

ANDA! LIBRO!

Plano de **Acessibilidade Pedonal** ●

**A strategy to improve
our pedestrian network
(sidewalks, crosswalks and
bus stops), making it
safe and accessible for all.**



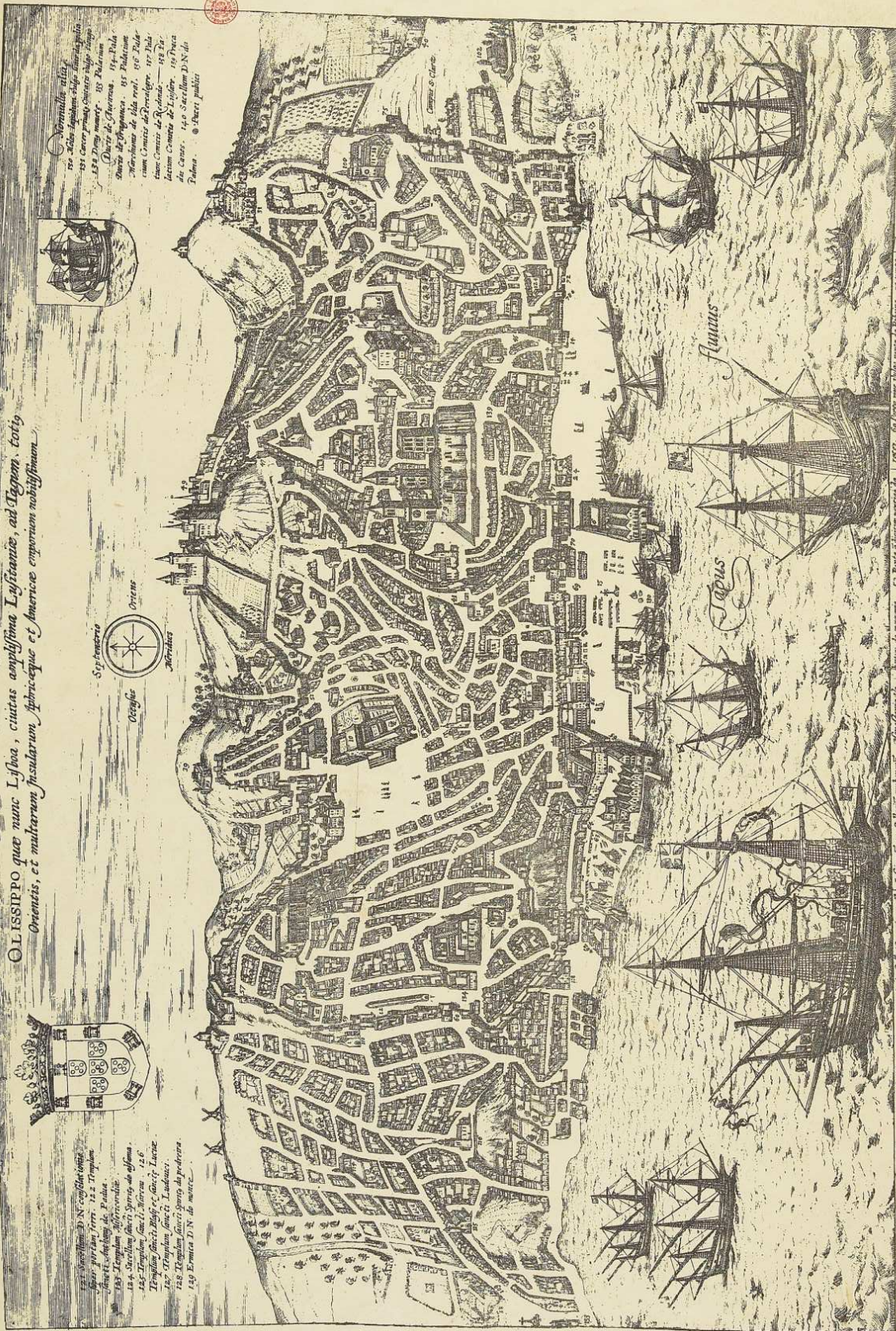


691822



Plano de Lisboa no seculo XVII, segundo a gravura do THEATRUM URBIS de J. Braunio.

OLISSIPPO que nunc Lisboa, ciuitas amplissima Lusitanie, ad Tagum. totius Orientis, et multarum secularum, sphericæque et Americæ imperiorum nobilissimum.



117. S. Martinus D. N. capella totius
118. S. Martinus D. N. capella totius
119. S. Martinus D. N. capella totius
120. S. Martinus D. N. capella totius
121. S. Martinus D. N. capella totius
122. S. Martinus D. N. capella totius
123. S. Martinus D. N. capella totius
124. S. Martinus D. N. capella totius
125. S. Martinus D. N. capella totius
126. S. Martinus D. N. capella totius
127. S. Martinus D. N. capella totius
128. S. Martinus D. N. capella totius
129. S. Martinus D. N. capella totius
130. S. Martinus D. N. capella totius

131. S. Martinus D. N. capella totius
132. S. Martinus D. N. capella totius
133. S. Martinus D. N. capella totius
134. S. Martinus D. N. capella totius
135. S. Martinus D. N. capella totius
136. S. Martinus D. N. capella totius
137. S. Martinus D. N. capella totius
138. S. Martinus D. N. capella totius
139. S. Martinus D. N. capella totius
140. S. Martinus D. N. capella totius
141. S. Martinus D. N. capella totius
142. S. Martinus D. N. capella totius

143. S. Martinus D. N. capella totius
144. S. Martinus D. N. capella totius
145. S. Martinus D. N. capella totius
146. S. Martinus D. N. capella totius
147. S. Martinus D. N. capella totius
148. S. Martinus D. N. capella totius
149. S. Martinus D. N. capella totius
150. S. Martinus D. N. capella totius
151. S. Martinus D. N. capella totius
152. S. Martinus D. N. capella totius
153. S. Martinus D. N. capella totius
154. S. Martinus D. N. capella totius
155. S. Martinus D. N. capella totius



