



UNIV.-ASS. DIPL.-ING. **STEPHAN TISCHLER**
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about myself...

- 2003 Final degree „Urban and regional planning“, University of Technology Vienna
- 2004 – ILF Consulting Engineers, Innsbruck
- 2007 Professional license for urban and regional planning
- 2010 – Environmental advocat Tyrol, Landeck district
- 2012 – University of Innsbruck, Faculty of technical sciences, Institute of Infrastructure – Department intelligent traffic systems

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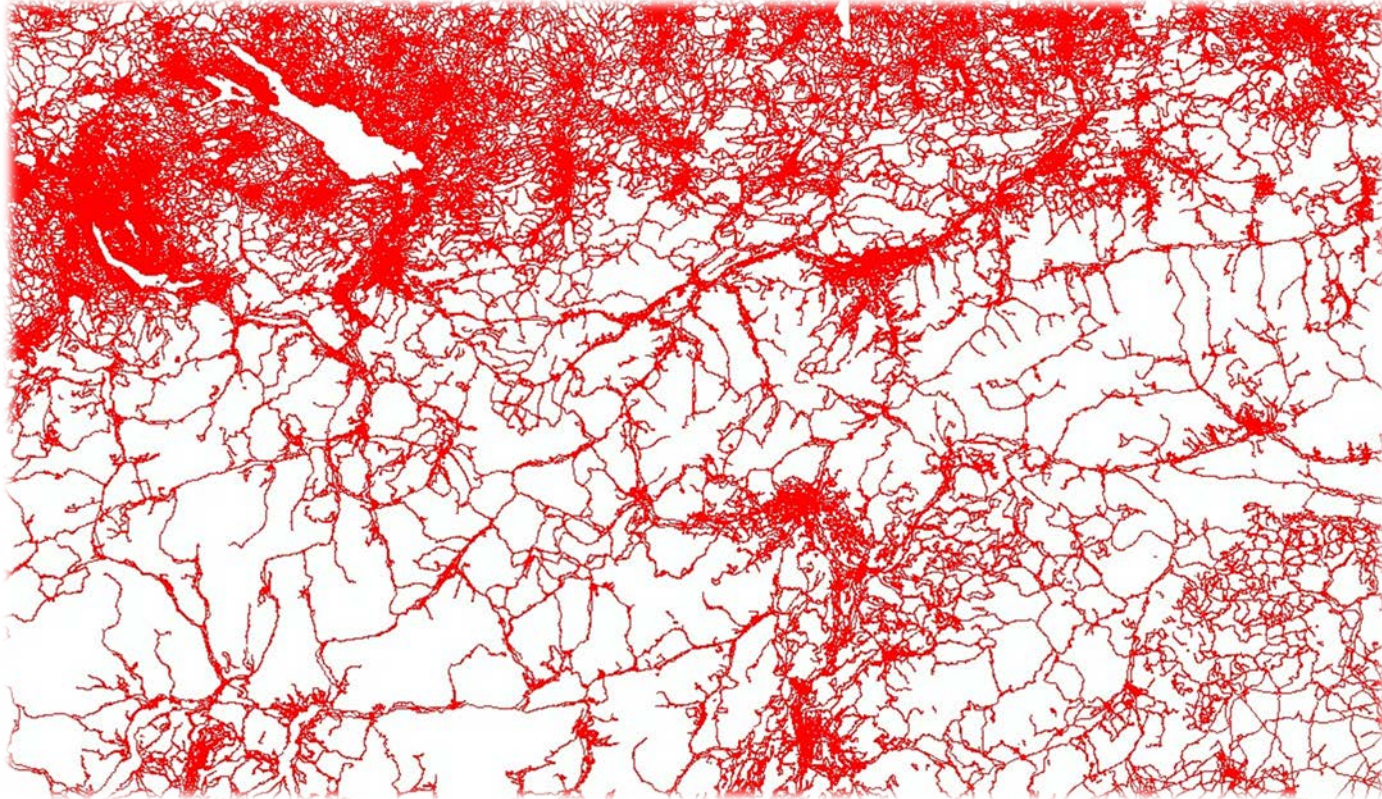
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 - a. barrier free mobility & the Alps
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Photo: Stephan Tischler, 2013

