Some General Notes on this Session

Make sure you are muted and your camera is turned off
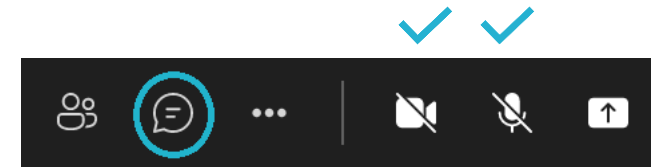
This session will be recorded. You will not appear in the recording if your camera is kept off

Include your questions in the chat, we will pose them in the Q&A at the end of the session

Please introduce yourself in the chat (Name, organization, city)

MobiliseYourCity - a truly global Partnership with members on 4 continents

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Arequipa, Peru
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Burkina Faso
Cameroon
Ethiopia
Madagascar
Morocco
Togo
Tunisia
Uganda

Cities
Bobo Dioulasso, Burkina Faso
Ouagadougou, Burkina Faso
Douala, Cameroon
Yaoundé, Cameroon
Abidjan, Côte d'Ivoire
Bouaké, Côte d'Ivoire
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Hawassa, Ethiopia
Kumasi, Ghana
Mahajanga, Madagascar
Antananarivo, Madagascar
Nouakchott, Mauritania
Al-Assima (Rabat Salé), Morocco

Agadir, Morocco
Beni Mellal, Morocco
Casablanca, Morocco
El Jadida, Morocco
Fes, Morocco
Kenitra, Morocco
Khemisset, Morocco
Khouribga, Morocco
Marrakech, Morocco
Sefi, Morocco
Settat, Morocco
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Dakar, Senegal
Dodoma, Tanzania
Lomé, Togo
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Asia

Countries
India
Philippines
Sri Lanka
Thailand

Cities
Yerevan, Armenia
Tbilisi, Georgia
Ahmedabad, India
Kochi, India
Nagpur, India
Medan/Mebidangro, Indonesia
Mandalay, Myanmar
Abbottabad, Pakistan
Peshawar, Pakistan
Swat / Mingora, Pakistan
Kurunegala, Sri Lanka

Mobilise Your City

Contents

1 Intro: Active Transport Diagnosis (25')

2 Diagnosis Tools + Activity (40')

3 Case Studies of Using Diagnosis (20')

4 Conclusion / Discussion (5')

Mobilise Your City

Objectives of the session

After participating in this webinar, you should be able to:

- Understand the importance of diagnosing active transport as part of sustainable mobility planning

- Diagnose active transport modes, using different data sources, data types, and at different scales

- Apply the results of diagnosis to active transport planning and broader urban planning efforts

Speakers

Jacob Mason
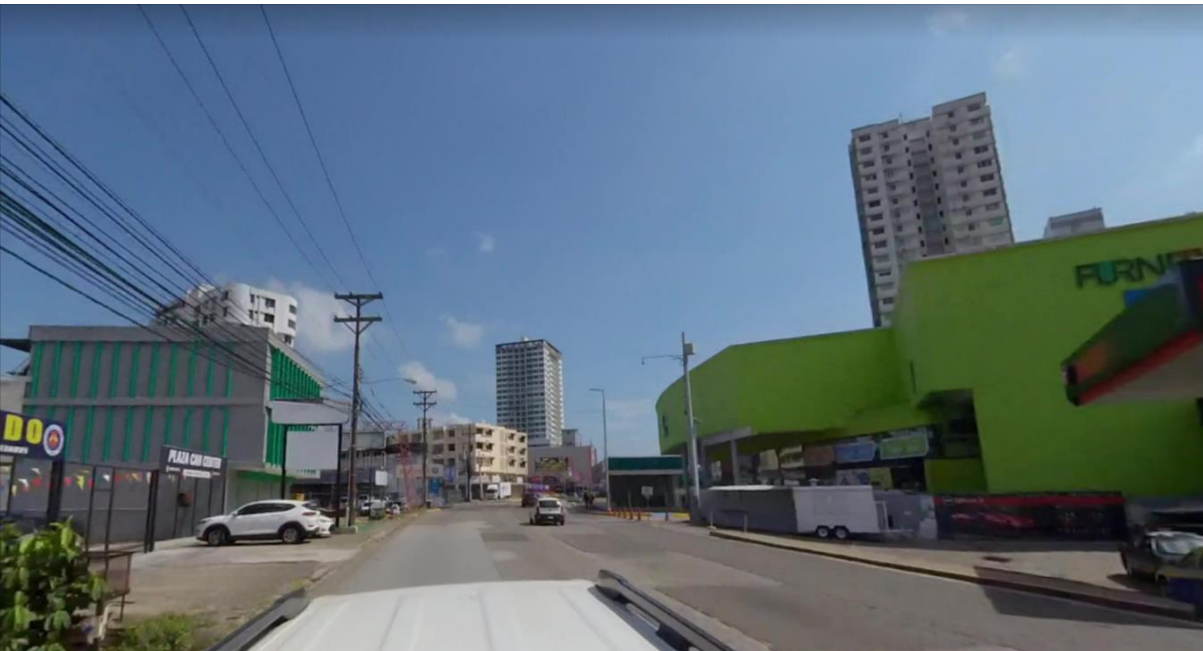ITDP Global

Ghani Antasaputra
ITDP Indonesia

Regatu Solomon
ITDP Africa

Mobilise
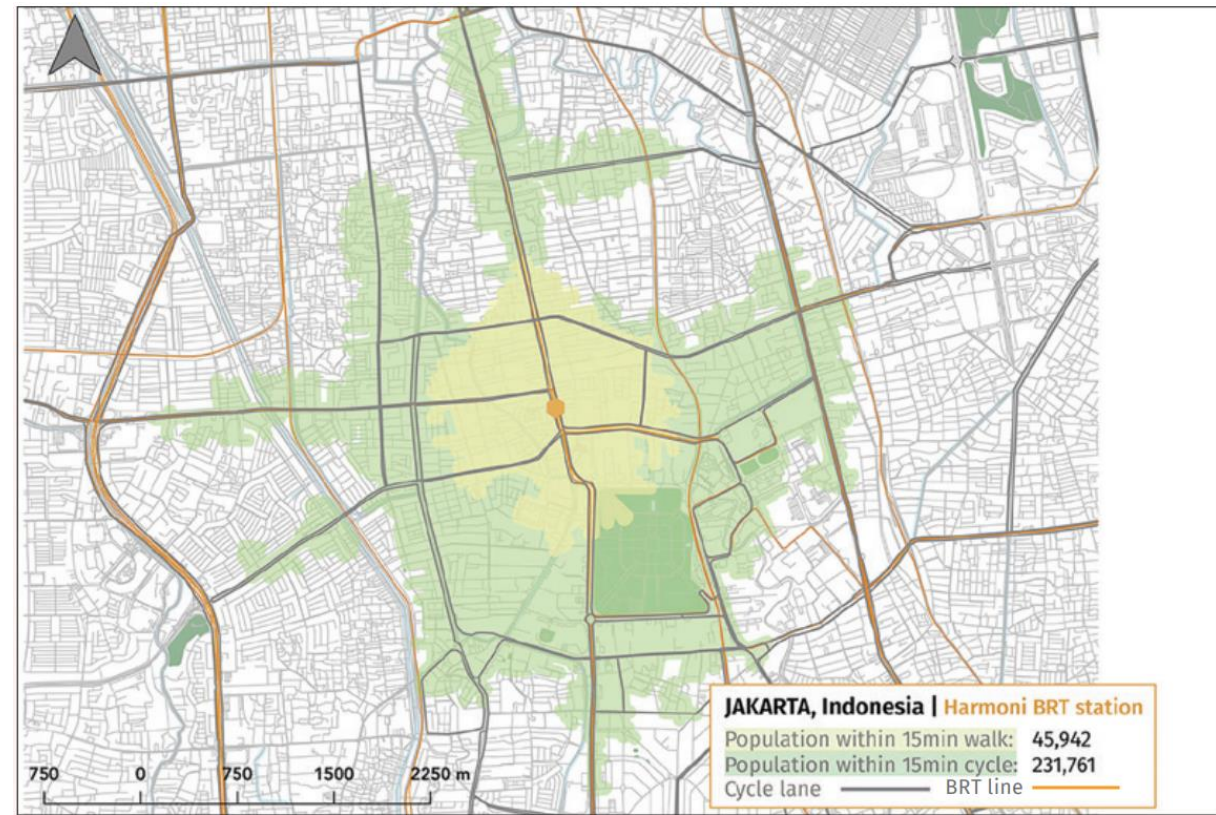Your City

Introduction

Why do we need active transport diagnosis tools, and how can they inform SUMPs?

1

Mobilise Your City

Walking and cycling are vital to an integrated transport system

JAKARTA, Indonesia | Harmoni BRT station
Population within 15min walk: 45,942
Population within 15min cycle: 231,761
Cycle lane ——— BRT line ———

Walking and cycling are low-cost extensions of public transport
Source ITDP

Metro station in Panama lacks usable sidewalks and cycle lanes
Source Google Streetview

Mobilise Your City

Walking & cycling are vital to the transport system

Old footpaths in Pune. Source ITDP

Improved footpaths in Pune. Source ITDP

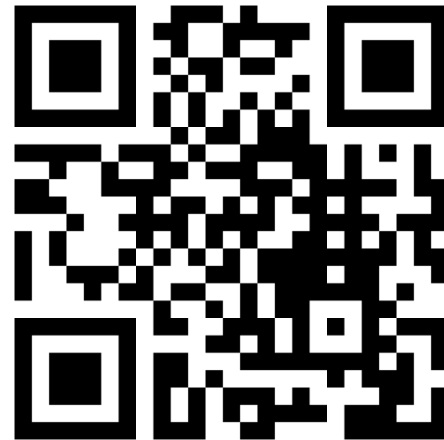Mobilise
Your City

You can't figure out where to go, if you don't know where you are.

Street scene near the CBD Nairobi, Kenya
Source: ITDP

Mobilise
Your City

What percent of trips in your city are made by walking?

https://www.menti.com/gprri3xpfc

Mobilise
Your City

What percent of trips in your city <u>include</u> walking?

https://www.menti.com/gprri3xpfc

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Your City

Diagnosis can draw attention to walking and cycling and their importance

Lack of sidewalks and cycle paths Ahmedabad, India. Source: Google Streetview

Ahmedabad, India

Status of the project: ongoing technical assistance

Basic Information

Urban area: 1,866 km²
Population: 7,800,000 | Growth rate: 2.54%
GDP per capita: USD 2,771
Modal Share:
(Source: Metro DPR)

Formal public transport: 11.4%
Informal public transport: 6.1%
Walking: 37.2%
Cycling: 9.1%
Private cars: 3.9%
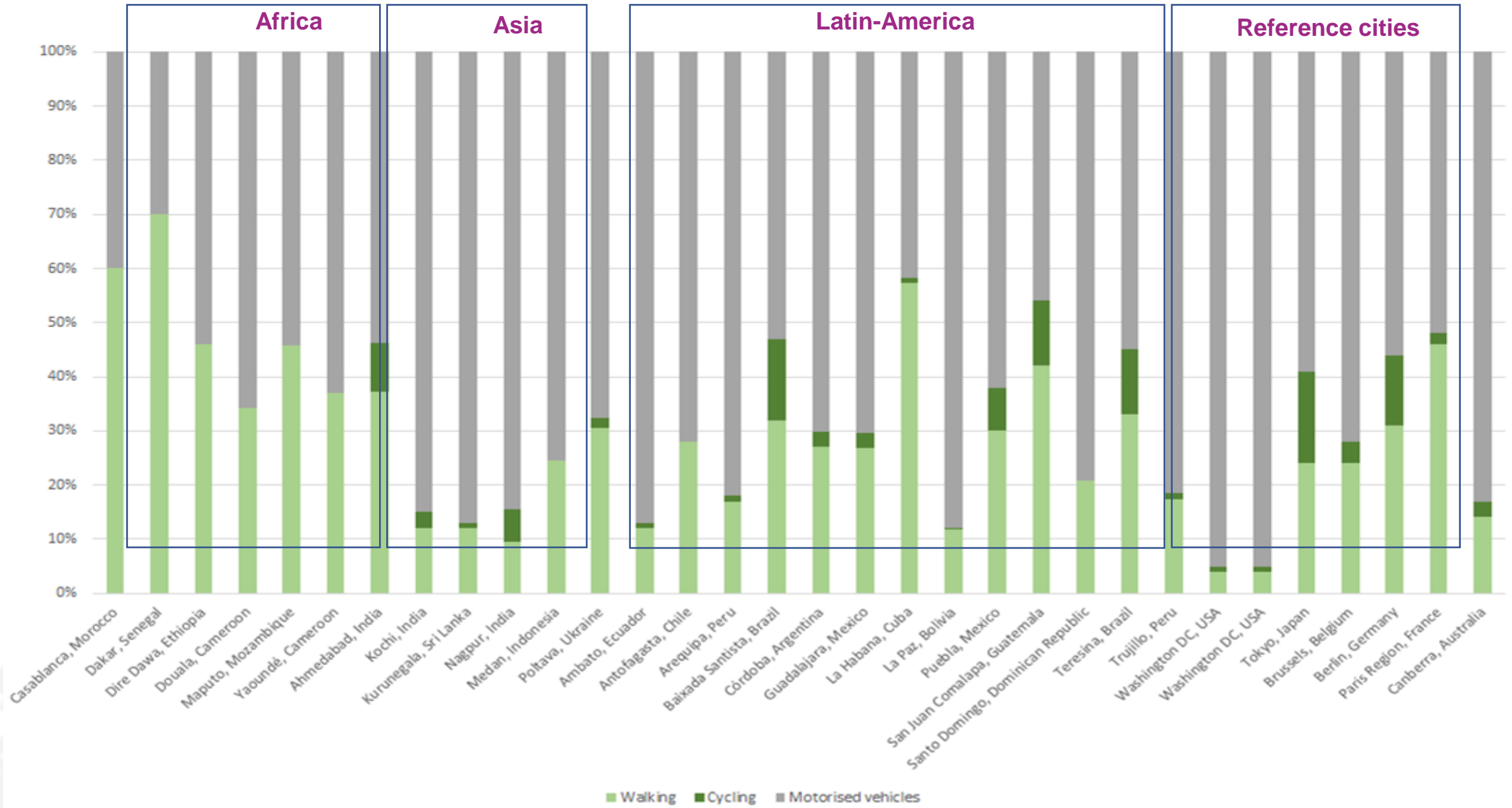Private motorbikes or 2-wheelers: 25.9%
Other: 6.3%

