CHANGWON CITY

EcoMobility

ICLEI Local Governments for Sustainability

EcoMobility Alliance

Report 2012-2015

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FOREWORDS

It is with great pleasure that I present to you the achievements of the EcoMobility Alliance in 2012 - 2015. The EcoMobility Alliance has become a movement of visionary city leaders in transforming their cities and transport systems to be people friendly. Changwon City is proud to be the initiator of this movement.

We are also thankful for the strong technical support provided by the EcoMobility Alliance partners, who worked with the EcoMobility Alliance cities to suggest how plans and vision can be realized on the ground.

Let me congratulate the Mayor of Kaohsiung for committing to Chair the Alliance for the next two years and thus continue this movement. Under the leadership of Mayor Chen, I am confident that the Alliance will continue to grow, bringing together more visionary leaders and technical experts.

Finally, allow me to congratulate ICLEI for their constant support in convening cities inside and outside the Alliance to share experiences and allow the Alliance's collective knowledge grow.

Mayor Ahn Sang-Soo

Changwon City

Kaohsiung is proud to have been selected as Chair for the EcoMobility Alliance for the phase 2016 – 2017. Kaohsiung is one of the founding members of the EcoMobility Alliance, and being the Chair of the Alliance will give Kaohsiung the chance to prominently display our commitments and plans for advancing EcoMobility in our city.

I also look forward to being inspired by other Alliance cities and learning from their mobility plans and projects. Like many cities, Kaohsiung faces a huge challenge to combat climate change. Such a challenge can be addressed only with coordinated and collaborative efforts. The Alliance offers the perfect stage for cities to come together and jointly address climate change from a mobility perspective.

In addition to chairing the EcoMobility Alliance, the City of Kaohsiung will host the EcoMobility World Festival in October 2017. The Festival will demonstrate Kaohsiung's commitment to creating a city for people rather than for automobiles. We will decongest a neighbourhood in Kaohsiung and open the area to people and public transport. The Festival will demonstrate to the entire world that car-free living is possible.

Kaohsiung has shown its ambition by taking up the EcoMobility challenges, confident in the backing of ICLEI, the Alliance cities and partners. 2016 and 2017 will be two stimulating years for Kaohsiung, and I count on the support of each and every one of you.

Mayor Chen Chu

Kaohsiung City

Over the past four years, ICLEI has successfully emerged as a strong partner and a support to cities in promoting, developing, and implementing sustainable mobility. Our various projects under the EcoMobility program have proven to be successful and continue to attract the attention of cities and organisations from around the world.

The Alliance is highlighting the various mobility ventures that cities are undertaking to move away from conventional mobility options. Alliance cities are creating and re-creating their urban spaces for people with environmentally-friendly transport options.

The EcoMobility World Festival has become a one-of-a-kind project, whereby every two years, a bold city leader closes a neighbourhood to private automobiles so that people and public transport can reclaim the space.

The EcoMobility SHIFT project that we have developed with our partners became the first total quality measurement system for urban mobility, not only in Europe but also internationally. It allows cities to evaluate the effectiveness of their policies and actions to achieve a more sustainable transport system in terms of environment, accessibility, safety and equity.

We sincerely thank the City of Changwon for their constant support in maintaining the EcoMobility Alliance. We also express our gratitude to all partners of the Alliance. Without strong partnerships with various international organisations and funding agencies, EcoMobility would not have reached the various corners of the globe.

We look forward to continued cooperation on EcoMobility, giving priority to walking, cycling, public transport and shared mobility.

Monika Zimmermann

Deputy Secretary General, ICLEI

ABOUT THE ALLIANCE

The EcoMobility Alliance is a group of enthusiastic local governments with a common goal: to create and implement urban mobility strategies that prioritize people and the environment. Since its creation in 2011, the EcoMobility Alliance has worked to become a truly global actor by engaging with a geographically diverse range of cities and partners. In addition, the Alliance aims to engage public and private actors in advocating for EcoMobility at a global level.

Participation in the Alliance allows cities to access knowledge and resources made available through the network. Peer-to-peer activities such as city workshops have helped Alliance Cities to advance their EcoMobility agendas, for example, inspiring local leaders to make public transport safer, create public spaces, and increase safety for bicyclists. Cities have also defined areas for further work, including urban logistics, shared mobility and the identification of a more evident link between mobility and health.

Alliance Cities have also shared their experience with cities outside the Alliance through international events and projects. Road safety, air quality monitoring and improvement, energy efficiency, and green infrastructure were some of the active topics of collaboration. Through material prepared by the Alliance secretariat, the work of Alliance cities has been communicated worldwide. In addition, site visits have allowed other cities and partners to learn from the success of Alliance Cities, propagating a model for replication.

Alliance Cities are supported by the EcoMobility team at the ICLEI World Secretariat and by a group of partners from the business, academic and governmental sectors. These partners have been instrumental in the transformation of Alliance Cities, bringing their knowledge and experience to local and subnational governments.

EcoMobility Alliance Cities

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Recognitions

Alliance Cities have attained international recognition. Between 2012 and 2015, an Alliance City has either received the prestigious Sustainable Transport Award or received an honourable mention.

In addition, in 2015, Medellin, Colombia was awarded the Enterprising City/State award by the Mobi Prize Committee for its efforts in promoting entrepreneurship in the field of sustainable mobility.

The Alliance secretariat has conducted capacity building activities together with Alliance partners in Medellin, Johannesburg, and Suwon. The main target groups for these events were policy-makers from a local government and national level.

The Alliance has also brought forward the voice of Alliance Cities and their mobility concerns at international events such as the World Urban Forum, the International Transport Forum, Metropolitan Solutions, the UN Climate Talks in Bonn, and the Climate Conferences in Lima and Paris (COP20 and COP21).

18	32,500,00	>30	75%	>20
EcoMobility Alliance Cities.	*Population influenced by the Alliance.*	*More than 30 transport projects in Alliance Cities.*	*of Alliance cities report their GHG emissions.*	*Alliance partners.*

ALLIANCE PARTNERS

In 2012–2015 the EcoMobility Alliance has successfully partnered with the following organisations to build and implement the EcoMobility Alliance. Alliance partners have provided technical support to the Alliance Cities either directly or through joint activities involving the EcoMobility Alliance Cities.

Current partners include:

8-80 Cities

Asian Development Bank

Centre for Green Mobility (CGM)

Cooperation for urban mobility in the developing world (CODATU)

Clean Air Asia, Manila

European Institute for Sustainable Transport (EURIST)

European Cyclists Federation

FIA Foundation

Fundación Despacio

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ),

Innovationszentrum für Mobilität und gesellschaftlichen Wandel (InnoZ) GmbH

Institute for Transportation and Development Policy (ITDP)

National Taiwan University

SLoCaT, Partnership on Sustainable Low Carbon Transport

SMART, University of Michigan

Sharing Opportunities for Low carbon Urban transporTatION (SOLUTIONS)

Viva Cities

World Cycling Aliance (WCA)

WRI Ross Center for Sustainable Cities

Wuppertal Institute for Climate, Environment and Energy

Workshops & events

EcoMobility workshops run by Alliance Cities provide peer-to-peer exchanges to Alliance Cities. Workshops focus on key issues of common concern and facilitate sharing of expertise among Alliance Cities, Alliance Partners, and experts. Each workshop focuses on a theme agreed by the host cities and the other Alliance Cities.

Creating Liveable Cities through Public Spaces & Transport

Changwon, Republic of Korea, 18-23 November 2012

Participants at the first Alliance workshop held in Changwon discussed the importance of people-friendly urban spaces. The workshop concluded that urban spaces can be safe and attractive when they are designed for people rather than automobiles. Changwon City served as the perfect host after converting some of its urban areas for exclusive pedestrian use and also dedicating a disused railroad for cycling.