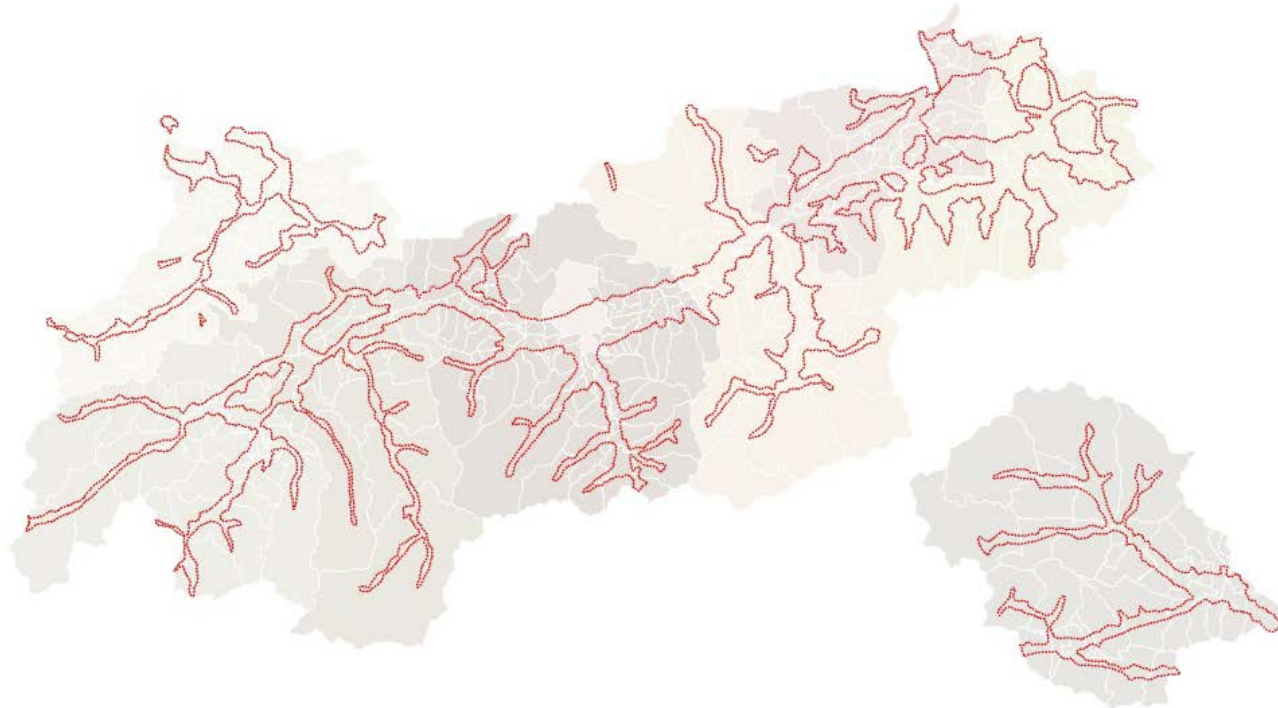
Introduction

mobility in alpine regions



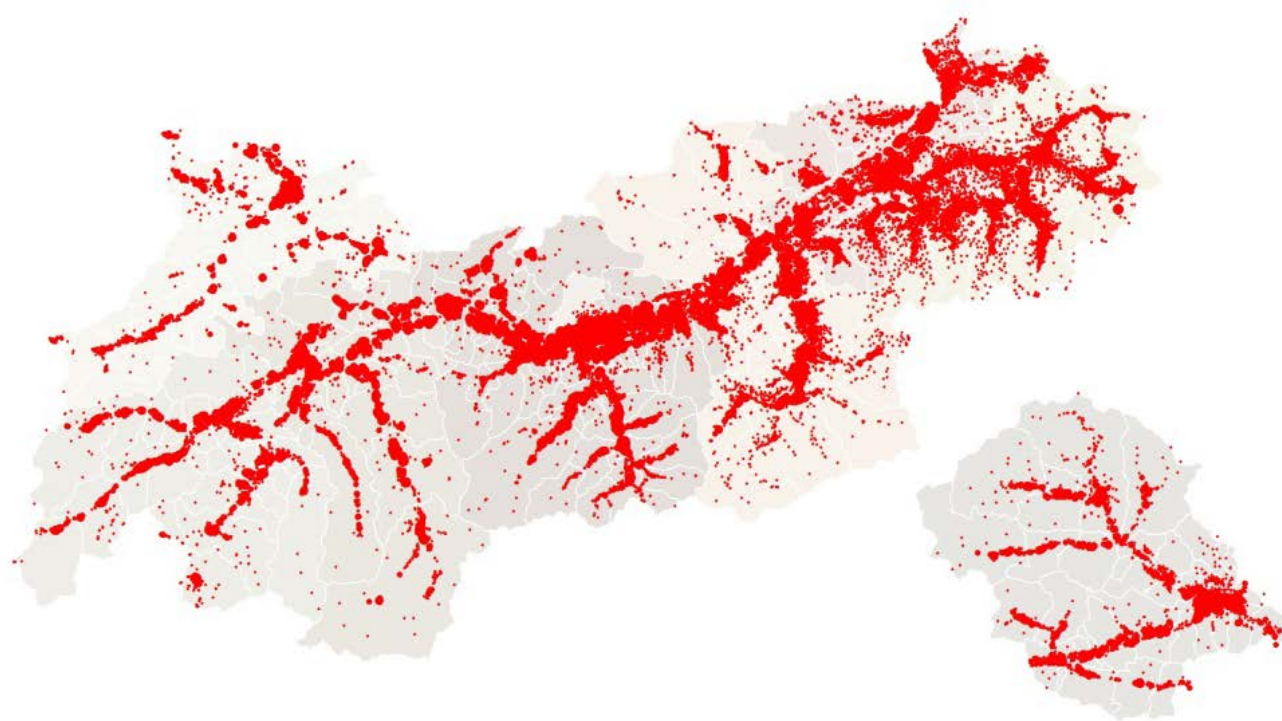
Introduction

mobility in alpine regions



Introduction

mobility in alpine regions



