



**June 26th-28th 2024
Madrid**

BOOK OF ABSTRACTS

**A global strategy for local problems or
a local strategy for global problems**

**Proximity Planning
International Congress**

DAY 1**WEDNESDAY 26th**

8:30-11:00	Visit to Madrid Río (need registration)			Madrid Río
11:30-12:30	Welcome Reception, registration (Mandatory)			Main Hall ETSAM
12:30-13:15	Opening			Conference Room
13:15-14:15	Lunch Break			Crystal salon
14:15-16:15	Parallel sessions A			
	Challenges 1 2G1	Challenges 1 2G2	Challenges 2 2G3	Frameworks 2G4
16:15-16:25	Coffe break			Crystal salon
16:25-17:25	Carlos Moreno (Universidad de París IAE) "Designing the Revolution of Proximity for a Happier and Sustainable Urban Future"			Conference Room

DAY 2**THURSDAY 27th**

9:00-9:45	Cecilia Silva (Universidade do Porto, Portugal) "The relevance of understanding Proximity"			Conference Room
9:45-11:45	Parallel sessions B			
	Challenges 1 2G1	Tools 1 2G2	Tools 2 2G3	Frameworks 2G4
11:45-12:05	Coffe break			Crystal salon
12:05-13:35	Fishbowl Discussion: Mega projects vs Proximity city			Crystal salon
13:35-14:35	Lunch Break			Students Cafeteria ETSAM
14:35-16:35	Parallel sessions C			
	Frameworks 2G1	Frameworks 2G2	Frameworks 2G3	
16:35-16:55	Coffe break			Crystal salon
16:55-17:40	Adriana Hurtado Tarazona (U. de los Andes, Colombia) "From Planning to Leveraging Proximity: Lessons from Urban Interventions in Colombia"			Conference Room
20:00	Proximity Dinner (needs registration and extra fee)			Villa Verbena Restaurant

DAY 3**FRIDAY 28th**

9:00-9:45	Ines Sanchez de Madarriga (UPM, Spain) "Building Infrastructures for Everyday Life: Gender and Care at the Core of Planning"			Conference Room
9:45-10:05	Coffe break			Crystal salon
10:05-12:05	Parallel sessions D			
	Tools 1 2G1	Frameworks 2G2	Frameworks 2G3	Challenges 2 2G4
12:05-13:05	Fishbowl Discussion: Challenges and opportunities of Proximity			Crystal salon
13:05-14:05	Lunch Break			Students Cafeteria ETSAM
14:25-15:25	Plenary: Highlights from each thematic line			Conference Room
15:25-16:10	Daniel Rodríguez (UC Berkeley, USA) "Proximity and Health"			
16:10-16:30	Closing and next steps			

PARALLEL SESSIONS

A

CHALLENGES 1

2G1

Victor Molina	Bird's-eye view over the Mariscal neighborhood: innocence (and proximity) lost in Quito, Ecuador.	91273
Zahra Shirazi	Women's Perception of walkability around PCMC Metro station's Transit hub: A case study of Pimpri-Chinchwad Municipal Corporation, India	92148
Mateus Porto Schettino	Strategic public space planning as a key instrument to urban regeneration priorities	91221
Joan Moreno Sanz	Proximity planning at metropolitan scale. Spatial and functional analysis of the metropolitan centralities related to public transport networks: the Sleutelprojecten in the Randstad.	90824
Marian Simon Rojo	Potential links between agroecological periurban farms and circular economy in food retail	91350

CHALLENGES 1

2G2

Shreya Khurana	Reimagining 15-Minute City: Sustainable Urban Regeneration for Flood-Resilient Proximities	91217
Ester Higuera Garcia Silvia Catalina Rey	San Rafael's Urban Health Regeneration Action Plan, Bucaramanga (Colombia)	91332
Nuno Magalhães de Sousa	Connecting Smart Cities to Smart Regions: A Systematic Literature Review on Data-Driven Territorial Planning	90965
Federico Messa	Measuring Public Transport Access Inequalities Through the Lens of Housing	90594
Celia García Albertos	Generate health in your city with the Healthy Cities Generator: a hands-on, practical tool with actionable indicators to incorporate health into urban planning	89598

PARALLEL SESSIONS

B

CHALLENGES 1

2G1

Javier del Amo Ruiz	15-Minute Industrial Parks (PI5 Project). Integrating Business Spaces in Cities	92078
Delfín Jimenez Martin Alba Ramlrez	Different pedestrian speeds	91288
İlayda Kılıç	The Relationship between Urban Regeneration decisions and Walkability in Istanbul	91183
Laura García	Potential vacant spaces of centrality in the South zone, an approach towards territorial cohesion in the periphery of Madrid	91336

