

SPUR

Ideas + Action for a Better City

learn more at SPUR.org

tweet about this event:

@SPUR_Urbanist

#RegionalMobility

Excellent Cities

Mobility planning for vital, attractive and healthy cities

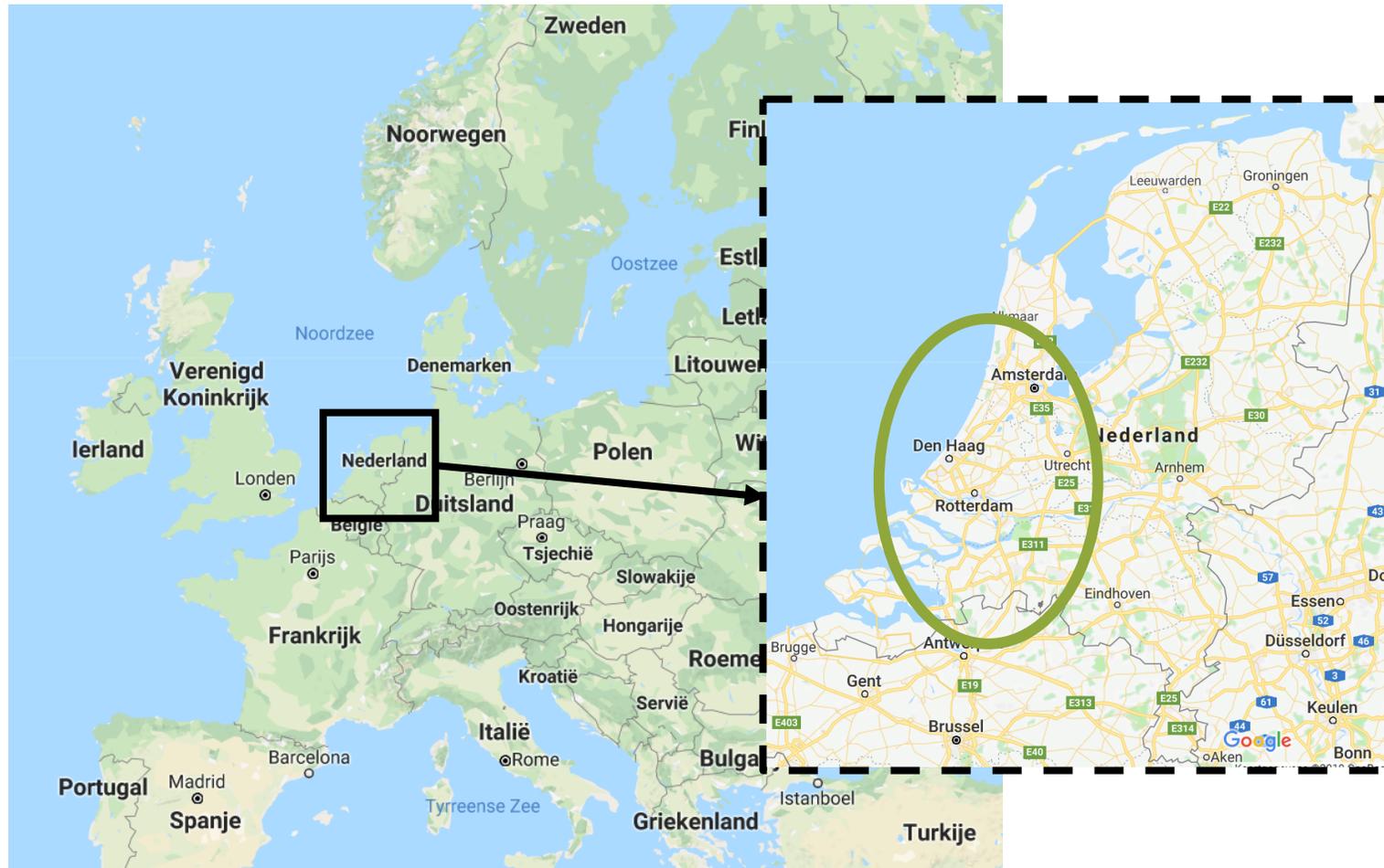


Bas Govers
Program Director Excellent Cities
Mobility Engineer Goudappel Coffeng

mobility
consultants
**Goudappel
Coffeng**

EXCELLENT **CITIES**
Urban Mobility Experts

The Netherlands



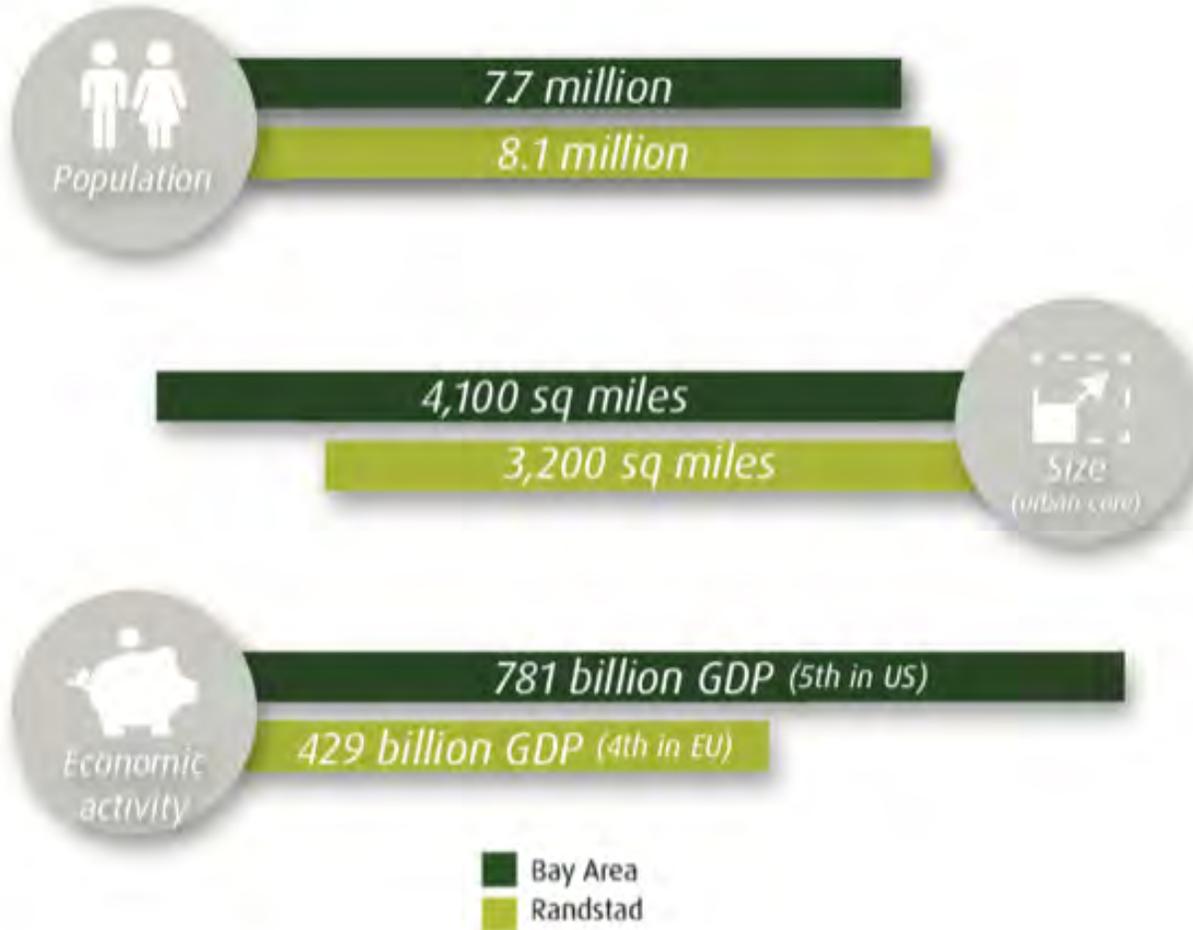
Our credentials in mobility-planning



- Strong growth in mobility
- Cost-efficient (public)transport systems
- The worlds' highest use of cycling
- The worlds' transport-safest country
- Healthy, liveable, attractive and economic flourishing cities
- Getting the most out of space and infrastructure: Intelligent traffic management



