

Vision and publicity. Communicating the future.

Moving „on a rope“ over „traffic“ is a new perspective to expand and improve urban mobility options without having to fundamentally change congested urban spaces. Ropeways are considered inexpensive, effective, and environmentally friendly in planning, construction, and maintenance relative to other systems. They do not get stuck in traffic jams, hardly take up any urban space and float autonomously above the hustle and

bustle of the city as a matter of course. At the same time, they have an identity-defining effect due to their exposure in the cityscape and can thus have a lasting impact on the cityscape.

Initial approaches to what this new mobility could look like in the Rhine - Main region were developed in the summer semester of 2021 in cooperation between the Department of Civil Engineering at the h_da and the Department of Integrative Design and hfg_of. Factors such as privacy, user groups, location, sense of security, gondola and station typologies, identity of the operators and the city were investigated and defined. In addition, valid studies and planning already exist in transportation planning.

The foundation has thus been laid for establishing the vision of a cable car or „O-Bahn“ (Overground train) at a location and for designing and communicating the cable car experience. It seems like the optimal complement and alternative to existing mobility providers in the urban area of the Rhine-Main Region.

Is it all well, when the vision is well?

Communicating visionary ideas requires not only the vision itself, but also valid communication strategies that appeal to and convince the numerous interest groups in the urban area. Questions like, „How do we experience the process of traveling by cable car?“, „How to communicate design concepts, planning, location of necessary structures like poles and stations?“ and „How to involve citizens in the discourse in a participatory way?“, want to be answered and communicated with the help of different visualization methods like information graphics, models and videos.

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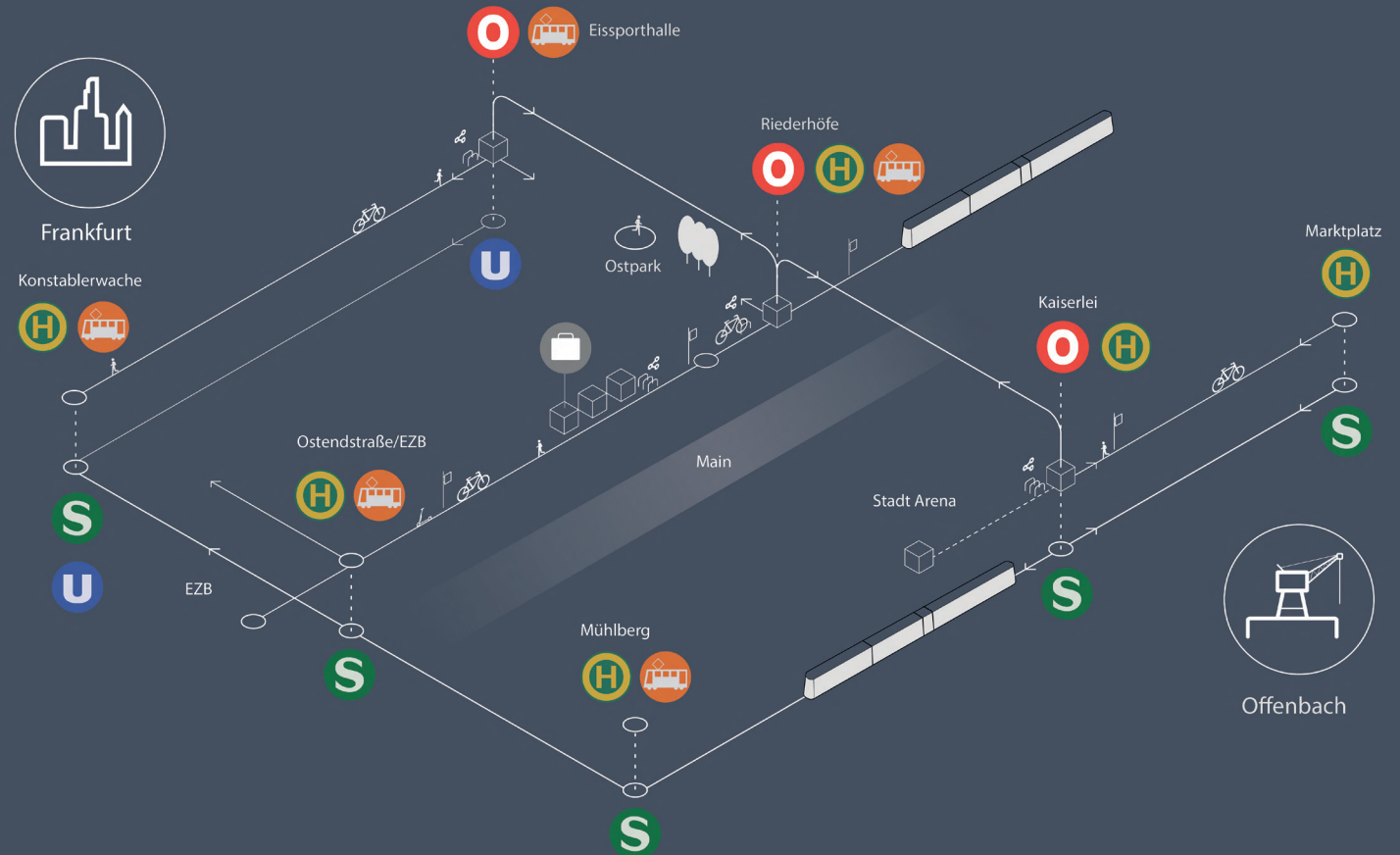
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HIGH LINE