TOOLS 1

2G2

Patxi Lamíquiz Daudén	The spatial unit question for planning proximity models. Preliminary results from 15 international case studies	92126
Alba Ramlrez	The Sun of Proximity: an evolved visual tool for conveying proximity?	91687
María Teresa Baquero Larriva	Exploring proximity concerns among urban planning practitioners in Madrid and Munich through the Flower of Proximity tool	92117
André Barringuinhaim	Data 4 Oeiras: From Building to the Municipal Level, an Accessibility Index	91021
Benjamin Buettner	The "Flowers of Proximity": Empowering Participatory Proximity Planning	92162
Martina Borini	Grounding proximity through students' engagement for exploring the Southern Periphery of Mantova	91091

DAY 1 - WEDNESDAY

14:15 - 16:15

CHALLENGES 2

2G3

Andrea Gorrini	The Right to Cycle: Investigating Cycle Safety in Milan	90847
Cristian Adorean	Mobility patterns of shared and privately owned e-bike and e-scooter users in Iberian cities	90825
Christian Gerten	Mapping Multimodal Urban Transport: A Data-Driven Approach	91184
Mateo Coello	Assessing the Impact of Bike Lane Distance and Quantity on Cyclist Accidents: A Case Study of Cuenca, Ecuador	91201
Hatice Buse Bingöl	Determinants of Cycling in Inner and Outer Districts in Dortmund	91224
Alejandro Luis Grindlay Moreno	Metropolitan Centrality Analysis and Development Potential for Granada's Tram Stations	91329

FRAMEWORKS

2G4

Zehra Özçeli	Conceptual Analyses of Research on the 15-Minute City Through Scientific Databases	91281
Jose Rafael Condo Bautista Cisne Lizbeth	Analysis of accessibility from the tram stations in the city of Cuenca under the concept of "15-minute city"	91162
Samuel Nello-Deakin	Who's afraid of pedestrianisation? Assessing residents' perceptions of new green axes in Barcelona's Eixample district	90687
Araf Öykü Türken	Understanding Proximity-based Urban Dynamics in Balikesir	92154
Abdullah Al Mujtabe Mujtabe	Stakeholder Consultation for Successful Implementation of Transit Oriented Development (15-Minute City) in Different MRT Stations of Dhaka, Bangladesh	91333

DAY 2 - THURSDAY

09:45 - 11:45

TOOLS 2

2G3

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Ivana Paulusová	School bikeability index: A case study of primary schools in Stockholm	90983
Manuel Benito Moreno Nuria Blanco	Proximity Metrics: revisiting the study of travel and the built environment approach under the lens of proximity	91108
Federico Messa	Walk Score Toolkit - Urban Walkability Analytics	90600
Carlos Marigil Alba	Exploring modal choice understanding through Modal Accessibility Gap in the metropolitan context of Madrid	91423

FRAMEWORKS

2G4

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Seray Künbet Dehler Katharina Jana Busse	Pedaling Progress: Insights into Acceptance and Consequences of Bicycle-Friendly Side Streets	91105
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PARALLEL SESSIONS

C

FRAMEWORKS

2G1

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Dimitra Plastara Georgia Pozoukidou	Advancing Proximity Oriented Development in the 15mC paradigm: a Bibliometric Analysis	91230
Giovanni Vecchio	Proximity and the activity space of older people: contrasting neighbourhood opportunities and individual practices in Santiago de Chile	91247
Ricardo Pozo	More walkable, less inequal: Breaking walls by walkability in micro segregated neighborhoods of the Global South. Case study: Guayaquil, Ecuador.	91325
Meisam Alipour	Bojnord; the Story of a "15-Minute City in Action"	91161

FRAMEWORKS

2G3

Luiza Thomé	Sidewalk Ballet: the case of Ator Paulo Gustavo Street.	92083
Caridad Pineda Fernández de Córdova	Superblocks in Cuenca: A review of the opportunities and challenges for proximity planning	91297
Daniel Chatman	Deconstructing the 15-minute city concept: The case of California, U.S.A.	91345
Jose Carpio-Pinedo	What must land use mix mean? Spatial complementarity in multimodal transport networks	92139
Jaime Pablo Orrego Oñate	Urban Density and Walk Selection: The Interplay Between Objective and Perceived Proximity	91342