National GHG emissions per capita: 2.41 (tCO$_2$eq)
Exposure to climate change: MEDIUM
Region capital city

MYC Fact sheet for Ahmedabad, India.
Source: Mobilise Your City

Mobilise Your City

Diagnosis can show new perspectives of a problem

Pedestrian bridge in Erode, India.
Source ITDP

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Diagnosis can show issues that are not always evident

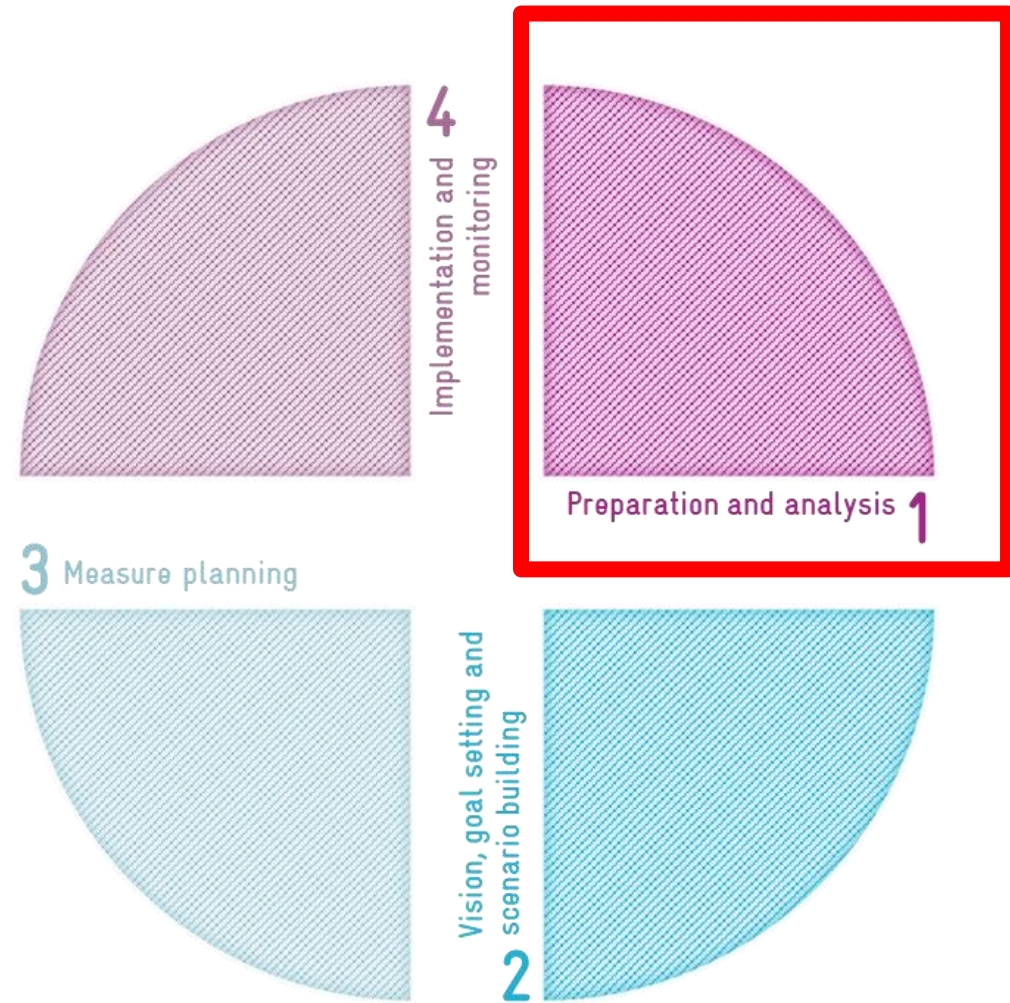15 minutes: direct path vs on the street network in Washington, DC
Source: [PlanItMetro](#)

Data collection is also a chance to engage and build trust with people which can lead to better plans and SUMPs

Household survey in Nashik, India. Source ITDP

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Diagnosis is the first step to creating a SUMP

SUMP Toolkit

Annotated Outline for Sustainable Urban Mobility Plans (SUMP)
SUMP development guidance resources for developing and transition countries

Walking and Cycling diagnosis are essential to creating effective SUMPs

3.5 Mobility and transport

Description of the local and regional transport network (road, public transport lines, parking facilities, cycling network etc.).

3.5.3 Active Mobility

Walking and Cycling:

Including an inventory of main routes/passages for pedestrians/NMT (location, quality of infrastructure) in relation with pedestrian/NMT flows

Results of walkability study and non-motorised transport surveys:

Including analysis of historic and current use as well as potential/ easiness of walking and cycling

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New metro station in Panama lacks usable sidewalks and cycle lane. Source Google Streetview
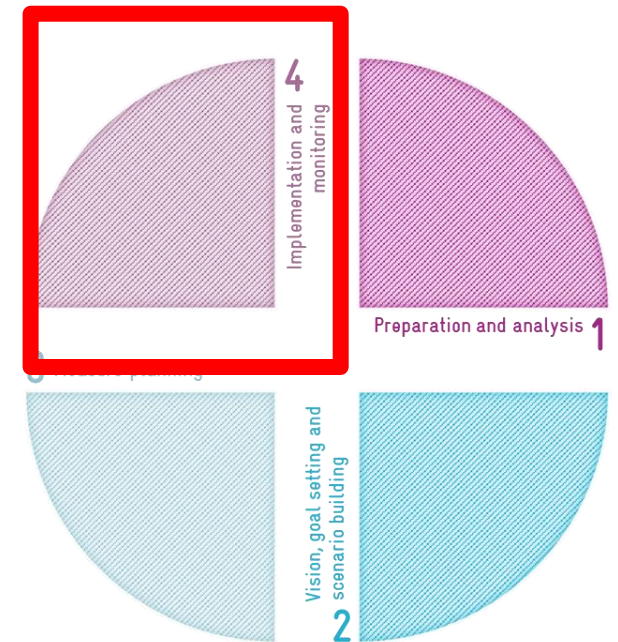
Mobilise Your City

Diagnosis helps establish a baseline

- What works well?
- What does not work well?

Basic element 10. Analysis of the status (baseline analysis) of the transport system (Template)

| Functions/ Transport mode	Modal share	Quality of infra-structure	Safety and liveability	Environment and health	Equitable accessibility	Status of measure implementation	Main recommendations
Walking	12%	Poor	Many accidents on road crossings near schools	Less and less pupils walking to school	Some areas lack walkable access to parks and sports facilities	Low activity. New "walk to school" campaign	Traffic safety measures are needed
Cycling	7%						

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Also to set targets and monitor and evaluate progress towards those targets that should be in SUMPs

4 Implementation and monitoring

Preparation and analysis 1

Vision, goal setting and scenario building 2

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Data can fit into the 4-Step Model


Source: https://www.edthefed.com/

BUT:

- Model must include walking and cycling explicitly

- Setting good goals is critical (Access, not speed)

- Model must be careful about the size of zones to show impact of walking - zones often are too large and the model does not look at local trips

- Pro-car assumptions can be self-fulfilling prophecies
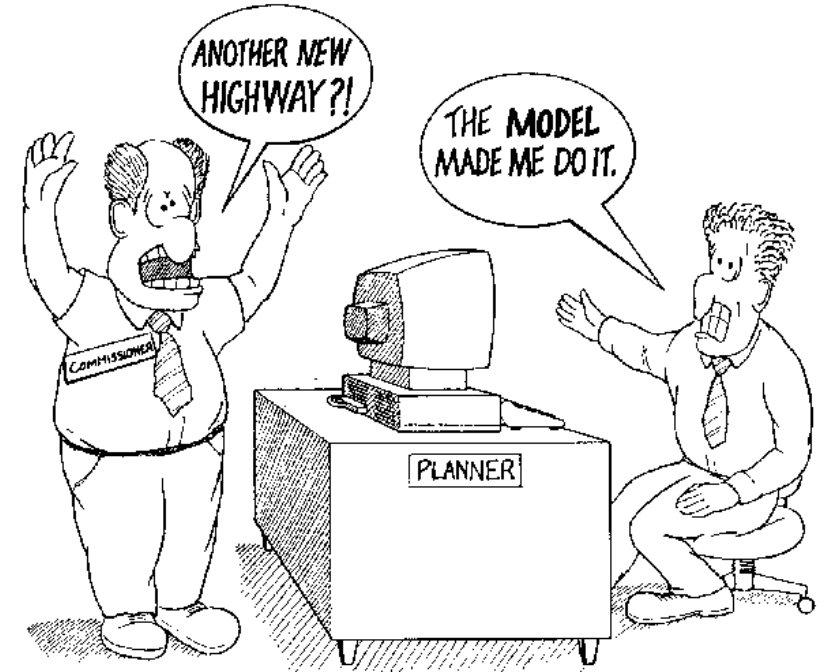
You get what you diagnose and plan for
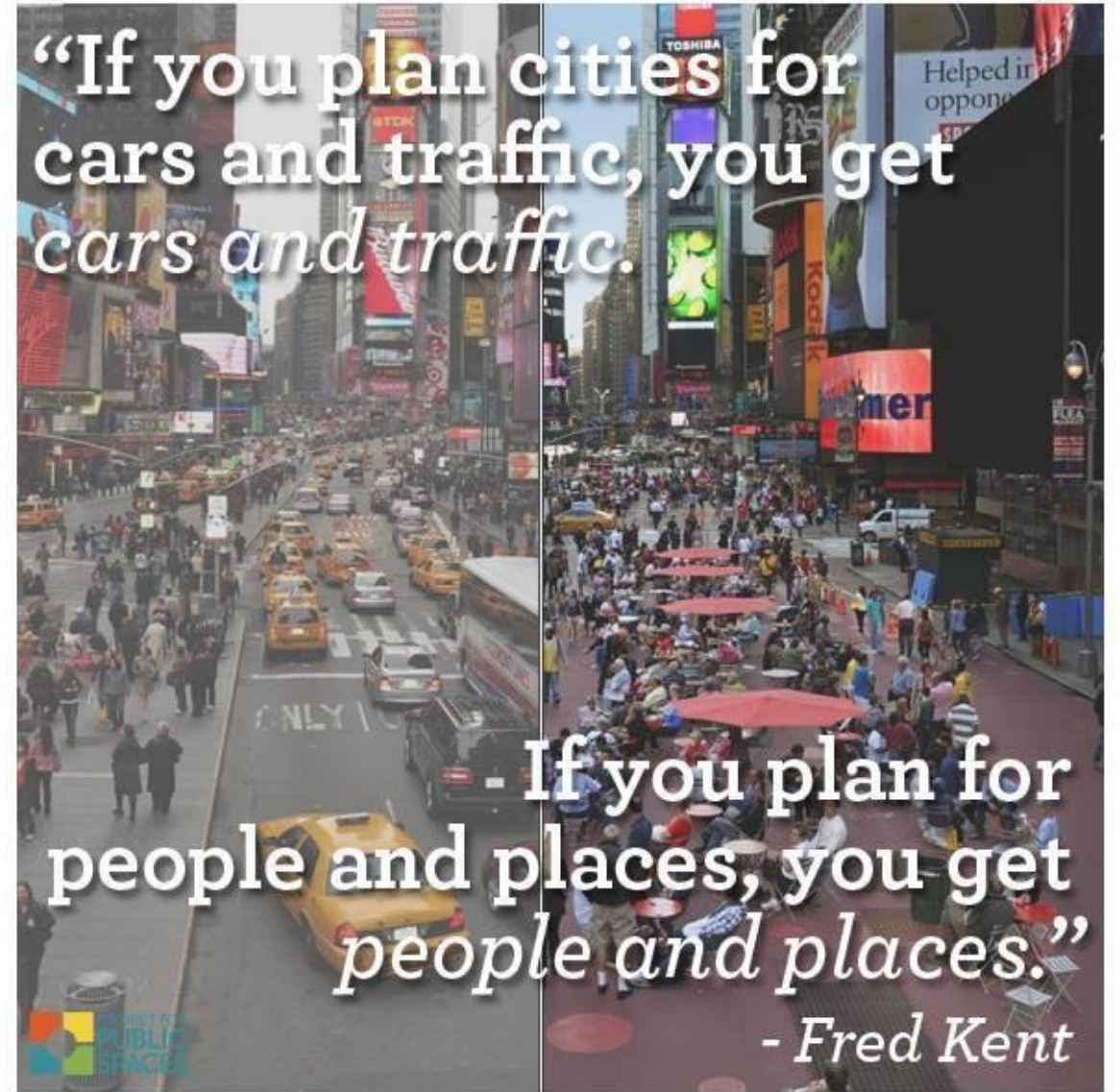
Source: Project for Public Spaces

Why is diagnosis not done for walking/cycling?

