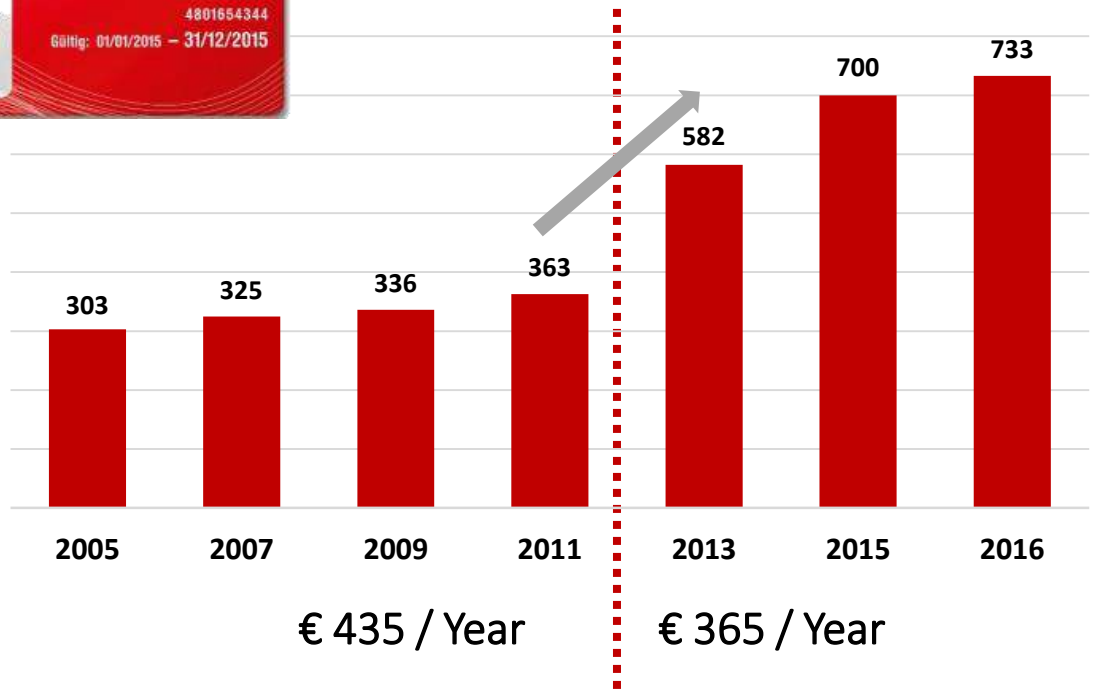


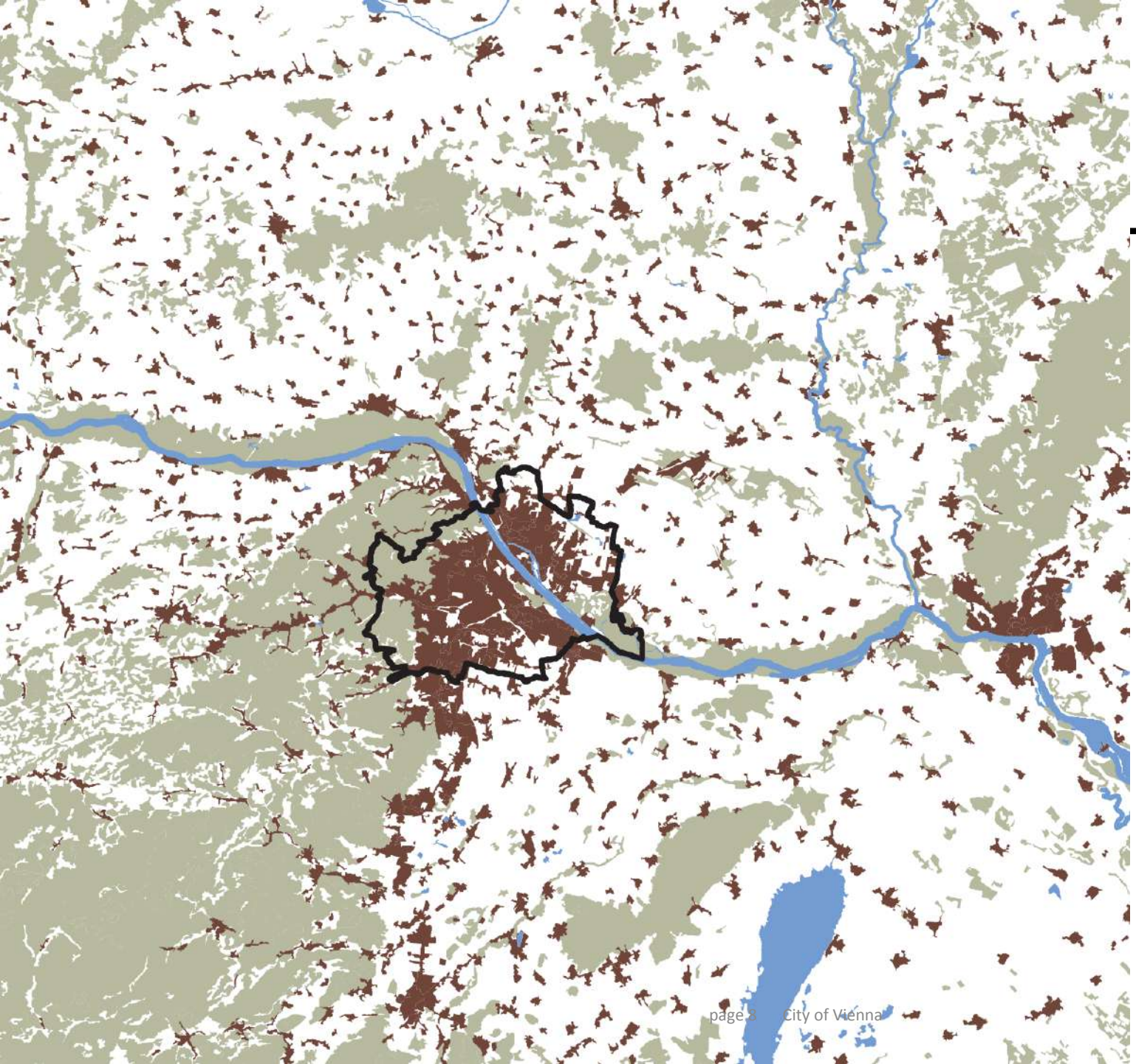
WHY MODAL SHIFT IS ESSENTIAL

Public Transport

Number of passengers with annual ticket

in thousand





Metro-region

~2,3 Mio in

metropolitan area

~260.000
inbound commuters

60 km to Bratislava

6 Mio. in

„centrope“

Overview

Politics, Planning & Frameworks

Politics and Planning in Vienna

MUNICIPAL DIRECTORY

CITY COUNCILOR
for integration, women´s affairs, consumer protection and human resources

CITY COUNCILOR
for city development, traffic, climate protection, energy planning and public participation

CITY COUNCILOR
for health and social affairs

MAYOR

CITY COUNCILOR
for lodging, housing and urban renewal

MUNICIPAL DEPARTMENTS

CITY COUNCILOR
for culture and science

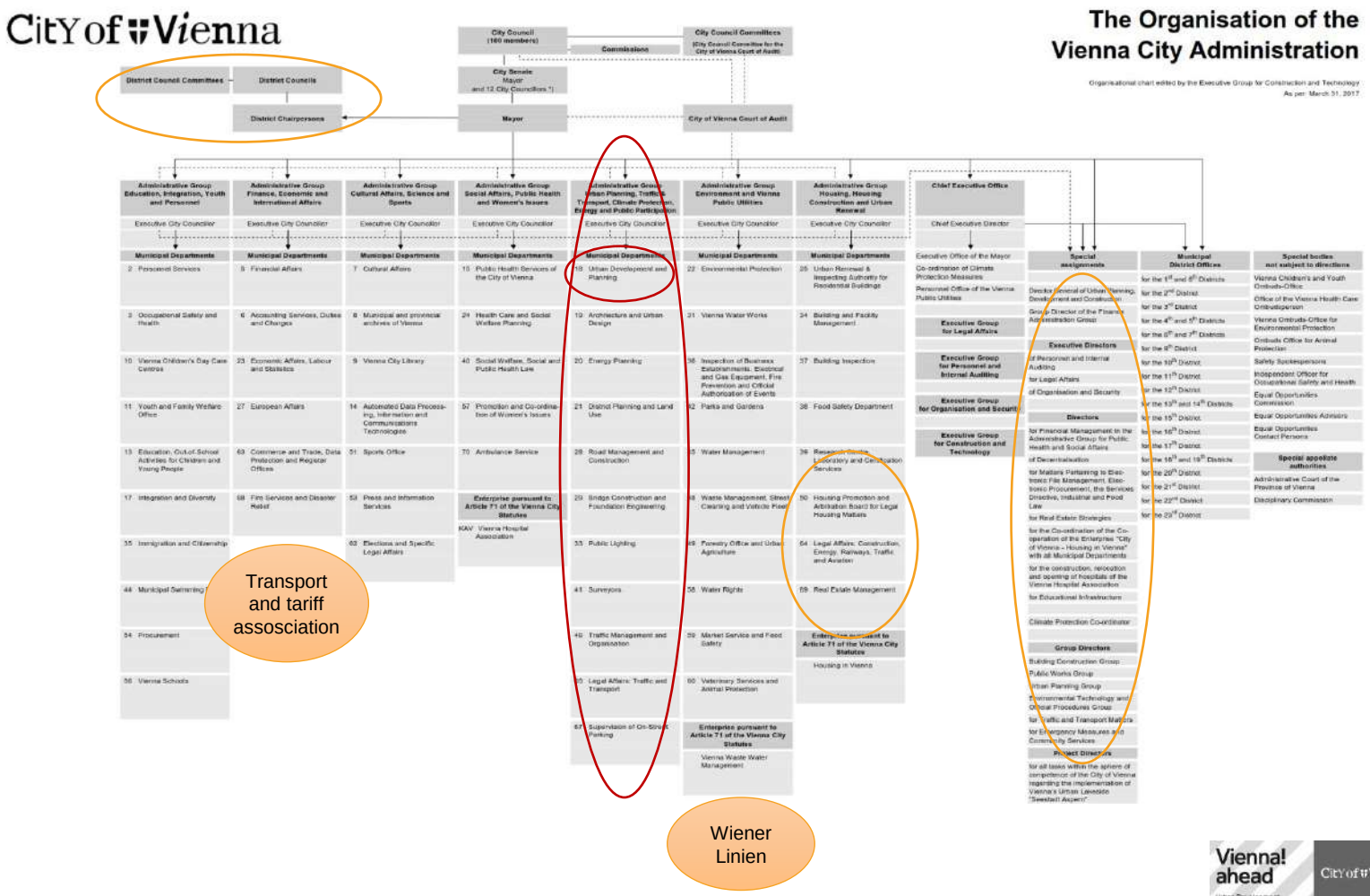
CITY COUNCILOR
for education, youth, information and sport

