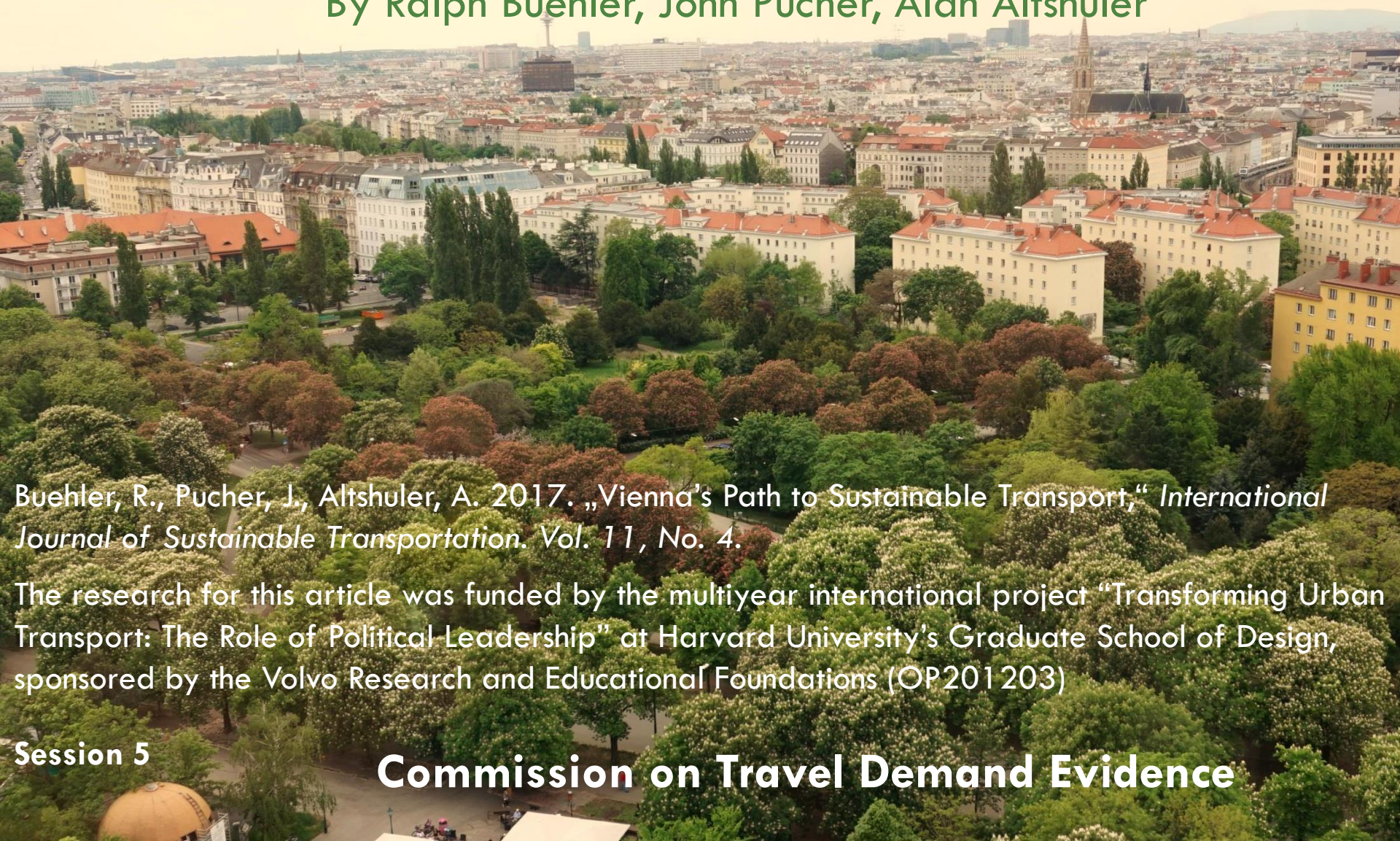


Long-Term Integrated Planning Vienna's Path to Sustainable Transport

By Ralph Buehler, John Pucher, Alan Altshuler



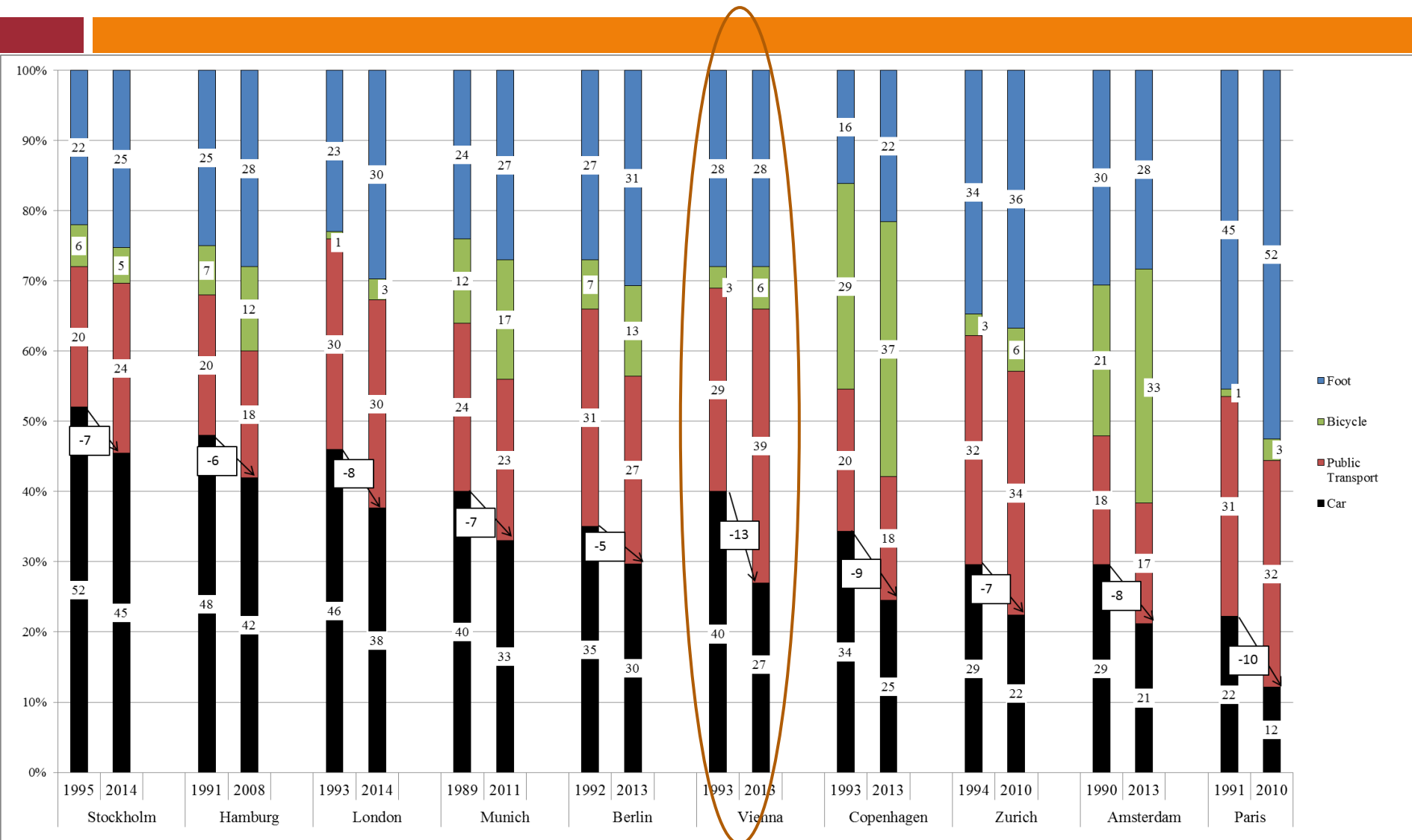
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Session 5

Commission on Travel Demand Evidence

Why Vienna? Trend in Share of Daily Trips by Car, Public Transport, Foot, & Bicycle



Research Goal and Methods

- Examine range of policies implemented and political process that enabled implementation (between 1990 and 2015)
- Published articles, books, and online documents;
- Unpublished information from City & transit system;
- 32 in-person 60-to-90-minute semi-structured interviews in Vienna;
- Site visits.

Overview Vienna Political System



- Capital, city, and state;
- Mayors since 1945 have been social democrats (SPÖ)
- Consensual decision making ‘behind closed doors’
- Elected district governments
 - ▣ Decentralization of some tasks (e.g. local roads, parking)
- Use of public referenda for specific questions (e.g. parking management, shared streets)

