

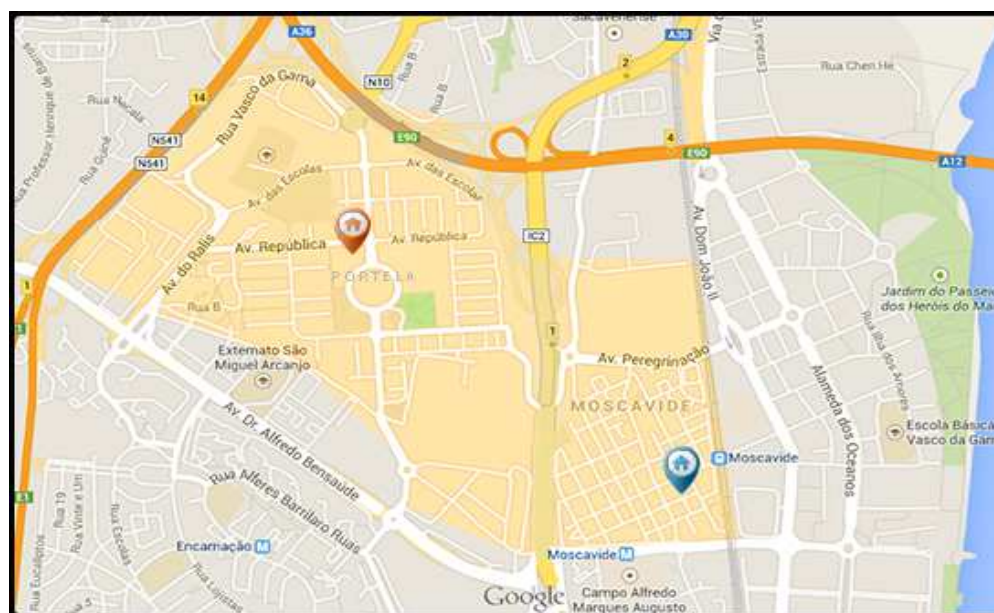
Participatory governance for urban mobility solutions

Session 1

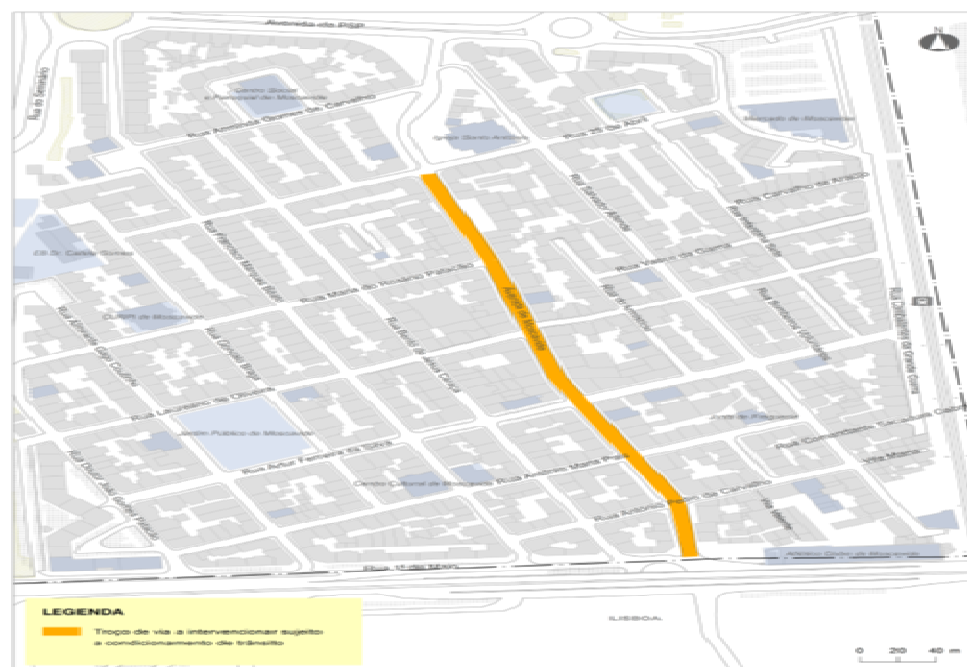
PP: PP7

Fernando Noivo

Moscavide – Pilot area I



Moscavide – Pilot area II



Moscavide – Pilot area III



Pilot area – Expected results



Implementation of the mobility pilot activities (soft Actions)

