

## Peer review report

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**Reviewed city:** City of Gdańsk; Anna Klinkosz (project coordinator), Magdalena Szymańska (project manager), Remigiusz Kitliński (manager), Lucyna Tomczak (team member)

**Reviewers:** Michael Abraham, *TUB*, Lisa Wiechmann, *Rostock*, Janis Andins, *Riga*, Nika Koltovica, *Riga*.

**Date:** 25- 26 September 2019

### Short description of the scope:

Gdansk is one of the leading cycling cities of Poland, there are numerous campaigns and activities dedicated to promoting cycling and active mobility. During the peer review, all the measures, investments and solutions implemented in Gdansk were presented. The city continues to increase its cycling share in the modal split. Among numerous actions taken by Gdansk, it's worth to mention wide bike lane infrastructures, cyclists and pedestrian counters, movable footbridges, limited access zones, closed streets for cars (of which some exist in school neighborhoods), a shared metropolitan e-bike system, free floating e-scooters and finally various mobility campaigns, like Bike2Work, Cycling May, "Podczep się" or Living Street.

### Description of the site visit

The peer review started in the afternoon on the 25<sup>th</sup> of September 2019 during the 10<sup>th</sup> Congress of Active Mobility as a joint session with BSR electric and cities.multimodal. The meeting took place on the premises of the European Solidarity Centre in Gdansk.

First the BSR electric started with an introduction and each project partner presented their poster. Lisa Wiechman continued by presenting cities.multimodal's general goals as well as the poster. Finally, Anna Klinkosz and Magdalena Szymańska presented Gdansk's mobility management activities including "Bike to Work campaign, Bike trailers rental campaign, Cycle Friendly Employer Certification Scheme and the Living Street campaign.

In the morning on the 26<sup>th</sup> of September 2019 at the City Hall of Gdansk a short introductory workshop took place. During the presentation Szymańska talked about mobility management in companies including workshops for employers and employees, presented a movie on smart parking solutions, Klinkosz presented data concerning cyclist counters around the city a movie on smart parking solutions implemented in Gdansk was displayed. After a short summary, the participants left to the City Hall bike parking where bikes were distributed to all the participants.

The cycling site visit, 7.5 km long, began with an elevated zebra crossing at Bema Street. Issues concerning the previous structure of the street and, as there was a “black spot”, numerous road incidents were discussed. Now, it has changed, the crossing became safe for users, as no accidents happen there so far.



After a short ride, the group reached the cyclists’ counter where a lot of questions about the number of inductive loops, number of counters around the city and operation mechanism were asked. It was recommended to consider moving the counter to a more visible spot.

Before reaching the next stop we discussed a cycling lane that goes over the train station.



The next stop was the primary school where the street is permanently closed for cars. The railing left after the old street structure raised a lot of interest and the place itself was approved by the reviewers as there is a lot of street furniture and a Mevo Bike (city bike) station.



Then the group moved by bikes to the newly built draw footbridge. The peers had a chance to observe how it operates and how many people use it. On the way to the Stągiewna stop Klinkosz explained another solution, i.e. rotatable footbridge that will connect the island and the other part of the old town of Gdansk.



After that the peer review team visited Stągiewna street which is a highly occupied by tourists residents as it is a pedestrian area. Doubts were raised whether cyclists should be allowed there as there are a lot of pedestrians.



At Stągiewna street there is also a MEVO metropolitan shared e-bike station located, where Klinkosz explained how the system works as well as how to rent and return a bike. The peers asked questions about system maintenance costs and the number of municipalities participating in the system.



The last stop on the way was Chmielna where a new pedestrian crossing has been built and a pedestrian counter has been installed. Purchasing the counter was made possible thanks to cities.multimodal. The place raised many doubts concerning pedestrian and cyclist safety as the heavy traffic and speeding cars can pose danger to them.



## Feedback and recommendations to the host city:

### From the City of Riga & City of Rostock:

#### Stop 1: Cyclists' counter 3 Maja

- Localization is good in general because it “captures” cyclists from four different directions, but it could be improved. In the sunshine visibility could be better, and because bike track changes route/angle It is recommended to put the counter in classic + junction, where it is visible for cars
- The counter should also count cyclist that pass only one loop
- For motivation, it is important that the cyclist can see the change of number from all directions
- Display could be higher and more visible for cars

#### Stop 2: MEVO public bicycle scheme station

- Very practical - simple and solid bike racks
- Easy to maintain
- Simple design which is good
- Inexpensive
- Minimalism - 1 station costs ~11 000 EUR incl. 6,5 years of maintenance
- Bikes are electrically supported but they don't have dock charging
- It's a good support for sustainable transport
- Very easy to use
- Good that the bike racks can be used for other bikes as well
- Good that reservation is possible
- There a lot of stations and many people leave their bike to the station
- Financial incentives work well
- Separate MEVO sign and the bicycle rack from each other, more people could use the racks for their “normal” bikes

#### Stop 3: 50 Primary School Grobla IV

- It looks like a very safe place, but it is recommended to separate the bike traffic and put some bike lines on the pedestrian pavement
- There is a need for more benches around the area where children could sit to eat their lunch (a few children were having lunch standing)
- There is just one trash bin – a few more would be helpful as some trash is littering the street
- Kids need fun – some street sports equipment would make kids happy
- It looks safe already
- Maybe the street in front of the school could be used for activities for the pupils
- The railing could be removed
- Install a sign on the street before the pedestrian zone that shows that there is a school

#### Stop 4: Ołowianka Footbridge

- At first sight it is hard to notice it
- Sound with “uwaga” (eng: attention) was good, but maybe you should consider putting extra signs
- Some flashing lights could be added as in the sunshine could be difficult to spot
- It's very comprehensive and good. There is nothing to change.