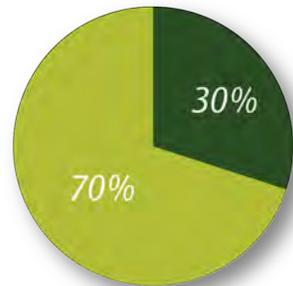
Bay Area versus Randstad



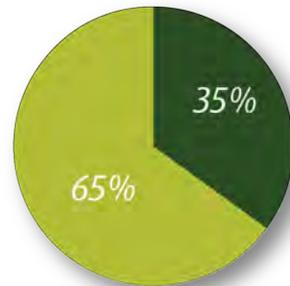
Differences in Mobility



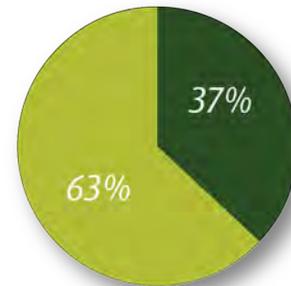
 CAR V/S *NON-CAR* COMMUTE   



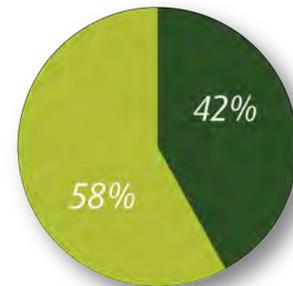
Amsterdam



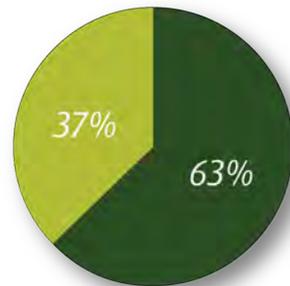
Den Haag



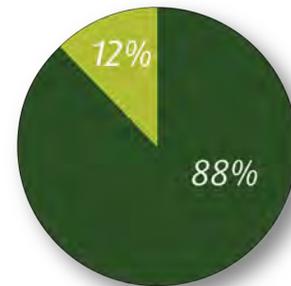
Rotterdam



San Fransisco



Oakland



San Iose

 Car
 Non-car commute

Attractive and liveable cities are vital cities



Grote Marktstraat 198:
Fotograaf: Onbekent



1985

2017



Integrated mobility strategy

Mobility Planning

Land Use Planning



Hierarchy of Networks



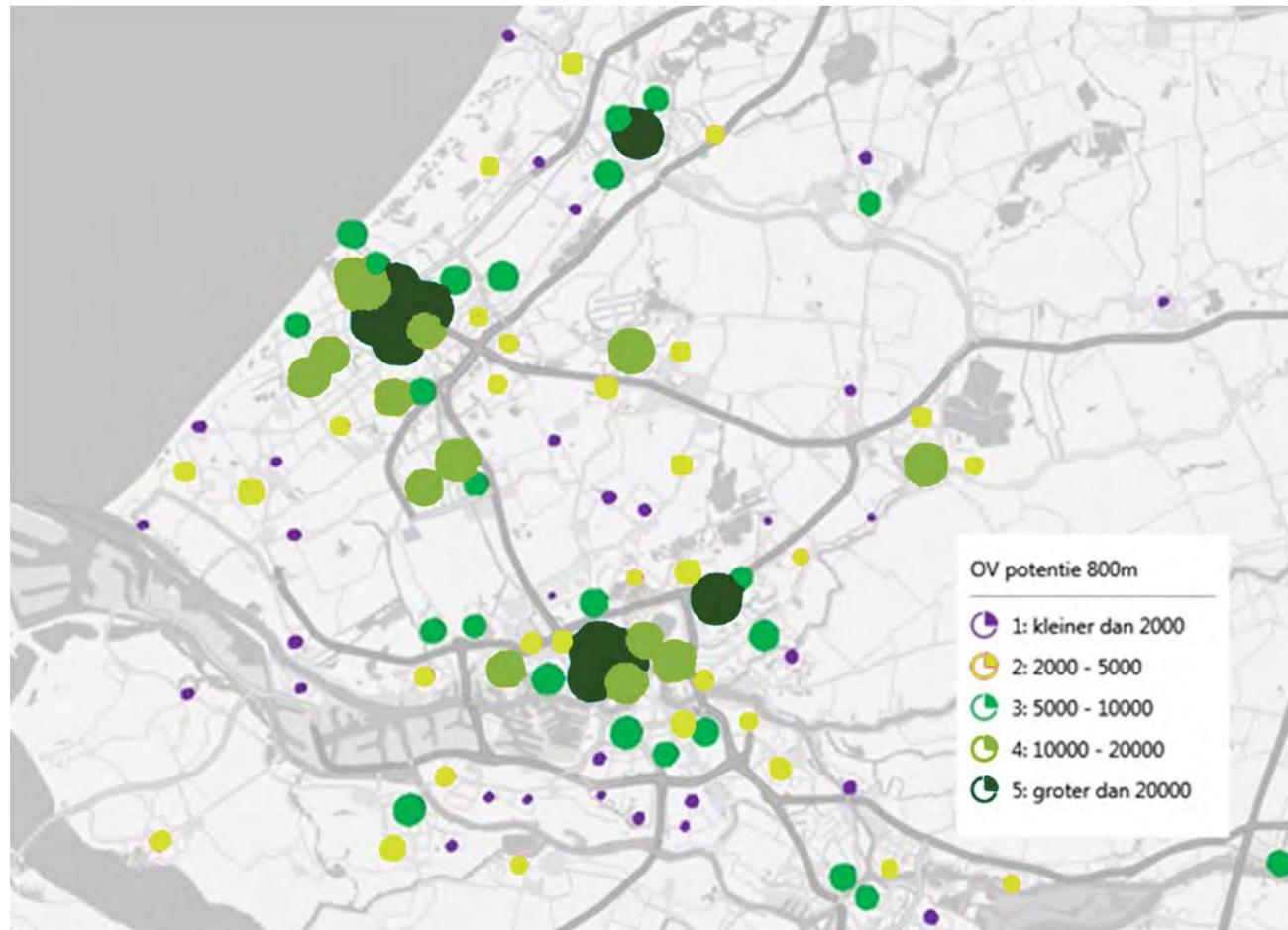
- International network
 - High-speed trains
- Interregional network
 - Intercity trains
- Metropolitan network
 - Metro, lightrail, commuter rail
- Local network
 - Trams, buses, cycling



Four Strategies for Mobility hubs



The economic attractors



Central stations as a place of experience

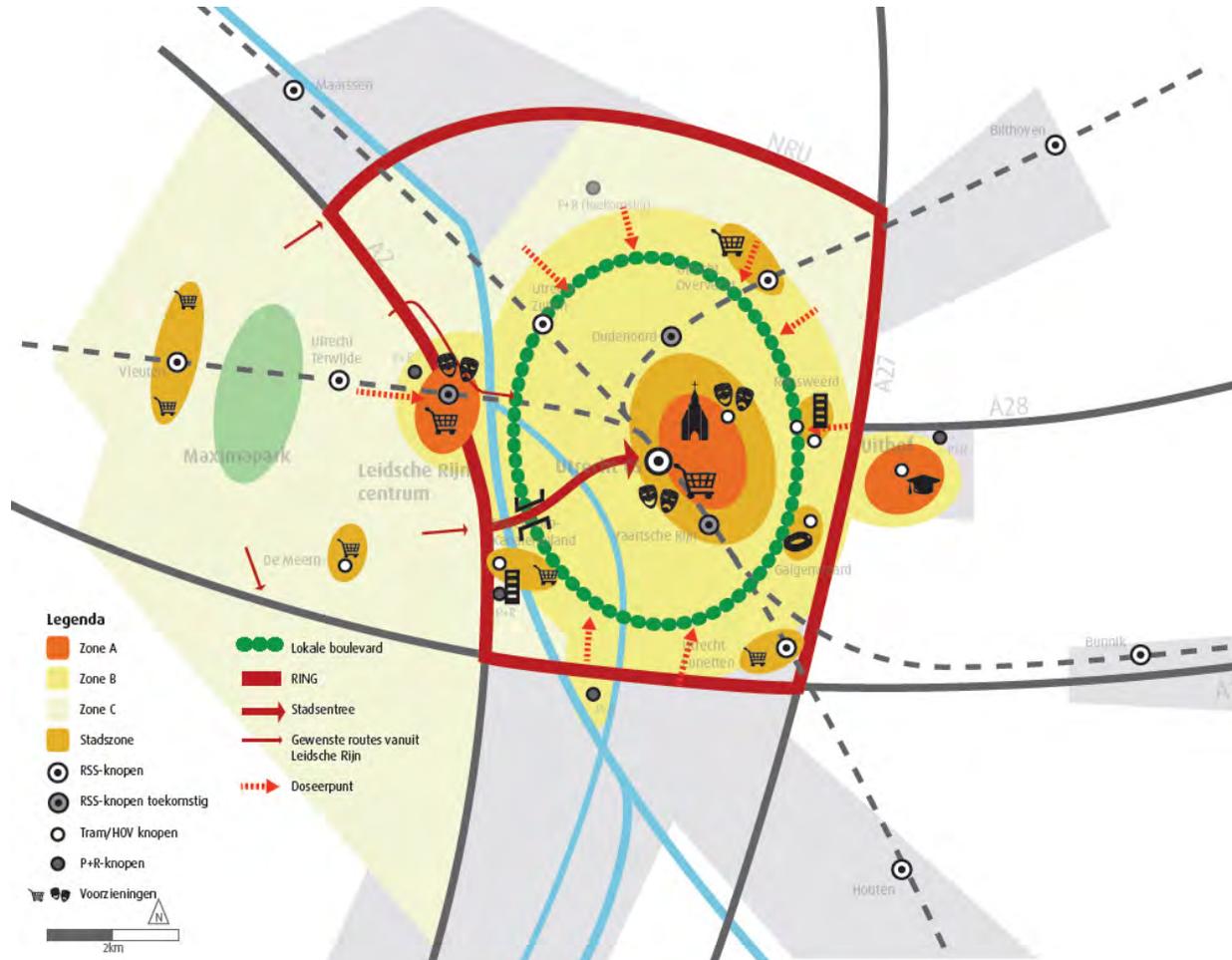


Central station Arnhem

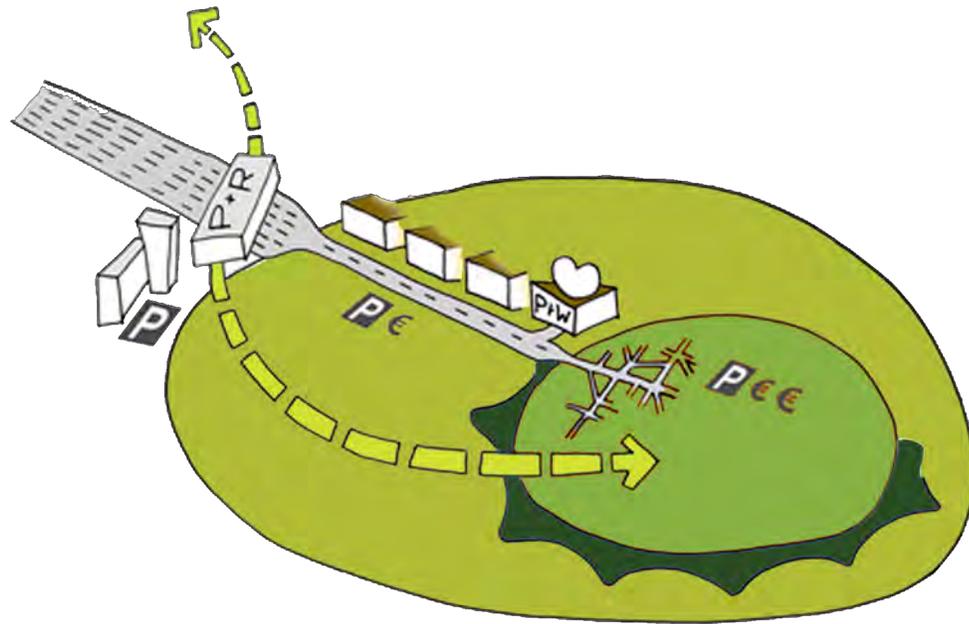


Central station in Rotterdam

Re-organize car networks to create space for other modes and civic life.

