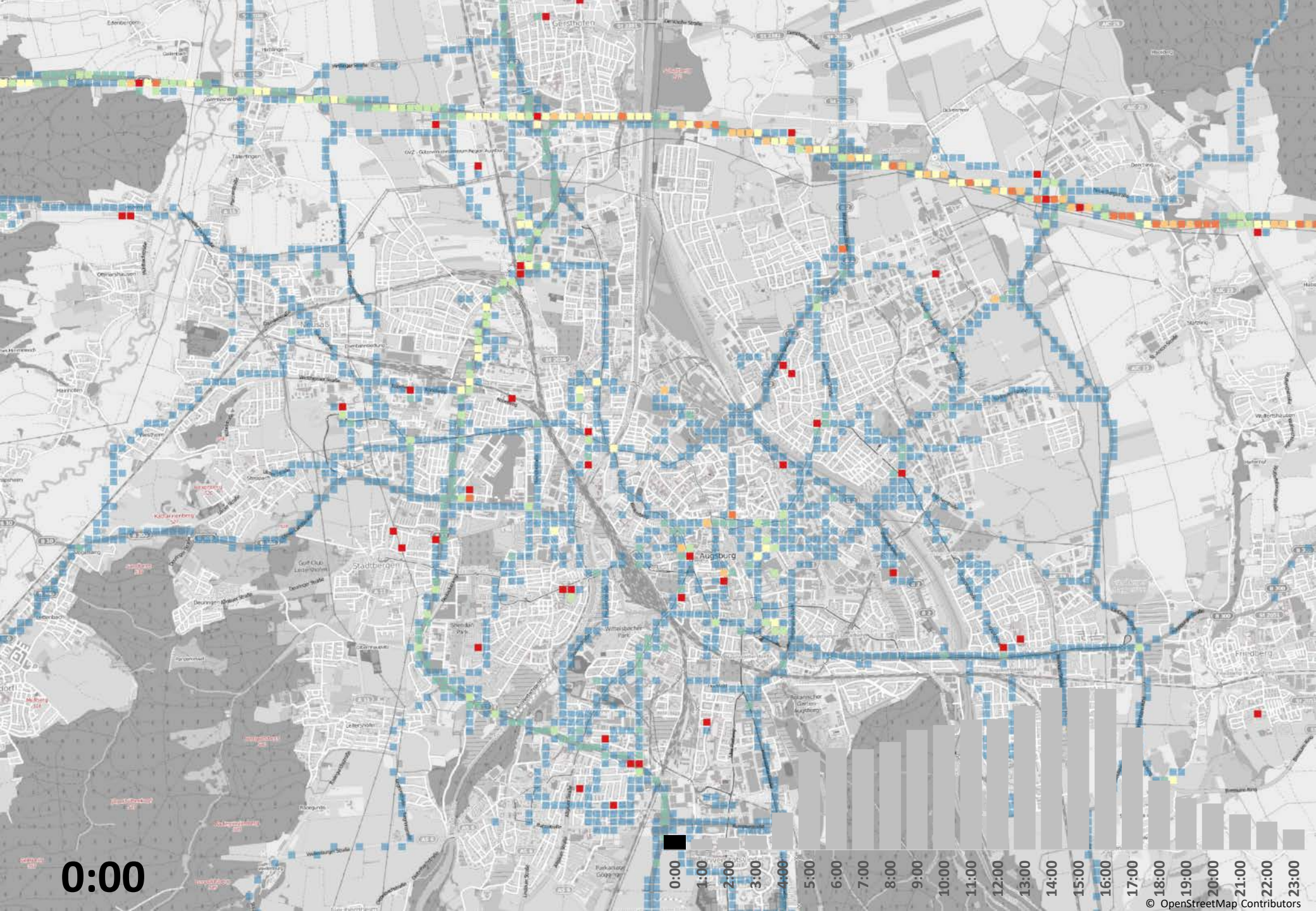


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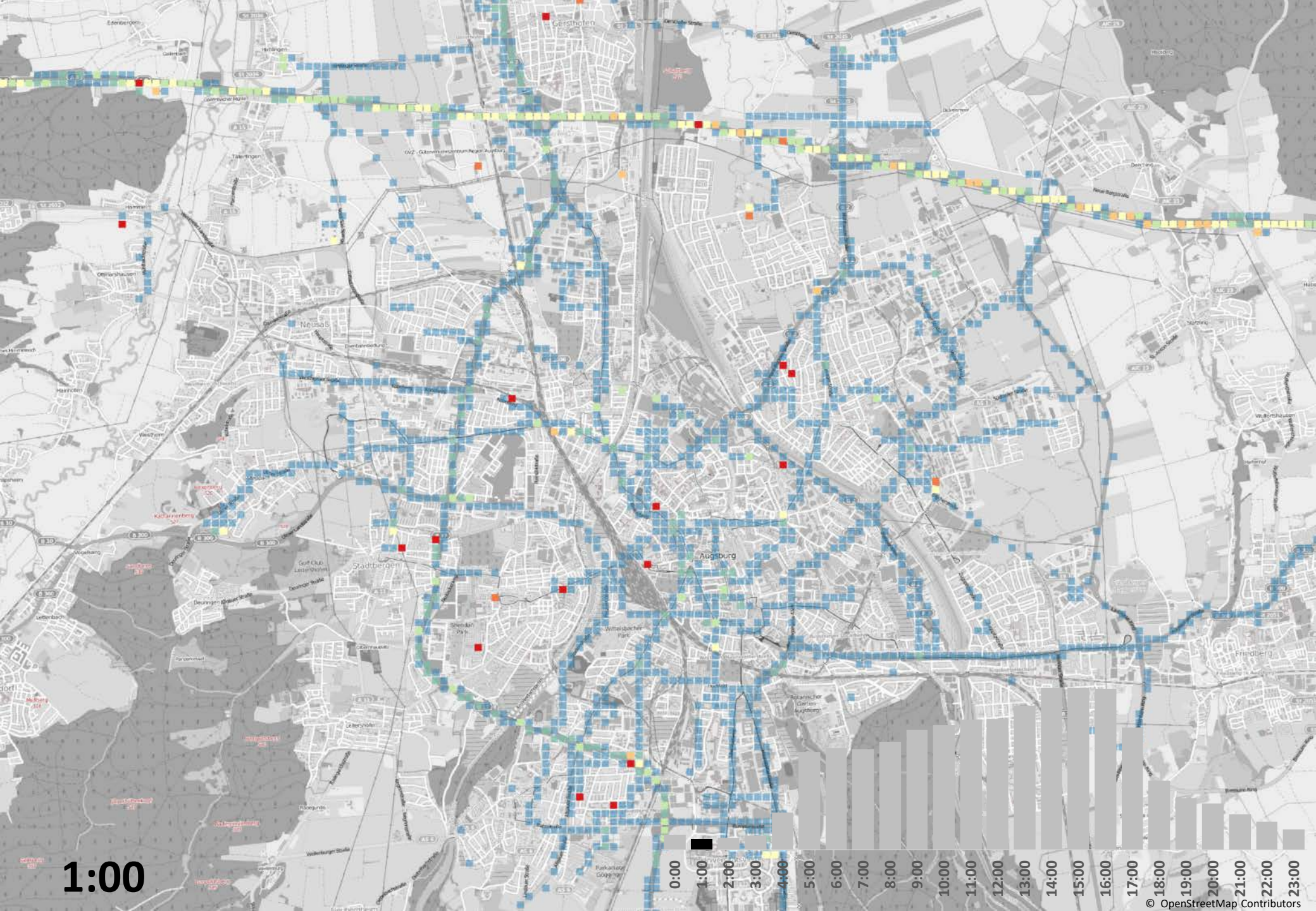
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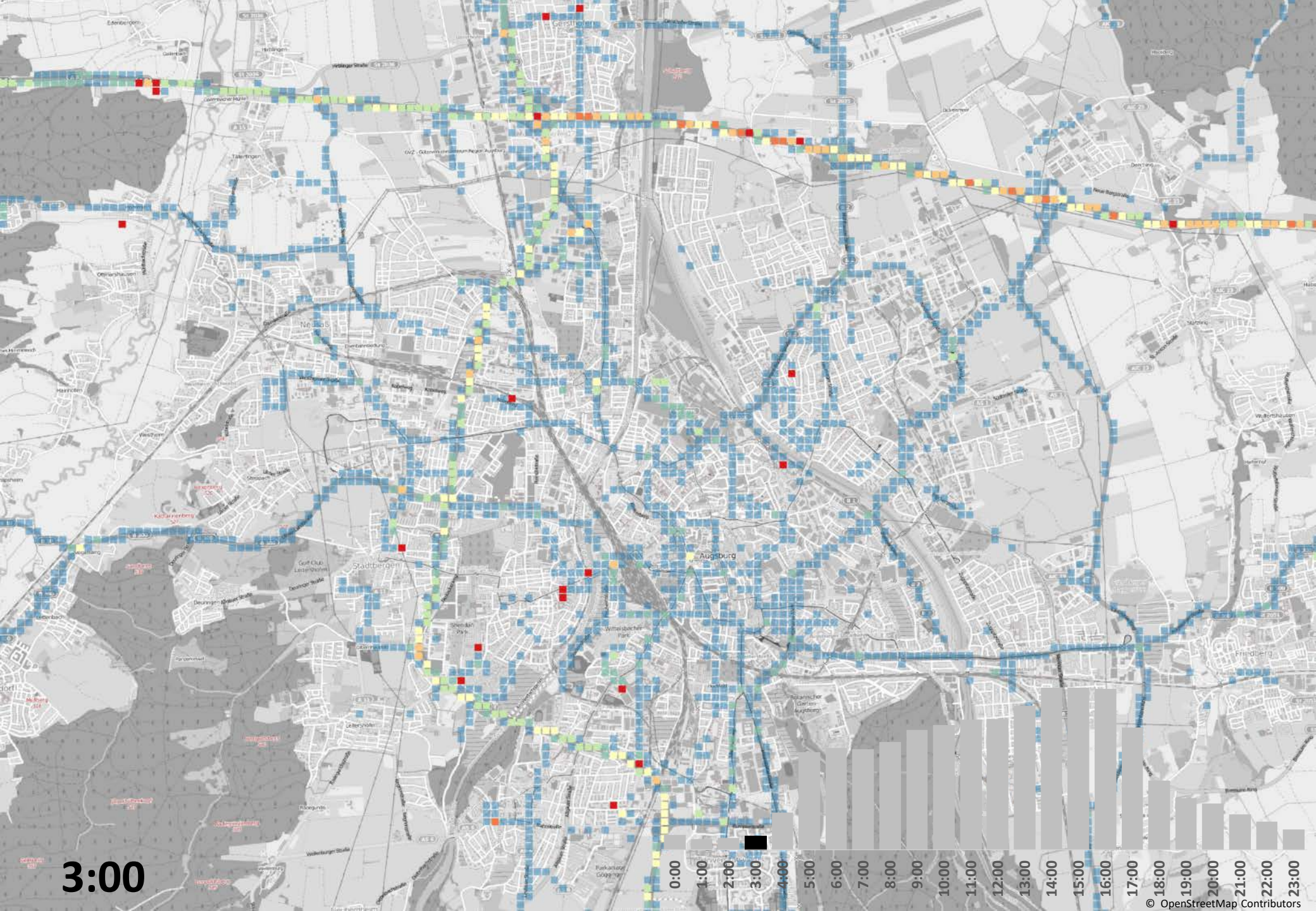