Non-Motorized Transport Workshop

Suwon, South Korea, 2 September 2013

In Suwon, Alliance Cities not only had their own workshop but took part in the broader EcoMobility Congress, held in Suwon at the same time. The events were part of the first EcoMobility World Festival. This workshop was conducted in partnership with the Asian Development Bank and the German Development Agency (GIZ). It brought together over 60 policy-makers and researchers, discussing various measures to implement non-motorised transport. Discussions focused on the importance of active transport modes such as walking, cycling, and public bike sharing systems, and the need to integrate these various modes with public transport.

2015 International EcoMobility Forum

Kaohsiung, Chinese Taipei, 24-25 September 2015

The EcoMobility Forum set in motion a larger discussion in Chinese Taipei on how cities view the future of urban mobility. Supported by the European Chambers of Commerce, the workshop drew on examples from India, Japan, Europe, and the Americas to demonstrate that future mobility in cities must be focused on ecomobility. The forum also unanimously agreed that the climate change debate is only complete when transport is a part of it, and that solutions to climate change should include urban mobility and planning.

Mayors Commitment to EcoMobility in Cities

COP21, Paris, France, 5 December 2015

The Johannesburg Declaration, produced after intensive discussions and debates among the cities and experts, was brought to the UN Climate Conference (COP21) in Paris. Visionary city leaders, including those from Alliance Cities, came together at the Cities & Regions Pavilion at COP21 to present the actions they have taken to advance EcoMobility in their cities. The Johannesburg Declaration was further endorsed by city leaders in Paris, and was discussed and mentioned in transport meetings elsewhere at COP21.

Creating a Bicycle Friendly City

Munster, Germany, 22-24 April 2013

The second EcoMobility Alliance workshop focused on creating a bicycle-friendly city. Participants explored traffic safety solutions with a special emphasis on bicycle safety, and identified requirements to increase cycling. The topic of using helmets as a safety measure prompted animated debate. In some Alliance Cities, helmet use is mandatory which, according to some observations, can limit the number of people willing to cycle.

Walking, Cycling, Transit and Health

Sydney, Australia, 21 -23 October 2014

This workshop in Sydney took place right after the Walk21 Conference, allowing interactions. The workshop in Sydney set in motion the idea of extending the mobility performance measurement scheme to cities in the Alliance. Sydney also took up the challenge of being the first city to conduct the SHIFT assessment for its mobility performance. Alliance Cities participating in the workshop provided feedback on Sydney's walking and cycling strategies.

EcoMobility Dialogues workshops 2015

Johannesburg, South Africa, 5-9 October 2015

The EcoMobility Dialogues adopted an innovative approach, discussing specific themes at length to address the topics in a holistic manner and with recognition of both global and local impacts. Alliance Cities and experts also met to consider transport in relation to climate change. Technical papers contributed by experts provided a foundation for the discussions, which resulted in The Johannesburg Declaration on EcoMobility in Cities.

EcoMobility Congresses

The EcoMobility Congress series enables international actors, united by a shared interest in sustainable transportation, to come together to share good practices and spark synergies in a setting that promotes creative collaboration, local initiatives and the EcoMobility agenda.

The EcoMobility 2013 Congress

Suwon, Republic of Korea, 1-4 September 2013

The Congress highlighted the importance of EcoMobility from a range of perspectives, including local leadership, social inclusion, health, future generations, and practical applications. The Congress underscored EcoMobility as an active concept – something to be applied and developed and shared. The Congress emphasized the integration, development, and promotion of active modes such as walking, cycling, wheeling, public transport and shared transport systems.

More information is available on the Congress website, including all available presentations from the various speakers. suwon.ecomobilityfestival.org

EcoMobility Dialogues 2015

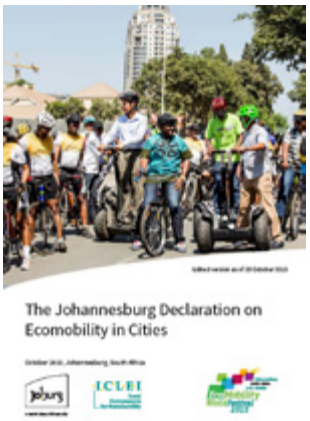
Johannesburg, South Africa, 5-9 October 2015

The EcoMobility Dialogues explored ways to reduce the dominance of private automobiles in cities and to build an urban transport system that meets the needs of residents while minimizing energy consumption, emissions, material use and space requirements. The topics of the three dialogues were:

- Reshaping cities for EcoMobility: Strategies and tactics
- Achieving and enabling EcoMobility: New and shared forms of mobility
- Making the commuting decisions safe, sustainable and popular

More information is available on the Festival website, including all available presentations from the various speakers. joburg.ecomobilityfestival.org

Declarations



The Johannesburg Declaration on Ecomobility in Cities, 2015

The Johannesburg Declaration on Ecomobility in Cities combines statements on the future direction of urban mobility with local action commitments. It calls other spheres of government, international organisations and financial institutions to support this needed paradigm shift.

The Johannesburg Declaration on Ecomobility in Cities has been translated into Spanish, French, Chinese, Korean and German and is available online at: www.ecomobilityfestival.org/the-johannesburg-declaration/

Suwon 2013 EcoMobility Impulse

The purpose of the Suwon 2013 EcoMobility Impulse is to provide guiding thoughts, principles, examples and starting points for concrete improvements in urban planning and development, be it for existing municipalities or new towns, towards the greening of mobility in our cities worldwide.

The Impulse document can be downloaded from the congress website: http://ecomobility2013.iclei.org/index.php?id=78

Photo: Simphiwe Nkwali, courtesy City of Johannesburg

EcoMobility World Festivals

The EcoMobility World Festival series was initiated to show that an EcoMobile lifestyle can be promoted in cities all over the world. The Festival transforms a neighbourhood and demonstrates the possibilities of an innovative and forward-thinking urban transportation culture.

EcoMobility World Festival 2015 Johannesburg

October 2015, Johannesburg, South Africa

Through the 2015 Festival, the City of Johannesburg triggered a behavioural change from private car use towards EcoMobility and kick-started the process of decongesting Sandton, the main business district of South Africa.

The city developed infrastructure to promote EcoMobility; publicized Johannesburg as a cycle-friendly city; showed that non-motorized and alternatively powered vehicles are valid means of mobility; increase the patronage of the Rea Vaya Bus Rapid Transport, Metrobus, and other forms of quality public transport; showed the benefits of reduced congestion and EcoMobility for productivity, quality of life, air quality, and emission standards; and promoted walking and cycling as part of a healthy and sustainable lifestyle.

Full report:

EcoMobility World Festival 2013 Suwon

September 2013, Suwon, South Korea

The EcoMobility World Festival 2013 was the world's first month-long presentation of an innovative and forward-thinking urban transportation culture. Instead of using private automobiles, residents in Suwon City used a combination of walking, cycling and public transport, as well as various other ecomobile modes for an entire month. The four-day EcoMobility 2013 Suwon Congress underscored EcoMobility as an active concept – something to be developed, applied, and shared. The Festival presented a model for an ecomobile neighbourhood that can be adapted and replicated in cities worldwide. It illustrated the benefits of human-scaled transport systems and streets on the world stage, and its results will be reflected in Suwon's future urban policy making.

Full report:

Read more:

Documentation book on the EcoMobility World Festival in Suwon, South Korea: Neighborhood in Motion, Konrad Otto-Zimmermann / Yeonee Park (eds.), 2013.