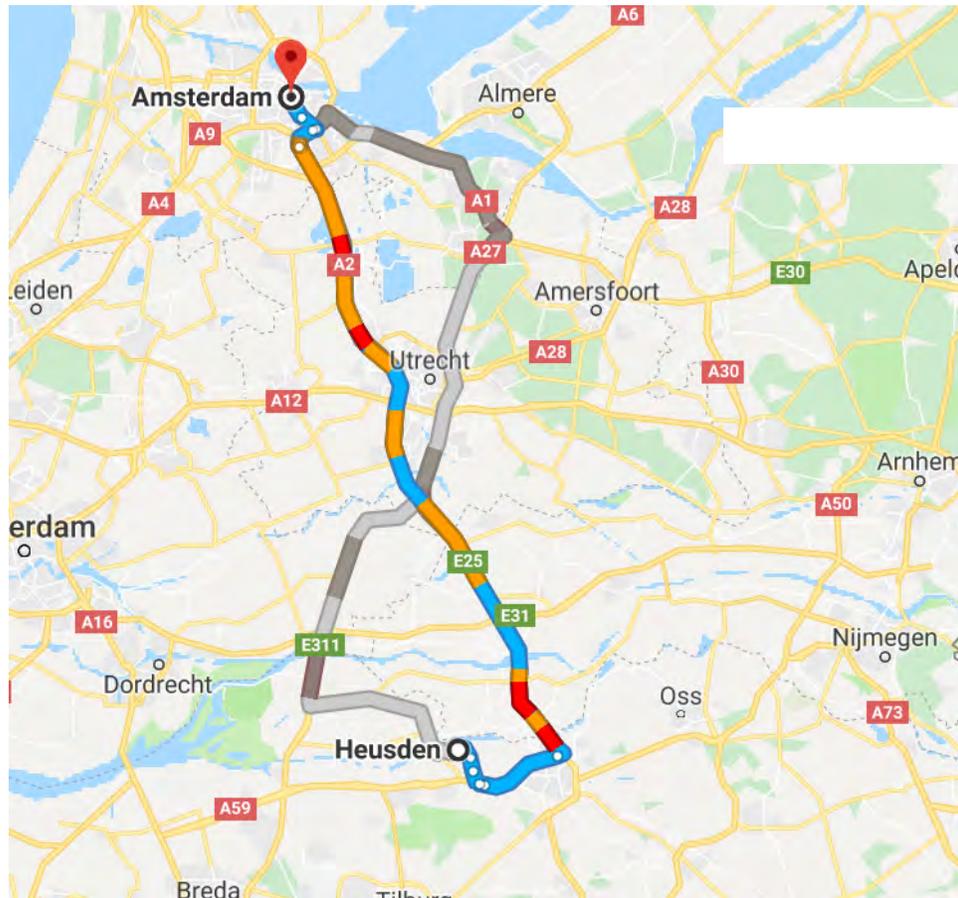


Parking strategy: offering choice





Daily commute by car



1 u. 15 min. - 2 u. 40 min.
(99,3 km)

via A2



The user-experience...from P+R



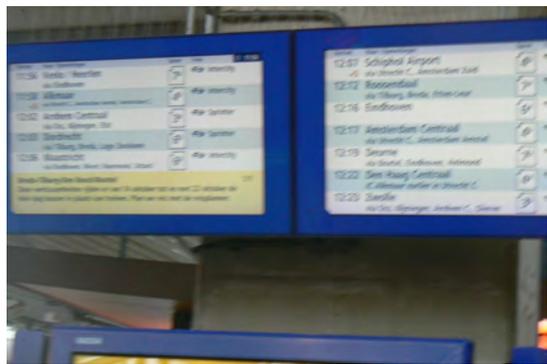


To the station...



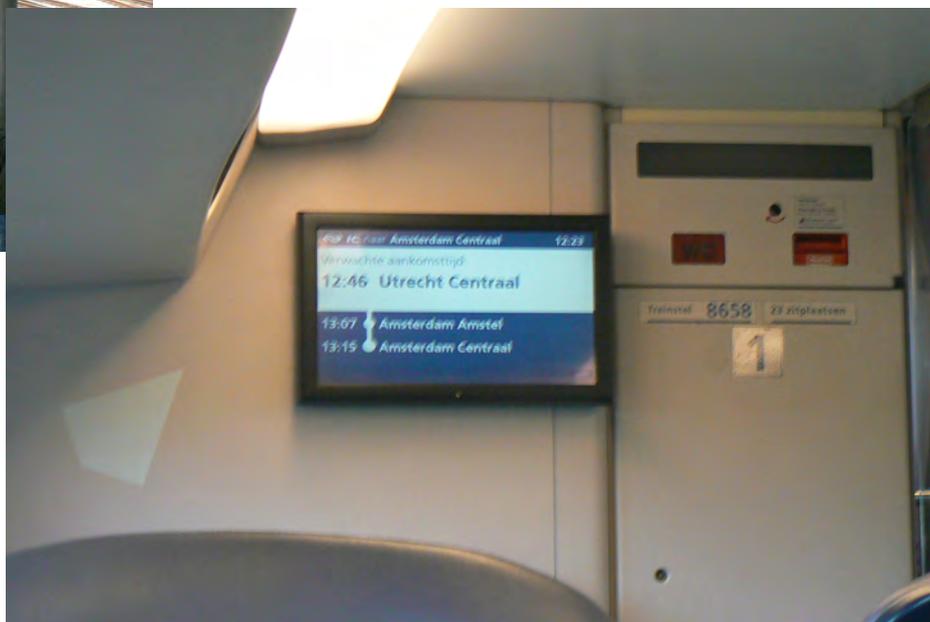


At the station





On the platform and in the train





From Amsterdam Central...



to the office.





Key elements

1. A competitive metropolitan public transport network in terms of speed, frequency, reliability and quality.
2. A safe and inviting cycling network (local and regional)
3. A comprehensive approach in PT and cycling creating an integrated and competitive mobility-option
4. Integrated mobility solutions (MAAS) in mobility hubs
5. A multi-layered Parking – policy: Park+Ride, Park+Bike, Park+Walk and Park+Stay
6. Attractive and mixed urban zones (A-zones)
7. Transit oriented development in zoning, corridors and nodes
8. Behavioral change by financial stimuli

Mobility hubs Utrecht

Reorganize mobility for new inner city urban development
– the example of Utrecht (the Netherlands)

