

Barcelona Mobility Dialogues

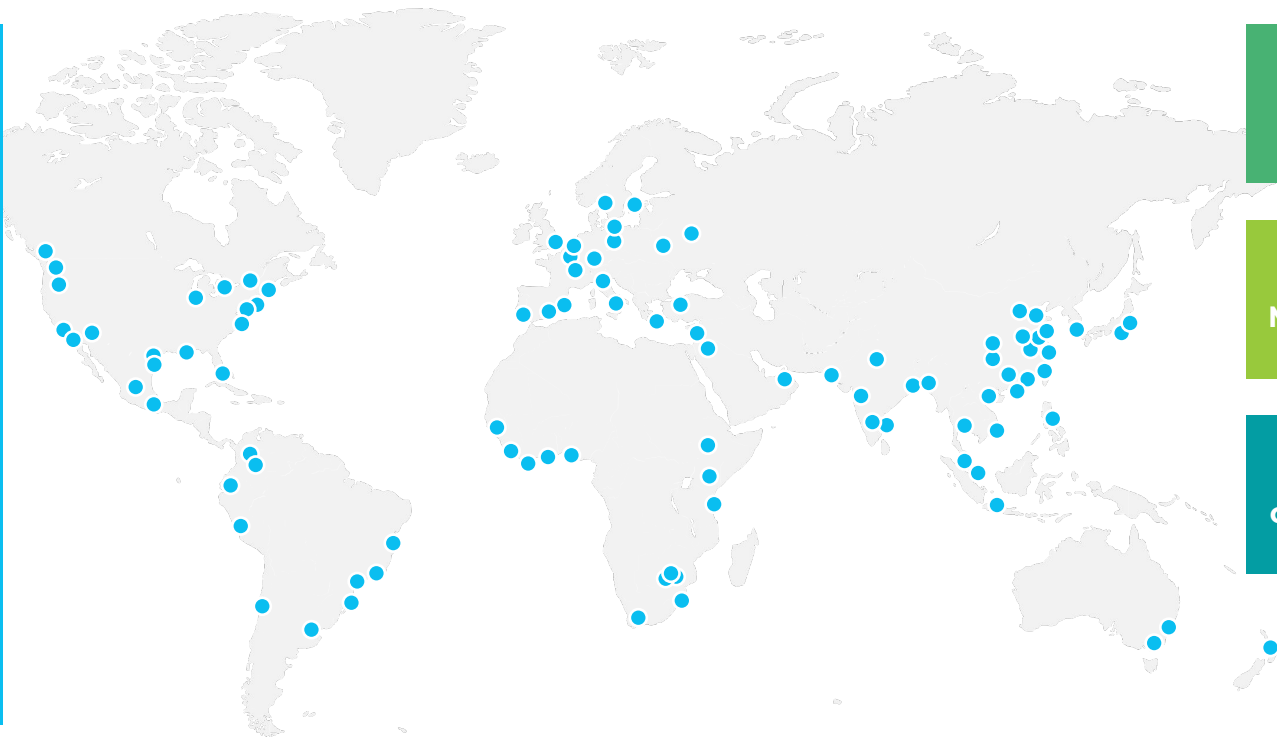


Mariola Panzuela
March 17th, 2023

The C40 Cities Network

C40 is a network of mayors of nearly 100 world-leading cities collaborating to deliver the urgent action needed right now to confront the climate crisis.

Together, we can create a future where everyone, everywhere can thrive.