Read more:

Documentation book on the EcoMobility World Festival in Johannesburg: Change the way you move!, Tobias Kuttler, Theresa Zimmermann / Konrad Otto-Zimmermann (ed.), 2016.

Join us for the next EcoMobility World Festival and Congress in October 2017 at Kaohsiung, Chinese Taipei

EcoMobility Shift Assess, Audit and Label

The EcoMobility SHIFT scheme is a total quality management tool created by academia, non-governmental organizations and cities for use and implementation by and in cities. The tool enables cities to measure the performance of urban mobility, to create a baseline and to identify areas for further development, ultimately helping cities to change their urban transport development trajectory and mobility plans.

By using EcoMobility SHIFT and acting upon the resulting assessments, cities will see improvements not only in the areas of transportation and mobility, but also in related areas such as health, economy and the environment, leading to an overall improvement in citizens' quality of life.

The SHIFT scheme uses two procedures: a procedure to assess a city's performance and an audit procedure verify performance. Using the results of both components, a city can establish both short- and long-term improvement paths.

Indicators of the SHIFT Scheme

The SHIFT scheme relies on 20 indicators developed after consultation with various experts and stakeholders in urban transport. The 20 indicators are further classified into 3 criteria, namely Enablers, Transport systems and services, and Results and impacts.

Enablers

- E1: Understanding User Needs
- E2: Public Participation
- E3: Vision, Strategy and Leadership
- E4: Finance for EcoMobility
- E5: Personnel and Resources
- E6: Monitoring, Evaluation and Review

Transport Systems and services

- TSS1: Planning
- TSS2: Low Speed / Car Free Zones
- TSS3: Information Provision & Systems
- TSS4: Mobility Management
- TSS5: Parking
- TSS6: Walking
- TSS7: Cycling
- TSS8: Public Transport Coverage & Speed
- TSS9: Usability of Public Transport
- TSS10: Low Emission Vehicles

Results and impacts

- RI.1 Modal Split
- RI.2 Safety
- RI.3 Greenhouse Gases (GHG)
- RI.4 Air Quality

Benefits for the cities

The SHIFT-scheme provides local authorities with an effective tool to measure, assess and improve urban mobility. SHIFT has been designed mainly to help improve EcoMobility in cities irrespective of the current transport performance.

The assessment stage of SHIFT enables local authorities to understand how best to develop an effective path towards EcoMobility. A city undergoing SHIFT will:

- Become more efficient and more effective, with improved priorities;
- Identify areas for further improvement and thus strengthen the transport plans;
- Analyse and score the performance and the situation in the city;
- Receive feedback on the efforts made by the city leaders to improve transport in the city;
- Become a source of inspiration for other cities.

Get your City's performance measured

The EcoMobility team is available to help cities measure urban transport performance, monitor progress and benchmark outcomes.

http://ecomobility.org/ecomobility-shift/

Publications

Case Studies 2012 - 2015

Advanced and sustainable transportation policies are notable around the globe. Several cities have formulated ambitious targets, some have set outstanding examples, and some have tangible results to present. To record these achievements, the EcoMobility Alliance has compiled the following case studies.

- Ahmedabad, India: India's first full Bus Rapid Transit (BRT) System, 2010.
- Bologna, Italy: Reducing car traffic to protect city heritage, 2010.
- Bremen, Germany: Rapidly growing intermodal transportation, 2010.
- Curitiba, Brazil: A model of transit oriented planning, 2011.
- Freiburg, Germany: Successfully reducing automobile traffic, 2012.
- Gävle, Sweden: Smart choices require easy access – the challenge of making mobility management a part of everyday life, 2011.
- Hangzhou, China: The world's largest bike sharing program, 2011.
- La Rochelle, France: A leader in e-mobility policy.
- Lund, Sweden: An ambitious city of ideas and innovation, 2011.
- Portland, USA: A leader in sustainable development in the United States, 2013.
- Seoul, Republic of Korea: An efficient bus rapid transit integrated with the subway system, 2012.
- Stockholm, Sweden: Congestion tax and public transit decrease traffic volume, 2012.
- Vancouver, Canada: Increasing intermodal EcoMobile transport methods, 2011.
- Changwon, Republic of Korea: The Nearby Useful Bike, Interesting Joyful Attraction (NUBIJA) Project, 2013.
- Bremen, Germany: A role model for car-sharing is targeting 20,000 users by 2020, 2013.
- Bonn, Germany: Enabling companies to address mobility management, 2013.
- San Francisco, California, USA: Using Technology for Smarter Parking Management, 2013.
- Mexico City, Mexico: Mexico City's Green Plan: EcoMobility in motion, 2013.
- Portland, Oregon, USA: Portland-Milwaukie Light Rail Transit Project: Managing Growth Sustainably through Transit Alternatives, 2013.
- Boulder, Colorado, USA: An example of an integrated transportation system, 2013.
- Milan, Italy: The Ecopass pollution charge and Area Congestion charge - comparing experiences with cordon pricing over time, 2013.
- West Chester, Pennsylvania, USA: On Track Towards EcoMobility in West Chester, 2013.
- Perugia, Italy: Transit alternatives improving sustainable, accessibility in a historic, hilly town, 2013

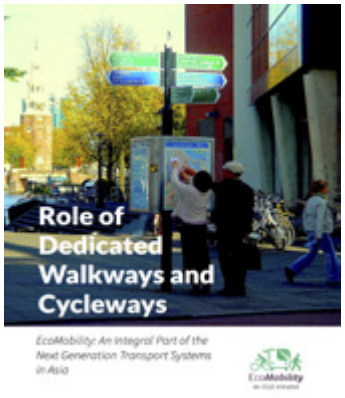
Full publications available at: http://ecomobility.org/case-studies/

Role of Dedicated Walkways and Cycleways

While economic development is important for cities, it must be balanced with social and environmental sustainability. In the past, increased economic productivity has been coupled with a prioritization of motorized traffic. However, cities need to shift their focus from investing in facilities for motorised modes, such as personal cars and motorbikes that cater for the needs of only a small part of the population, to modes that cater for the majority of the population, such as public transport, walking and cycling.

Full publication available at:

http://ecomobility.org/download/role-of-dedicated-walkways-and-cycleways/



Technical papers

In preparing for the EcoMobility Dialogues 2015 in Johannesburg, South Africa, experts contributed to technical papers on key urban mobility topics.

- Transferring Sustainable Transport and EcoMobility Solutions
- Transport and Climate Change
- Sustainable Development Synergies and Co-benefits of Low-carbon Transport Measures
- A Call to Action on Green Freight in Cities
- Soot-free Urban Bus Fleets
- Promoting Sustainable Mobility – Key Theoretical and Practical Issues

Full documents:

All technical papers can be downloaded from: www.ecomobilityfestival.org/technical-papers/

The EcoMobility Alliance is a group of ambitious cities that have achieved results in certain dimensions of sustainable mobility, and are striving to reach similar results in other EcoMobility fields. These cities aim to achieve world class excellence in EcoMobility.

Almada, Portugal
Bogota, Colombia
Boulder, USA
Buenos Aires, Argentina
Burgas, Bulgaria
Changwon, South Korea
Freiburg, Germany
Kaohsiung, Chinese Taipei
Kochi, India
Medellin, Colombia
Mexico City, Mexico
Münster, Germany
Portland, USA
Quito, Ecuador
Rosario, Argentina
San Miguel de Allende, Mexico
Suwon, South Korea
Sydney, Australia

Almada, Portugal

Summary

Almada, winner of the European Mobility Week 2010 Award, has been improving its urban infrastructure for pedestrians and cyclists in recent years. The city has also committed to the principles of sustainable development in many ways.

