

## Op-Ed: On encouraging car-users to leave their cars behind

### On encouraging car-users to leave their cars behind

- Bina C. Balakrishnan, Transportation Planning and Engineering, Mumbai \*



Mumbai is encouraging car- users to leave their cars behind for the commute to work, through parking initiatives.

Currently over 90% of the parking demand is met by on-street parking, which is either free or very nominally charged. A parking policy has been worked out, where there will be NO free parking and all parking will be charged –the concept of “Universal Pay & Park”. These rates will gradually be raised so as to be reflective of the real estate values of the locality- after all, a car is a personal property that is using public space for a period of time!

\* 28 April 2009. Mrs. Balakrishnan is the one hundredth committed citizen to join the informal World Streets Sentinels program (Eyes on the Street) since its inception on 2 April 2009. Click to <http://newmobilityagenda.blogspot.com/2009/03/world-streets-correspondents.html> for map showing the latest listings. Are you ready to be the 101st?

[Read more:](#)

POSTED BY THE EDITOR AT [10:29](#) 

### Bad News Department: US city weighs cuts for climate change programs

Here is one more of myriad Bad News examples of public officials getting it very very wrong. In this case Montgomery County council staff has recommended cutting the county’s CarShare program in half. (Montgomery County is in state of Maryland, situated just north of Washington, D.C.)

*Will they ever learn? No, not unless we all help them. Which of course is why we are here. (Comments as always warmly welcome.)*

[Read more:](#)

POSTED BY THE EDITOR AT [08:31](#) 

### Brainfood: the City of Strasbourg looks at public bikes

Should a city, already a major cycling capital, with more than one hundred thousand bikes out in its streets and a ten percent modal share for bike transport, even bother to look at the possibility of a Public Bicycle System? Unnecessary, redundant, counter-productive? Useful, synergistic? World Streets traveled to Strasbourg in the east of France to look around and find out how they feel about it.



[Read more:](#)

POSTED BY THE EDITOR AT [11:08](#) 

## How do you get people riding bikes for daily transportation?

- Henry Cutler. Eyes on the Street in Amsterdam, the Netherlands

There is more to it than just wheels and concrete. It is a systemic challenge, and here for example is one small part.



In the Netherlands there's a tax rule that allows one to purchase a bicycle each three years with pre-tax salary.

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[Read more:](#)

POSTED BY THE EDITOR AT [08:46](#) 

## European Parliament action plan on urban mobility

**Polis welcomes adoption by European Parliament of report on action plan on urban mobility**

From Polis - <http://www.polis-online.org>

Polis, the European network of cities and regions supporting innovation in local transport, welcomes the vote of the European Parliament report on an action plan on urban mobility.

<http://www.polis-online.org>

[Read more:](#)

POSTED BY THE EDITOR AT [02:55](#) 

## Print: Reducing Carbon Emissions from Surface Passenger Transport?

### What Policies are Effective at Reducing Carbon Emissions from Surface Passenger Transport?

This report by the UK Energy Research Centre examines the merits of a range of different policies that offer the prospect of CO2 emissions reduction from road transport. The report has the following objectives:

- Review the evidence for CO2 emission reduction potential and cost-effectiveness across policies that target car technology/choice and those that target wider travel choices
- Identify the key issues and problems associated with each policy type
- Identify whether and where policies are complementary or synergistic
- Identify evidence gaps and highlight future research needs
- Draw conclusions relevant to current UK policy

[Read more:](#)

POSTED BY THE EDITOR AT [11:47](#) 

## Envisioning the Future: 21 Ways to Inflate Traffic Forecasts

This is the first article in a series to which we here at World Streets give great importance: the many different ways we have of envisioning the future, hopefully a very different future. These many ways span a variety of techniques: guessing, reckoning, projecting, forecasting, scenarios, estimating, predicting, modeling, and variously describing that different future using various media: physical models, drawings, simulations, films, interactive gaming, and even imagining, wishing, hoping, storytelling, and at times even lying. The idea in all cases being somehow to “show”, to render credible, even desirable (or the opposite) that different future. However if past performance is any guide we have not always been particularly good at this. To get the ball rolling in this series let’s have a look at a new book by Robert Bain *Toll Road Traffic & Revenue Forecasts* which is scheduled for publication next month, and in which he looks at one part of this, for which the track record is, you will see, a bit spotty.

