

Chair of Integrated Transport Planning and Traffic Engineering
"Friedrich List" Faculty of Transport and Traffic Sciences

Urban Street Design

Workshop 1 – Task 1



Co-funded by the
Erasmus+ Programme
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Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Task 1:

Which strengths and weaknesses arise from the individual aspects in the thematic individual maps?

If time left: Which opportunities and threats could arise in the future?

1. Role model of Lissabon: „Places for people“

2. Key objectives

- „City of freedom (of mobility choice),
- inclusion,
- sustainability,
- attractiveness,
- prosperity.“

3. Goals

- Higher density
- Promotion of multifunctional diversity
- User-friendly design of street spaces in the neighborhoods to restrict motorised traffic
- Reduction of maximum speed limit (city-wide)
- Rationalisation of parking spaces
- Improvement of public transport system
- Promotion of active mobility through improved infrastructure
- Optimization of intermodality

Source: [1]; [2]

Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Topic	
Urban Design and Public Spaces	<ul style="list-style-type: none">– Clearly defined architectural structures and linear street design along the main street because of urban block structure– Public spaces with share of greenery– Deficit of greenery along the street section
Land Use (Usage of Buildings)	<ul style="list-style-type: none">– High share of mixed use– Recognizability of a variety of uses– Main street with local business function
Active Modes: Walking and Cycling	<ul style="list-style-type: none">– High traffic volume of pedestrians– Narrow sidewalk widths– Hardly bicycle traffic– No cycling infrastructure
Public Transport	<ul style="list-style-type: none">– Accessibility of public transport stops by foot < 5 minutes– High numbers of bus lines– High frequency
Kerbside Activities (Parking Space)	<ul style="list-style-type: none">– High occupancy rate of parking spaces– Presence of second lane and illegal parking
Individual Motorised Transport	<ul style="list-style-type: none">– Design of cross-section: 2 lanes per direction (percentage of lanes of the cross-section along the main road: 57 %)– High volume of motorised individual transport

Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Topic	Strengths
Urban Design And Public Spaces	
Land Use (Usage of Buildings)	
Active Modes: Walking and Cycling	
Public Transport	
Kerbside Activites (Parking Space)	
Individual Motorised Transport	

Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Topic	Weaknesses
Urban Design And Public Spaces	
Land Use (Usage of Buildings)	
Active Modes: Walking and Cycling	
Public Transport	
Kerbside Activites (Parking Space)	
Individual Motorised Transport	

Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Topic	Opportunities
Urban Design And Public Spaces	
Land Use (Usage of Buildings)	
Active Modes: Walking and Cycling	
Public Transport	
Kerbside Activites (Parking Space)	
Individual Motorised Transport	

Interactive part of the workshop

Task 1: Assignment of strengths/weaknesses

Topic	Threats
Urban Design And Public Spaces	
Land Use (Usage of Buildings)	
Active Modes: Walking and Cycling	
Public Transport	
Kerbside Activites (Parking Space)	
Individual Motorised Transport	

References

- [1] Sump Network (2020): <http://sump-network.eu/cities-countries/lisbon/>, last opened 11/20/2020.
- [2] European Commission (2020): Green Capital Application Form for the European Green Capital Award 2020; https://ec.europa.eu/environment/europeangreencapital/wp-content/uploads/2018/07/Indicator_3_Lisbon_EN.pdf , last opened 21/03/2022

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