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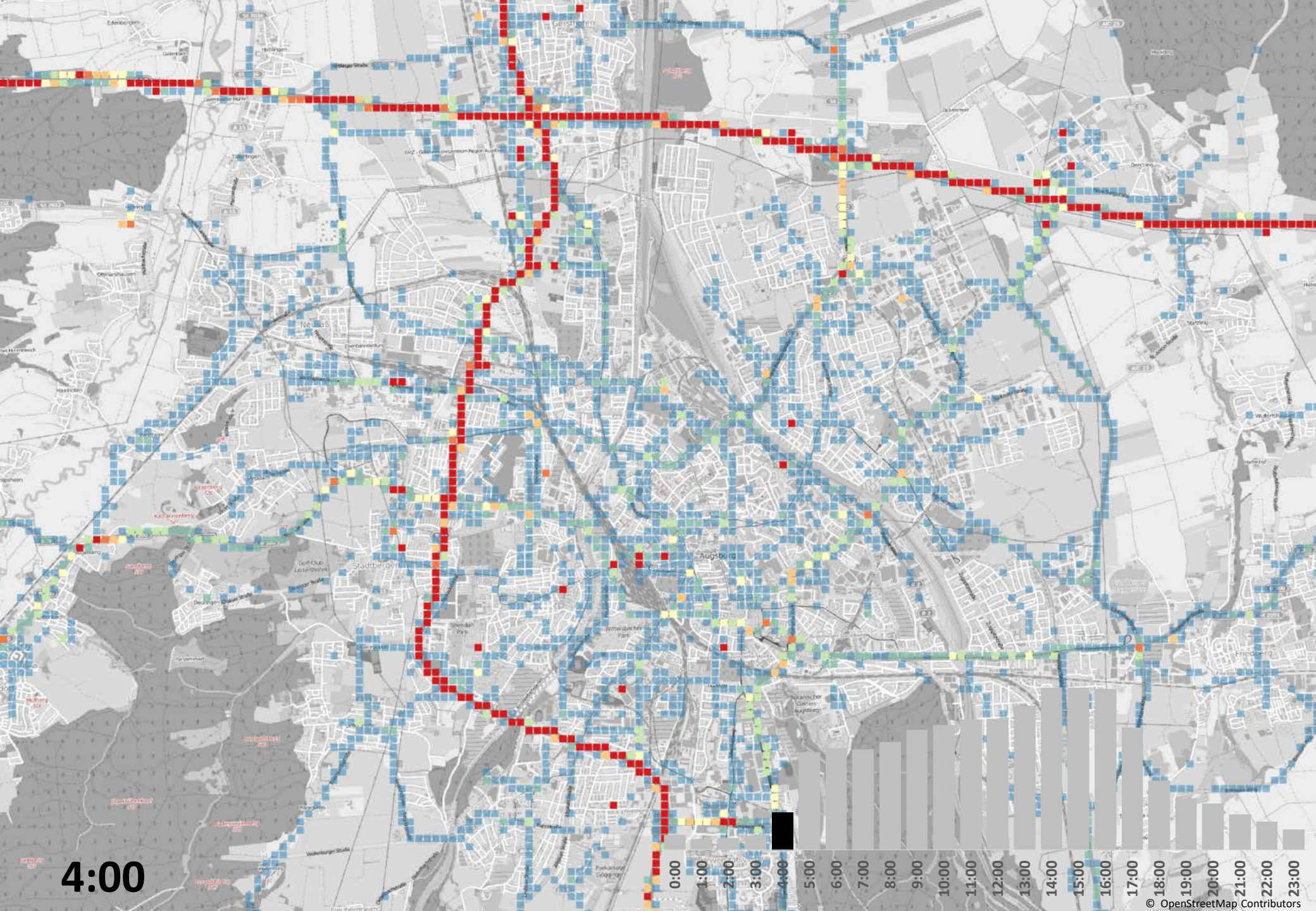
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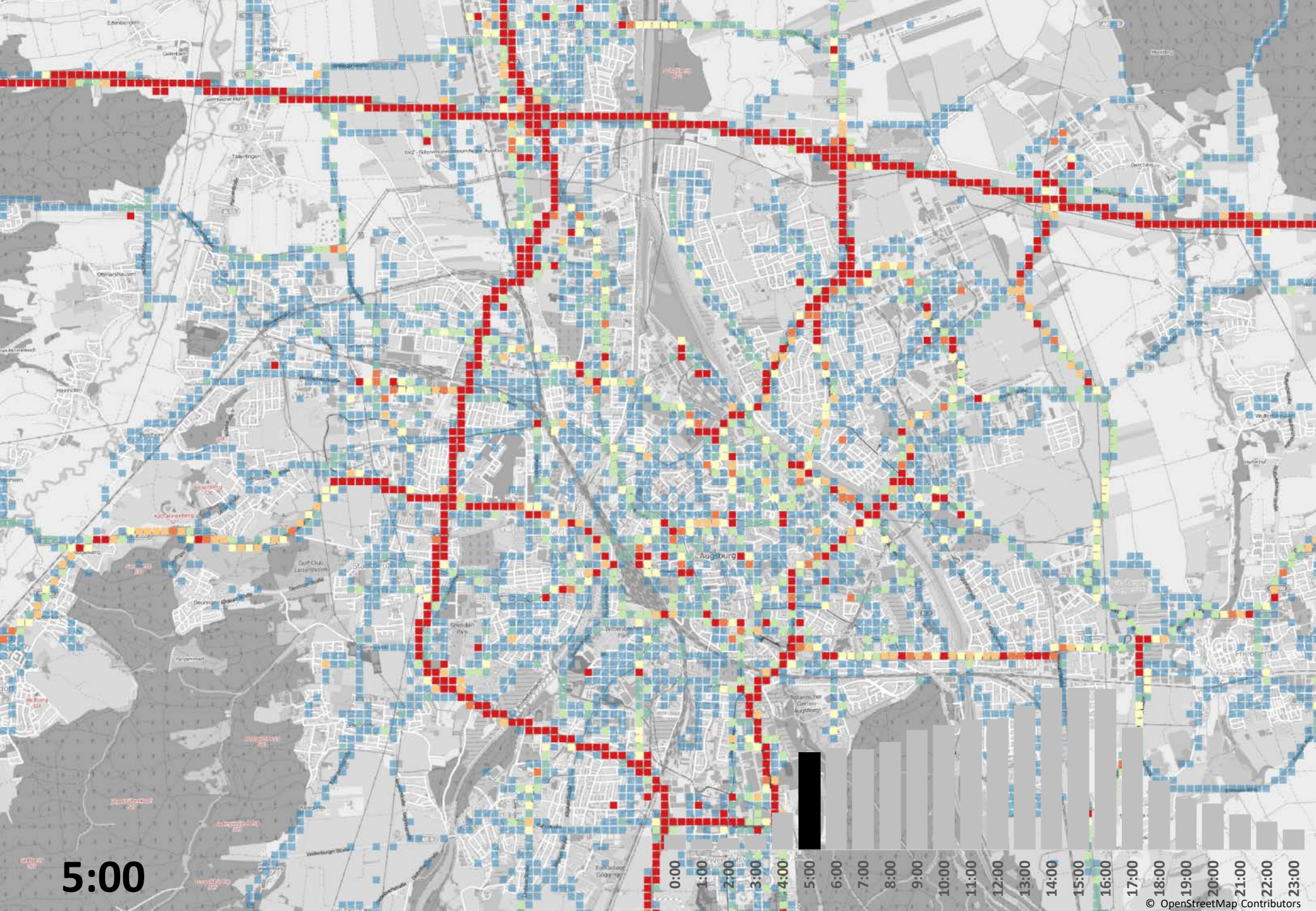
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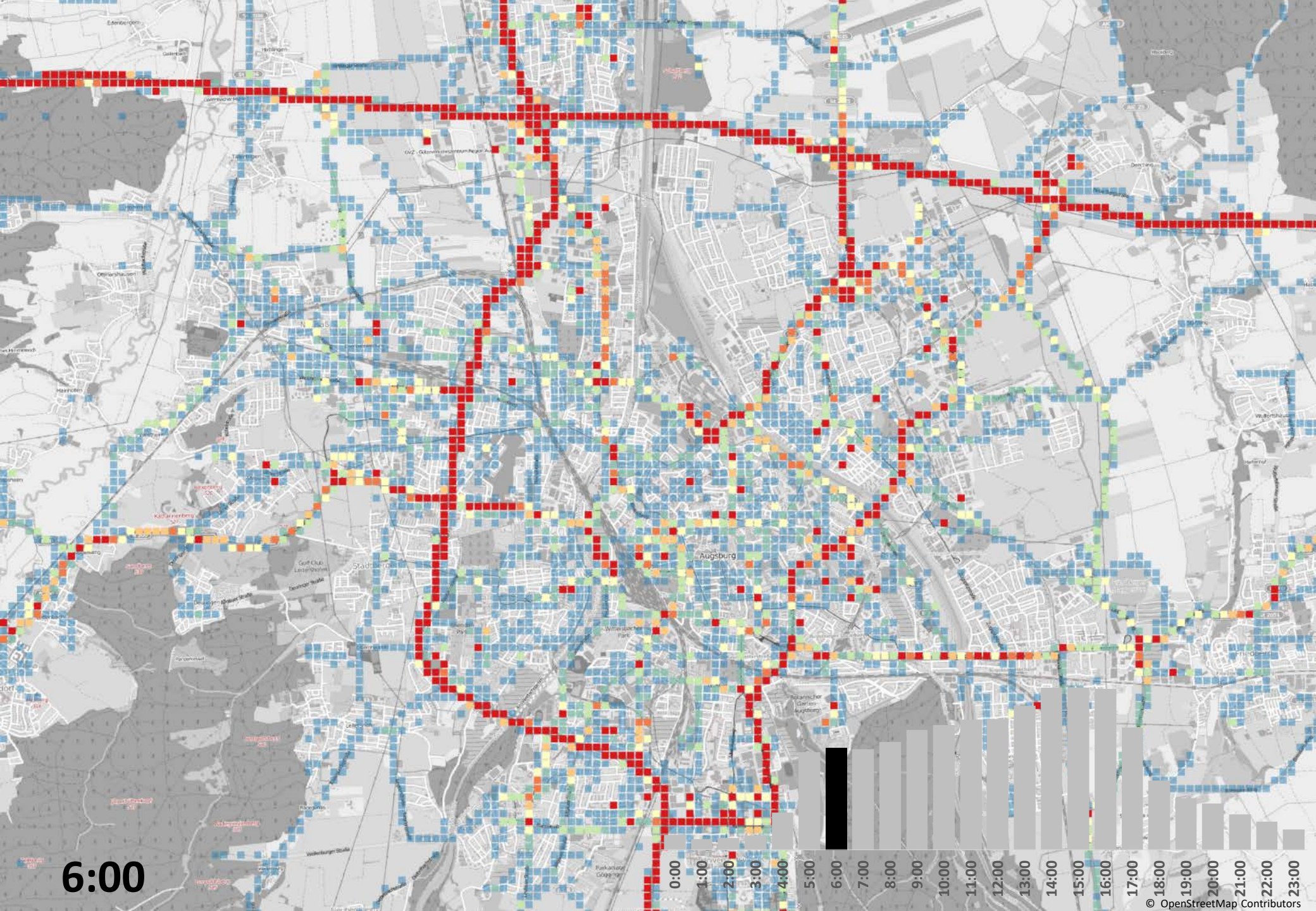


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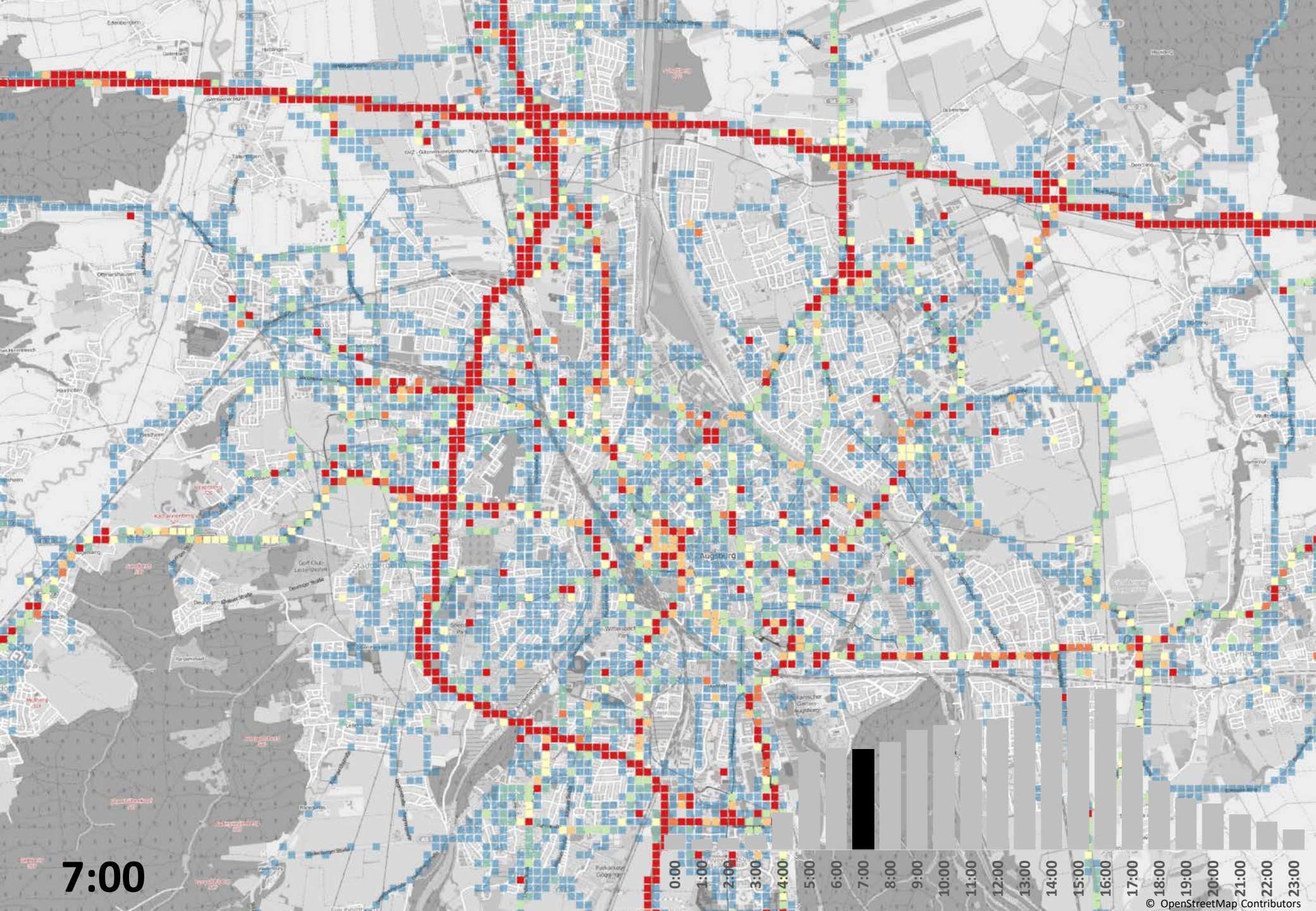