[Read more:](#)

POSTED BY THE EDITOR AT [06:18](#) 

## Honk! Selling New Mobility (Carsharing for two)

Here is a short video produced by the new [Mobizen](#) carshare start-up in Paris last year which, simple and short as it is, will click with some people and make a point. Have a look first and then let's talk about it.



Click [here](#) for passion.

But what is this video doing here?

[Read more:](#)

POSTED BY THE EDITOR AT [13:14](#) 

## Honk! Making Streets Safer for Seniors

[Transportation Alternatives](#)' Safe Routes for Seniors campaign started in 2003 to encourage senior citizens to walk more by improving their pedestrian environment. Funded by the New York State Department of Health's Healthy Heart program, this was the first program of its kind to address the needs of elderly pedestrians.



Click [here](#) for Elizabeth Press's [StreetFilms](#) video.

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- [Read more:](#)

POSTED BY THE EDITOR AT [01:00](#) 

## Toolkit: International TDM practices under review

From the [Sustainable Urban Transport Project](#) (SUTP): Training document on Transportation Demand Management.



Cities across the globe need innovative and effective solutions to solve their transportation

problems in the short, medium and long term. Increased economic growth, coupled with a resulting increase in motorisation in recent years, has created greater congestion than has ever been seen in the world. Solutions to these problems are possible through improvement of conditions of public transport and conditions for pedestrians and bicycle users, and also in the implementation of measures which promote a rational use of the automobile.

Transportation Demand Management (TDM) aims to maximize the efficiency of the urban transport system using a wide range of measures, including Congestion Pricing, Public Transport Improvement, Promoting Non-motorised Transport, Fuel Taxation and Parking Management. This document presents an overview on international practices, approaches and supports the design of a TDM strategy.

To download click [here](#). (Unregistered visitors can register (at no cost) and then proceed to download.)

[Read more:](#)

POSTED BY THE EDITOR AT [05:55](#) 

## Honk: The Story of Sprawl

### New Video Series Tells the Story of Sprawl

- Brad Aaron in [Streetsblog](#) on April 21, 2009



As livable streets advocates work to make headway in breaking the cycle of American auto dependence, the folks at Planetizen have put together a video narrative that explains how we got here. "The Story of Sprawl," a double DVD set produced by Managing Editor Tim Halbur, is

a compilation of historical films dating from 1939 to 1965, documenting the confluence of factors that fostered the quintessential land use motif of the 20th century: far-flung, low-density, driving-intensive residential and commercial development. The discs include commentary from planning notables including Andrés Duany, Elizabeth Plater-Zyberk, John Norquist, Neal Peirce, James Howard Kunstler and Robert Cervero.

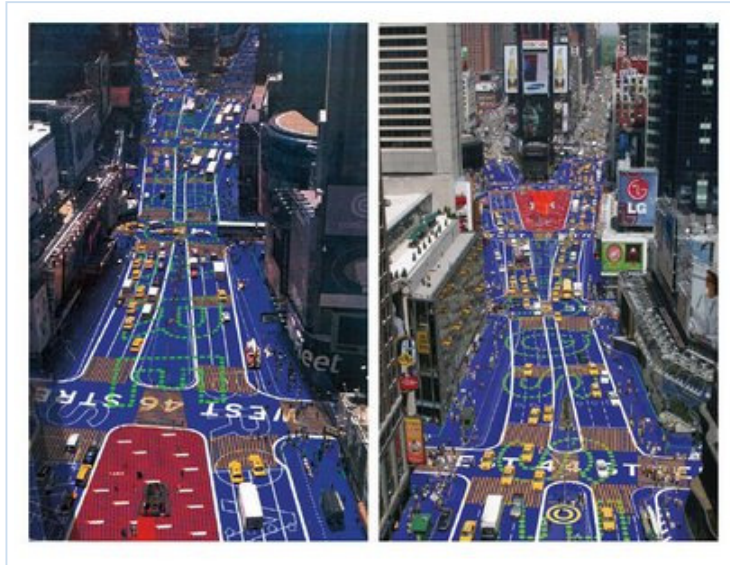
Click [here](#) for more on this series from [Planetizen](#), a public-interest information exchange provided by Urban Insight for the urban planning, design, and development community.