To improve public transportation in Almada, the city filled the gaps between the different public transport networks with a new tram. The measure was accompanied by the distribution of an intermodal information guide, both online and on paper, including examples of trips – touristic, commuting, shopping – using multiple modes.

Almada has also created several bicycle parking places, along with charging stations for bikes and electric vehicles. The Fertagus rail system currently has 14 rail stations, all equipped with park & ride and bike & ride facilities on a line extension of about 54 kilometers, enabling 80,000 daily trips.

To promote the use of more sustainable modes of transport, the city also implemented the 'sustainable mobility welcome kit'. This kit is distributed to new citizens of Almada, and provides first-time users with information on tickets and schedules for the variety of transport options within Almada. Finally, the city won the 2010 European Mobility Week Award.

CITY STATISTICS

2011 census

Population
173,000

Area
72 sq. km

MODAL SPLIT

2011 census

Walking 10%

Cycling 0.3%

Public Transport 33%

Boat 2%

Personal Car 54%

Targets & actions

The Almada City Council has defined ambitious policies on transport and mobility, predominantly through the Local Strategy for Sustainable Mobility (2001). This strategy focuses on the development of a multimodal transport system, promoting soft modes and public transport and aiming at positively changing citizens' mobility behavior and reducing car use.

The Local Strategy for Sustainable Mobility commits to four main objectives:

- Planning and development of a multimodal transport system.
- Creating better infrastructures for public transport and soft modes.
- Promoting the use of new and more efficient technologies/ alternative vehicles and fuels.
- Involving citizens, informing and raising awareness.

Fifteen years after its introduction, the Local Strategy for Sustainable Mobility has increased integration of different modes of transport and has improved their accessibility. Almada is constantly working to make sustainable transportation an enticing option for residents.

More on Almada:

Bogotá, Colombia

Summary

Bogotá is the capital of Colombia and the largest city in the country. In 2006, motorization in the city reached record levels. Since then, Bogotá has transformed its urban transport through infrastructure changes, new policies, and promotion strategies. To support this, the city has also adapted existing regulations and policies to promote non-motorized mobility.

Actions have been developed under the philosophy of integrated urban projects and transit-oriented development (TOD), where priority is given to humans over private vehicles. This results in an urban structure with an intermodal transport system, public space, and related urban infrastructure.

Bogotá is also moving towards a policy of mobility where the pedestrian is the protagonist. Through the Safe Environmental Pedestrian Networks (RAPS), the city has already implemented 379,420 m2 of pedestrian corridors that increase mobility and ensure the safety of nearly half a million people located in significant areas, while positively impacting the environment of the city.

Cycling and other means of active transport allow last-mile connectivity, using less space and fewer resources. Bogotá will continue the expansion of its existing cycle network of 376 kilometers (in 2012). The promotion of cycling has been reinforced with the implementation of 155 kilometers of bike lanes in different areas of the city.

CITY STATISTICS
2005 census

Population
6,840,000

Area
1,587 sq. km

MODAL SPLIT
2015 census

Walking 46%

Cycling 4%

Public Transport 36%

Personal Car 13%

Targets & actions

The mission of the Institute of Urban Development, mandated by the city of Bogotá, is to develop integrated urban projects that improve mobility conditions in Bogotá, considering equity, integration, security, and accessibility, through the construction and conservation of sustainable mobility infrastructure projects and public space.

Currently, the city is developing an Integrated Public Transport System (SITP), which in its first phase articulates the necessary actions for the integration of the various components of the transport system. The city will provide mobility infrastructure serving around 17.6 million daily trips, of which 46 percent will be pedestrians and for trips of less than 15 minutes.

Bogotá's targets and actions include:

- Transforming the current bus fleet into a low carbon one.
- Implementing a metro rail system and integrating it with the existing public transport network.
- Introducing 790 soot-free buses running on 25 routes.
- Replacing the vehicular fleet on the Phase I and II of BRT with zero or low emission technologies.

More on Bogota:

ecomobility.org

Boulder, USA

Summary

Boulder's compact size and the city's long-standing leadership in offering travel choices means a large share of people in Boulder commute to work by walking, biking, and using public transit. Boulder has had sustainable transportation policies in place since 1989, with the first transport management plan (TMP) targeting a 15 percent mode shift away from the single occupant vehicle, along with a land use policy that supports mixed land-use and transit oriented development.

The transport management plan is a living document that headlines the objective of "no long-term growth in vehicle travel." To achieve this target, an increase in infrastructure for bikes, pedestrians, and other forms of sustainable transport is promoted. As a result, single-occupancy car use has fallen by nearly 10 percent over the past 15 years. Currently, 64 percent of all trips made by Boulder residents are completed by bike, by bus, or on foot.

These efforts have resulted in Bolder's citizens walking three times more than the national average. The cycling infrastructure of Boulder consists of 159 centre-line miles of bike facilities; in comparison, the city has 305 center-line miles of roads. Finally, Boulder's local transit routes have grown 300 percent since 1990.

CITY STATISTICS
2013 census

Population
103,000

Area
65.7 sq. km

MODAL SPLIT
2012 survey

Walking 20%

Cycling 19%

Public Transport 20%

Personal Car 36%

Targets & actions

The current Transportation Master Plan (TMP) Action Plan is divided into sections for immediate, near, and long term goals. The main policy foci includes: Complete Streets, Regional Travel, Transportation Demand Management, and Funding and Sustainability Initiatives.

The city's EcoMobility targets include:

- Continue to support and participate in coalitions to create multimodal plans and funding for implementing bus rapid transit (BRT).
- Provide separate bike facilities on regional corridors.
- Continue to implement efficiency improvements in the multimodal system.
- Continue to pursue lower-cost pedestrian and bicycle facility enhancements.
- Maintain and expand the existing CTN transit service.
- Pursue implementation and provision of real-time transit information.
- Explore and develop transit service delivery options.
- Implement mobility hubs for commuting.
- Enhance transportation data collection and system status reporting.

More on Boulder:

Buenos Aires, Argentina

Targets & actions

The Sustainable Mobility Plan of Buenos Aires integrates programs which were developed by taking into account the most successful experiences from other global cities and experts. The main pillars of the mobility plan are healthy mobility, traffic ordinance and road safety, intelligent mobility, and priority for public transport.

- Public transport priority: Encourage the use of public transport, given that public transport carries 40-50 people in the same space occupied by two cars carrying 3-4 people per car.
- Healthy mobility: Promote healthy mobility through bicycle paths and pedestrian infrastructure across the city.
- Traffic ordinance and road safety: Reduce and prevent road accidents through awareness raising and enforcement.
- Intelligent mobility: The Intelligent Traffic System (ITS) includes new tools such as smart signalling, electronic ticketing, and integrated timetables and fares, facilitating movement within the city.

CITY STATISTICS
2010 census

Population
3,091,000

Area
203 sq. km

MODAL SPLIT
2010 census

Walking 24.9%

Cycling 1.2%

Public Transport 48.2%

Motorcycle 0.6%

Personal Car 19.5%

Shared Mobility 5.4%

Summary

Buenos Aires is the capital and the largest city of Argentina. It is also the second-largest metropolitan area in South America. Buenos Aires is, along with Mexico City and São Paulo, one of the three Latin American cities considered an 'alpha city' by the GaWC5 study. Every month, between 195 and 200 million passengers use the various modes of urban and suburban transport in the city. Of these, about 26 million use the metro rail (both over and underground), and approximately 26 million use the light rail; the rest use bus-based transport for travel within the city and the Greater Buenos Aires area. In addition to the public transport, there are around 38,500 taxis circulating in Buenos Aires.

