1.4 Motivation and intended contribution

This chapter will outline the need for change we have experienced and the frustrating everyday-life that it originated from. While not neering it will also look at how the aspects that make us, as inhabbeing experts within the fields of urban planning or traffic-engiitants of a city, still valid experts within this field.

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tion and thus is needed e.g. for business and for commuting or to drive within a city, we started to look at another less producthe public transportation system. Even though it still is leading tive and, in our opinion, more interesting part of car infrastruc-How many people do actually use that infrastructure and how is being provided Once in our head we realised the sheer absurdity of the space developing hive of people it can also cause a lot of frustration. around cars and Living within a dense neighbourhood in Zurich that cars and its infrastructure occupy. If focussing solely on traffic one could argue that it serves as means of transportacle in Zurich many questions start to arise and the more one best public transportation system in the world, still the case inhabitants or the needs of the people who drive through it? should a neighbourhood be centred around the needs of its it. While being at the heart of an ever-changing and quickly This mainly started with us, moving through this multipart system of streets and squares by bike. When riding a bicygets nearly overrun every second day, the more we asked ourselves, why is it that in a city where we might have the brings a lot of interesting, but also challenging faces with and for cars. to a point where everything is, again circling that everything planned, is revolving around one could only discuss the accessibility that ture, that is the parking space.

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that allows for very cheap housing of cars, but also a big potential the potential this semi-public space can have and what interesting solutions it can provide to shape a neighbourhood and the interacsocial factors. After our first research we started to get a grasp of that space and also how this can help to transform a street and its this space can provide for a street and a community. We started blue zone, parking-spaces, we realised that there is not only a strange system to imagine what else could be built, organised and changed in When looking at, especially the

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1.4 Motivation and intended contribution

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