Društvo arhitektov Ljubljana (DAL)
Vizije SO 21: Potujemo skupaj

Kako načrtovati mestno mobilnost, da bo upoštevala potrebe vseh uporabnikov mesta? Če želimo doseči cilje Celostne prometne strategije Mestne občine Ljubljana, moramo poskrbeti, da bo potovanje brez avtomobila udobno, varno in prijetno za vse – ne glede na starost, sposobnost, namen ali sestavo skupine, v kateri potujemo.

Univerzalna dostopnost ni le lepa gesta, temveč tudi zakonska zahteva: slovenska zakonodaja določa, da morajo biti objekti v javni rabi, torej tudi objekti prometne infrastrukture ter ceste, ulice, trgi in druge zunanje javne površine, univerzalno dostopni. Pa je res tako? Razstava poudarja k uporabnikom usmerjen pristop k načrtovanju mobilnosti, ki upošteva potrebe, pričakovanja in zaznave uporabnikov, tudi tistih v ranljivih položajih. Izkušnjo premikanja po mestu dojemamo različno, različne pa so tudi naše potrebe. Starši z otroki iščejo široke, ravne kolesarske poti in varne prehode, osebe z gibalno oviranostjo pa blage klance in vzdrževane pešpoti brez ovir. Starejši se redkeje odločijo za pot z avtobusom, če so prihodi nezanesljivi, prestopi med linijami pa zapleteni. Ženske opravljajo krajše poti in večkrat kombinirajo potovanja za različne namene – tudi v Ljubljani peš, s kolesom ali z javnim prevozom opravijo več poti kot moški. Fizično sposobni in zdravi ljudje srednjih let s pridom uporabljajo obstoječe kolesarske steze, manj pa so primerne za otroke, ki vozijo cikcak, za starše s širokimi tovornimi kolesi ter za osebe s slabšimi refleksi. Čeprav pešci v Ljubljani vsak delovni dan opravijo skoraj 350.000 poti peš, lahko nekatera križišča prečkajo le s pritiskom na tipko. Na območju občine je kar 15 železniških postaj, a potencial vlaka za vsakodnevno mobilnost ostaja neizkoriščen.

Razstava *Vizije SO 21*: Potujemo skupaj obravnava potovanje po Ljubljani kot družabno in družbeno dejanje. Pločnike, kolesarske poti, železnice in ceste si ljudje delimo s prijatelji, družinskimi člani, sodelavci ter vsemi drugimi prebivalci in obiskovalci mesta. Raziskave kažejo, da so ljudje do prometne infrastrukture bolj kritični, če potujejo z osebami, ki jim veliko pomenijo: starši z majhnimi otroki se hitreje odločijo za avto, če so povezave z javnim prevozom nezanesljive, kolesarske steze pa preozke; starejši se redkeje odločijo za avtobus, če so prestopi zapleteni; odločitev najstnikov, ali bodo v šolo hodili peš, pa je pogosto odvisna od njihovih staršev in vrstnikov. Avtorji razstave so uporabnice in uporabnike mesta povabili, naj delijo svoje zgodbe o trajnostnem potovanju skupaj. Analiza več kot petnajstih zbranih zgodb je pokazala, da se ljudje po mestu želijo premikati trajnostno – z vnuki, otroki, dojenčki, prijatelji in partnerji – ter aktivno iščejo načine, kako avtomobil pustiti doma. Zgodbe poudarjajo prijetne vidike potovanja skupaj, hkrati pa opozarjajo na nekatere izzive, s katerimi se mora mesto še soočiti. Na podlagi uporabniških zgodb in obstoječih podatkov o potovalnih navadah prebivalcev Ljubljane so avtorji razvili nabor drobnih arhitekturnih rešitev, ki olajšajo potovanje brez avtomobila. Obiskovalce z njimi spodbujajo k razmisleku o uporabniški izkušnji, multimodalnosti od prvega do zadnjega kilometra ter številnih pogosto spregledanih dejavnikih, ki vplivajo na to, kako se premikamo po mestu.

Za DAL so letošnjo razstavo pripravili arhitekt **Aleš Gabrijelčič**, absolventka Fakultete za arhitekturo UL **Dora Janušič** in sociologinja **Zala Velkavrh** (Prostorož).

