

SUSTAINABLE TRANSPORTATION AND MOBILITY

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STRENGTHS

Many bus lines
Existing infrastructure
Flat ground
Close to a beautiful mountain
Undeveloped land for parks
Significant population

Weaknesses

Far away from Athens
Low transportation connectivity to City Center
Toll Road
Not enough local municipality buses
Non Compatible uses

OPPORTUNITIES

Railway Station
Plans for the area
Connections with other municipalities
City Center has pedestrian walkways
Take undeveloped land and use for sustainable mobility

THREATS

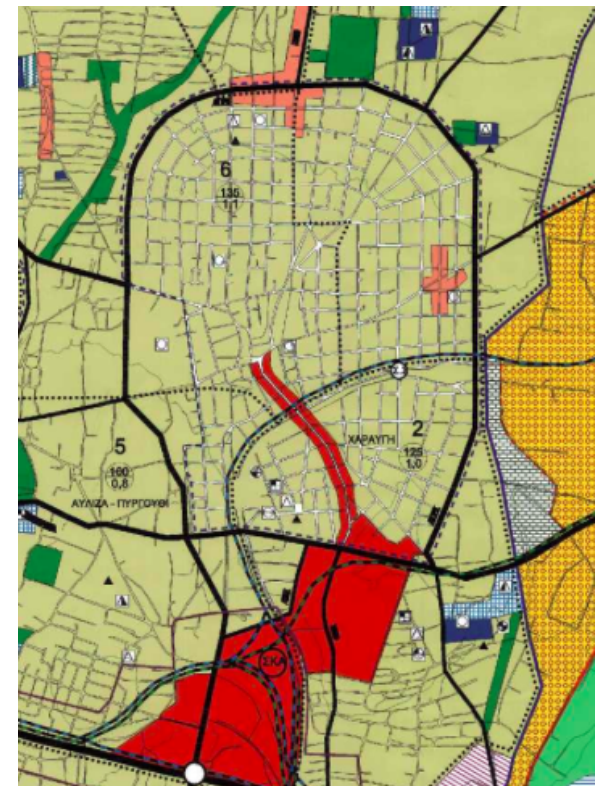
Traffic Congestion
Municipality not in charge of transportation
The influx of trucks from the major highways
People love cars
No money

LOCATION

SKA Railway Station

The local transportation hub

- 1) Near a major highway
- 2) Current working transit line with transfers available
- 3) 2.2 km (1.4mile) walk to the center Acharnes
- 4) 1.7 km (1.0mile) walk to Platia Acharnon Park
- 5) Potential for bus connections
- 6) Potential for carpooling



METHOD one



Las Ramblas, Barcelona

Proposed Promenade to connect local railway station to new and old city centers.

Creating an accessible pathway to connect people to cultural areas and to transportation centers.

Through the use of bike, walkways, and a light trolley train.

Incorporate green space within the promenade to promote environmental sustainability and control.