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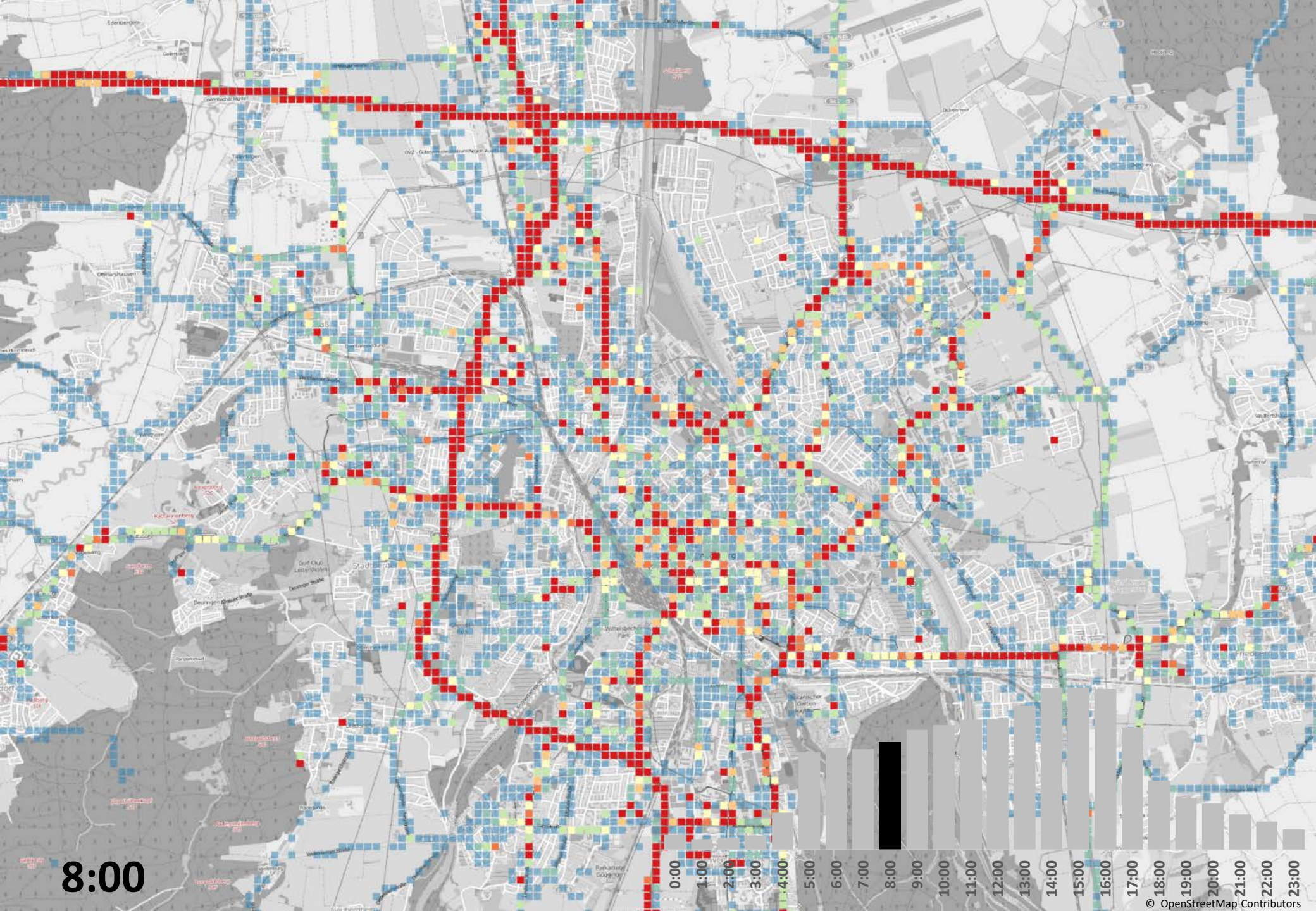
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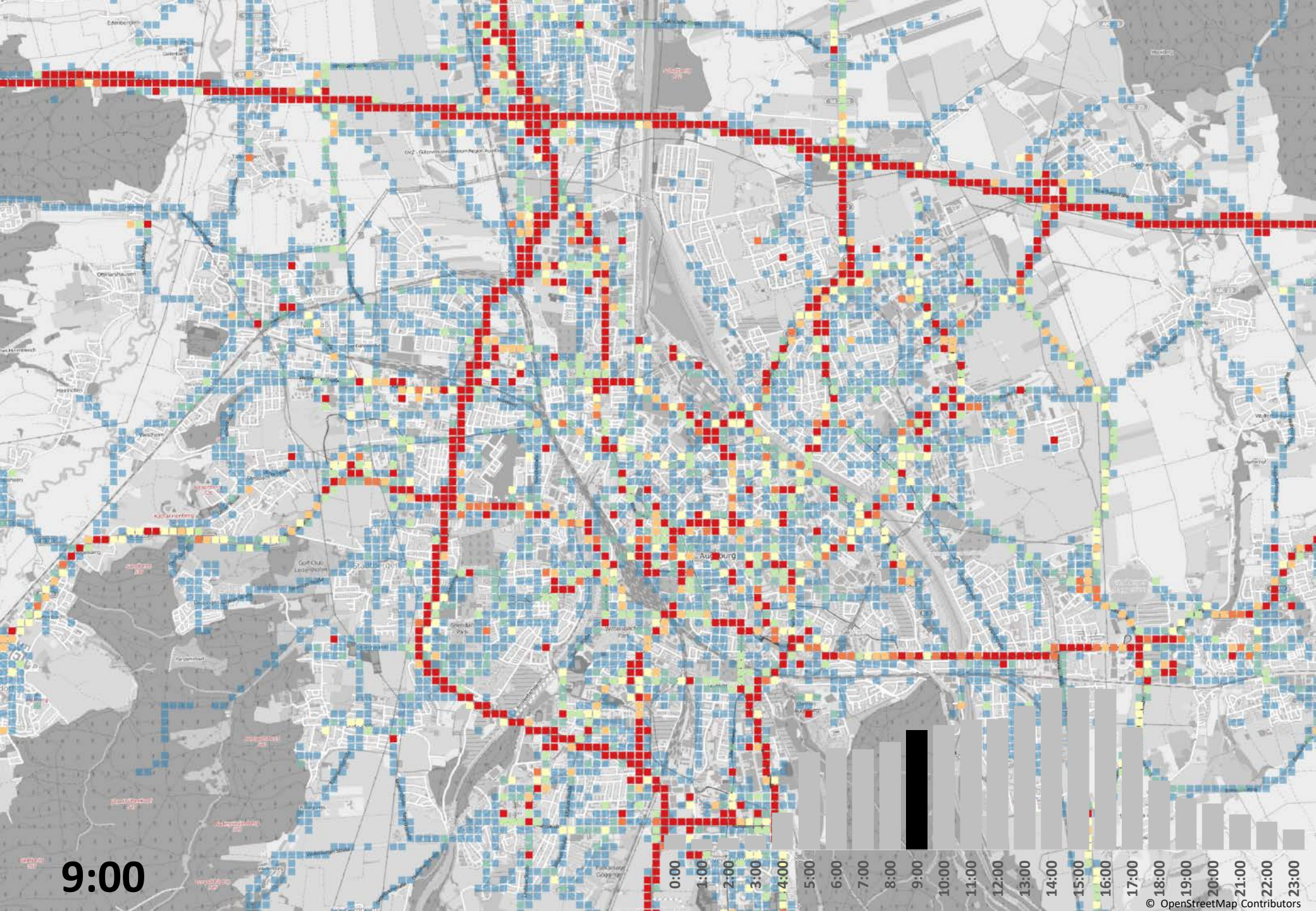


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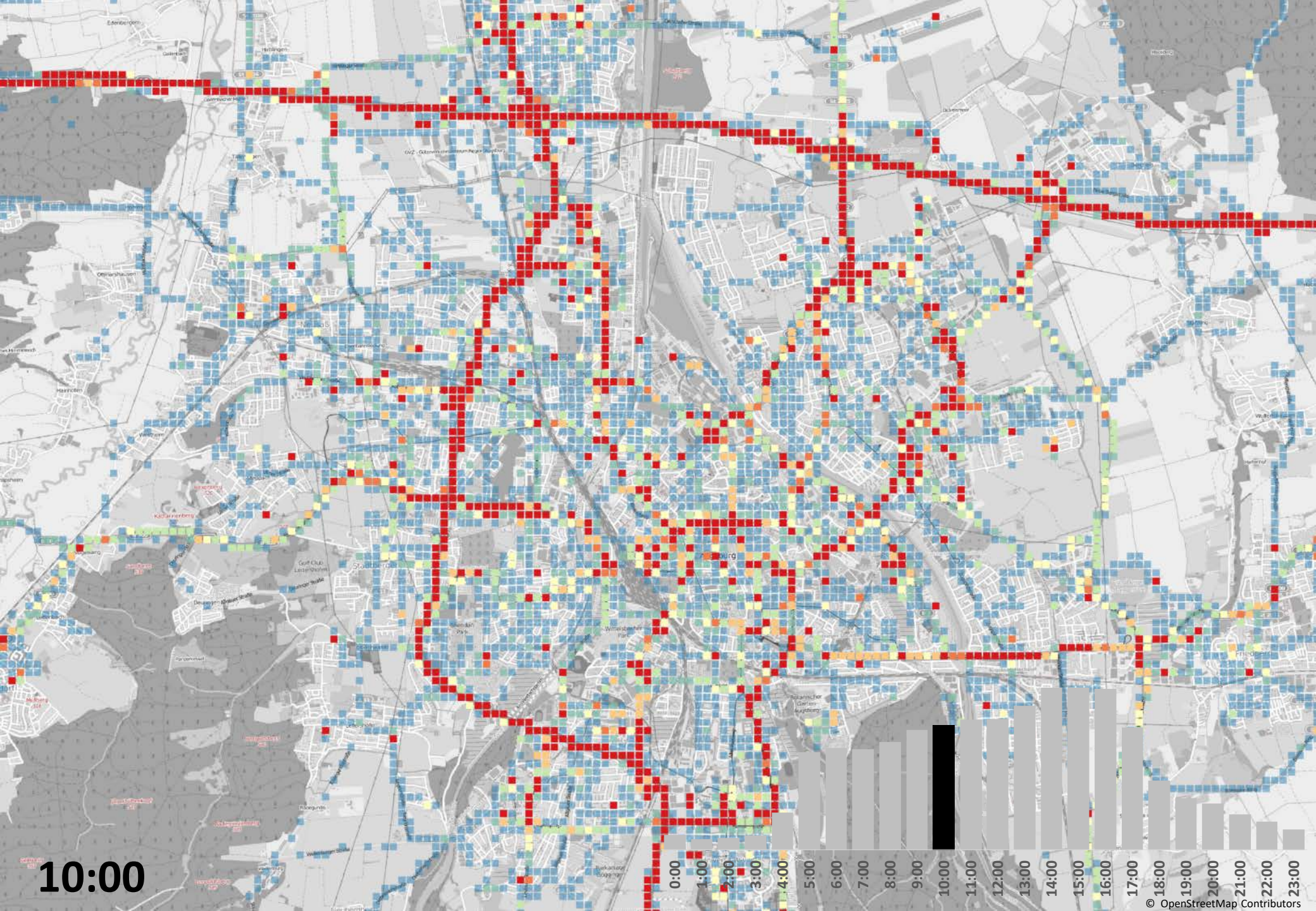