Key accomplishments include:

- Two new corridors of the BRT system (Metrobus) in 2015.
- The transformation of dozens of blocks in the city centre into a pedestrian-friendly environment, encouraging walking and cycling.
- A free public bicycle system, EcoBici, with a network of protected bike lanes covering 150 kilometres.
- Extensive awareness campaigns to reduce and prevent road accidents.

More on Buenos Aires:

ecomobility.org

Burgas, Bulgaria

Summary

The coastal city of Burgas is the capital of the Burgas province in Bulgaria. The city has shown commitment to improving its urban mobility situation by implementing mobility projects that favor people and the environment. Such projects include increasing accessibility to urban areas, expanding and upgrading bicycle facilities, and renovating and increasing the appeal of public transportation.

The new automated self-service municipal bike share system has proved successful in convincing citizens to use bicycles for short trips. The bike sharing system has more than 10,000 active annual users, and another 10,000 bike hires are made by visitors to the city.

The city identified that public transport plays an important role in increasing accessibility and mobility in all echelons of society. The mobility plans and policies in Burgas are geared towards modernising the bus and trolley fleet, making them low-emission vehicles and accessible to vulnerable groups.

Burgas is also one of the first cities in Europe to successfully conduct the EcoMobility SHIFT assessment and audit scheme to measure its urban mobility performance.

CITY STATISTICS
2014 census

Population
200,000

Area
253.6 sq. km

MODAL SPLIT
2013 SHIFT

Walking 2%

Cycling 3%

Public Transport 32%

Personal Car 58%

Targets & actions

Burgas has outlined its objectives and identified specific measures in the field of urban mobility in several of its strategic documents, such as the Sustainable Urban Mobility Plan 2014-2020 (SUMP). The noteworthy objectives are:

- Diversification of energy sources by moving away from conventional fossil fuel and improving energy efficiency in the public transport sector.
- Development and implementation of transport schemes contributing to lower emissions and flexible high speed public transport.
- Improved accessibility including equal access to public services for disadvantaged people.
- Priority to alternative modes of passenger transport: public transport, cycling, walking, and cleaner vehicles.
- Increased road safety for non-motorists through awareness raising and enforcement.
- Managing urban freight through efficient scheduling of freight vehicles and effective freight routes to reduce its influence on urban traffic.

More on Burgas:

Changwon, Korea

Targets & actions

With an aim of becoming Korea's environment capital, Changwon is scaling up low-carbon transport, renewable energy, and energy efficiency measures.

Changwon's targets in EcoMobility include:

- Increasing the use of green electric cars, initially by converting the municipal fleets.
- Improving the bicycle sharing system and cycle paths by making NUBIJA more accessible and safe.
- Planning and implementing a light rail system in Changwon, and integrating it with the existing public transport.

CITY STATISTICS
2015 census

Population
1,063,000

Area
744.26 sq. km

MODAL SPLIT
2012 census

Walking 11.9%

Cycling 10%

Public Transport 27%

Personal Car 51.1%

Summary

The City of Changwon – the first planned city in Korea – is located in the Southeast area of the Korean Peninsula. Because of investments in road infrastructure such as the widening of roads and abundant free parking, the city has quickly developed a high rate of car ownership. Changwon introduced a public bicycle system (NUBIJA) in 2008. NUBIJA has led to improvements in citizens' health and job creation, and has also laid the foundation for a low-carbon transportation culture. In 2010, these measures contributed to a reduction in CO_2 emissions of 5,822.8 tons.

Changwon has identified climate change as the most important problem facing the planet, and views adaptation and mitigation as top priorities – both for the welfare of its population and for the survival of its local industries and economy. To mitigate climate change impacts, Changwon is prioritising urban mobility. Other accomplishments include:

- The Green Capital City Changwon Project (2006), developed to improve air quality.
- The Bicycle Capital City project, which improved infrastructure and promoted bicycle use.
- Changwon was also selected as Korea's leading city for electric vehicles with 311 electric vehicles at present.

More on Changwon:

ecomobility.org

Freiburg, Germany

Summary

Freiburg, Germany, is known for its advanced environmental practices. The use of public transportation and bicycles is very common in Freiburg, as in many German cities. Over the past 10 years, there has been a 100 percent increase in public transportation use. Freiburg has the lowest automobile density of any city in Germany.

The reason for Freiburg's success in public transport is the constant priority given to EcoMobility over automobiles. The tram network is regularly expanded, with new lines being built and existing lines extended. Trams are given automatic priority at traffic lights and are usually separated from conventional motor traffic. Nearly 65 percent percent of Freiburg residents have a tram stop within 500 metres of their home. To promote pedestrian mobility, streets and squares are developed to be attractive and especially pedestrian-friendly.

The promotion of walking, cycling and public transport has been the building block for the city's transport policy, and integration among these modes has made the policy robust. As a result, the city has a dense network of 420 kilometres of cycle paths, which are constantly expanded. Traffic calming measures in the city resulted in 90 percent of Freiburg's residents living on roads that have a speed limit of 30 km/h or lower.

CITY STATISTICS
2013 census

Population
220,000

Area
153.07 sq. km

MODAL SPLIT
2001 census

Walking 24%

Cycling 28%

Public Transport 18%

Personal Car 30%

Targets & actions

Targets and actions in Freiburg include:

- The Municipal Council aims to reduce its CO_2 emissions by 50 percent by 2030 and to acquire 100 percent of its energy from renewable sources by 2050.
- The bicycle route network continues to develop, while additional one-way streets are being opened to bicycle traffic and new bicycle parking facilities are being created.
- The current pedestrian zone will be extended to include the main railway station.
- With a coherent "Markets and Centres" concept, the city is attempting to develop shops and services in central cores in the various neighbourhoods, to create a diverse, localised offering.
- Freiburg expects to increase Green Transport from 18 percent to 36 percent by 2018 by promoting public transport and low-carbon facilities, encouraging bike use, enhancing transport demand management, and developing intelligent transportation systems.

More on Freiburg:

Kaohsiung, Chinese Taipei

Summary

Kaohsiung city government is committed to the development of green transport. The city ranked top in environmental performance surveys conducted in 2009 and 2010. To provide seamless public transport services, a hierarchical public transportation framework consisting of the five major public transport systems – Metro Rail (MRT), Light Rail (LRT), Bus Rapid Transit (BRT), Feeder Buses, and Paratransit – is being planned according to the population density on the corridors. This is to offer diversified and seamless mass transportation services, in line with the goal of offering public transportation services in every township.

Kaohsiung has implemented Taiwan's first public bike sharing system. "City Bike", launched in 2009, currently has 200 stations, and will reach 300 stations in the near future. By 2014, the city had completed its 755 kilometres of bicycle lanes and had implemented a waterfront circular rail line covering 22.1 kilometres. Kaohsiung also implemented the first non-aerial antenna LRT in Asia, with a trial operation in 2015.

In October 2017 the city will also host the third EcoMobility World Festival, transforming a neighbourhood in Kaohsiung into a car-free precinct for one month.

Targets & actions

The goal of Kaohsiung is the continued development of environmentally-friendly traffic infrastructure that is compatible with modern urban development principles.

Green & Smart Transport goals include:

- One thousand kilometres of bicycle lanes by 2018.
- The promotion of public transport and low-carbon mobility options.
- Encouraging bike use and enhancing transport demand management.
- Developing intelligent transportation systems such as electronic ticketing and timetables.
- Increasing green transport coverage from 18 percent to 36 percent by 2018.
- Ensuring a fully-operational LRT by 2018.