foto: Flickr

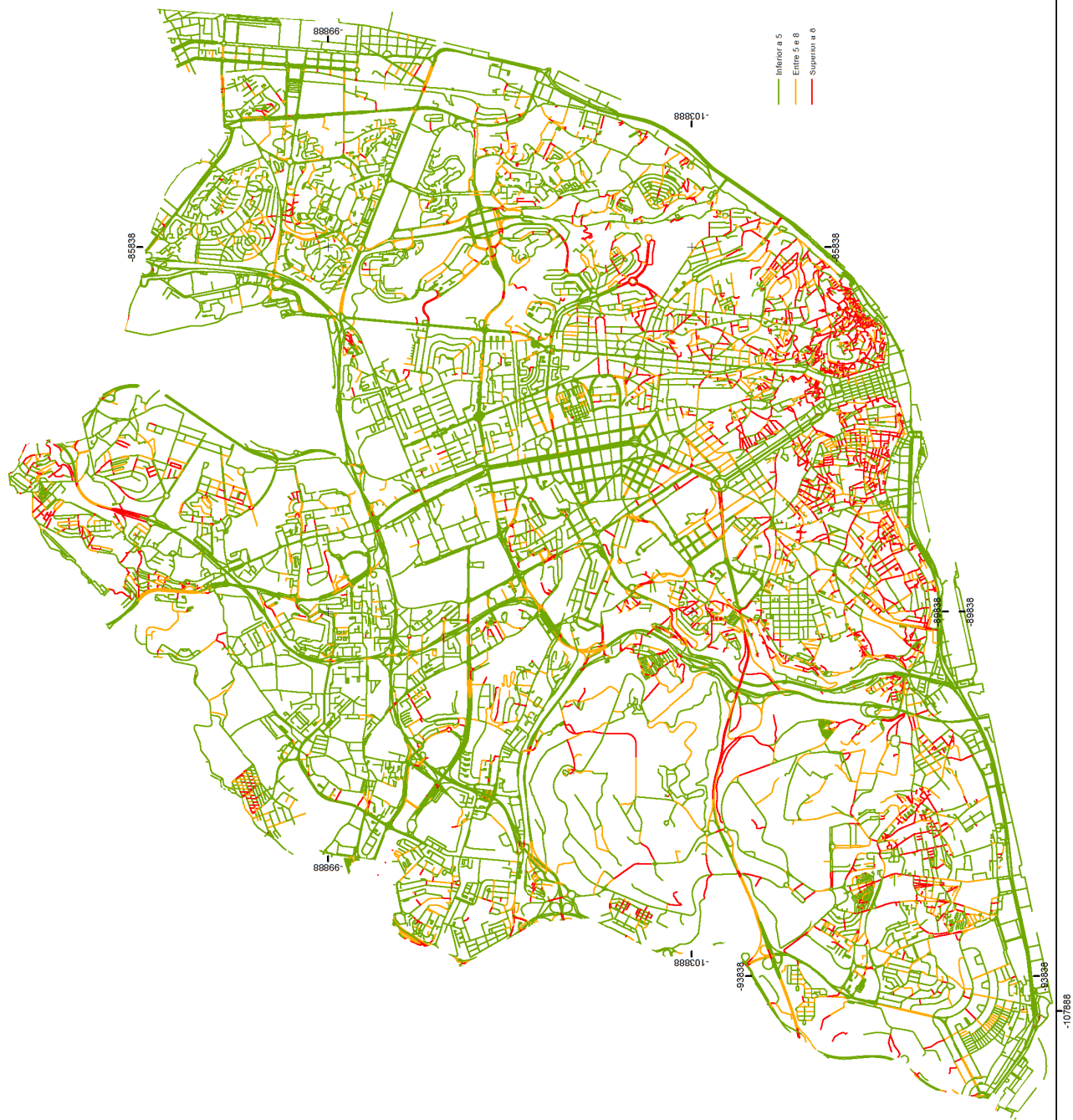




foto: Ana Alves de Sousa



foto: Passeio Livre



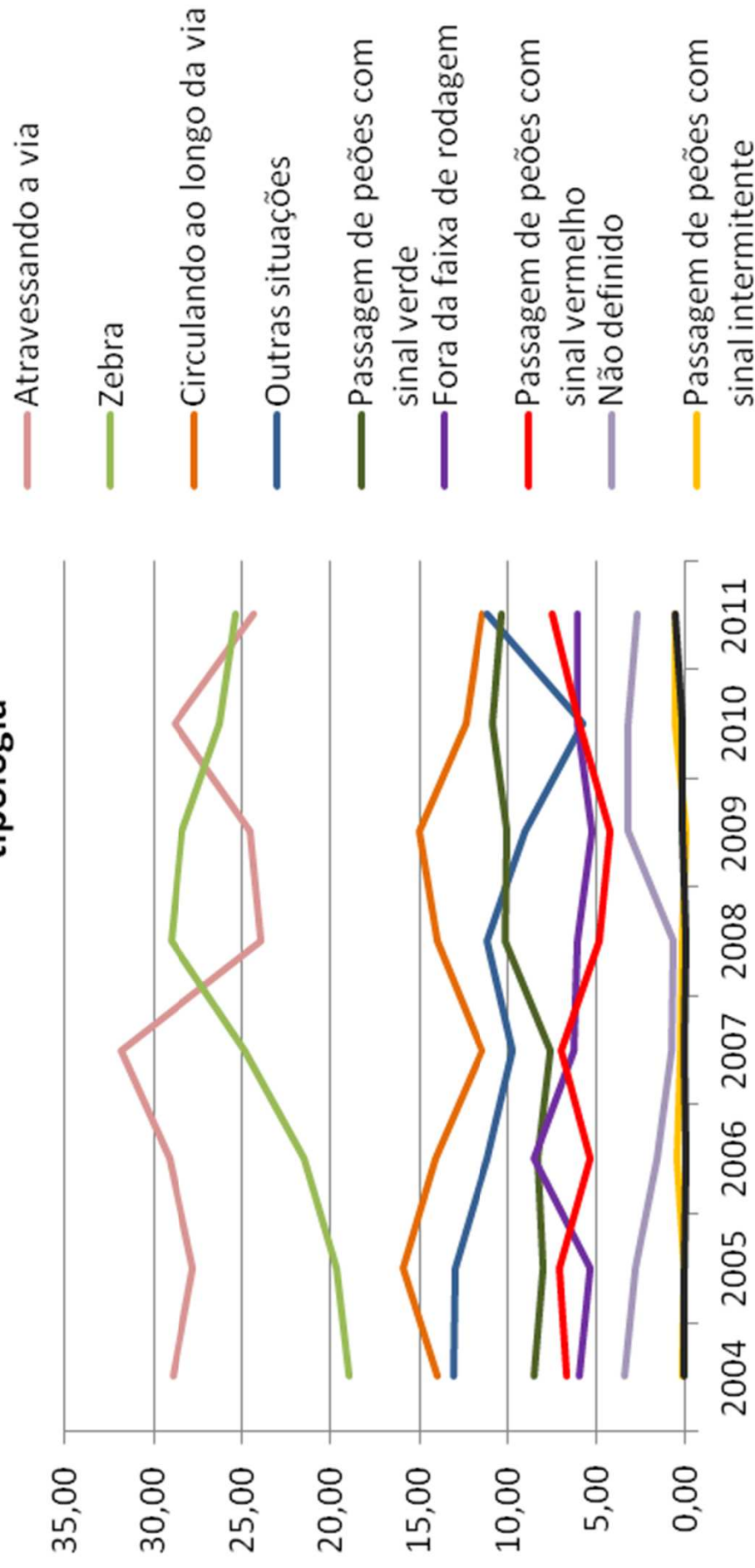




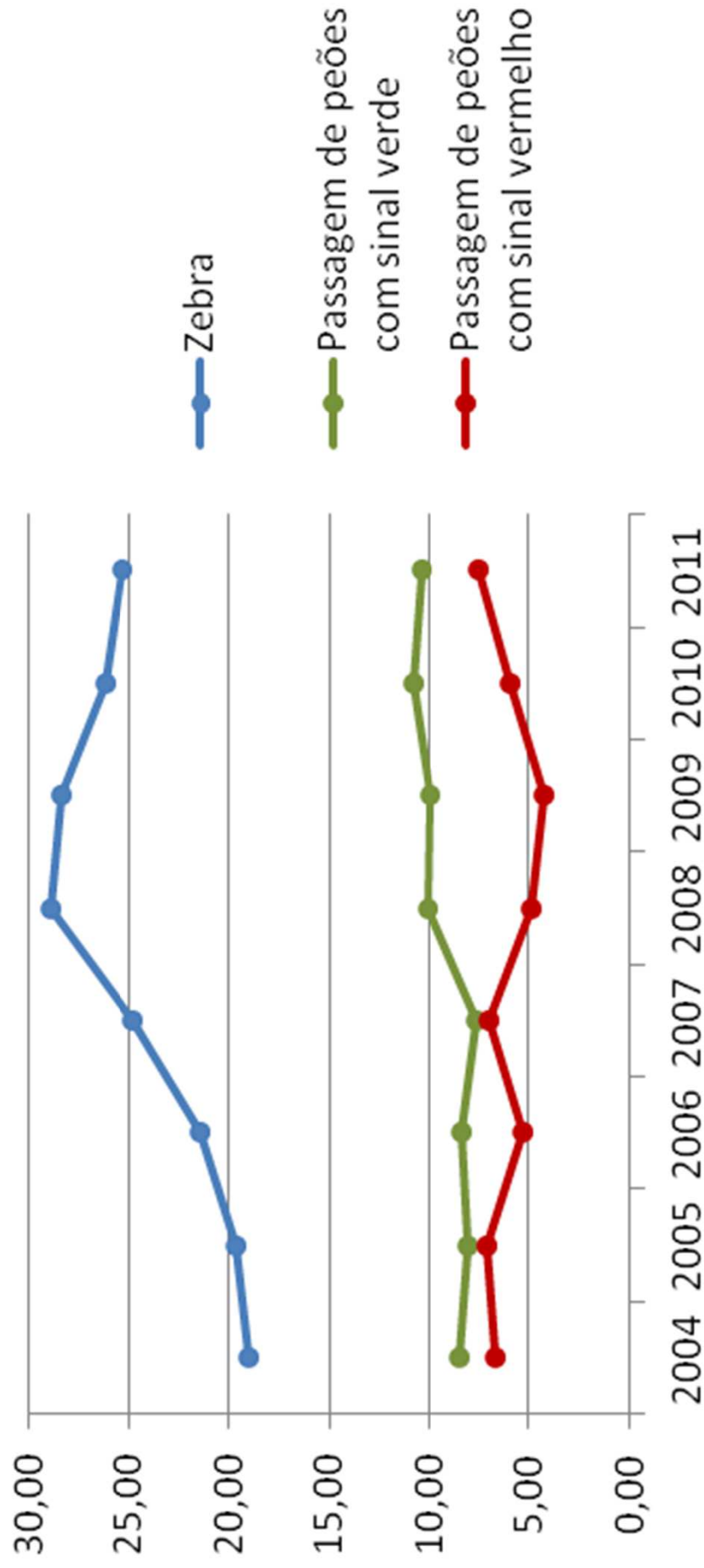




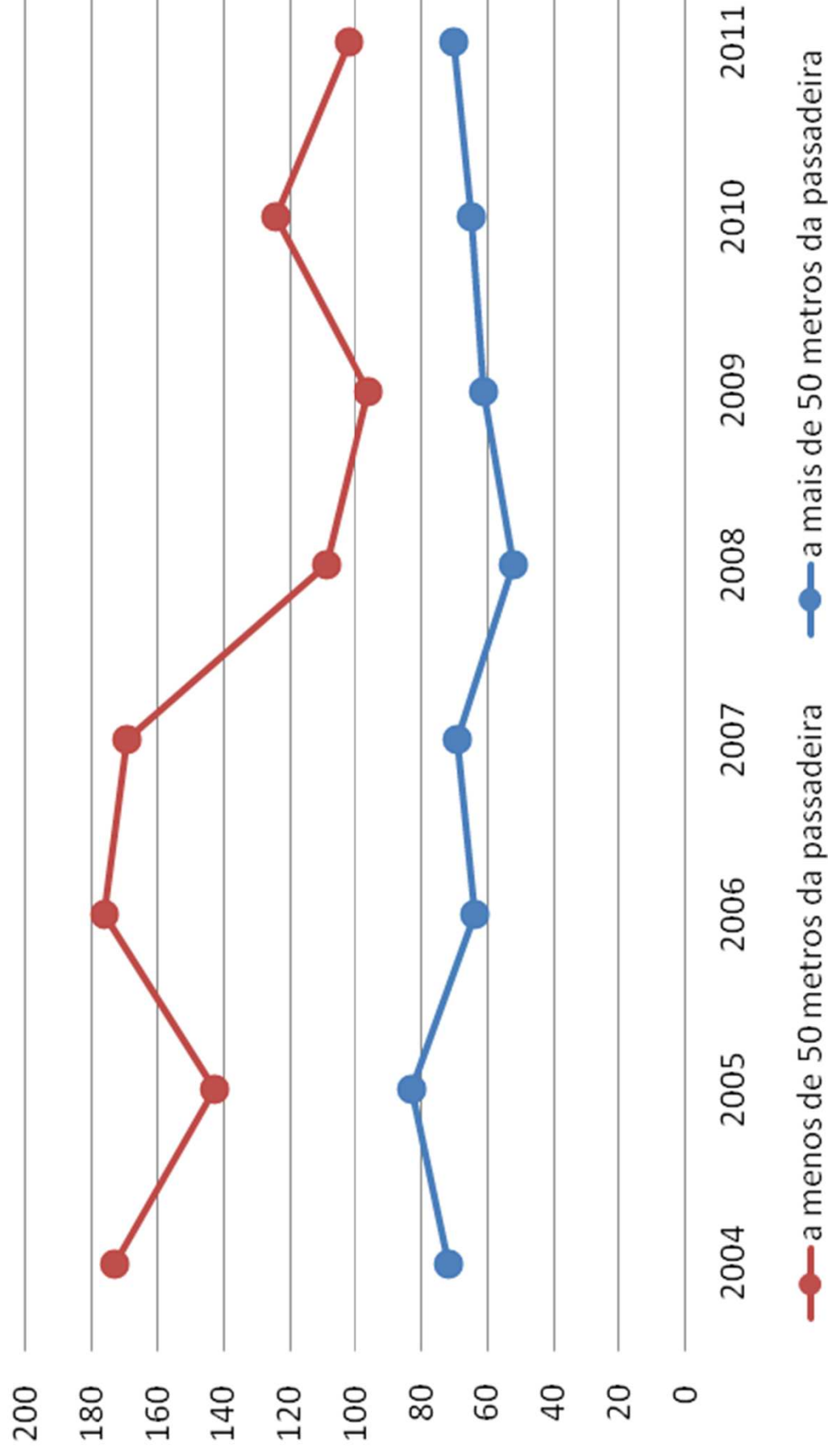
Evolução do peso relativo (%) dos atropelamentos segundo a sua tipologia

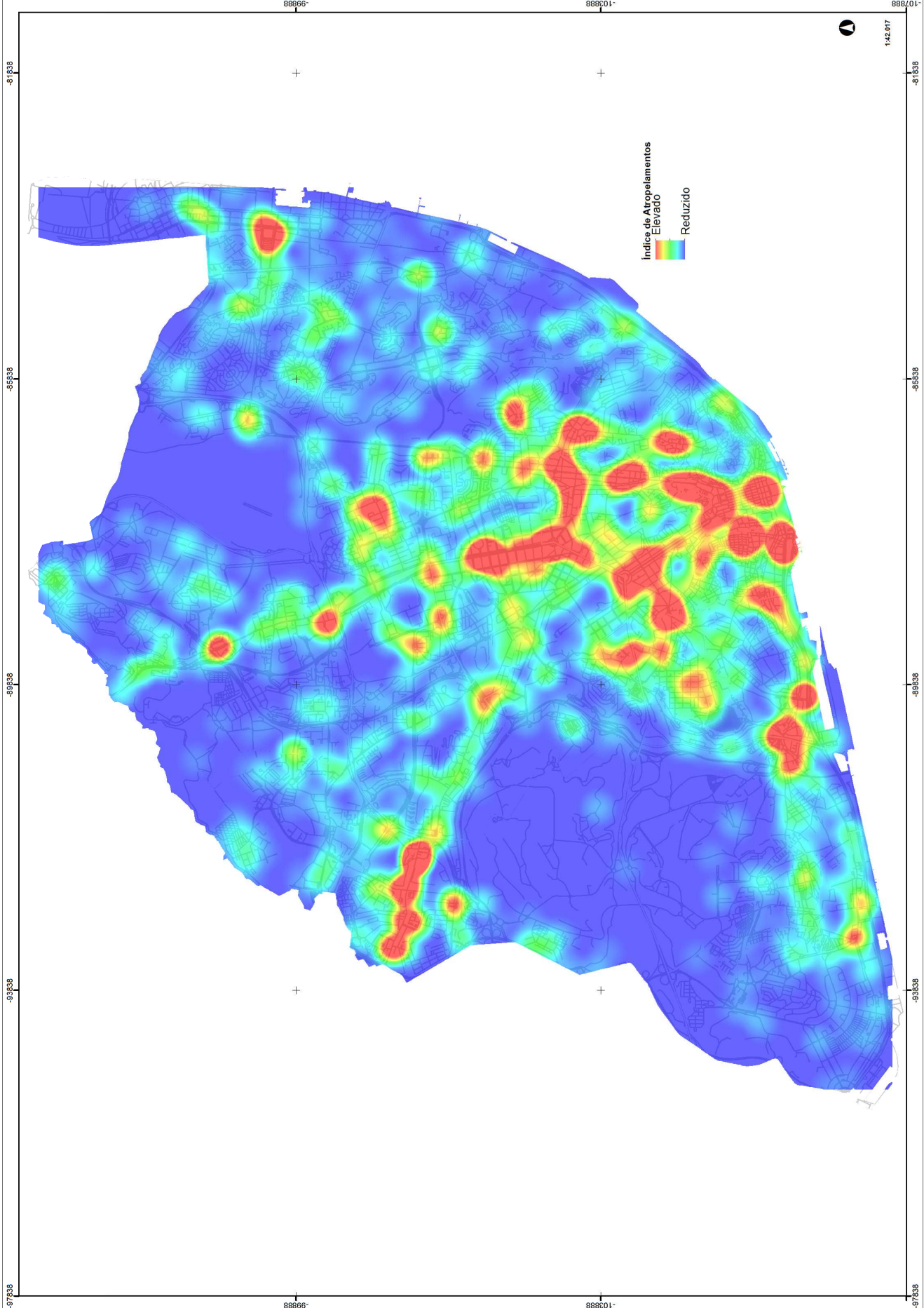


Distribuição do peso relativo dos atropelamentos em passagens sinalizadas

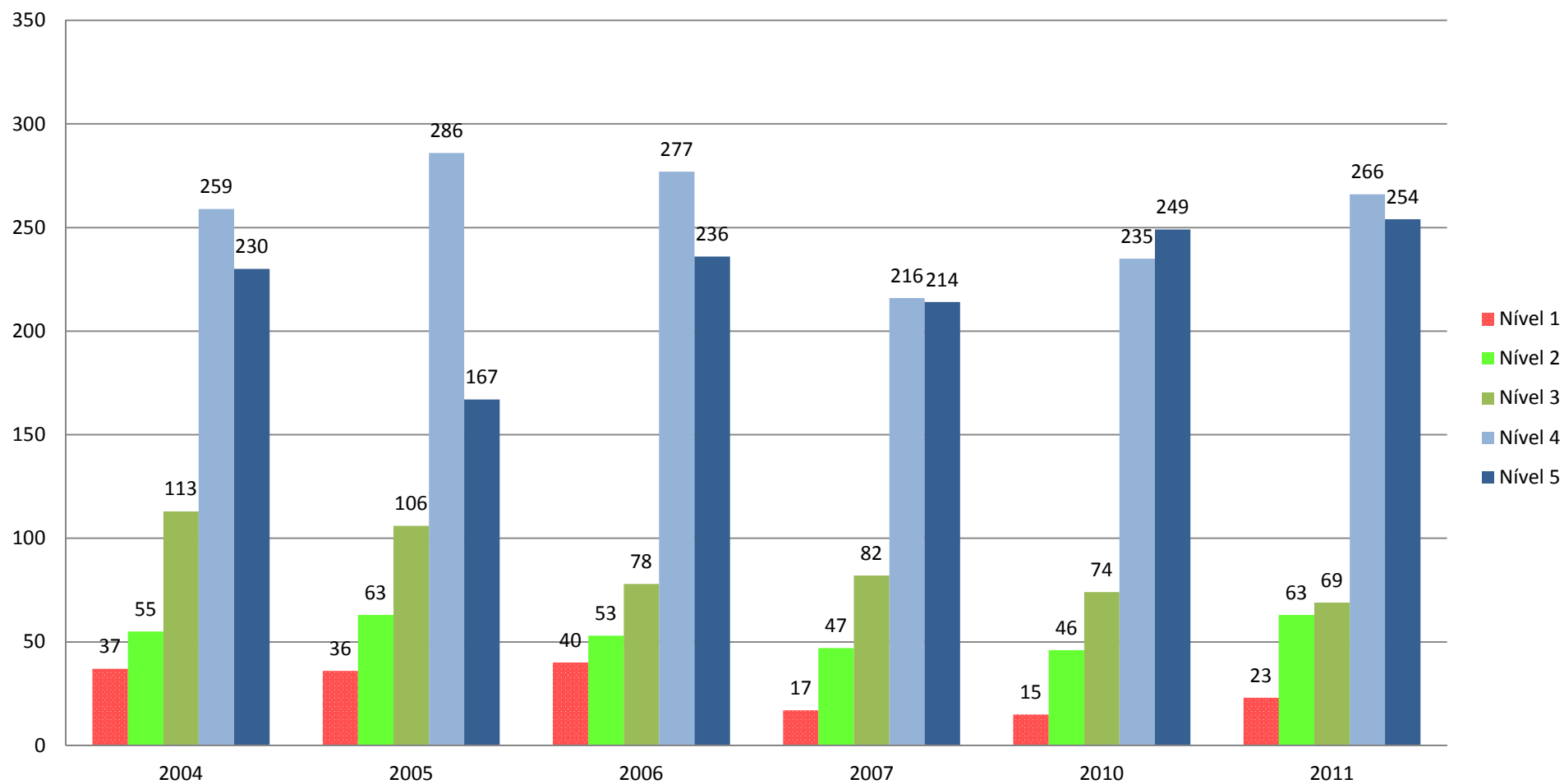


Evolução do n.º de atropelamentos a mais e menos de 50 metros da passadeira, entre 2004 e 2011





Atropelamentos e Hierarquia das Vias (2004-2007 e 2010-2011)



Elderly (≥ 65)

29 % Victims (total)