- **TIME**: Time-intensive data collection / limited staff resources

- **MONEY**: Expensive data collection / lack of money for them

- **SUPPORT**: Not enough value placed on diagnosis or aspects of diagnosis

- **RESTRICTIONS**: Some governance related restrictions may prevent diagnosis efforts

- **BIASES** in existing tools

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Diagnostic tools can help overcome those challenges

- Make existing work more comprehensive

- Get new data quickly from open sources

- Visualize data

- Understand and quickly collect important data on walking and cycling

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Tools exist to bridge that gap - some you already use and some that are new

- Surveys (online / digital, mail, interviews, census, Household surveys, focus groups)

- Traffic Counts (Automated, manual)

- Big Data (phones, social media)

- Spatial data

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Putting the data to use

- Incorporating into SUMPs and local area planning

- Fixing problems, finding solutions,

- Building political will

- Understanding constituency needs

Mobilise
Your City

Diagnosis Tools

Walking and Cycling are Fundamental to sustainable transport

2

Mobilise Your City

Mode Share Data

- Collect as part of citywide household surveys
- Must include explicit questions on walking and cycling

4 Implementation and monitoring

3 Measure planning

Preparation and analysis 1

Vision, goal setting and scenario building

2
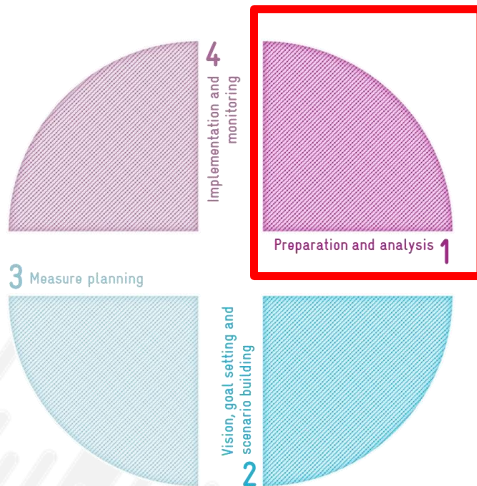
Follows a very similar approach to developing SUMPs

Surveyors conducting household survey in Nashik, India
Source: ITDP

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EN

Mode Share Data

- Trips often include multiple modes, including walking
- Hard to remember exact distances, so times may be more important
- Hard to remember trips from more than a few days earlier
- Trips can be chained together, so it's important to ask for a full day of trips.

Survey form developed by ITDP
Source: ITDP

Mode Share Data

- Good opportunity to collect qualitative data on perceptions of conditions for walking and cycling

FORM 3: ADDITIONAL QUESTIONS

Interviewer: ☐   Date: ☐

The form shall be administered firstly to the main respondent in the household.
*If other members of the households would want to answer separately, repeat the process afterwards.*

Question 1: What are your attitudes about transportation in your city ? (read out the choices - circle the response)

|		☹ strongly disagree		😐 neutral	
a	The streets in my area have usable footpaths.	1	2	3	4
b	I feel safe walking in my area.	1	2	3	4
c	It is easy for me to reach places by walking.	1	2	3	4
d	The streets in my area are shaded and pleasant.	1	2	3	4
e	I feel safe crossing the street.	1	2	3	4
f	Only poor people bicycle in my area.	1	2	3	4
g	I feel safe bicycling.	1	2	3	4
h	Secure bicycle parking is available in my area.	1	2	3	4
i	It is easy for me to reach many places by bicycle.	1	2	3	4
j	Public transport access was important factor in choosing where my family lives.	1	2	3	4

Survey form developed by ITDP
Source: ITDP

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Traffic Counts

- Gain understanding of walk & bicycle volumes

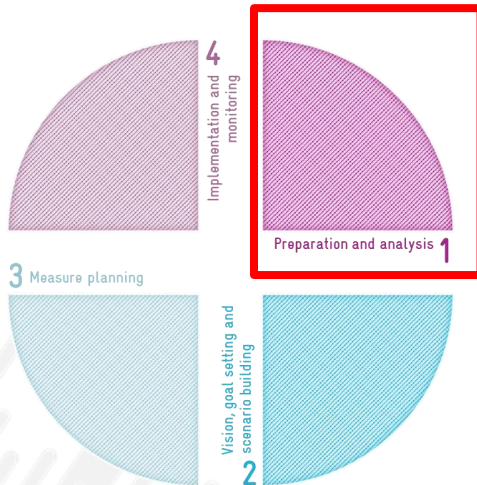- New technologies may reduce costs & time
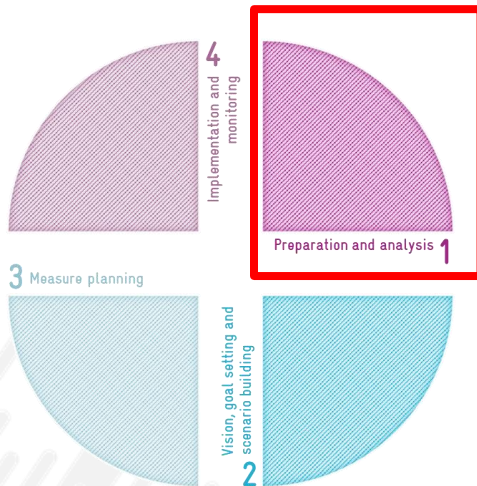
Follows a very similar approach to developing SUMPs
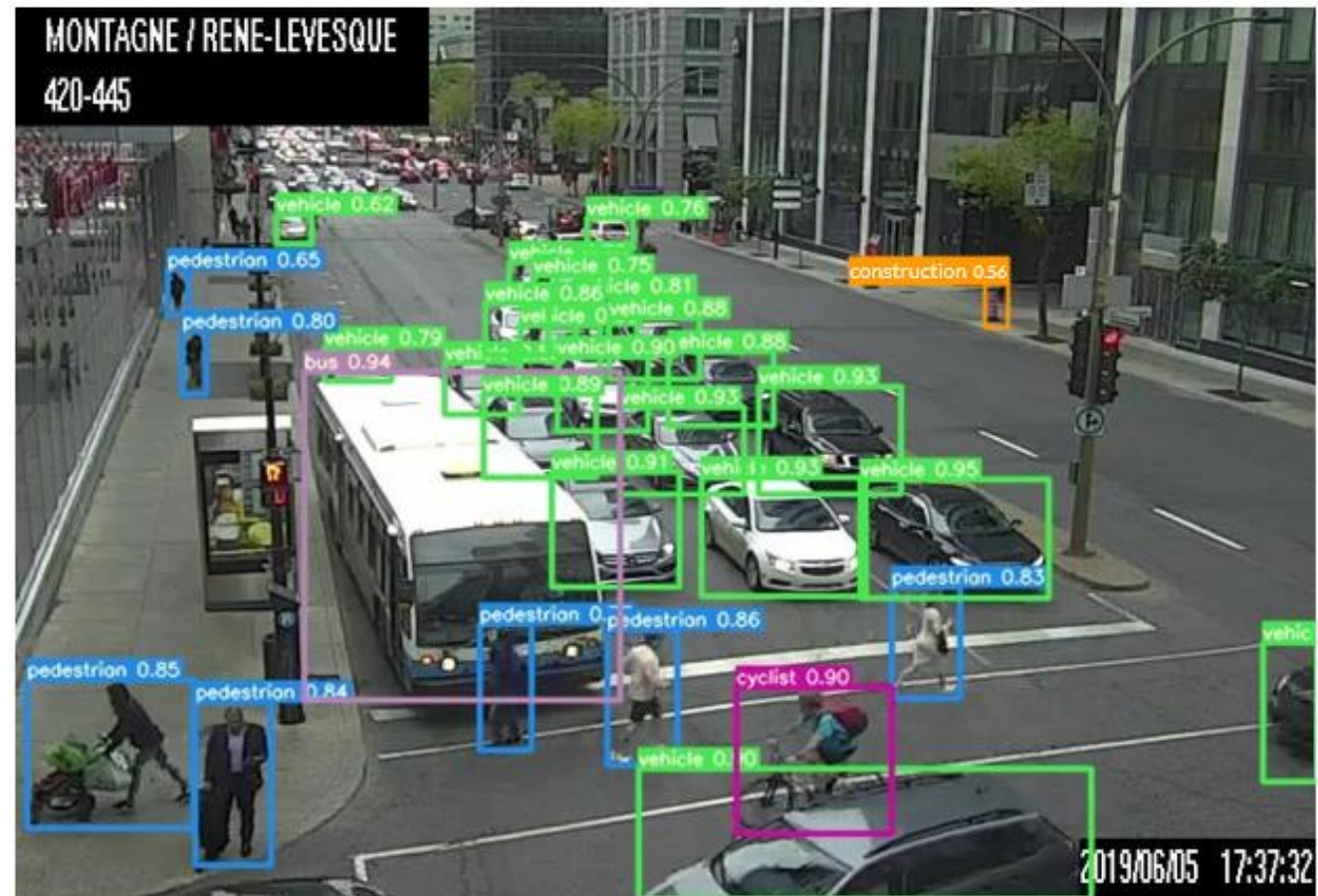
Automatic pedestrian and bicycle detection in Montreal, Canada
Source: Jean-Sébastien Grondin in Towards Data Science

Focus Group Discussion

- Gain qualitative information

- Include voices that are harder to reach in big surveys

4 Implementation and monitoring

Preparation and analysis 1

3 Measure planning

Vision, goal setting and scenario building

2

Follows a very similar approach to developing SUMPs

Group discussion in Mexico City
Source: ITDP

Mobilise Your City

Citywide Measurements

Can help with analysis, goal setting and measure planning for SUMPs

Citywide Measurements

Weighted Population Density in Pune (Poona) [IND]:
The average resident lives in a neighborhood of 32,665 people per square kilometer.