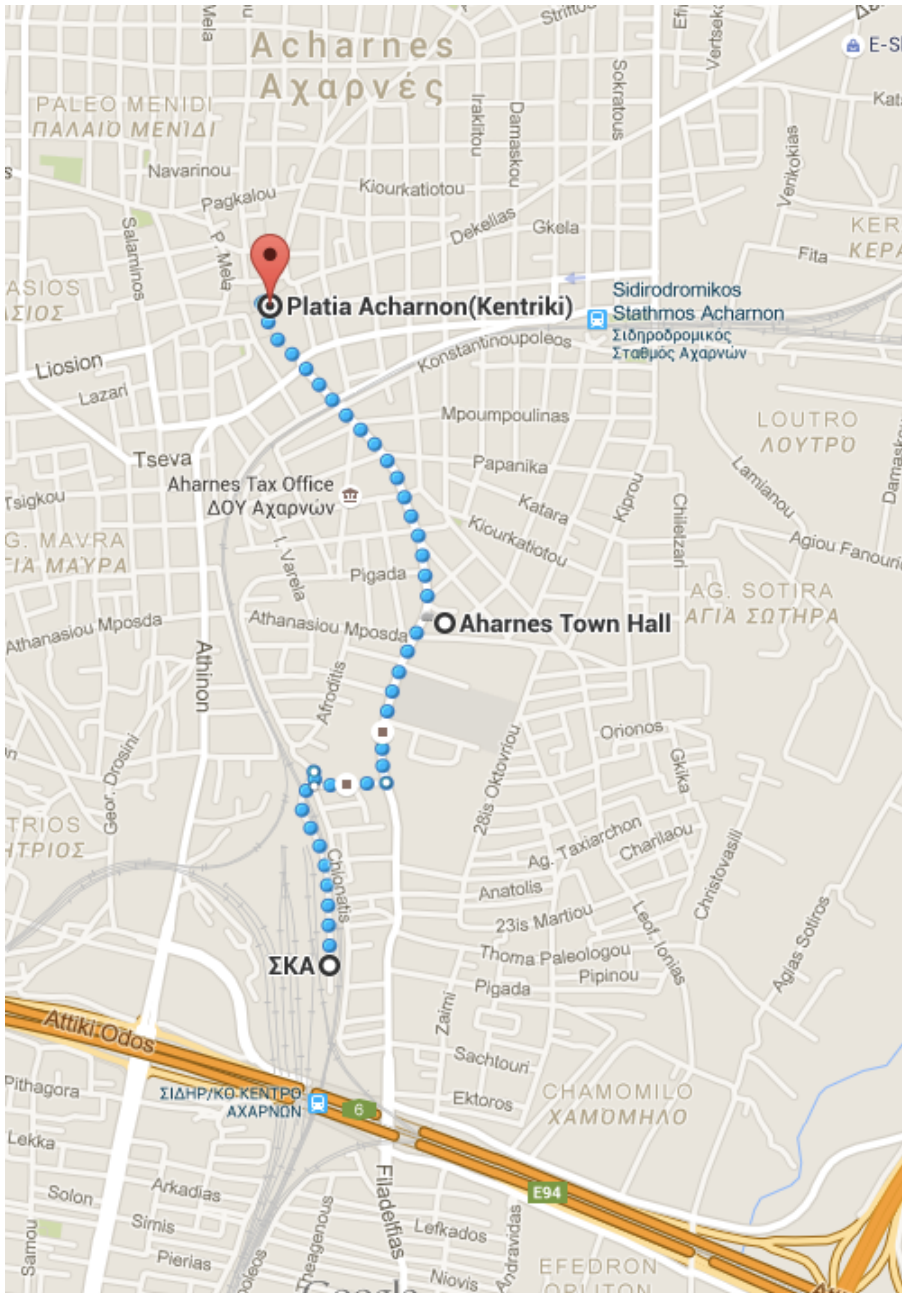
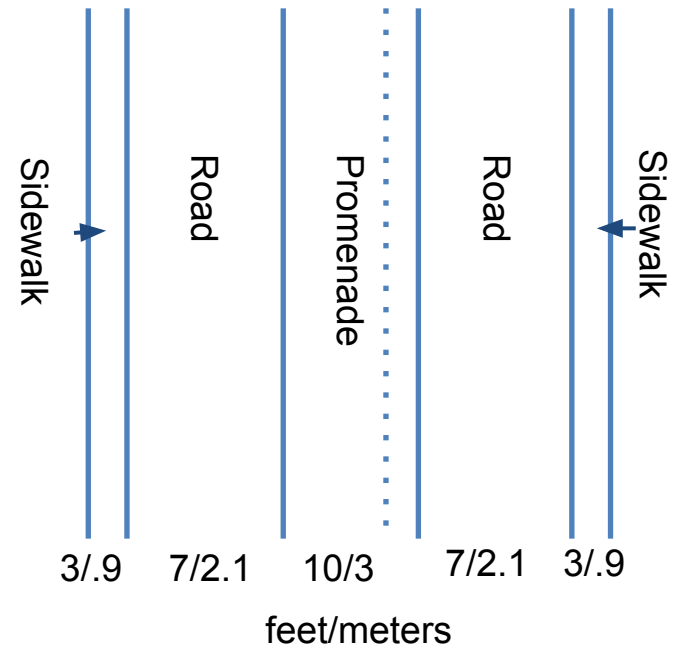
La promenade Plantee de la Bastille, Paris