36 % Serious Injuries

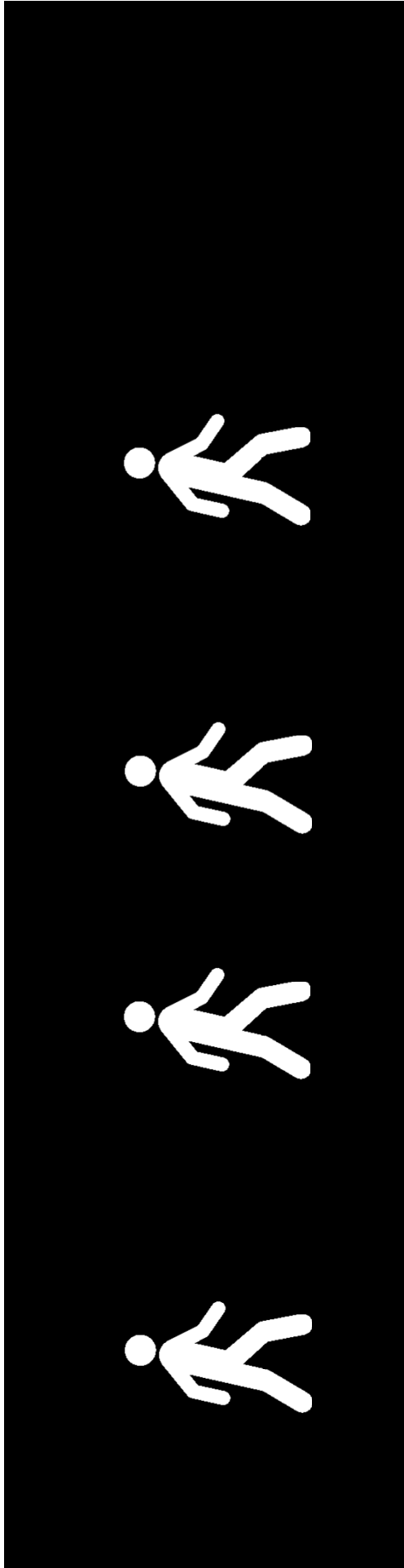
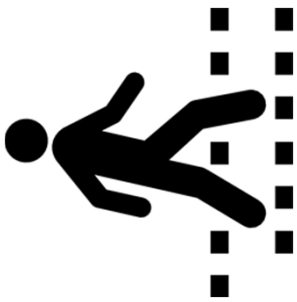
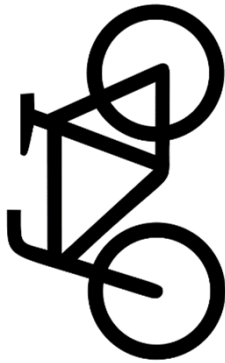
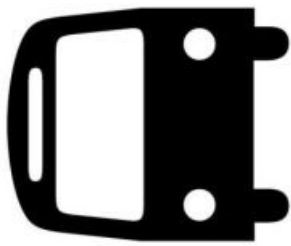
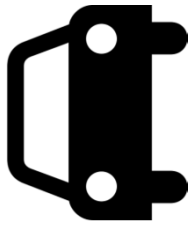
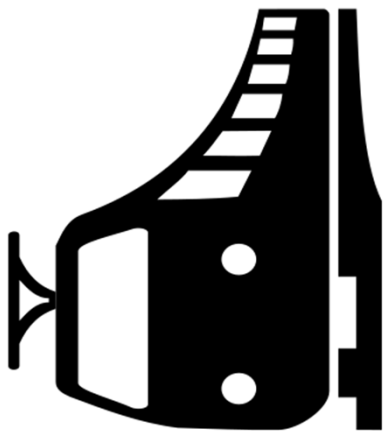
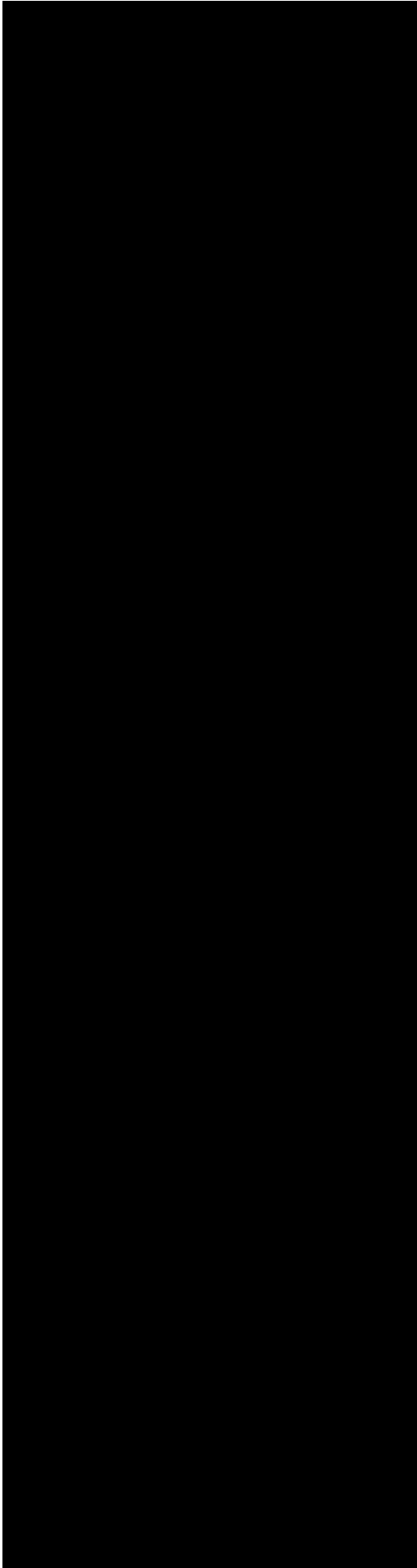
35,4 % Fatal

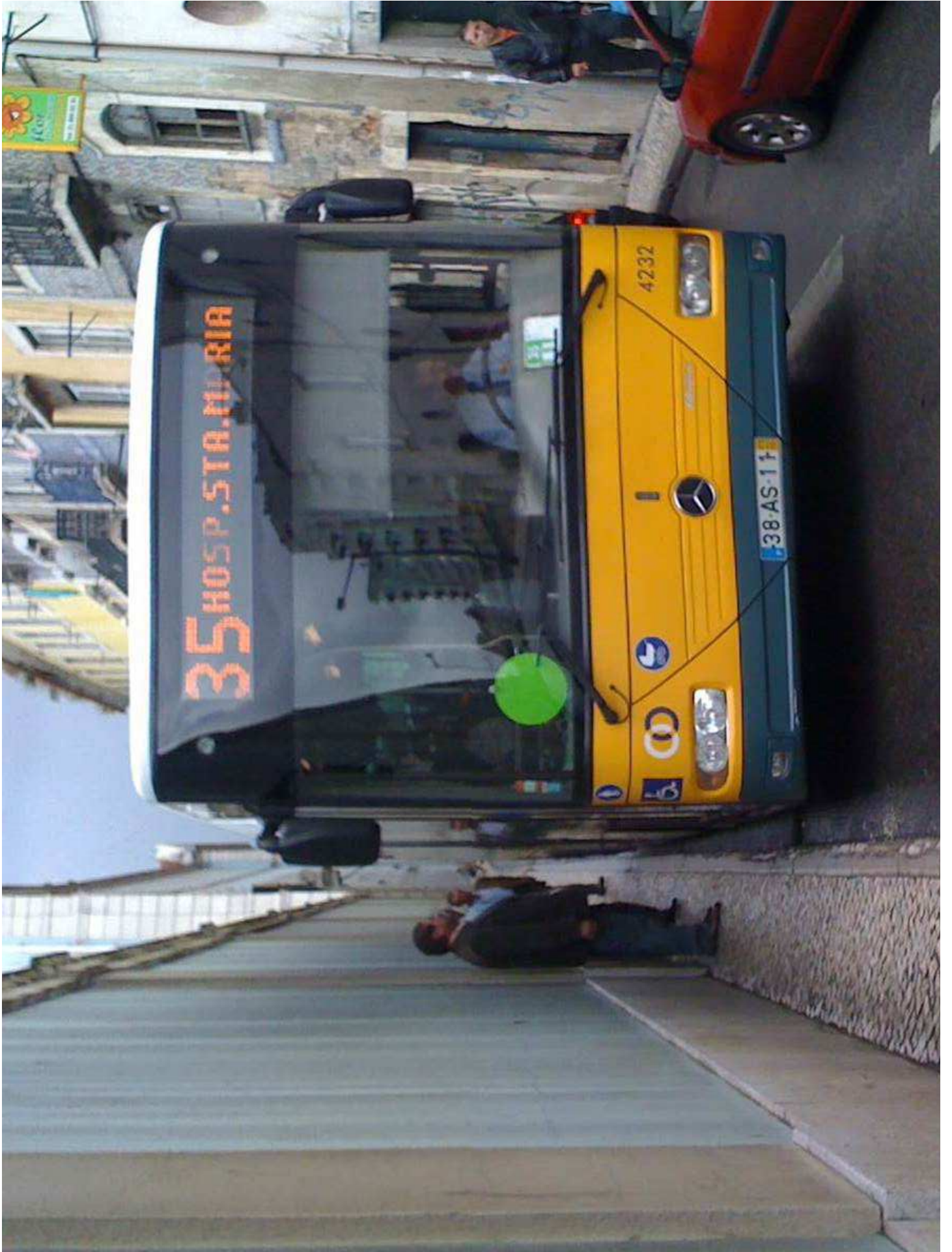


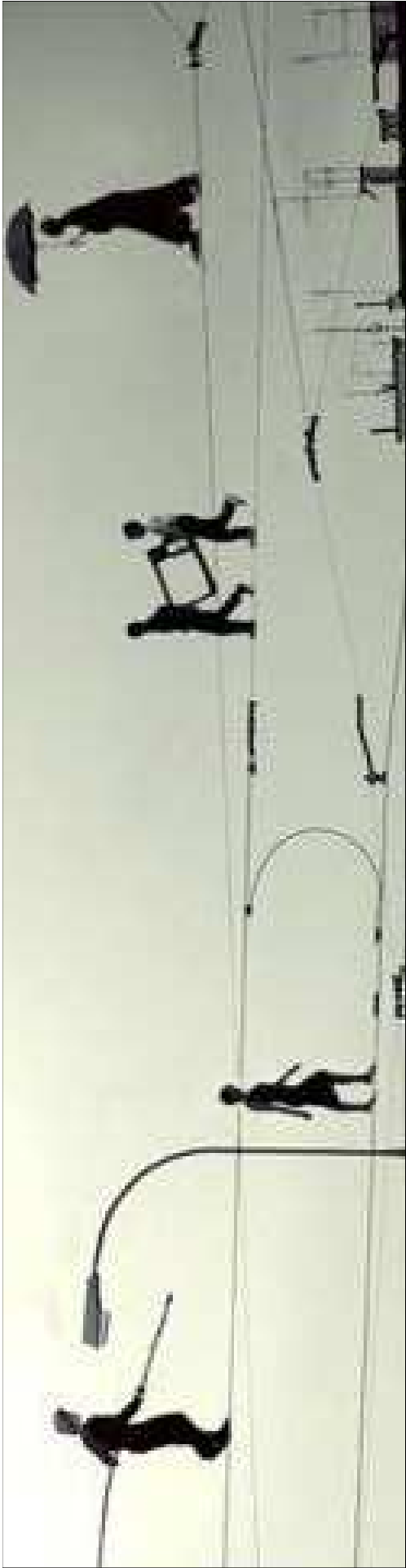


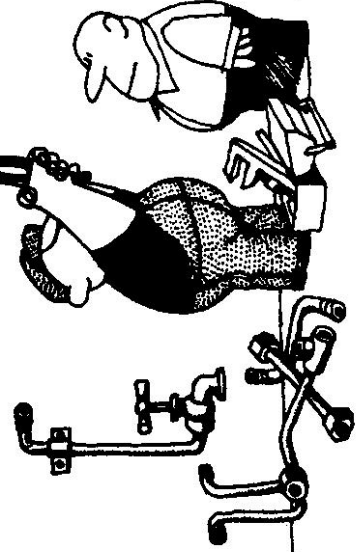
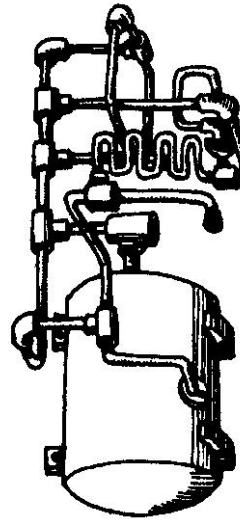
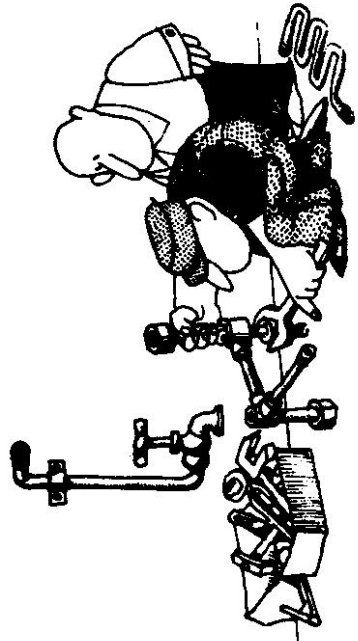
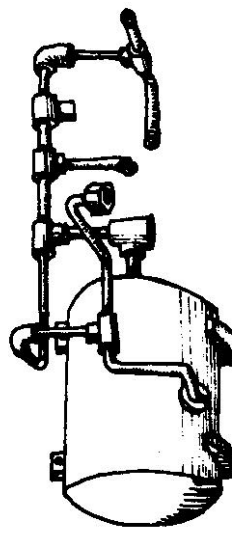
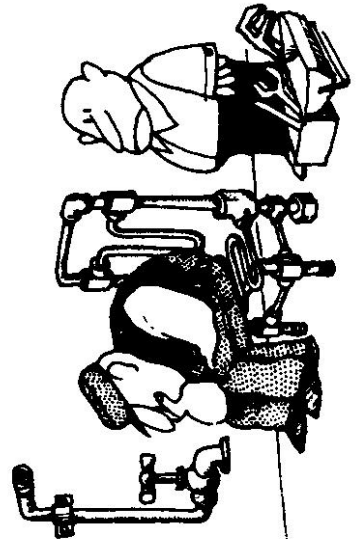
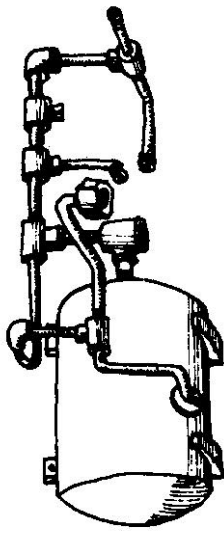
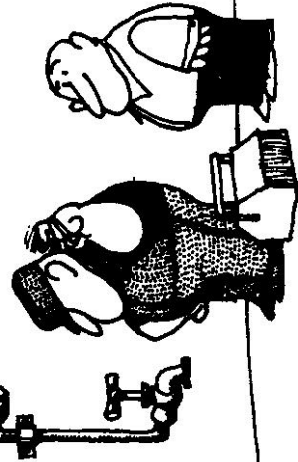
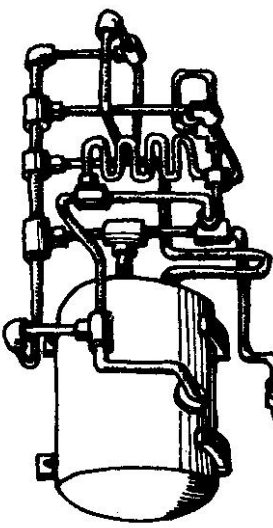
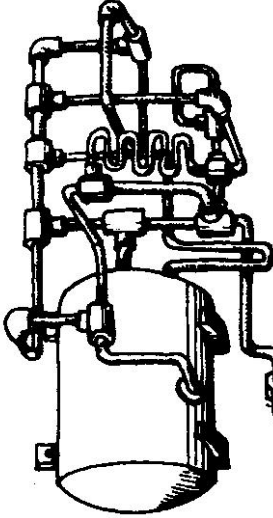
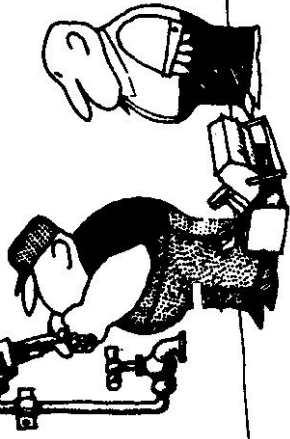
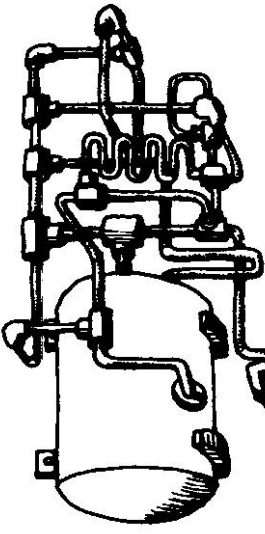
“Pedestrian Accessibility”