[Read more:](#)

POSTED BY THE EDITOR AT [05:20](#) 

## Brainfood: Transforming Times Square

[Gordon Price](#), a Canadian urban planner and politician (and Eyes on the Street in Vancouver Canada), has taken his camera and toolkit to Times Square to observe what is going on in New York to convert what is now overwhelmingly car space into a vibrant urban space for people.



Click [here](#) to view Price Tags 107 – NYC1: Times Square.

[Read more:](#)

POSTED BY THE EDITOR AT [07:03](#) 

**World Streets Sentinels - Eyes on the Street**  
(A wide-open world-wide observatory)

**Sentinel** *n.* – "A person or animal that watches over, guards a place or group from unwanted surprises."

We live in a world and work in a sector in which not quite reliable information and rather too easy thinking often abound. Thus while the main objective of World Streets is to provide reliable access to what is going on at the leading edge of thinking, policy, and practice in the field of sustainable transportation worldwide, we also at the same time have an obligation not to lure our readers into thinking too simply about these issues and falling for what they may at first glance think to be "solutions" to their problems and aspirations. The challenge to sustainable transportation reform is already tough enough, without being encumbered by half baked ideas and wishful thinking. We can do better than that.

[Read more:](#)

POSTED BY THE EDITOR AT [14:17](#) 

## Op-Ed: Jeff Kenworthy on Cars, cities and paradigm change

### Cars and cities: Time for a paradigm change

The current economic meltdown in the USA was triggered by the toxic loans now held by banks all over the country. These toxic loans are focussed in the highly car-dependent parts of US cities and were partly triggered by the extraordinary prices for oil experienced in mid-2008, which made such locations simply unsustainable from every perspective, especially the financial one. It highlighted the extreme fragility of the US urban development pattern characterised by urban sprawl and excessive dependence on cars.



[Read more:](#)

POSTED BY THE EDITOR AT [08:30](#) 

## Transport Realities in South Africa: Slow, but maybe a start

By Gail Jennings, editor: MOBILITY

Transport planning and practice in South Africa has done little to enable people to become full citizens of our country, and access the economic and social opportunities available to us since 1994. Poor households spend between 20 and 30% of their household incomes on trying to get from A to B.



Mobility is central to our human rights, and access to economic opportunities, health care and education, friends and family, goods and services. Our mobility is still impaired by spatial segregation, under-investment in infrastructure and public transport, and the assumption that we are all current or future car-drivers. Many resources remain inaccessible to the people who need them most. In addition, rapid urbanisation and a growth in the size of the middle-class has seen more private cars on the roads, with declining air quality and increased congestion.

Yet in 2008, the transport budget was five times higher than that of 2003... What happened?

[Read more:](#)

POSTED BY THE EDITOR AT [16:14](#) 

## Honk! Don Carleone wants into Carsharing

Paris, France. Friday, April 17, 2009

The phone rattled, and this time it was a voice that I knew all too well. "It's me," the voice rasped, "Don Carleone" (as if I could forget that voice!).

"How's things going, Rico?" (Rico??)

And without waiting for an answer, he said, "Never mind. There's a limo outside waiting to bring you here -- so just leave off whatever it is you are doing and get over here. I gotta talk to you about some of those carsharing guys you told me about last time."



I had almost forgotten that the Don had shown so much interest in carsharing, but I knew that he was into diversification these days. Ever since Bernie dropped out he has been looking around for big numbers.

[Read more:](#)

POSTED BY THE EDITOR AT [12:01](#) 

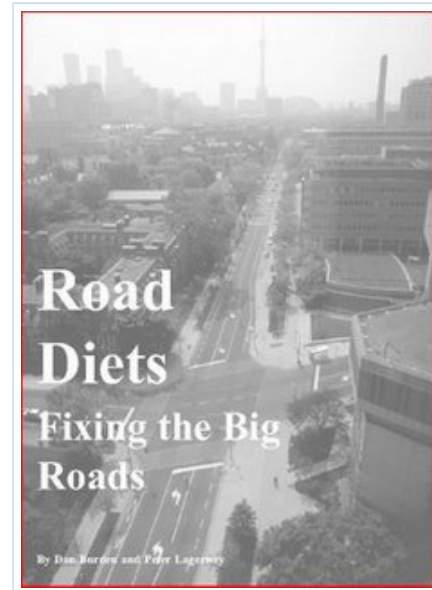
## Reminder: Road Diets (Plenty of fat left)

There are hundreds of things, known by thousands of names, that you can do with a little careful preparation and technical competence to move your city and its streets in a few months toward greater sustainability, without having to wait for good news and great gobs of taxpayer money from the capital. And they are not all brand new innovations just out of someone's high

priced laboratory (or still stuck inside).