METHOD one

Creating multimodal nodes at

- 1) Railway Station
- 2) New Town Hall
- 3) Platia Acharnon Park (Old Town Center)

Current width: 26-39 ft, 8-12m



METHOD 2: BIKE SHARING PROGRAM & TROLLEY TRAIN SYSTEM

Bike Sharing Program:

A bike sharing program is a service in which bikes can be shared to individuals for a short term period.

The scheme is to allow people to borrow a bike from point “A” and return in at point “B”.

Trolley Train System:

This will be another simple, accessible option to be taken to and from the transportation center to the old and new centers for those in large groups or unwilling and unable to walk/bike.



METHOD 2: BIKE SHARING FUNDING AND CURRENT PROGRAMS

Funding:

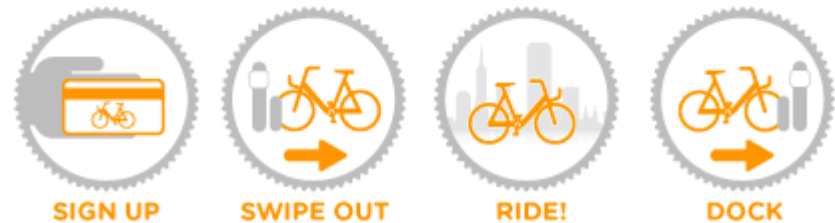
- 1) Public-Private partnerships
- 2) Non-profits
- 3) Exchange/Volunteer System
- 4) Partner with state public transportation systems for ticketing options
- 5) Small fee



BIKE SHARE: 4 EASY STEPS

Current Programs:

- 1) White Bicycle Plan, Amsterdam
- 2) Yellow Bikes, La Rochelle (France)
- 3) Bikeabout Scheme, Winchester (UK)
- 4) ByCyklen, Copenhagen
- 5) Portland, Oregon
- 6) Madison, Wisconsin