CITY STATISTICS

2014 census

Population
2,779,000

Area
2,946 sq. km

MODAL SPLIT

2011 census

Walking 6%

Cycling 5%

Public Transport 8%

Personal Car 20%

Motorcycle 60%

More on Kaohsiung

ecomobility.org

Kochi, India

Summary

Kochi, the largest and densest agglomeration in the Indian state of Kerala, is the centre of all commercial activities in the state. The McKinsey Global Institute found that Kochi is among the emerging 440 global cities, which will contribute 50 percent of global GDP by the 2025. As one of the major and most strategically-located ports in India, Kochi is well connected to other parts of the country through all major transport modes: road, rail, air, and water. Broad gauge railway lines link Kochi to all of India's major cities, and Kochi has one of the three international airports in the state. In addition, the regional road linkages are supplemented by an extensive network of navigation routes through the lagoon system, facilitating the transport of passengers and cargo.

Inter and intra city buses account for the largest share of trips in the city, followed by two-wheelers, cars, buses, and water transport. Rapid motorization and thus traffic congestion is a major problem in Kochi. The sustainable urban mobility solutions of most interest to Kochi are the improvement of public transportation and the application of the Sustainable Urban Mobility Plan (SUMP). A comprehensive transport development plan has been included in the Kochi masterplan, with the aim of improving the transport infrastructure and promoting EcoMobility.

CITY STATISTICS
2012 census

Population
612,000

Area
94.88 sq. km

MODAL SPLIT
2011 census

Walking 4%

Cycling 15%

Public Transport 67%

Personal Car 14%

Targets & actions

Some of the major actions that are planned in Kochi are:

- A metro rail system, Kochi Metro, is expected to be complete by 2016. The metro will enhance accessibility in Kochi and will relieve congestion in the city.
- A unified metropolitan transport authority (UMTA) will be developed in unison with the Kochi Metro, with the main objective of providing a seamless multi-modal transport system in Kochi.

Kochi is also targeting "Smart Mobility through Zero Carbon Footprints", which it will work towards in 2015 through the following actions:

- Access to public transport for every citizen within 250 metres of residence or workplace.
- Encouraging walking & cycling across the city.
- Ensuring better accessibility for senior citizens, women, and children to public transport.
- Boosting the economy and the development of the city through smart mobility.
- Making Kochi's public transport completely pollution free by 2020 through electric mobility and non-motorized transport.

More on Kochi:

Medellín, Colombia

Targets & actions

Medellín aims to improve the quality of life of citizens through better mobility options. The core of this transformation consists in improving the functionality of the city's integrated multimodal transport system: metro, tram, Metrocable, Metroplús, buses, public bicycles, integrated services, and active transport modes.

The city identified that a physical and logistical restructuring of the public transport system is necessary to make it efficient, comfortable, safe, economic, inclusive, and sustainable. It will also be important to integrate all systems from a physical, operational, and ticketing perspective.

The plans of the city are aligned with the national urban mobility policy for 2014 to 2018. Finally, the Plan Maestro Metropolitano de la Bicicleta del Valle de Aburrá (PMB2030) states that policy decisions, policy management, and technical infrastructure improvements will help to give bicycles a 10 percent share of all trips in the region by 2030.

CITY STATISTICS

2011 census

Population
2,706,000

Area
380.64 sq. km

MODAL SPLIT

2013 census

Walking 30.2%

Cycling 1%

Public Transport 56%

Personal Car 12.8%

Summary

The city of Medellín provides an array of transport options to citizens, such as the recently inaugurated BRT project, "Metroplús", which is fully integrated (physically and fare-wise) with the existing cable car and metro systems. The city has also been focusing on improving both the quantity and quality of public spaces by means of pedestrian connections, environmental parks, and urban promenades as part of the city's Urban Integral Project. This has resulted in the creation of 1.6 million square metres of new park space throughout 25 parks and 11 urban promenades.

The inauguration of the metro in 1995, and later of the cable car system "metrocable", increased accessibility for the Medellín's citizens. Metrocable brought communities closer to recreational activities and facilities such as parks and libraries. The planned tram system will offer more mobility choice to the people of Medellín.

Metro, tram, cable cars, Metroplús, buses, public bicycles, and integrated services are part of the Multimodal Integrated Transport System to improve mobility, supported by physical and logistical measures and the restructuring of public transport to ensure an efficient, convenient, safe, affordable, inclusive, and sustainable system, with operational and fare integration.

More on Medellin:

ecomobility.org

Mexico City, Mexico

Summary

Mexico City is North America's largest metropolis, as well as the financial, political and cultural capital of Mexico. The entire metropolitan region has around 21 million inhabitants, while the Federal District (Mexico City) has 8.8 million inhabitants.

Transportation is an integral part of life in Mexico City, as well as a serious logistical issue. Millions of city residents commute to and from work for an average of 2.5 hours per day. The city operates around 28,000 microbuses, which are outdated with respect to environmental efficiency and safety. The number of cyclists is increasing, but Mexico City's car-centred culture still makes cycling unsafe.

The city has been working on reversing the image of EcoMobility in the city and has been coordinating between the various agencies of government to plan, implement, and promote the concept. One such example is ECOBICI, the public bicycle system of the city, which currently has more than 444 stations and 6,000 bikes in operation, constituting an international benchmark as the largest system in Latin America.

Mexico City has also invested in the construction of two new corridors of Bus Rapid Transit (BRT). In total this adds more than 32 kilometres of BRT, reaching more than 120 kilometres of corridors via six different lines.

CITY STATISTICS
2010 census

Population
8,851,000

Area
1,485 sq. km

MODAL SPLIT
2013 PIM

Walking 0.2%

Cycling 0.8%

Public Transport 71.3%

Personal Car 21.5%

Taxi 5.4%

Targets & actions

Mexico City is transforming its mobility paradigm, placing people at its core. The administration has decided to divert investments from motor vehicle infrastructure to sustainable mobility infrastructure, increasing options for pedestrians, cyclists, and public transport users.

- In addition, the Integral Mobility Program and the Climate Action Program have established guidelines that align with the definition of EcoMobility and seek to create an integrated transport system, promoting non-motorized mobility in order to develop a sustainable city.
- The legislation in Mexico City provides guidelines to promote sustainable mobility, improve road safety, and invest in a transportation system that helps to move people rather than automobiles.
- Finally, Mexico City has decided to implement the concept of Vision Zero in the city to promote road safety. Through this program, the city aims to achieve zero fatalities on its roads.

More on Mexico City:

Targets & actions

The city of Münster targets to consolidate and improve its current modal split by the promotion of walking, cycling and public transport, as well as car-sharing and lifts as well as mobility advice services. Some of the main actions to ensure these targets include:

- Increasing traffic safety and environmentally-friendly handling of the necessary traffic flows, and securing a high-grade main artery road network.
- Radically improving transport safety by bringing in a range of measures through the Vision Zero programme, including wide cycle highways, cycle bridges and tunnels at intersections, lower car-speeds, higher visibility of cycle routes, and more traffic monitoring and penalties.
- Münster aims to raise its already high modal share of cycling from 40 percent to 50 percent.

CITY STATISTICS
2010 census

Population
297,000

Area
302.96 sq. km

MODAL SPLIT
2012 census

Walking 15.6%

Cycling 37.6%

Public Transport 10.4%

Personal Car 36.5%

Summary

For a number of decades, Münster has pursued development with the aim of sparing resources and increasing sustainability. With a compact and lively centre, attractive district centres, and prominent green areas, the city's structure provides the ideal foundation.

Münster presents itself as the city of world-class universities, which together accommodate around 50,000 students, and as the headquarters of innovative organizations working in the fields of research and technology transfer. The city takes an integrated and citizen-oriented approach to urban development.

