

# Search for a Process

## MANIFESTO FOR A MORE THAN HUMAN DESIGN CULTURE

### 1. Collaborating to Measure Data and Communicate Possibilities - Studio Mobil

We commit to the platform for collaboration and cooperation with active citizens/stakeholders to understand complex challenges. The impact of a participatory process extends beyond what-if scenarios - the platform should build evidence for decision-makers and cultivate a constructive atmosphere with trust. This approach empowers participants to co-design solutions, emphasizing bridging quantitative and qualitative research in urban design to achieve a collective vision for urban design solutions.

### 2. Designing Streets for People: Bridging Citizen and Expert Perspectives on Urban Re-Design

Gaining public support for infrastructure projects that aim to create inclusive, sustainable urban environments is essential for successful policy implementation. However, these projects are often contested due to differences in lifestyle, ideology, and personal beliefs. To bring more people on board, a holistic approach is needed—one that not only highlights the challenges faced by urban planners but also emphasizes the shared benefits of such projects. It is important to clearly communicate the diverse functions these redesigned spaces serve, beyond just road usage, including their potential for enhancing other forms of urban activity. Additionally, the broad benefits—such as improvements in livability and accessibility for all—should be underscored, while reassuring the entire population that these changes will not diminish the priority of other uses or interests.

### 3. Designing Traffic Networks in the E-Bike City

We advocate for reimagining urban spaces to accommodate small vehicles through innovative traffic schemes. In the spirit of projects like E-Bike City, we believe in the power of design that respects the unique geophysical and cultural contexts of each location. Our approach ensures that existing transport networks combined with new high-quality cycling infrastructure must be sustainable, culturally sensitive, and aligned with the needs of the community.

### 4. Gamification

Awareness of complex systems - acceptance and dialogue around changes through play.

Gamification lowers the barrier to participation - in cities and urban areas. It seems that via gaming, urban patterns can be done without professional direction. The act of game play is engaging in itself.

The scale - of complexity is presented well in the act of gaming, which is analogous to planning.

Real-world and the correlation with the game. How to affect change behaviour for new mobilities.

Competitors and the team could be further designed into the game workshop; we need multidisciplinary approaches for the design of urban spaces.

### 5. No Major Construction Development without a Mobility Concept

We recognize that the future of urban development hinges on robust mobility concepts that incorporate all common modes of transport but prioritize micromobility and smart space allocation. As regulations tighten, construction and design professionals must rise to the challenge, transforming limited resources such as private and public surfaces into safe and comfortable mobility offerings. Even more so infrastructure needs to shape habits and define lifestyle choices of all stakeholders of a mobility concept. Moreover future-proof mobility concepts need further inclusion (mobility for everyone), to promote active mobility, push shared mobility and cater to all target groups. A crucial role in urban development, much more than the function of transport.

### 6. Hacking: Micromobility transition through Data Driven Neighbourhood-Mobility-Alliances

Urban mobility must be transformed by leveraging AI-driven insights and fostering strategic alliances. Despite significant investments, car use persists, and bike adoption remains low. This approach integrates data analysis with stakeholder collaboration, uniting employers, governments, and communities to shift commuter behavior towards micromobility and public transport. To achieve this, we must connect top-down and bottom-up processes to foster more productive exchanges between residents, policy-makers, financial institutions, the design profession, and executing bodies.