CITY COUNCILOR
For finance and economic policy

CITY COUNCILOR
For environment und public utility

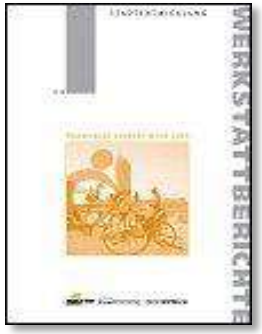
23 DISTRICTS

Organizational Structure



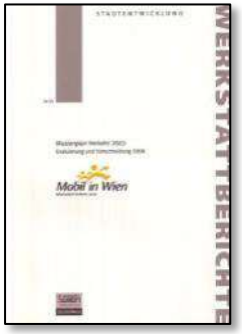
A Chronology of Mobility Planning

Masterplan Transportation 2003



2003

Evaluation and Update 2008



Evaluation 2013

STEP 2025

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Environment of Strategies

Government Policy Statement

Smart City Framework Strategy

RDI strategy

Climate Protection Plan

Energy Efficiency Program

Renewable Energy Action Plan

Urban Development Plan

Following "Transport Master Plan 2003"

S.U.M.P.

Thematic Concept "Commercial Zones"

Thematic Concept "High rises"

Thematic Concept "Green spaces"

Thematic Concept "Public space"

Thematic Concept "Mobility"

- Carsharing Strategy
- (E-Mobility Strategy)
- Bicycle infrastructure dev. program
- Tram network extension program
- …

Master Plan "Participation"

Handbook "Gender Mainstreaming for Urban Development"

Handbook "Planning and dimensions for public spaces"

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City of Vienna

Overview

Urban Mobility Plan 2025

Development of Urban Mobility Plan Vienna

- Succession of „Transport Master Plan 2003“
- Further development of the „Urban Development Plan 2025 “

6/2013 01/2014 06/2014 01/2015 06/2015

preparation | setting up structures | involving stakeh. | political coordination | monitoring

contracting | collecting ideas | involving public | drafting text | dissemination

start

Autumn 2013

resolution

December 2014

The logic behind the mobility strategy

Agreeing on principles and values

Making framework visible

Making effects measurable

55 Packages of measures

Structured into 9 action fields

with specific tasks

Transparency by explaining elaboration process

Highlighting the contributions of all involved

The structure of the document

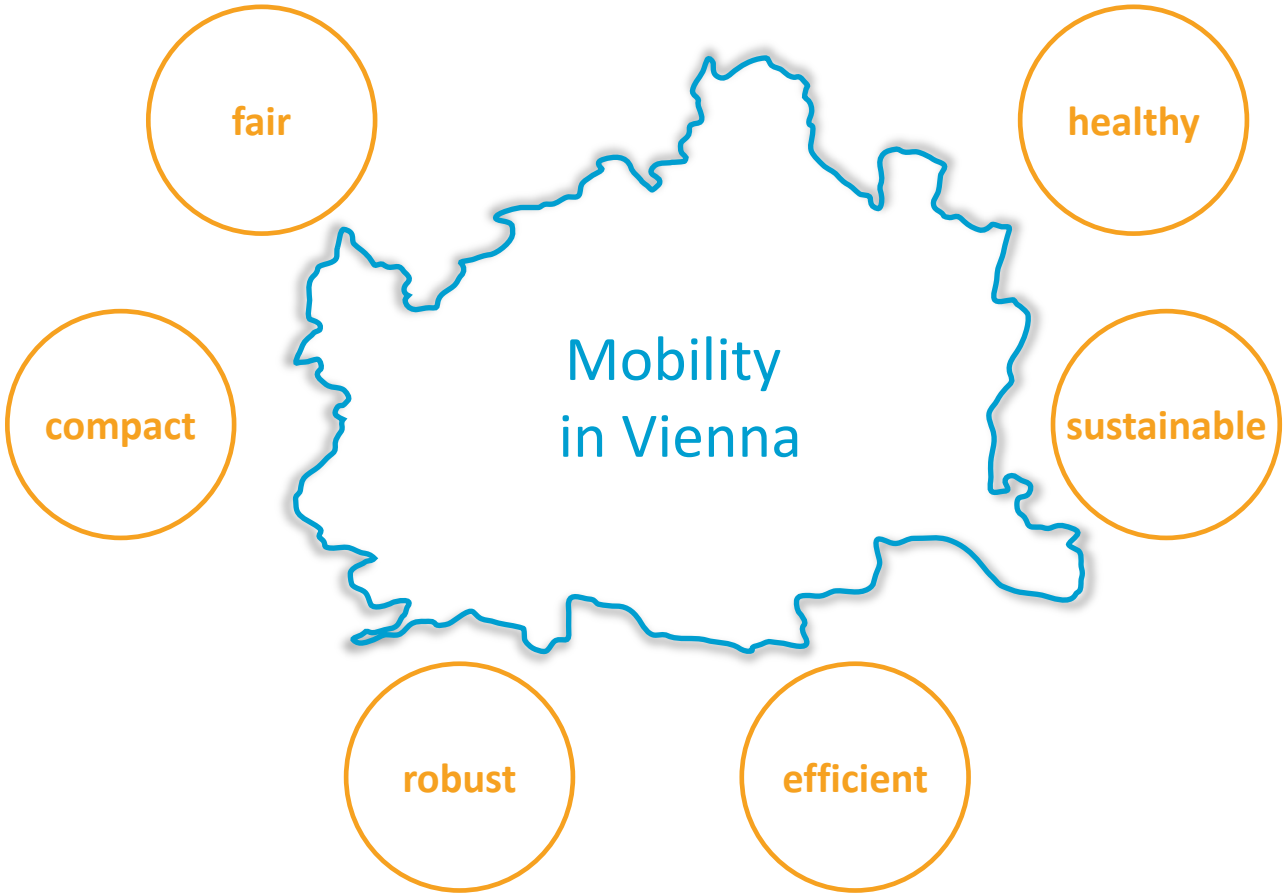
MISSION STATEMENT

OBJECTIVES

FIELDS OF ACTION

THE WAY TO THE URBAN MOBILITY PLAN

Mobility Plan 2025
Objectives



A closer look: “healthy”

A closer look: “efficient”

Mobility Plan 2025
Fields of Action

Sharing instead of owning

Public space: Sharing streets in a fair way

Governance: Responsibilities and resources

Transport organisation: A smarter way of managing mobility

Together in the region

Mobility needs innovation

Transport infrastructure: The backbone of the city

Efficient mobility through mobility management

Business in motion

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City of Vienna

Implementation in Action

Mobility Plan 2025
Fields of Action

Sharing instead of owning

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Mobility Plan 2025
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Business in motion

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Implementation: Example Illustration

Sharing instead of owning

A) Further development of **bike sharing** systems

B) Closer **interlinkage** of classic car sharing with public transport

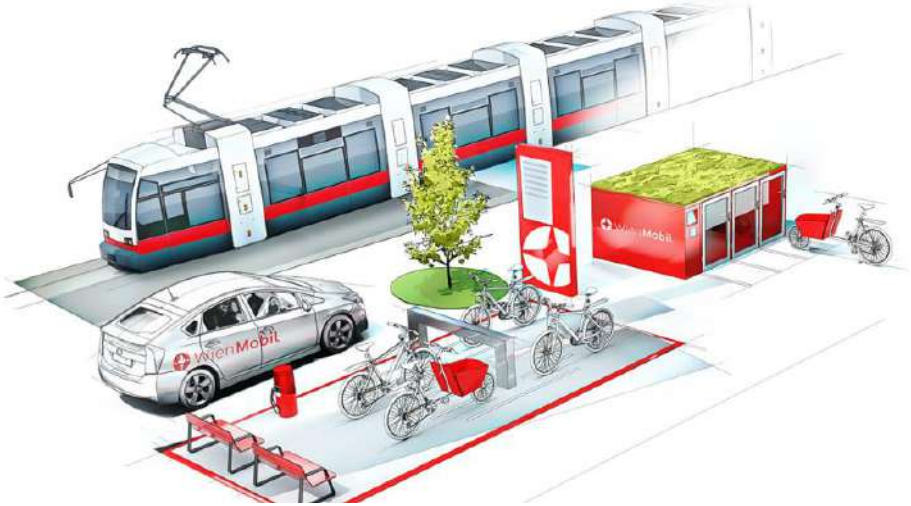
C) Support to **new systems** of of car sharing

D) Establishment of **mobility points**

Implementation: Example Illustration

Governance
Setting up of a network on shared mobility in Vienna
→ broad stakeholder involvement

Piloting
WienMobil Mobilitätsstationen
(Mobility Hubs)