Introduction

mobility in alpine regions
accessibility

Historical Background

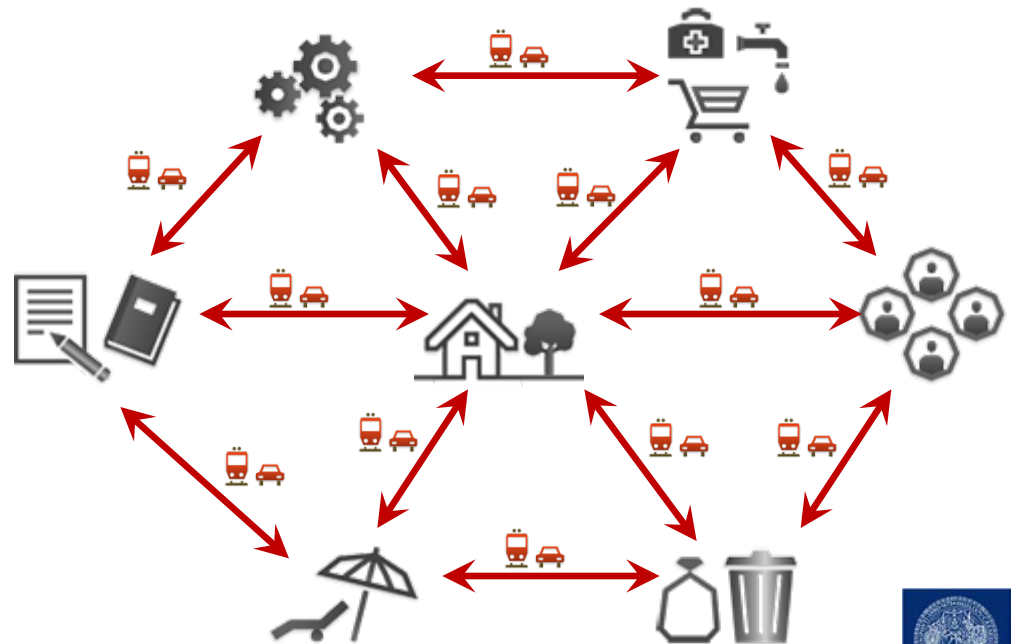
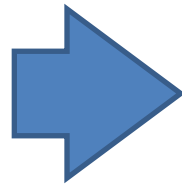
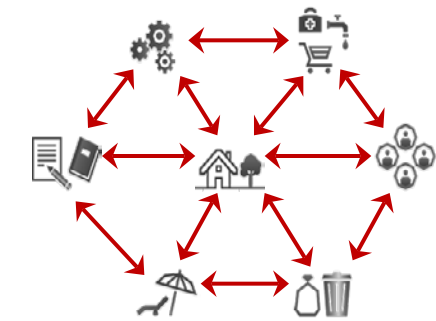
Natural Hazards