One of these is an approach known in many places as “road diets”, also referred to variously and with variations as lane diets, street narrowing, road space reallocation, and eventually merging into broader approaches including complete streets, traffic calming, livable streets, etc.

A road diet is commonly defined as: a studied reduction of a roadway’s width or lanes, intended to change traffic patterns while improving safety and livability. If you get it right -- and that is both a technical and a communications task -- it brings local economic and even real estate value advantages along with the rest.



Ten years ago, March 1999, Dan Burden and Peter Lagerwey of the [Walkable Communities](#) project collaborated on a short (17 page) illustrated report under the title [Road Diets: Losing width and gaining respect](#) in which the authors ask: "Can our nation's roads gain efficiency, mode share and safety by getting leaner? Many are doing just that".

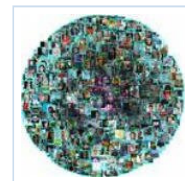
That was a full decade ago. In the meantime . . .

[Read more:](#)

POSTED BY THE EDITOR AT [07:37](#) 

## Toolbox: Potential fit between World Streets and Twitter?

We have long believed that a good question can be a lot more useful as a spur for excellence than most of what are often passed off as answers. So in this spirit, and as part of our unending search for new tools for sustainability, let me simply draw your attention to the small reader poll you will see just to your left and invite you to share your views there. Another option is to weigh in just below as a Comment.



[Read more:](#)

POSTED BY THE EDITOR AT [10:54](#) 

## Transit-Oriented Development - Tokyo-style

## Tokyo-style Transit-Oriented Development, a Lesson in Variety and Interconnectivity

Transit-Oriented Development (TOD) in Tokyo resembles the streetcar suburbs of the US from the turn of the 20th century; private transit operators build high density suburbs along their transit lines to boost ridership. In Tokyo, however, each station area supplies access to most daily services by walking.

Furthermore, most TODs offer large numbers of service sector jobs and some professional jobs. This high level of mixed-usage gives each development a rudimentary independence concerning individual lifestyles; but the grouping of TODs interconnected by an efficient rail and bus system makes them successful. TOD stations are also served by feeder buses and the rail lines connect directly with subways, allowing seamless access to the city center.



[Read more:](#)

POSTED BY THE EDITOR AT [08:52](#) 

## Op-Ed: Privatizing Street Parking

There are a lot of good reasons for cities to charge for public parking. It is more efficient and equitable. Urban parking facilities are a valuable resource, costing \$10,000 to \$50,000 to construct, with a typically annual value of \$1,000 to \$2,000 in land, construction and operating costs. Many vehicles are worth less than the parking spaces they occupy; underpricing parking forces people who own fewer than average vehicles to subsidize their neighbors who own more than average vehicles.

[Read more:](#)

POSTED BY THE EDITOR AT [09:40](#) 

## Letters: Signal priority for city buses

Dear Editor:

Here is a wonderful and useful document from TfL ([Transport for London](#) on "[Bus pre-signals](#)"): a technique used to enable buses to move ahead of queues on the approach to signalised junctions and areas where there is insufficient carriageway width to provide physical measures. (TfL is the integrated body responsible for London's transport system, under the authority of the city's mayor.)

[Read more:](#)

POSTED BY THE EDITOR AT [08:20](#) 

## Carsharing on World Streets

World Streets actively supports carsharing as one of the key baseline new mobility modes that have to be brought in as part of the multi-level package needed to manage the transition to sustainable transport in all cities and communities around the world. Note the fact that we say *all* and not just certain kinds of cities. Stay tuned and you will see how this work.

The New Mobility Agenda created the [World Carshare Consortium](#) in 1997 as a free, cooperative, independent communications and collaboration forum in support of carsharing projects and programs, worldwide. World Carshare offers a convenient place on the web to gather and share information and independent views on projects and approaches, past, present and planned future, freely and easily available to all comers.

