

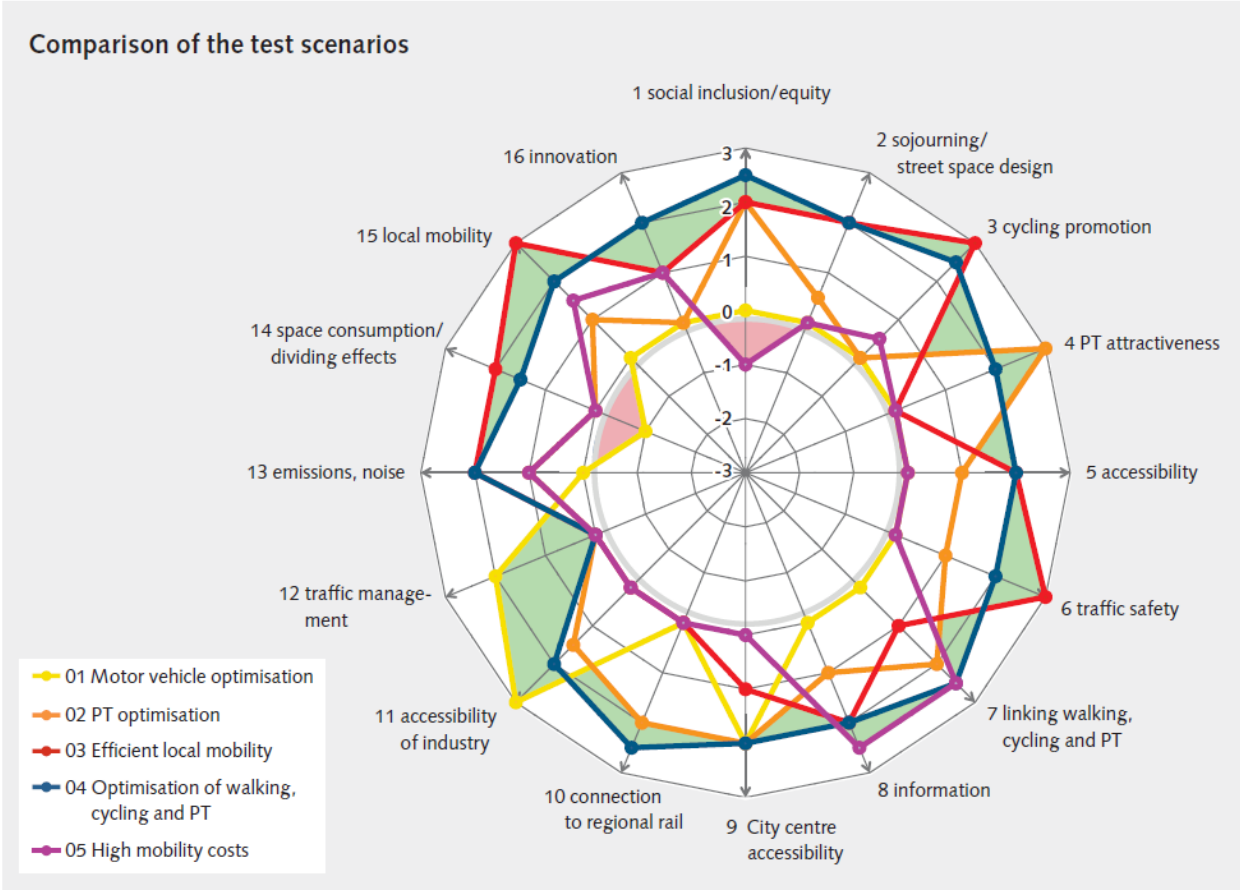
measure selection tools for the SUMP Bremen 2025

