

What can we learn from Ljubljana approach?

Blaž Lokar, ZaMestoPoDveh

Radgipfel2015, Klagenfurt, 28.05.2015



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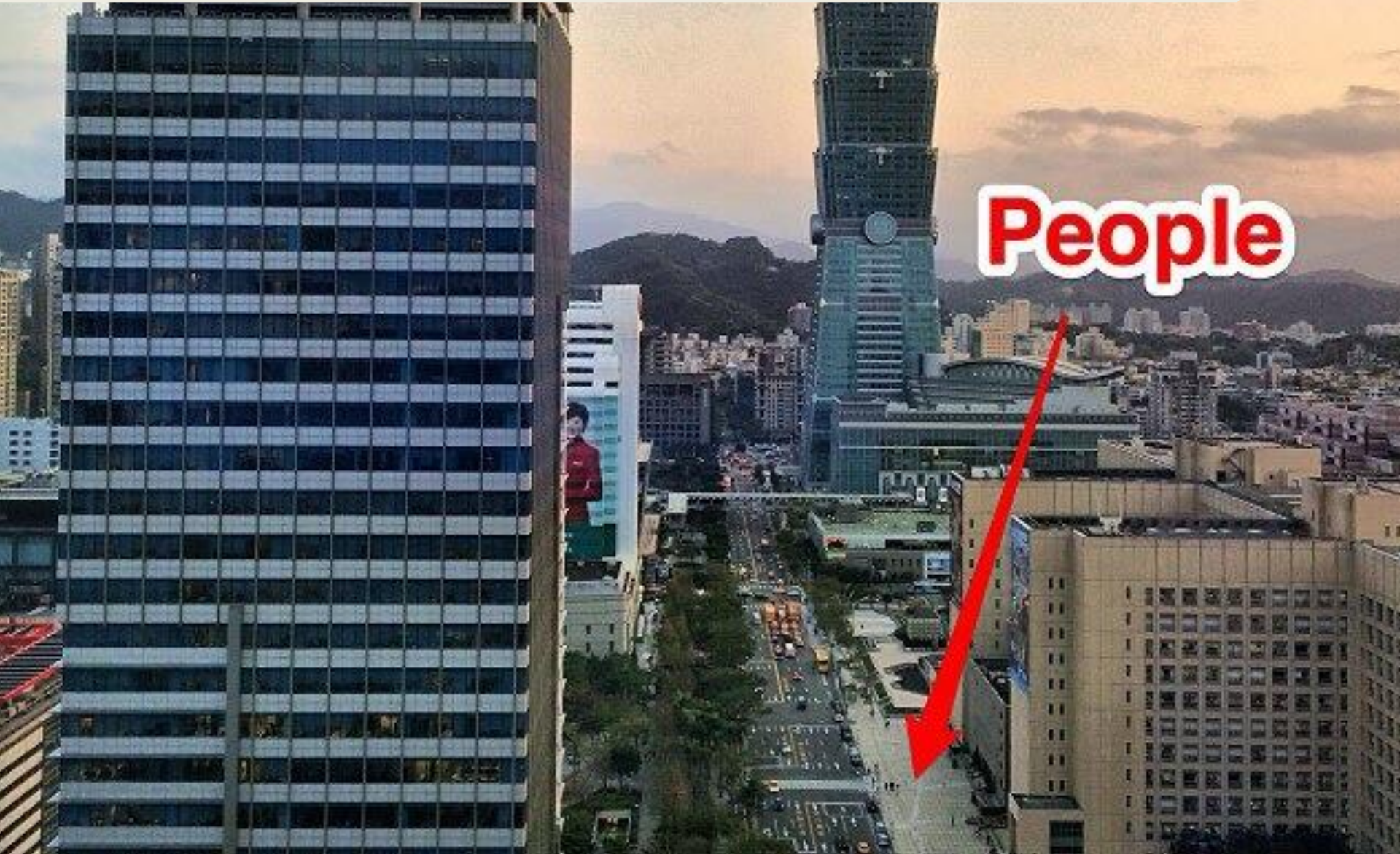
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河瑞(免)...