Strategy Refinement
Guidance paper on shared mobility

Infrastructure
Request for proposals for stationbased carsharing (upcoming)

Conclusion & Outlook

Some Lessons from Vienna

Foundation for actions of the administration

Consensus,
capable of winning a majority

Orientation for
public and investors

Content reflected in following coalition agreement

Chance to bring in new ideas

Creates transparency

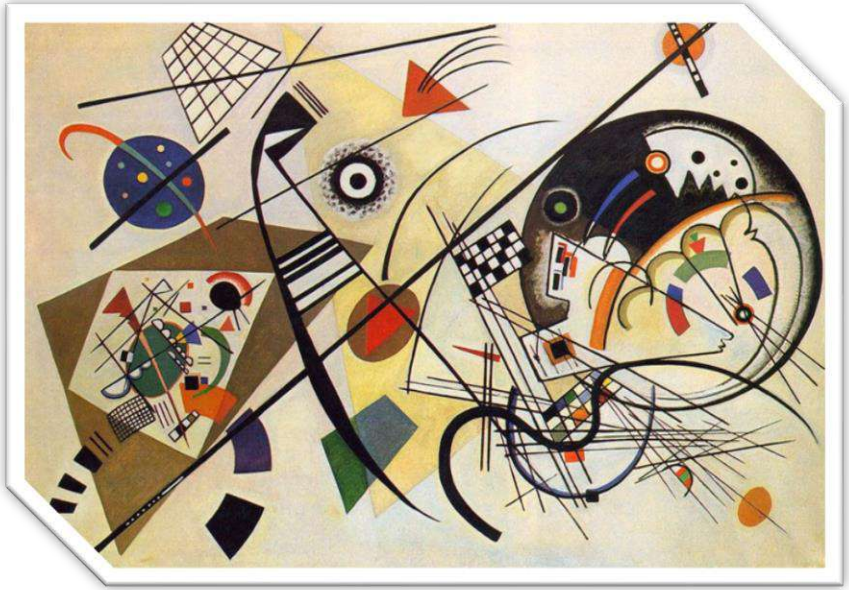
Point of departure for measuring our effectiveness

Added value?

Some Lessons from Vienna

- Focus on **relationships** rather than modes
- Involve **implementation stakeholders** from the beginning with
- Not everything can / has to be **elaborated** in the SUMP

- Any SUMP is the result of **a specific political/social/economic situation** → „a child of its time“



THANK YOU FOR YOUR ATTENTION !

Thomas Vith
vith@urbaninnovation.at
+43 664 88218292

https://www.wien.gv.at/english/transportation-urbanplanning/

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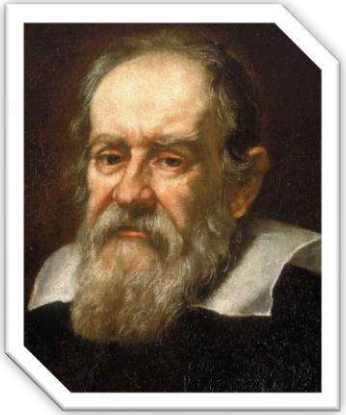
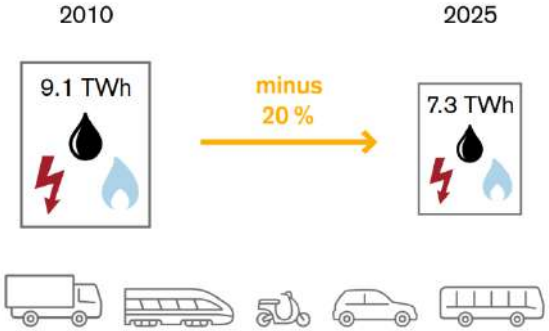
Implementation Challenges: Indicators

- *"Measure what can be measured, and make measurable what cannot be measured." G. Galilei*



- What can be measured?



Implementation Challenges: Monitoring

- Monitoring of effects

  versus

  Monitoring of actions

- How to make monitoring inspiring?

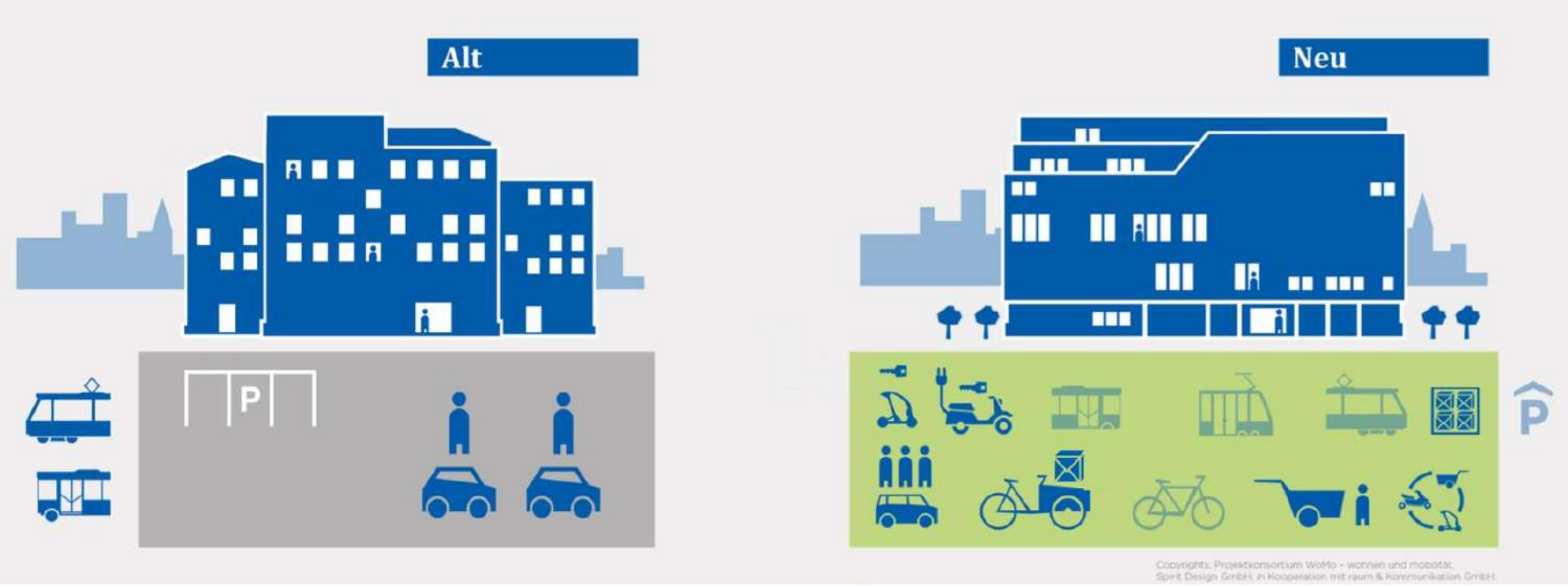
- The “success reporting” phenomenon

From private parking facilities to…

…to additional mobility services

Flexible offer of mobility

From parking space → To care for mobility



Quelle: raum&kommunikation, spirit design

concrete actions for pedestrians

In Vienna,

337,000 m²

of all traffic surfaces are designed as pedestrian zones (roughly the size of 31 soccer pitches) – 20% raise since 2003

Tempo 30

speed limits in residential neighbourhoods

77%

of all Viennese are walking nearly every day

The average distance of one walking trip is

800 meters

In new planning projects public transport stops should be in walking distance and not more than

300 m

away

In average Viennese are walking

31 minutes

and 1.4 km per day

Space for pedestrians has been increasing: from 13.000m² in 1974 to

296.000 m²

in 2013

Wider pavements

More pedestrian areas (Mariahilfer Straße) –

1,600 meters

redesigned; 60.000 people every day

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City of Vienna

Infrastructure for pedestrians

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Lighthouse for sustainable mobility