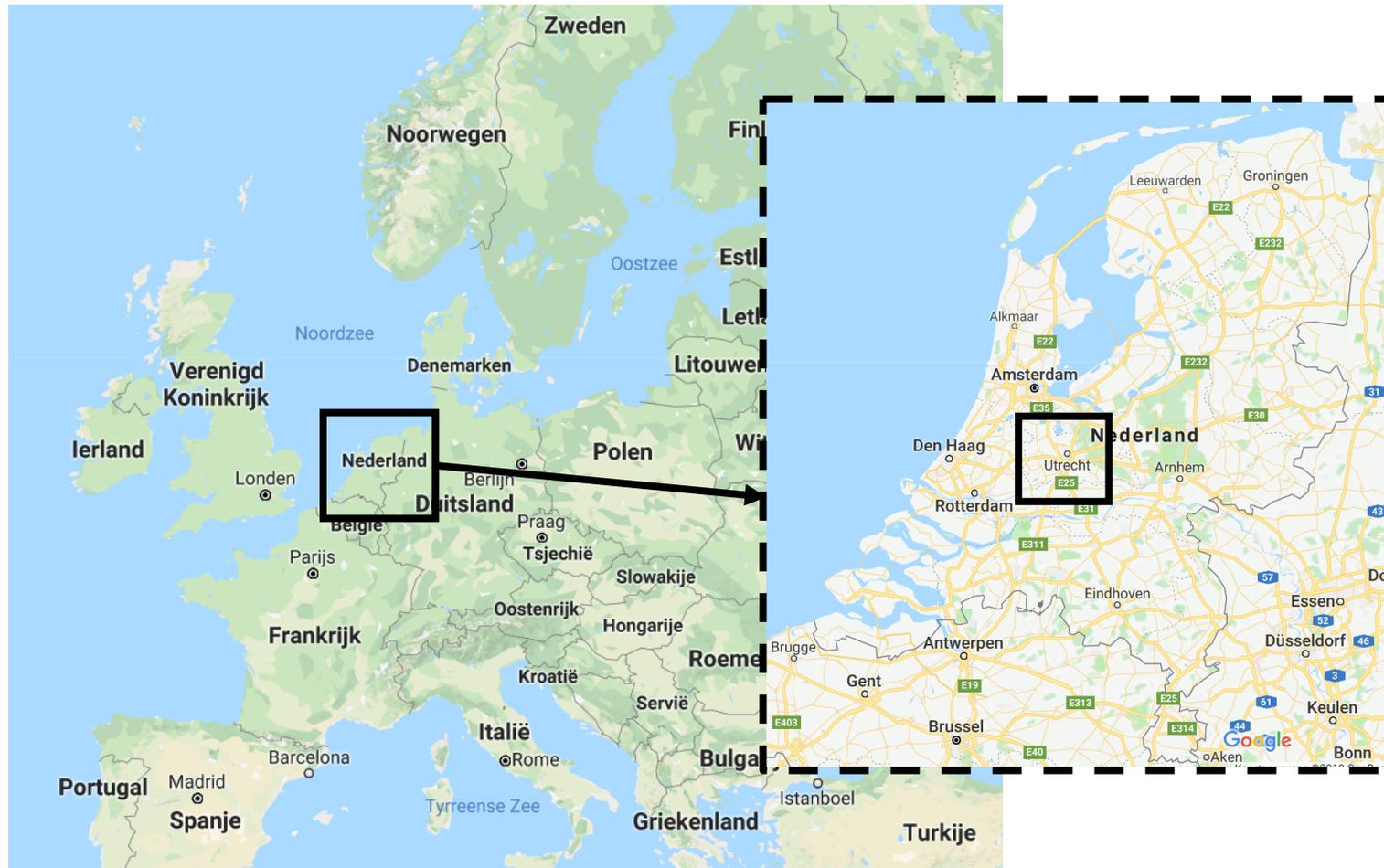


Lucas van der Linde MSc
Consultant Urban Mobility Planner
for Goudappel Coffeng

mobility
consultants
**Goudappel
Coffeng**

EXCELLENT
Urban Mobility Experts
CITIES

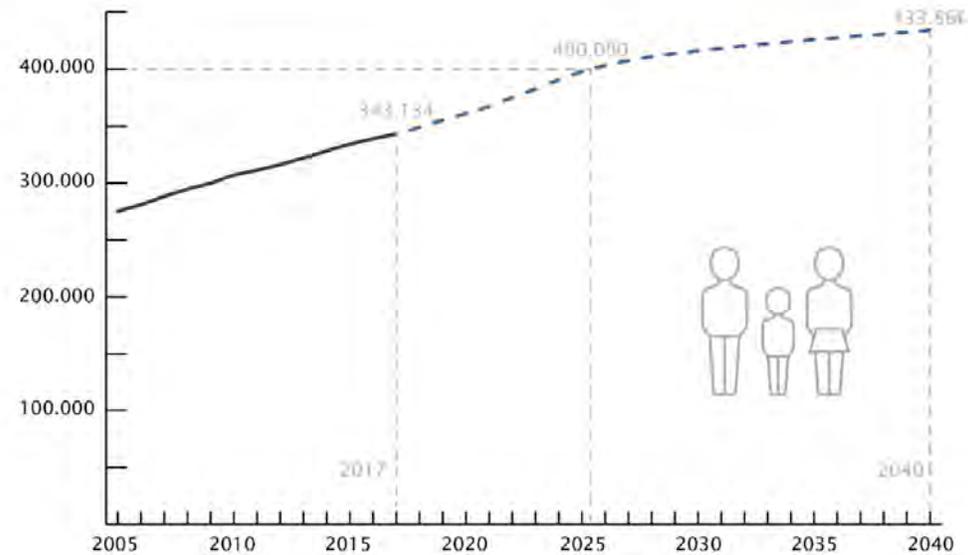
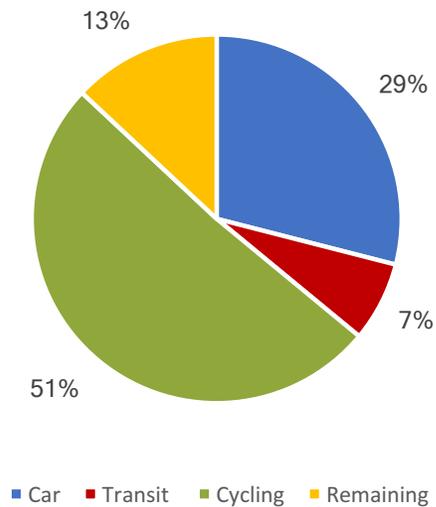
Utrecht



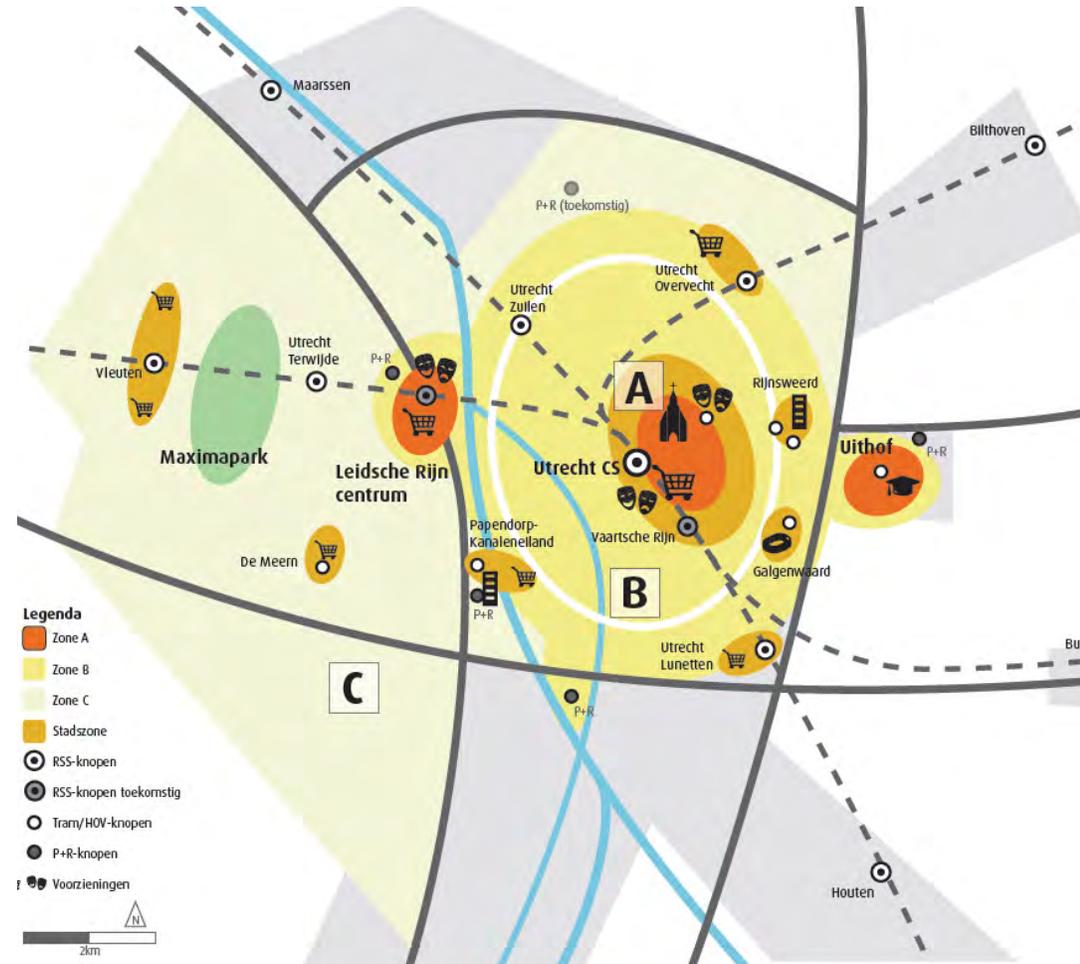


Utrecht

- 340,000 inhabitants → 400.000 in 2030 → 450,000 in 2035
- City chooses for inner city densification without increasing the amount of cars on the network by focusing on other modes



Mobility zones developed by the local government



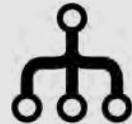
Mobility zones



Max priority and space for bicyclist/pedestrian



Recover balance between modes



Separation of structures and modes



Utrecht has a need for inner city densification, keeping the amount of car trips equal