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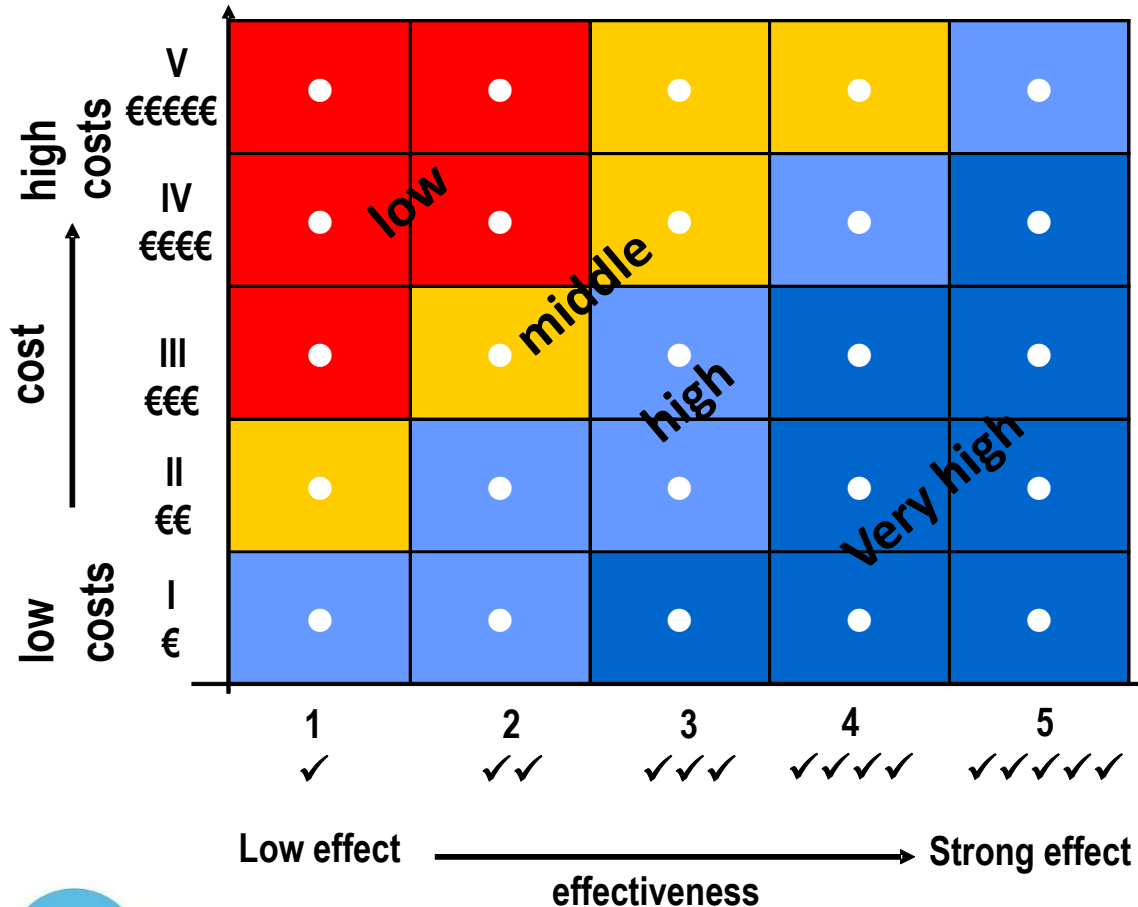


SUMP Phase 3 : Comparison of the test scenarios

- Combination of similar goals/subgoals to target indicators
- Conclusion on descriptive/qualitative and quantitative/measurable indicators
- Definition of target achievement for each scenario and in comparison of the different scenarios