[Read more:](#)

POSTED BY THE EDITOR AT [05:02](#) 

## Honk! Polish cyclists can't drink and drive

- From our vigilant Eyes on the Street reporter [Marek Utkin](#) in Warsaw.

Under a law passed in 2000 in Poland, anyone riding a bike under the influence of alcohol faces a fine or up to two years in prison, depending on the level of their intoxication.

This law was engineered (for not to say doctored) before Poland's access to the EU: one of the requirements, imposed by the EU on its candidate members was to increase the detectability of the crimes. The cyclists became scapegoats...

This law, which places the cyclist after two beers on the same footing with a drunk driver of 20 ton truck or bus full of people,



received a wholehearted welcome by police officers, especially in the countryside.

[Read more:](#)

POSTED BY THE EDITOR AT [23:47](#) 

## Get to know your neighbors on World Streets

Over the last 24 hours more than 200 people have checked in to World Streets from the following countries to have a look:



[Read more:](#)

POSTED BY THE EDITOR AT [09:09](#) 

## Honk! Livable Streets Promised Land

[This](#) just in from our friends over at [Livable Streets](#) and [Streetsblog](#) in New York City.

We share this with you because we have long been convinced that one of the keys to the kinds of pattern breaks which are needed to make our cities more sustainable and people-friendly are precisely these skills of convincing visualization to show in very concrete terms what the changes are going to bring about. When this is well done, it helps to take the fear of uncertainty out – most of us after all are not necessarily welcoming of change. Particularly when the future being proposed to us is not all that familiar.

[Read more:](#)

POSTED BY THE EDITOR AT [11:47](#) 

## Bad News Department: “Manual for Streets” ignored in Wales.

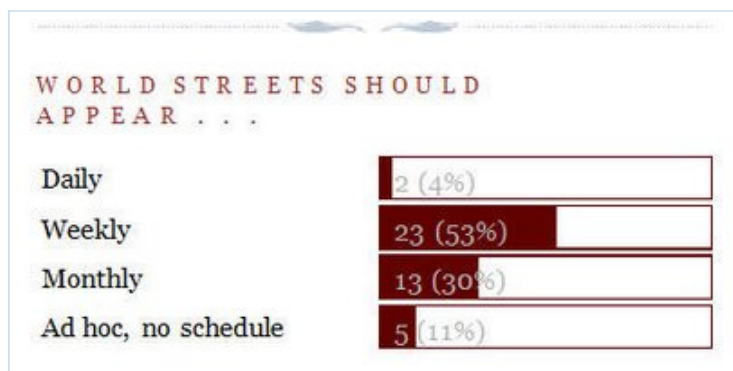
“Manual for Streets, published March 2007 by the UK Department for Transport, gives new advice for the design of residential streets in England and Wales. It represents a strong Government and Welsh Assembly commitment to the creation of sustainable and inclusive public spaces.”

[Read more:](#)

POSTED BY THE EDITOR AT [10:22](#)   
LABELS: [BAD NEWS DEPARTMENT](#)

## Frequency of publication (Reader views)

On the day that World Streets opened its doors, 2 March 2009, we asked our new readers to take the time to share with us their views on what they preferred in terms of frequency of “publication”. In addition to private exchanges and conversation on this, we also opening up a small poll and left it open for the first two weeks, during which time 43 readers took the trouble to share their views with us. What the poll told us lined up quite closely with the emails and other exchanges.



[Read more:](#)

POSTED BY THE EDITOR AT [08:25](#) 

## Op-Ed: Mikel Murga on Look beyond Transportation

As a Basque-American working in both Boston ... and Bilbao, I would suggest to those in charge of Transportation, something very simple: Look beyond Transportation. This should

lead to:

1) **Focus on City Making**, which should be specially palatable to President Obama. City Making addresses many of the basic issues driving the new administration: Education, equal opportunities, mitigation of income disparities, etc. All in line with the old dictum of “Stadt Luft Macht Frei”. But at the same time and from a transportation perspective, it allows to focus on above targets, and not just on functional benchmarks, because a city by itself fosters density of residence and density of jobs of services.



[Read more:](#)

POSTED BY THE EDITOR AT [23:56](#) 

## Honk! Can Segway do the trick?



We wish engineers, inventors and anyone else who chooses to get involved, all the good luck in the world when it comes to trying to bring on line new and more emissions/energy effective vehicles and power sources.