━━━━━━━━━━━━━━━━━━━━━━━━━━ **32,665**

Goal: 15,000 people or more per square kilometer
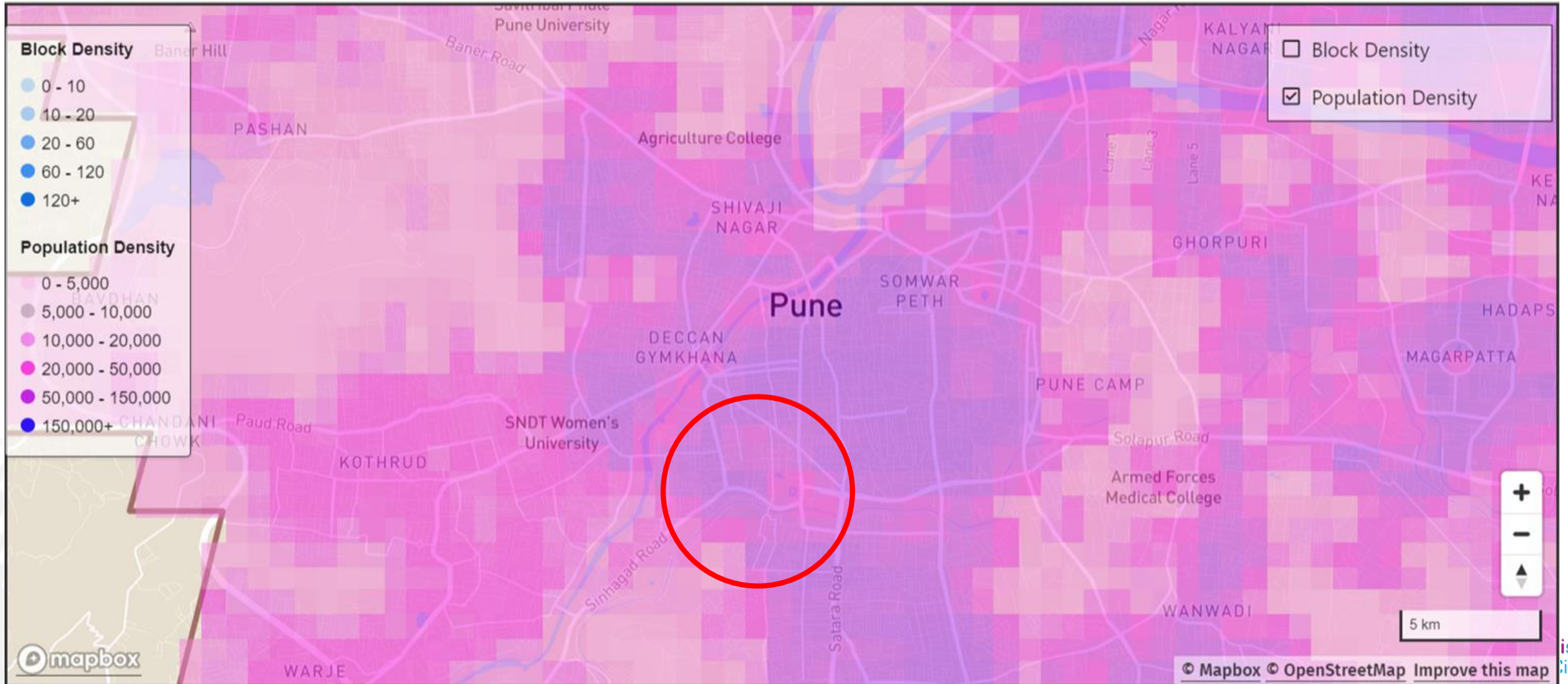
Citywide Measurements

On average, there are **34 blocks per km²** in Pune (Poona) [IND].

────────────── 34 blocks per km²

Goal: 80 blocks per km² or more

Block Density
- 0 - 10
- 10 - 20
- 20 - 60
- 60 - 120
- 120+

Population Density
- 0 - 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- 20,000 - 50,000
- 50,000 - 150,000
- 150,000+

☑ Block Density
☐ Population Density

5 km

© Mapbox © OpenStreetMap Improve this map

Citywide Diagnosis

Follows a very similar approach to developing SUMPs

Overview
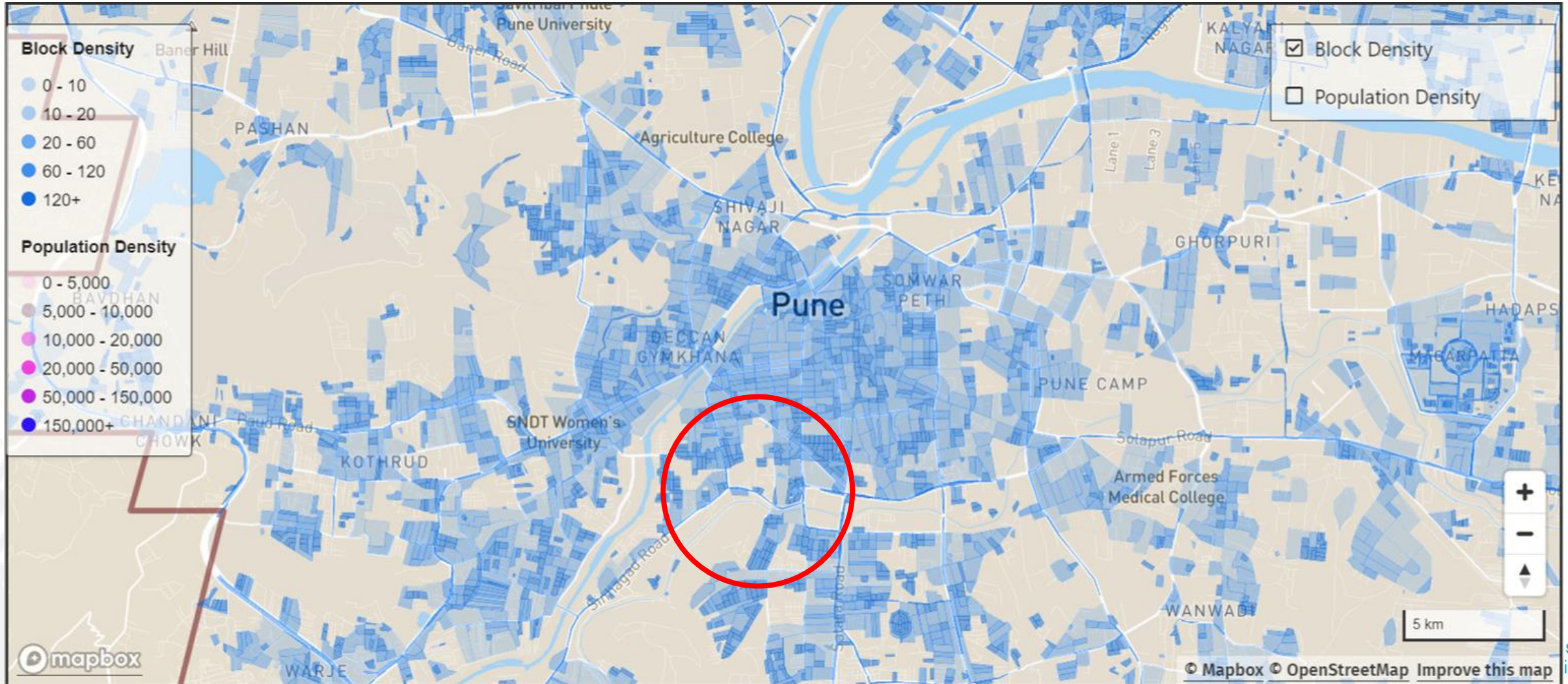
City Assessment

Action Plan
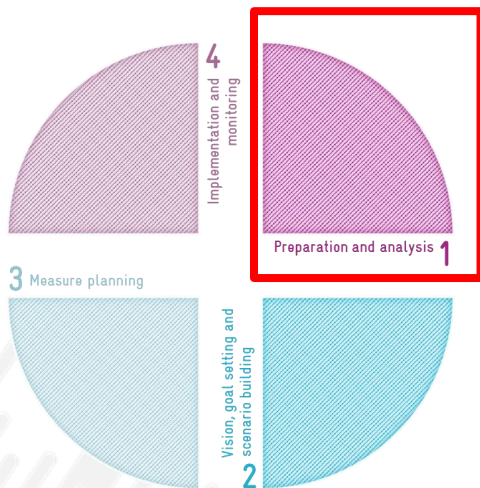
Metrics

Resources

Take Action to Improve Cycling

Cycling is a powerful tool to improve transportation, increase access, and enhance the quality of life in cities around the world.

1. How would you describe bicycle access and affordability in test?

1	2	3	4	5

Very affordable — Unaffordable
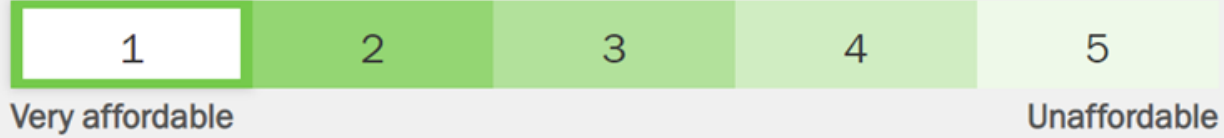
Range of bicycle types available, affordable and used bicycles are plentiful.

2. How likely is the average person to commute to work, school, or other daily destinations using a bicycle?

1	2	3	4	5

Highly likely — Highly unlikely
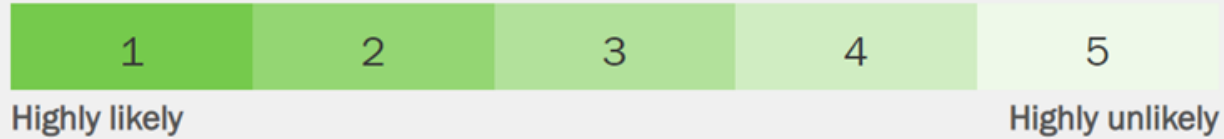
3. How would you describe the availability of bicycle retail, repair, and replacement parts locations?

1	2	3	4	5

High availability — Little to no availability
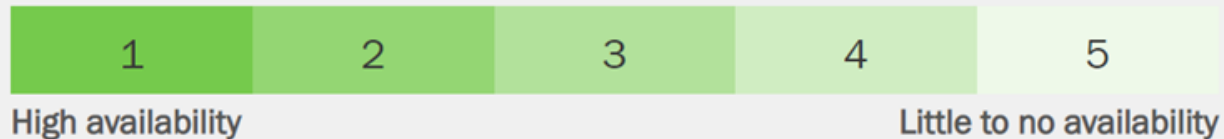
Rapid Cycling Growth in Washington

Download as PDF [f Share] [🐦 Tweet]
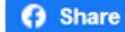
1. Connected network of bicycle infrastructure

Action Type: **Infrastructure**

Impact:
Time:
Cost:

- Install protected bicycle lanes and/or add protection to existing lanes
- Transition "quick build" or temporary cycle lanes to permanent design
- Ensure bicycle lanes connect with greenways, low-speed low-volume streets, and cycle highways to form a network throughout the city
- Ensure lanes are well-lit, well-maintained, and reflect city conditions

+ Read more

+ Resources
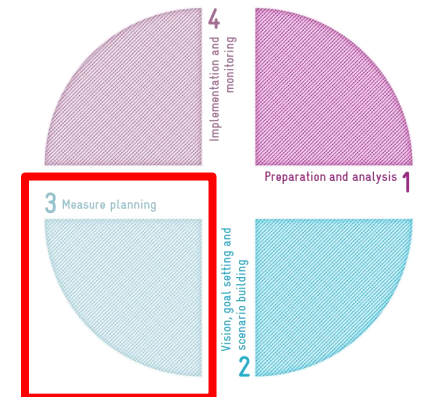
Follows a very similar approach to developing SUMPs

Overview

City Assessment

Action Plan

Metrics

Resources

+ Goal: Increase Number and Diversity of People Cycling

+ Goal: Increase Access to Safe Cycling Infrastructure

— Goal: Increase Access to Destinations

Indicators	Data sets needed	Collection details
Access to people by bicycle[a]	- Population - Road network	If access routes are restricted to streets with bicycle lanes, a geo-located bicycle lane shapefile will also be needed

[a] Access to people is used as a proxy for access to destinations.

+ Goal: Reduce Single-Occupancy Vehicle Trips

+ Goal: Reduce Cyclist Fatalities and Severe Injuries
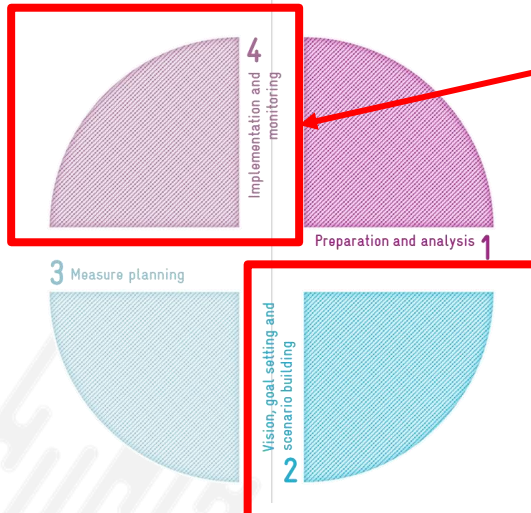
4 Implementation and monitoring

3 Measure planning

Preparation and analysis 1

Vision, goal setting and scenario building

2

Follows a very similar approach to developing SUMPs

Mobilise Your City

Overview

City Assessment

Action Plan

Metrics

Resources

+ Read more

+ Resources

Global Street Design Guide (NACTO)

Streets for Walking and Cycling (ITDP + UN Habitat)

Design Manual for Bicycle Traffic (CROW)

Share the Road: Design Guidelines for Non Motorised Transport in Africa (UNEP + FIA Foundation)

2. Reduce vehicle speeds

Action Type: **Policy**

- Establish and enforce low speed limits for vehicles
- Implement traffic-calming infrastructure for self-enforcement

+ Read more

+ Resources

Impact:

Time:

Cost:

Follows a very similar approach to developing SUMPs

Road Crash Data

- Data availability quality vary
- Cam highlight problem areas
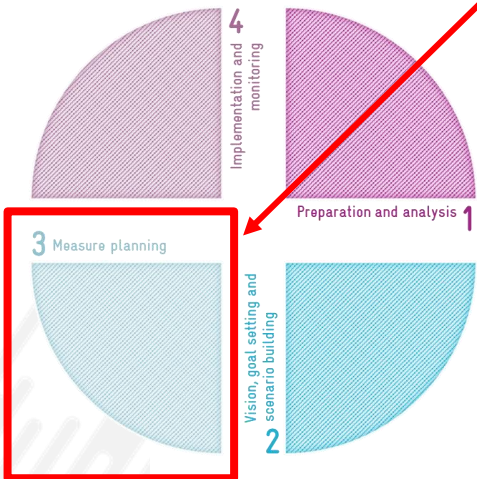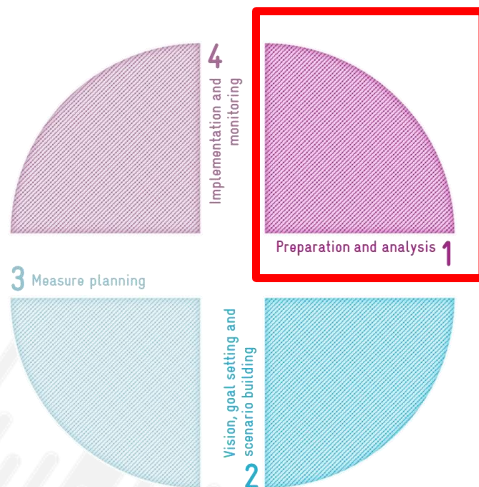- Must be used carefully

Directly related to activity 1 in developing SUMPs

Location of road crashes in Kisumu, Kenya
Source: ITDP

TOD Data

中文, ID, EN, ES, PT

ITDP'S PRINCIPLES OF URBAN DEVELOPMENT FOR TRANSPORT IN URBAN LIFE
& TOD STANDARD KEY IMPLEMENTATION OBJECTIVES

WALK
DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING
OBJECTIVE A. The pedestrian realm is safe, complete, and accessible to all.
OBJECTIVE B. The pedestrian realm is active and vibrant.
OBJECTIVE C. The pedestrian realm is temperate and comfortable.

CYCLE
PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS
OBJECTIVE A. The cycling network is safe and complete.
OBJECTIVE B. Cycle parking and storage is ample and secure.

CONNECT
CREATE DENSE NETWORKS OF STREETS AND PATHS
OBJECTIVE A. Walking and cycling routes are short, direct, and varied.
OBJECTIVE B. Walking and cycling routes are shorter than motor vehicle routes.

TRANSIT
LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT
OBJECTIVE A. High-quality transit is accessible by foot. (TOD Requirement)

MIX
PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS
OBJECTIVE A. Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.
OBJECTIVE B. Diverse demographics and income ranges are included among local residents.

DENSIFY
OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY
OBJECTIVE A. High residential and job densities support high-quality transit, local services, and public space activity.

COMPACT
CREATE REGIONS WITH SHORT TRANSIT COMMUTES
OBJECTIVE A. The development is in, or next to, an existing urban area.
OBJECTIVE B. Traveling through the city is convenient.

SHIFT
INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE
OBJECTIVE A. The land occupied by motor vehicle is minimized.

8 TOD Standard Principles

45 - Active Mobility Diagnosis

WALK
measures support safety, independent mobility, universal & stroller access

VISUALLY ACTIVE FRONTAGE

SAFE, ALL ACCESSIBLE CROSSWALKS

SAFE, ALL ACCESSIBLE WALKWAYS

PHYSICALLY PERMEABLE FRONTAGE

SHADE AND SHELTER

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WALK

Goal: 100% complete, all-accessible walkways

Sidewalks and crossings should be all-accessible in the pedestrian network like here in Guadalajara, Mexico

4 Implementation and monitoring

1 Preparation and analysis

3 Measure planning

2 Vision, goal setting and scenario building

Follows a very similar approach to developing SUMPs

DATA SOURCES

Plans and designs; maps; up-to-date, high-definition aerial/satellite photography; site survey.

SCOPE

Within the development's boundaries and immediately adjacent within the public right of way.

WALKWAYS

Percentage of the walkway network that is complete:

100%	3 POINTS
90% or more	2 POINTS
80% or more	1 POINTS
Less than 80%	0 POINTS

EXERCISE

- Accessible Walkways

- Visually Active Frontage

- Physically Permeable Frontage

- Shade & Shelter

IN THE CHAT ENTER:
"+" followed by a positive observation

OR

"-" followed by a negative observation

CYCLE

measures encourage cycling amongst the caregivers (accompanied by kids) and among older children

SAFE AND COMPLETE CYCLEWAYS

CYCLE STORAGE AND PARKING

Mobilise Your City

CYCLE

Goal: 100% buildings within 100m of safe cycle network

Follows a very similar approach to developing SUMPs

DATA SOURCES

Plans and designs; maps; up-to-date aerial/satellite photography; local government transport data; site survey.

CYCLE NETWORK

100% of street and path segments are open and safe for cycling	▶	2 POINTS
No building entrance is more than a 200 m walking distance from a safe cycling network segment	▶	1 POINT
One or more building entrance are more than a 200 m walking distance from a safe cycling network segment	▶	0 POINTS

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EXERCISE

Safe cycling:
- protected cycleways
- slow streets (<30 km/hr)
- pedestrian-priority street (< 15 km/hr)
- Walk/cycle paths

IN THE CHAT ENTER:
"+" followed by a positive observation

OR

"-" followed by a negative observation

Mobilise Your City

EXERCISE:
Pedestrians First Data

IN THE CHAT ENTER:
1) The name of the city and country you're in or a big city near you.
2) The block density for that city
3) One observation of the city based on the blocks

GO TO:
https://pedestriansfirst.itdp.org/city-tool/step-3
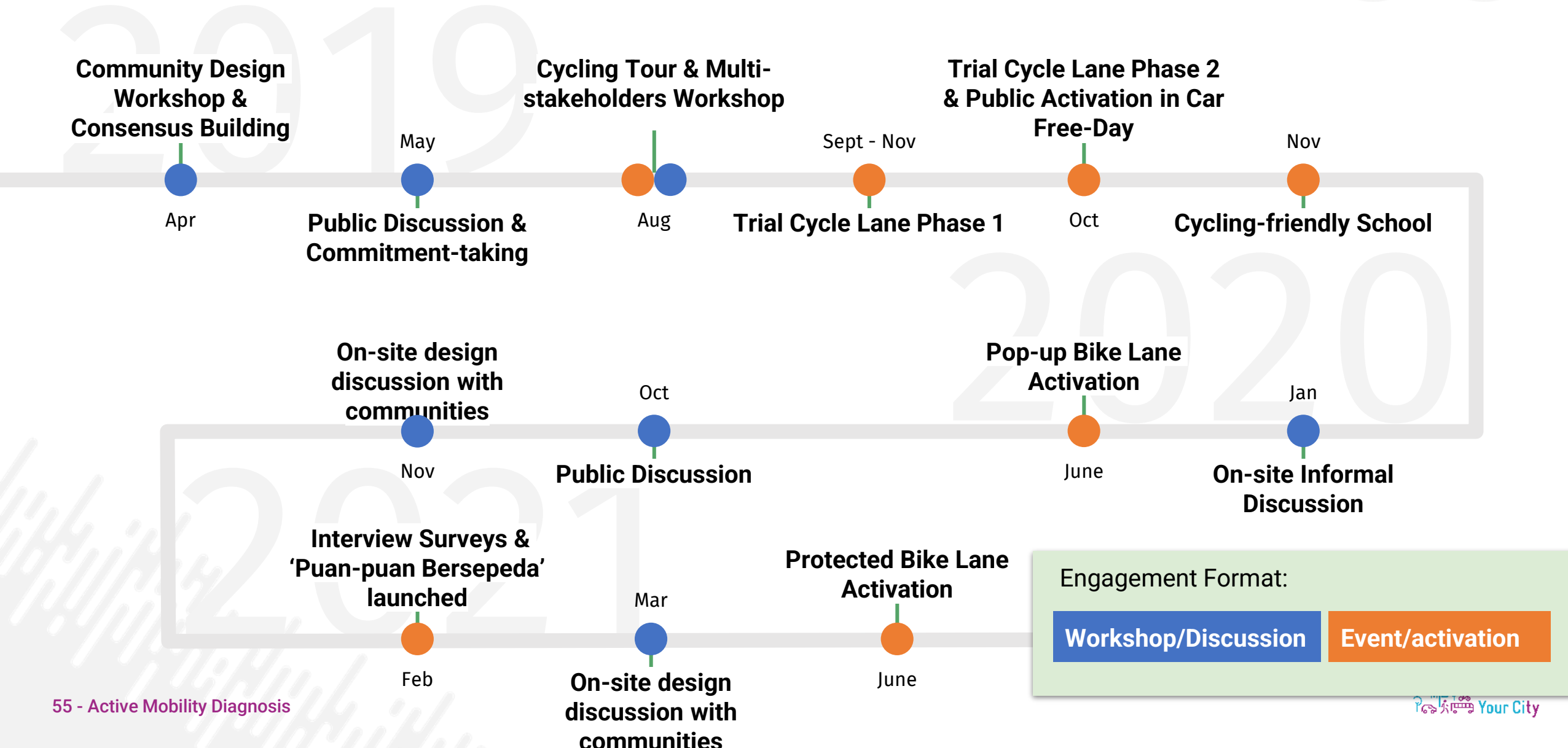
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Diagnosis: Case Studies

Examples of using diagnosis in planning and decision making

5

The Importance of Public Participation in Development of Cycling Infrastructure in Jakarta, Indonesia

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Your City

A continuous effort to engage public participation

Community Design Workshop & Consensus Building

Cycling Tour & Multi-stakeholders Workshop

Trial Cycle Lane Phase 2 & Public Activation in Car Free-Day

May

Sept - Nov

Nov

Apr

Aug

Oct

Public Discussion & Commitment-taking

Trial Cycle Lane Phase 1

Cycling-friendly School

On-site design discussion with communities

Pop-up Bike Lane Activation

Oct

Jan

Nov

June

Public Discussion

On-site Informal Discussion

Interview Surveys & 'Puan-puan Bersepeda' launched

Protected Bike Lane Activation

Mar

Feb

June

On-site design discussion with communities

Engagement Format:

Workshop/Discussion **Event/activation**

Your City

Ensuring participation from all users

People on bicycles in Jakarta, Indonesia
Source: ITDP

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Your City

Focus Group Discussion

Initial discussion with communities in Jakarta, Indonesia. Source: ITDP

Point of discussion:
- Physical and non-physical issue
- Action plan recommendation for the city
- Initial consensus draft

Results:
- Consensus
- Action plans for Government
- Dissemination to the government

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Collaborative Workshop

Workshop between public and government in Jakarta, Indonesia. Source: ITDP

Phase 3

Phase 1

Phase 2

Legend:
— Phase 1
— Phase 2
— Phase 3
— Existing bike lanes   — Sudirman-Thamrin Street
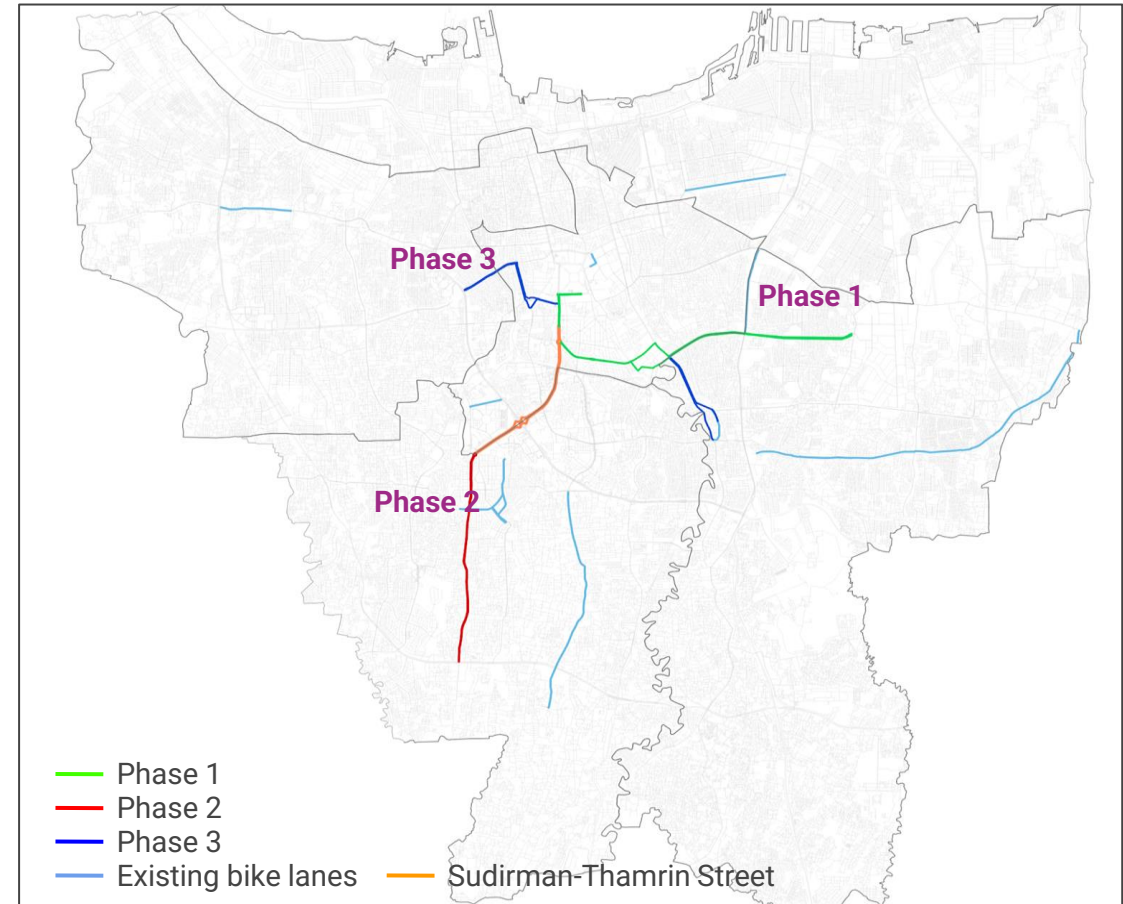
Results:
- Bike lane trial kick-off plan and stages
- Planning and design element
- Public awareness plan