City at eye level is essential



60km/h Architecture



Large spaces, no details, no people

Human-scale Architecture



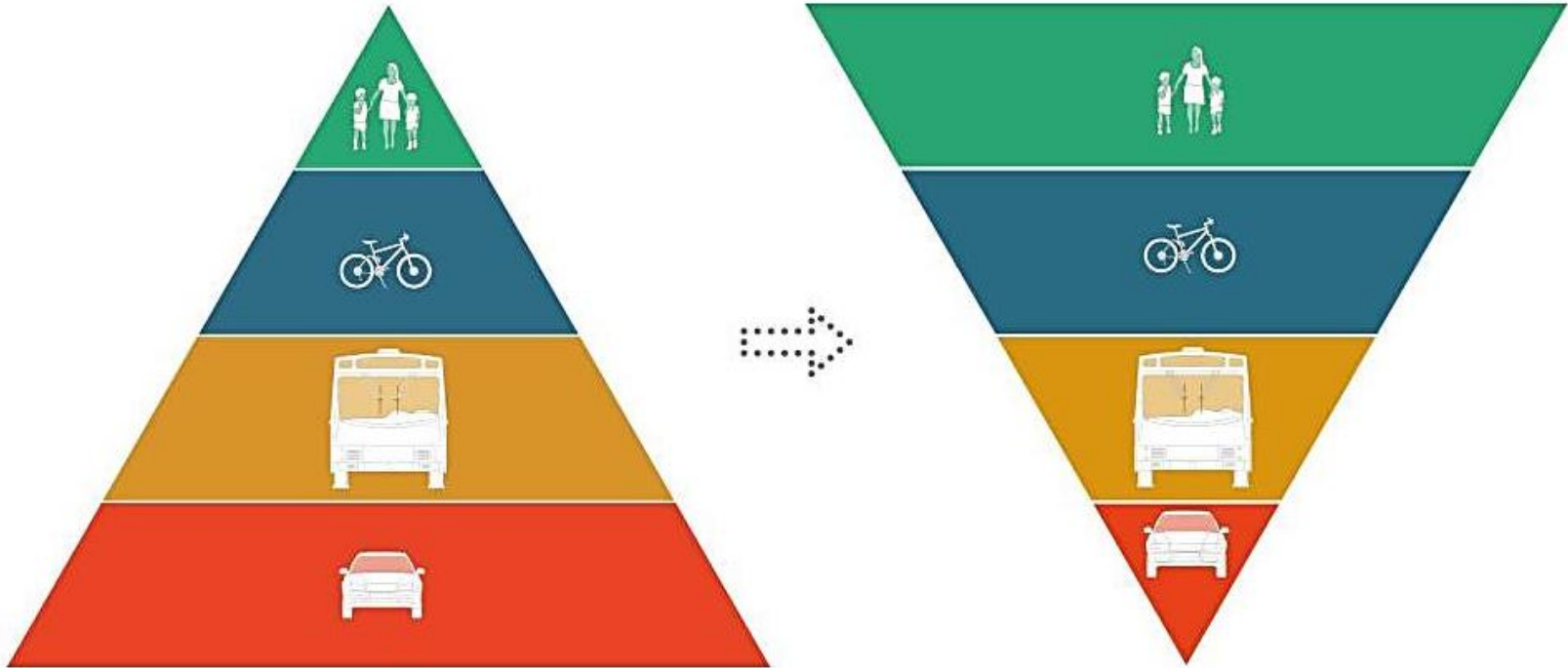
Small spaces, many details, many people



"You can have a city that is friendly to cars or friendly to people, you cannot have both."

- Enrique Penalosa

How to make the change?