Infrastrucutre Costs

Route Choice

situation today

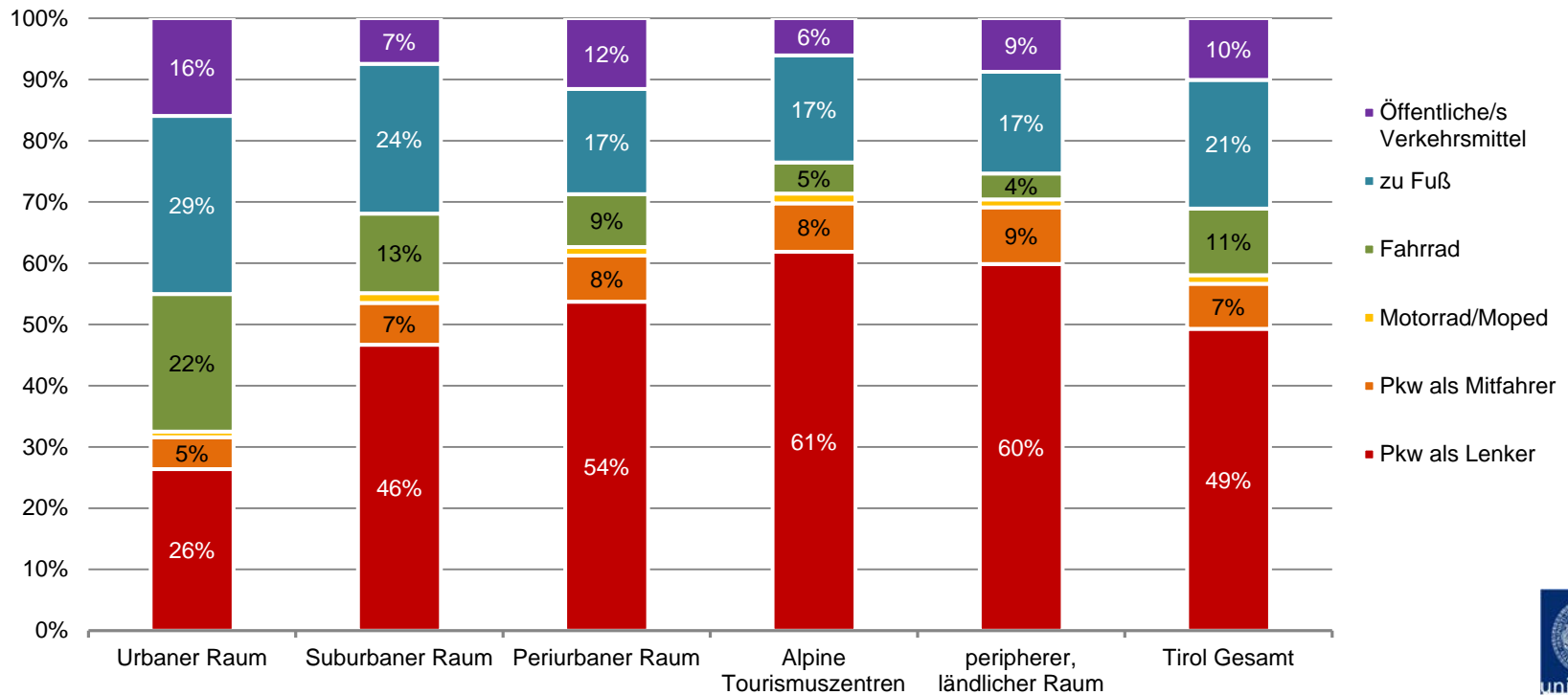
spatial and functional change



situation today

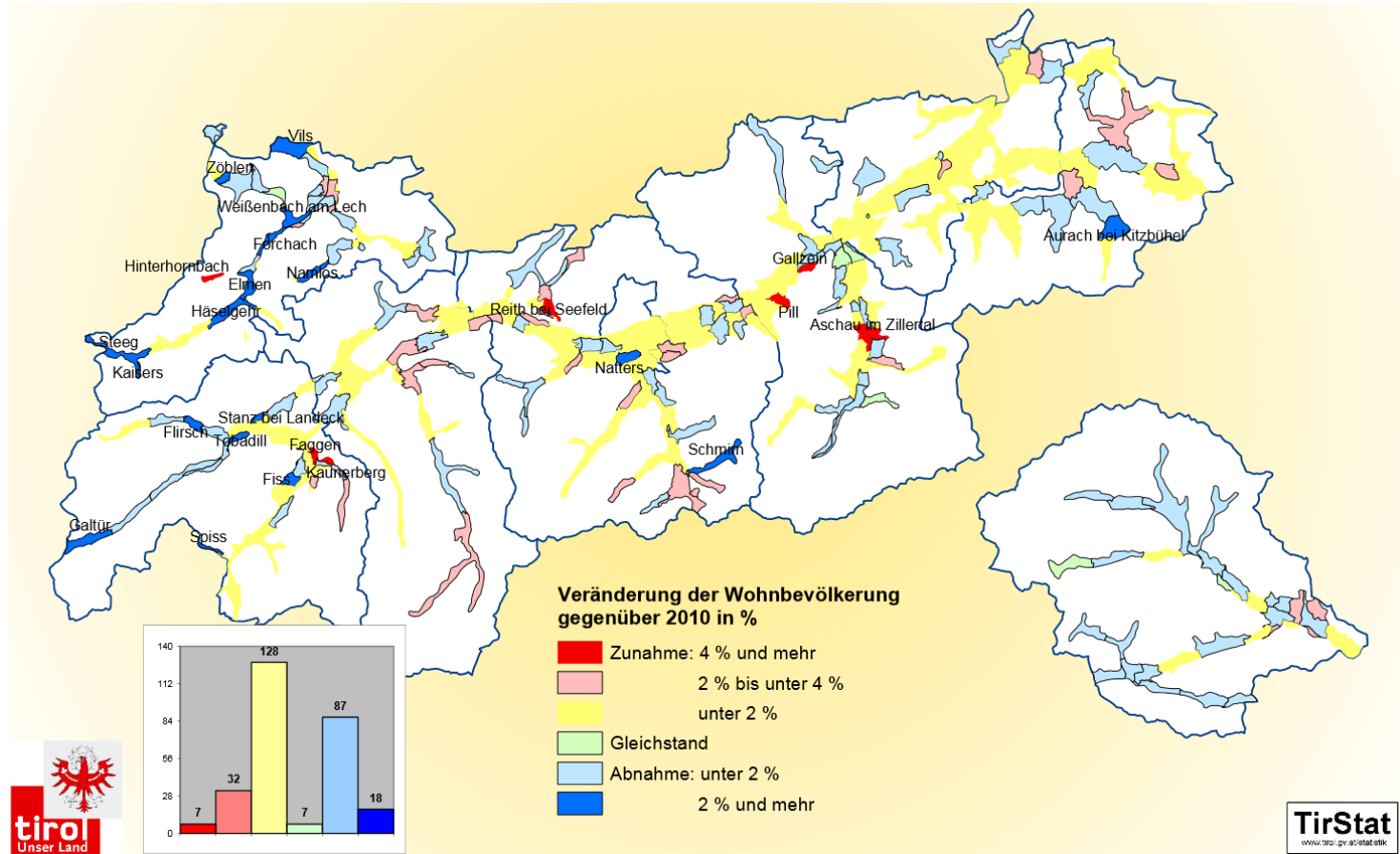
specific mobility values (Tyrol)