This is significant and in many discussions of various ways of achieving more sustainable transportation arrangements, we often hear much about the advantages of new vehicle, motive, and fuel technologies, as if they were going to be able to do the job that needs to be done. This of course is impossible, unfortunately, when we bear in mind the realities of the penetration path of these technologies, which are measured in many years and indeed decades by a time they begin to have a significant global impact on greenhouse gas reductions, energy savings, etc..

[Read more:](#)

POSTED BY THE EDITOR AT [07:38](#) 

## Public Bikes: "Cycling on the rise"



This timely report just in from our Dutch friends SpiCycles. In their words:

[Read more:](#)

POSTED BY THE EDITOR AT [06:19](#) 

## Honk! Ikea flirts with WWF for a nice green world

Ikea – you can't build a green reputation with a flatpack DIY manual

[Fred Pearce](#) , [guardian.co.uk](#), Thursday 2 April 2009 11.05 BST

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Huge out-of-town stores that are inaccessible by public transport, illegally logged timber products and half-hearted attempts to join WWF's Earth Hour. Who is Ikea trying to fool with its greenwash?

[Read more:](#)

POSTED BY THE EDITOR AT [07:43](#) 

## World Streets Correspondents (Program & map in process)



- Click [here](#) for further background on organization of this program.
- See left menu for current listings of Streets correspondents.
- For latest correspondents map click [here](#).

[Read more:](#)

POSTED BY THE EDITOR AT [18:54](#) 

## Viral: Street Code strikes again

Viral: Our piece on this of 25 March ([click here](#)) got picked up by Tree Hugger's reporter April Streeter and is getting an interesting range of comments, positive and negative, over there. [Click here](#) to check out their article and its comments. Thanks April. Thanks Treehugger. Thanks virus.The Editor.

[Streetcode Proposes New Rules for the Road -  
Heaviest Vehicle Bears the Weight of Responsibility](#)

by [April Streeter, Gothenburg, Sweden](#) on **04. 3.09**

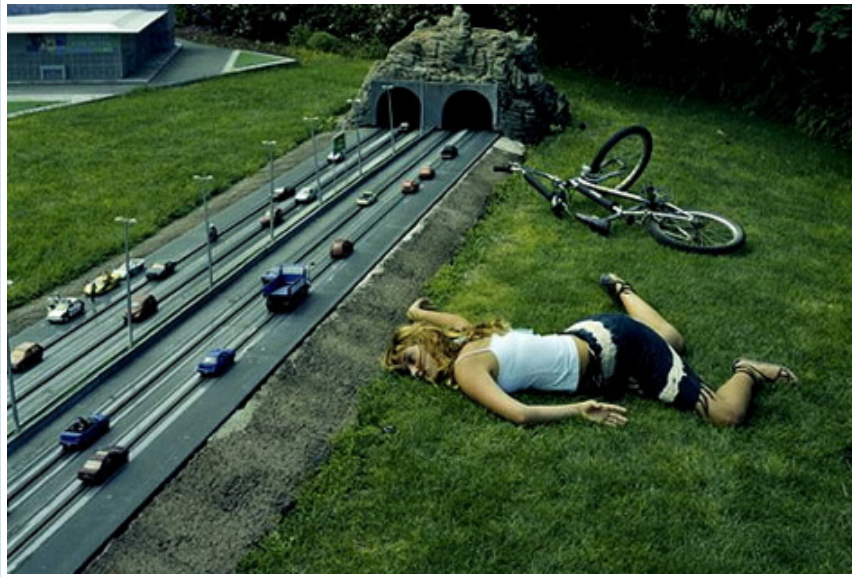


Photo Julia Fullerton-Batton via [Foxtongue @ flickr](#).

There is a highway code - a set of expected rules, best practices, and behaviors when manipulating your vehicle on those long ribbons of public road. There isn't, as of yet, much of a corresponding city street code - a set of guidelines that help walkers, bikers, scooter, truck, and car drivers - maneuver the streets of a city in a safe and (as important) polite way. New mobility consultant and WorldStreets editor Eric Britton is proposing the street code start with a fairly simple rule.