Also known as Germany's cycling capital, the city's successful bicycle traffic concept is based on bicycle traffic system design. Bicycle traffic is the embodiment of Münster's ecomobility future, and is a tradition both in Münster and in the Münsterland region. As early as the 1950s, Münster promoted cycling through planning and infrastructure. Rather than implementing isolated measures, the city has consistently worked with an overall vision, providing space for 3,300 bicycles and related services. As a result of this effort, and of nearly 70 years of policy promotion, Münster boasts around 450 kilometres of cycle networks and the largest underground bike parking facility in Germany.

Münster, Germany

More on Münster:

ecomobility.org

Portland, USA

Summary

The City of Portland is the most populous city in Oregon, USA, and the third most populous in the Pacific Northwest. The city has a population of 585,000, and the metropolitan area has an estimated population of 2.3 million. Portland has established an urban growth strategy that outlines plans for focusing growth in concentrated neighborhoods near public transit stations.

Historically the United States has been associated with high levels of automobile use, but Portland is overcoming this pattern by developing successful public transportation systems and increasing the quality of life in the city centre. As a result, Portland residents travel approximately 17 percent fewer miles than the national average. Approximately 8 percent of commuters bike to work – the highest proportion of any major US city and about 10 times the national average.

The current bike sharing system has 600 bikes and 30 stations, and it is expected that this will provide bike services for the entire city.

Portland has an interconnected system of TriMet buses and MAX light rail, the Portland Streetcar, and even an Aerial Tram.

Through the program "SmartTrips", citizens are encouraged to use alternative transportation choices such as walking, biking, or carpooling.

CITY STATISTICS
2010 census

Population
584,000

Area
376.5 sq. km

MODAL SPLIT
2011 census

Walking 15.2%

Cycling 5.5%

Public Transport 6.9%

Personal Car 72.4%

Targets & actions

Portland aims to reduce vehicle-miles travelled per resident in the metropolitan area by 10 percent in 20 years and by 20 percent in 30 years. To achieve this, the city will improve the connections of pedestrians and bicyclists to public transit and will build more communities focused on public transit. In the next decade, the city plans to invest $100 million, with the goal of achieving a bicycle modal share of at least 20 percent.

Portland has a "Vision Zero", through which it is developing a community action plan to dramatically reduce serious and fatal crashes on Portland's roads. Finally, bike share will come to Portland in summer 2016.

More on Portland:

Quito, Ecuador

Summary

Quito is the capital city of Ecuador. At an elevation of 2850 m, it is the highest official capital city in the world. With a population of 2,671,00 (according to the last census), Quito is the second most populous city in Ecuador. It is also the capital of the Pichincha province and the seat of the Metropolitan District of Quito.

In 2008, the city was designated as the headquarters of the Union of South American Nations. Quito is interested in pushing forward sustainable mobility in its city through:

- The construction of Quito's first metro line of 22 kilometres, with an expected demand of 400,000 passengers. This will be completed in 2016.
- 64 kilometres of cycling infrastructure and 464 bicycle parking facilities.
- BICIQUITO, the public bicycle system, which has 658 bicycles and 25 stations.
- Some additional interventions include signposting of cycle paths and the recovery of public space through the construction of boulevards and geometric reforms that prioritize pedestrians.
- Expansion of the mass transit service "ECOVIA" by four kilometres, benefiting around 180,000 people.

CITY STATISTICS

2014 census

Population
2,671,000

Area
372.39 sq. km

MODAL SPLIT

2016 BRTDATA.org

Walking 2.5%

Cycling 0.5%

Public Transport 62%

Personal Car 35%

Targets & actions

The objectives of the City of Quito regarding sustainable transport include the creation of a district urban-rural territory, connected by mobility systems which are safe, efficient, and effective, with an emphasis on mass transit systems. Quito also aims to improve the physical conditions for non-motorized mobility (walking, biking, and public transport).

Key actions mentioned on the Local Development Plan of Quito 2012-2022 include an increase in the supply, territorial coverage, and quality of all public transport services. This is designed to promote non-motorized transport and thus improve air quality.

As a key element of the Integrated Public Transport System, Quito will develop its Metro towards 2022. This element, designed as a long-term solution for efficient and safe movement, will have a capacity of 400,000 trips a day and will facilitate connections across the regional area.

With initiatives to promote mobilization through public or alternative modes of transport and incorporate green longitudinal and transverse axes, significant improvements in air quality are expected.

More on Quito:

ecomobility.org

Rosario, Argentina

Summary

Rosario, the third largest city in Argentina with 1.2 million inhabitants, is a member of the EcoMobility Alliance. A two-time Sustainable Transport Award finalist, Rosario is the heart of a major industrial corridor, as well as being a major railroad terminal and shipping centre for Argentina.

The city's Mobility Integrated Plan prioritizes pedestrians and cyclists. Through it, the city has implemented various projects, including the introduction of a public bicycle system with 100 kilometres of lanes, "car-free Sundays", the reduction of parking spaces near transit to discourage car use, and the modification of bus routes to yield a 30 percent reduction in travel time. Other initiatives include:

- A system of dynamic information for users, which includes the "Tarjeta sin Contacto", helping the user with mobility planning.
- The creation of the Mobility Monitoring Centre, which enables monitoring of traffic flows, occupancy lanes and parking areas, traffic lights and green waves, and compliance with routes and schedules.
- The creation of 25 kilometres of exclusive bus lanes to make transit more accessible.
- A BRT system of three corridors, which covers 10 kilometres and benefits 200,000 passengers daily.

CITY STATISTICS
2010 census

Population
1,194,000

Area
178.69 sq. km

MODAL SPLIT
2008 census

Walking 19.6%

Cycling 5.2%

Public Transport 40.3%

Personal car or motorcycle 34.8%

Targets & actions

In 2011, the City of Rosario adopted a comprehensive Integrated Mobility Plan (PIM) based on an ambitious long-range vision. The PIM identifies three key strategies designed to improve mobility: promoting mass public transport, promoting non-motorized transport, and discouraging the use of individual motorized transport. In order to achieve these goals, specific projects were established.

The three main axes for intervention are:

- The promotion of mass public transport through the creation of exclusive lanes and fleet renewal.
- The prioritization of walking in downtown areas and the promotion of bicycle use with parking infrastructure.
- Order and control of public transport to ensure the safety of non-motorized transport modes.

The Metropolitan Development Plan 2012–2022 identifies the main lines of municipal intervention in the territory to progressively overcome the disparities that persist in the Metropolitan District and continue to limit the ability of the government to provide its inhabitants with sustainable mobility options.

More on Rosario:

Targets & actions

San Miguel de Allende is committed to providing sustainable urban mobility. To initiate this transformation, the city will elaborate its Transport Master Plan, giving priority to walking and cycling. The citizens are the city's main motivation for joining the EcoMobility Alliance, and it hopes to set targets and actions to ensure an efficient and integrated mobility system. The city aims to reduce car use to its minimum, giving priority first to bicycles and pedestrians, and secondly to public transport.

- City targets include:
- Ensuring an efficient and integrated mobility system.
- Controlling and minimizing car use in city centre.
- Replacing the bus fleet with newer, less polluting units
- Reducing traffic flow in the historic centre through the construction of park and ride facilities with an integrated public transport system.
- Creating new opportunities for collective mobility.
- Controlling parking in inappropriate places with signage, benches, and surveillance, and introducing parking meters.
- Educating tourists and visitors on bicycle mobility use.

CITY STATISTICS
2010 census

Population
160,000

Area
1558 sq. km

MODAL SPLIT
2015 census

Walking 34%

Cycling 1%

Public Transport 41%

Personal Car 24%

Summary

Located in the state of Guanajuato, 265 kilometres northeast of Mexico City and 96 kilometres from the state capital, San Miguel de Allende is located within Mexico's hilly central highlands. It was included in UNESCO's World Heritage list in 2008 and is known for its state of preservation, authenticity, and integrity.