General description of the SUMP intervention:

- widening of sidewalks to improve people mobility
- allow people to enjoy the street and improve local commerce
- planting trees and several bushes to improve air quality, shadows and green areas
- implementation of a new cycle track and parking for bicycles

General description of the SUMP intervention (cont.):

- reducing traffic by eliminating one lane / this is probably the nec plus ultra of the intervention: less than half the cars pollution and noise
- decreasing the number of parking spaces along the area
- reducing the limit velocity for the area for 30 km p/hour to improve noise reduction, visual and pollution levels
- promote and increase green spaces and leisure areas for young and older people

General description of the SUMP intervention (cont.):

- changing public illumination to LED technology
- updating the traffic led light system
- creating spaces for outdoor cafés
- increasing building rehabilitation

GIVE THE STREET TO PEOPLE

Moscavide – Description of the pilot area I

- small territory unit with own budget and administration
- was built in 1950/60 around two large factories and host the migrants who worked there
- old and middleclass retired population with 10.000 inhabitants
- middle class income

Moscavide – Description of the pilot area II

- ❑ Moscavide matches perfectly the pilot area required and the issues tackled by this project:
 - o very density urban area on the edge of a capital city
 - o noise and pollution problems
 - o congested road
 - o poor quality of life
 - o we could say that it configures a “worst case” scenario

Moscavide – Conclusions

In sum and as said before:

Moscavide addresses the very fundamentals of the project, meaning:

high density areas surrounding the city centers with commercial roads often suffering from traffic jam.

Moscavide – Traffic Data

Public transportation:

- the pilot area has 11 bus lines
- with 419 total crossovers during one working day
- they start at 5.30 a.m. and finish by 12.00 p.m.

Moscavide – Traffic Data

Private transportation:

- the pilot area has a maximum of 420 cars at peak-hour
- the average speed round between 12 and 15 km per hour

TREMENDOUS VISUAL EFFECT WITH NOISE AND POLLUTION

Moscavide – Traffic Data

Private transportation (cont):

- the pilot area has very few bikes
- the number of motorbikes are 12 and 8 (peak-hour and off peak-hour)
- number of trucks are 54 and 43 (peak-hour and off peak-hour)

Moscavide – Traffic Data

Private transportation (cont) / IST traffic study:

Average number of cars per day	Average number (cars)	Average speed (km/h)
7h-8h	160	12,9
8h-9h	304	12,9
9h-10h	356	12,9
13h-14h	276	14,9
14h-15h	288	15,0
17h-18h	400	12,7
18h-19h	420	13,0
19h-20h	400	15,1

Almost 3000 CARS/day on pilot area

Moscavide – Traffic Data

Energy consumption:

- we have no data, but...
- may we can multiply the number of the cars and buses for the length of the street and calculate the amount of fuel spent ??
- other means of constructing the data...