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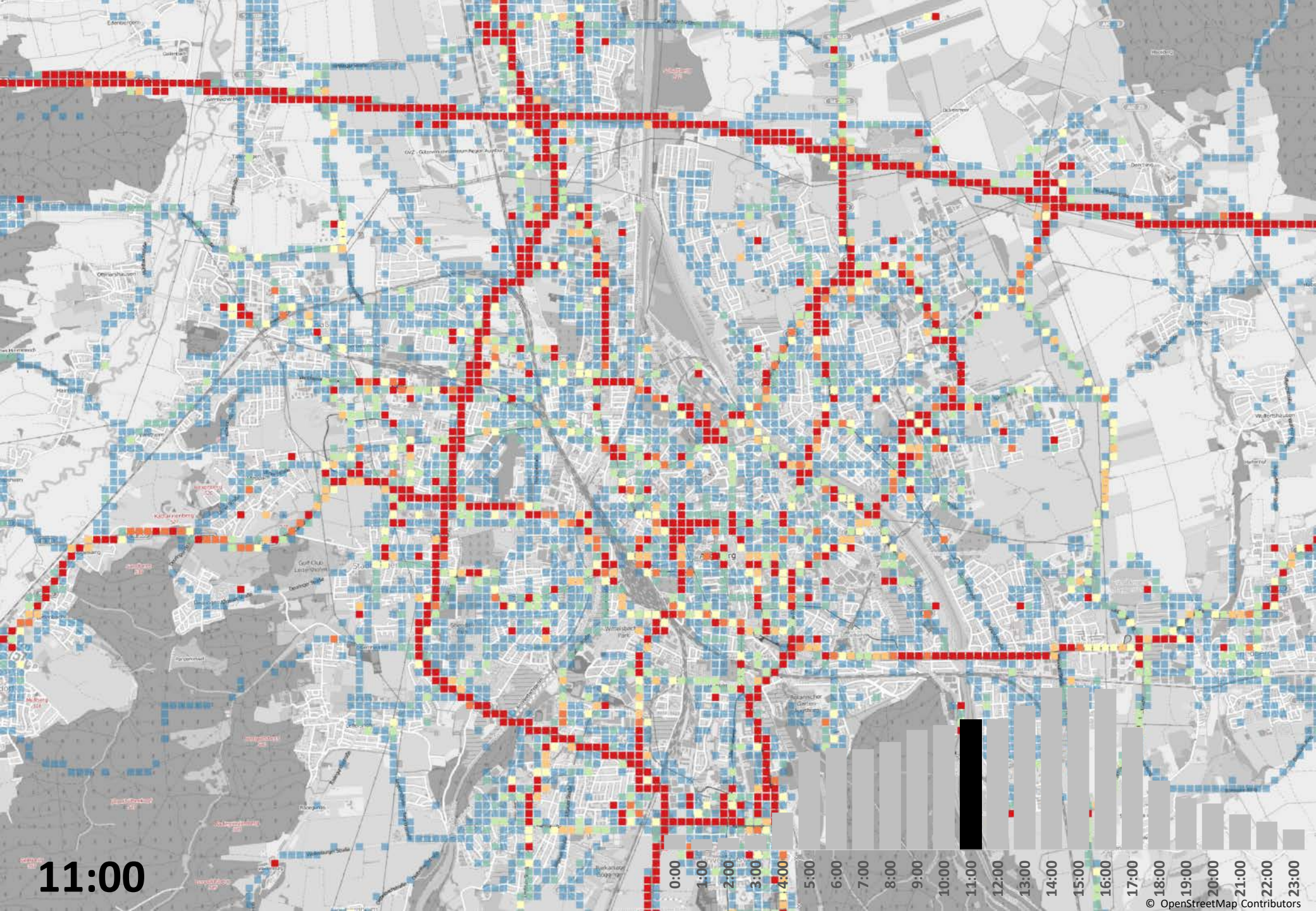
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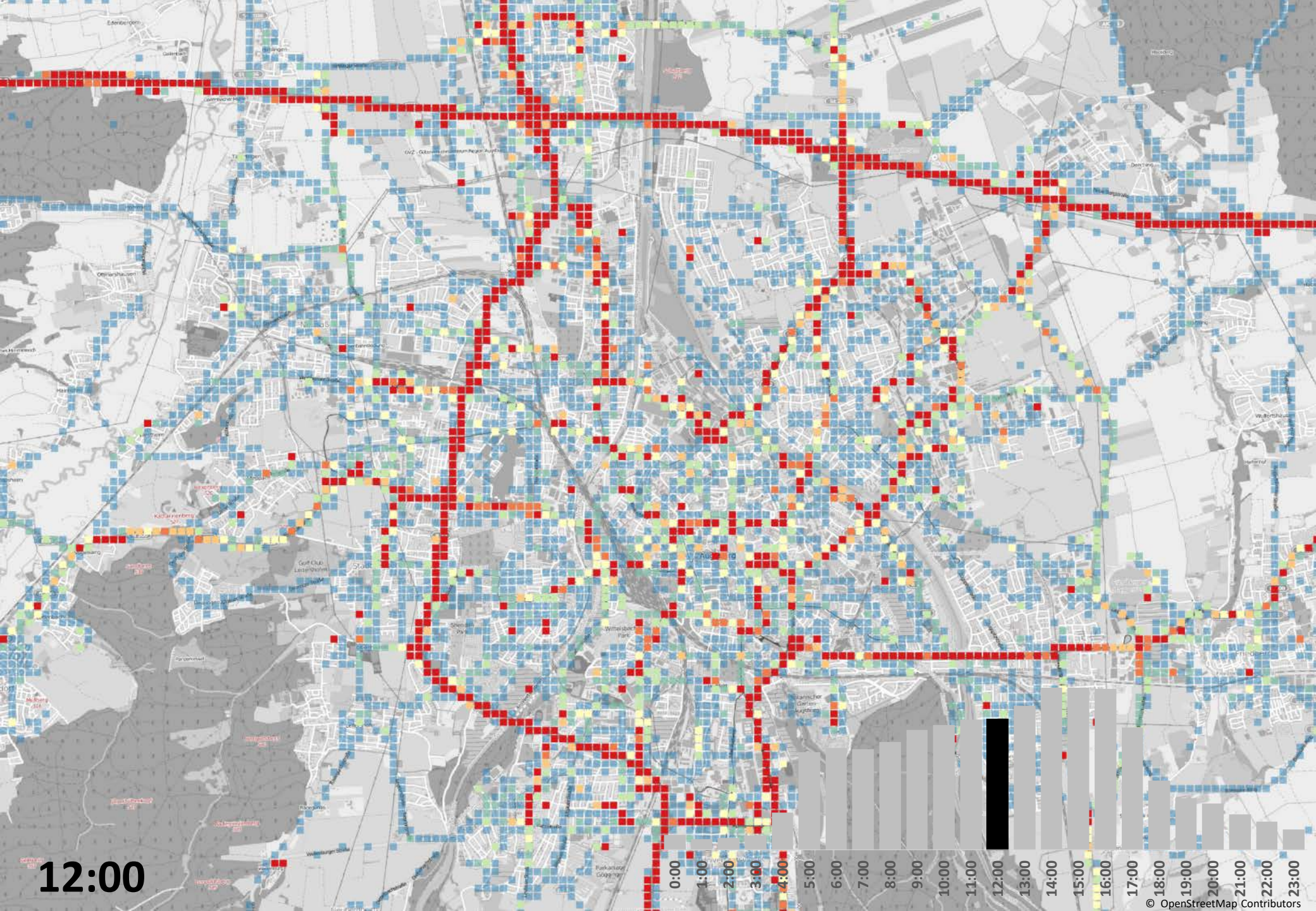


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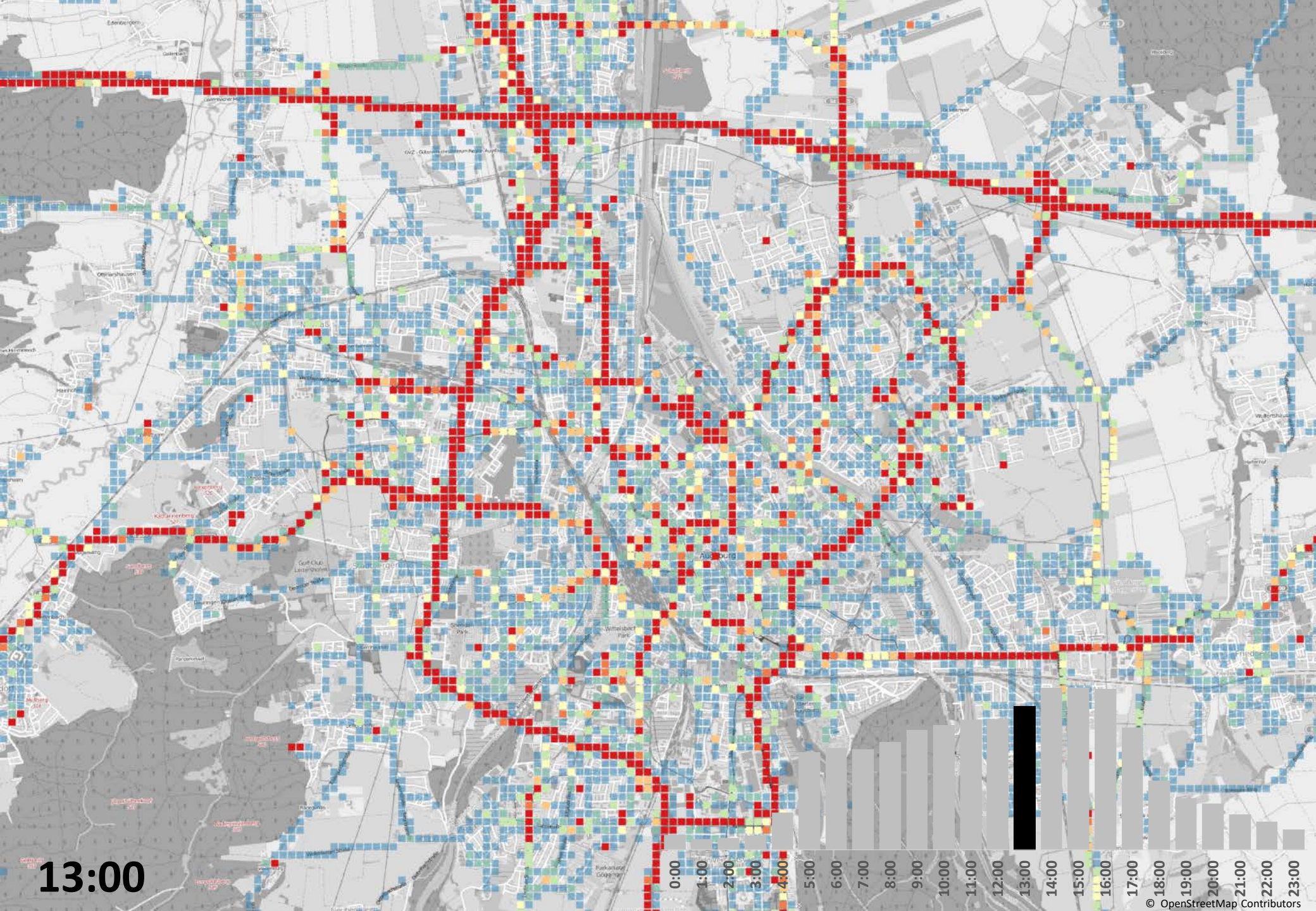