- The sound is not annoying

#### Stop 5: Smart Parking System Długie Ogrody

- Integrate parking in the whole area of the Old Gdansk
- It is a good choice
- Make the place more popular by implementing supermarkets and other private sector actors
- Smart parking discount cards and bonuses for frequent users could be a good idea
- It is a good idea to promote the application that helps car drivers to quickly find a free parking lot. This can reduce emissions because people need to circulate less to find a parking lot

#### Stop 6: Stażewna

- It is good that it starts with pedestrian area
- Put bicycle racks and think to separate bike tracks
- Place looks great – more street furniture would be useful, benches near the sidewalks etc.
- Generally positive – the entire old city area could be a pedestrian area
- The pedestrian area is nicely made and the greenery is very attractive
- Cyclists should either walk or separate bike lanes should be implemented

#### 7: Chmielna – pedestrian counter and crossing

- Improve safety with infrastructure
- It's difficult to find to find the tram stop
- Put info signs for public transport stops
- Cars are going fast – install speed cameras with smileys
- Safety still needs to be improved – difficult access to the tram
- "Zebra" needs to be painted white
- Implement more signs, lights and sounds
- Now it's scary to cross the street on the street level
- Close underground tunnel when the safety has improved
- It was a very good investment, obviously there are a lot of pedestrians and the zebra is really connecting two parts of the city
  - o Maybe you should install speed control before
- The counter is a good way to show the necessity of the investment
- Widen the bike lane and install physical barriers between the bike lane and the bus lane ("protected bike lane") or physically separate the bus track from the cars

#### 8: Living Street

- Concept is very good and could change behaviors
- Bike repair, give info about bike routes
- testing e-scooters and new technologies
- do a survey, ask questions
- give a free coffee and cookies, music
- maybe organize the event in 2020 but close the street with barriers not sand
- needs to be changed from temporary to permanent solution.
- The events could also address other groups than kids
- It could also take place on a sidewalk including the parking spots for cars in front of it
- If it took place in a more central area more people could get the idea of using streets for other purposes just for cars
- Maybe you could ask Gdansk people where they want to have a living street

- The living street should take place on the whole street including pavement
- The next living street should take place in a street where residents are parking their cars in the street
- The living street action would make it necessary that residents park elsewhere so they have to change their mobility behavior (at least for a certain period)
- The city could offer alternative parking lots in a car parking, garage nearby in order to make it easy for pedestrians

### Learnings for the host city

***There is a need to develop an overall mobility strategy of how to connect all city districts and minimize the impact of massive transport infrastructure (roads, bridges) built based on the Soviet era “accessibility” plan***

***Taking into consideration the compact character of the meeting, we could have had more time to discuss mobility management solutions within the project***

### Learning for the reviewer cities

#### City of Rostock:

It was especially interesting for us to hear and learn about Gdansk’s living street campaign. It was very ambitious to close an intersection for two weeks and finally it still worked out quite well. We enjoyed the idea of cooperating with many local initiatives and also businesses and shops or even gyms to organize a wholesome programme during the living street campaign. We very much liked the flower pots designed by some artists and the idea to use these pots as barriers on the street. This made the streets very livable and green and might be a good idea for our activities in Rostock.

Furthermore we learned that sometimes it is good to use opportunities that occur out of a sudden. We think the decision of closing the street in front of the primary school Stażewna was such an opportunity. Initially it was not planned but a lucky situation made such a huge change in the street possible. We learned that situations like long closing of a street due to construction works can be the initiator for a more permanent change of the street design.

#### City of Riga:

Given that the mobility behavior patterns in Riga and Gdansk are quite similar, the Living Street concept could also be successfully implemented in Riga as a measure to encourage people for more active lifestyles – to walk and to cycle more, thus reducing the climate impacts and improving urban environment in the city.

We have been impressed to see how the city bike project in Gdansk had been implemented. Evidently, it is an extensive and dense network of MEVO stations, and a large number of bikes supplied by one operator. During our visit at every MEVO station there were bikes available, while many bikes were in operation, showing us that the system is used intensively. Clearly, it is not



worth developing such a network in stages. Also, MEVO bikes are available for comparatively reasonable price, significantly contributing to promotion of cycling in Gdansk.

To our opinion, MEVO solution would be even more successful, if it would include an offer of both, station-based and free-floating rental bikes.

The overall state of bike infrastructure in Gdansk is really good – we have been so impressed to see all the developments introduced over the last 10 years. Gdansk has developed a comprehensive network of bike lanes, majority of them being separated from car traffic and pedestrian walkways by applying different pavement surfaces. Also, we have seen numerous bike counters that will, to our opinion, definitely promote popularity of cycling among city residents.

Also, we have been impressed to see so many soft measures implemented by the Municipality of Gdansk, aimed to promote cycling in the city (information campaigns for adults and school children, giveaways (gifts) to cyclists, etc. These are really good lessons to learn and to replicate in other cities.m multimodal partner cities.