

Welcome to Frankfurt's 3rd Mobility Forum

Today's Mobility Forum presents the current status of development of the mobility master plan for the city of Frankfurt am Main. Spread over three floors, here you will find exhibitions, panel discussions and contributions by experts on all aspects of the mobility master plan. This is the ideal opportunity to inform yourself comprehensively and also to contribute your own opinion. The focus is on prioritising individual target areas and exemplary measures.

So what's on at the third Mobility Forum?

You can visit the exhibition on the master plan (3rd floor) and on child and youth participation (2nd floor) at any time. You can take part in the following programme points in the hall on the first floor:

11:00–11:30	Kick-off and welcoming words from the department
11:30–12:00	Information presentation
12:30–13:15	Panel discussion with representatives from business and science
13:15–13:45	Information presentation
14:15–15:00	Panel discussion on child and youth participation
15:00–15:30	Information presentation
16:00–16:45	Panel discussion with representatives of associations and from the region
16:45–17:45	Goodbye

Come and join in! How can I get involved?

With the help of a participatory game, you can put together your own mobility master plan from a range of exemplary measures. Pick up the game booklet "My Master Plan" from our information stand. Take it with you as you go through the exhibition (2nd and 3rd floors), selecting the measures that are important for your master plan as you go. If you have any questions on the game, please do not hesitate to ask us.

You can also take part in the digital game "Streetmix" (3rd floor). Here you can design a road cross-section yourself, print it out and share it with other visitors. How should public space be distributed in typical street situations?

The planning team can then derive priorities from the completed game booklets and created road cross-sections. In this way, the results of the mobility forum flow into further development of the mobility master plan.

Planners and those responsible will also be available to answer your questions both after the presentations and in the exhibitions.

1 Mission statement

Focus

Frankfurt puts people at the heart of its mobility turnaround. With its promotion of the ecological alliance, it is enhancing the quality of life in the city, making a significant contribution towards reducing greenhouse gas emissions at a global level, whilst also helping to protect the health of the local population with lower air and noise pollution, improved road safety, and its promotion of active mobility. The city's mobility planning puts the emphasis on socially equitable access to mobility, and takes into account the needs of people with impaired mobility, as well as the special requirements of groups such as children and senior citizens. All central measures are accompanied by information and participation formats and mobility education measures, with a view to ensuring that different needs are taken into consideration and that there is an exchange of information between politicians, planners and the general public.

To this end, Frankfurt is continually expanding its land-saving and environmentally friendly networks of pedestrian and cycling infrastructure and public transport (ecological alliance). In doing so, they ensure the accessibility of these networks for everyone. In the planning of roads, especially in the secondary network, priority is given to pedestrian traffic over cycling traffic and micromobility over motor vehicle traffic, and their social function is taken into account. The environmental alliance is prioritised in planning and traffic management measures. This improves accessibility for the environmental alliance significantly and encourages a shift of usage on the part of the population towards these means of transport. Land is redistributed mainly at the expense of land areas currently allocated to motorised traffic. In order to ensure accessibility from the surrounding region, measures to link the local public transport network with feeder modes of transport such as bicycles and private cars form part of the transport restructuring programme.

A key requirement is for commercial traffic to be taken into account in the planning of land redistribution measures, so that accessibility is improved. Commercial traffic should also benefit from a reduction of private car traffic on the road network.





Infrastructure

As one of its key tenets, the mission statement defines the continual expansion of the land-efficient and environmentally friendly network of pedestrian and cycling routes and public transport, the so-called environmental alliance. Because of the limited availability of land in the city, it will be necessary to redistribute land, primarily at the expense of areas used by motorised vehicles. This should lead to a more equitable use of land and thus to a shift towards use of the environmental alliance network. The shift in use should also lead to the establishment of better conditions for commercial traffic dependent on the use of motorised vehicles.