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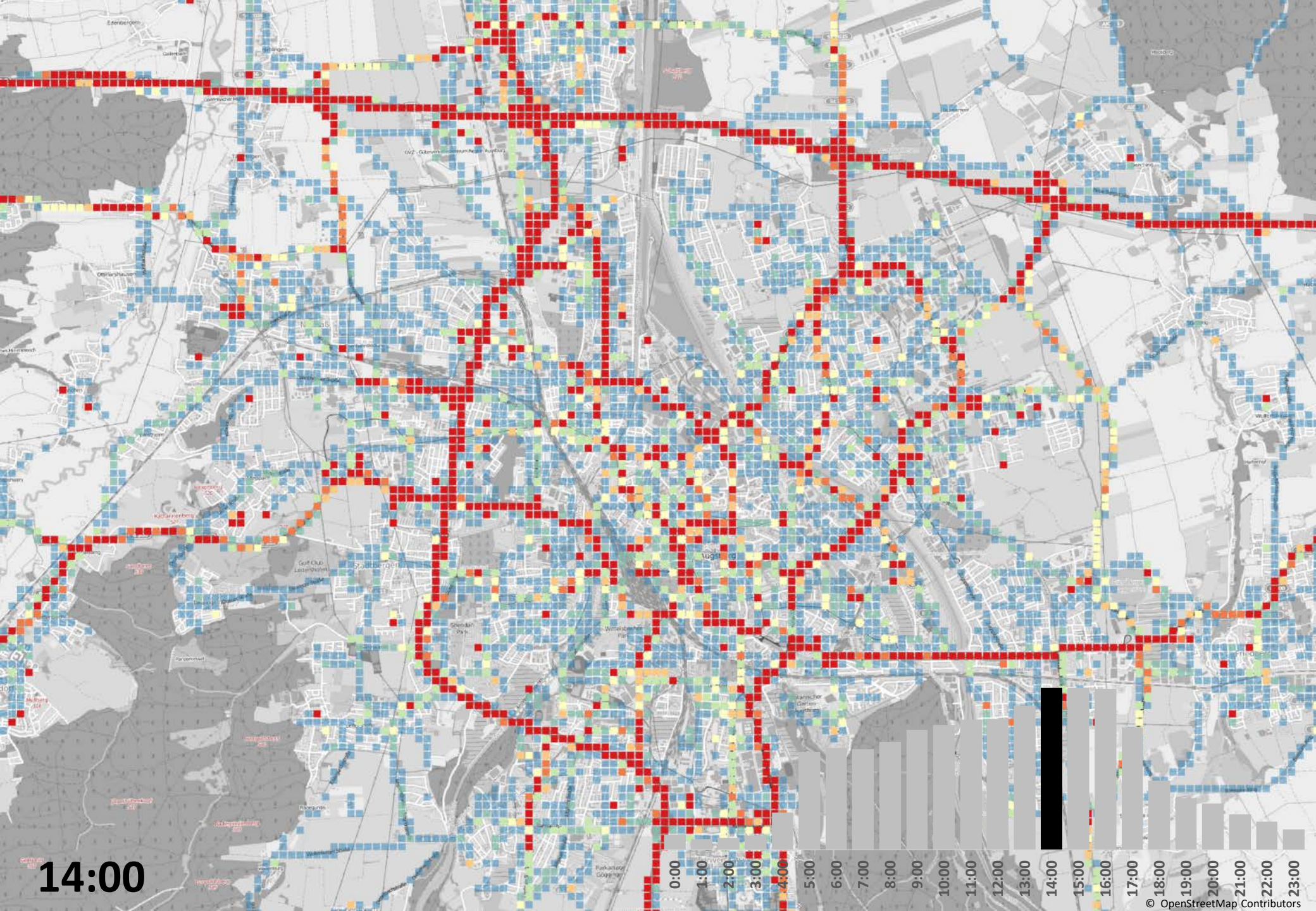
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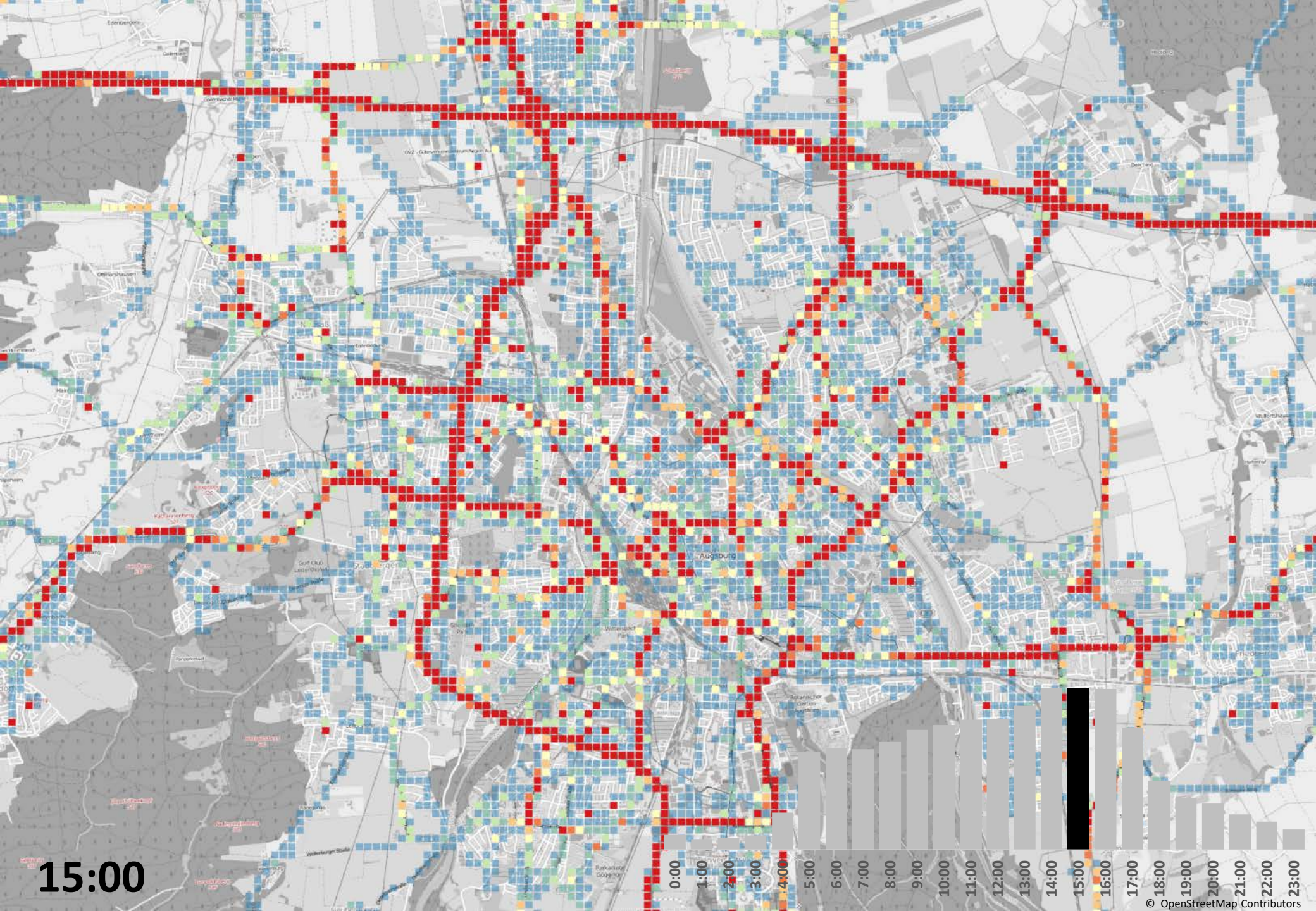
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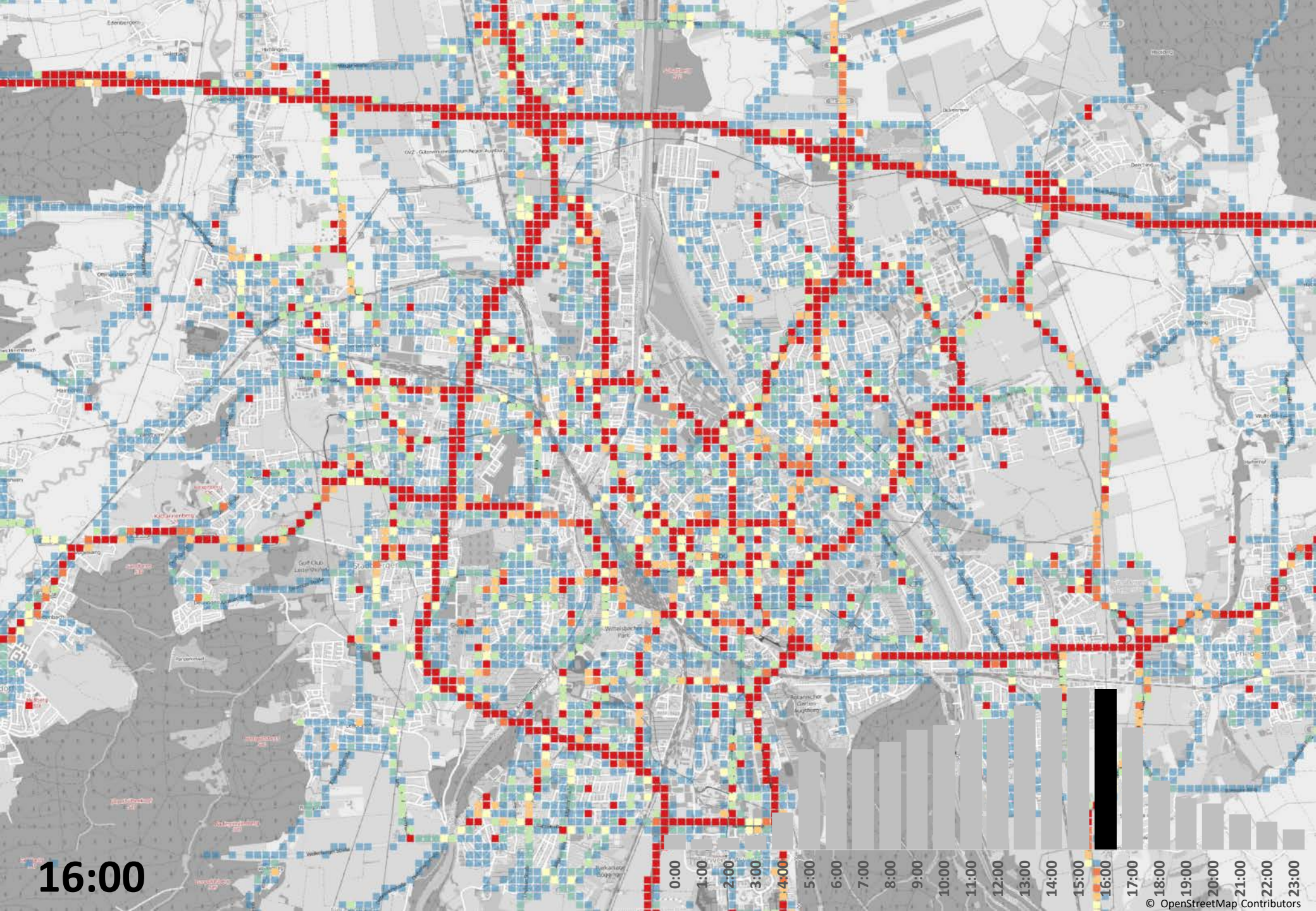
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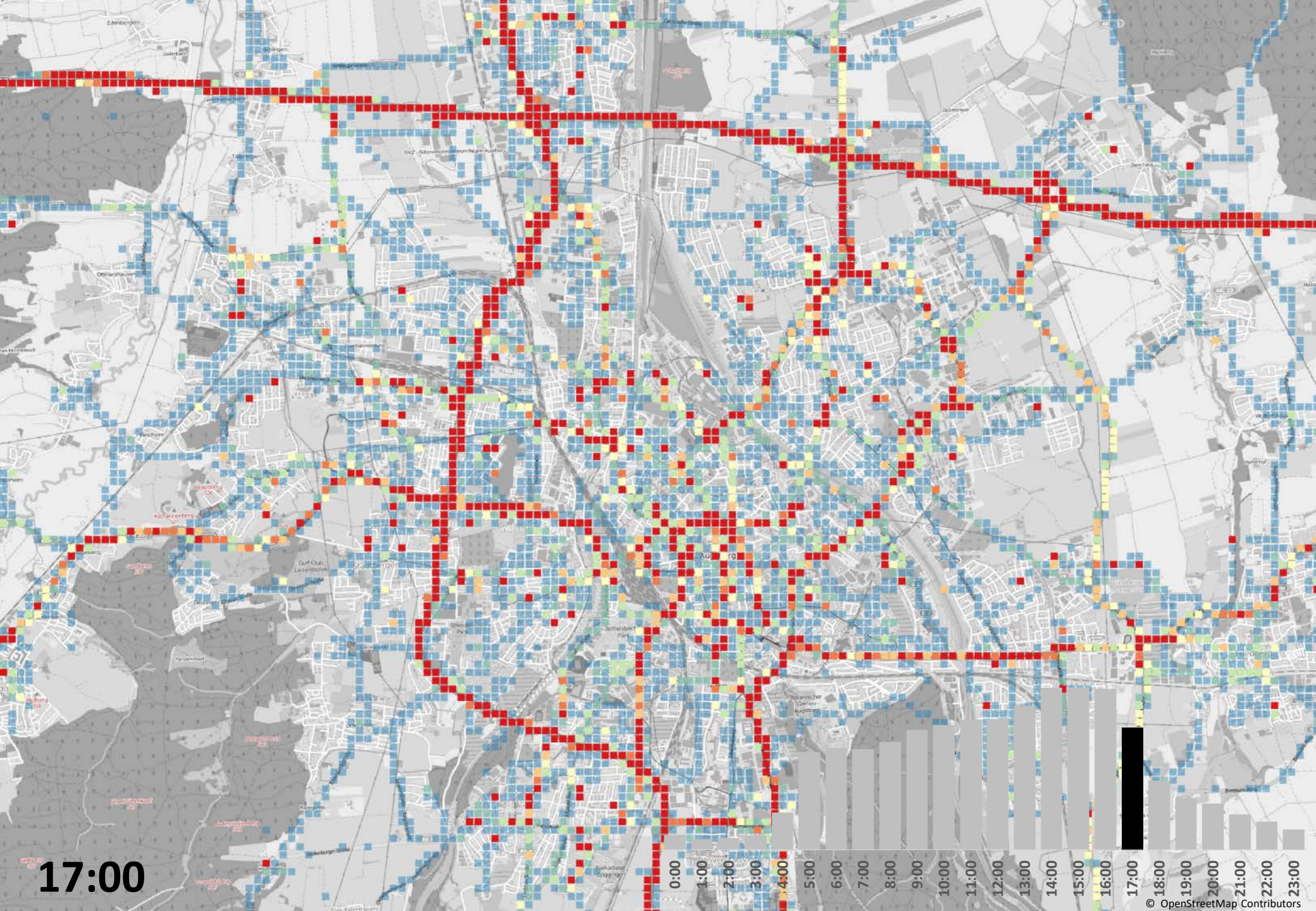
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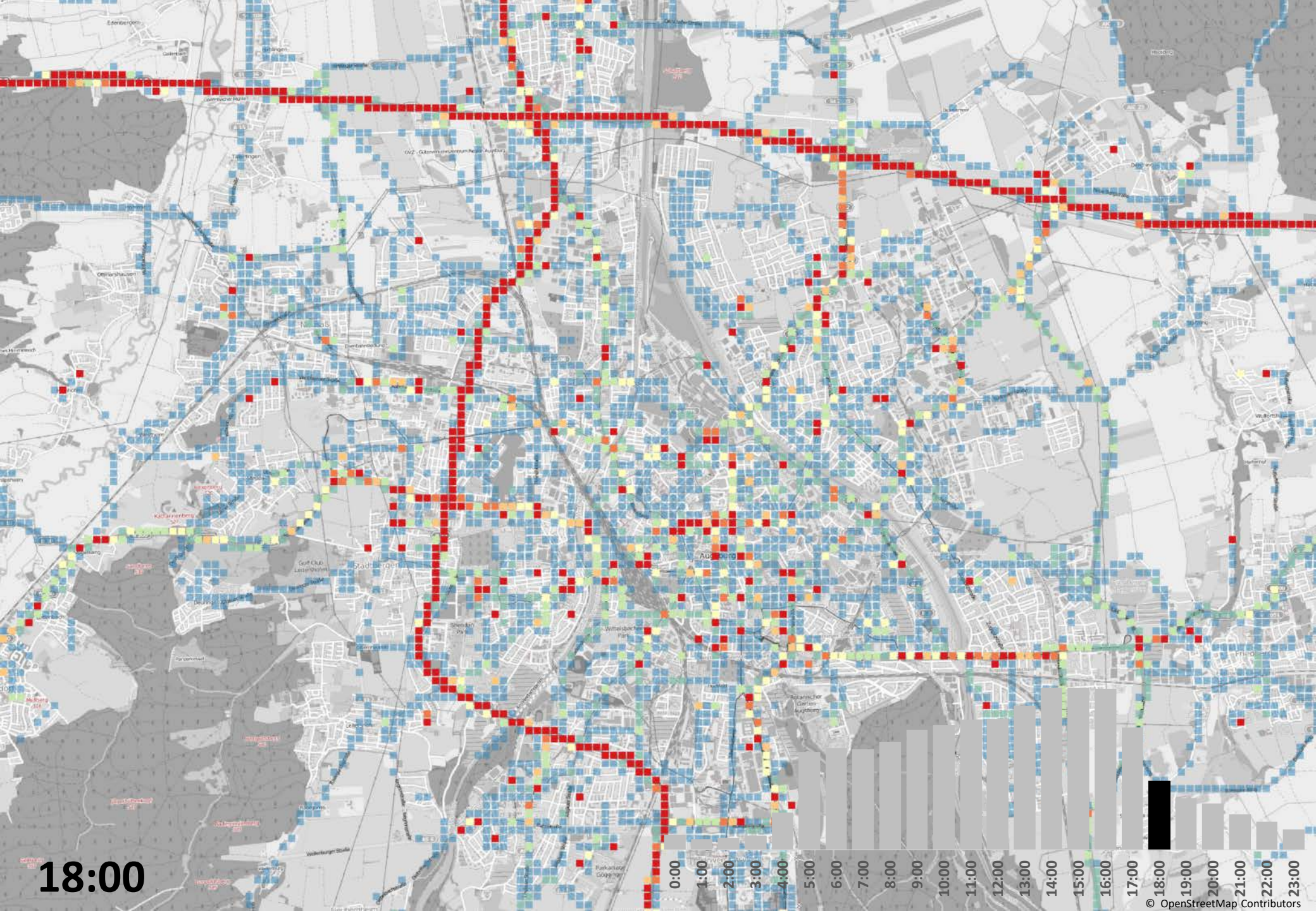
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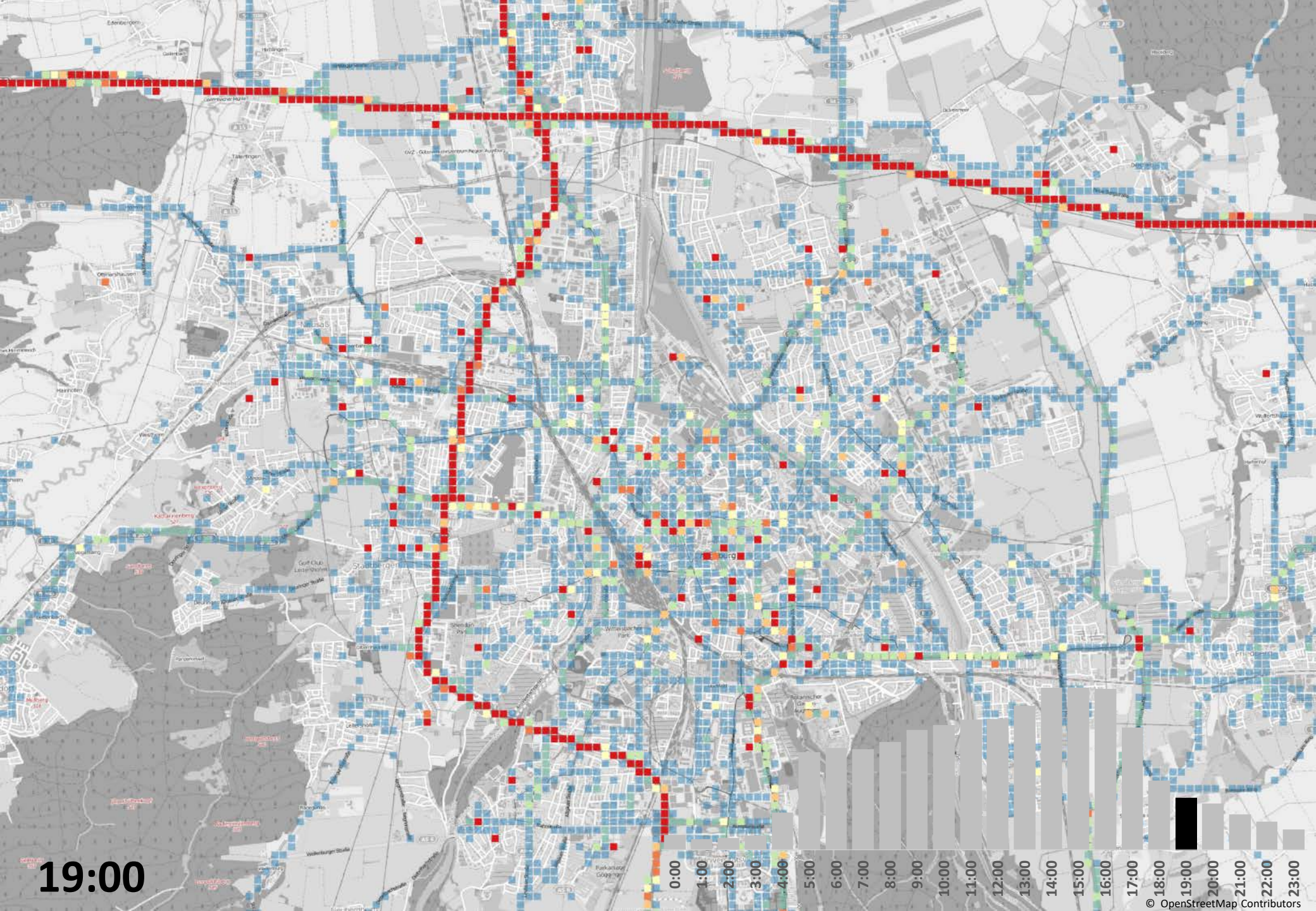
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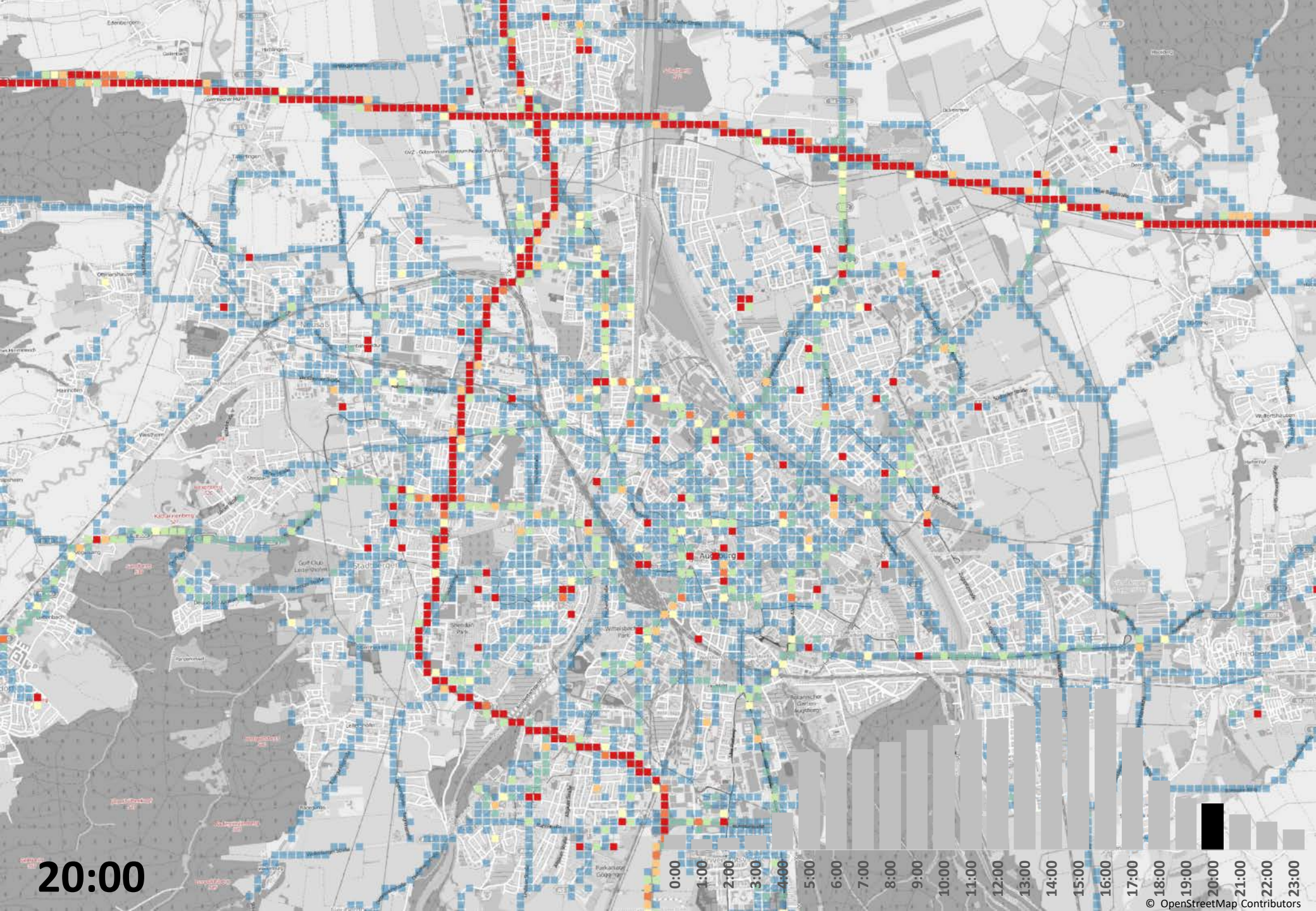
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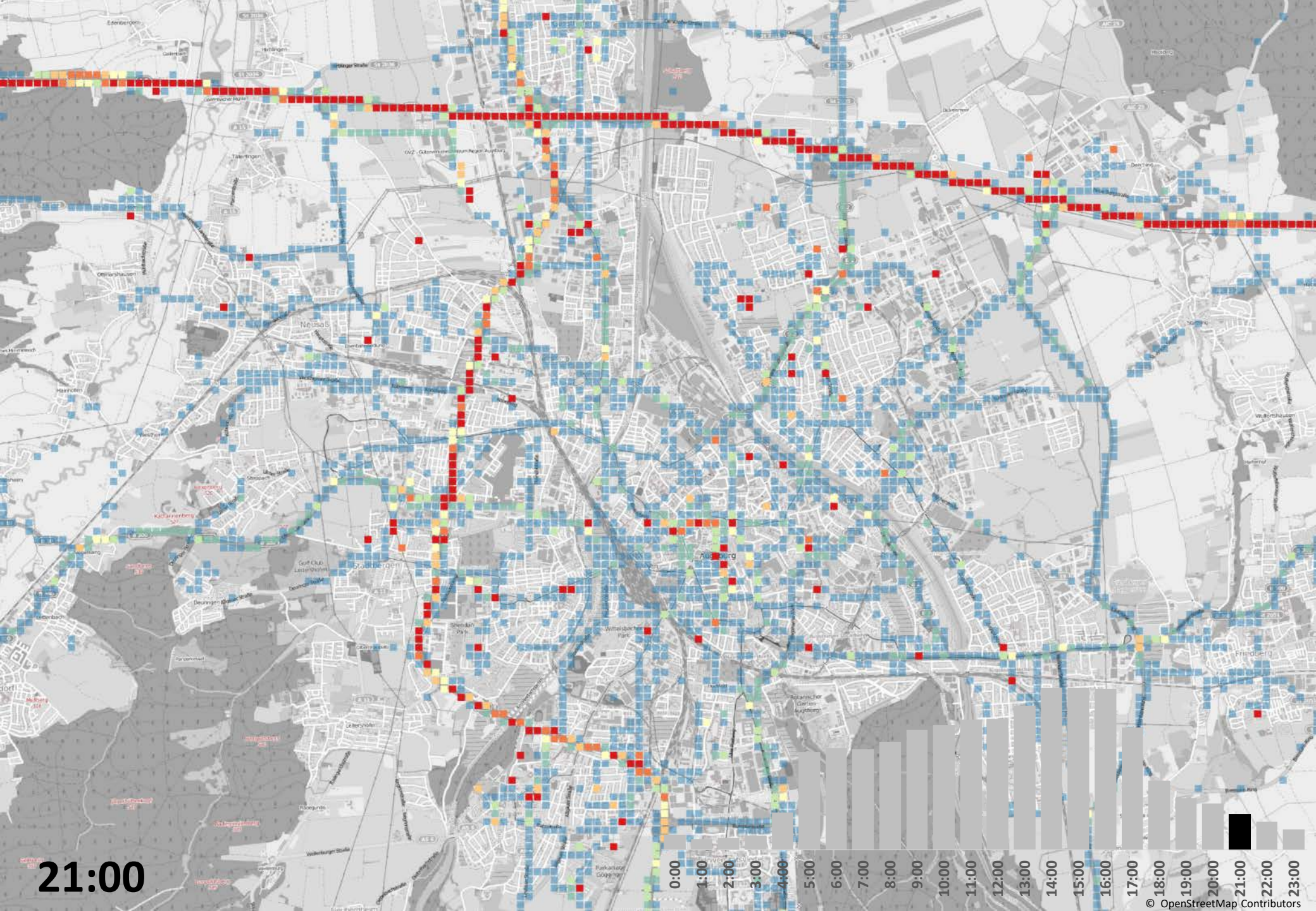


