




*Ringstrasse: a comfort street
A place to stay, a place to meet*



Site Analysis & Diagnosis

YESTERDAY



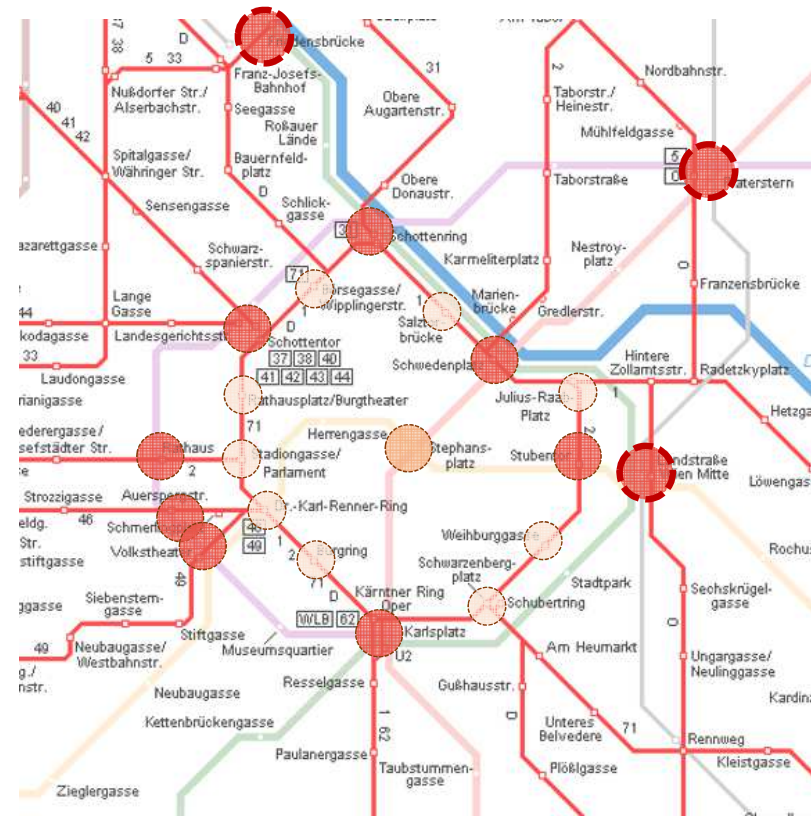
TODAY

A street to admire and to be seen

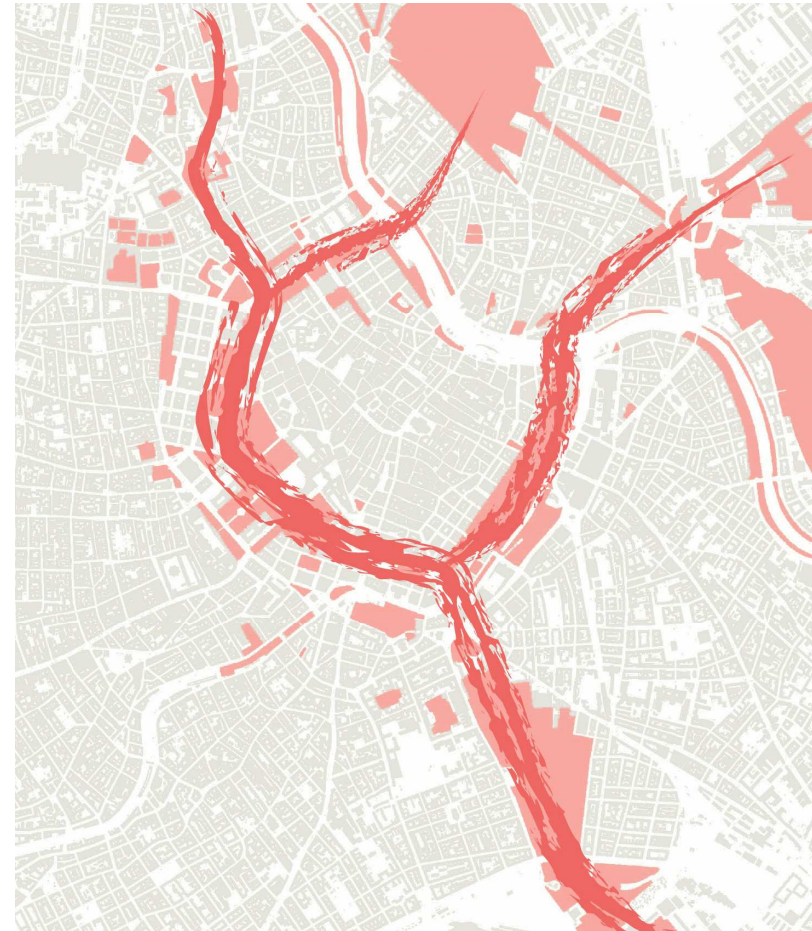
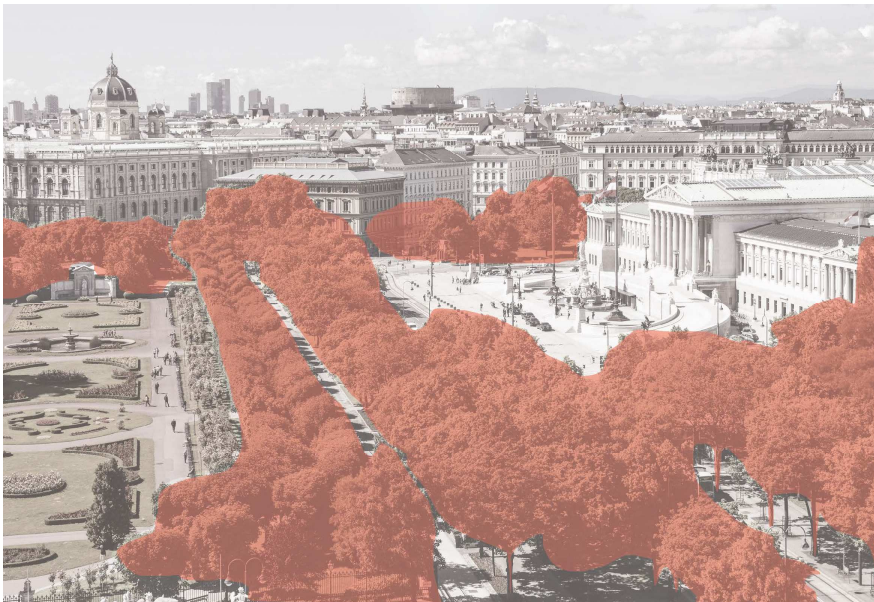
A street for traffic