97
Cities

700
Million people

25%
of Global GDP

AFRICA: ABIDJAN – ACCRA – ADDIS ABABA – CAPE TOWN – DAKAR – DAR ES SALAAM – DURBAN (ETHEKWINI) – EKURHULENI – FREETOWN – JOHANNESBURG – LAGOS – NAIROBI – TSHWANE
CENTRAL EAST ASIA: BEIJING – CHENGDU – DALIAN – FUZHOU – GUANGZHOU – HANGZHOU – HONG KONG – NANJING – SHANGHAI – SHENZHEN – QINGDAO – WUHAN – ZHENJIANG
EAST, SOUTHEAST ASIA & OCEANIA: AUCKLAND – BANGKOK – HANOI – HO CHI MINH CITY – JAKARTA – KUALA LUMPUR – MELBOURNE – QUEZON CITY – SEOUL – SINGAPORE – SYDNEY – TOKYO – YOKOHAMA
EUROPE: AMSTERDAM – ATHENS – BARCELONA – BERLIN – COPENHAGEN – HEIDELBERG – ISTANBUL – LISBON – LONDON – MADRID – MILAN – MOSCOW – OSLO – PARIS – ROME – ROTTERDAM – STOCKHOLM
TEL AVIV – WARSAW | LATIN AMERICA: BOGOTÁ – BUENOS AIRES – CURITIBA – GUADALAJARA – LIMA – MEDELLÍN – MEXICO CITY – RIO DE JANEIRO – SALVADOR – SÃO PAULO – SANTIAGO – QUITO
NORTH AMERICA: AUSTIN – BOSTON – CHICAGO – HOUSTON – LOS ANGELES – MIAMI – MONTRÉAL – NEW ORLEANS – NEW YORK – PHILADELPHIA – PHOENIX – PORTLAND – SAN FRANCISCO – SEATTLE
TORONTO – VANCOUVER – WASHINGTON DC | SOUTH & WEST ASIA: AMMAN – BENGALURU – CHENNAI – DELHI – DHAKA – DUBAI – KARACHI – KOLKATA – MUMBAI

C40
CITIES

How are we working to transform the transportation sector?

1



Reducing the use of high-polluting vehicles by implementing restrictions

The aim is for cities to have a major zero emission area by 2030

2



Making public transit, walking and cycling the preferred option

The aim is for 80% of trips to be done by public transport, walking or cycling by 2030