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Bike Lane Design Improvement and Implementation

Gathering Issues	▶ Initial field surveys and trial implementation	▶ Monitoring and evaluation	▶ Permanent Implementation

Focus Group Discussion
(Source: ITDP Indonesia)

Field Installation
(Source: Public Works Agency)

Monitoring and Evaluation
(Souce: Transport Agency)

Illustration of permanent bike lane in Sudirman-Thamrin
(Source: ITDP Indonesia)

Results:
● Consensus and action plans
● Element design ideas
● Bicycle network priority

Results:
● Field surveys
● Marking and traffic cones installation
● 63 km temporary bike lanes

Results:
● Field observations
● Cyclist counting
● Bicycle permanent design concept

Results:
● Technical assistance permanent bike lane development

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'Cycling tour' inviting both public and the government - enabling the government to hear directly from the public and first-hand experience as a cyclist

Cycle Lane Volunteers - Involving local cyclists as a public volunteer to collect user experience issues

On-site design discussions with communities

Cycling Tour in Jakarta, Indonesia
Source: ITDP

Cycle Lane volunteers in Jakarta, Indonesia. Source: ITDP

Public installation at a Car-Free Day - Engaging wider groups of citizen to gather their perceptions towards a cycling-friendly city

Public Engagement Installation in Jakarta, Indonesia
Source: ITDP

Public

NGO/ Facilitators

Government
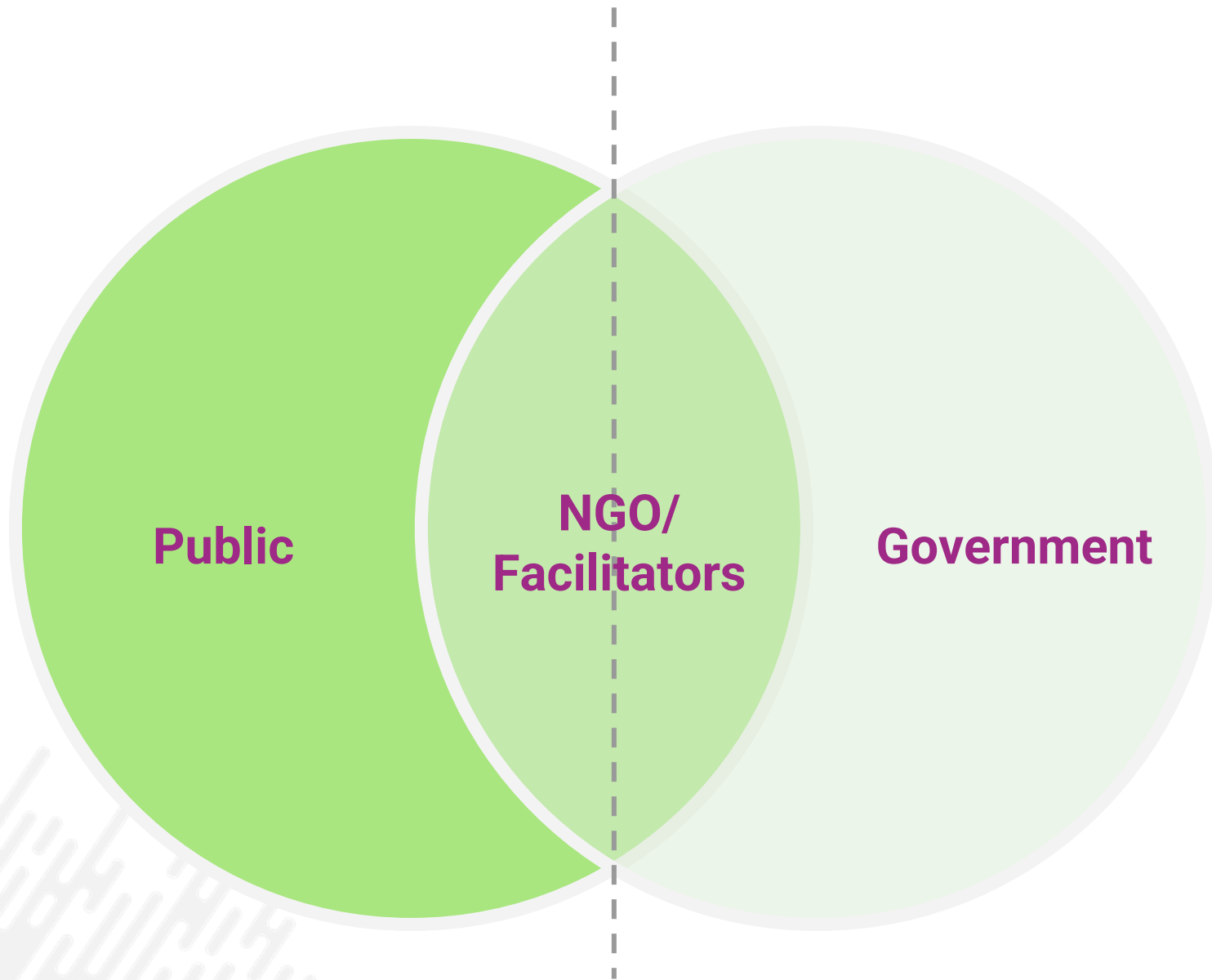
Why is needed - To gain experiential knowledge

Benefit - infuse with local values, common sense, and more inclusive planning

Main Goal - to create communication and dialogue

Beware of difficulties, challenges, and drawbacks

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Example of Walkway facility diagnosis In African cities.

Footpath clear width, city wide

Footpath clear width
- ━━ < 1 m
- ━━ 1-1.9 m
- ━━ 2-2.9 m
- ━━ ≥ 3 m

0   1   2 km

Bahir Dar city

Frontage zone   Pedestrian zone   Furniture zone

- Surveyors will have to measure the clear footpath width at the city level.

- Categories should be:
  - < 1 m
  - 1-1.9 m
  - 2-2.9 m
  - >3m

- Data should inform planners on the availability of clear walkway width, and to propose at least 2 m of clear width for streets that have lesser.

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Bahir Dar city
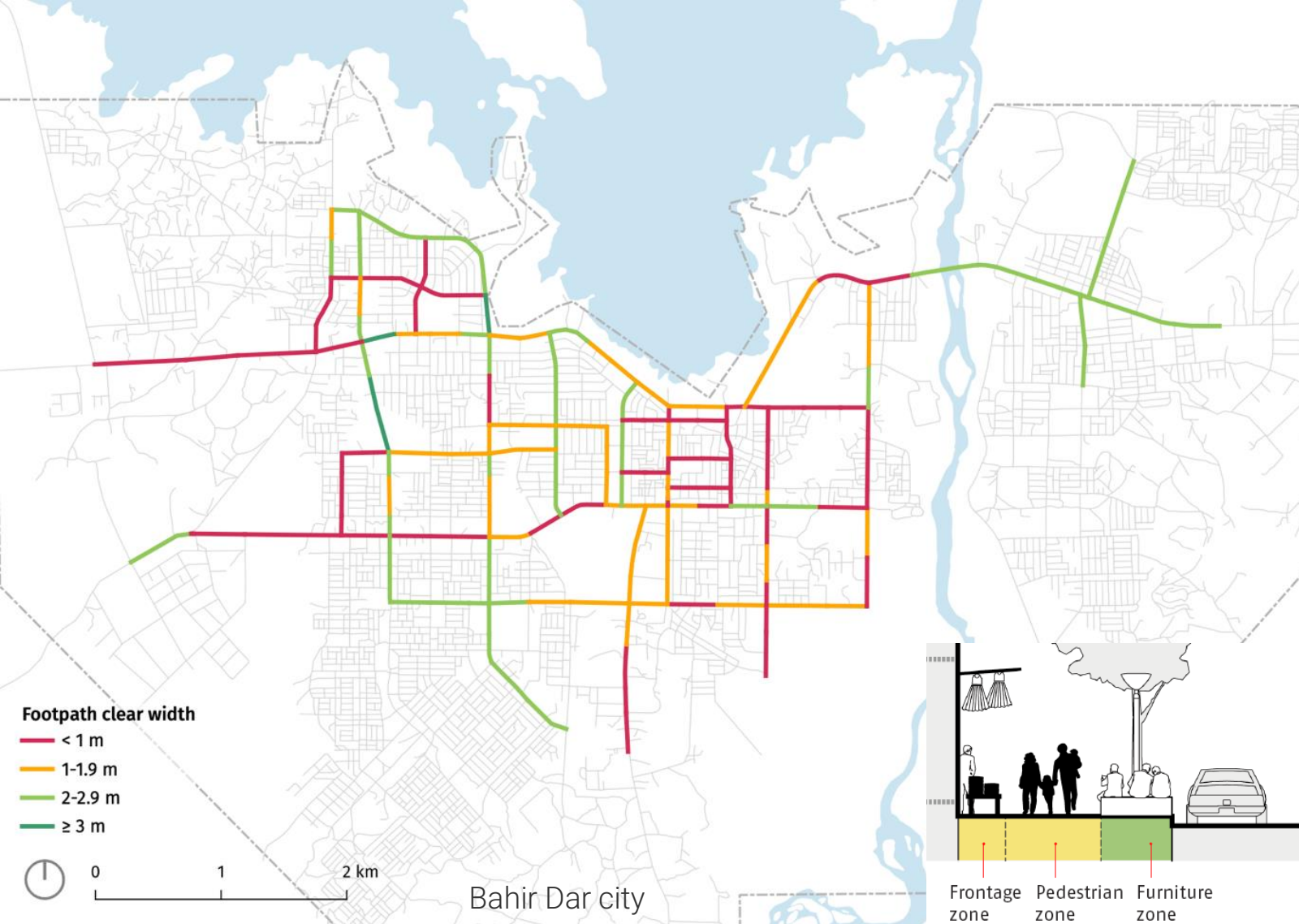
Pedestrian volume

- The pedestrian volume per hour, should be counted on multiple locations in the city.

- The count should include all groups of society.
  - Child
  - Adult male
  - Adult female
  - Disabled child
 - Disabled adult male
  - Disabled adult female

- The data should inform volume of pedestrians on the city, and to allocate appropriate walking infrastructure.

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Level of vending activity
- Heavy (red)
- Moderate (yellow)
- Low (cyan)

0 100 200 m

Bahir Dar city

Vending spaces should be placed in a bulbout in the parking lane (as pictured here) or in the furniture zone, leaving clear space for pedestrian movement.

Vendors tend to be attracted to spaces under trees or close to bus stops. Vendors also prefer spots that are visible to passersby.

Street Vending

- The survey should be conducted on major streets within the city center.

- Intensity of vending activities could be checked and could be categorized as.
  - Heavy
  - Moderate, or
  - Low

- The data will inform planners on the presence of street vendors and to include proper spaces for them.