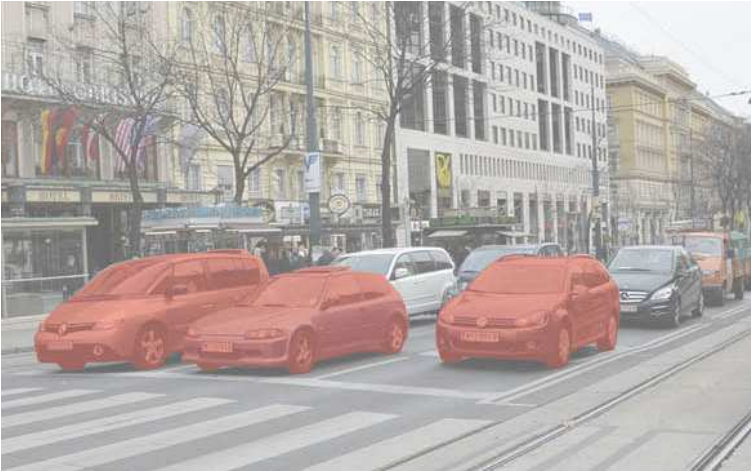
A highly accessible street by public transport



Dense presence of parks, a great potentiality for interconnecting the green areas of the city.



A street section predominated by cars



Wide side-streets used mainly for



High environmental noise produced by cars



70 - 75 dB

The extremely abundant presence of open spaces and the absence of a continuous facade along the Ring dilutes the definition of its limits.



It is the alienation of trees, instead of the building facades, that best define its geometry.

Avenue Facades

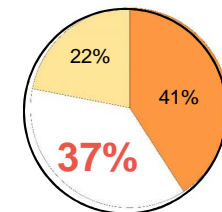


Length Ringstraße : 4.064 m

Both sides facades: 1.667 m (41%)

Facades on one side: 893 m (22%)

NO FACADES: 1.504 m (37%)



Narrow side and medium walks with confusing interfaces between pedestrian, bikes and cars and urban elements.