PARALLEL SESSIONS

D

TOOLS 1

2G1

Peiling Wu	Integrating Urban Digital Twins and Agent-Based Microsimulation Models in Sustainable Transport Planning: A Systematic Review	91148
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Mari Luz Brownrigg Gleeson	Assessing Governance Challenges for Sustainable and Smart Mobility to enable the 15-Minute City in Metropolitan Areas	91270
Andres Monzon		
Milena Vukmirovic	SCORELINE: Elevating Public Space Quality and Urban Liveability	91272
Melanie Waidler	Decoding Urban Complexity: Data Visualization for Integrated Decision-Making	91294
Hans Schumann	Planning green and equitable transport systems through dynamic accessibility analysis	91465
David Duran Rodas	Mobility (In)Justice Atlas Framework: From Munich to Tunis	91482

FRAMEWORKS

2G2

Wafae Bouallala	Informal proximity-based planning by street vendors: Case of Morocco	91165
Daniela Castaño	Analysis of proximity city in a global south context: Bogota Case	91349
Pedro Ribeiro da Silva	Relation between the Sustainable Urban Mobility Plan and the Soil Use of Urbanism Plan	91255
Cipriano Cerullo	Climate change and spatial impacts	
Javier Malo de Molina	An impossible stroll through the American suburbia: The end of public space	91326
Alejandro Orellana McBride	15 minutes city and food access. Critical perspectives from Latin American cities	91330
Ana Zazo Moratalla		

DAY 2 - THURSDAY

14:35 - 16:35

FRAMEWORKS

2G2

Sandra Karina Meza	Study of the availability of the Network of Climate Shelters in the Municipality of Barcelona	91179
María Victoria Fernández Áñez		
Francisco Alfaro Anguita	Beyond The Line. City of Proximity concept in new developments in extreme climate locations. Two proposals in Saudi Arabia based on the "Wadi"	92135
Jose Antonio Fernández Usón		
Javier Álvarez de Tomás		
Miguel de Castro Neto	Data-driven people centric proximity planning	92130
Ahad Farnood	Bridging Mobility Justice: Accessibility of EV Charging Stations for Elderly Residents in the Walkable Distance	91307
Yage Liu	Does work in where you live matter? The impact of commute on depression from a proximity perspective	91164
Job Oberman	The contradiction of proximity in the Dutch new town Almere	91277

DAY 3 - FRIDAY

10:05 - 12:05

FRAMEWORKS

2G3

Lucila Urda Peña	Schoolyards as an Urban Constellation. Proximity Relationships	91340
Berfu Gören	Navigating Urban Spaces: Older Adults' Engagement with Urban Environments for Active Aging	90889
Catalina Mahé Duque	Proximity and Care in Bogotá: Exploring the Relationships Between Social Aspects, Habitat, and Mobility in the "Manzanas del cuidado"	91261
Cristian Erik Vergel Tovar		
Andrea Gorrini Gerardo Carpentieri	Digital data to support urban planning processes to develop women safety cities: an application to the city of Naples	91309
Helena Gartmeier	How to combat mobility injustices for older people? Understanding needs and perceptions through a mixed-methods approach in Munich, Germany	92156

FRAMEWORKS

2G4

Beatriz Martínez Rico	Bike-Sharing Systems and Proximity in Large Metropolitan Areas: A Comparative Analysis of Madrid, Barcelona, and Milan	88904
Spyridon Nektarios Koulouris	Developing and validating a model for railway stations as sustainable city promoters	91269
Luis Miguel Valenzuela Montes	Lessons from aimless planning to rethink Granada's urban bike integration model	92458
Gustavo Romanillos	Micromobility journey planner: a tool to estimate, visualise and analyse cycling and other shared mobility services' flow in Madrid.	92123
Daniel Moreno	Assessing Residential Verticalization in Santiago de Chile: An Integrated Analysis of Built Environment and Access to Public Services	92161
Morin Lang Tapia	Linking Pedals to Minds: Assessing the Impact of Physical Activity on Cognitive Performance in Chilean University Students	91209
Yitao Yang	How would commuting on a crowded train affect	



An impossible stroll through the American suburbia: The end of public space

Keywords: Suburbia, stroll, public space, literature, Levittown

Extended Abstract

Problem statement

If it is accepted that the morphology of the English garden city from which the American single-family housing suburb derives is deeply linked to the action of walking considering that the role of the first Romantic walkers -their discovery of the landscape and their aversion to the industrial city- was so important in its materialization, this research aims to highlight the paradox of the rejection of walking -especially in the United States- to the point of turning it into something almost impossible -and practically criminal- in order to place public space at the exclusive service of the private automobile and alien to any socialization. Some authors (Jackson, 1985) point to air conditioning, the automobile and television as the three advances that definitively transformed the public, but, in reality, they only finished off a task whose nature is fundamentally morphological. Although its origins can be traced back to the flight of the bourgeois elites from the City of London in the 18th century, the milestone at which its historical journey crystallizes is to be found in the suburb of Levittown on the outskirts of New York.