Vienna Background and Transport History

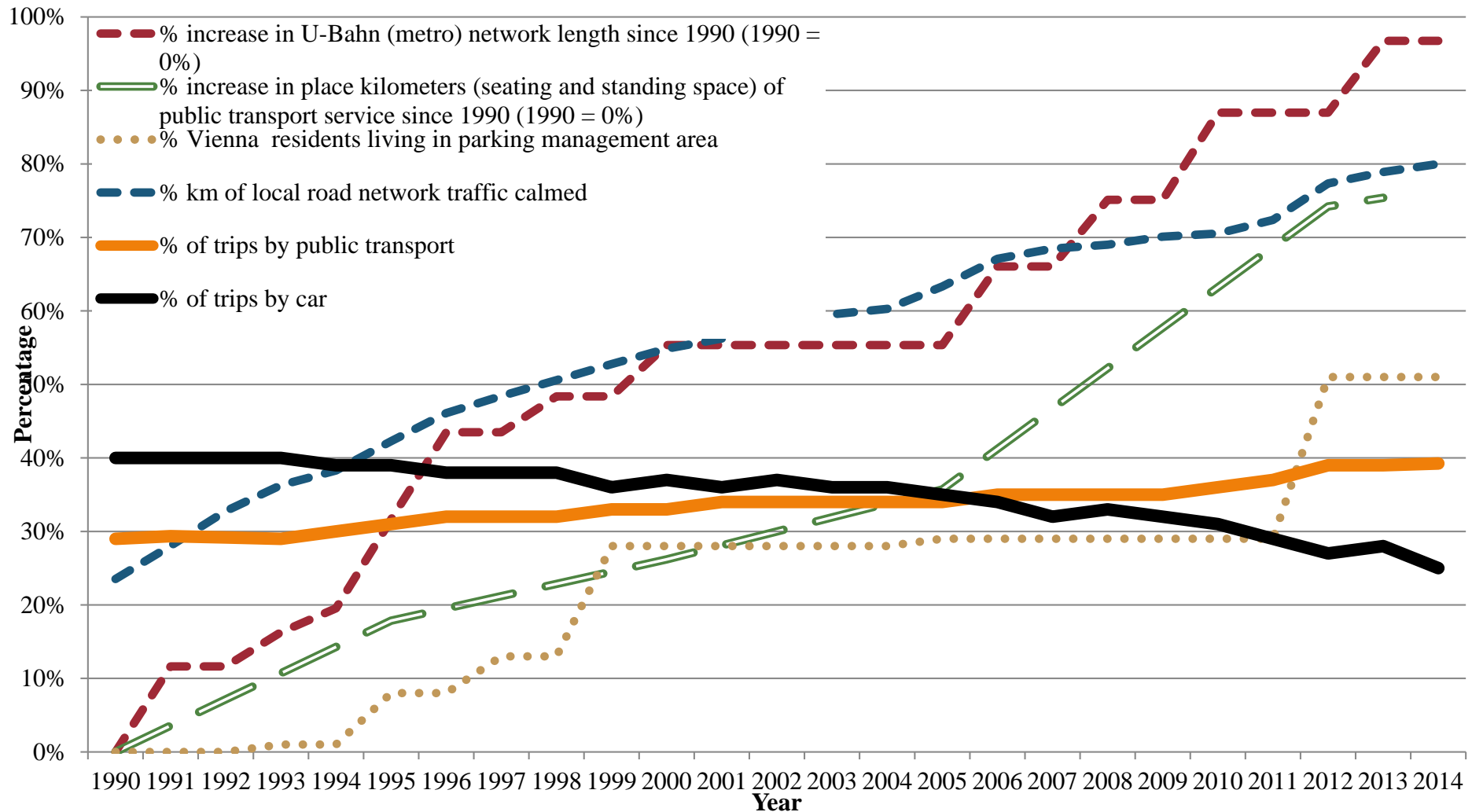


- ❑ Slow to change transport system
- ❑ City protects large areas from development (parks etc.)
- ❑ Increasing affluence and car ownership lead to negative externalities
- ❑ Preservation of Old Town became a priority (pedestrian zone 1974/75)

Key Policies Implemented Since 1990

- ❑ **Expansion of U-Bahn/metro**
- ❑ **Parking management**
- ❑ Other measures: traffic calming, car-free zones, cycling infrastructure, transit-oriented developments
- ❑ Importance of continuity of transport plans since 1980:
 - ▣ Expand and speed-up public transport
 - ▣ Restrict on-street car parking
 - ▣ Improve walking and cycling conditions
 - ▣ Remove through-traffic from neighborhoods
 - ▣ Expand car free-zones and traffic calming

Time-Trend Comparison of Key Transport Policies, 1990-2014



Financing of U-Bahn

- Infrastructure:
 - ▣ Initial federal lump sum to fund U-Bahn
 - ▣ Since 1978: federal govt. finances 50% of U-Bahn investments
- Operation:
 - ▣ Passenger fares cover about 55% of operating costs
 - ▣ Federal support for student transport & regional coordination
- Revenue sharing of federal income taxes (Vienna received more per-capita than the rest of the country)
- City public transport tax per employee
- Revenue from parking management