Create urban spaces

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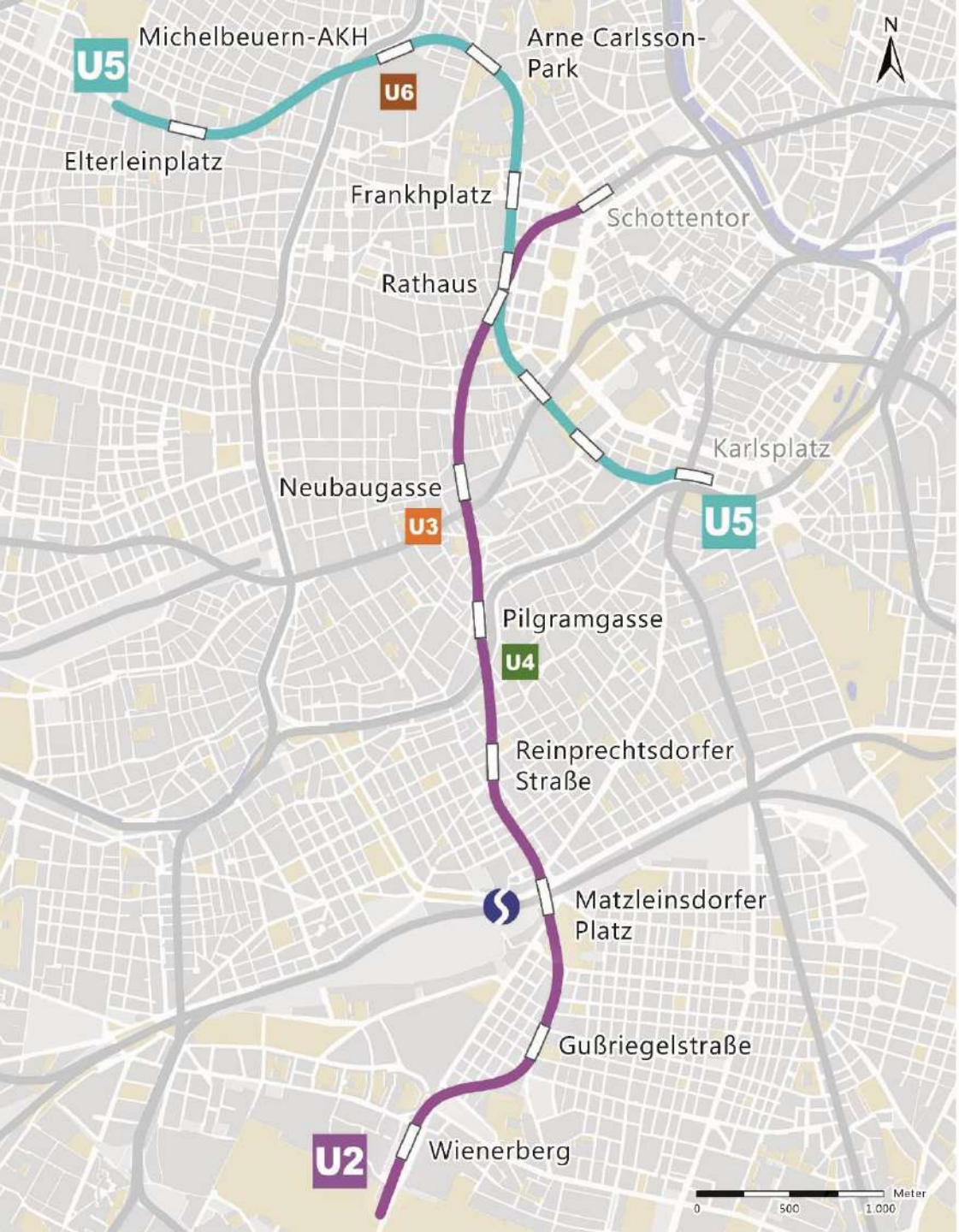
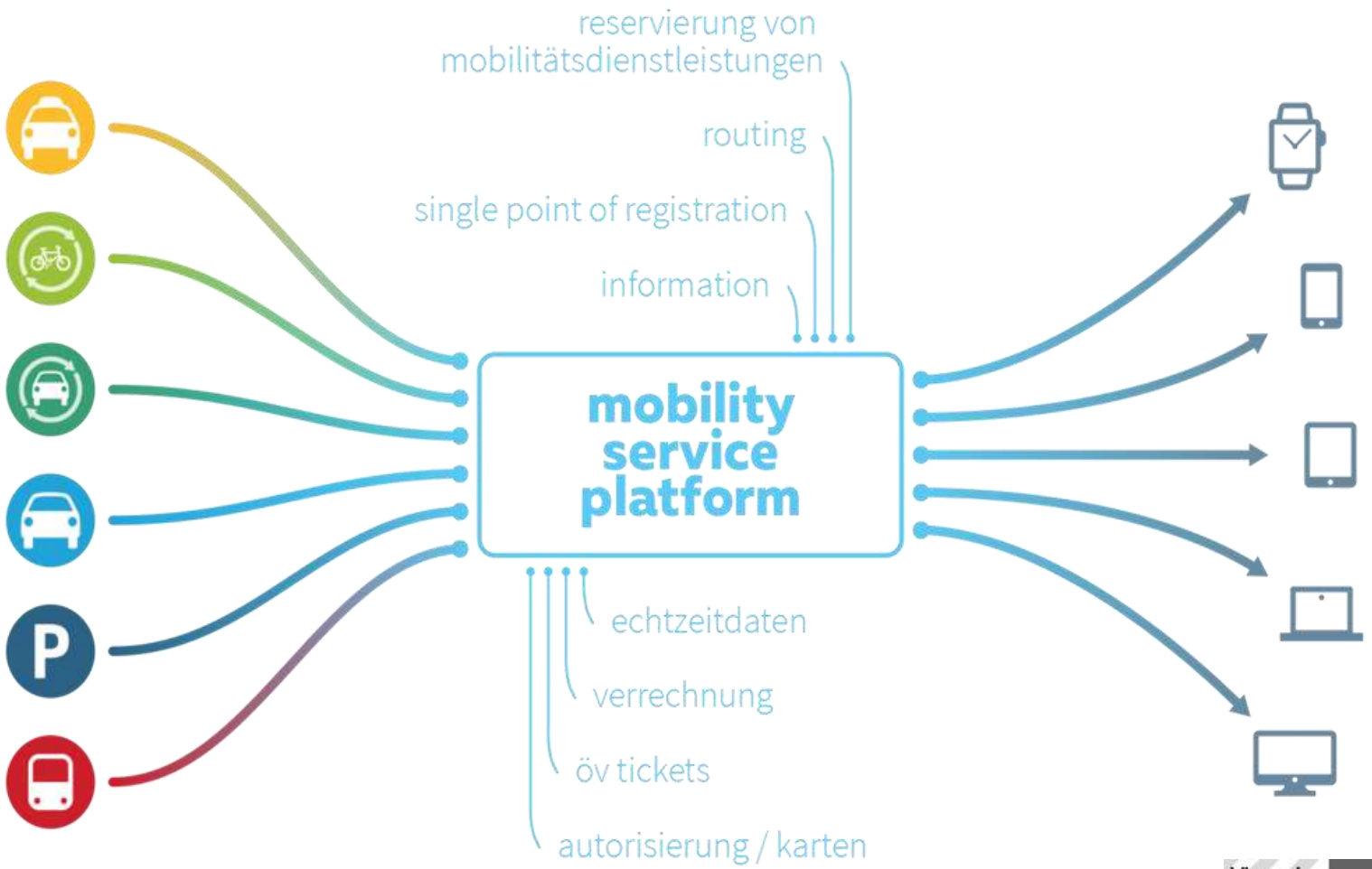
Urban Development
City of Vienna



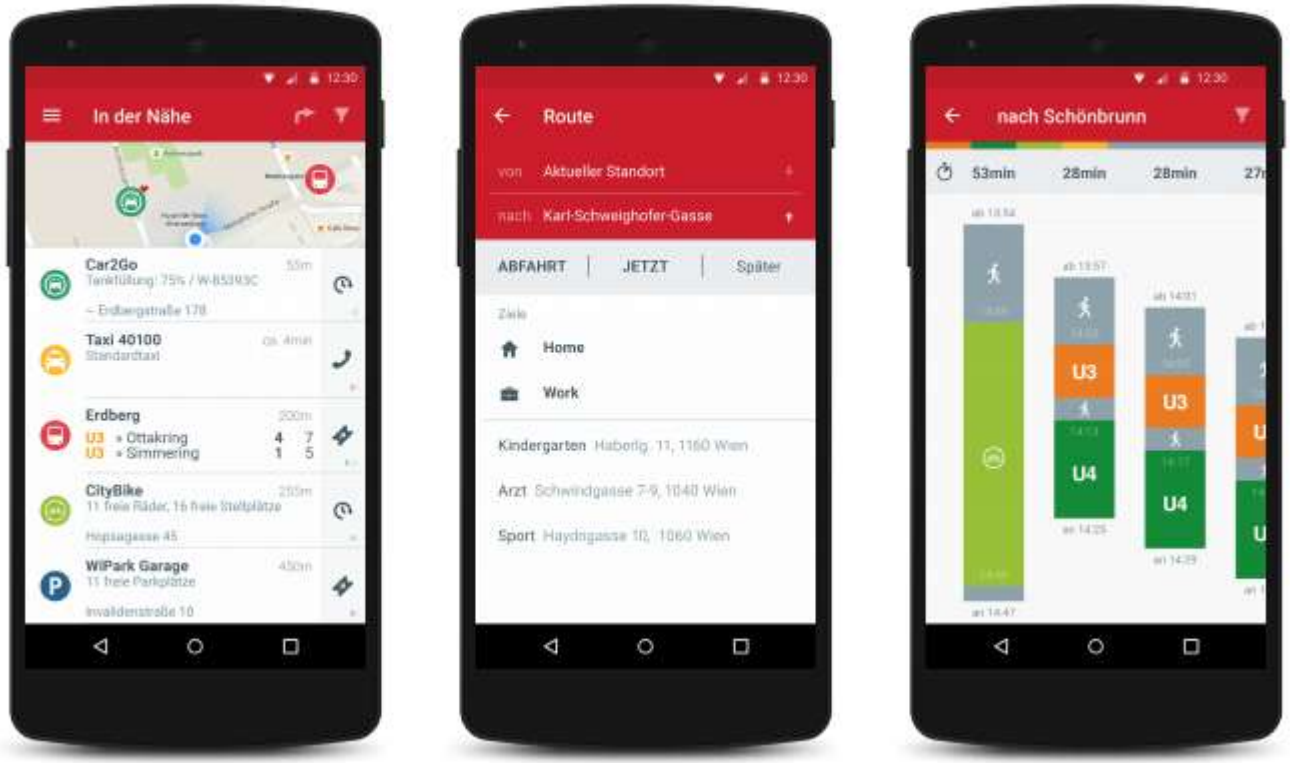
Linienkreuz U2 / U5

- New: 9 km
  → U2: 6 km
  → U5: 3 km
- 11 new stations
  5 new U/S-nodes
- 2 Mrd. EUR