Research objectives

How has this alienation from the city's public outdoor space developed? Urban studies on pedestrian mobility often focus on the traditional city, which in Europe comes mainly from medieval times, but the consequences of this approach, its criticisms and responses, have a limited perspective as a result of focusing on an area that, in reality, has extraordinarily favorable characteristics from the start and that only needed some adjustments to recover the profoundly pedestrian spirit with which it was created. Shifting our gaze to other less propitious morphologies requires, first of all, recognizing its origins, but also the significance of its content as a neglected experience. This research attempts to uncover the design tools that distorted the conditions conducive to collective urban life in favour of a strictly functional mobility according to an excessively utilitarian vision that approaches the resolution of certain conflicts by oversimplifying the complexity found in the shared space of the city.

Methodological approach

The most orthodox urban studies carried out by architects and urban planners tend to observe the city from perspectives marked by aerial photography and the cartography derived from it. It is an essential vision that, logically, opts for an objective view that adopts the appropriate distance that is inherent to scientific disciplines. No objections. However, this view should not elude the value of human experience as a reference point for critical reflection. Approaches such as those of Gordon Cullen and Jane Jacobs at the end of the 1960s tried to incorporate this perspective into urban studies. Jacobs, for example, wrote her most famous text as a consequence of her experience as a neighbour of the Village in Manhattan and her arguments against the urban model proposed by the Modern Movement -the towers in the garden- and especially against the construction of the highway proposed by Robert Moses -the Lower Manhattan Expressway- were based on pointing out precisely how these proposals contributed to the destruction of the elements that favoured that experience (Flint, 2011). However, before Cullen and Jacobs and before any other

disciplinary field warned about it, a certain literature began in the 1950s and 1960s to take a critical look at suburban space, pointing it out as an anti-urban and alienating space that diluted urban sociability. Literary works and anecdotes about the experience of life in a certain environment should, and this is what this study proposes, be essential sources for urban studies, although, obviously, filtered and corroborated by the objective data inherent to these studies.

Thus, the present research is supported by academic reference documents that reveal the profoundly anti-urban character of the single-family housing suburb, exemplified in its original model, Levittown, but also in literary works in which the particularities of the examined territory appear singularly defined, providing an expressive and poetic value that urban studies should not avoid. This research thus aims to highlight the expressive importance of literature that unfolds within the framework of the city as a valid tool to unravel the transformation of the evolution of its form. Three stories are collected here that clearly illustrate the disappearance of the street as a space for social coexistence. The first is a story by the American writer John Cheever (2006), the second, an event related to the musician Bob Dylan and his venture as a stroller through a New Jersey suburb (Chiasson, 2015), and the last, a story by the writer Ray Bradbury (2019) that is related to his experience as a stroller through a city -Los Angeles- practically inaccessible to pedestrians. These stories function as precise counterexamples that serve to highlight the need for a suitable atmosphere that guarantees not only safety, but also comfort and those requirements that favor the presence of human beings in public space for the purpose of generating a memorable collective experience. As Henri Lefebvre (2017) pointed out, it is a matter of recovering the right "to urban life, to renewed centrality, to places of encounters and exchanges, to rhythms of life and uses of time that allow the full and complete use of these moments and places".

Results (or expected results)

Public space as a communal social space, which constituted an essential quality of the ideal of the garden city has not been reduced, but has disappeared in Levittown and its successive replicas. Public space no longer exists here. Levittown is also a product that emerges at a time when the era of the mass-produced and affordable automobile has already been fully developed and the use of automobiles for any activity has been completely internalized by society as a whole. The streets of Levittown, despite their winding layout that appeals to idle wandering through the countryside, are mere traffic distribution channels, secondary conduits of the great machinery that is the road network that expands throughout the territory. Of course they are not streets in the urban sense of the term -they are not spaces for social gatherings, neither organized nor spontaneous, and no commercial activity takes place on them-, but neither are they the rural roads of casual walking.

Conclusions

Levittown constitutes a landmark whose influence expands with unusual forcefulness throughout the second half of the twentieth century to the point of becoming the dominant morphology in the United States and the fundamental vehicle for the propagation of the American way of life. A DNA that entrusts its success to the promotion of the autonomous capacities of each individual supposedly emancipated from the social burden found in the collective nature of the historic city. Levittown and its offshoots are the materialization to this promotion of individual isolation. Walking is not *per se* a collective act, but its immediacy with respect to the environment threatens the encapsulation that the car fosters. The impossibility of walking is a symptom of the disappearance of public space as a collective space because it reflects the demonization of any practice foreign to the efficient and functional mobility that the motorized vehicle provides.

References

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