Mobilise Your City
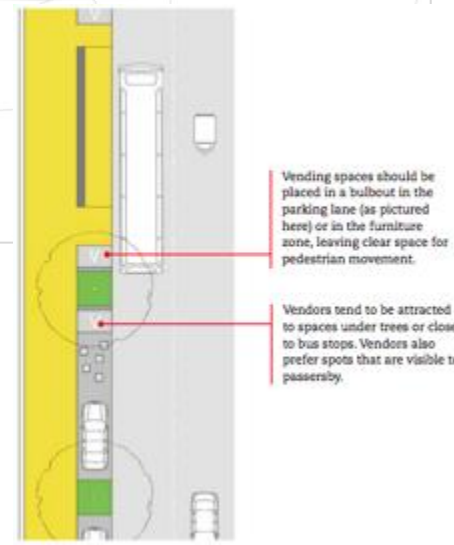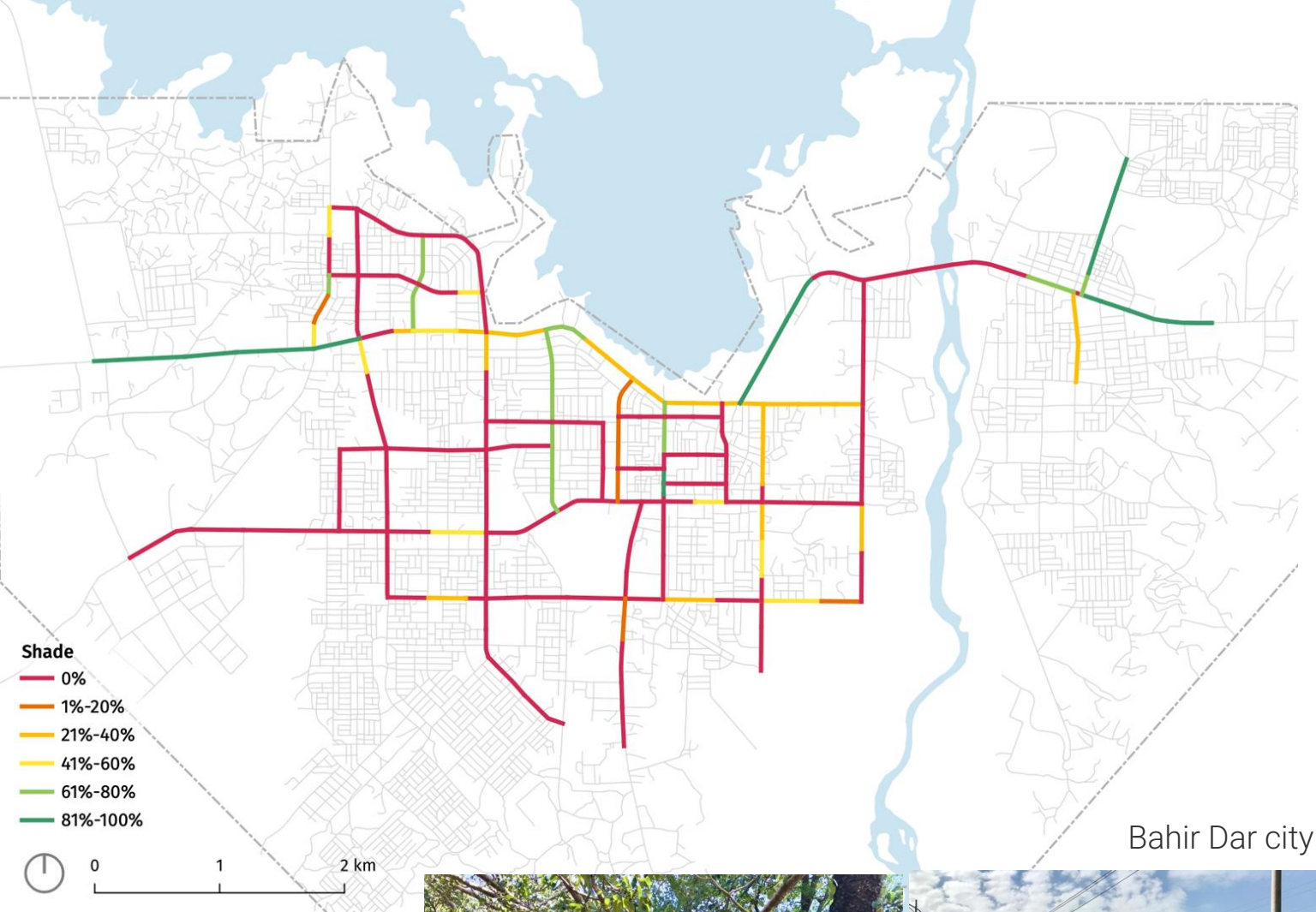
Shade

- Should be observed on the street during the high intensity sun light.

- Data should inform planners to decide to incorporate continuous street side trees.

Bahir Dar city

Shade
- 0%
- 1%-20%
- 21%-40%
- 41%-60%
- 61%-80%
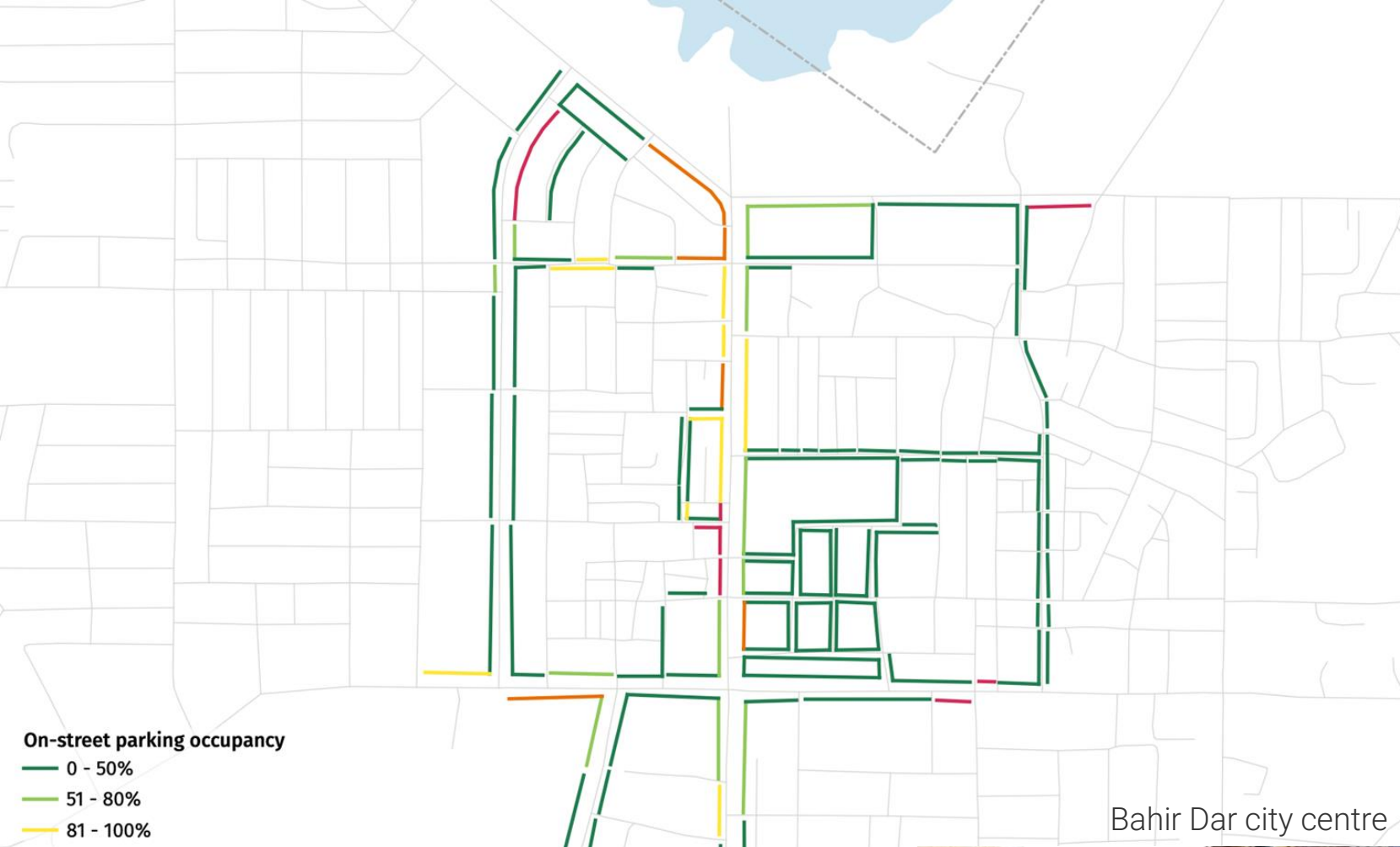- 81%-100%

0   1   2 km

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Street light

- Street light could be checked from the street light poles or lights from the buildings.

- Data will inform planners about the availability of street lights, and recommendation to incorporate or fixing the street lights.

Street lighting
— Good
— Moderate
— Bad

Bahir Dar city

Mobilise Your City
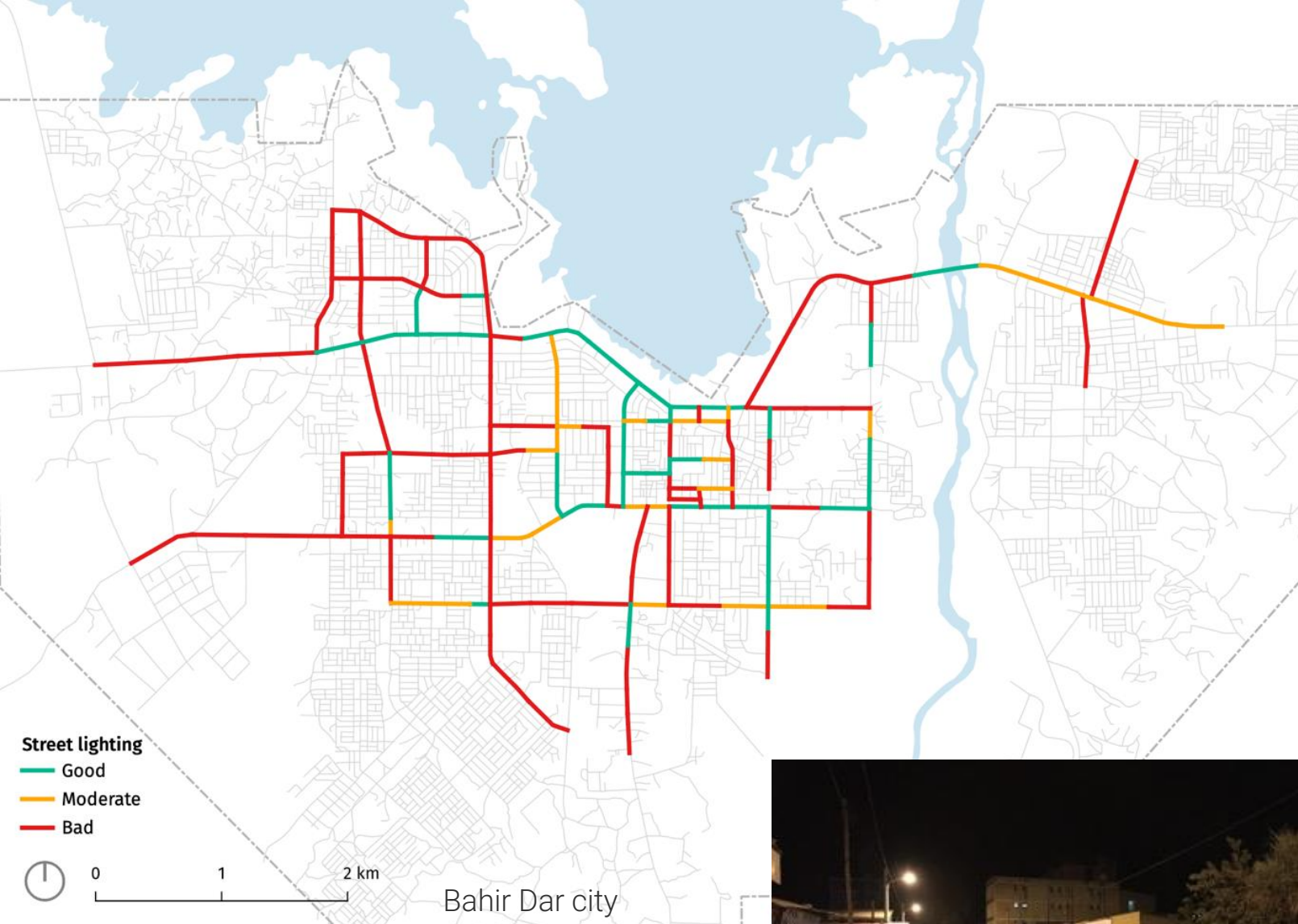
On street parking occupancy

- Surveyed by measuring the spaces occupied by parked vehicles.

- Data informs planners on availability of car-parking spaces,

- Recommendation will include parking management and allocation of parking on the street.

Bahir Dar city centre

On-street parking occupancy
— 0 - 50%
— 51 - 80%
— 81 - 100%
— 101 - 120%
— Over 120%

0   100   200 m

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Crossings

Wide turning radii at intersections encourage speeding by vehicles, thus making it unsafe for pedestrians to cross the road.

Newly constructed road need to incorporate safe crossings.

Kisumu city

- Intersections and midblock crossings could be assessed by site visits and documented with photos and videos.

- Identify spots for intersection redesigns: incorporate traffic calmed crossings, reduce curb radii, universal access, and incorporate bollards.