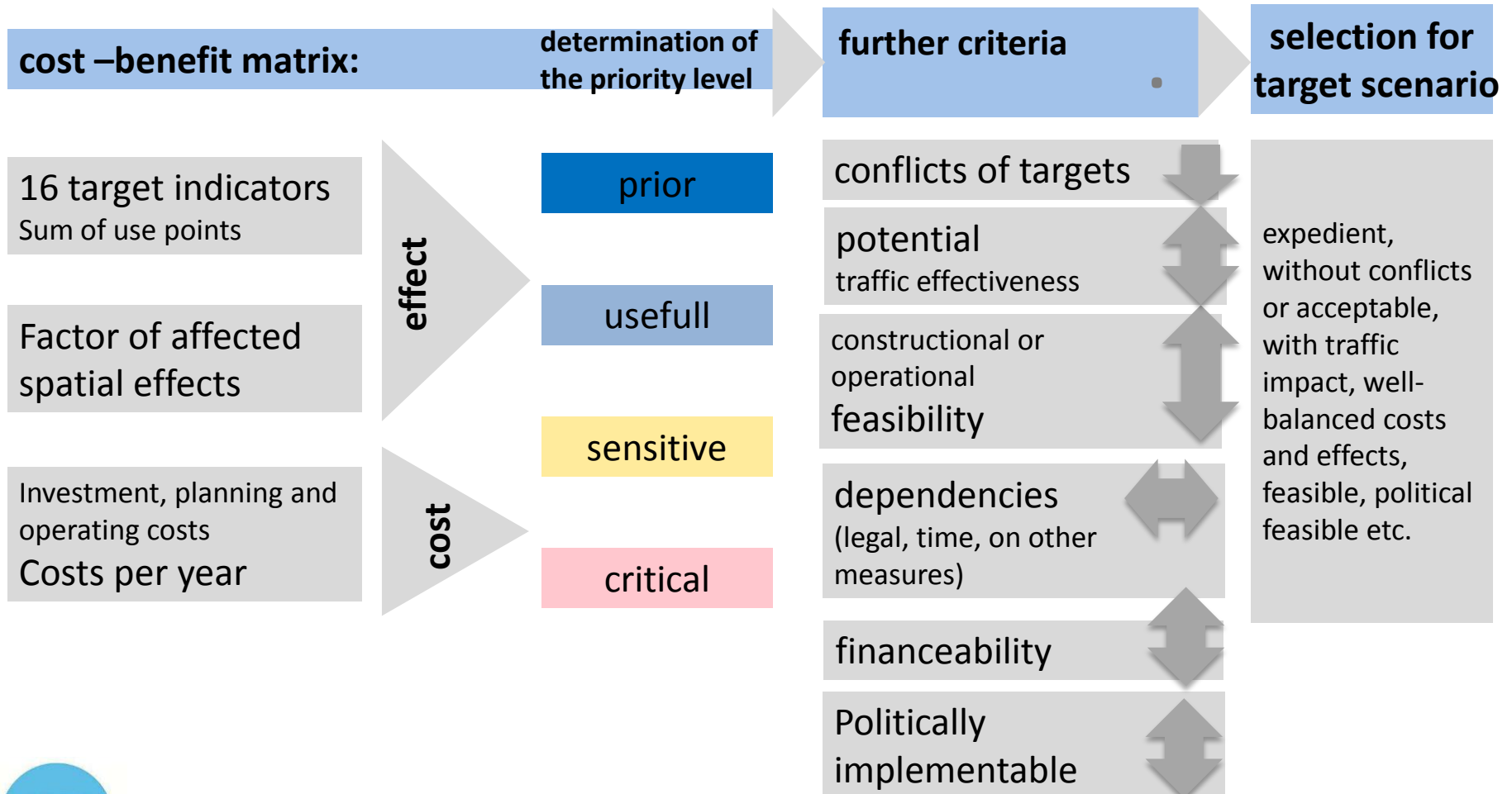


cost-benefit matrix to determine the level of attainment of aims by the measures



- Expert evaluation of the measures effectiveness in terms of goals; qualitative scale for each indicator to reach the goals (- 3 to +3 points)
- evaluation of the spatial effect (big, average, small)
- Ranking of the effects (scale of 5 classes based on the weighted overall points (1= low to 5 = strong))
- Classification in 5 cost groups (annualized costs)
- Finalizing the cost and effect matrix
- Degree to which targets are achieved e.g.: very high, high, average and low

Plausibility and weighting process for the inclusion of measures in the target scenario



Rating based on 16 target indicators is not enough to select measures:

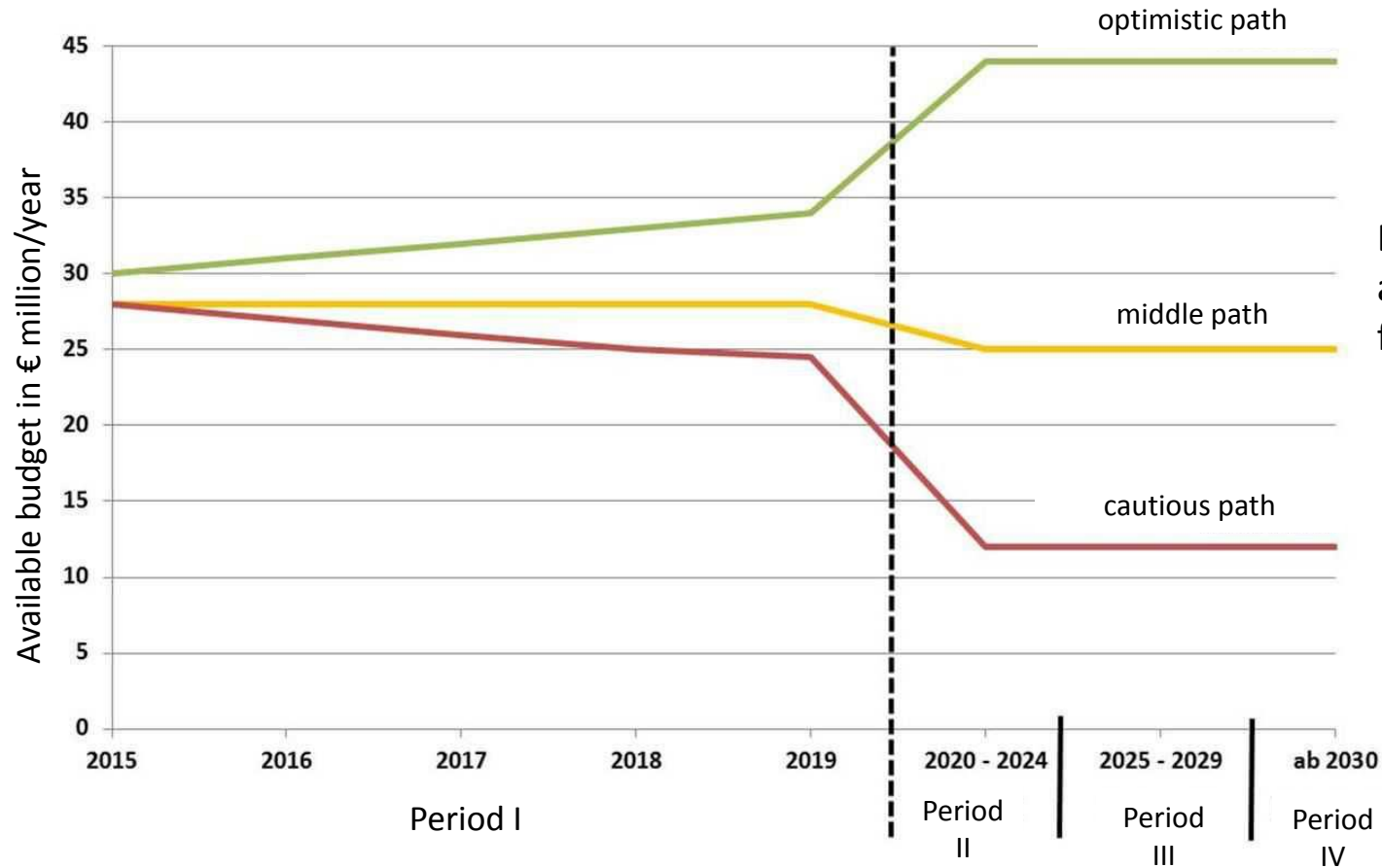
spatial effects and annual costs (as an uniform comparison standard) have to be taken into consideration