modal split in different areas



situation today

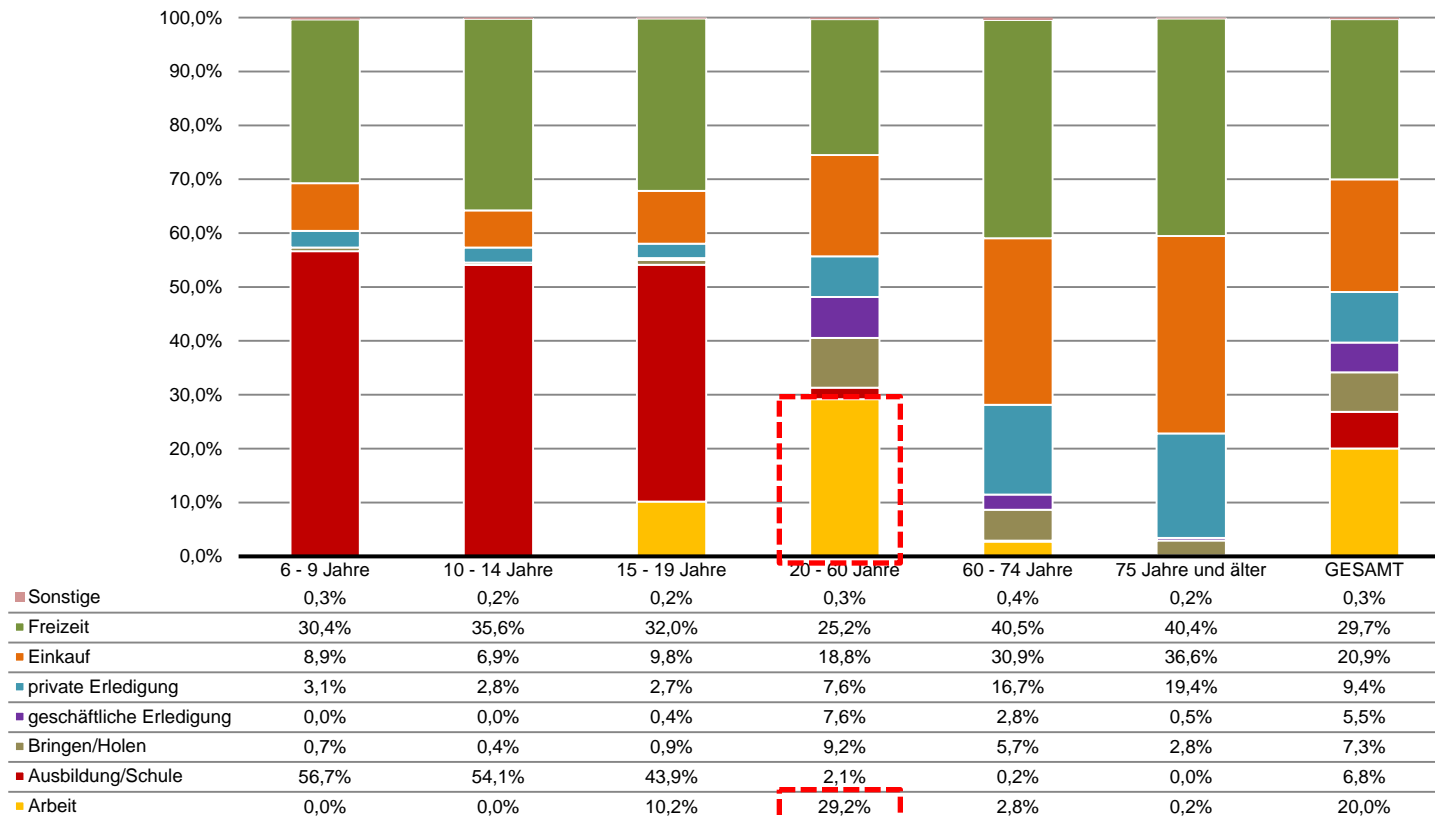
demographic development (example: Tyrol)



situation today

specific mobility values (Tyrol)

way function – age group

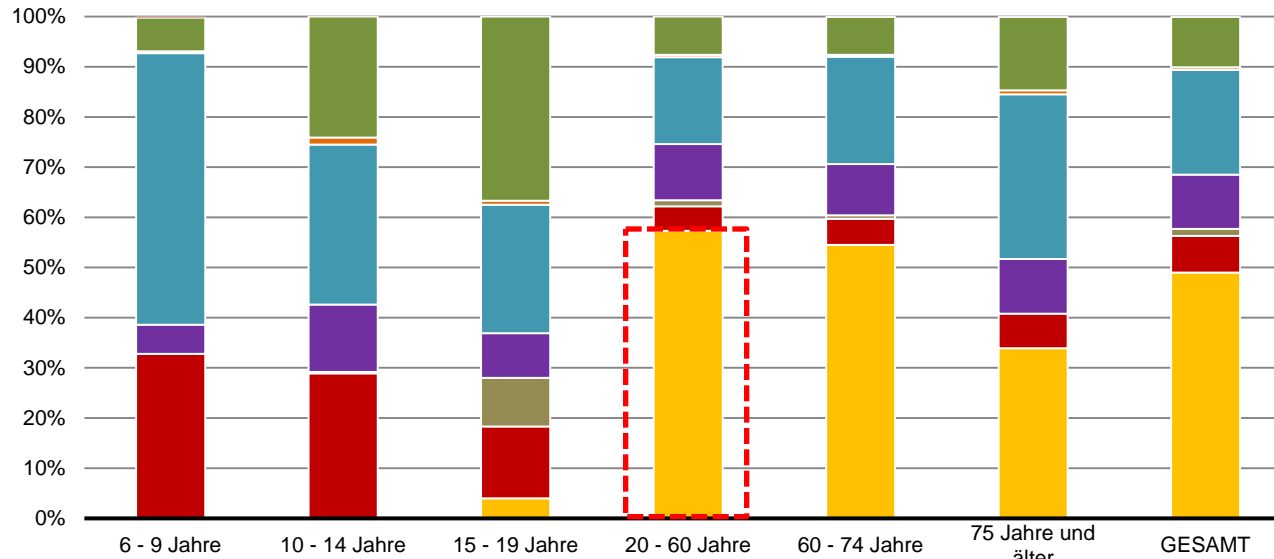


aus: Source: Amt der Tiroler Landesregierung: Mobilitätsenerhebung Tirol 2011, Innsbruck

