



# Workshop Results

Is the goal of **changing modal share from private car to public transport and bike/foot realistic?**



# Answer

**Yes, but more information is needed, e.g. travel patterns, origin-destinations, purpose of travelling**

**Yes, but different solutions are needed for the different parts of the city (e.g. uptown – hillside, downtown – flat country)**



# Observation

Interventions only makes sense when **Urban Design** (e.g. planning of Activities and Facilities) is **integrated** with **Mobility** (e.g. Traffic Planning)

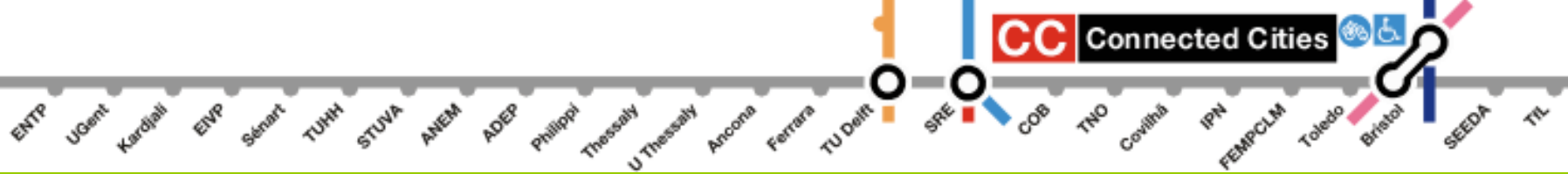
A **vision** for the future development of Covilhã is needed, e.g. quality and activities of the different parts of the city

# Solutions?!

Not ONE, SIMPLE solution

The measures should reflect the long-term goals based urban and mobility plan

To increase Public Transport use Car use must be restricted or discouraged, e.g. parking policy, traffic enforcement, restricted access



# One Idea....



# Vision and 'Solution'

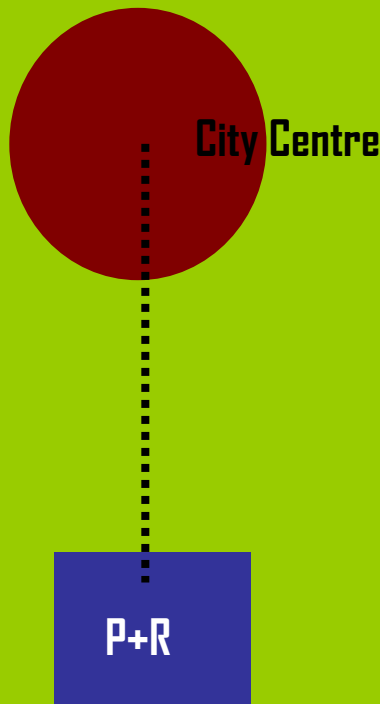
**Vision: keep City Centre as High Quality Heart offering attractions and facilities for pedestrians, e.g. bars, restaurants, local shops**

**A bypass takes through-traffic away from the City Centre.  
High quality access is needed to reach the City Centre.**

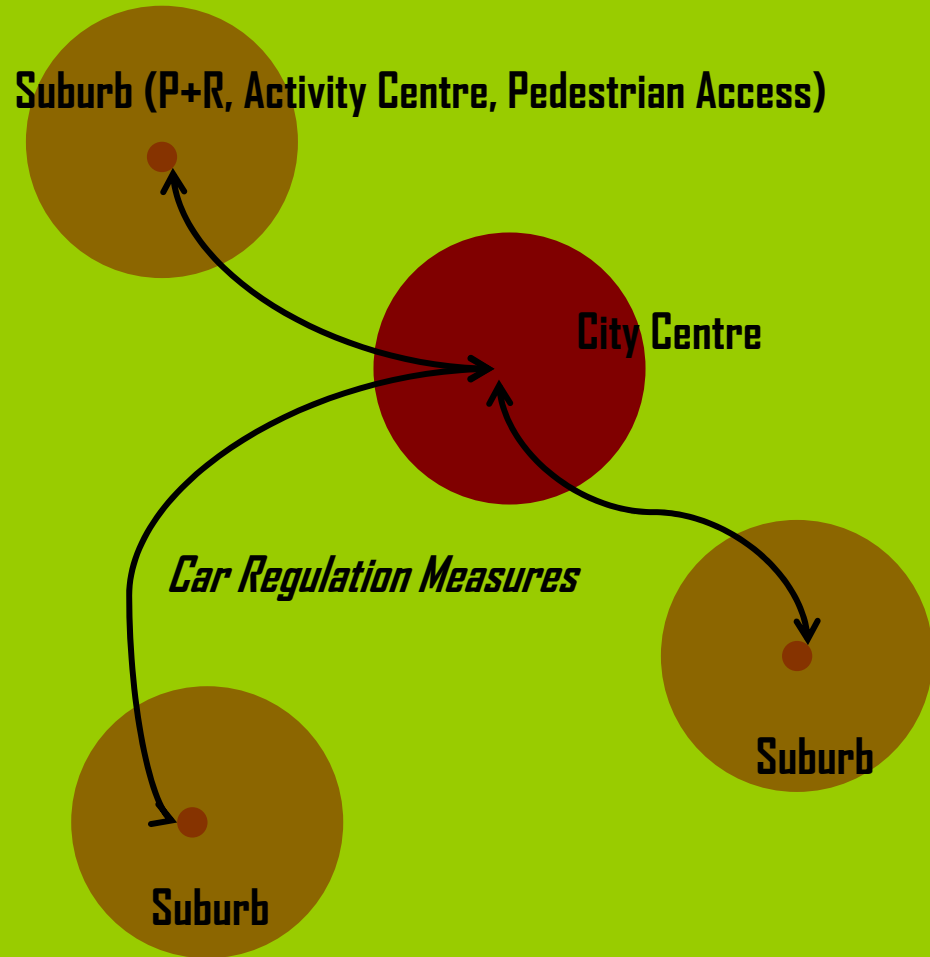
**Model A: Cable Car on rails, e.g. Rigiblick, Zürich**

**Model B: Network of Small Buses from P+R facilities**

# Models



Activating a Link



Activating the City