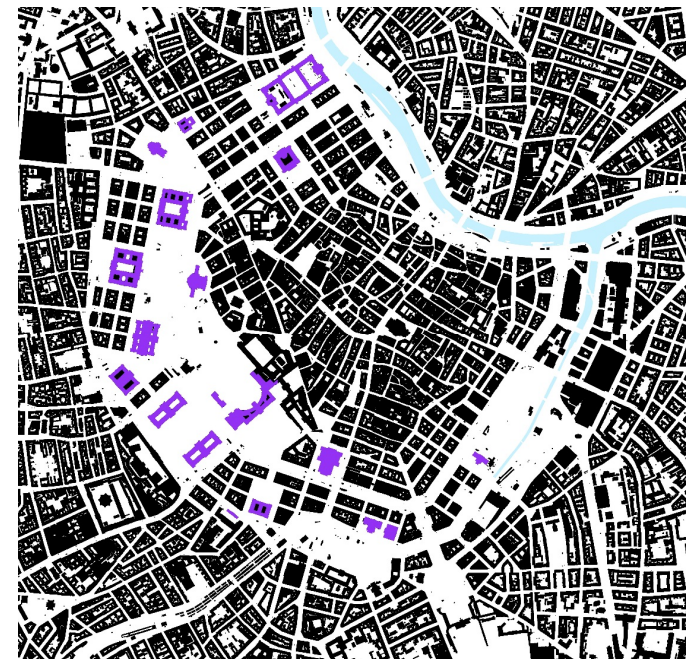
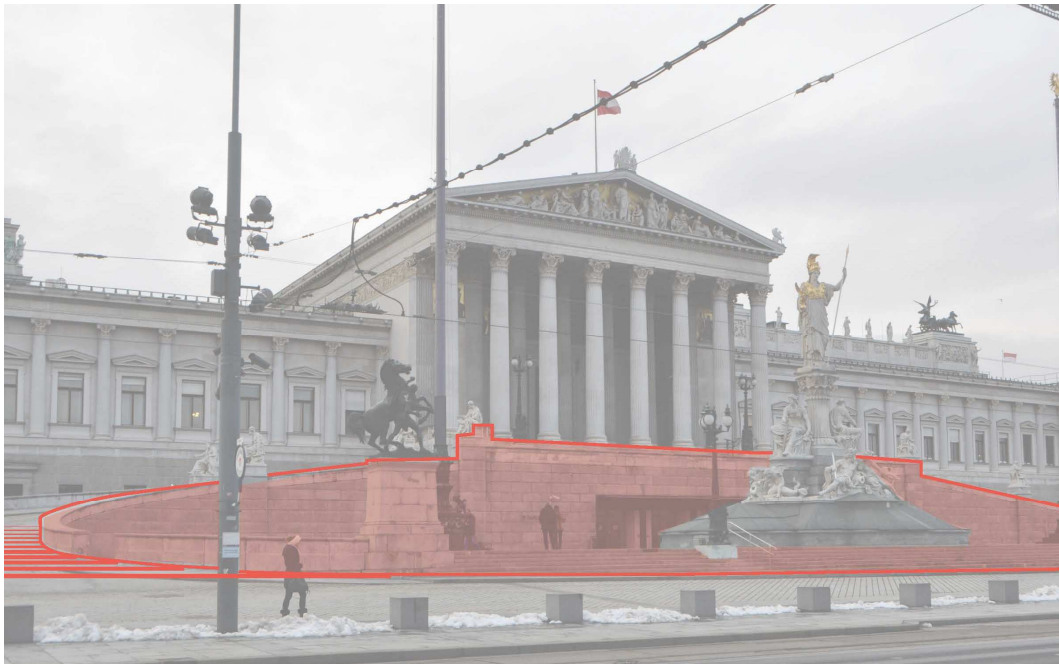


Difficult pedestrian crossings

Poor quality of urban furniture and pavement

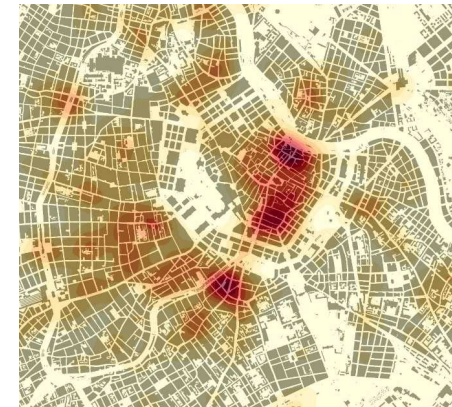


Opaque facades of the monumental buildings that hardly interact with the ring



Monumental Buildings

Low density of day to day activities at ground floor



Commercial



Bar & Restaurants

A white, irregular, hand-drawn shape, resembling a piece of paper or a speech bubble, is centered on a solid green background. The shape has several vertices and is slightly tilted. Inside this shape, the text "The vision" is written in a green, sans-serif font.

The vision

Ringstraße: A Comfort Street

A place to stay, a place to meet

OPERA, a place to meet



Ringstraße: A Comfort Street

A place to stay, a place to meet

From a **TRAFFIC RING-ROAD**  To a **PEDESTRIAN BOULEVARD**

From an **UNINVITING STREET**  To a **VIBRANT URBAN SPACE**

From a **DILUTED SPACE**  To a **VISIBLE & DISTINCTIVE RING**



ENVIRONMENTAL
FRIENDLY STREET





The strategy



PEDESTRIAN BOULEVARD

Priority, comfort and safety for pedestrian and bikes, in a place easy to reach by public transport.



VIBRANT URBAN SPACE

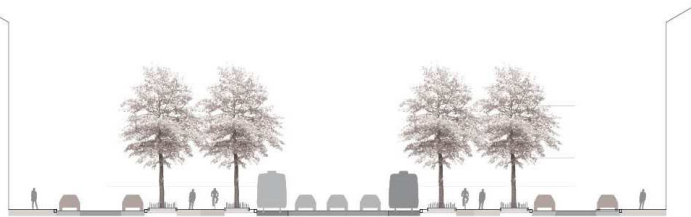
Create an attractive and pleasant place to **stay and meet**, enhance the active participation of the citizens.