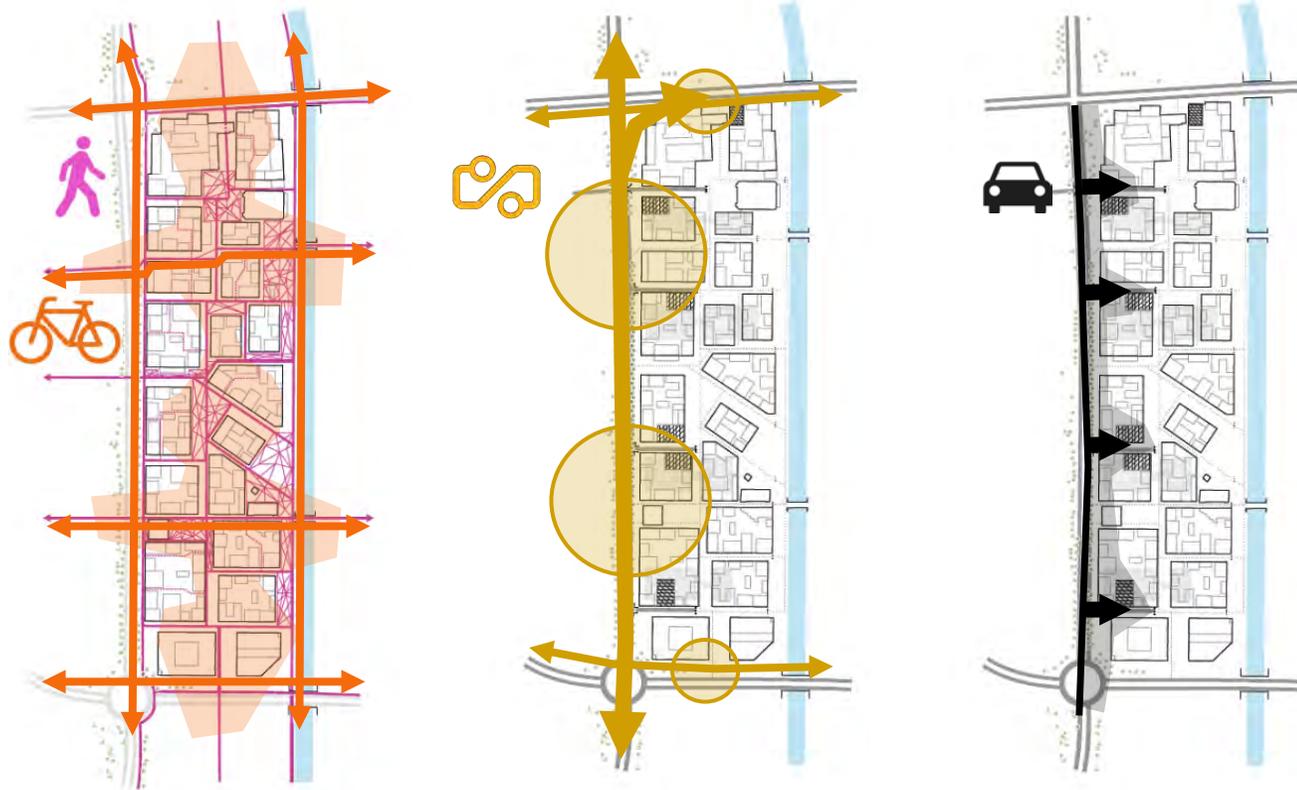




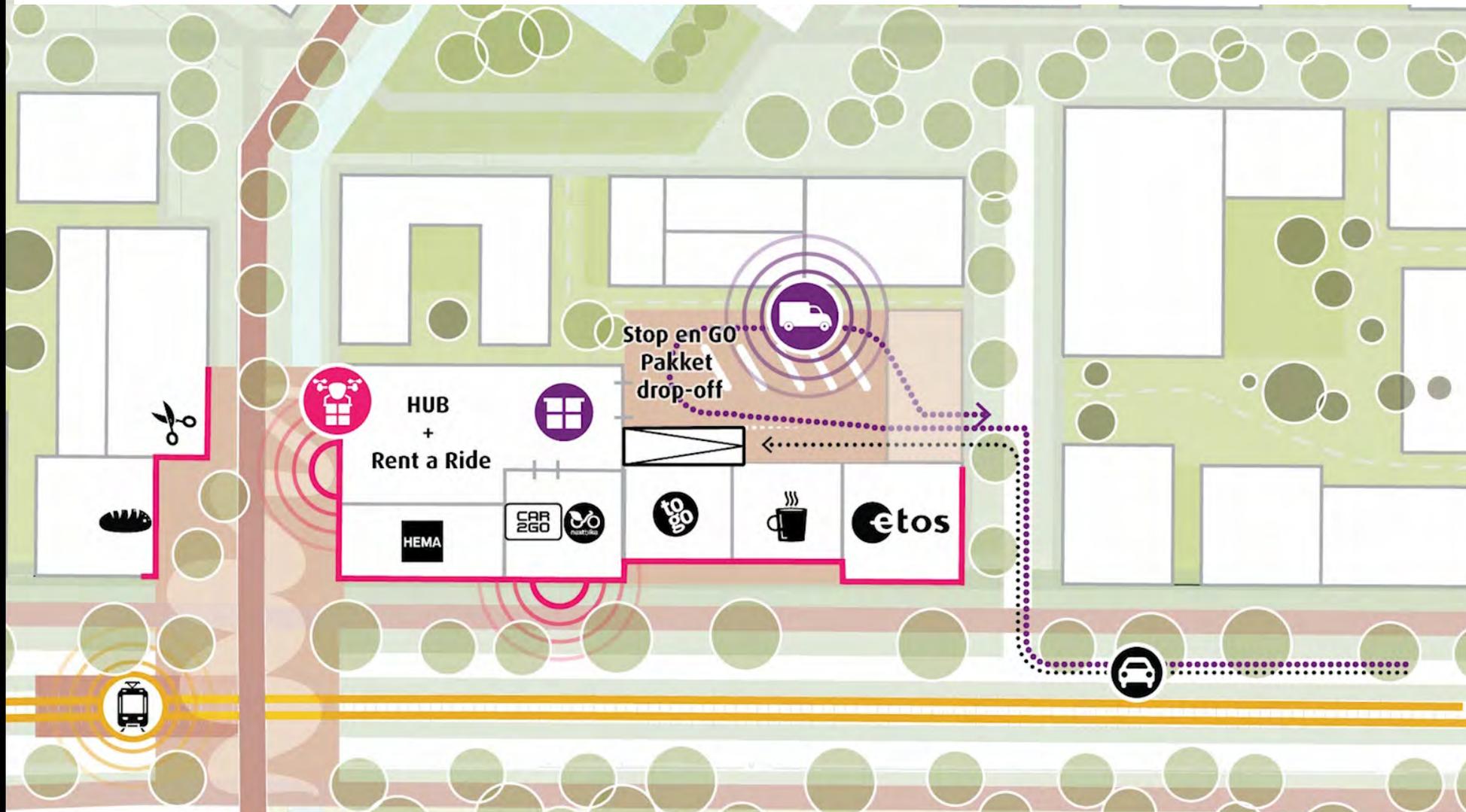
Smart Networks

Next generation transportation networks

- Cycling, walking and transit central, cars only allowed at the edges
- Parking garages underground



Mobility HUB



Mobility HUB – Governance



- City: responsible for mobility plan
- Province: responsible for the public transport plan
- State: responsible for the highway

Developing neighborhood

- Public-private partnership city and developers
- Shared interest of government and private developers

Can we make new mobility work Dutch style?

Nicole Soultanov, San Jose Project Manager, SPUR



Ideas + Action
for a Better City

Inter-modality US style



Photo credit: SFMTA



Photo credit: Sergio Ruiz for SPUR

Inter-modal public infrastructure

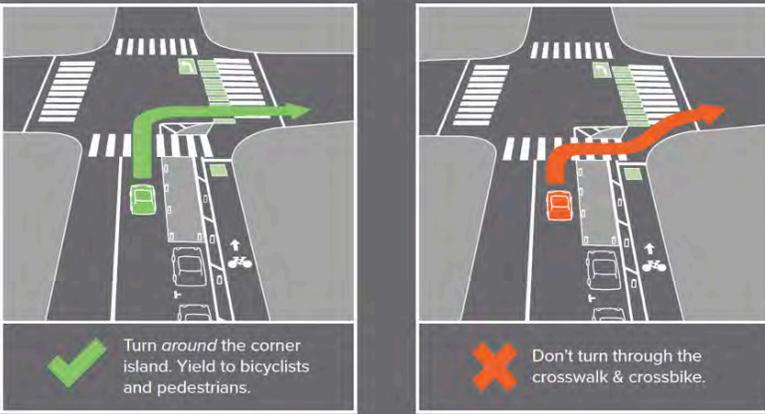


Photo credit: Bike hub

 **BETTER BIKEWAYS SJ**
Expand your city

How to make a right turn
in a protected intersection

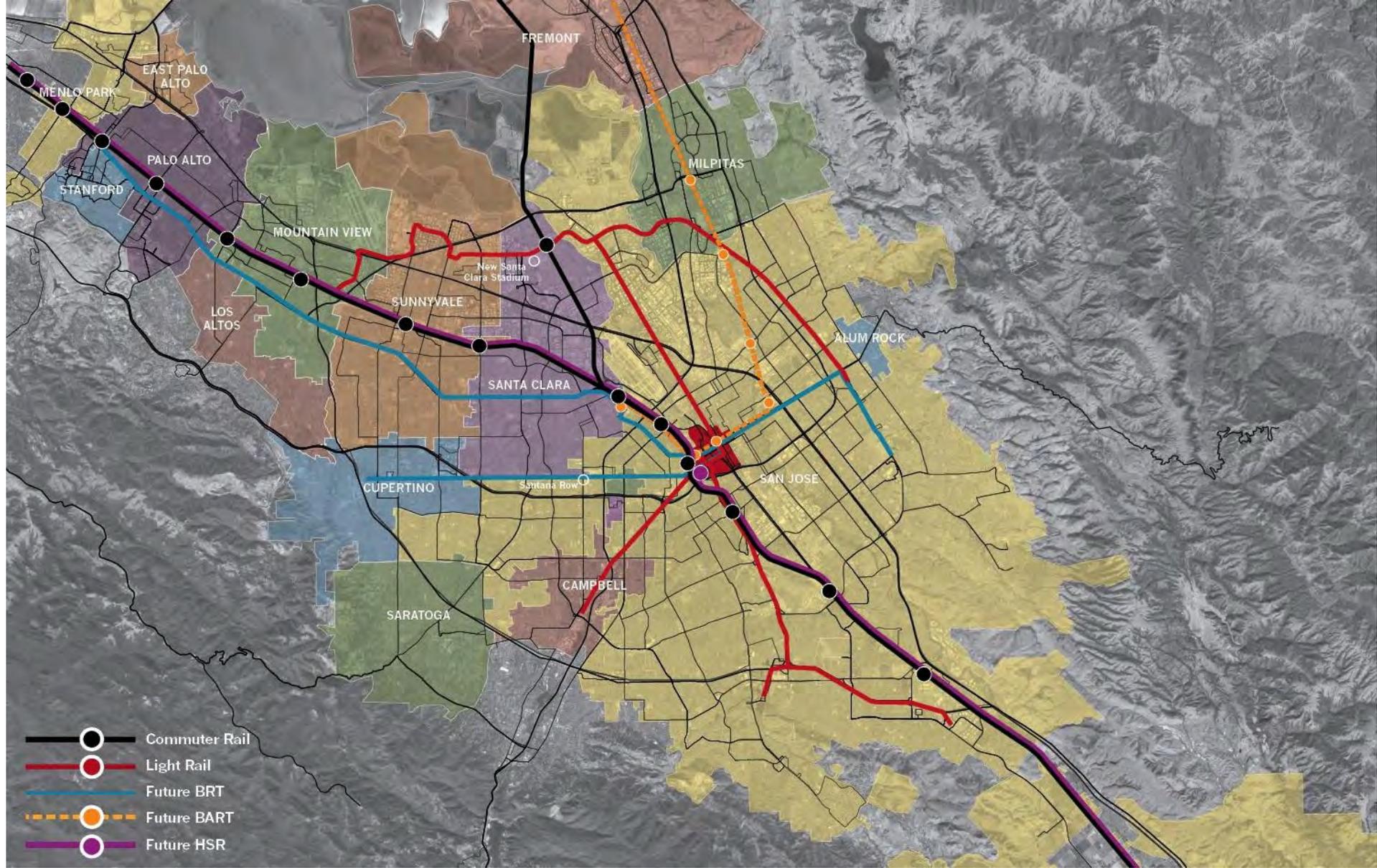

sanjoseca.gov/
betterbikeways



 Turn *around* the corner island. Yield to bicyclists and pedestrians.

 Don't turn through the crosswalk & crossbike.