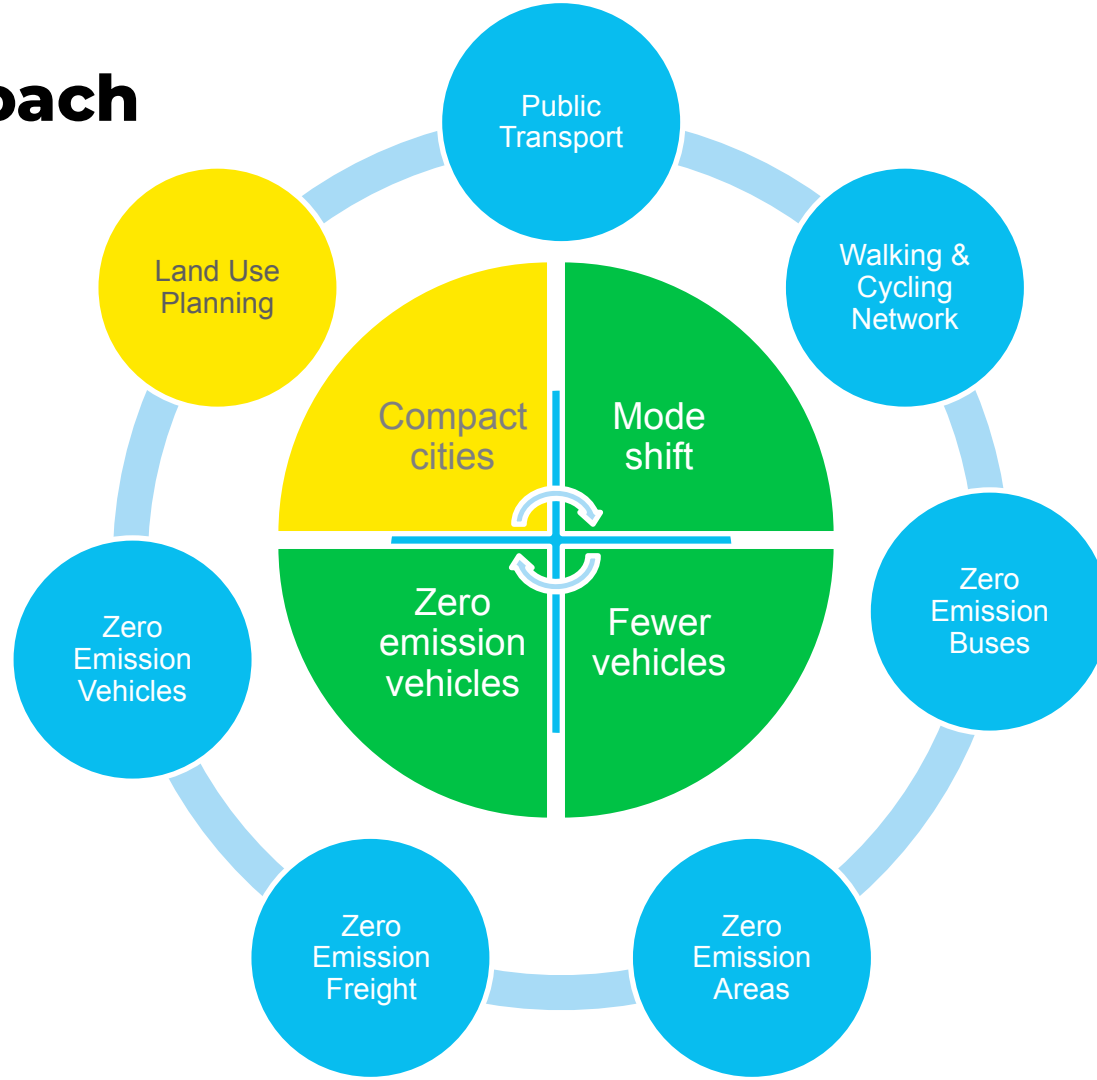
3



Promoting the use of zero-emission alternatives and signaling the end of petrol and diesel-powered cars and trucks

The aim is for 100% of buses to be zero emission by 2030

Our approach



We promote people-centred interventions that reduce emissions and vehicles, shifting to sustainable mobility modes

Buses, taxis, ride-hailing, freight and other **high-mileage vehicles are prioritized for electrification** to achieve a greater impact on emissions reduction

Walking, cycling and public transport are prioritized, creating a safer, healthier and more equitable urban environment

The **overall number of private vehicle trips is reduced** and the remaining are zero emission, improving the air quality and eliminating CO2 emissions

People-centered planning policies and people-friendly public spaces abound, creating cities for people, not cars



Barrios Vitales - Bogotá



Each planter has been designed by a local artist and “adopted” by a citizen or business that commits to watering the plants



The city has implemented 5 pilots so far, and aims to have 33 similar interventions in the near future



Use of tactical urbanism elements: colorful paint, planters

Slow Neighbourhoods – London



“Mini-Holland” programme implemented in 3 outer boroughs that aim to redesign streets with “dutch-style” infrastructure, to boost cycling and walking.



Improvements include segregated bike lanes, new crossing points for walkers and cyclists, new facilities for transport users, slowing down vehicles on residential streets, town centers and key routes

Superblocks - Rotterdam

The current Traffic Plan 2015-30 is looking to transform the inner city as a “City Lounge”, aiming to implement healthy, attractive and vibrant streets, by reducing car use and increasing the comfort of public spaces.



From 35 to 56 minutes of activity per user



The Oude Westen superblock aims to reduce the motorized traffic mode share from 25% to 5%

School Streets - Seattle



Schools can apply to have “School Streets”. Bottom-up approach.

Similar approach to the “Stay Healthy Street” programme

SDOT has built over 20 Safe Route to School projects since 2020, they operate Mon-Fri 8am-3.30pm. School Streets include one or two blocks directly adjacent to schools, and are marked with “street closed” signs. The streets are closed to all pass-through traffic.



Car-free Sundays – CDMX



“Paseo Dominical Muévete en Bici” is 15 now years old. Takes place every Sunday, but the last of the month, from 8am-to 2pm. 77k people approx participate each week.

Complementary activities and amenities on Sundays include, “biking school”, concerts, Zumba classes, etc.



Parklets - NYC



Street Seats are attractive installations that enhance neighborhood streets and provide an amenity to support walking and vibrant street life. All installations must include plantings that screen the seating area from traffic while still providing visual permeability across the street and a continuous open edge along the curb.

Takeaways

- To improve air quality
- To reduce carbon emissions
- To improve health outcomes
- To reduce road accidents
- To improve personal safety
- To invest in biodiversity
- To distribute public space more equitably
- To contribute to social justice





Thank you