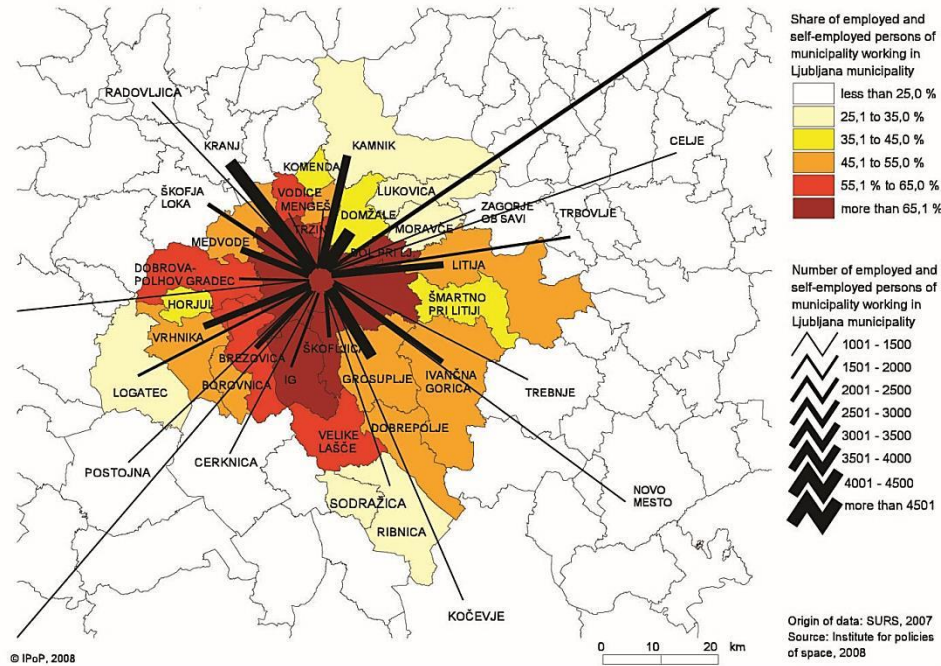
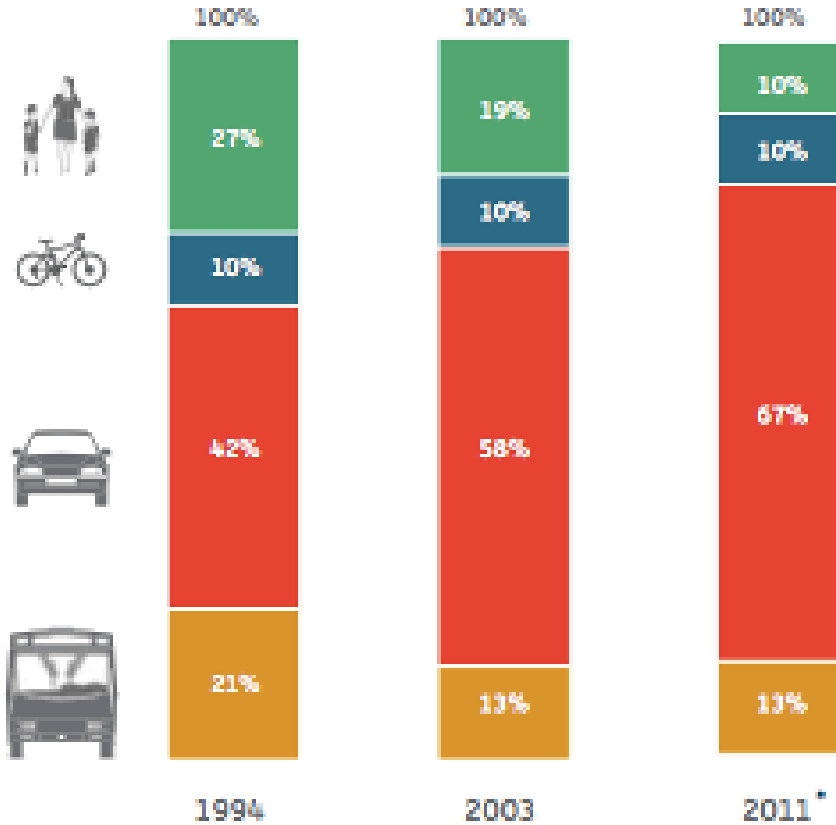


Reinventing bicycling in the city of Ljubljana

- This is a story of successful transformation into a more bicycle friendly city – step by step



Solving car traffic issues is Priority #1



Car usage has increased in past: +60% in 20 years

Giving more road space to cars



Dedicating more space for car parking



Bad traffic engineering



Hostile environment for cycling



How to make Ljubljana a leading cycling city in a hostile environment?



