

# MULTI-MODAL URBAN MOBILITY

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Urban planners focused on moving cars and trucks around (**Mobility 1.0**) until the city became paved over with roads and parking lots. Long commutes and traffic jams resulted. So the focus shifted to moving people, not vehicles (**Mobility 2.0**). Public transportation schemes move people more efficiently. Yet few

Canadians jump onto buses or trains. Service has been spotty. The commutes are no less soul-crushing. It's time for **Mobility 3.0**, a model that offers people more choice for getting around while enhancing quality of life. The amenities that make the system work have already been put to the test in cities around the world.

Light rail moves lots of people in comfort and with speed

Transit hubs are little villages that enable travel-mode changes

Low fares for very early commutes reduce peak demand

Transit cards work across transport modes and merchants

High-volume bike parkades help cyclists access transit hubs

Bike parkades double as maintenance stops for routine upkeep

New buffers, signals, and sight lines boost intersection safety

Digital surge pricing reduces traffic in crowded urban zones

All major roads have protected bike lanes and wide walkways

Central fitness parks promote active lifestyles and health

Wide pathways allow for short-distance electric mobility

Underground parking and through-ways free up surface space

Pedestrianized zones attract people and benefit local shops

Wayfinding is helped by digital kiosks and data for phone apps

Pathways and ribbons of green space link parks together

Coasts for people and nature, not highways and industrial zones

Dedicated bus lanes offer rapid transit to spots without rail

Curb-side parkettes add green social spaces to urban zones

Open curb space for autonomous vehicles and ride services

Pedestrianized zones attract people and benefit local shops

Wayfinding is helped by digital kiosks and data for phone apps

Pathways and ribbons of green space link parks together

Coasts for people and nature, not highways and industrial zones

System is frequently adjusted using traffic- and user data

Flying drones may replace some service vehicles on roads

Traffic calming roundabouts improve flow while reducing speeds

Satellite work spaces near transit hubs can shorten commutes

Digital screens at transit stops show real-time schedules

Long uninterrupted paths promote bike commutes and fitness

Parallel walking paths or lanes allow for non-hurried strolls

Trams, monorails, and shuttles can connect pedestrian zones

Open coasts enable water transport for travel and leisure