

## Micromobility supported by tactical interventions: learning from and acting during contexts of disruption

### Summary

Cities are concentrating an increasing number of inhabitants, with the subsequent need to provide more efficient systems, shift to new planning and organizational paradigms, and improve the residents' quality of life. Transportation infrastructures and mobility services play an essential role in this context. The priority in the planning for the automobile is shifting to a more equitable appropriation of public space by different modes of transportation. In this situation, the idea of regaining public space and designing it for people has gained power. As referred by Gehl (2013), there is a need to plan the city "at the scale of the eyes" favoring human socialization, mixing different land uses and supporting pedestrianization and other active and soft modes, replacing conventional preconceptions and ideas, and guaranteeing benefits not only in the transportation field but also economic, environmental, and social. Moreover, for years, there was a recognition in the modernist approach that the technical planning staff of municipalities had supremacy over the habitants' voices due to their background, tools, and decision power (Natrasony and Alexander, 2005). On the other hand, public participatory analysis has been progressively and widely introduced into the planning process, where citizens are invited to expose their opinion and be heard about the plans and projects of the city. They are also encouraged to participate in the implementation of the interventions in open and misused public spaces.

The outputs produced with participative tactical interventions have immediate impacts on spatial planning and how people live, move and appropriate public spaces. The current research aims to address how/where/what to make fragmented areas of metropolises more liveable, as they are more prone to impacts during periods of disruption. To guarantee the achievement of the objectives, it was made first the differentiation of methods of tactical interventions in terms of place, designation, the use to support micromobility, and the use of low-cost materials. Then, already implemented case studies (Barcelona and Milan) were systematized regarding materials, approach, benefits and impacts. After that, the definitions of micromobility (what, where, how, who) are established. The next steps involve the analysis of existing actions in Portugal and the realization of a questionnaire with key stakeholders. Moreover, the outputs expected in the research will organize and systematize topics, definitions, and existing interventions, and will serve as a support to decision-makers.

### Keywords

Tactical interventions, low-cost interventions, public space, micromobility, urban mobility.



1. Application of paint and barriers to allocate new modes, promoting equity.

2. Application of paint and barriers to promote road safety.

3. New urban equipment to promote behavior change.



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#### Period

2019-2024

#### Funding

Project (1801P.00996.1.01) CiTUA Programático 20 23/UIIDP/05703/2020