Incremental bottom-up approach

Recipe for transformation

Action 1 – Mobilize all stakeholders

Action 2 – Partner with the traffic engineers

Action 3 – Develop a new mobility plan

Action 4 – Promote new mobility paradigm

Action 5 – Improve bicycle infrastructure and culture

The gradual transformation in Ljubljana can be seen as a „just do it“ model for other cities?

Action 1 – Mobilize all stakeholders

- Civitas Elan
 - Awareness campaigns
 - Public round tables and lectures
- Bicycle Coordinator
- NGO participation
- Bicycle events

This action we consider a smart way to mobilize all stakeholders.





Organizing public round tables



Exchanging good practice

Bicycle Coordinator

Prioritizing bicycle issues within the municipality



▲ Today I met someone from the **Cycling Platform of Ljubljana** on one of the newly-renovated squares near the river. I find I often get to chat with people on the street, especially on sunny days.



▲ It makes me mad when people think they can park wherever they want so I called the towing service. They told me they would come right away and remove the car.



▲ The beautiful historic centre of Ljubljana is much nicer now with all the pedestrian zones and without all the cars.
▼ But today when I arrived at work I found a car directly in front of our shop – and it's in the pedestrian zone.



▲ Because I still had some time before I started work, I rode to the bakery around the corner to buy some breakfast.
▼ The car was already gone when I got back. The towing guys were fast!



NGO participation

Organizing bottom - up coalition





Jan Gehl giving a street lecture on quality of life in cities

Street party - lecture



More than 130 events since 2009



Action 2: Partner with traffic engineers

Develop new pilot projects with traffic engineers

- Introduce bike boxes
- Redesign crossings using bicycle-friendly principles
- Introduce safe bike lane
- Promote pilot projects

We consider this action a smart move by partnering with Traffic Engineers before defining an overall mobility plan. Pilot projects provide a bottom-up approach, where people can see and experience the changes.