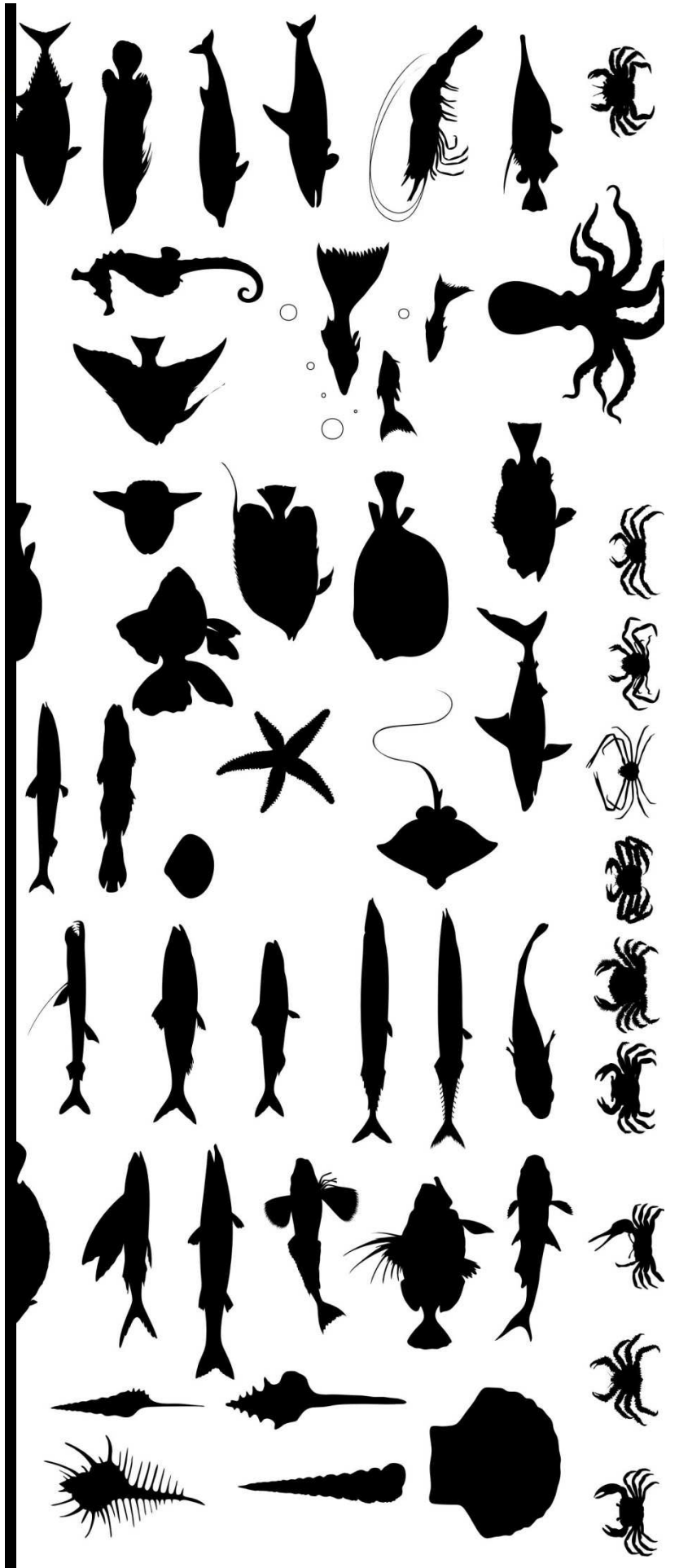














**We treat
pedestrians
as secondary**

**No political
commitment**

**The City
doesn't set
an example**

**Inefficient
management
and oversight**



PLAN



City





Sustained, Coordinated Effort



Stop Creating New Barriers



December 31st, 2017

3 %





Walking on the sidewalk...

55% fell at least once

92% are usually afraid of falling

93% feel uncomfortable

67% need more seating











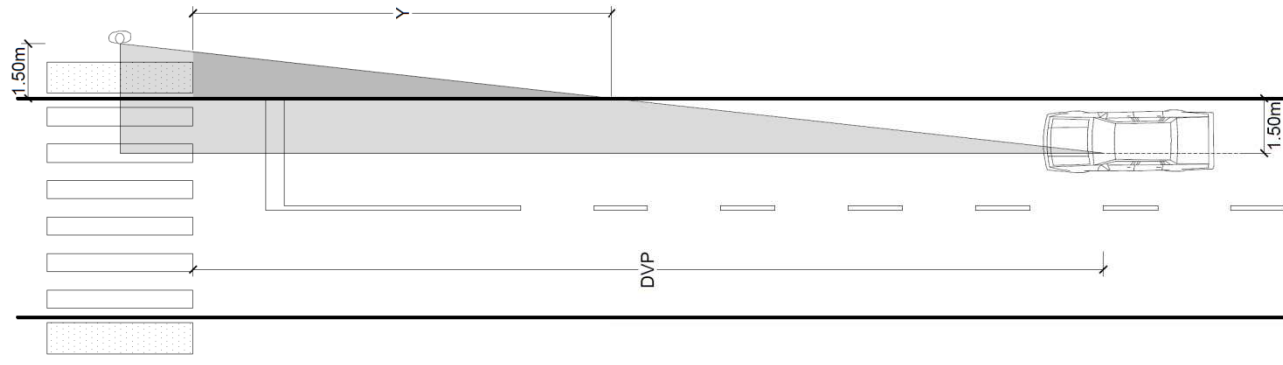


Modelo de Passagem de Pedões

Área de Protecção do Peão

Triângulo de visibilidade
30 km / h

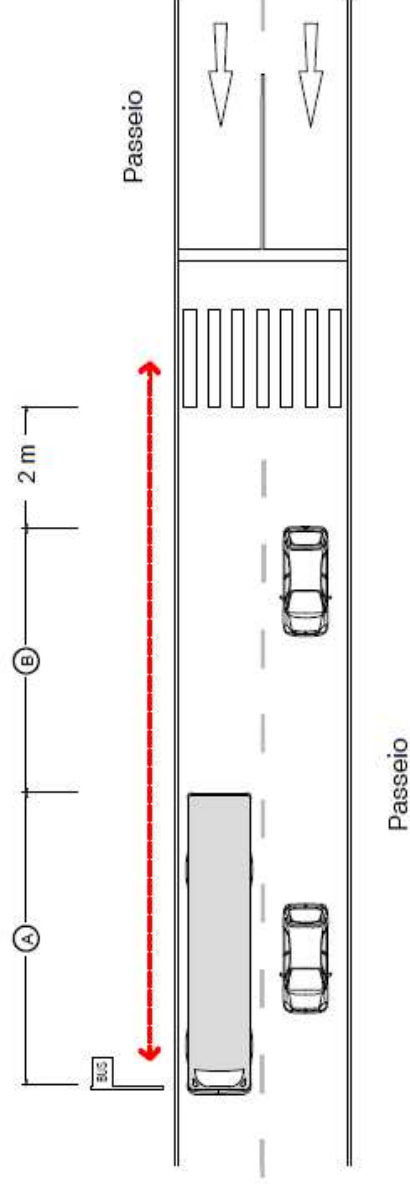
Notas:



Velocidade	Inclinação da via (i)	Distância de Visibilidade de Paragem (DVP)	Lancil Livre (Y)
30 Km / h	-	25 m	11,50 m

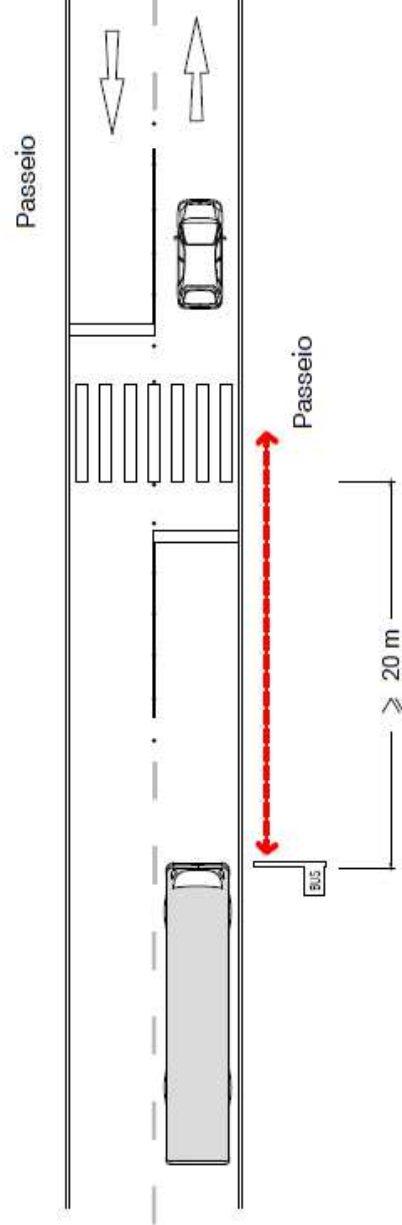
Duas vias com o mesmo sentido:

A passagem de peões deve localizar-se **ANTES** da Paragem de TP



Duas vias com sentidos opostos:

A passagem de peões deve localizar-se **APÓS** da Paragem de TP



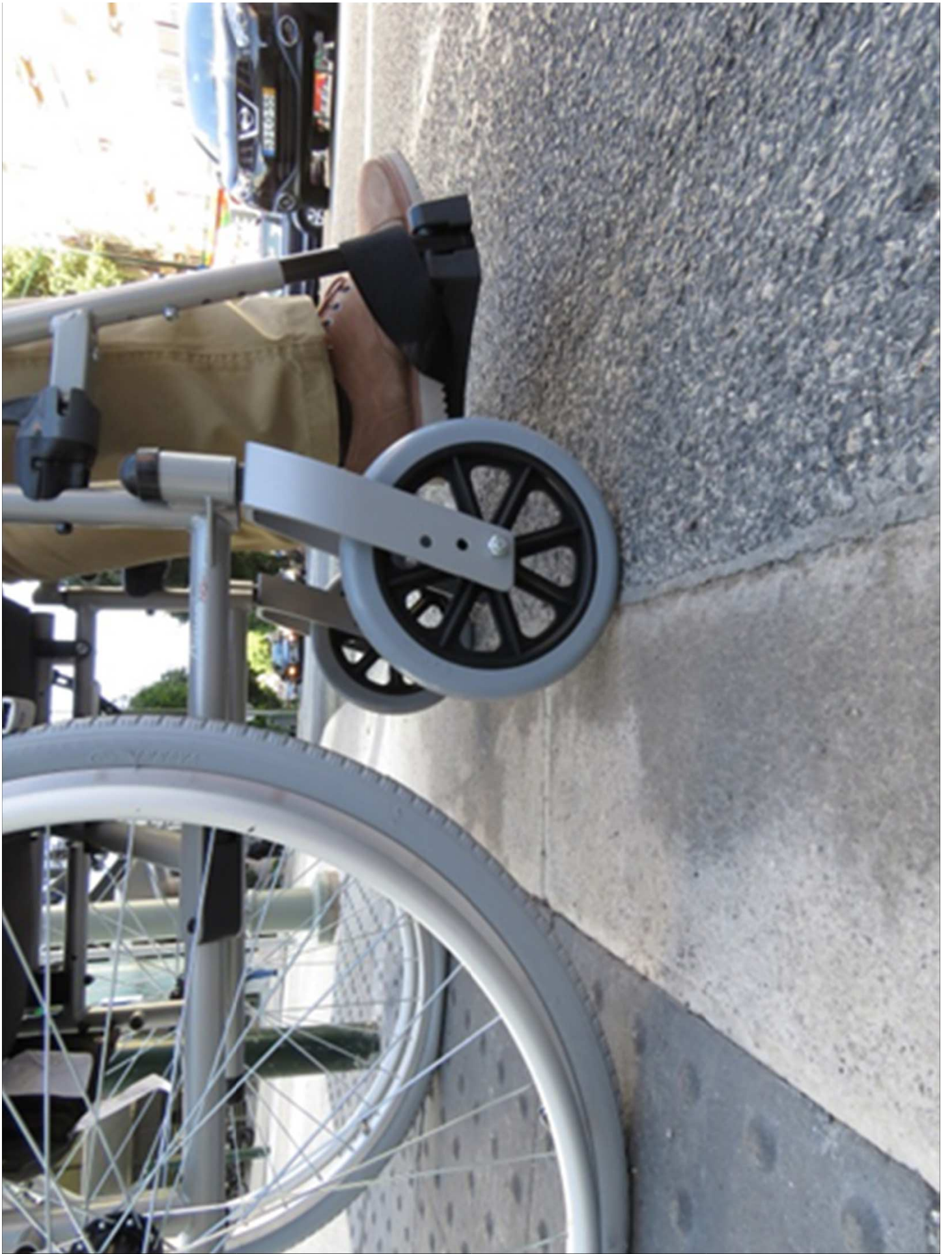
Duas vias com sentidos opostos e paragens em ambos os lados:

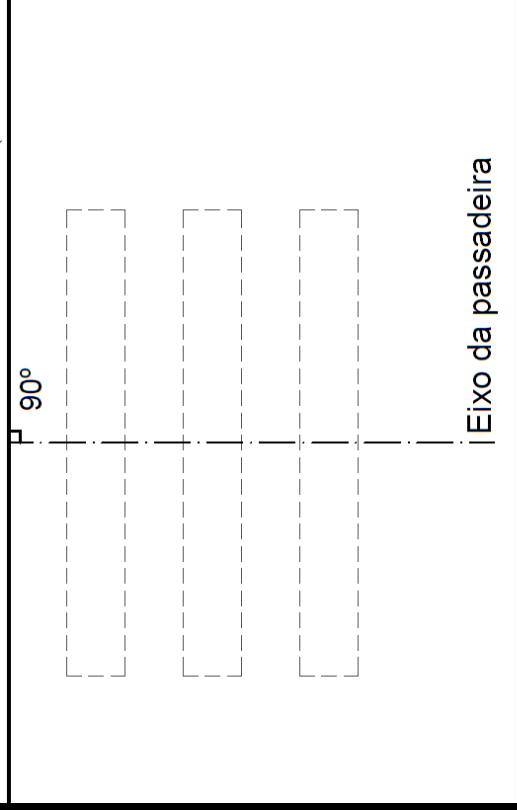
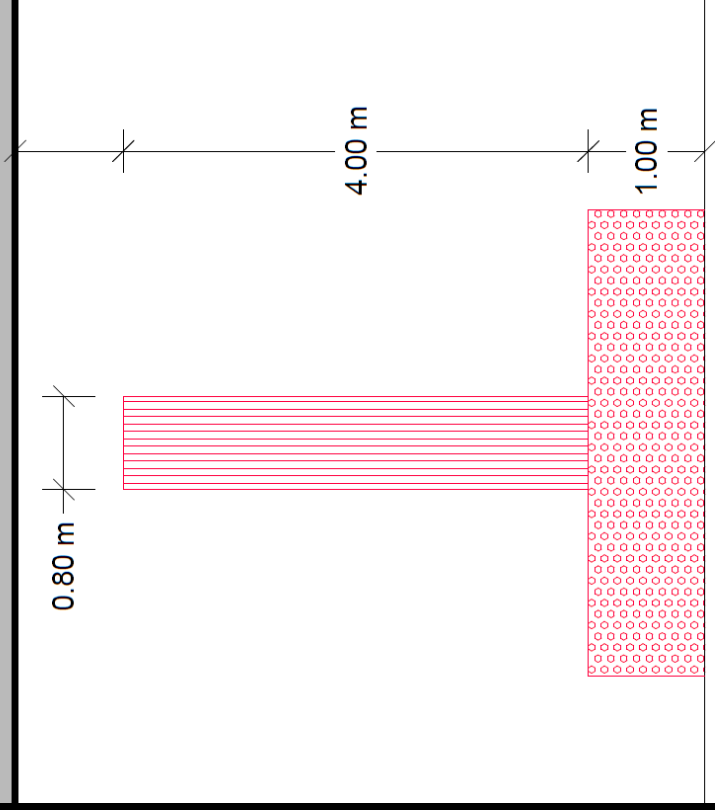
A passagem de peões deve localizar-se **ENTRE** da Paragem de TP