Courtesy: City of San Jose

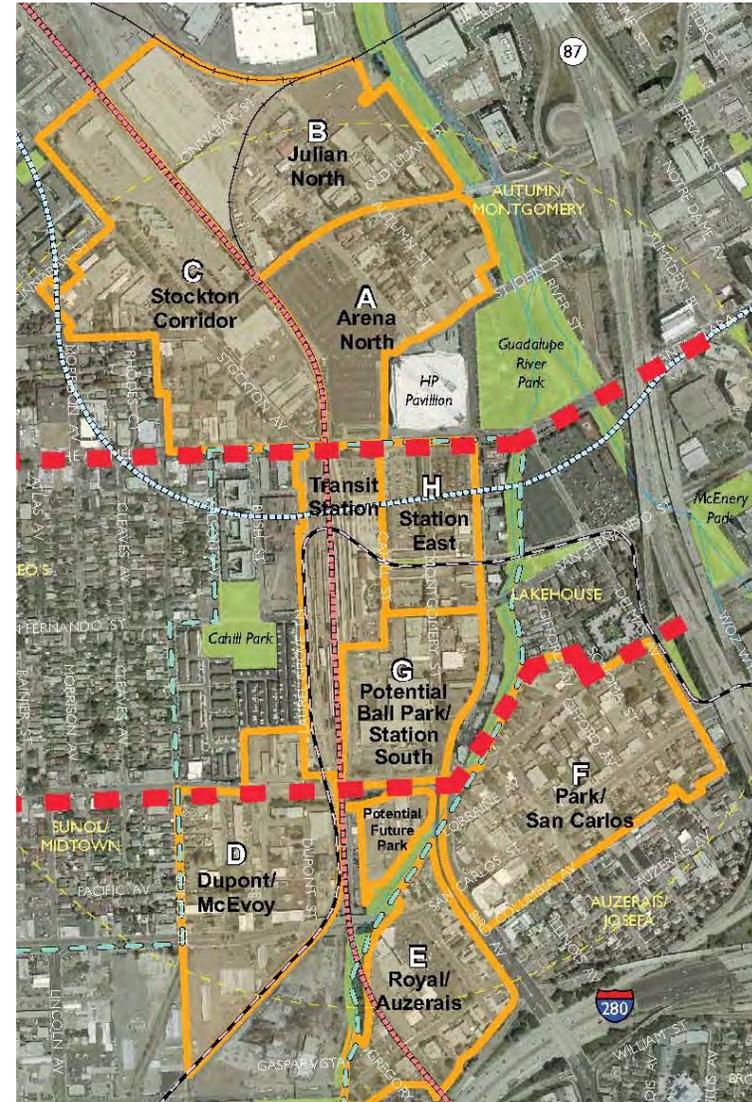


Diridon Station



C: Simulation Viewpoint: The Alameda, toward station

Courtesy: California High-Speed Rail Authority



Source: Diridon Station Area Plan, 2014





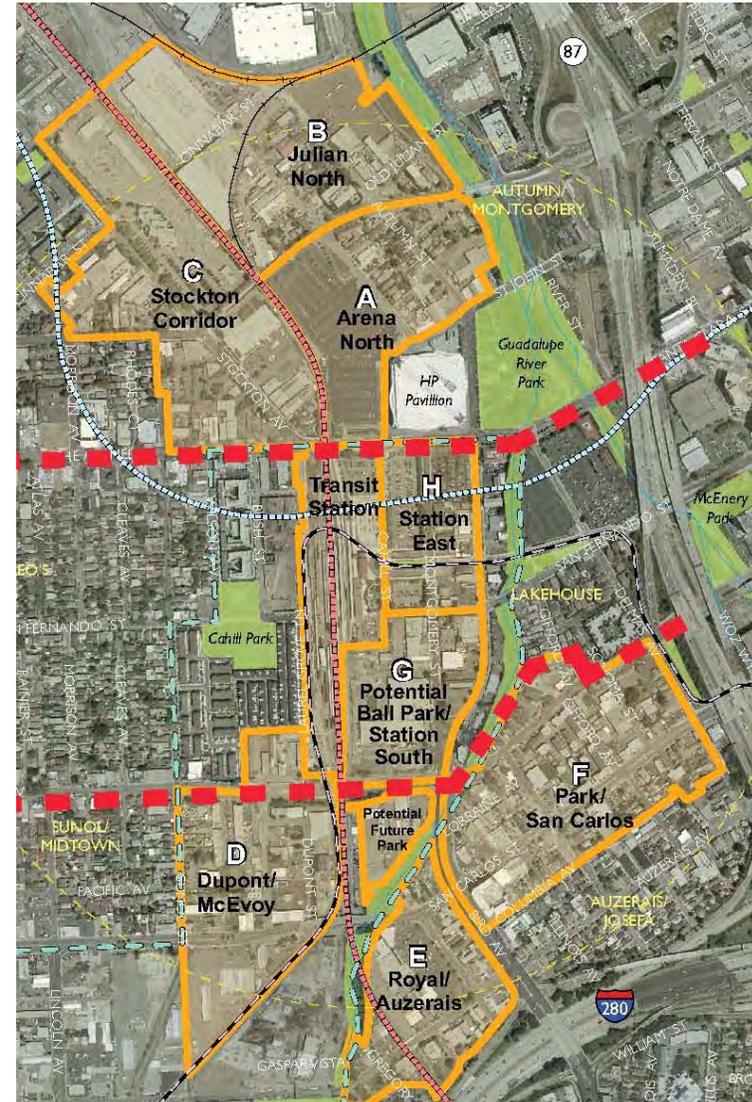


Diridon Station



C: Simulation Viewpoint: The Alameda, toward station

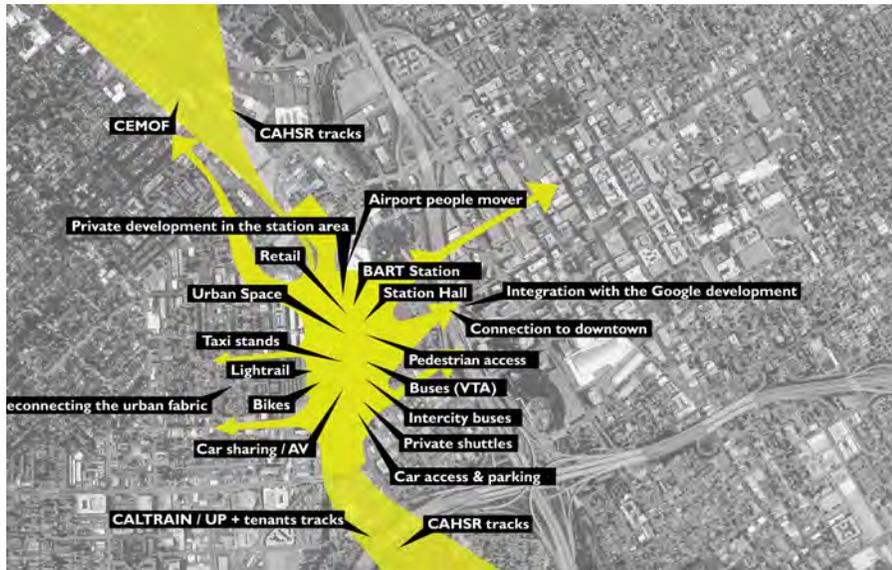
Courtesy: California High-Speed Rail Authority



Source: Diridon Station Area Plan, 2014



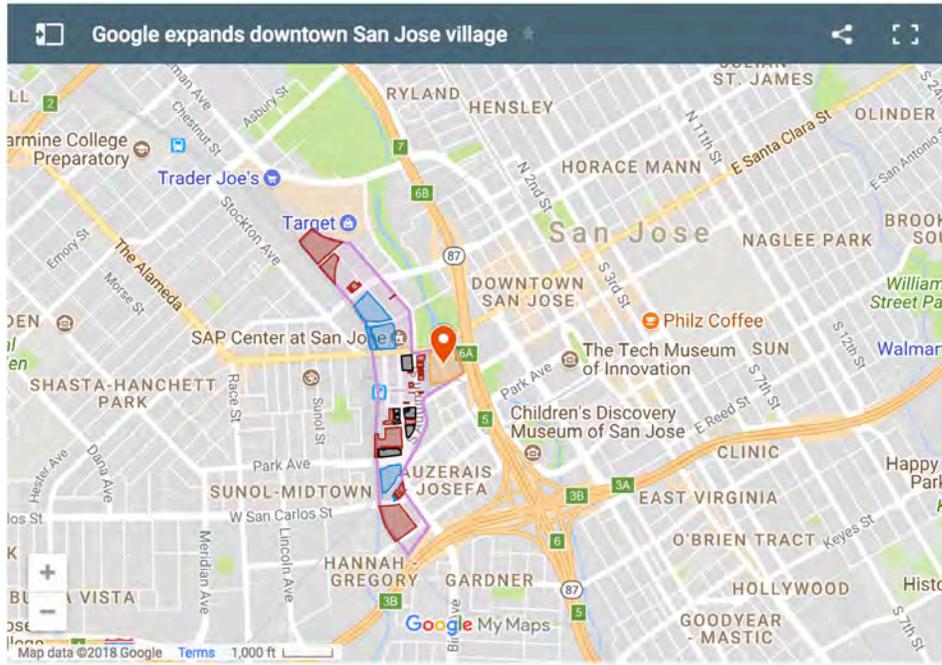
Diridon Integrated Station



Courtesy: Arcadis Benthem Crowel for Diridon Partner Agencies

GOOGLE VILLAGE PLAN

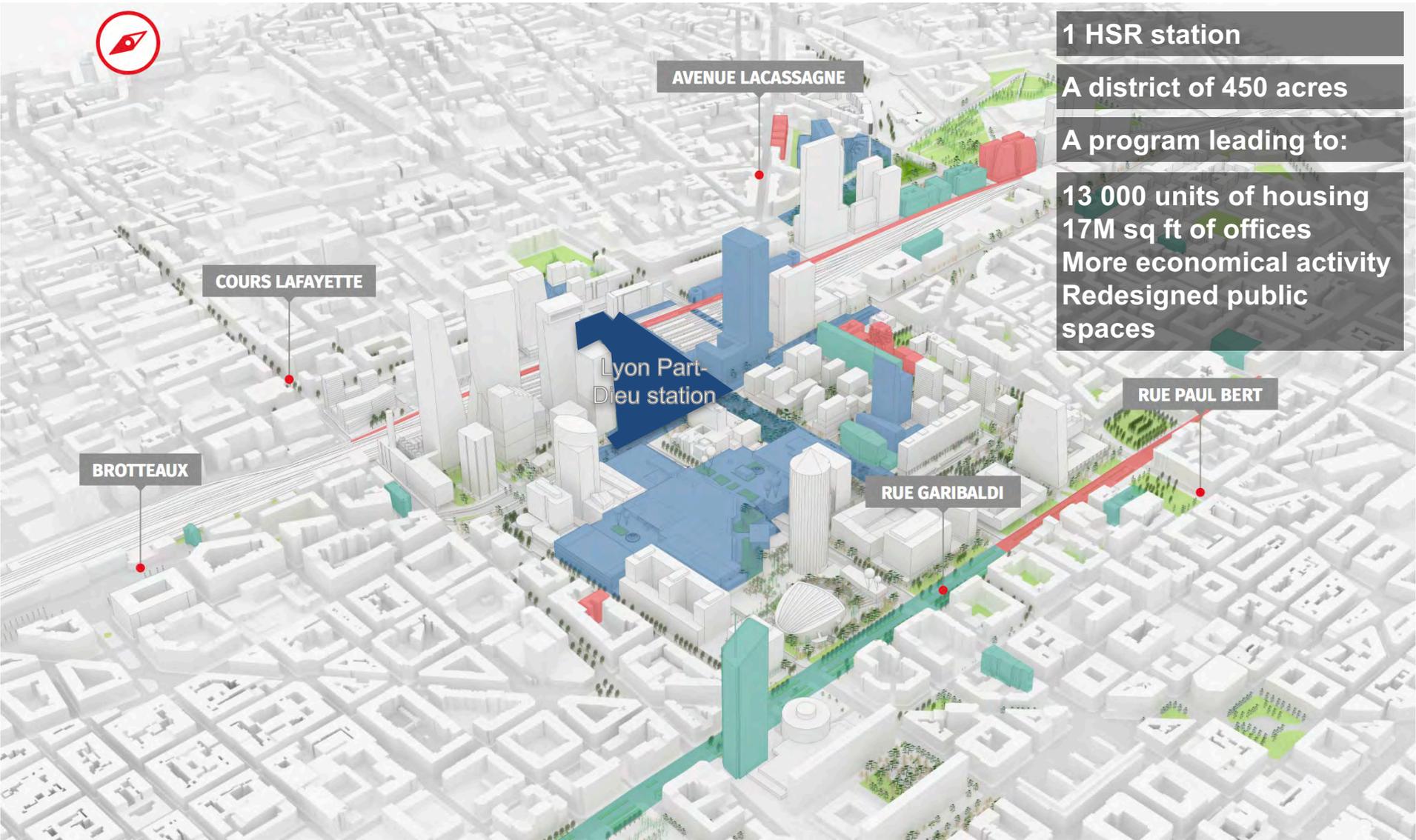
- 📍 Latest acquisition
- 🏠 City-owned properties undergoing approval process to be sold to Google
- 🏡 Parcels bought by Google/Trammell Crow team
- 🏢 Government-owned properties that Google is attempting to purchase
- 🟪 Approximate area where Google is interested in developing its village