Pilot Bike box

Choosing location with heavy bicycle traffic



Pilot safe cycle lane

Introducing white thermoplastic
rumble strips



Pilot redesign crossing



Removing right turn slip lanes



Pilot redesign crossing

Follow desire lines for cyclist



Pilot redesign crossing

3 sec pre-green for cyclist



Pilot redesign crossing

Priority stop line for cyclists

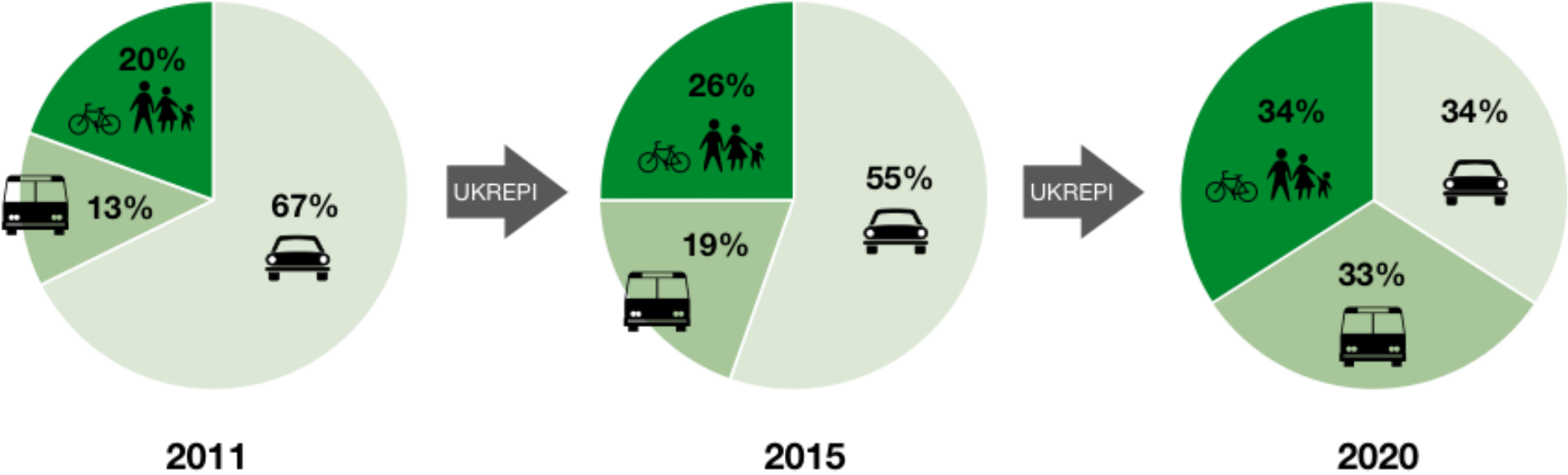


Action 3: Develop new mobility plan

- Sustainable mobility plan
 - Set measurable targets
 - Define action plan
 - Define measures
 - Include Traffic Design Manual

This action we consider a step to create a new mobility paradigm, driving its implementation by results and independent of political preferences in the city council.

Main goal of new mobility plan is balanced modal split and increased share of cycling



Set measurable targets

Measurable targets will allow you to assess and monitor the results



20% more walking



40% more cycling



50% more PT



20% less driving

5 automatic bike counters are used to measure success

13 actions to be implemented by 2015

40% increase of bike to work trips

- 1- Connect primary and secondary bike routes
- 2- Remove unsafe design from the network
- 3- Add 500 bike stands per year for employees
- 4- Expand bike share program
- 5- Promote city cycling
- 6- Add 3 covered bicycle storage

50% increase of bike to school trips

- 7- Create safe bike to school routes
- 8- Add 1.000 bike stands per year at schools and faculties
- 9- Expand payable on-street parking near schools and faculties
- 10- Promote bike to school cycling
- 11- Add new bike boxes
- 12- Install 3 visible bike counters on main routes
- 13- Install 3s pre-green at main crossings

Unify design principles for cycle infrastructure

DIREKTNO VODENJE V KRIŽIŠČU



KOLESARSKI OTOK



FIZIČNA LOČITEV



FIZIČNA LOČITEV



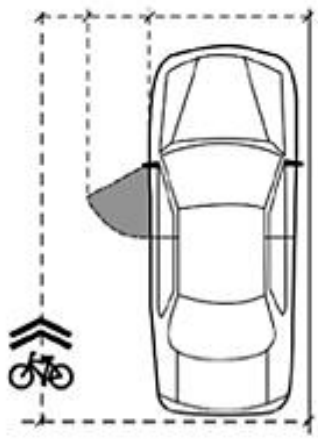
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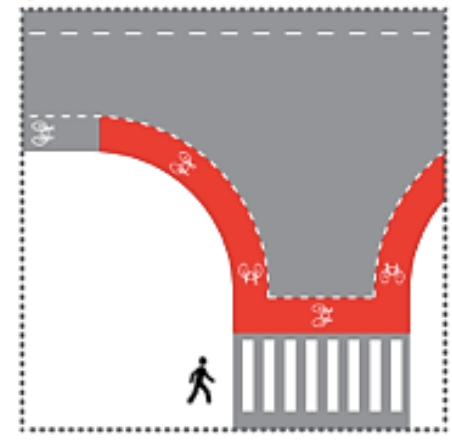