365 Euro Ticket in Vienna

- Entire City of Vienna for €365
 - ▣ Reduction from €449
 - ▣ Among cheapest annual tickets in Europe
 - ▣ Jump in annual tickets from 363k in '11 to 650k in '14
- Senior ticket €224 per year
- Student ticket (high school): €60
- Overall: 875 to 930million trips per year ('11-'14)

Not Just U-Bahn: Improving the Public Transport Network

All modes were improved

- Tramway
- S-Bahn
- Regional rail
- Buses



High Level of Public Support and Use of U-Bahn/Public Transport

- In a 2014 survey, 98% of Viennese residents described public transport service as either good or very good.
- 52% of residents reported using transit daily, 76% at least once a week, and 88% at least once a month.
- Ridership in Vienna Verkehrsverbund as a whole increased by 44% from 1990 to 2012 (22% increase per capita).

Parking Management

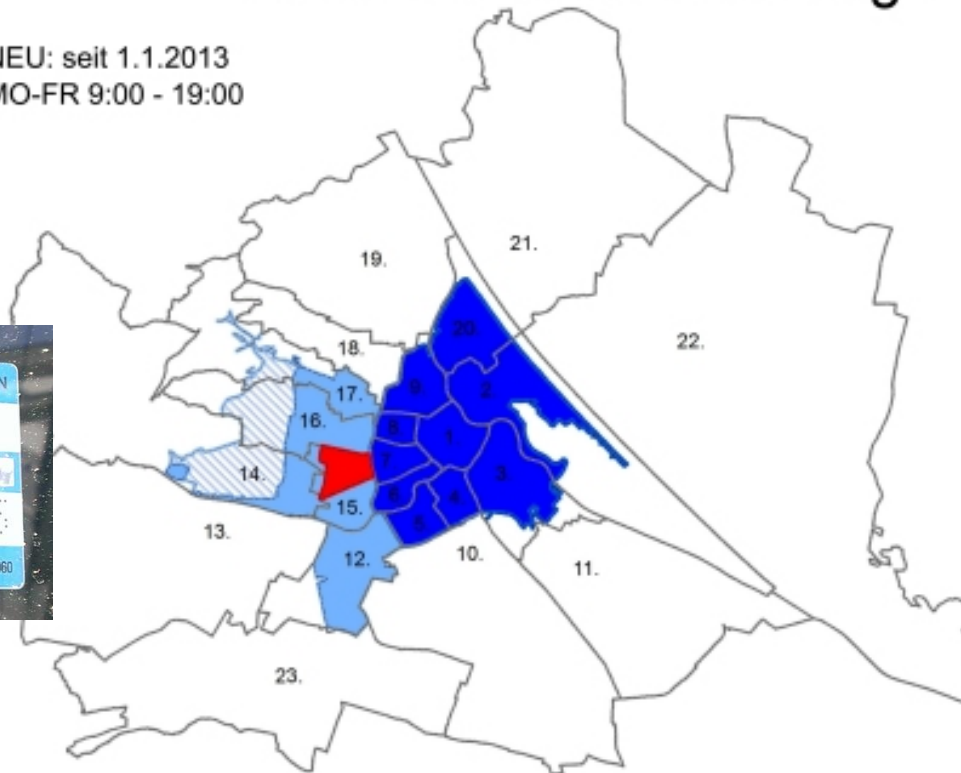


- ❑ Short-term parking zones since 1959; charges since 1975
- ❑ City districts are short-term parking zones with exemption passes for residents (€90-€120 per year in 2014)
- ❑ On-street parking limited to 2hrs (€2 per hour) for non-district residents
- ❑ 1975 to 2015: hourly fees more than doubled (+140%)
- ❑ Referendum for city-wide parking management rejected