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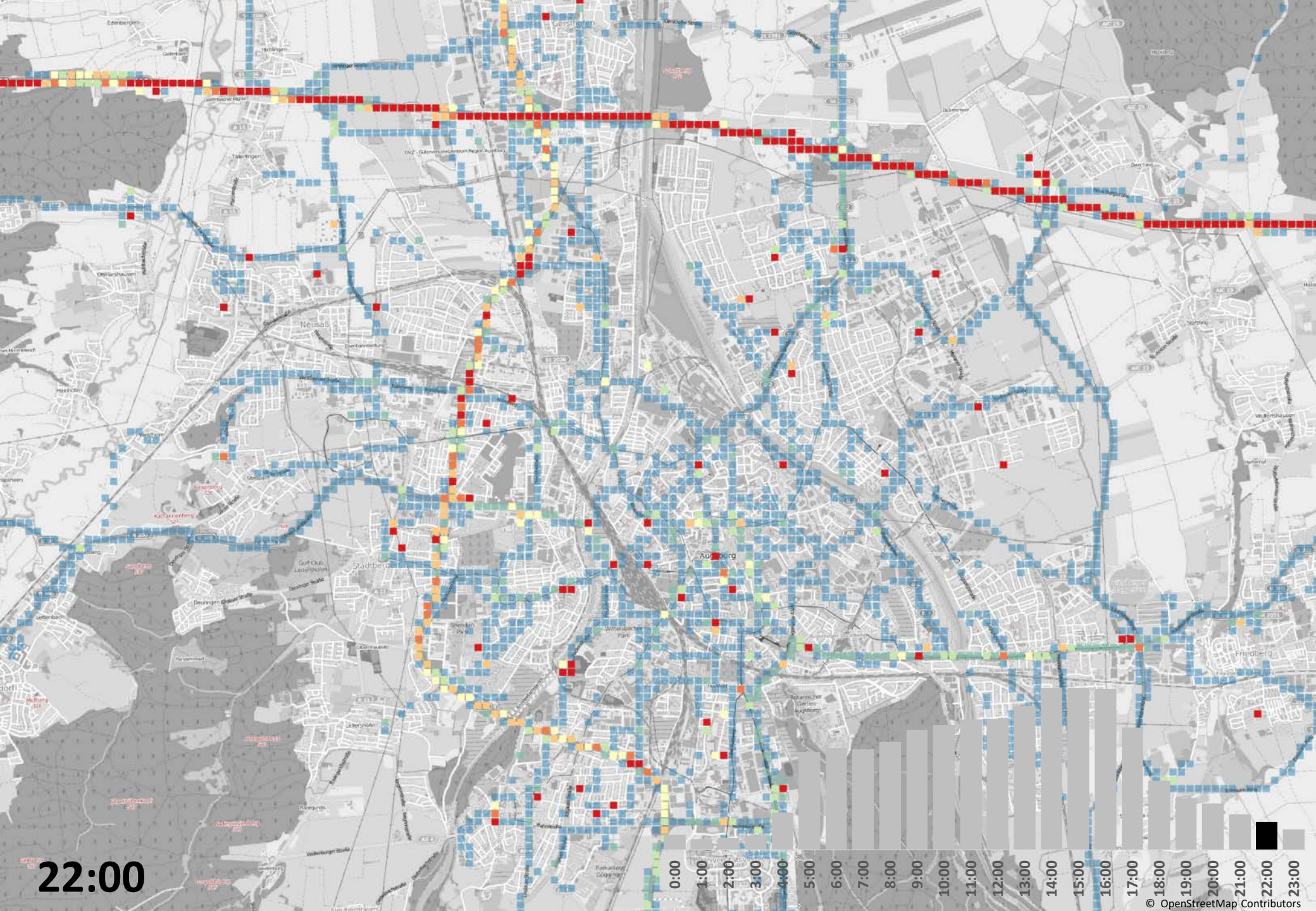