situation today

specific mobility values (Tyrol)

modal split – age groups

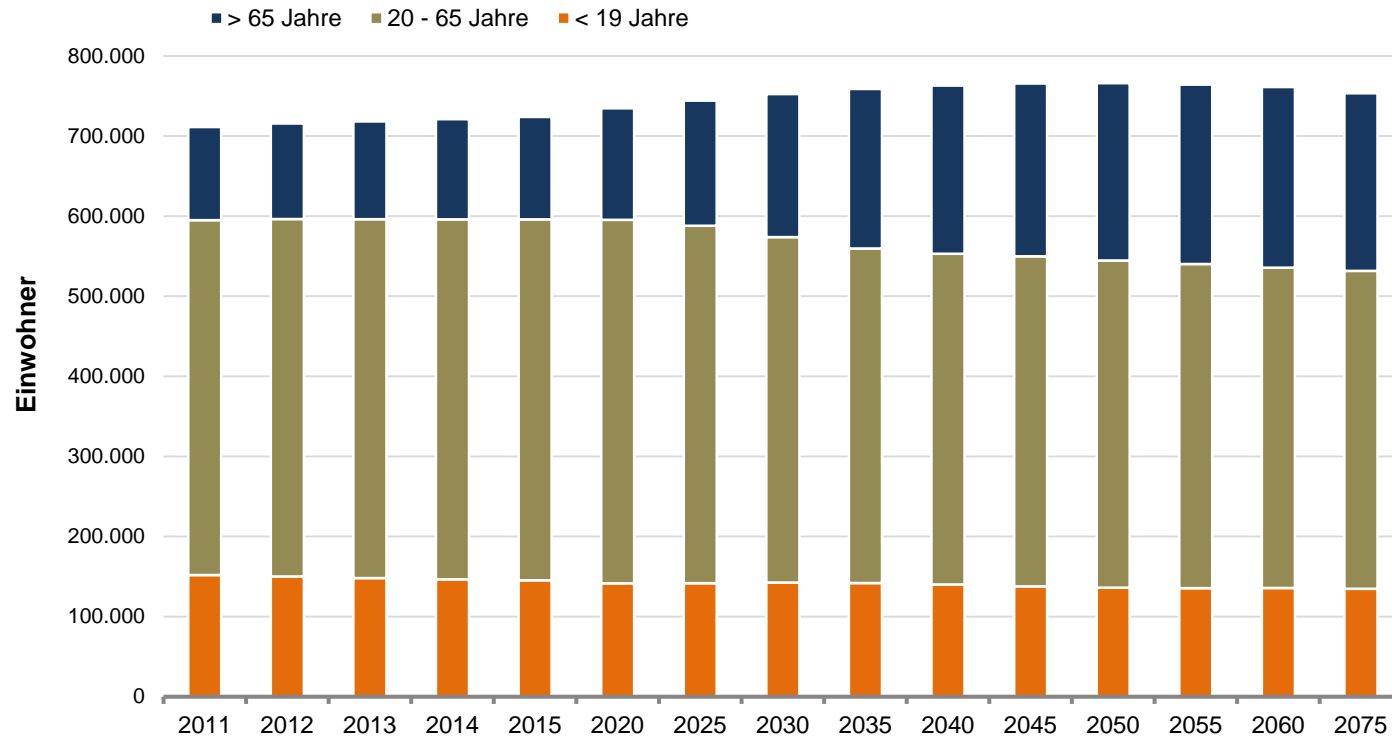


ohne Angabe	0%	0%	0%	0%	0%	0%	0%	0%
Öffentliche/s Verkehrsmittel	7%	24%	37%	8%	8%	15%	10%	10%
anderes	0%	1%	1%	1%	0%	1%	1%	1%
zu Fuß	54%	32%	26%	17%	21%	33%	21%	21%
Fahrrad	6%	13%	9%	11%	10%	11%	11%	11%
Motorrad/Moped	0%	0%	10%	1%	1%	0%	1%	1%
Pkw als MitfahrerIn	33%	29%	14%	5%	5%	7%	7%	7%
Pkw als LenkerIn	0%	0%	4%	57%	55%	34%	49%	49%

aus: Source: Amt der Tiroler Landesregierung: Mobilitätsenerhebung Tirol 2011, Innsbruck