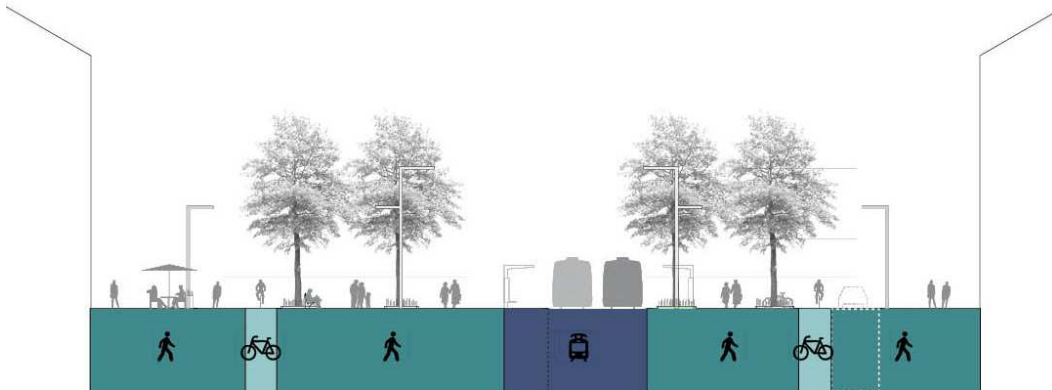
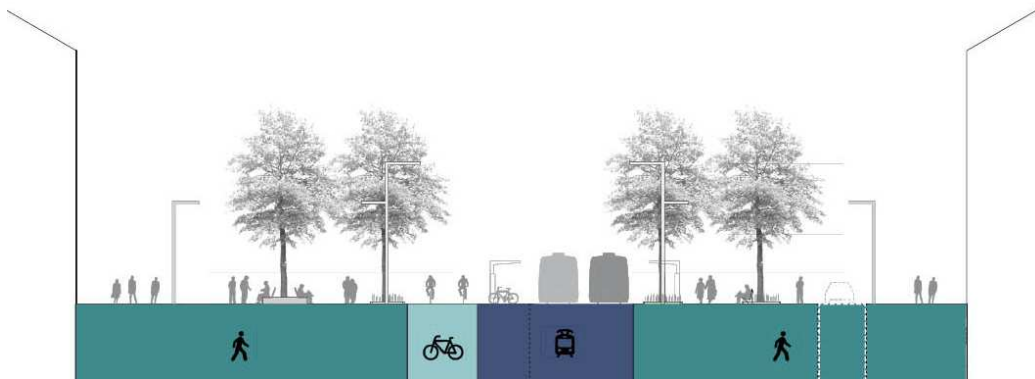
VISIBLE & DISTINCTIVE RING

Upgrade the quality and legibility of its character through urban design.

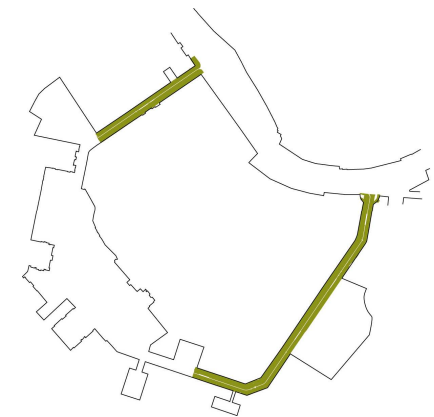
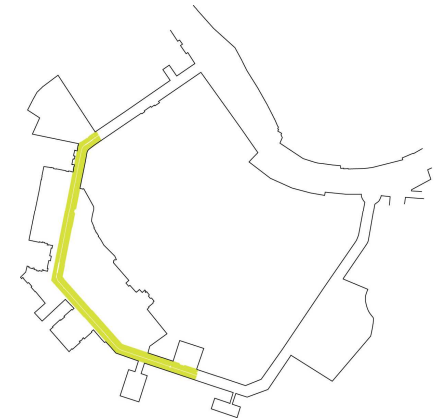
PEDESTRIAN BOULEVARD