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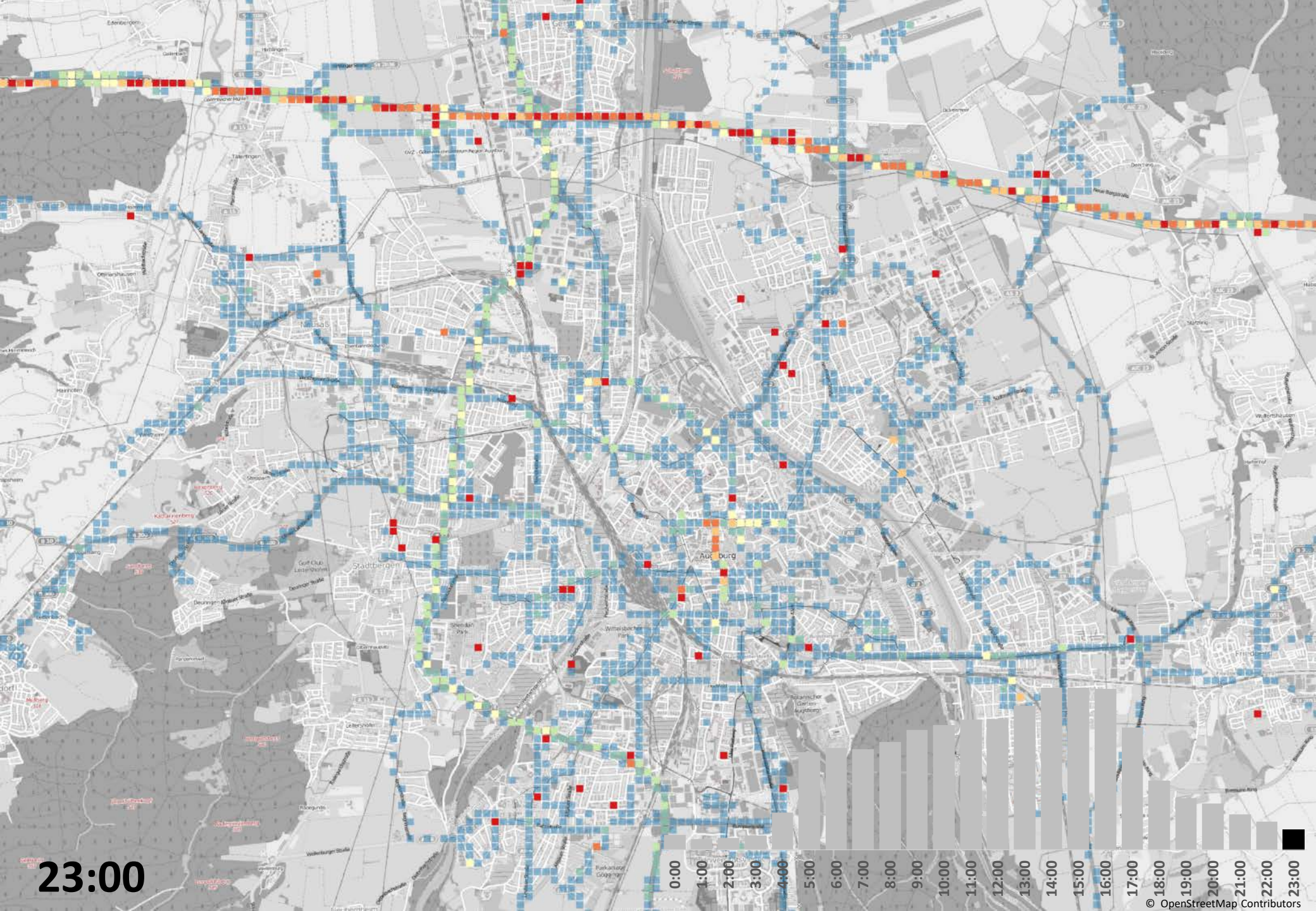
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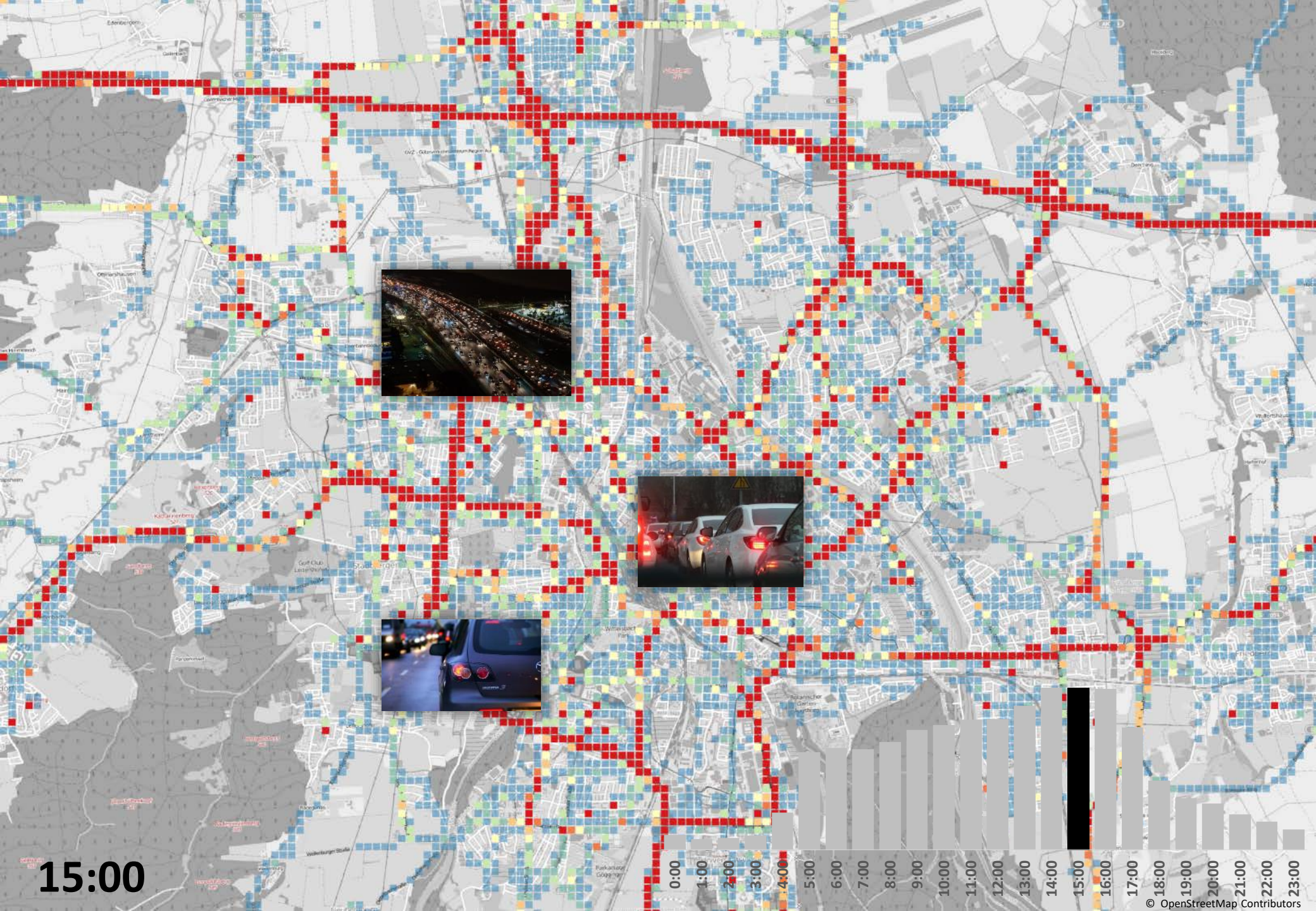
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Unser Verkehr

ist am Limit

und damit verwundbar

was wäre wenn...