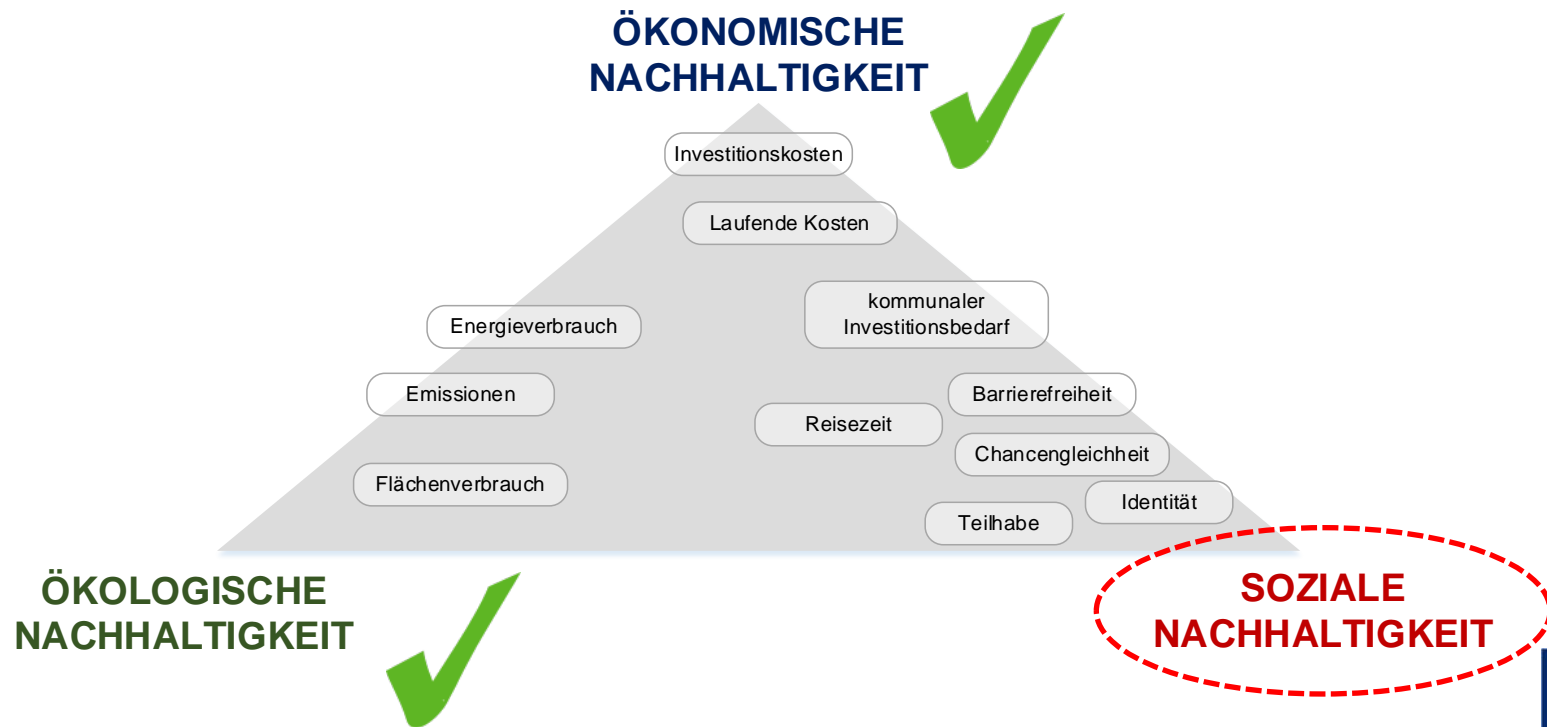
Sustainability & Mobility?

demographic development (example: Tyrol)



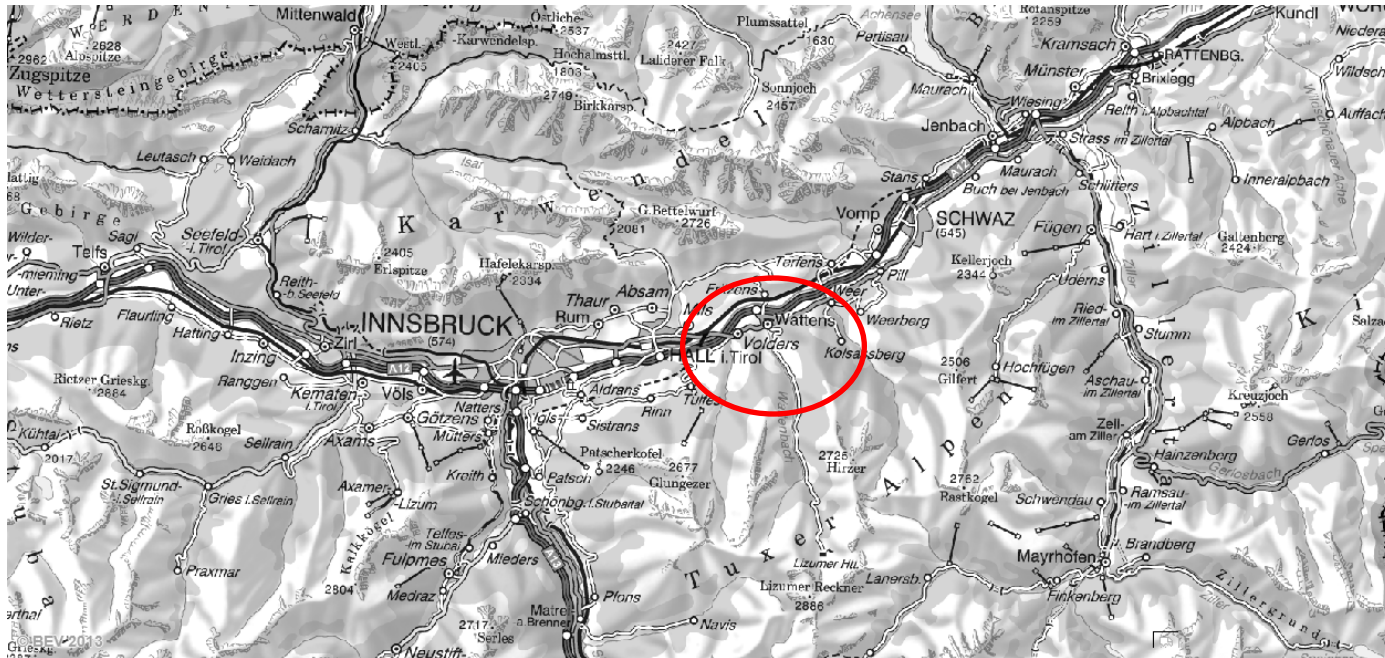
Source: STATISTIK AUSTRIA - Bevölkerungsprognose 2012. Erstellt am 14. September 2012.