Current Section



Public
Transportation corridor,
legible bike network and
walkable space



PEDESTRIAN BOULEVARD



*Remove cars
Less environmental pollution
Less noise*

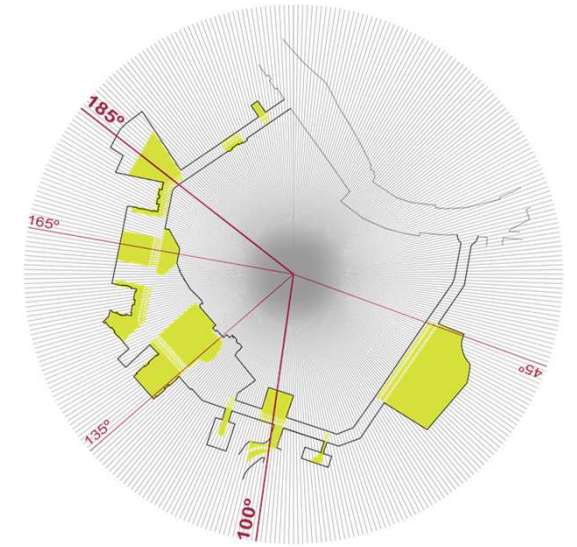


*Emphasize permeability
for pedestrian and bike.*



*Restrict access to services
vehicles.*





A place to meet & place to stay



A Flexible urban space



UNIVERSITY, nowadays





UNIVERSITY, a place to meet and place to stay



UNIVERSITY, nowadays



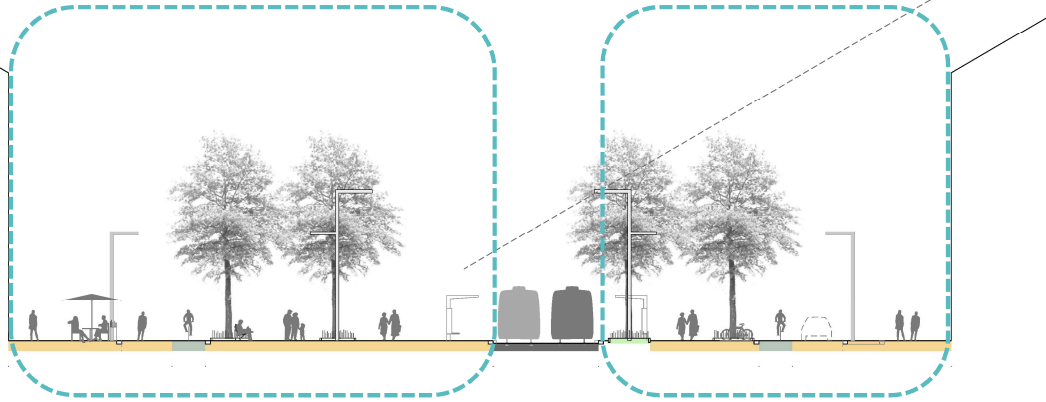