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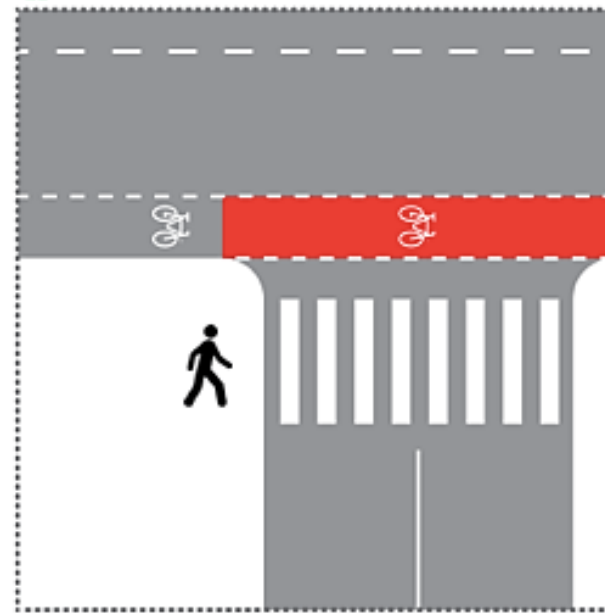


Set design principles for intersections

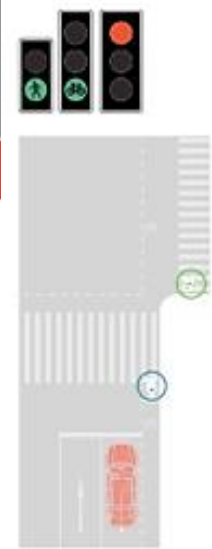
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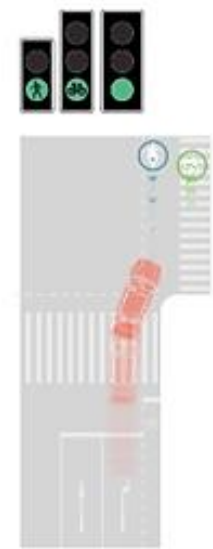
 FAZA 1



FAZA 2



FAZA 3




 PREKINJEN PLOČNIK




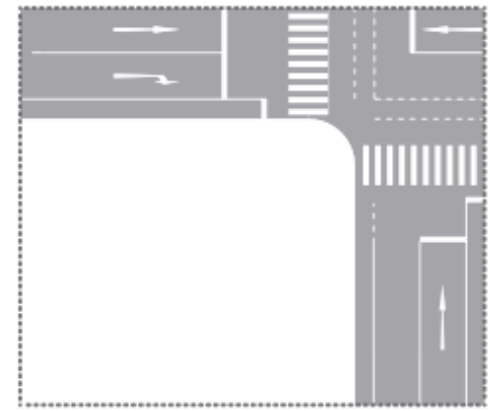
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Action 4: Promote new mobility paradigm

- Bike share
- Expert lectures
- Campaigns
- Mobility week
- Visual communication

This action we consider a smart way to gain public support for cycling improvements.