Parking Management

Parkraumbewirtschaftung in Wien

NEU: seit 1.1.2013
MO-FR 9:00 - 19:00



1. Bezirk
seit 1.7.1993

6. bis 9. Bezirk
seit 1.9.1995

4. und 5. Bezirk
seit 2.6.1997

2. und 20. Bezirk
seit 1.3.1999

3. Bezirk
seit 2.11.1999

15. Bezirk, Bereich Stadthalle
seit 1.9.2005

**Teile des 12., 14., 15., 16.
und 17. Bezirks**
seit 1.10.2012

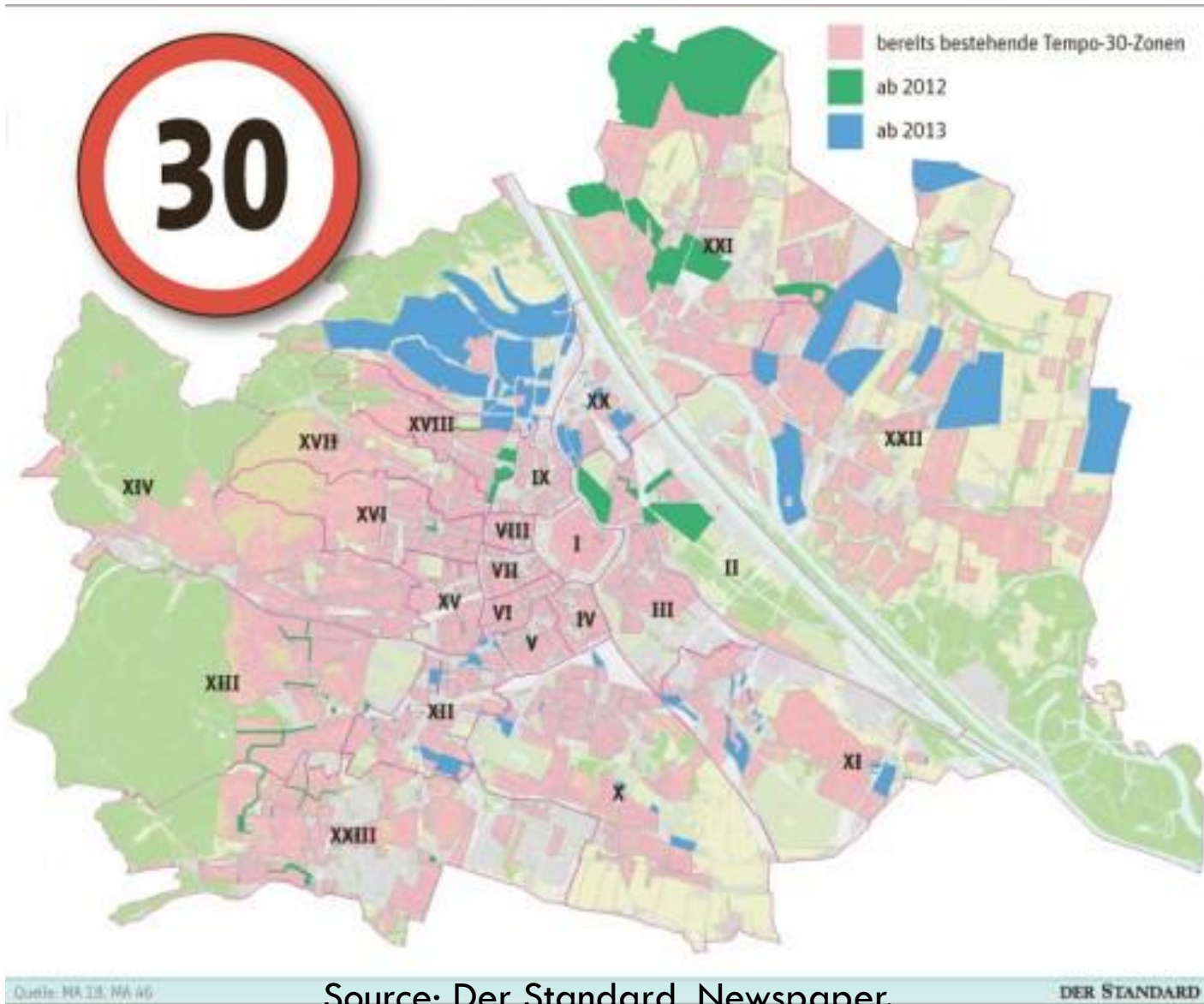
Flächendeckende Kurzparkzone

Parkdauer: 2 Stunden
MO-FR 9:00 - 22:00

Parkdauer: 3 Stunden
MO-FR 9:00 - 19:00

**Parkdauer: 2 Stunden MO-FR 9:00 - 22:00,
SA, SO u. Feiertag 18:00 - 22:00**

City Wide Traffic Calming in Vienna



Begegnungszonen/strassen



Land-Use and Transport: Seestadt



Political Lessons from Vienna

- ❑ Vienna was not 'first,' but adopted and integrated policies well
- ❑ Long-term, multi-staged process
 - ▣ Implemented policies in stages
- ❑ Consensual, long, time consuming approach
- ❑ Documented before-after studies
- ❑ Local decision making
- ❑ Multimodal package
- ❑ Federal government funding

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Thank you

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