UNIVERSITY, a place to meet and place to stay





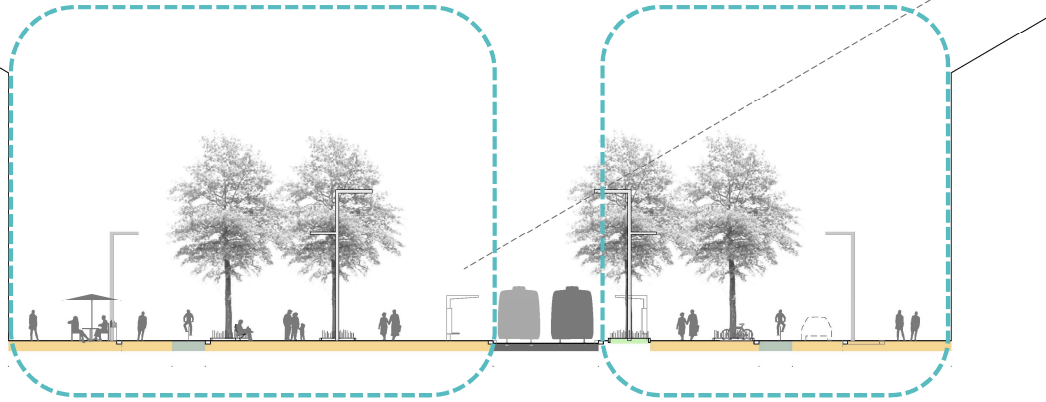
FLEXIBLE URBAN SPACE



ELDERLY PEOPLE AREA



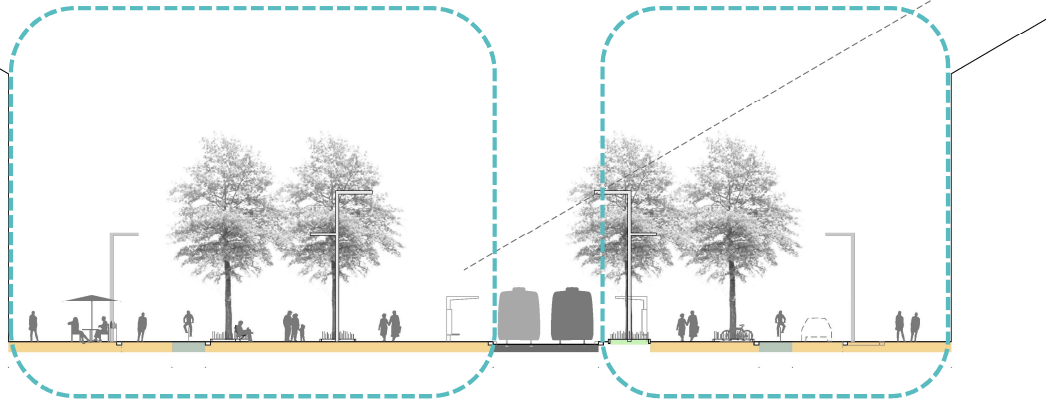
FLEXIBLE URBAN SPACE



EVENTUALLY FOOD MARKET



FLEXIBLE URBAN SPACE

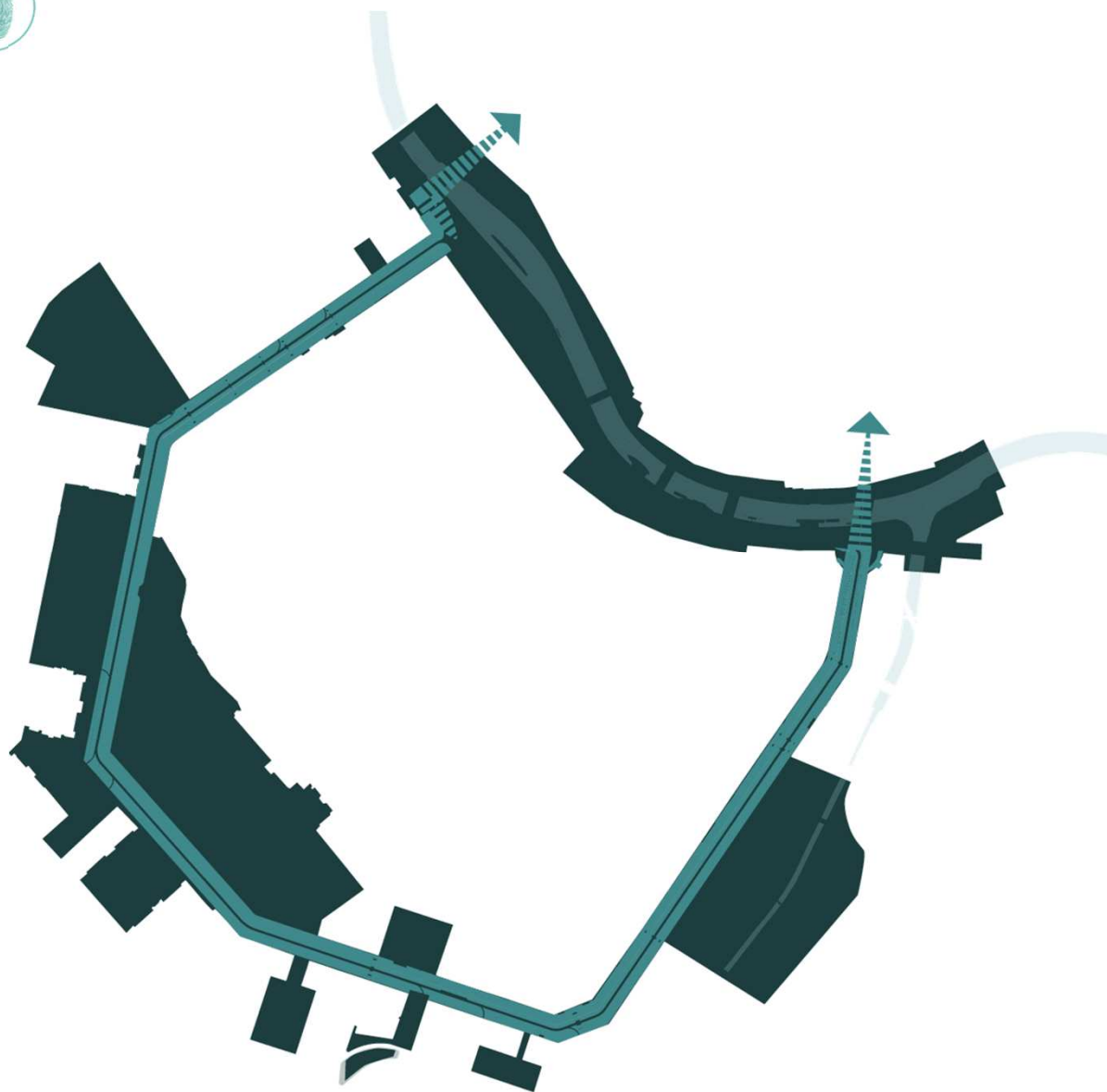


TRAM STOP AREA & PLACE TO STAY

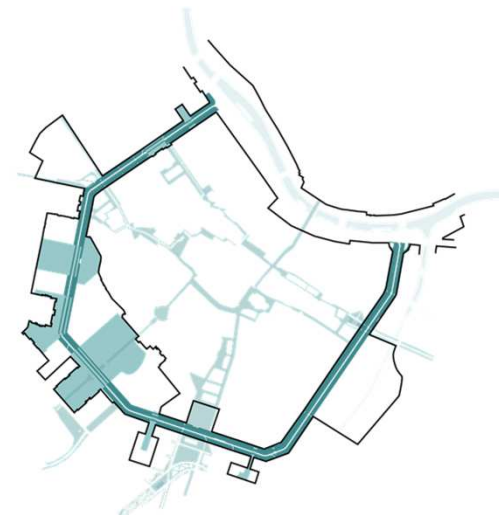
A VISIBLE & DISTINCTIVE RING

BR

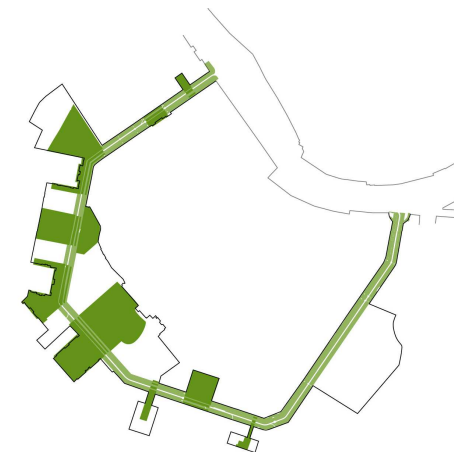
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URBAN
DEVELOPMENT
AGENCY