Source: Mercury News - April 3, 2018



Photo credit: Sergio Ruiz for SPUR



Source: SPL Lyon Part-Dieu



SFMTA

Mobility in San Francisco: Needs and Lessons

SPUR Going Dutch: Lessons on Mobility

February 5, 2019

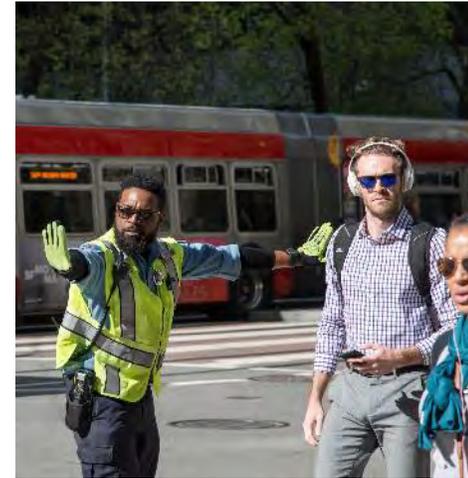
The SFMTA: Getting You Where You Need to Go



The SFMTA connects San Franciscans with their communities to enhance the economy, environment and quality of life in the city

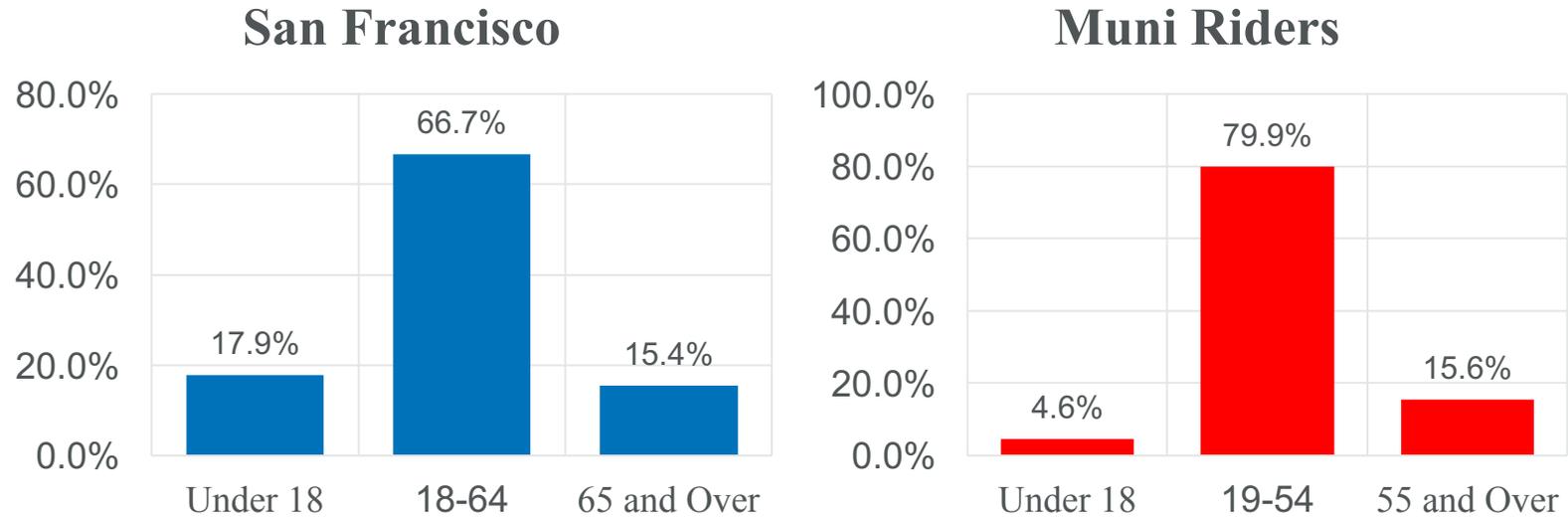


Whether you ride Muni, drive a car, walk, ride a bike, take a taxi or ride paratransit, the SFMTA helps you get where you need to go easily and safely



Muni Ridership: Age

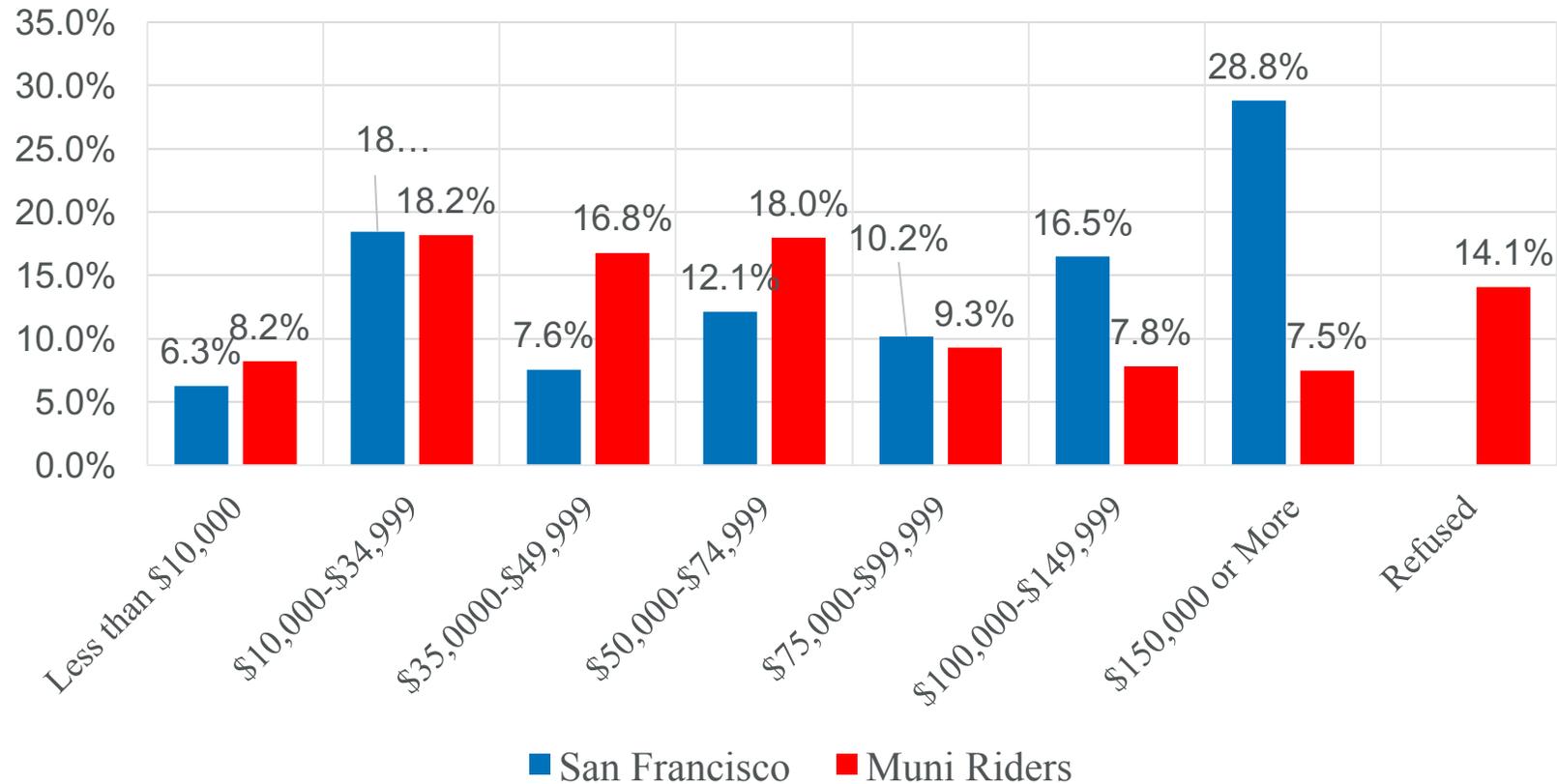
Muni Ridership Skews Toward Working-Age Adults



Trip Purpose	
Work	54%
Social or Recreational	28%
Personal Business	1%
School	8%

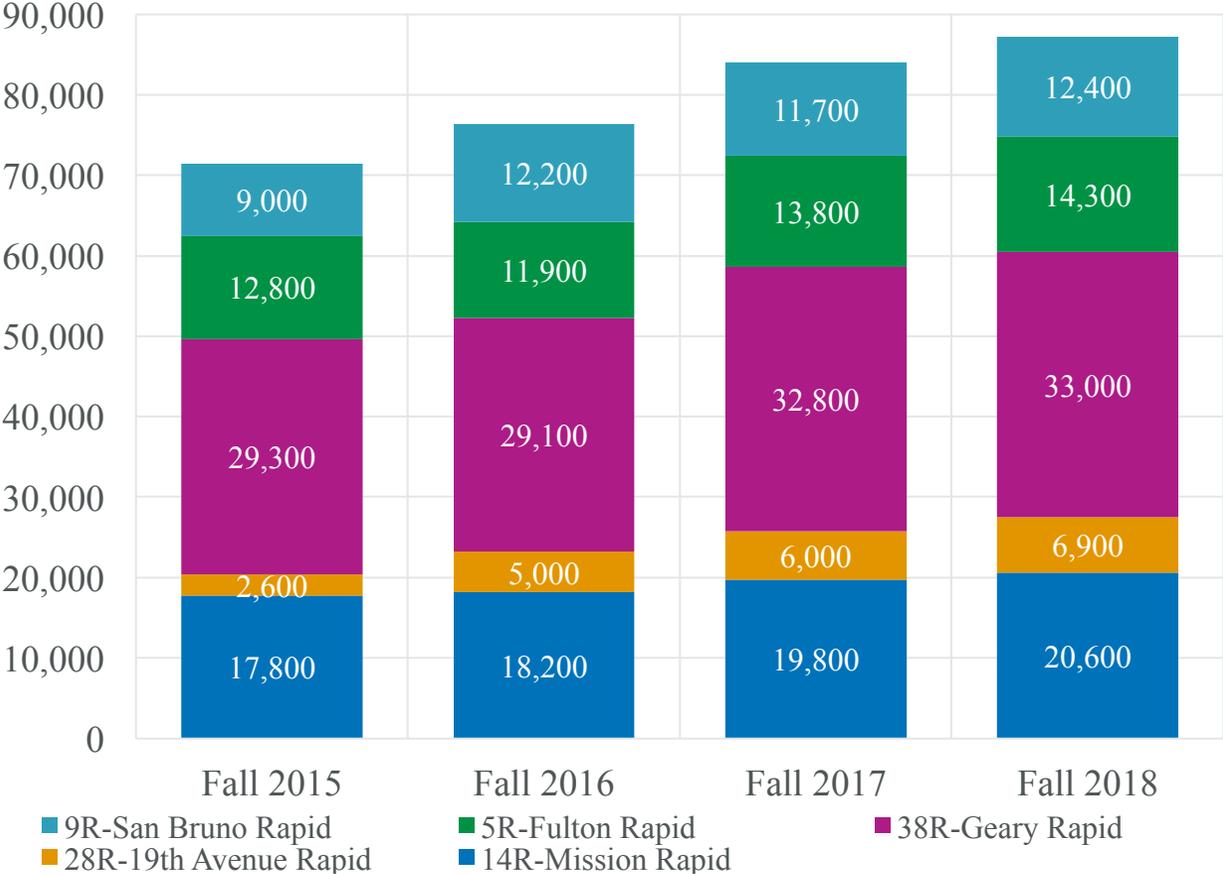
Muni Ridership: Income

Muni's Ridership is Economically Diverse, But Serving a Higher Proportion of the Working Poor