The city has consistently promoted mixed-use neighborhoods, which facilitate walking. The most convenient mode of travel in the city centre is walking, although public transport and private vehicles are preferred outside this area. One challenge the city has for walkability is the cobblestone streets, which limit the use of bicycles and wheelchairs. Other mobility challenges include traffic congestion, air pollution, and the need for better public transport options.

As one of Mexico's top tourist city destinations, the city is most congested during the weekend and on holidays, when approximately 20,000 national and international tourists come and visit, with 66 percent making the journey by car.

San Miguel de Allende, México

More on San Miguel de Allende:

ecomobility.org

Suwon, South Korea

Summary

Suwon is the provincial capital of Gyeonggi-do, South Korea. It is a city of over a million inhabitants, located approximately 30 kilometres south of Seoul. Suwon has been introducing green transportation as part of its strategy to reach its greenhouse gas emissions reduction goals.

The city has also been working to implement traffic demand management and to increase efficiency in traffic operations. These efforts include measures such as congestion charging, the introduction of a car sharing system, and transportation facility operation efficiency via Intelligent Transport Systems. In transitioning towards a human-oriented and compact city, Suwon has also made talk of pedestrian priority a reality by designating pedestrian areas and taking measures to revitalize walking culture.

Suwon has made long term improvements to its cycling and walking infrastructure following the 2013 EcoMobility World Festival, including wider sidewalks, cycle lanes, and the creation of five "pocket parks".

CITY STATISTICS
2010 census

Population
1,065,000

Area
121.8 sq. km

MODAL SPLIT
2013 census

Walking 6.4%

Cycling 1.8%

Public Transport 37.2%

Personal Car 48.8%

Taxi 6.8%

Targets & actions

With global temperature increasing by around 1.5°C in the last 50 years, Suwon recognizes the seriousness of climate change and is working to create a low-carbon and environmental-friendly city.

The city has registered on the carbonn Climate Registry (cCR) to engage in global efforts to reduce CO2 emissions. The city is aiming to cut 40 percent of the city's emission from 2005 levels by 2030. 58 projects have been undertaken to achieve this target so far. These include establishing environmental education infrastructure and green transportation, building an energy neutral low-carbon city, and promoting citizens' participation in reducing energy consumption.

Measures for traffic demand management and efficiency in traffic operation have been implemented. To implement a green transportation system the city will:

- Reorganize the public transport system to restrict car usage and ensure proper pedestrian and cycling infrastructure.
- Enhance traffic demand management and efficiency in traffic operation.
- Enlarge infrastructure and services for public transport.

More on Suwon:

Sydney, Australia

Summary

The City of Sydney is the cultural hub and largest employment centre of Australia. The city has developed a strategic vision (Sustainable Sydney 2030) that is both responsive and proactive in dealing with accessibility challenges.

Sydney is leading Australia in cycling, and the city has delivered significant infrastructure, research, and social programs to enable and encourage cycling. Since 2009, the city has built 10 kilometres of separated cycleways, plus other cycling infrastructure such as shared paths. Sydney has also collected data on cycleway use and has recorded an average 82 percent increase in riders over the past two years, with the largest growth being where infrastructure is built (over 300 percent in some locations). The city has committed to delivering a network with 55 kilometres of separated cycleways to provide a viable, sustainable mode of transport for these short trips.

Additionally, the city has been working to provide pedestrian priority on key corridors, as well as encouraging the use of car shares.

Sydney's public transport system features a comprehensive network of train, bus, and ferry services. Light rail lines, airport links, sightseeing buses, and taxi services complement the network.

CITY STATISTICS
2010 census

Population
169,500

Area
25 sq. km

MODAL SPLIT
2006 census

Walking 5%

Cycling 1%

Public Transport 21%

Personal Car 74%

Targets & actions

Connecting our City is a 25-year integrated transport and land use strategy endorsed by Council which will help the city plan for central Sydney's future. The plan includes statistics that highlight why the local area needs better public transport options.

Sydney is encouraging people to travel by public transport, bike, or foot to ensure that the city remains sustainable and attractive while still meeting the needs of businesses that have set up shop in the local area. The strategy aims to encourage sustainable transport networks by:

- Making pedestrians a priority and creating wider, safer footpaths.
- Creating safe and accessible cycling paths.
- Rewarding sustainable transport.
- Working with the state government for better public transport options that are more convenient and able to carry more passengers.

Key Policies aim by 2030 to:

- Increase public transport by 35 percent.
- Increase walking by 50 percent.
- Increase cycling by 200 percent.

More on Sydney:

ecomobility.org

What's new in Alliance Phase III (2016 - 2017)

EcoMobility Alliance cities are at various stages of their journey towards sustainable mobility. Each has distinct challenges and needs. While improving mobility in their cities, they also want to cooperate on international initiatives and to reach out to other cities and partners.

The next phase of the EcoMobility Alliance will therefore be structured around three types of actions: local improvements, joint initiatives and global outreach.

Local improvements

1. Innovation and mobility improvements in Alliance cities

The EcoMobility Alliance helps participating cities to improve their current mobility situation through access to information, tools and partners. By facilitating peer-to-peer learning, the Alliance allows cities to help each other and accelerate change. Local innovation is also driven through cooperation across continents, while ICLEI's EcoMobility Agenda offers an overarching methodology for improving urban mobility.

2. Performance measurement

EcoMobility Alliance cities have the opportunity to measure their urban transport performance with the EcoMobility SHIFT assessment tool, a verified tool developed by ICLEI. The service is available to all Alliance cities, and technical support can be provided by ICLEI and partners where necessary. Cities can measure their progress on urban mobility, with the goal of benchmarking their performance.

Joint initiatives

3. Thematic working groups

With help from ICLEI, participating cities identify areas of joint interest and are invited to form thematic working groups. This targeted sharing of experiences and knowledge allows for collaborative actions, fundraising and cooperation with partner organizations. Thematic areas for the working groups include known challenges such as urban road safety, non-motorized transport and bus rapid transit, as well as new items such as shared mobility, urban logistics, e-mobility, intelligent transport systems (ITS) in fare collection and information dispersal.

4. Joint program of activities in selected areas

While cities cooperate in thematic working groups based on their own interests, the EcoMobility Alliance will also select 2-3 joint working areas for collective action, such as urban freight (EcoLogistics), the quantifying of mobility-based health impacts, and greenhouse gas reduction strategies in cities. The aim of these working areas will be to translate theory into practice and thus achieve tangible results.

Global outreach

5. Showcasing the progress of EcoMobility pioneers

Alliance cities are constantly developing and implementing solutions that improve the mobility options available to their citizens. By recording and sharing these experiences, the Alliance accelerates the replication of good practices both locally and globally. In partnership with experts and related organizations, the Alliance will continue to author case studies, briefing sheets, working papers and position papers on cities and their innovative urban mobility programs.

6. City voices at a global level

The Alliance will bring the collective voice of participating cities to the global stage in discussions and debates on sustainable urban transport. ICLEI will contribute to and facilitate city's individual presentations while also sharing the best practices of all Alliance cities at different events. Through this representation, the Alliance will highlight the commitments and actions undertaken by cities for EcoMobility. It will also outline the frameworks required by cities to progress further, as well as the need for competencies, capacity, knowledge, fiscal opportunities and direct access to finance.

The EcoMobility Alliance is a group of ambitious cities that have achieved results in certain dimensions of sustainable mobility, and are striving to reach similar results in other EcoMobility fields. These cities aim to achieve world class excellence in EcoMobility.

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