As essential elements, the pedestrian and cycle path networks are to be significantly improved, and intersections and road crossings optimised, in order to reduce barrier effects, among other things. The provision of electric charging infrastructure for the so-called drive revolution is also an aspect of the infrastructural transformation. The transformation should make a contribution in particular to the improvement of road safety, climate protection, and the reduction of energy consumption, as well as improving the accessibility of the environmental alliance.



Mobility services

An expansion of the mobility services on offer will improve the accessibility of alternatives to the private car, in keeping with the mission statement. Pedestrian and cycle traffic, in combination with local public transport and other, new forms of mobility, are being developed to form an environmental alliance that can compete with car traffic. Mobility planning thus also promotes socially equitable access to mobility and takes the needs of people of impaired mobility into account. This should lead to an improvement of the services on offer for all transport users, not just in the central areas of the city, but especially also in the outskirts and surrounding region.

Environmentally friendly mobility options such as walking and cycling infrastructure and public transport networks need to be more effectively linked both spatially and organisationally in future, and the capacity and frequency of public transport services need to be increased. This promotion should include the expansion of Park + Ride and car- and ride-sharing services, the improvement of safety on the way to school, and the provision of barrier-free access.



Regulation and control

In accordance with the mission statement, pedestrian and cycling infrastructure and bus and rail transport as an environmental alliance will be given priority in planning and traffic regulation measures. This will be accompanied by regulatory and controlling measures to cover more of the costs arising from motorised vehicle traffic. Social compensation must be taken into consideration in the selection of measures and setting of prices. Another central requirement is to ensure accessibility for commercial traffic.

On the one hand this means imposing more stringent parking management, speed reductions, controls and access restrictions for car traffic. On the other hand, more space must be made available for delivery vehicles, and local public transport should be made cheaper and faster.



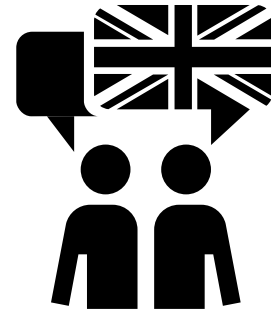
Urban compatibility and communication

People, with their mobility and living requirements, are at the heart of Frankfurt's mobility master plan. Here, streets and urban areas are seen as places to meet and to linger, and not just as areas allocated to traffic. Traffic affects all who spend time in the city, both as users and as those affected. Transparency and acceptance are thus important factors in the planning of specific transport projects and also for the shift in mobility behaviour towards more sustainable forms of transport.

The reduction in car traffic through the reduction of parking space availability and traffic-calming measures should also make a significant contribution to this.

Information, participation and advisory services also serve to strengthen cooperation and acceptance.

Public participation in the development of the mobility master plan



A sustainable mobility strategy for Frankfurt affects the whole city. And so the project brings very different living and mobility needs together. It is therefore important to include as many and as diverse perspectives as possible from as many members of society in the city as possible in the development of the mobility master plan. The process of public participation is intended to inform people about the mobility planning, to gather feedback and to promote understanding between different interest groups.

The timing of the public participation is coordinated with the technical development process. The results of the public participation always flow into the next step of the technical development process.

The different forms of public participation are as follows:

- The Advisory Committee on Mobility is made up of representatives of interest groups, industry and science, and accompanies the development of the master plan on a continuous basis.
- The three Mobility Forums give interested citizens and experts opportunities to inform themselves on the current status of work on the mobility master plan and to give feedback on important aspects.
- The child and youth participation section offers pedagogical modules aimed at informing young people on the challenges of sustainable mobility, and asks children and young people for their opinions on key measures of the master plan (exhibition on 2nd floor).
- The online participation took place parallel to the second mobility forum. It allows assessments and comments to be made on important interim results such as the two future scenarios.
- The “citizens’ draw group” is a committee made up of randomly selected citizens, designed to represent the broad diversity of perspectives in society in the city of Frankfurt. The group develops recommendations for prioritisation.