THE RING IS NOT A STREET, IS A SPACE



Upgrade the quality and legibility of this character and geometry through urban design



More vegetation Biodiversity
Thermal regulation



TODAY, A STREET FOR TRAFFIC



A VISIBLE & DISTINCTIVE RING



BR

BARCELONA REGIONAL
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AGENCY

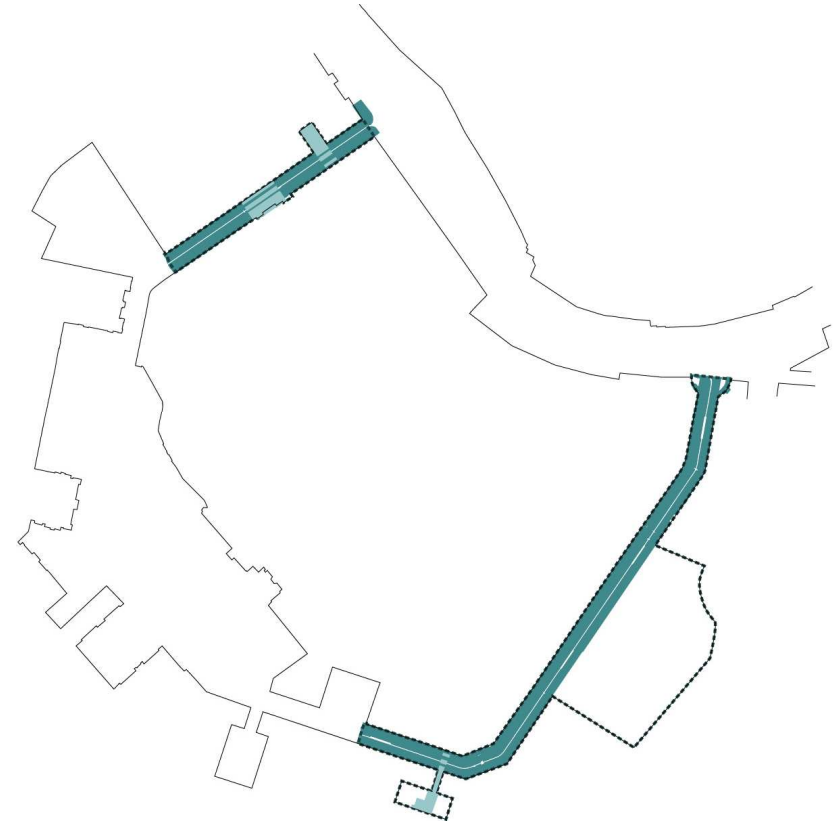
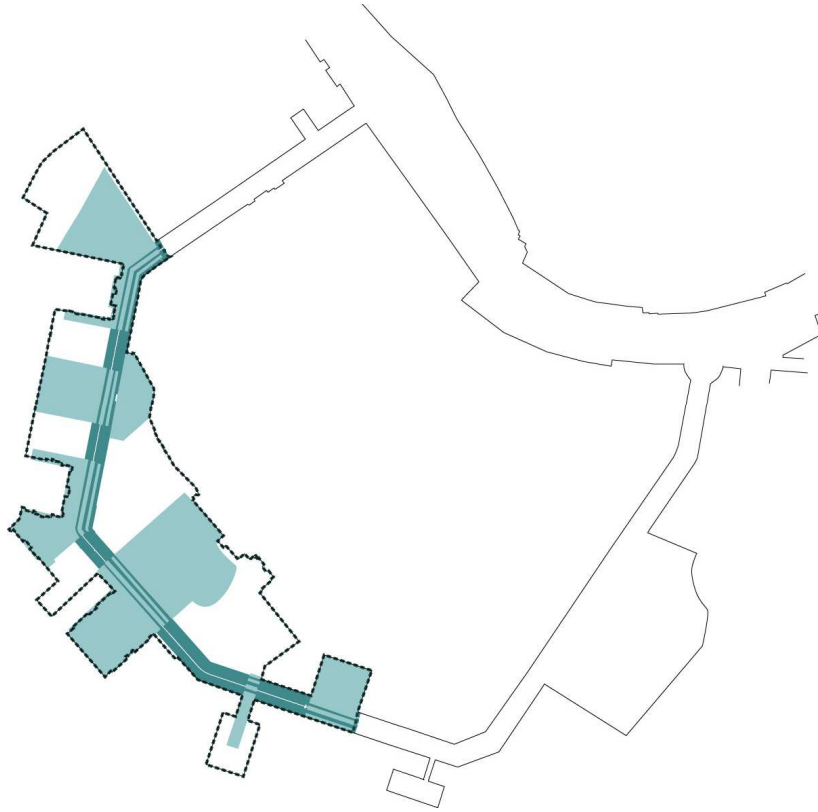
FUTURE, A COMFORT STREET