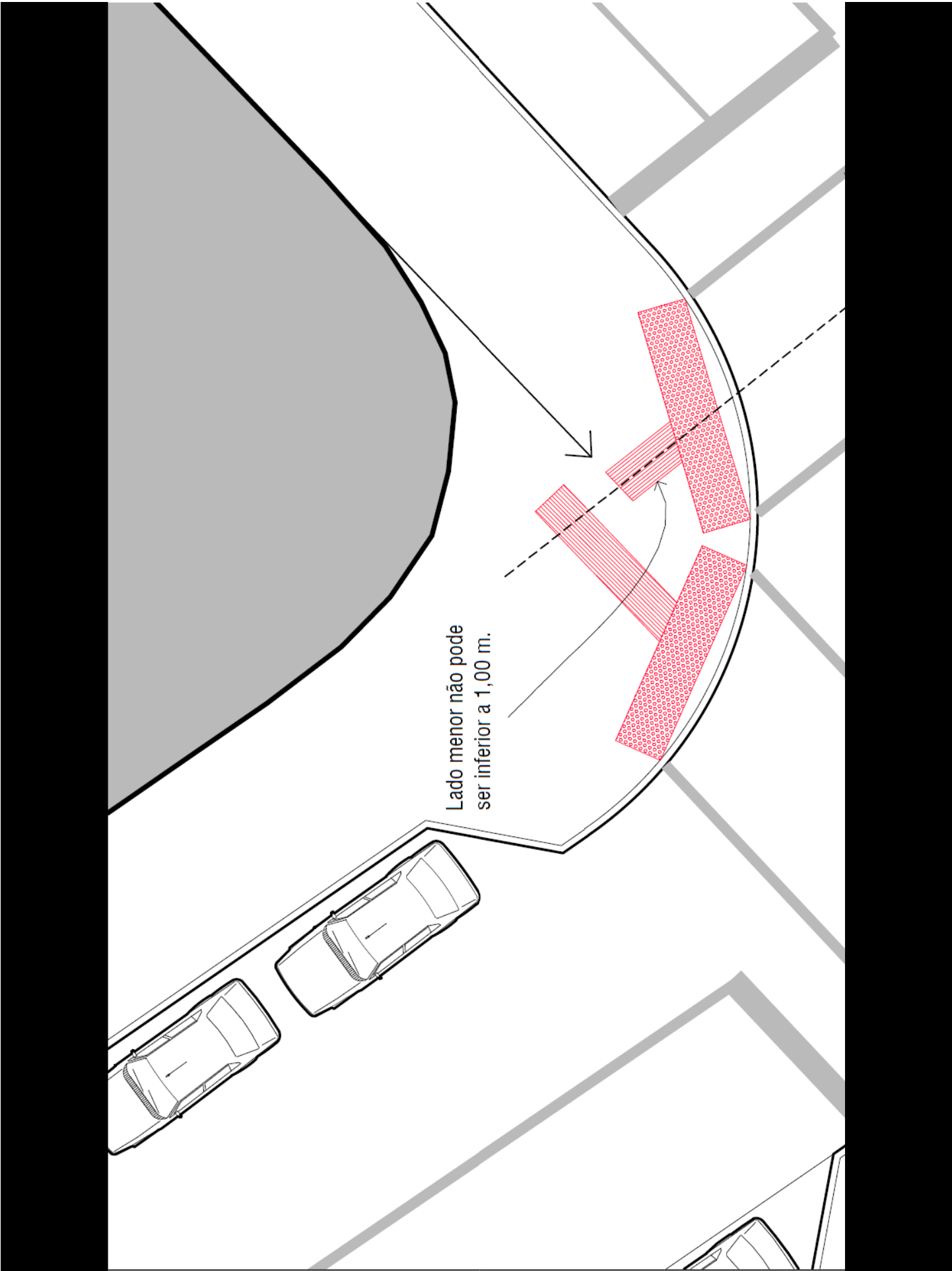




externato
FERNÃO MENDES PINTO







Lado menor não pode ser inferior a 1,00 m.

Passagem de Peões

Estreitamento da via

Investimento estimado
€ 3.087,51



1 Remoção de calçada sem reposição
Preço Uni. 11,00 €/m²
Qty. 6,80 m²
Total 74,80 €

2 Colocação de fiada de cubos
Preço Uni. 5,98 €/ml
Qty. 6,00 ml
Total 35,88 €

3 Remoção de lancil sem reposição
Preço Uni. 5,46 €/ml
Qty. 22 ml
Total 120,12 €

4 Colocação de lancil de 20
Preço Uni. 31,03 €/ml
Qty. 12 ml
Total 372,36 €

5 Fresagem
Preço Uni. 1,25 €/m²
Qty. 66 m²
Total 82,50 €

6 Recarga de pavimento após fresagem
Preço Uni. 6,00 €/m²
Qty. 36 m²
Total 216,36 €

7 Colocação de pavimento estriado
Preço Uni. 30,13 €/m²
Qty. 4 m²
Total 120,52 €

8 Colocação de pavimento pitonado
Preço Uni. 30,13 €/m²
Qty. 8 m²
Total 241,04 €

9 Colocação moldura de contraste
Preço Uni. 29,25 €/m²
Qty. 15,60 m²
Total 456,30 €

10 Colocação de lancil de 20
Preço Uni. 31,03 €/ml
Qty. 14 ml
Total 434,42 €

11 Pintura da barra de paragem (M8)
Preço Uni. 9,00 €/m²
Qty. 2,25 m²
Total 20,25 €

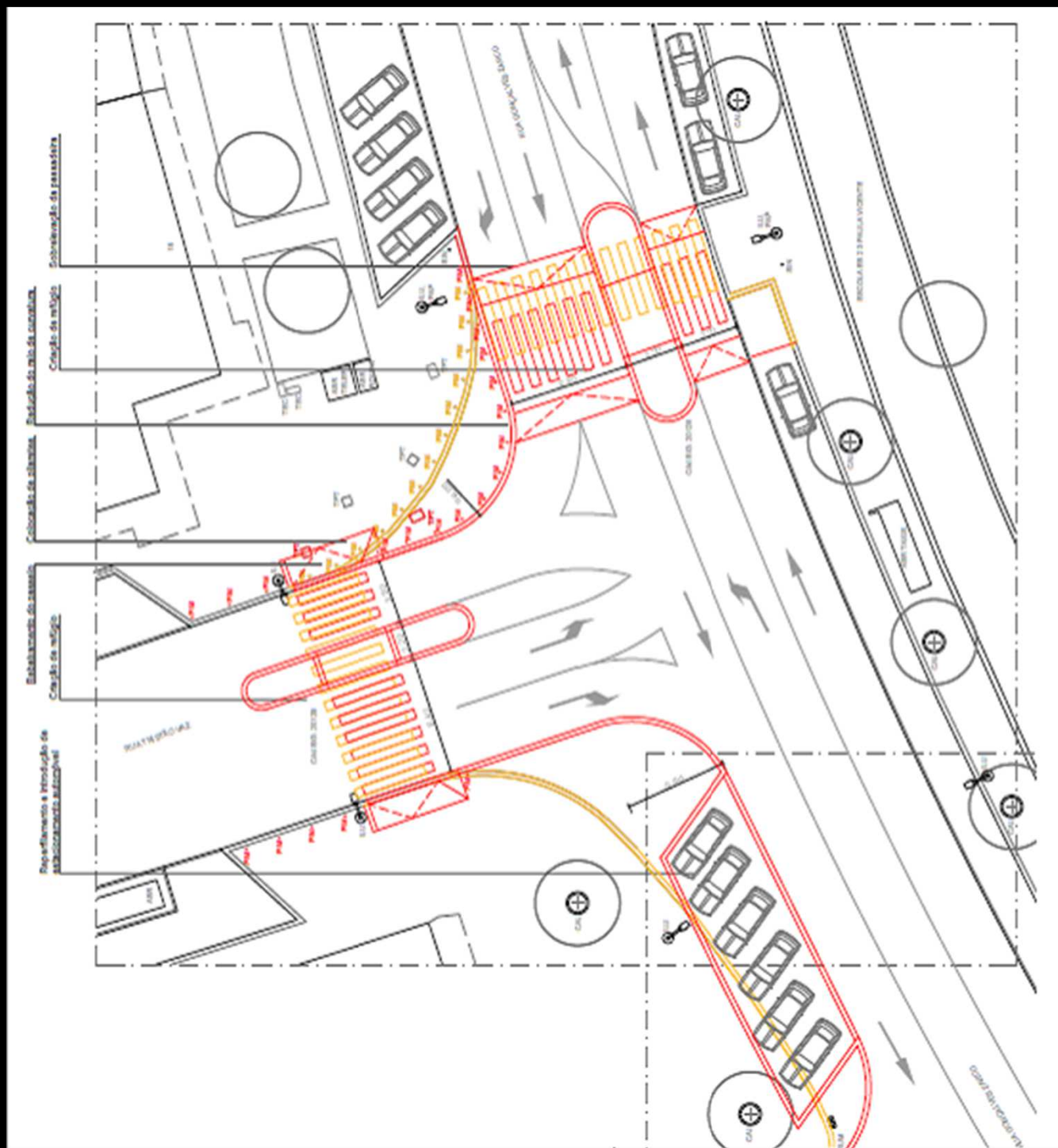
12 Pintura da passagem de peões (M11)
Preço Uni. 9,00 €/m²
Qty. 18 m²
Total 162,00 €