Bike share

Bike sharing system introduced in 2011



Expert lectures

Exploring shared space concept with Peter de Haan, Institute for Shared Space



Exploring new architecture in the city by bicycle



Public events



Bicycle to work campaign



Mobility week

Closing streets for car traffic

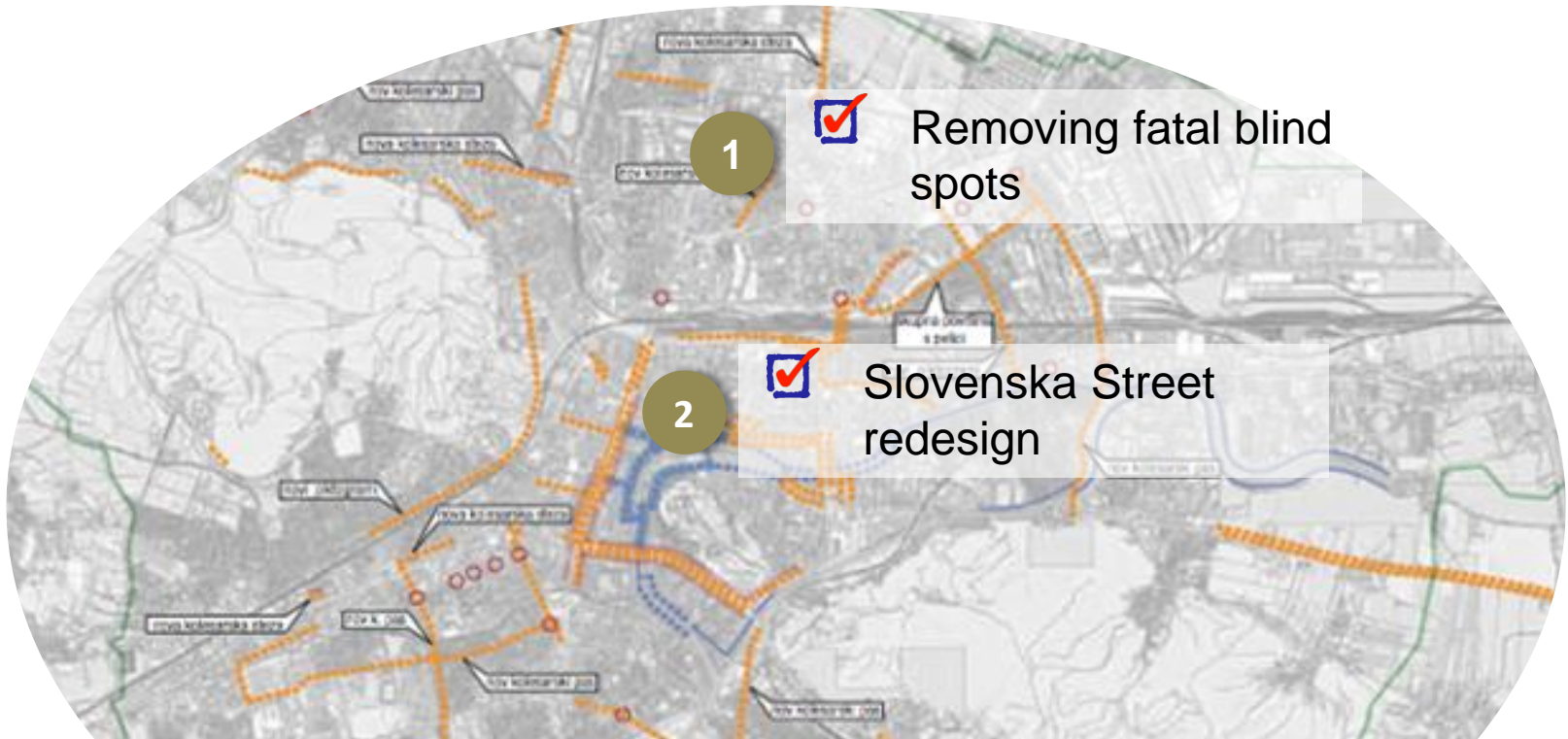


Visual communication

Communicating before-after changes to public



Action 5 – Systematically improve bicycle infrastructure



This action we consider to increase the bicycle modal share.

Positive messages

<https://www.youtube.com/watch?v=00A0xk7Q2xE>

Removing fatal blind-spots 1



Slovenska street redesign 2

Main street through the center lacking cycling infrastructure



Slovenska street redesign

Alternative uses have been repeatedly explored



Slovenska street redesign

Promoting changes



Pilot – testing the new design



Slovenska street redesign

No cut-through car traffic, new shortcut for cyclist through the city center







Bicycle culture flourishing



We are at no point of return to achieve sustainable mobility

Lessons learned?



We have a choice



Change management is our real business

"The topic is transportation, but our real business is change management. 90% of people need to see things to believe." @gabe_klein #CityLab

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Transformation is about passionate people



Act NOW

JUMP!



DON`T BE THE BOILED FROG

If Ljubljana can do it, your city can do it too!