From Offenbach to Frankfurt across Main



Urban Cable Car From Frankfurt to Offenbach across Main

Eissporthalle / Festplatz

Riederhöfe

Kaiserlei



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Costs

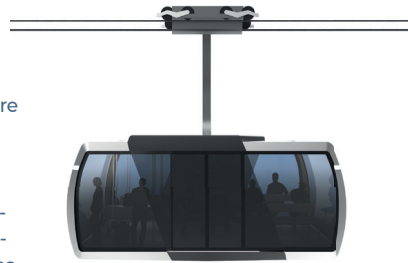
The construction of a cable car is much cheaper than a comparable underground trainline with the same route length. The exact numbers in the calculation are a rough estimate.



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OF LINE

OF LINE can accommodate more than 48 people. The interior is divided into zones which consist of a standing area, a flexible area with space for wheelchairs, bicycles or/and baby carriages and a screened seating area as a place of retreat.



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360° HIGH LINE

360° HIGH LINE is a modular cabin, which through its exterior and interior gives the visitor both the comfort he needs but the experience of the ride in the foreground. Through the 360 degree glass you can see the panorama and the city in all directions. In addition, the arm is movable and can rotate both during the ride and when getting off.



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Stations

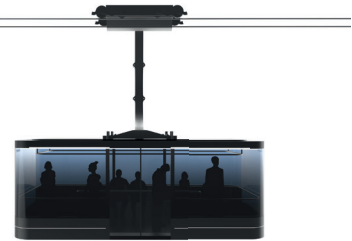
A cableway as a means of public transport can overcome routes that would otherwise suffer from large and complicated traffic. In order to be able to connect these routes, it is necessary to be able to react to each location, which is why the concept of the station is thought modular. Technical- and connection modules result in a station concept that can be adequately adapted to any situation, thus enabling mobility.



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APM

The APM is an autonomous people mover that can carry up to 16 people. It was designed additionally to the cabin concept in order to serve planned public buildings close to the ropeway. Its rotationally symmetrical design approach lets it stand out. It also contributes to accessibility through opposite facing doors, allowing a seamless flow of people during entry and exit. The interior design defines the exterior design. Thereby emphasizing the people.



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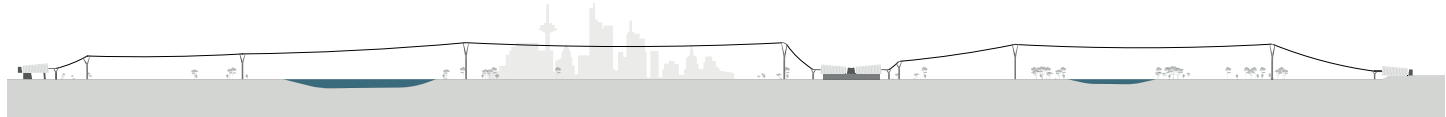
Poles

The modular pole system can be adapted to any position. Thus, depending on the height of the pole and the course of the rope, the angle of the opening arms changes.



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