Lessons From Stockholm
June 15 - June 19, 2008

METROPOLITAN PLANNING COUNCIL

Infrastructure is built for all modes of transportation, including pedestrians and bicyclists

Changes in pavement alerts drivers to pedestrian areas

Bike Sharing Program

Separated Bike Lanes

Dedicated bike and pedestrian lanes throughout Stockholm

Bus Cutouts Increase Efficiency, Access, and Speed

Arlanda Express:

- 20 minutes from the airport to downtown
- Very clean and modern
- Trains every 15-20 min
- Privately run (Macquarie)
- 98% on-time performance

Various Forms of Mass Transit

Tunnelbana transit and SL

- Bombardier rapid transit trains are extremely quiet and clean
- Run by SL, which also runs the buses and trams in the county
- SL has 77% market share of rush hour trips into and out of downtown Stockholm

SL Transit Company

- SL owned by County Council
- 244 stations, 1000 rail vehicles over 145 miles of track (CTA: 222 track miles)
- 2.5 million bus and train boardings/day (similar to RTA system)
- 700 full time SL Employees (9000 CTA Employees)
- All SL operations and station services contracted out to suppliers

Housing and Land Use: Hammarby Sjostad

Hammarby Sjostad: 11,000 unit, 26,000 person, environmentally friendly housing complex

Hammarby Sjostad: Sustainable

- Green Roofs
- Stormwater Retention and Re-use
- Automated waste disposal system (picture)
- Solar cells and panels
  - Accounts for 50% of energy used

Ferry To Hammarby Sjostad from City Center

Stroller and bike friendly stairs at Hammarby Sjostad

Green Space and Parks in Hammarby Sjostad

Tram Stop Built for the Hammarby Sjostad Housing Complex

Congestion Pricing

Congestion Pricing Gantry

Stockholm Congestion Pricing Goals (Per the City of Stockholm)

- 1) Reduce Congestion
- 2) Increase Accessibility
- 3) Improve Environment

Stockholm Congestion Pricing: Payment

- License plate recognition at 18 gantries
- 10-20 SEK (roughly $2-4) per cordon crossing from 6:30 am to 6:30 pm
- Max 60 SEK ($10)/day
- No charge overnight or on weekends
- Pay via direct debit (77%) or at convenience stores – 14 days to pay
- Alternative-fuel cars, motorcycles, disabled permits, foreign cars, taxis, buses exempt

Effects of Stockholm's Congestion Pricing

- Traffic decreased 15% with congestion pricing – half of those who formerly drove opted for transit instead
- No measurable effect on retail
- 10-14 percent less emissions in city center
- Poll results taken after the system was implemented: 48% of people positive / 27% negative / rest aren't affected (many don't drive)
- Projected $100 million net revenue/year

End Result of Stockholm's coordinated land use and transportation systems: A livable community

People in Stockholm Before Transit and Congestion Pricing

U.S. Invaders