[Read more:](#)

POSTED BY THE EDITOR AT [18:24](#) 

### Event: The ShLOW! (Show me How Slow) project

The ShLOW! (Show me How Slow) project, led by the European Transport Safety Council (ETSC), is organising a Camp on Speed Management to take place in Brussels from 3 through 9 May.

[Read more:](#)



POSTED BY THE EDITOR AT [16:32](#) 

## Honk! Removing unnecessary walkers and bikers



Just in from Dr. Lee Schipper, the notable Mr. Meter of transport reform.

[Read more:](#)

POSTED BY THE EDITOR AT [08:20](#) 

## Public Bike Supplier Interviews – Spring 2009

### Introduction to PBS Interview Series

The city bike -- shared bike, community bike, or public bicycle system (PBS) as it is variously called -- is a quite new as well as a very effective way of getting around in the city, at least as it is practiced at the leading edge . Most certainly the fastest growing form of urban transport in the world today (admittedly from a minuscule base), it is at once the darling of the media and a favorite photo op of mayors and public officials all over the world.

However there is a small problem. That being that while they look simple enough at first glance – bunch of bikes, bunch of stands for parking them, and Bob's your uncle -- the reality turns out to be far more complex. (For a quick heads-up on that click to "Not just one more pretty bike project" [here](#).)

[Read more:](#)



POSTED BY THE EDITOR AT [16:00](#)   
LABELS: [BIKESHARING](#), [CITY BIKE](#), [PBS](#), [SHARED BIKE](#)

## Today on the Street

1. **First visit here?** Check out our [Welcoming Note](#) to get started
2. **Street codes:** Tell us what you think about [our campaign call](#) - and to give us your views scroll down a bit on the left menu. You'll see it.
3. **World Eyes on the Street** in your city. Might they be your eyes?



[Read more:](#)

POSTED BY THE EDITOR AT [12:08](#) 

## Honk! TransAlt Tasked with Renaming American Autos

Release Date

April 1, 2009

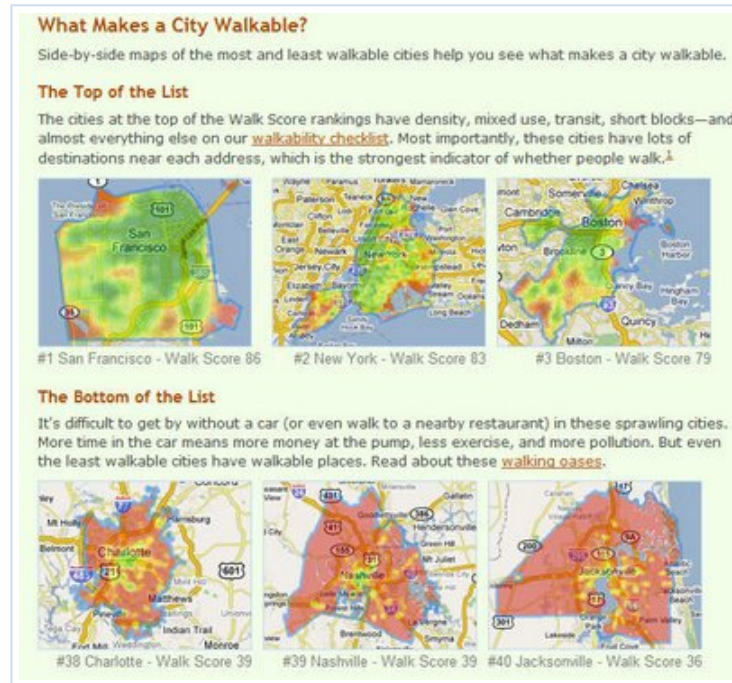
Press Release Contact

WASHINGTON - In a move that stunned industry insiders, President Obama announced that the New York City-based nonprofit [Transportation Alternatives](#) would be responsible for renaming hundreds of American-made automobiles. The decision, a last-minute addition to his auto-Industry bailout package, is considered a precursor to the President's larger 'Truth in Advertising' agenda.

[Read more:](#)

POSTED BY THE EDITOR AT [11:21](#) 

## Toolbox: Walk Score your city



Here is an interesting tool that Christopher Hart, Director of Urban and Transit Projects of the Institute for Human Centered Design in Boston brought to our attention in the last days:- Walk Score

[Read more:](#)

POSTED BY THE EDITOR AT [07:39](#) 

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