PHASE 1 Kick-off between Opera and University

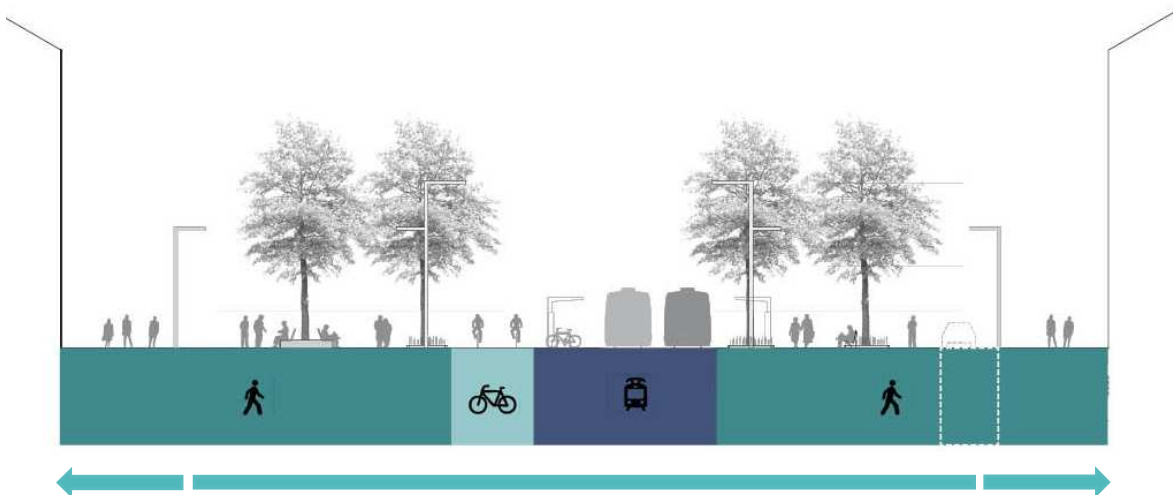
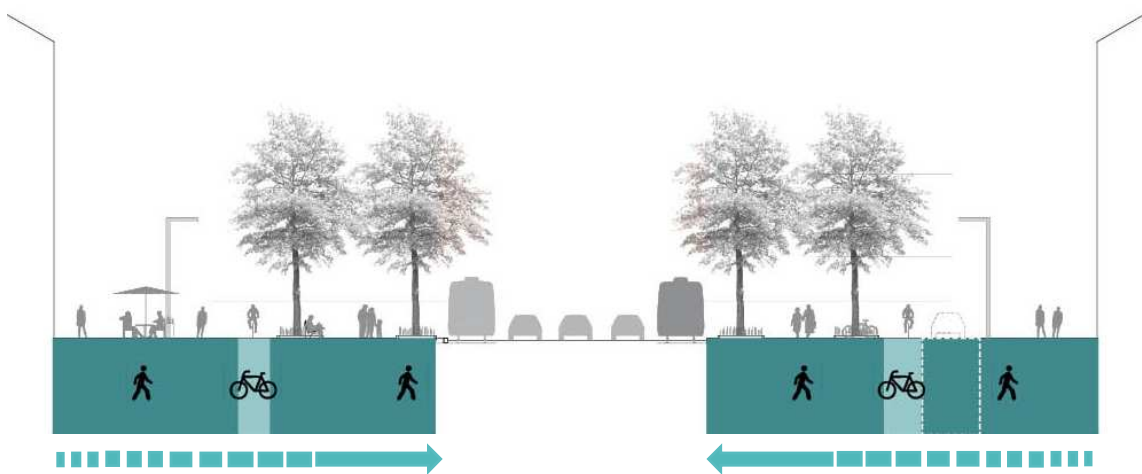
NEXT PHASE. Complete the Ring by trams



PROMOTE AND TAKE THE ACTIVITIES OUT OF THE RING



Current Section



STEP BY STEP

1_REMOVE ON STREET PARKING TO GET A LARGER SIDE WALK FOR PEDESTRIAN AND BIKES

2_REMOVE CENTRAL LANE, TO ACHIEVE A PEDESTRIAN BOULEVARD FO THE CITIZENS



BARCELONA
REGIONAL
AGÈNCIA
DESENVOLUPAMENT
URBÀ

CARRER 60, 25 27. EDIFICI Z, PLANTA 2
SECTOR A, ZONA FRANCA
08040 BARCELONA

www.bcnregional.com
br@bcnregional.com
T. +34 932 237 400

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