FUTURE RECOMMENDATIONS

Short Term

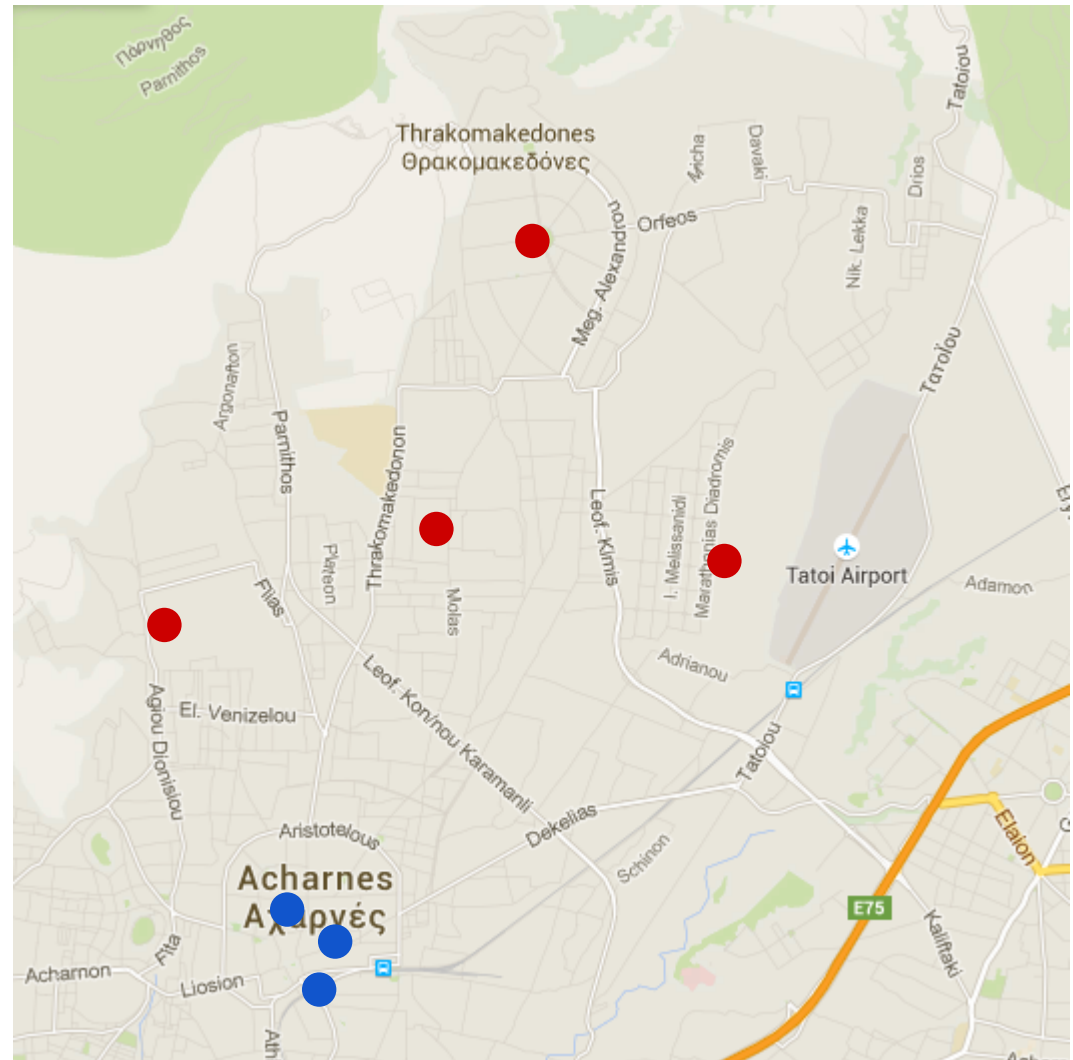
- Implementing bike lanes throughout the city center with painted markings.
- Encouraging organizations to support the economic sustainability of the bike share program.

Long Term

- Implementing bike lanes to the surrounding higher density neighborhoods within the municipality.
- Expanding the bike share program into each district to ensure access to all.