There are more criteria to be considered, these concern the relation of the measures among themselves and their feasibility.

- Included measures:
 - Motor vehicle and commercial traffic
 - Public transport
 - pedestrian, short-range mobility
 - Bicycle traffic
 - Traffic safety, social safety
 - Road design
 - Inter- und Multimodality, Carsharing
 - Parking management, electric mobility
 - Traffic and mobility management
 - Fostering a mobility friendly culture and rise of public awareness
- Focus on environmental friendly means of transport (pedestrian, cyclist, public transport)
- Focus on traffic bundling on main roads with the reduction of deficits in several parts of the main road network and the connection of main commercial/industrial centers.



Development of the financing paths by time period



Different expectations
about municipal & national
financing strategies

Each measure and bundle of measures of the implementation plan is depending on the financial path

- Associated with the time periods I (till 2019), II (till 2024), III (till 2029) und IV (from 2030)
- Including the differentiation concerning planning period, construction- and realisation time and the time of operations

Nr.	Maßnahme	Beschreibung der Maßnahme	Gesamt Investitionskosten	investive Mittel Bremen* ab 2015	konsumtive Mittel Bremen* (Planung, Betrieb, Personal)	Finanzierungspfad								
						oberer			mittlerer			unterer**		
						Planung	Bau / Realisierung	Zeitraum Betrieb	Planung	Bau / Realisierung	Zeitraum Betrieb	Planung	Bau / Realisierung	Zeitraum Betrieb
D.17	Premiumroute Obervieland - Neustadt - Woltmershausen - GVZ	Mit dieser Premiumroute wird eine fahrradfreundliche Anbindung der Stadtteile Obervieland und Woltmershausen an die Innenstadt sowie das GVZ geschaffen. Der Engpass auf der stark frequentierten Route entlang der Kleinen Weser muss im Zuge der Premiumroute gelöst werden.	3.100.000 €	620.000 €	713.000 €	I - II	II - III	II - IV	I - II	II - III	II - IV	I - II	III - IV	III - IV
D.23	Neue Radfahrer- und Fußgängerbrücke über die Weser (Hemelingen - Habenhausen)	Es wird eine neue Weserbrücke für Fußgänger/innen und Radfahrer/innen zwischen Habenhausen und Hemelingen (in Höhe der A1) gebaut. Dadurch entfallen in Zukunft lange Umwege über die Erdbeerbrücke.	9.200.000 €	1.840.000 €	1.650.000 €	I	I - II	II - IV	I	I - II	II - IV	II	III - IV	III - IV
E.4	Straßenbahn nach Osterholz	Die Straßenbahn wird von Sebaldsbrück über die Sebaldsbrücker und Osterholzer Heerstraße zur Hans-Bredow-Straße verlängert. So könnte z. B. die Linie 2 von Sebaldsbrück über den Weserpark bis zum Bahnhof Mahndorf fahren.	36.540.000 €	3.654.000 €	21.289.100 €	I	II	III - IV	I	II	II - IV			