Ridership: Growing Where We Invest

Rapid Network: Average Weekday Boardings

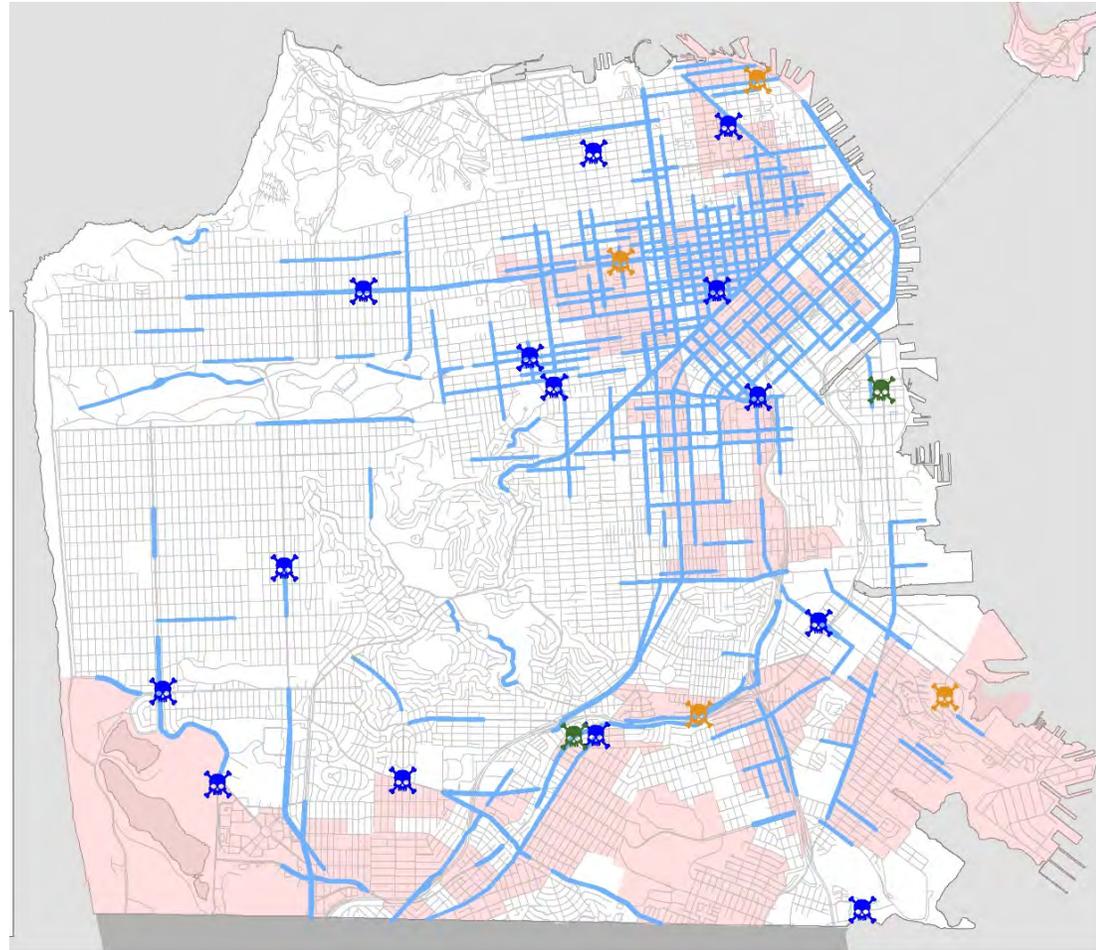


- Since 2015, Rapid Network ridership has increased by **22 percent**
- Added capacity and increased frequencies Improvements attracted new riders, but also shifted demand from local to Rapid service

Vision Zero: Safe Streets

Traffic Violence Disproportionally Impacts Vulnerable Populations

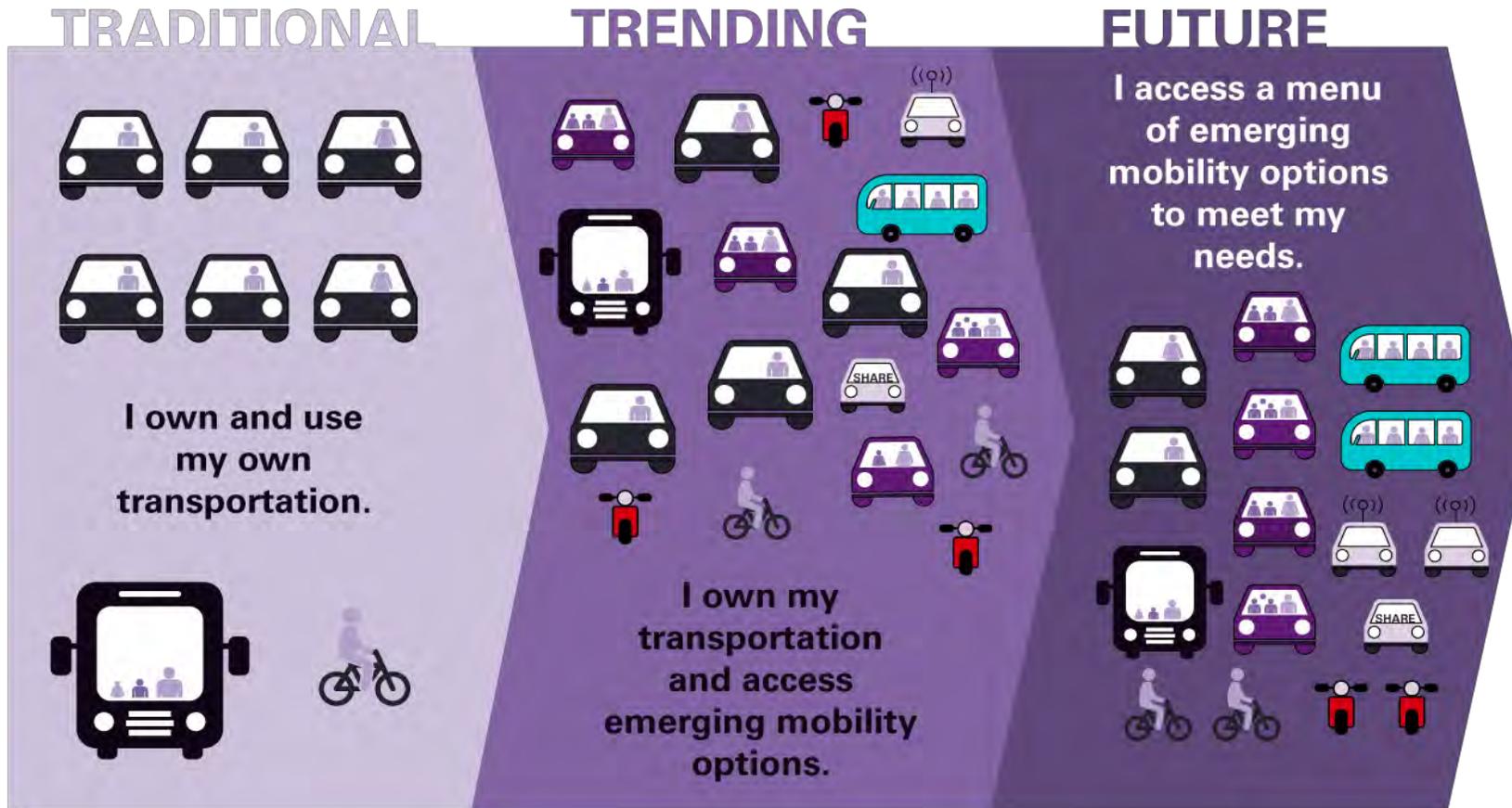
- In 2017, half of traffic fatalities occurred on the Vision Zero High Injury Network (HIN)
- Forty percent of fatalities occurred in a community of concern – half of which are on the HIN
- Among pedestrian fatalities, 50% were people age 65 and older and 79% were people age 50 +



Protected Bikeways



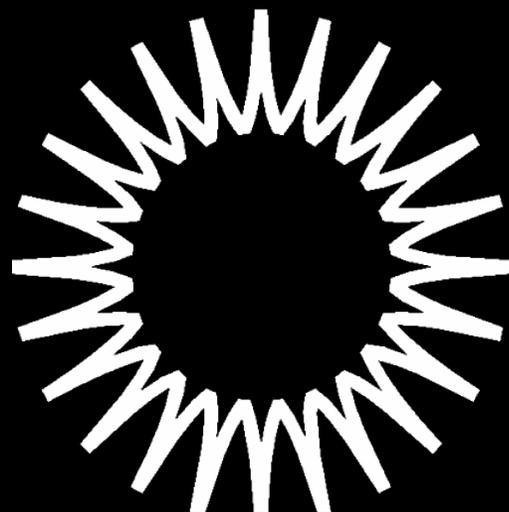
The Times They Are a-Changin'





Thank You

sarah.jones@sfmta.com



SPUR

Ideas + Action for a Better City

learn more at SPUR.org

tweet about this event:

@SPUR_Urbanist

#RegionalMobility