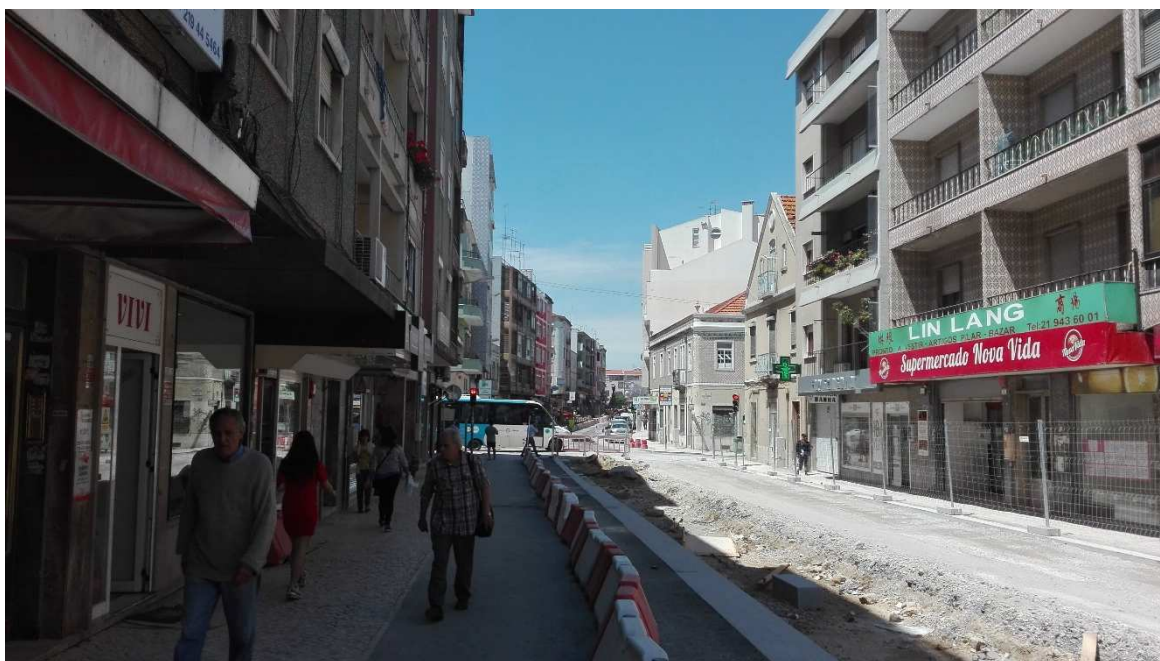
State of the art of the pilot area:

- all the works are going according to the initial plan and schedule
- more than half of the street as suffering land preparation works
- more than half of the street are with one lane
- the pilot area has already new pavements

State of the art of the pilot area (1st photo)



State of the art of the pilot area (2nd photo)



State of the art of the pilot area (3rd photo)



State of the art of the pilot area (4th photo)



Implementation of the participatory governance model

Who are the actors involved ?

We pretend to further involve :

- local schools
- local municipalities
- local business communities
- local inhabitants
- energy and environment events

OTHER SUMP POSSIBLE DEVELOPMENTS

- connect moscavide to the expo habitational area/others nearby by bicycle
- expo was a very degraded oil and heavy industry area
- after the expo 98 exhibition, expo is now very nice rehabilitated area beside tagus river because of the expo 98 works
- MAYBE: can make a connection with the moscavide (pilot area) underground/bus and bicycle HUB

OTHER SUMP POSSIBLE DEVELOPMENTS

Moscavide to Expo Area proximity



OTHER SUMP POSSIBLE DEVELOPMENTS

Expo Area Images



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OTHER SUMP POSSIBLE DEVELOPMENTS

Expo Area Images



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OTHER SUMP POSSIBLE DEVELOPMENTS

Expo Area Images



OTHER SUMP POSSIBLE DEVELOPMENTS

- install a street led pannel information with the SUMP indicadores results (BEFORE and AFTER)
- a life and immediatly information point about the state of the street in terms of pollution, air, noise, etc

OTHER SUMP POSSIBLE DEVELOPMENTS



OTHER SUMP POSSIBLE DEVELOPMENTS

- **HOW CAN YOU DO IT???**
- **The Technology:**
- **Several brands of street lightning have solar led poles were you can integrate:**
- **Noise sensors**
- **CO2 sensors**
- **traffic conting**

OTHER SUMP POSSIBLE DEVELOPMENTS

- **HOW CAN YOU DO IT???**
- **Led/Solar power street poles with sensors**



Thank you for time and attention