DIESEL-Fahrverbot



Häufigere Hochwasser

... er sich neue Wege suchen muss?



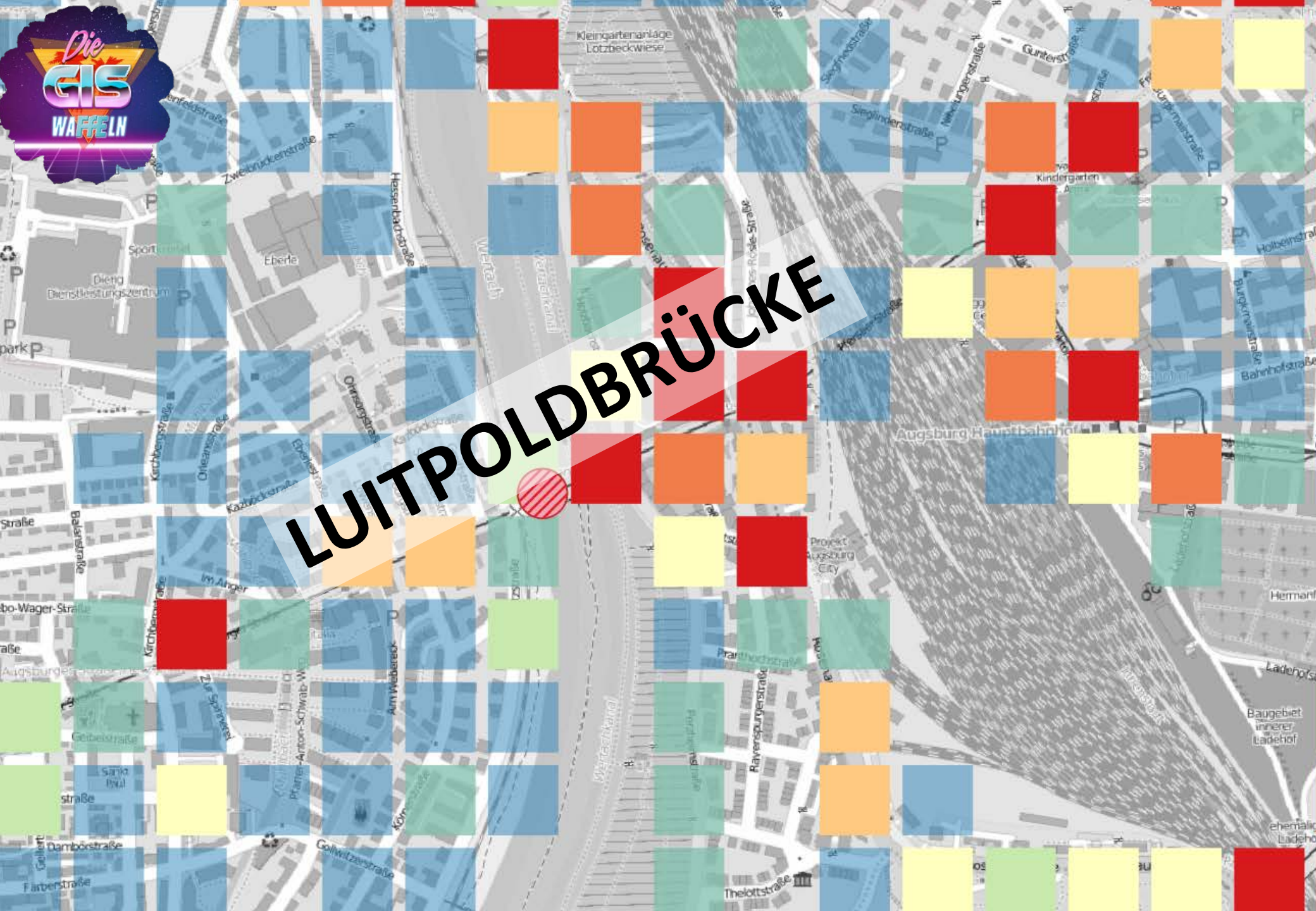
DIVE

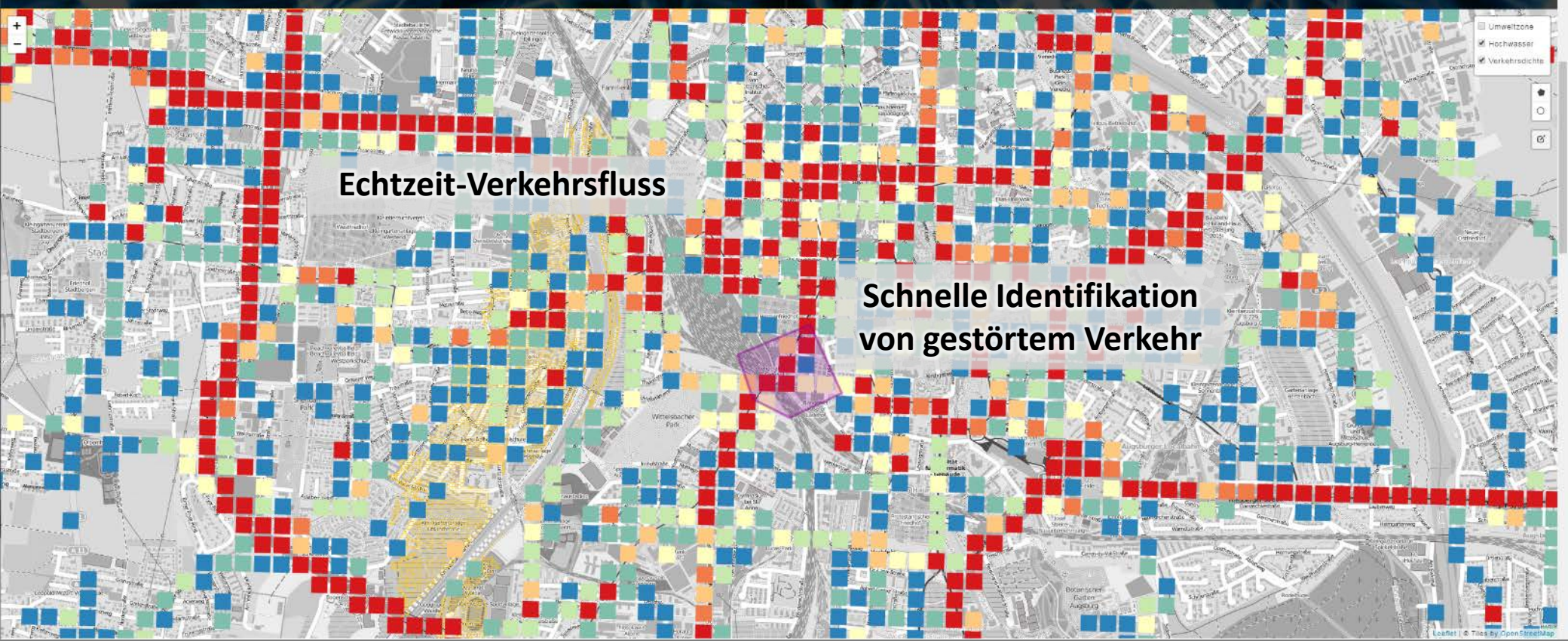
Disruptive Ereignisse im Verkehr

und deren Rückwirkung auf den ÖPNV



LUITPOLDBRÜCKE





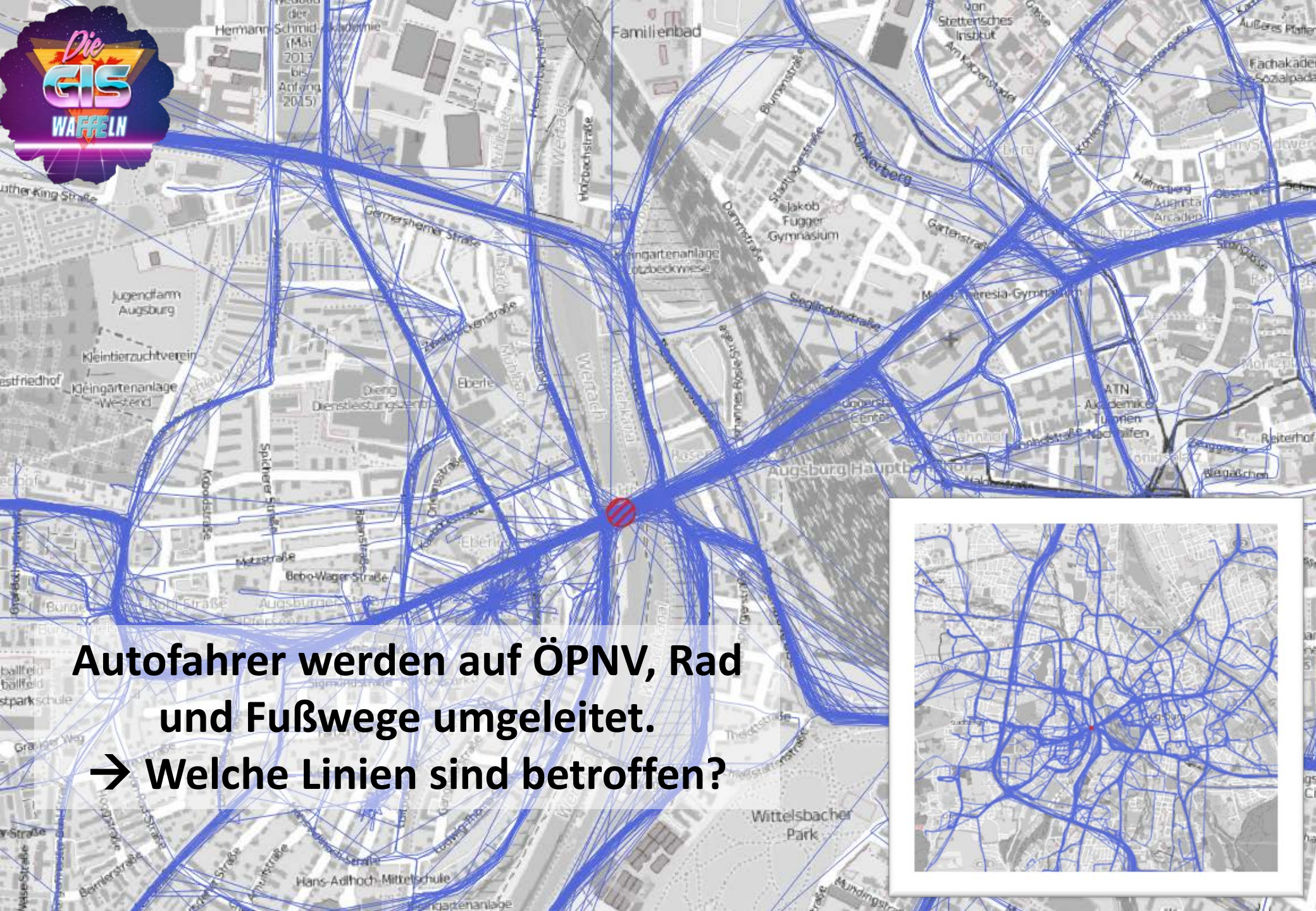
Echtzeit-Verkehrsfluss

Schnelle Identifikation von gestörtem Verkehr

Umweltzone
Hochwasser
Verkehrsdichte



Hermann Schmid Akademie
Mai 2013
bis
Anfang 2015



**Autofahrer werden auf ÖPNV, Rad
und Fußwege umgeleitet.
→ Welche Linien sind betroffen?**



PKW

ÖPNV

Fahrrad

Zeit 30 Min 45 Min 30 Min

CO₂ 665 kg 120 kg 0 g

NO_x 420 g 240 g 0 g

Vielen Dank für eure Aufmerksamkeit

Quellen:

- **Floating Car Data, Map and Route, zuletzt abgerufen am 24.11.2018**
unter <http://ckan.gis.bgu.tum.de/dataset/floating-car-data>
- **Routing API, Transit API & Traffic API, HERE Maps, zuletzt abgerufen am 24.11.2018**
unter <https://developer.here.com/documentation#routing>
- **Alle Fotos von www.pixabay.com**