Digital plattforms as public infrastructure – do not leave it google

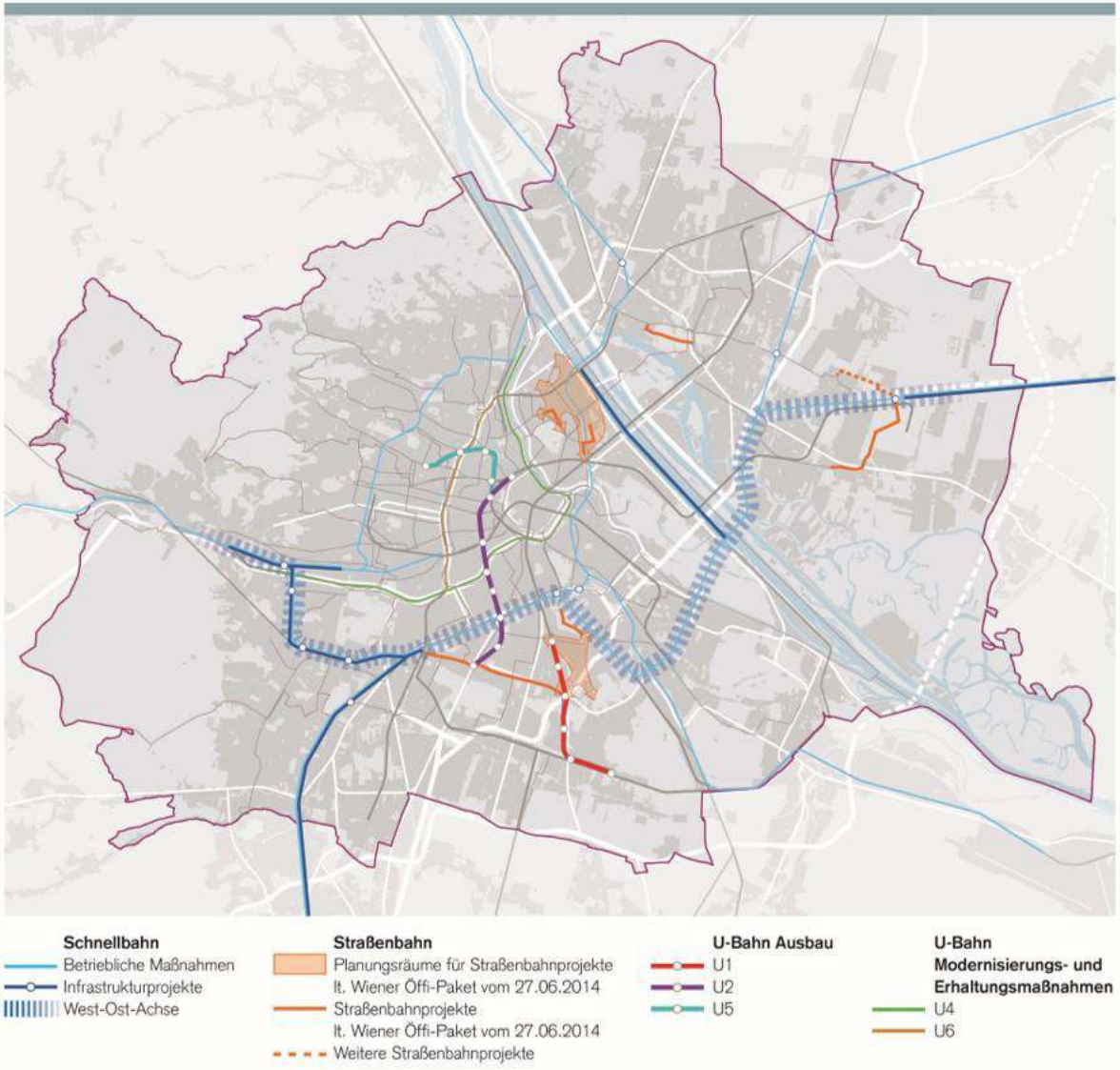


Example: Mobile app of Wiener Linien



WienMobil

Main focus of the public transport development



Joint expansion program

metro + suburban train + tram

- U1-extension
- U2/U5 intersection
- Extension of the suburban train
- Extension of 7 tramways

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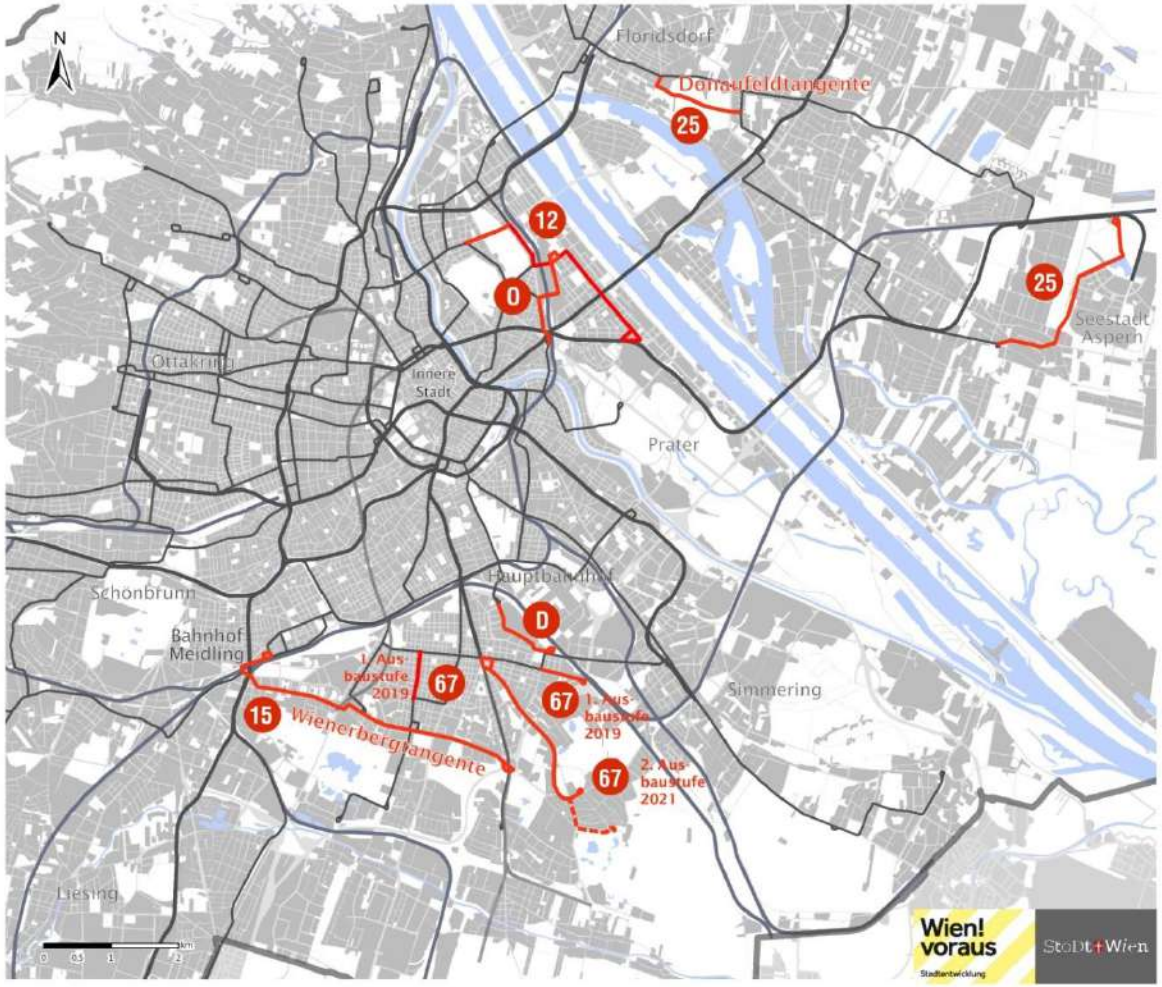
Examined tramway projects

<u>7 tramway projects</u>

- development „Nordbahnhof“ (extension line O)
- development „Sonnwendviertel“ (extension line D)
- development „Monte Laa“ (extension line 67)
- development „Nordwestbahnhof“ (new tram line 12)
- development „Seestadt“ (extension of line 25)
- development „Donaufeld“ (transfer of line 25)
- „Wienerbergtangente” (new line 15)



System facts

THE SYSTEM TODAY

5 subway
lines with a total of
78.5 km and 104 stations

178.1 km
tram infrastructures for
29 lines with 1,067 Stops

4,283
bus stops with
400 busses daily
in service

In addition
suburban trains, regional trains, „Badner Bahn“ light rail, regional busses

ADDITIONS TO THE SYSTEM
(recently completed or financing secured)

4.5 km
26er Tram
(line extension ~ € 68 m)

4.6 km
U1 South
(line extension ~ € 600 m)

8 km of
improvements
of “S-Bahn” rail infrastructures (double tracking, electrification, new stops ~ € 374 m)

COMING UP

9.1 km extension metro line
U2/new metro line U5
(~ € 2,000 m)

7 more tram
extensions

More than
120 new tram units
to be put into service as of 2018

Sharing, not owning

The City of Vienna supports the station based system for bikes and cars

Run by private services

Rules for free floating systems (accreditation, regulatory policy, parking policy)