● Short term

● Long term

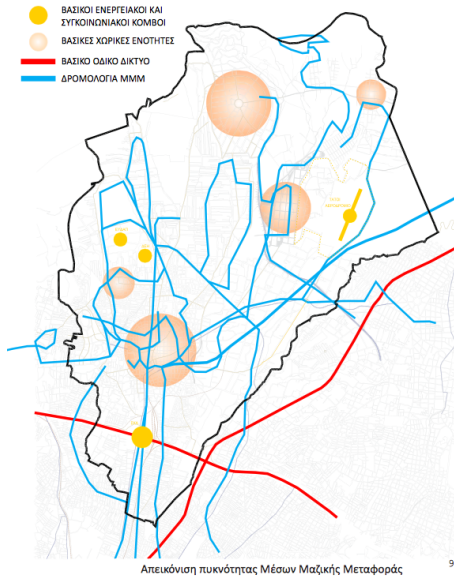


METHOD 3: BUS ROUTE ADJUSTMENTS

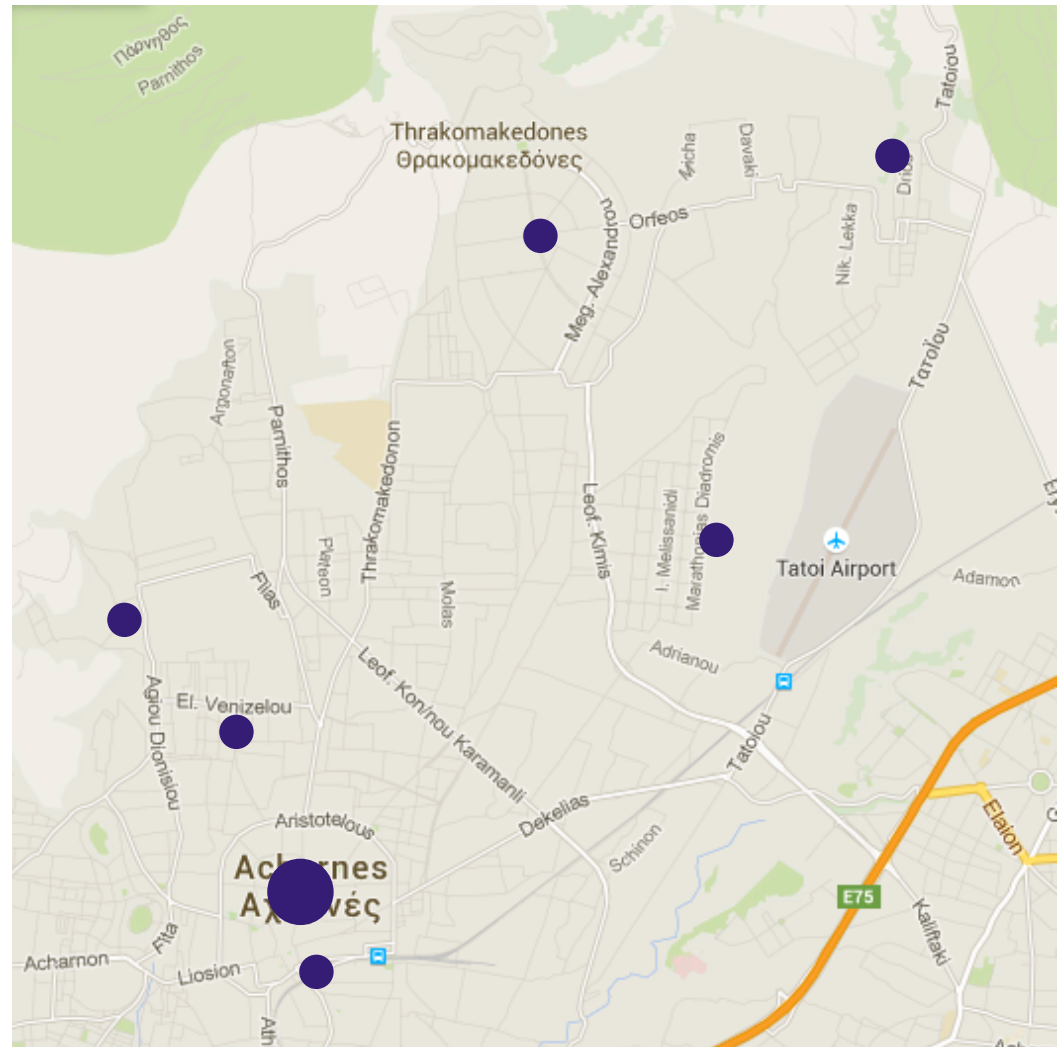
Currently there are 18 bus lines

Use existing bus infrastructure to create more practical and direct routes.

Reroute a few bus lines to each surrounding high density area for direct connection to the city center.



Direct-route stations



FUTURE RECOMMENDATIONS

Short Term

- Designated hours for bus only lanes
- Increase bus reliability and efficiency
- Convert 6 current bus routes into direct routes from the city center to each neighborhood center.
- Create direct bus routes from SKA railway station to city center

Long Term

- Bus only lanes
- Increase bus resources (hybrid, more buses, and buses with the bike rack on the front)
- Connect the surrounding neighborhood centers with each other as well as the city center
- Converge the bike share program and the new bus routes in order to compliment one another.



overall vision

- Accessible connections between densely populated areas and main transportation centers
- Promote sustainable transportation methods (biking, walking)
- Encourage a blend between green spaces, transportation, and people
- Increasing efficiency of transportation methods
- Social organizations and engagement