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Locations of crashes from 2016-2019.

Crashes
- 2016
- 2017
- 2018
- 2019
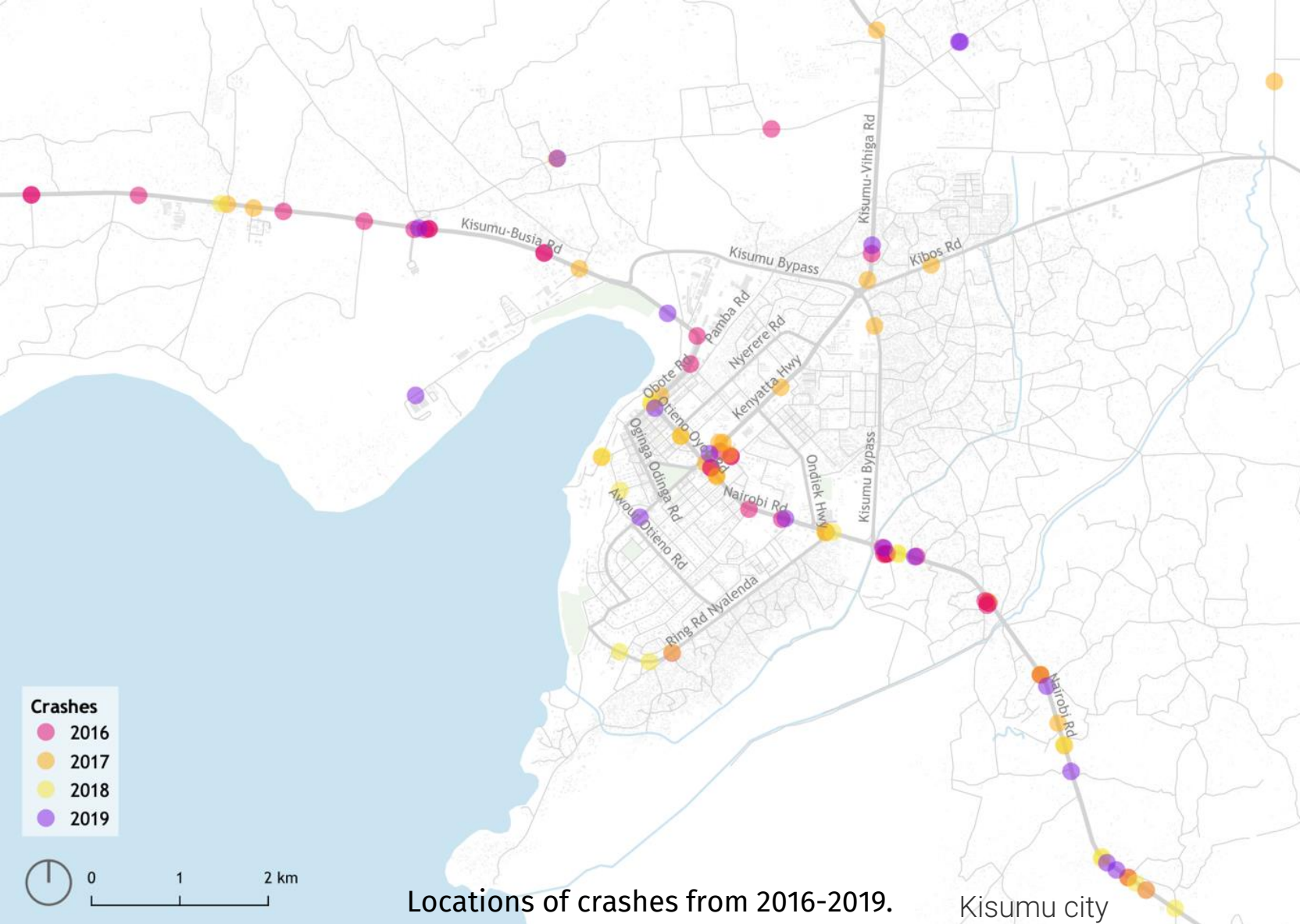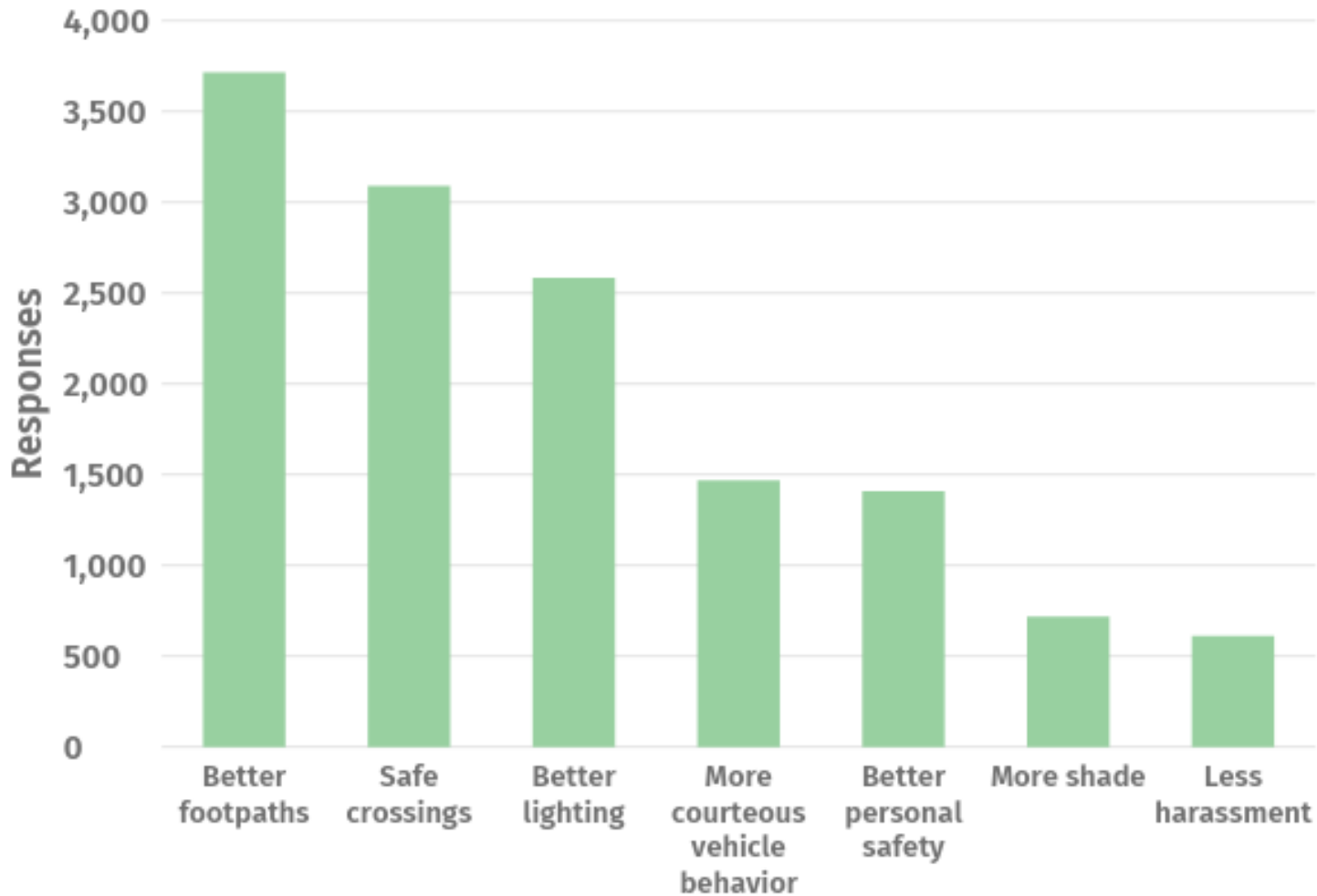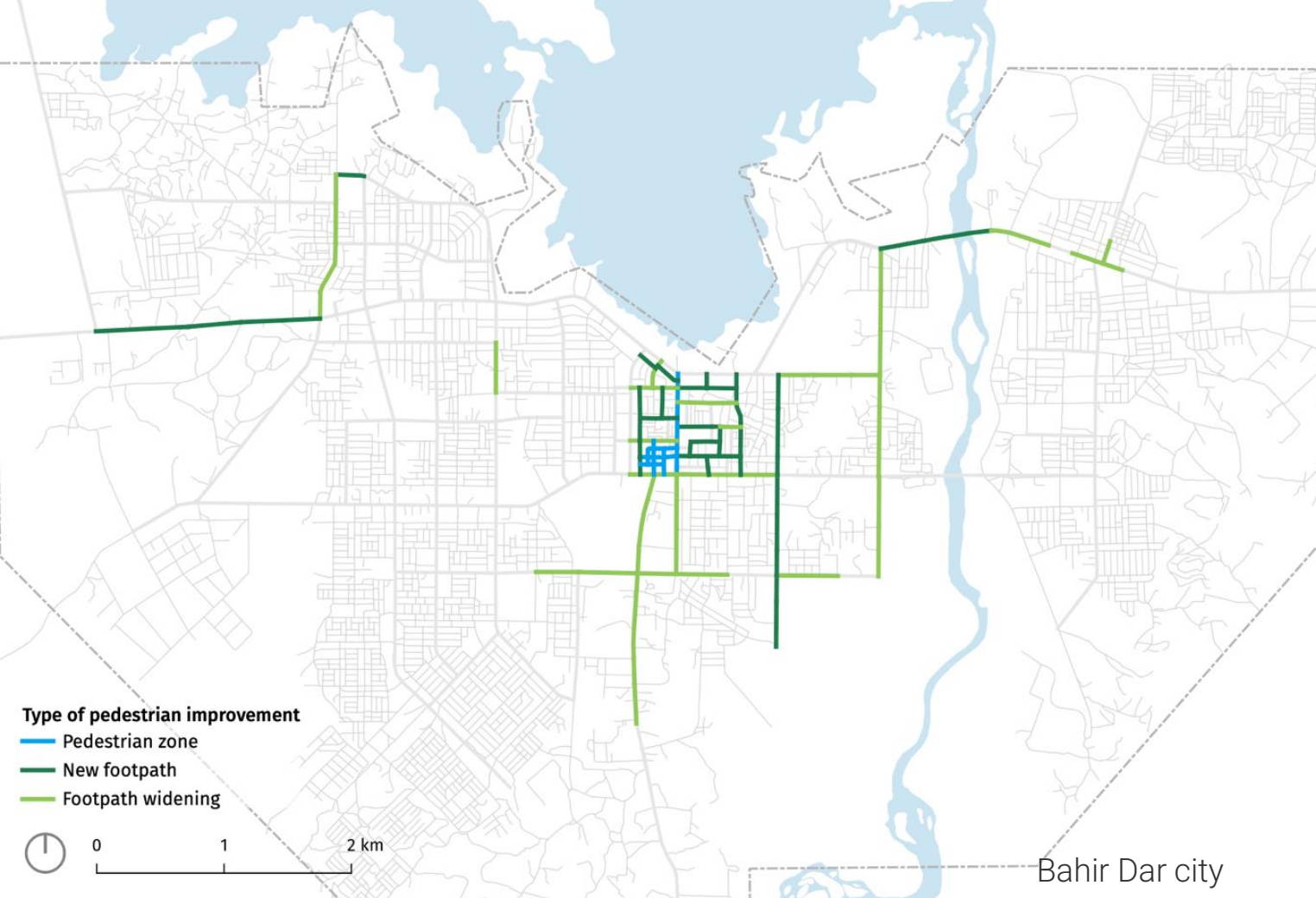
Crash data

- According to crash data, most crashes occur on major roads.

- Used to prioritise locations for traffic calmed crossings and intersection redesigns.

Household survey

Kisumu city

- Survey could be done on the locations with high pedestrian activity.

- Data to be used to plan, design, prioritize different interventions, based on the challenges.

Bahir Dar city

Type of pedestrian improvement
— Pedestrian zone
— New footpath
— Footpath widening

0   1   2 km

Prioritise possible interventions

- Pedestrian walkway improvements
- Intersection retrofit

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How these data used?

- Preparation of the Bahir Dar and Kisumu SUMP.

Key Takeaways

- Diagnosis leads to more complete understanding walking and cycling

- Diagnosis of walking and cycling is critical to the development of SUMPs

- Diagnosis tools reduce the burden on cities for collecting data, setting goals, and planning interventions

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Questions

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English	27.04.2022	Mobility for all? Integrating gender perspectives in SUMPs and NUMPs
	19.05.2022	Participation Matters: Who to involve and how to prepare a participatory process for mobility planning
	25.05.2022	It's all about the money: Secure the financing for walking and cycling in your city
French	31.03.2022	Cartographie numérique et biens communs numériques : Combler le manque de données sur les transports publics informels au Maroc
Spanish	05.05.2022	Adaptando procesos de PMUS en tiempos de COVID-19: recolección de datos y modelación de transporte

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Thank you for your attention

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