Sustainability & Mobility ?



Good-Practice:

- community „Volders“, Tyrol



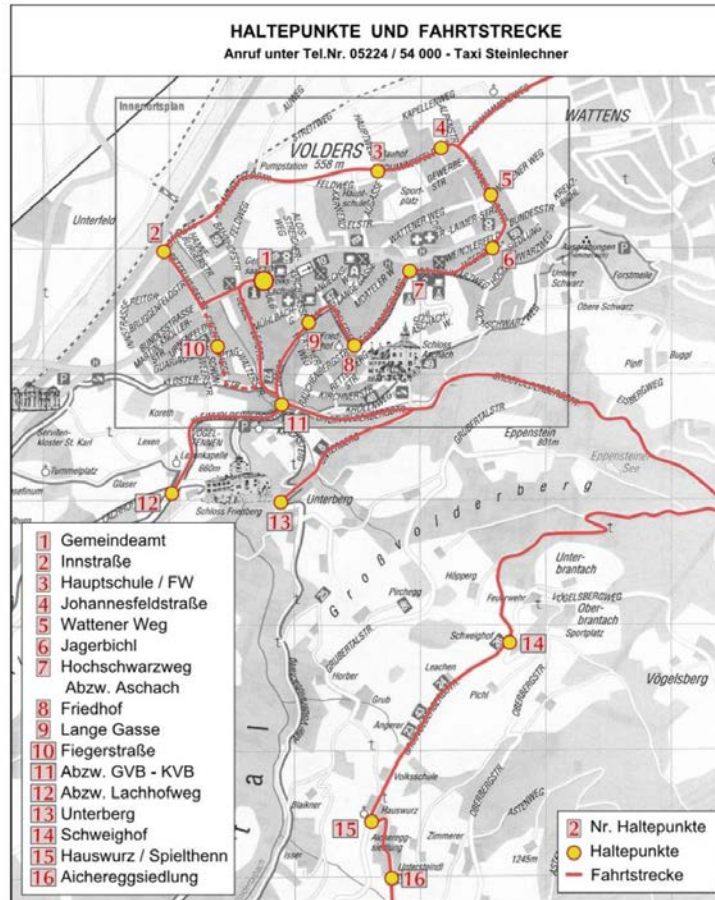
Mobilität ohne Barrieren

Good-Practice: VollMobil

- zweckmäßigste Lösung ein „Anrufsammeltaxi“, (Kleinbus mit fixem Fahrplan auf vorgegebenen Strecken)
- Fährt nur dann, wenn die Fahrt vorher durch Anruf bestellt wurde
- Kosten nur dann, wenn Bedarf besteht
- Zunächst für Senioren konzipiert (wöchentlicher Seniorennachmittag), jedoch zunehmend von allen Altersgruppen frequentiert



Good-Practice:



Mobilität ohne Barrieren

Mittwoch ist Mobilitätstag!



Good-Practice: VollMobil

- Durchführung durch Betreiber des Schul- und Kindergartenbusses (Synergien)
- 5 Fahrten: 2 am Vormittag und 3 am Nachmittag
- stufenweise Erweiterung (mehrere Wochentage, Verlängerung Route zur Bahnhaltestelle etc.) ist vorgesehen

Good-Practice: VollMobil

- Einführung am „Autofreien Tag 2012“
- Durchführung durch Betreiber des Schul- und Kindergartenbusses und dadurch Synergien
- 5 Fahrten: 2 am Vormittag und 3 am Nachmittag
- Künftige stufenweise Erweiterung ist vorgesehen/möglich

Other good-practice examples ...

- Courses for public transport services



- How to ride a bicycle – course for special groups



discussion

- **change of village-functions** leads to change of spatial structures
- **decentralization** of basic services and needs requires mobility
- **spatial structure optimized for individual traffic by car** → population groups without car-access have to adopt their basic services and needs or move their living-locations
- demographic development requires **measures**
- investment in public transport services requires changes in the **spatial planning** to be sustainable

Thanks for your attention !