13 Sumidouro
Preço Uni. 263,82 € /un.
Qty. 2
Total 513,96 €

14 Sinal Vertical quadrangular
Preço Uni. 118,50 €/un
Qty. 2 un.
Total 237,00 €







Requerimento e introdução de estacionamento autônomo

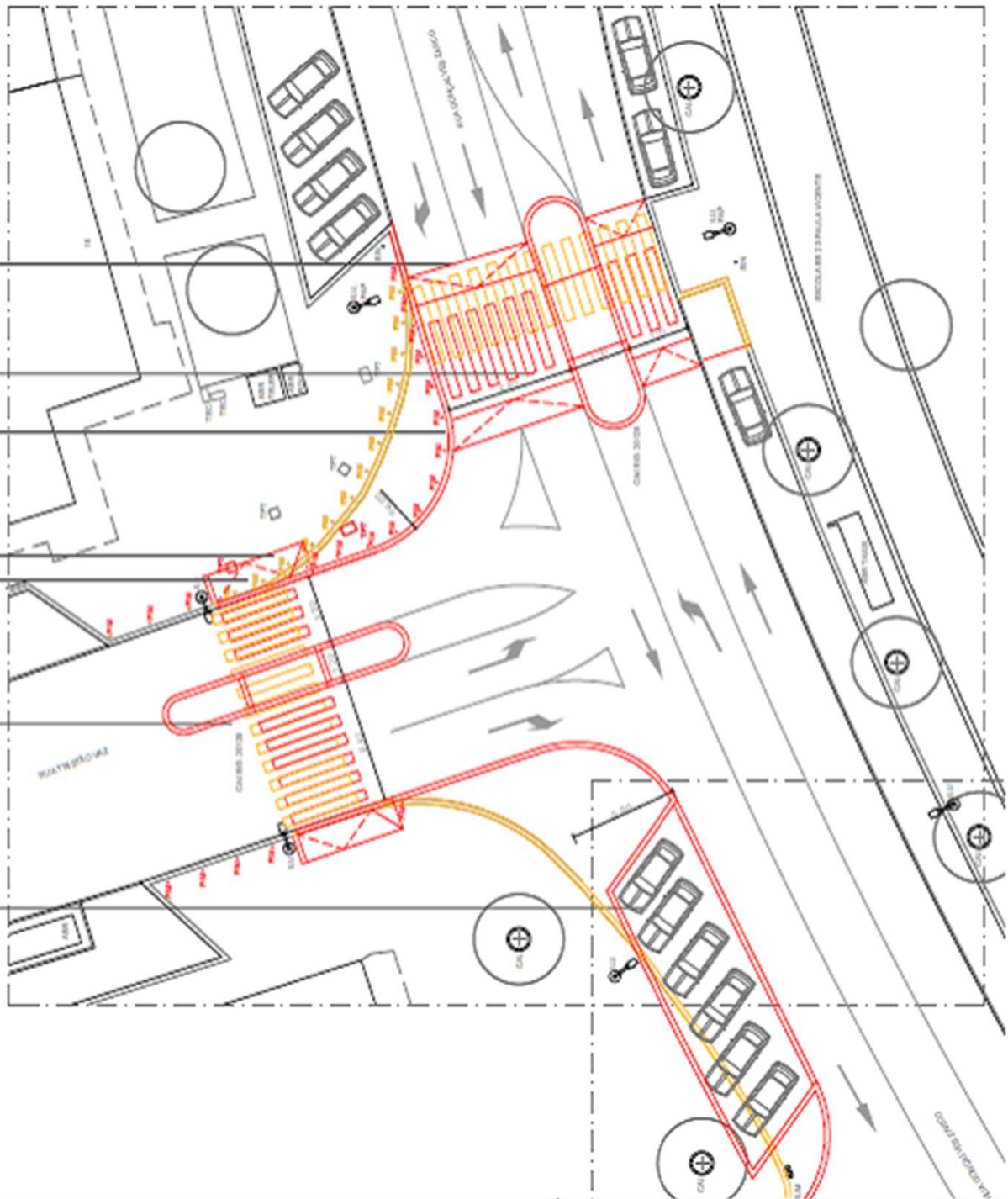
Estabelecimento de assento

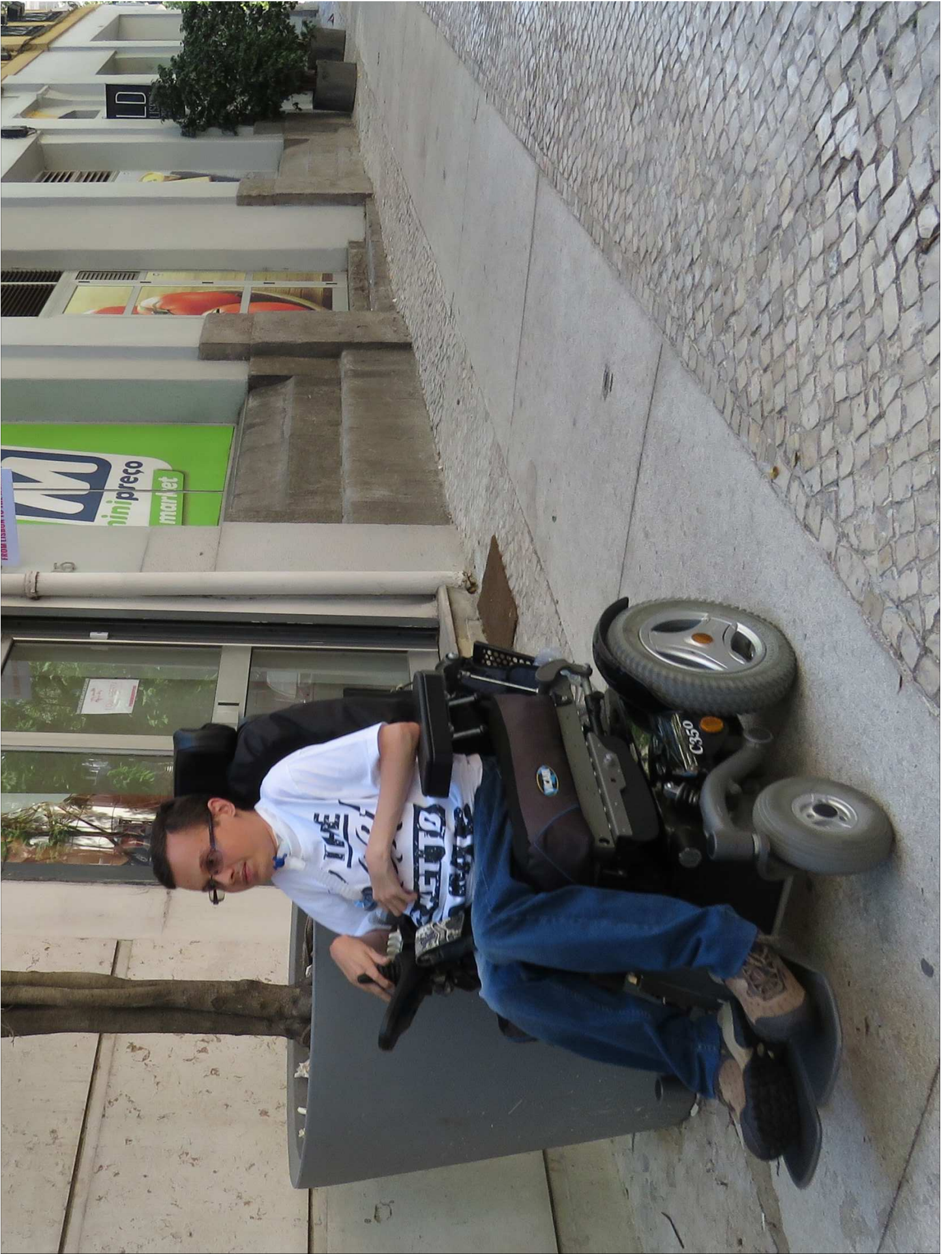
Colocação de silvotas

Restrição de acesso

Sobreenvergência da passadeira

Criação de refúgio

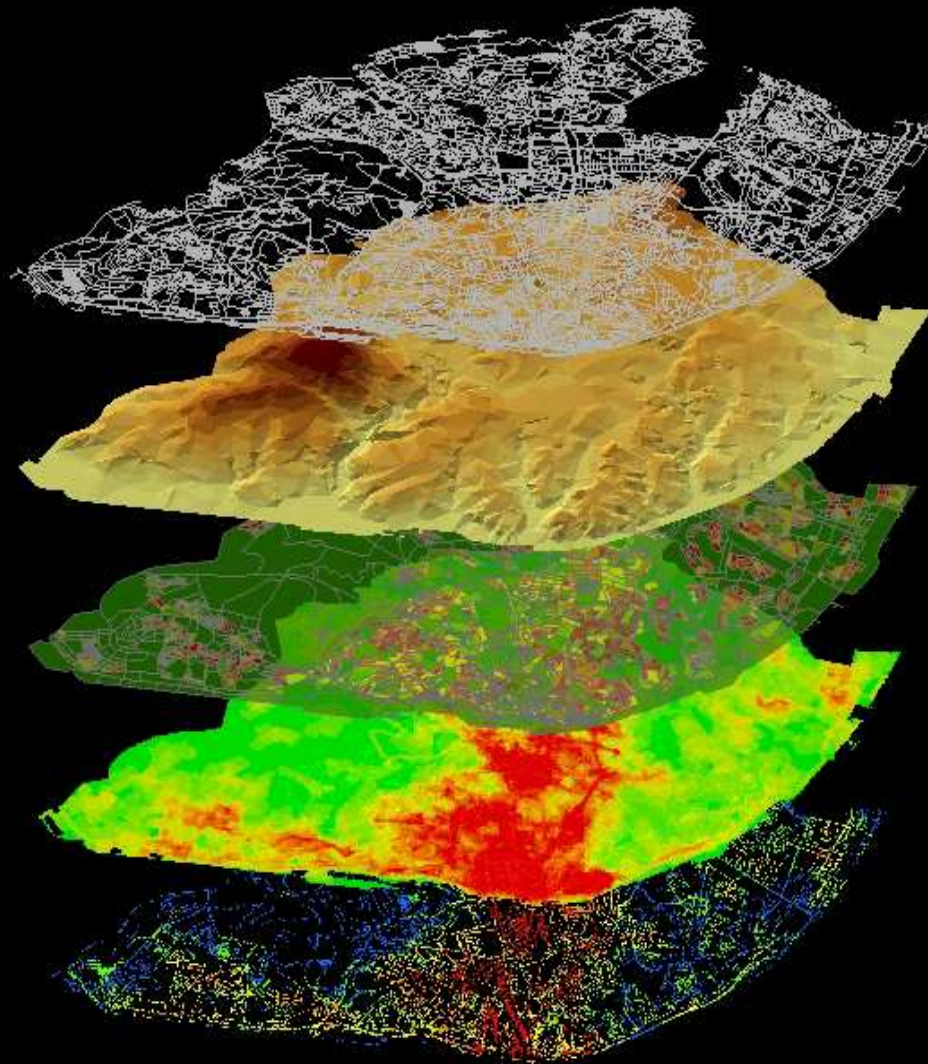












Pedtraffic generators



Street Network



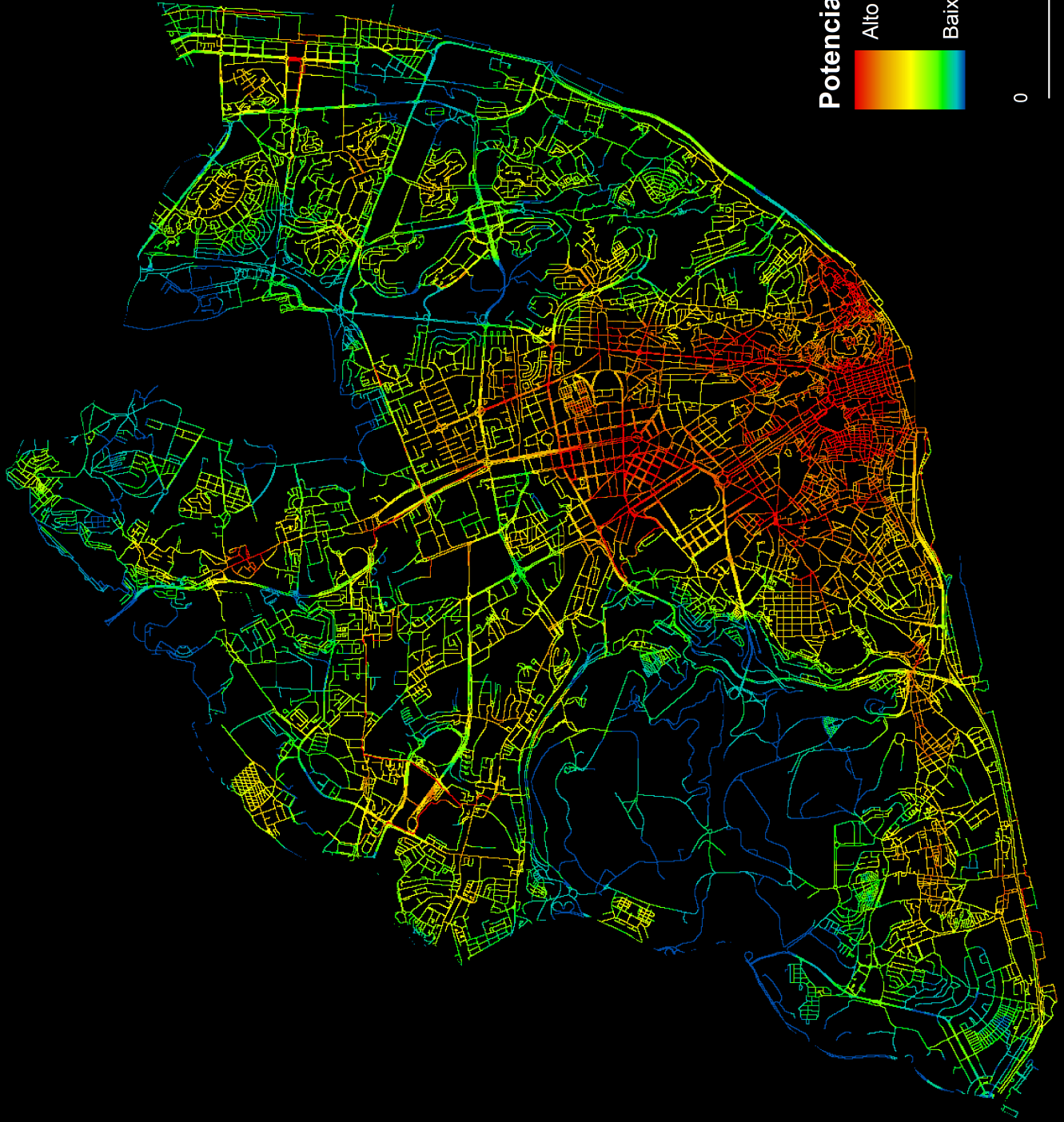
Residential Density



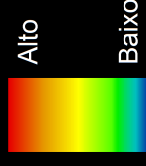
Multicriteria Analysis



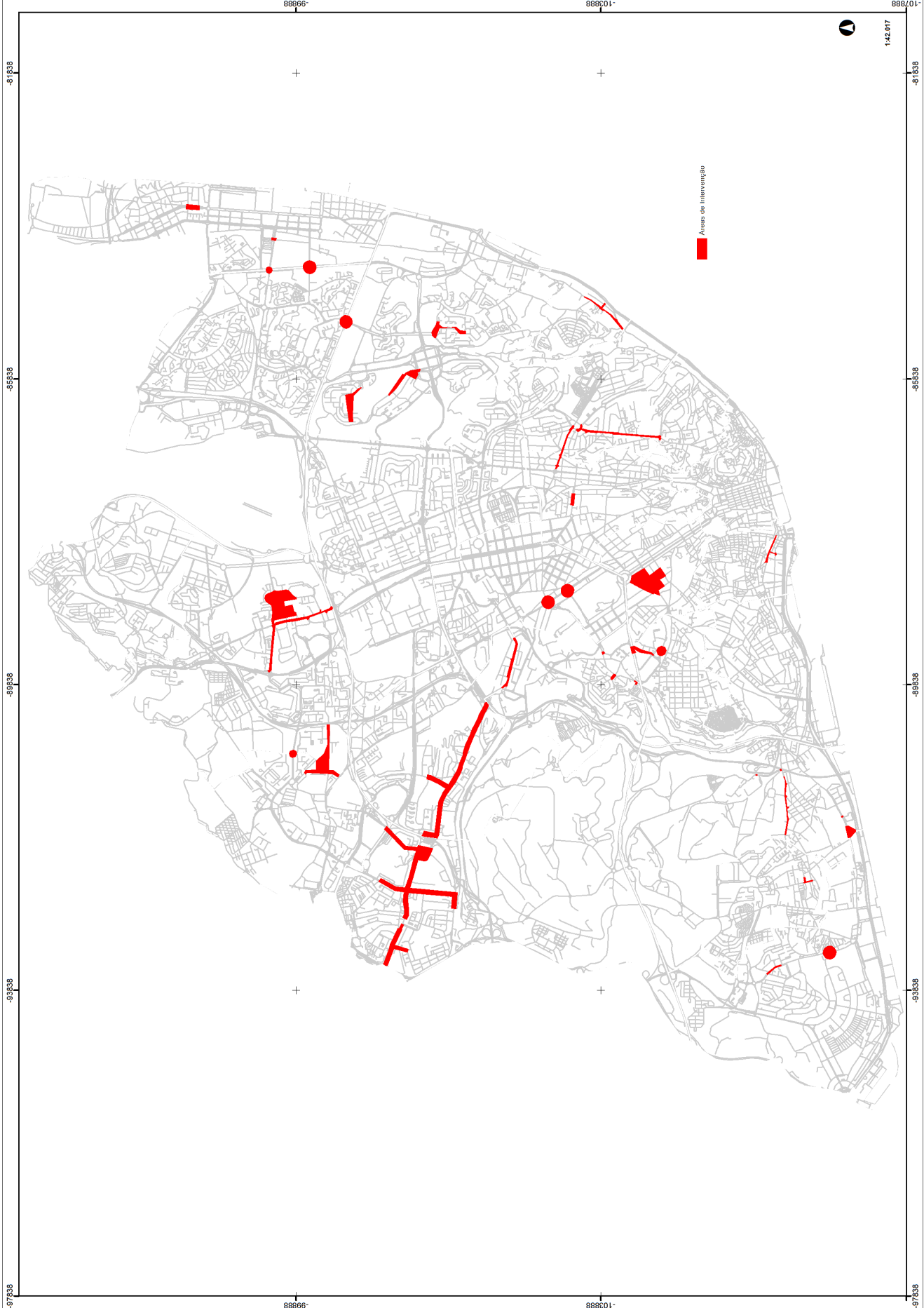
Pedestrian Potential



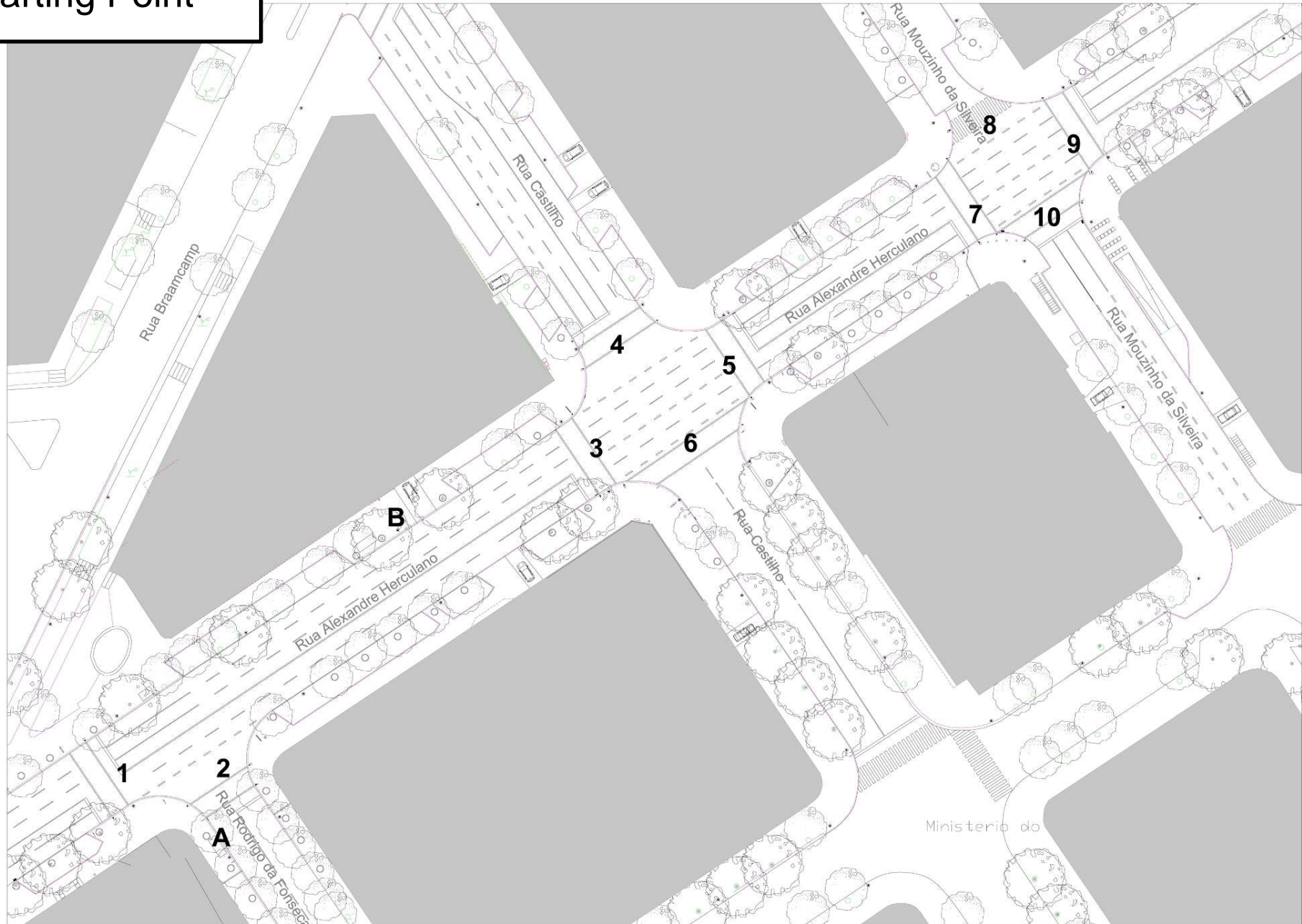
Potencial Pedonal:



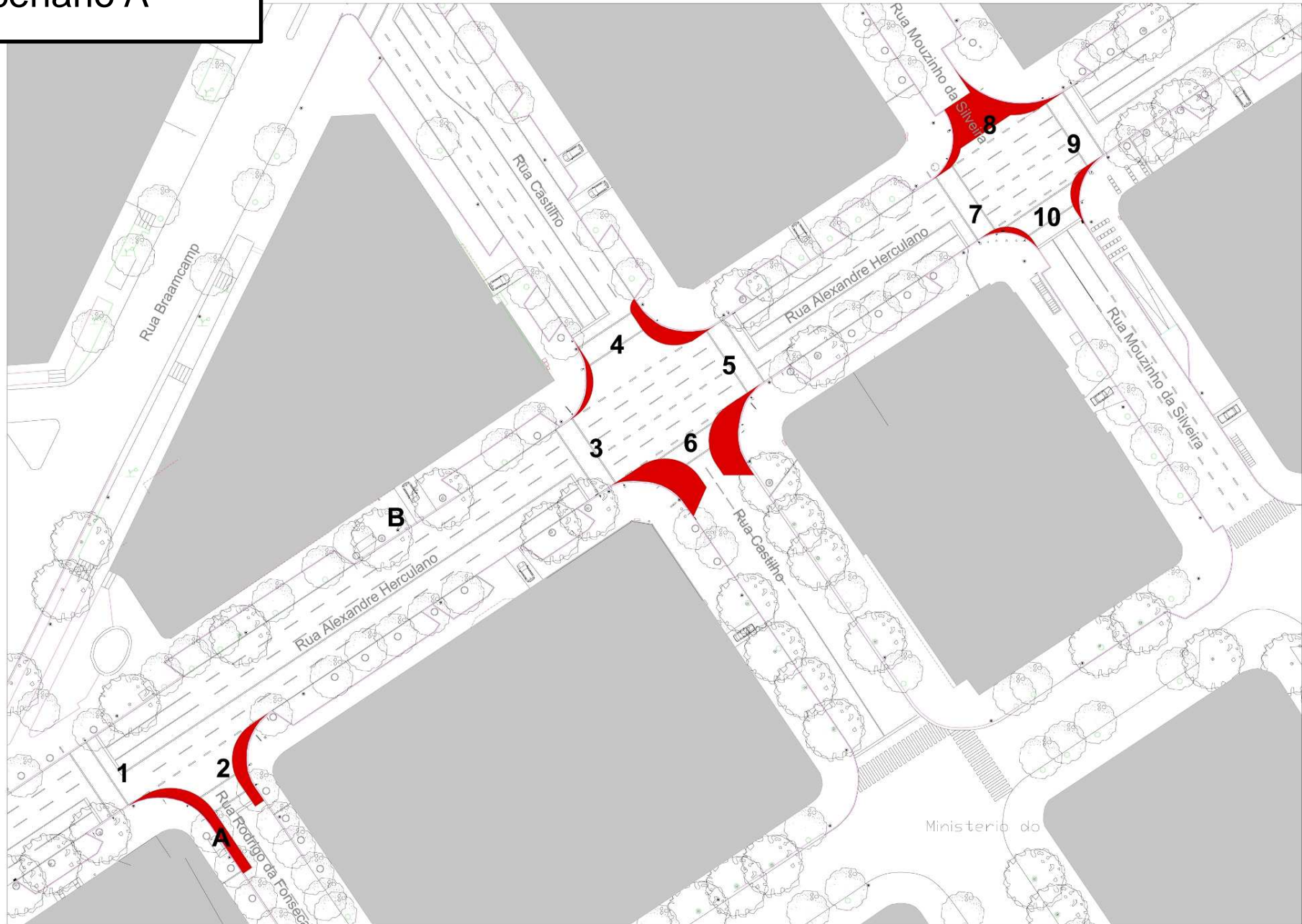


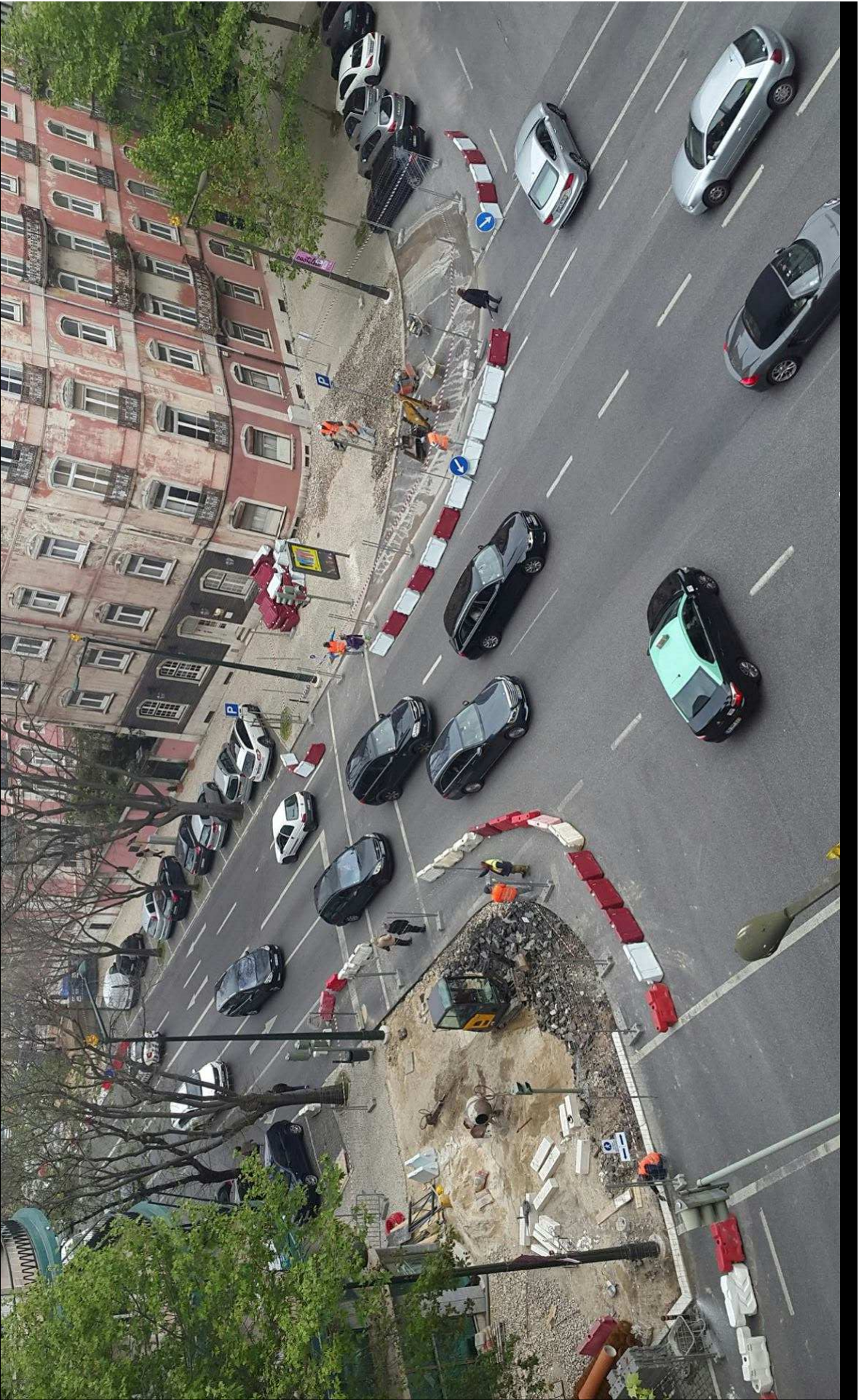


Starting Point



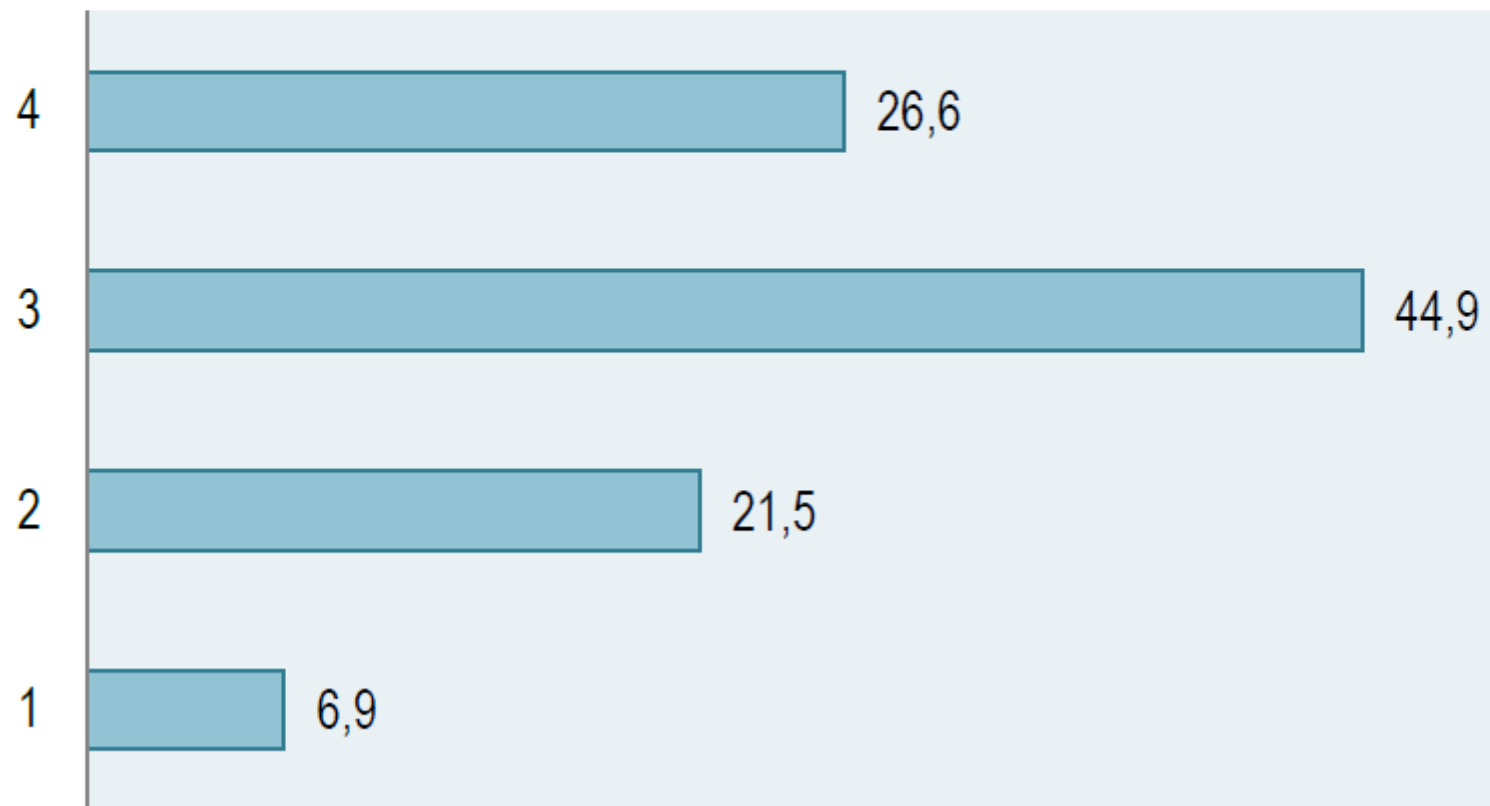
Scenario A





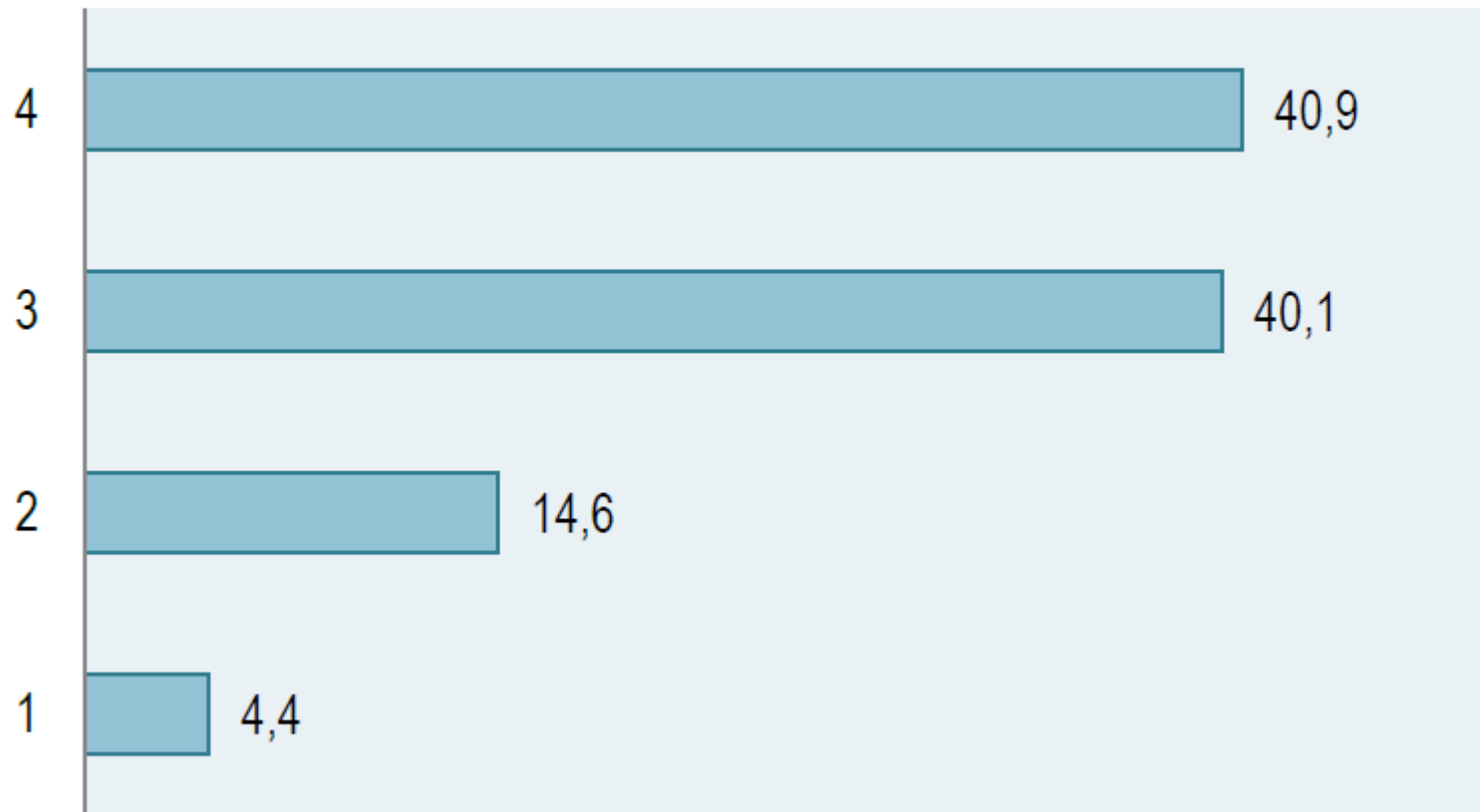
The Street became **safer**.

(1 = totally disagree; 4= totally agree)



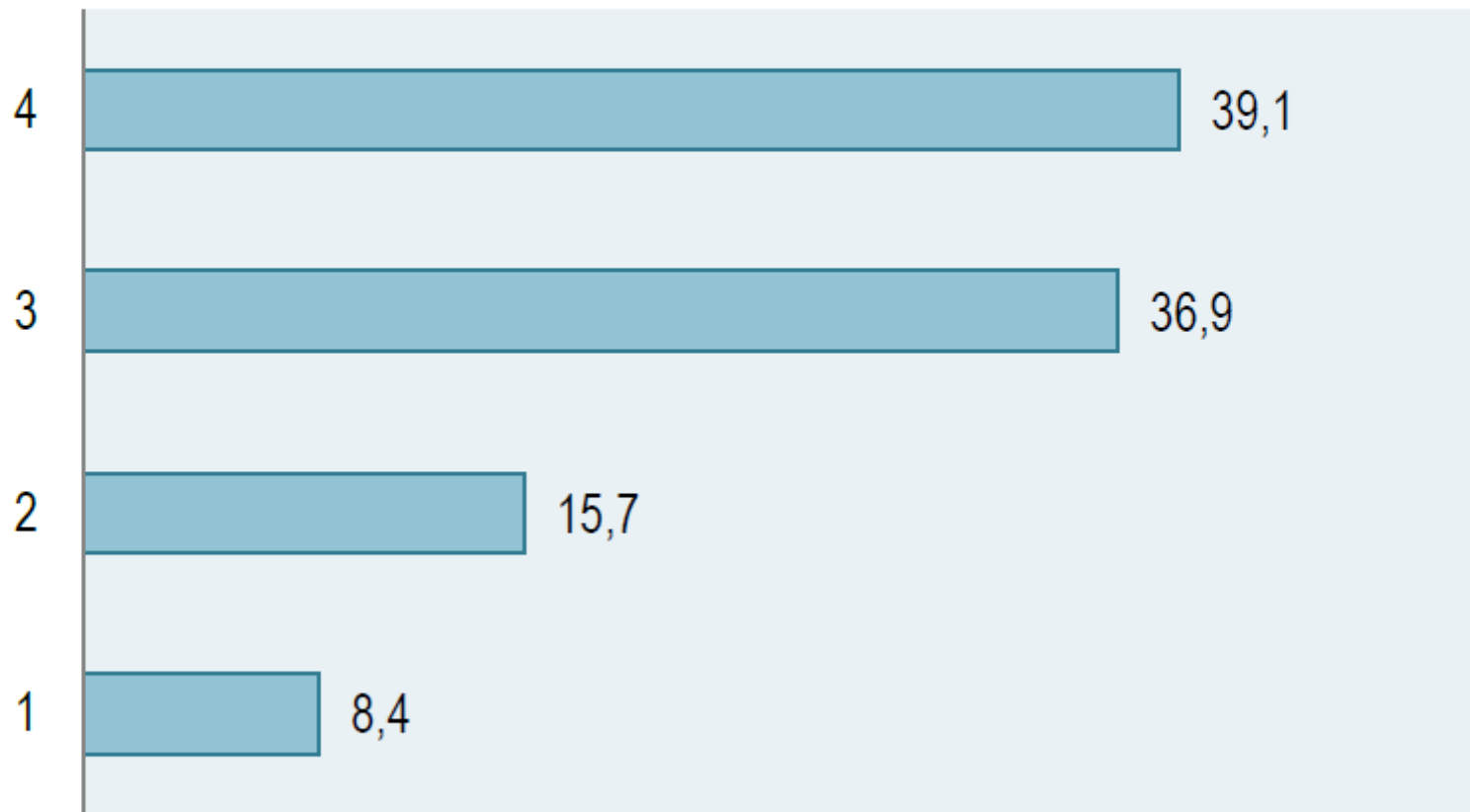
The Street became more comfortable.

(1 = totally disagree; 4= totally agree)