Sharing strategy

Impact of Carsharing

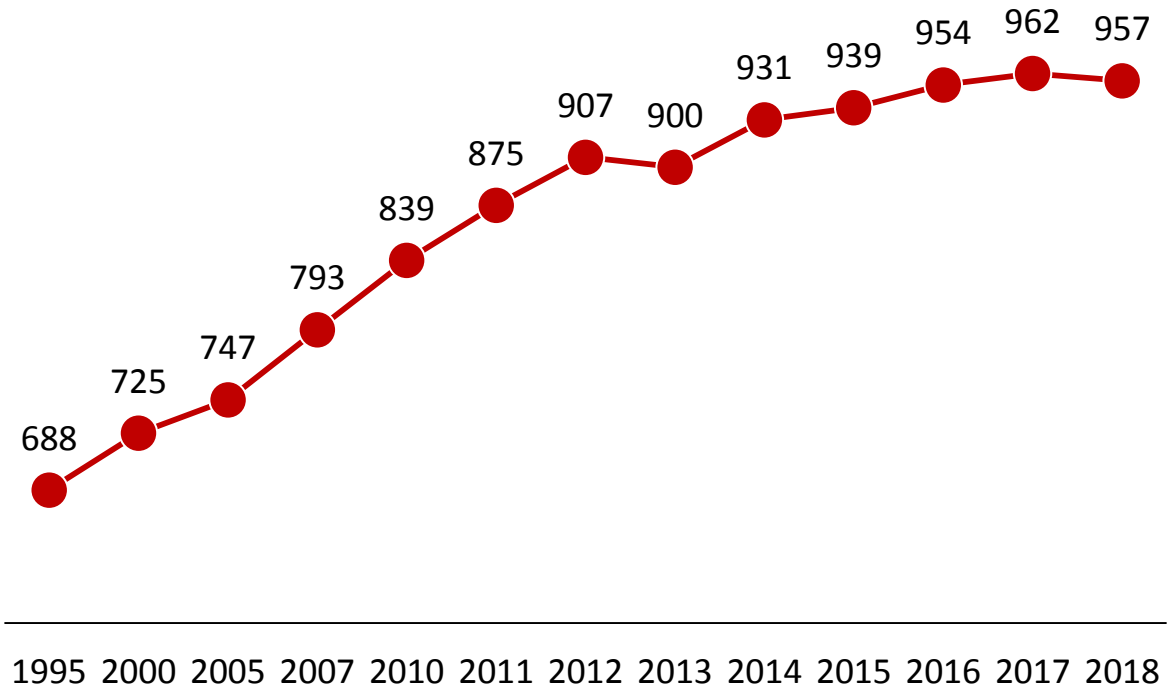
- In Vienna a shared car replaces 5 private cars
- Carsharing saves 44 million private car kilometres and 7.000 t CO2 per year
- 7.000 Carsharing rides per day compared to 2,5 million public transport trips per day

Benefits

- full mobility without owning
- foster Eco mobility
- reduce parking space demand
- reduce costs for sharing mobility by clustering
- customer oriented and flexible
- visibility
- cluster and foster existing mobility services
- E-charging infrastructure

Mobility Trends Vienna - Public Transport

passengers Wiener Linien
in Mio.



Source: Wiener Linien

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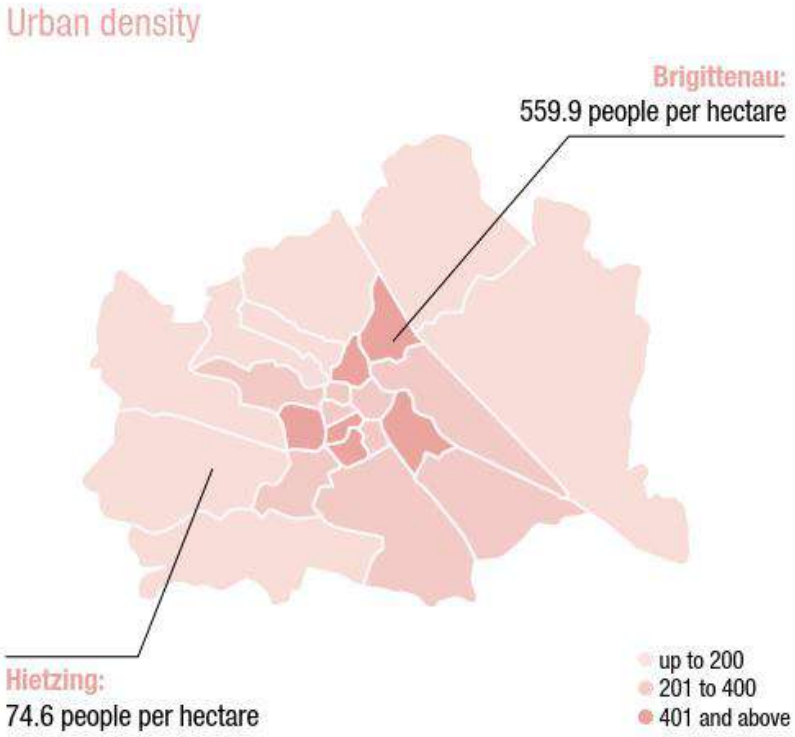
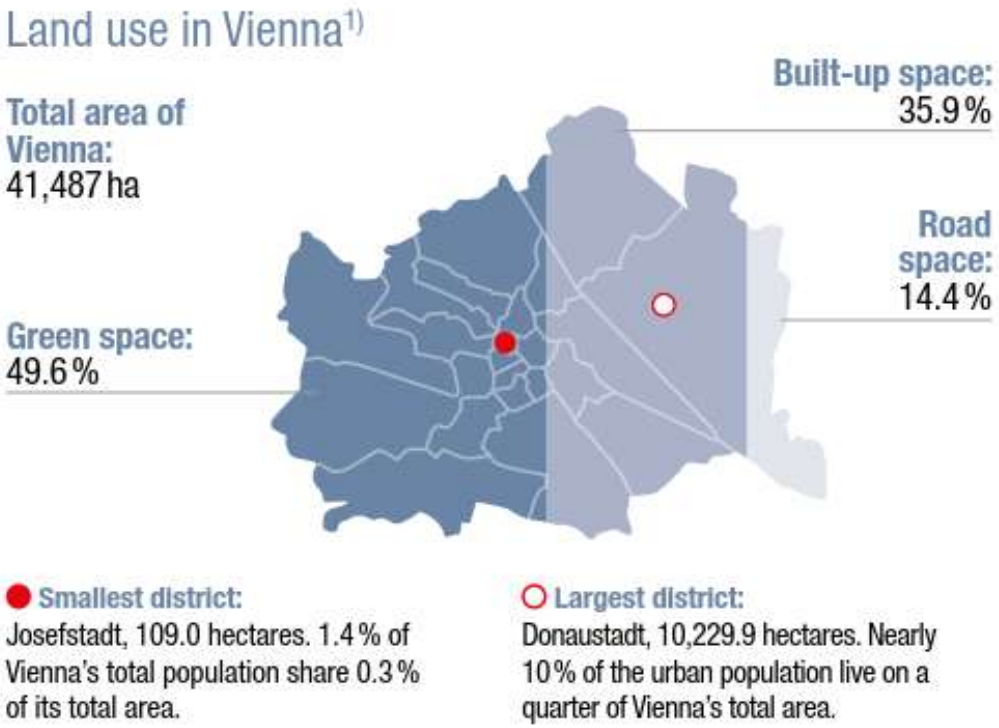
City of Vienna