DAL je skupaj z Zvezo društev arhitektov Slovenije, katere naloge opravlja kot pooblaščeno društvo, obstajalo že pred drugo svetovno vojno. Po vojni se je kot Zveza arhitektov Slovenije formiralo leta 1952. Od takrat do leta 2000 je bilo edina strokovna organizacija arhitektov, nato je bila na njegovo pobudo ustanovljena Zbornica za arhitekturo in prostor Slovenije (ZAPS), ki je prevzela strokovne in poklicne naloge, DAL pa se ukvarja z znanstveno in umetniško dimenzijo poklica in stroke ter s popularizacijo in razvojem arhitekture.

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Okrogla miza ob izidu publikacije *Mesto brez hrbtenice: Zgodovina načrtov za zmogljiv javni promet v Ljubljani po ukinitvi tramvaja* in kritiški sprehod po razstavi z gosti in javnostjo v četrtek, 19. 11. 2026 ob 17.30.

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Ljubljana Association of Architects (DAL)
Visions EXIST 21: Travelling Together

How can we plan urban mobility in a way that considers the needs of all city users? If we are to achieve the goals of the City of Ljubljana's Integrated Transport Strategy, we must ensure that car-free travel is comfortable, safe, and enjoyable for all, regardless of age, ability, purpose, or the composition of the group with which we are travelling.

Universal accessibility is not just a nice gesture, but also a legal requirement: Slovenian law stipulates that facilities for public use, including transportation infrastructure facilities, as well as roads, streets, squares, and other outdoor public spaces, must be universally accessible. Is that really so? This exhibition showcases a user-centred approach to mobility planning, taking into account the needs, expectations, and perceptions of users, including those in vulnerable situations. We all have different experiences of moving around the city, and our needs vary as well. Parents with children look for wide, flat cycle lanes and safe crossing points, while people with mobility impairments look for gentle slopes and well-maintained, barrier-free walking routes. Older people are less likely to choose to travel by bus if the schedules are unreliable or if transfers between lines are complicated. Women tend to make shorter trips and often combine them for different purposes. In Ljubljana, they also make more trips on foot, by bike, or by public transport than men. While physically fit and healthy middle-aged people make good use of existing cycle lanes, these are less suitable for children riding in a zigzag pattern, for parents with wide cargo bikes, and for people with poor reflexes. Although pedestrians make nearly 350,000 trips on foot every workday in Ljubljana, they can only cross some intersections by pressing a button. There are as many as 15 train stations in the municipality, but rail travel's potential for daily commuting remains untapped.

The *Visions EXIST 21: Travelling Together* exhibition explores travelling through Ljubljana as a social and communal activity. We share pavements, cycle lanes, railways, and roads with friends, family members, colleagues and all other residents and visitors to the city. Research shows that people are more critical of transport infrastructure when they are travelling with those who are important to them: parents with young children are more likely to opt for the car if public transport connections are unreliable or cycle lanes are too narrow; older people are less likely to take the bus if transfers are complicated; and teenagers often base their decision on whether to walk to school on their parents and peers. The exhibition's creators invited city residents to share their stories of travelling together sustainably. An analysis of the fifteen-plus stories collected showed that people want to get around the city sustainably with their grandchildren, children, babies, friends, and partners, and are actively looking for ways to leave their cars at home. The stories highlight the enjoyable aspects of travelling together, while also drawing attention to some of the challenges the city still has to face. Based on these stories and existing data on the travel habits of Ljubljana residents, the authors have developed a set of small-scale architectural solutions to make car-free travel easier. These solutions encourage visitors to reflect on the user experience, multimodality from the first to the last kilometre, and the many often-overlooked factors that influence how we move around the city.

This year's exhibition of Ljubljana Association of Architects (DAL) was curated by architect **Aleš Gabrijelčič**, **Dora Janušič**, a graduation candidate of the University of Ljubljana's Faculty of Architecture, and sociologist **Zala Velkavrh** (Prostorož).

Ljubljana Association of Architects (DAL) brings together and represents the professional community of engineers and architects. Architecture is an activity that combines nearly all areas of human creativity, from science and technology to the humanities and the arts. The scientific and technical aspects of the field are crucial for development but often remain underemphasised in everyday practice.

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