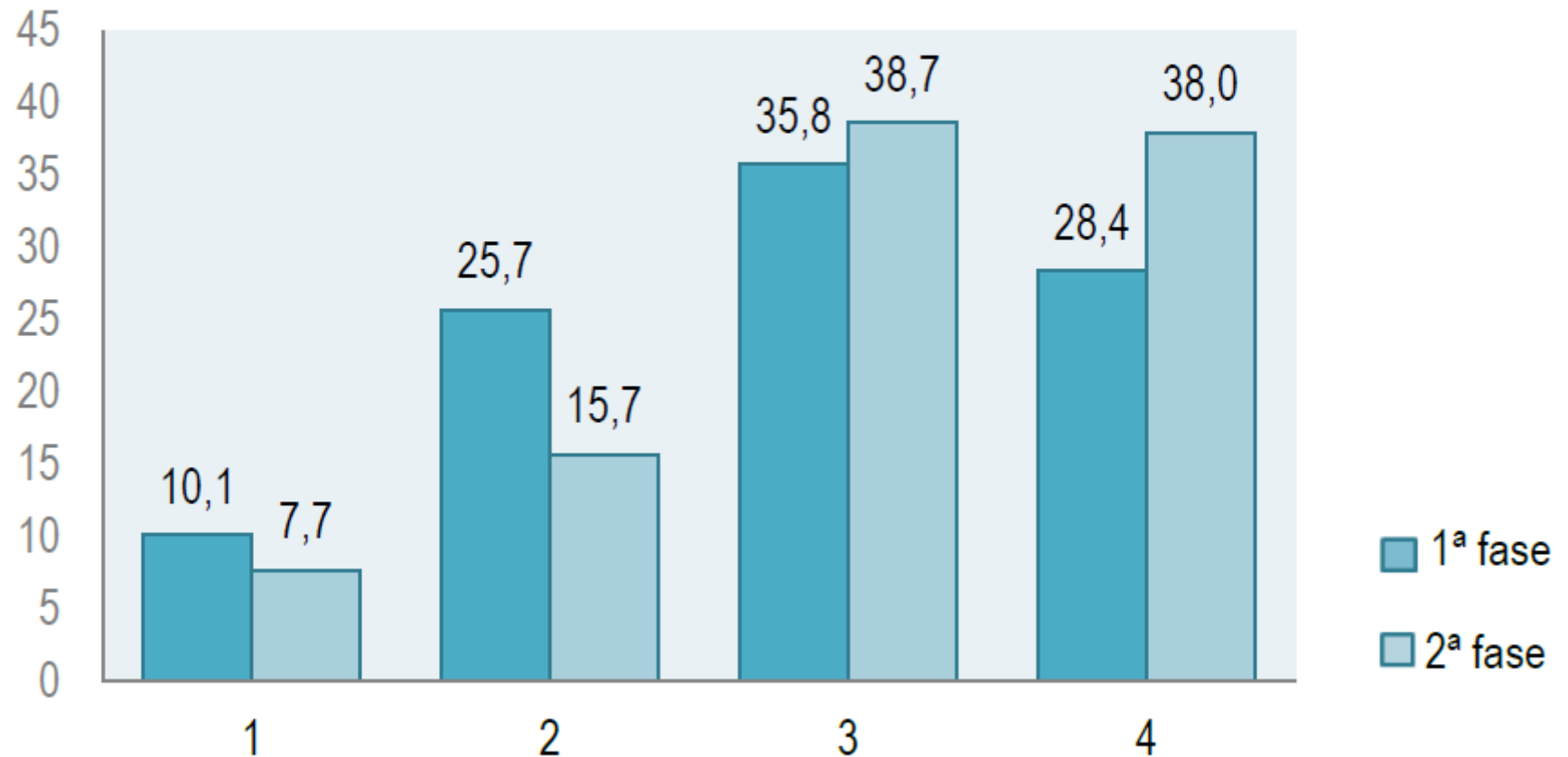
The Street became prettier.

(1 = totally disagree; 4= totally agree)



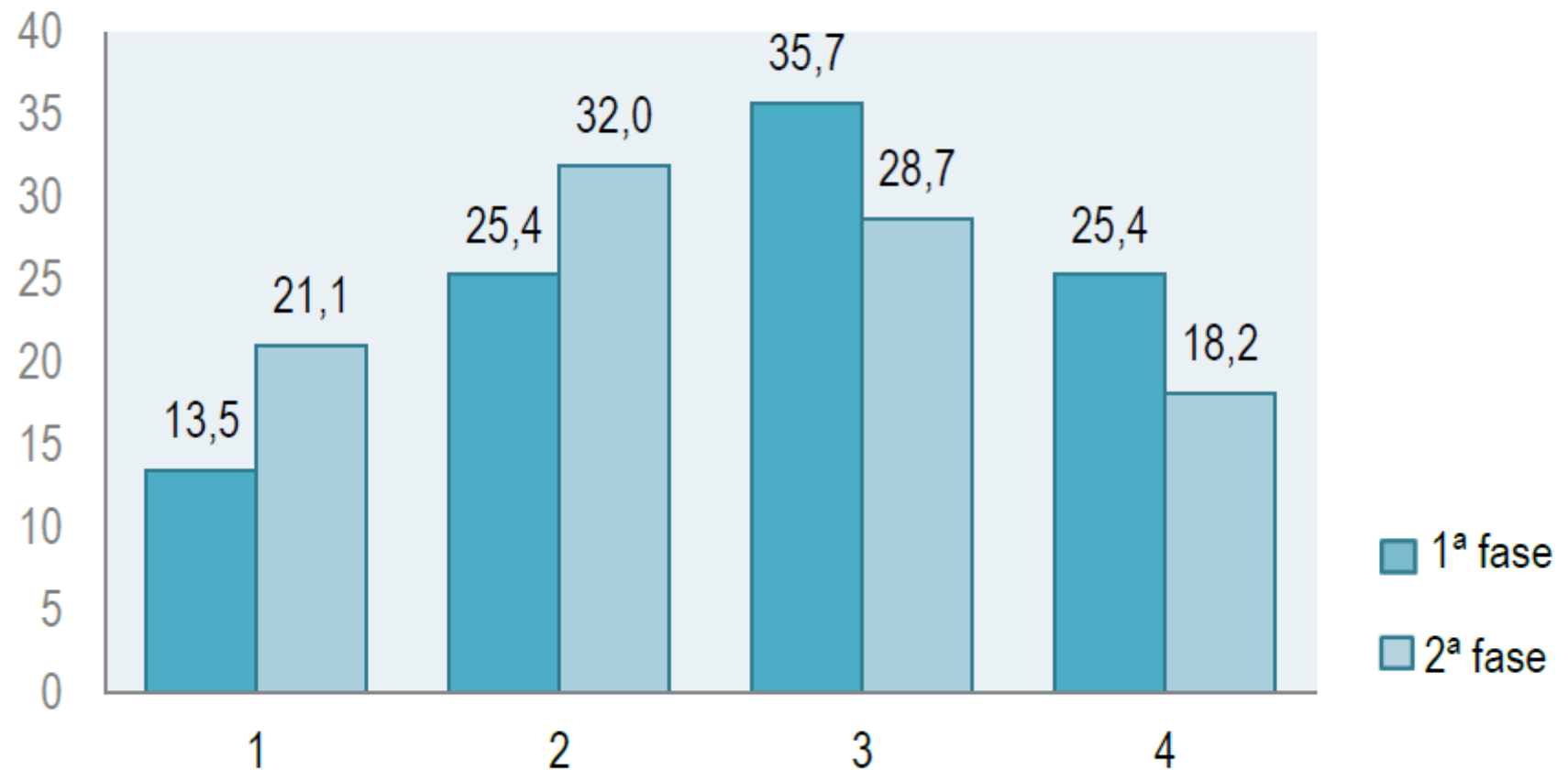
Traffic lights provide enough time to cross.

(1 = totally disagree; 4= totally agree)



Drivers pressure pedestrians to walk faster.

(1 = totally disagree; 4= totally agree)







thank you 😊

pedro.gouveia@cm-lisboa.pt

www.andalisboa.pt