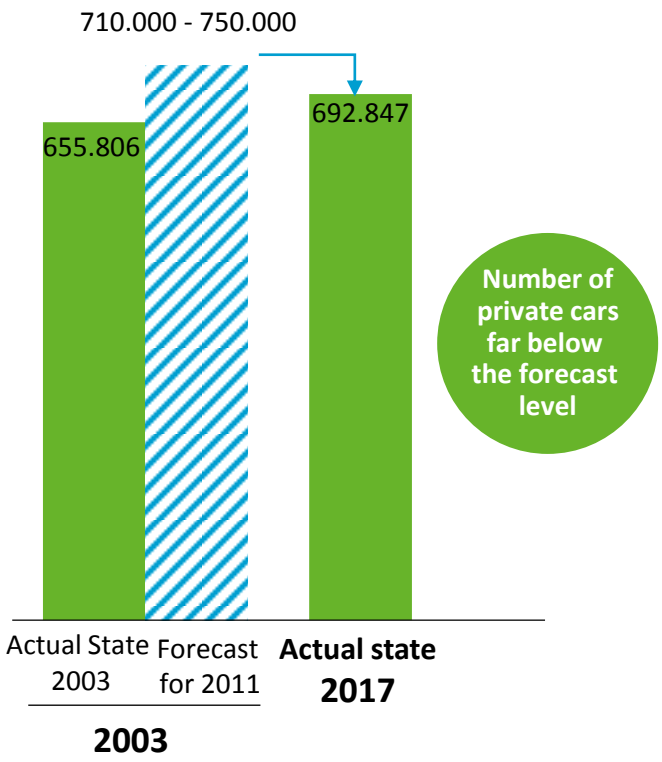
City of Vienna



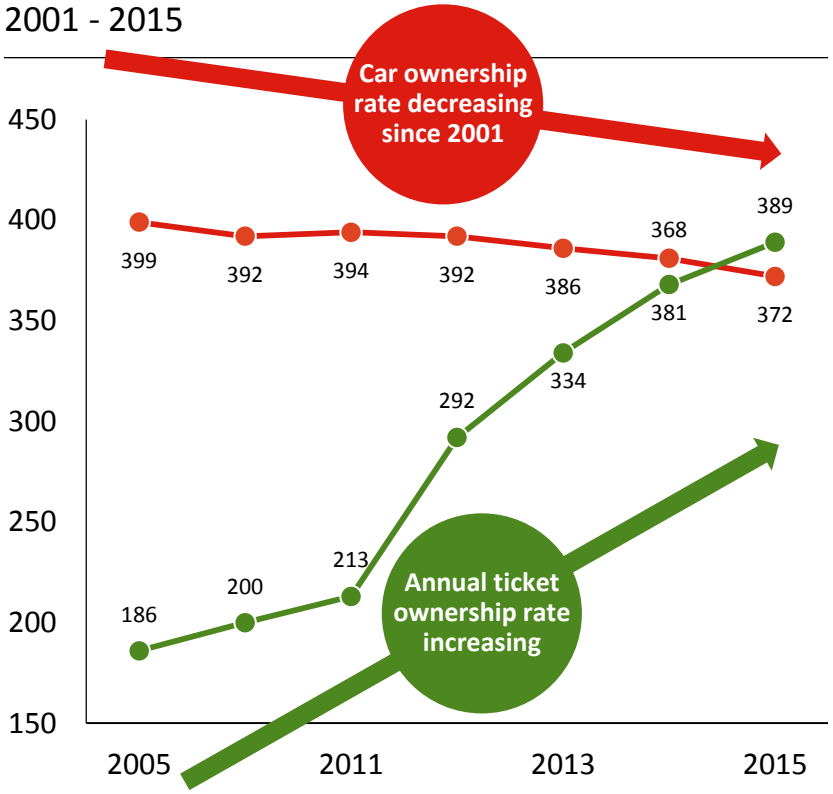


Motorisation

Car ownership in total
2003/2017

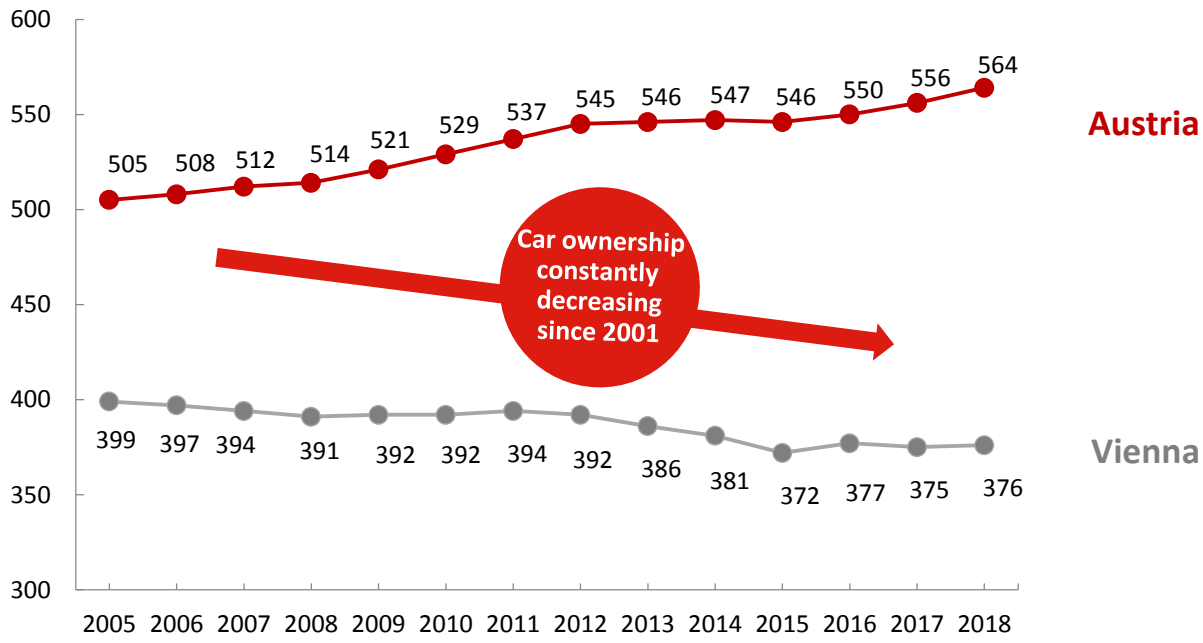


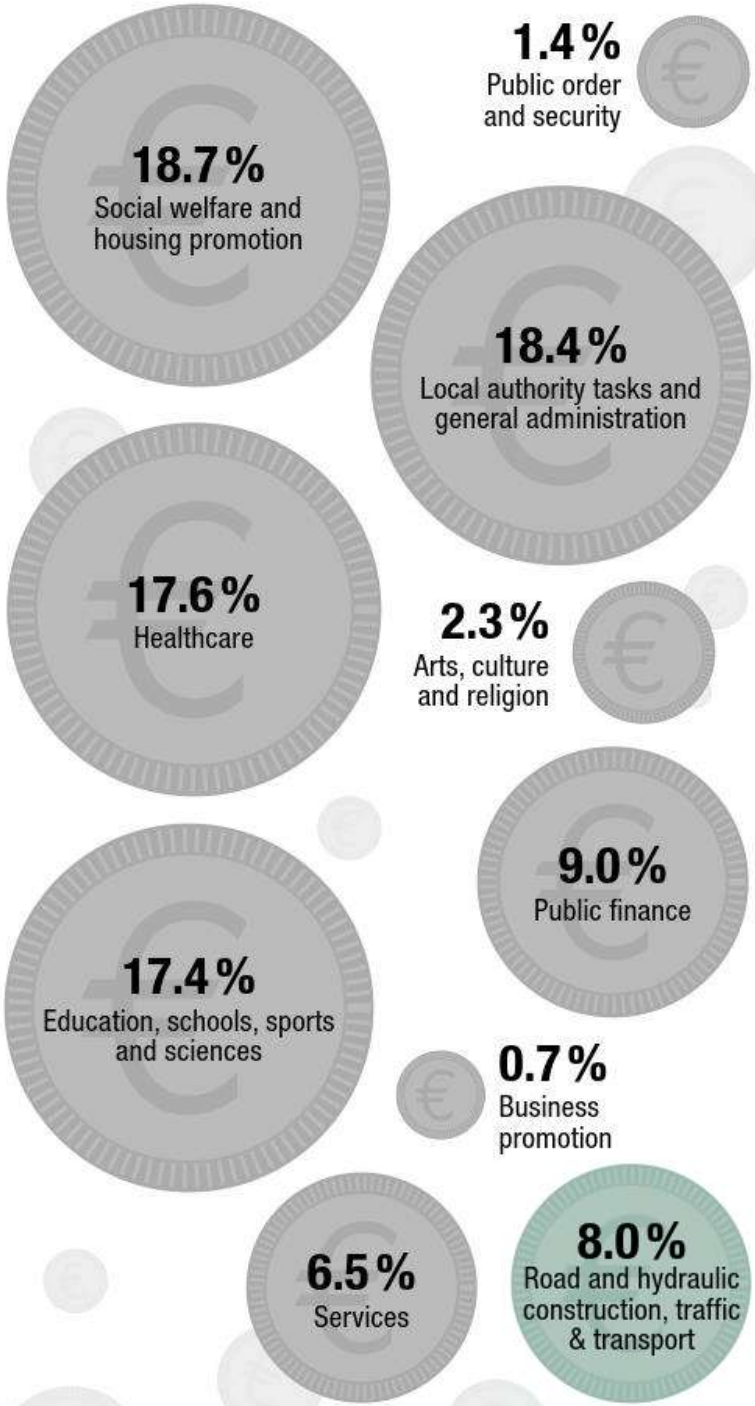
Car ownership and annual ticket holder per 1.000 inhabitants
2001 - 2015



Mobility Trends Vienna– Motorization

Car ownership per 1.000 inhabitants
2001 - 2018



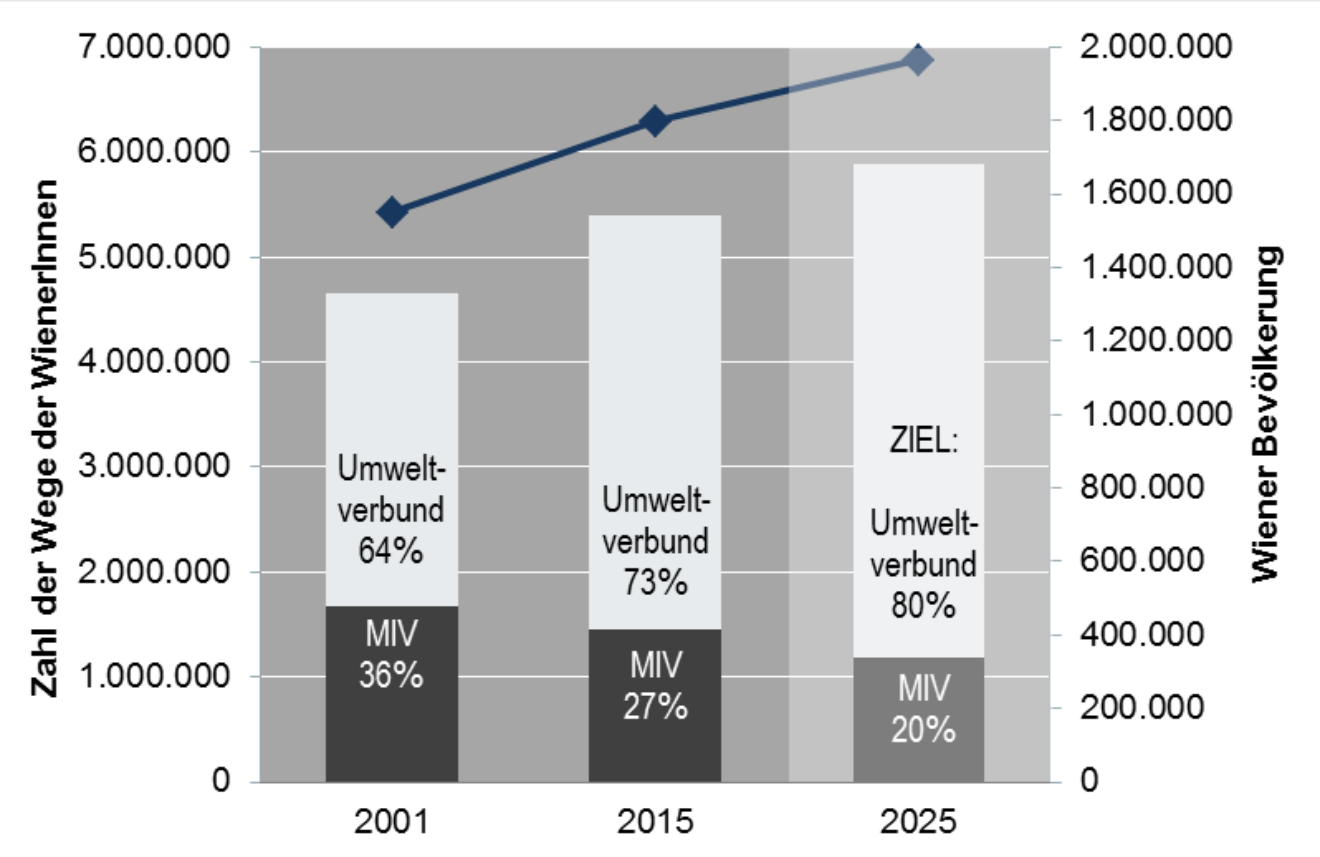


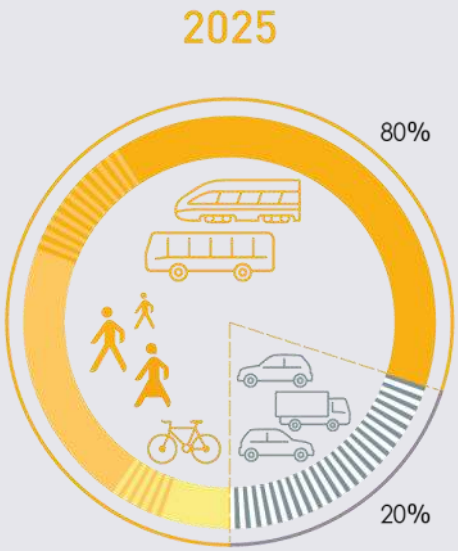
Budget

Total of

~13,7 Bio. €

annual spending



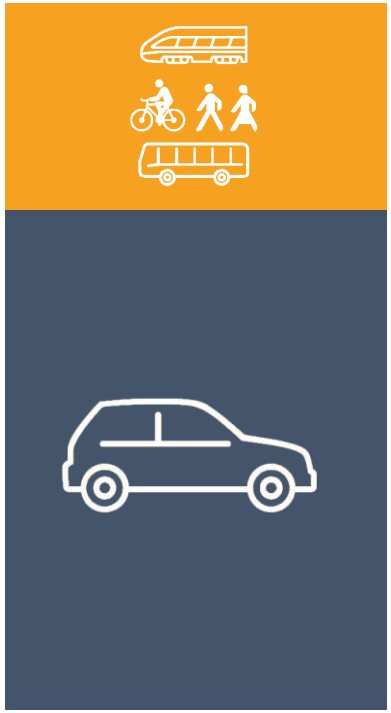


WHY MODAL SHIFT IS ESSENTIAL

Challenges of the road system

Sharing of the roads

Approximate value 2013



?

Target 2025

Essentials of the approach taken

Defining principles

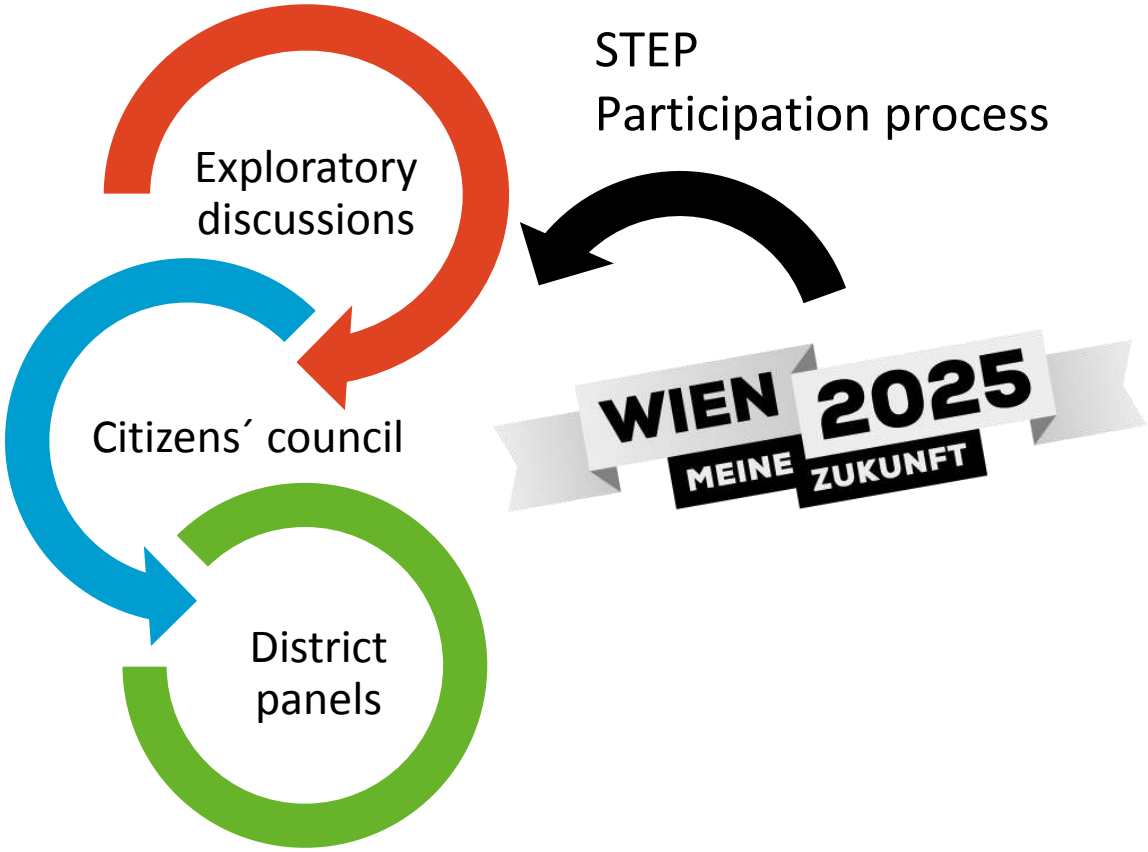
- Agreeing on values
- Describing qualities

Integration of modes

- Multimodal usage
- Interaction in public space

Setting up cooperation for implementation processes

Development – Stakeholder Involvement



Summary of advantages

All three methods produced an effective outcome but still have proven to be comparatively easy and inexpensive to implement

Team for Mobility

- Creating a broad basis
- Involving implementers
- Focus on future processes

Fairness Check

- Constructive analysis
- 8-80 (and more) approach
- To avoid “forgetting” groups with special needs

Citizens Council

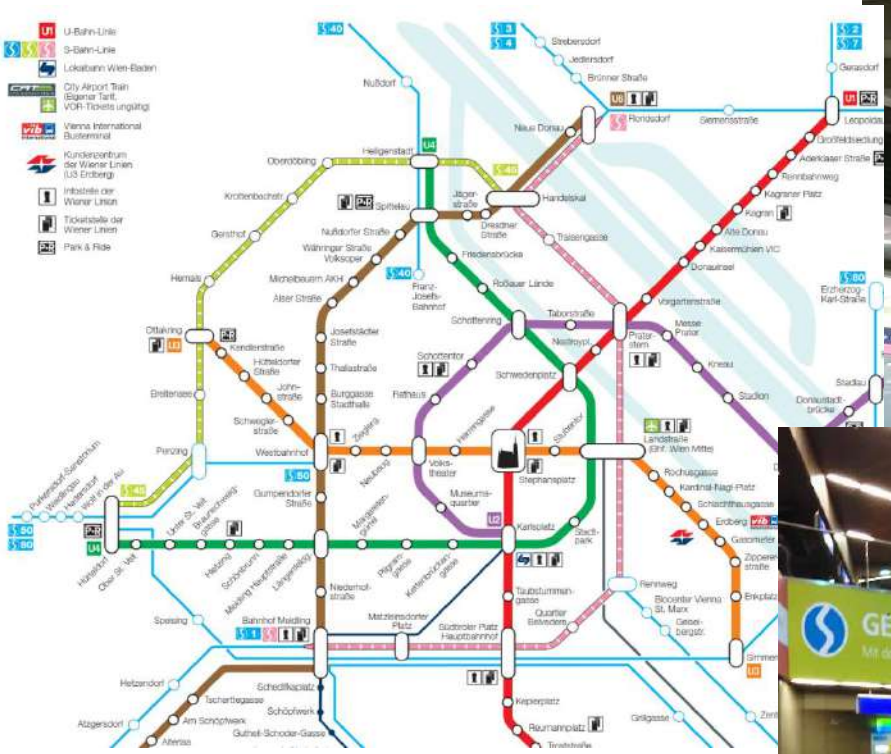
- Neutral, quality input
- Can help you with good arguments
- Focus on strong messages

Summary of Vienna's approach

integration with the Urban Development Plan	Build on your planning traditions and the strategic framework
Cost-benefit analysis	Use it, where methodologically sound
Scenarios for planning	(with Vienna's previous performance) Focus on one strong vision
10 year responsibility and budget plan	▪ Set out principles ▪ Produce a pool and priorities ▪ Focus on future processes

MEASURE 04

„Planning tools and processes for the future of public transport“
>>> integrated network plan



Quelle: https://infrastruktur.oebb.at

MEASURE 22 & 36

„Mobilitypoints“ & „Multi modal hubs“

Guideline
Mobilitypoints

Mobilityfunds in
urban development areas

“Smarter Together”
Pilotproject

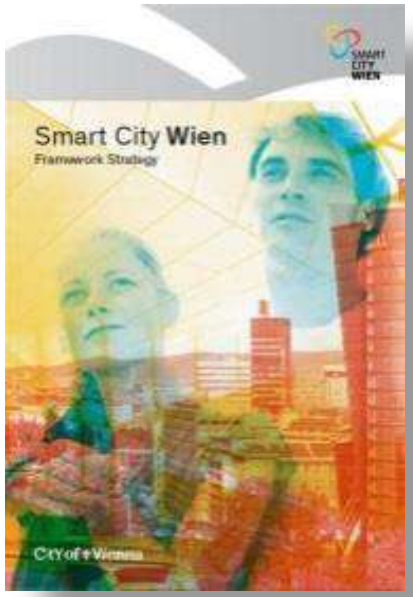
Coordinator
Mobilitymanager for residential developments

“wien mobil”/”upstream”
Digital plattform
Userinterface, Backend, Routing, Ticketing, …

Quelle: Wiener Linien, beispielhafte Darstellung

Strategic Frameworks

Smart City
Framework Strategy



Urban Development
Plan 2025

Urban Mobility Plan

Vienna! ahead
Urban Development
City of Vienna