

Correspondents/Eyes on the Streets update:

We have now entered the second month of World Streets existence, and are almost a week into the construction of our new World Streets Sentinels Map, so let me take a few minutes of your time to try to update you quickly on where this is heading from this point on.

[Read more:](#)

POSTED BY THE EDITOR AT [14:59](#) 

Honk! Curitiba's Bus Rapid Transit



From Elizabeth Press and our friends from [Streetfilms](#): Curitiba's Bus Rapid Transit. [Click here](#) for video.

Curitiba, Brazil first adopted its Master Plan in 1968. Since then, it has become a city well known for inventive urban planning and affordable (to the user and the city) public transportation.

Curitiba's Bus Rapid Transit system is the source of inspiration for many other cities including the TransMilenio in Bogotá, Colombia; Metrovia in Guayaquil, Ecuador; as well as the Orange Line of Los Angeles.

This video illustrates how Curitiba's public transportation system operates and the urban planning and land use principles on which it is based, including an interview with the former Mayor and architect Jaime Lerner. Current city employees also discuss the improvements that

are being made to the system to keep it up to date and functioning at the capacity of a typical subway system. Curitiba is currently experimenting with adding bypassing lanes on the dedicated BRT routes and smart traffic lights to prioritize buses. They are even constructing a new line which will have a linear park and 18km of bike lane that parallels the bus transit route.

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And note Jaime Lerner's brilliant last words: "If you want creativity from your budget, cut it by one zero. If you want sustainability, cut it by two zeros. And if you want to make it happen, do it fast". Let's think about that one. - The Editor

[Read more:](#)

POSTED BY THE EDITOR AT [14:59](#) 

Shared Space progress in the UK

Report from Ashford UK.



Where Ashford leads in urban planning and street design, others follow – that seems to be the message after it was revealed that more than a dozen UK towns are also adopting shared space concepts to help improve their streetscapes.

Last month it was reported that Staines, Newcastle-under-Lyme, Hereford and Edinburgh were all considering redesigning their urban streets using the principles of shared space which have been successfully introduced in Ashford over the past year.

Now further research has shown that more than 12 other UK cities and towns are also interested in adopting the shared space concept.

These include Oxford, the Suffolk towns of Felixstowe and Ipswich, Poynton and Macclesfield in Cheshire, Torquay and Babbacombe in Devon, Stromness on Orkney, two separate locations in Blackpool, the Essex town of Colchester and various sites in Dorset.

Local authorities in most of these locations are believed to be in the early stages of design development as part of local regeneration projects; however Blackpool Council is about to begin construction work on a shared space scheme covering two sites in the bustling seaside resort.

New Inn Hall Street, in the heart of Oxford's congested city centre, has been earmarked for

redevelopment using a shared space approach similar to that adopted in Ashford.

In November, Ashford completed the first phase of its award-winning shared space project to transform its 1970s ring road into quality, two-way streets in which drivers, cyclists and pedestrians have equal priority. The scheme has opened up the town centre to make it more attractive to residents, businesses and visitors.

The £15.6m scheme has been implemented by Kent County Council and forms part of a £2.5bn public and private sector investment programme for Ashford.

Unnecessary street furniture, road markings and traffic lights have been removed and the speed limit cut to 20mph. Road surfaces have been replaced with high-quality materials, wider footpaths and low kerbs, to create a distinctive streetscape, while artists are transforming the public space along the road into an attractive tree-lined environment.

Judith Armit, managing director of Ashford's Future, the agency overseeing Ashford's growth programme, said she was delighted that the town had created a blueprint for other towns to follow. "The scheme has made our town centre more attractive to residents and visitors and it's playing a vital role in unlocking the commercial development potential of Ashford."

Kent County Council Leader Paul Carter said: "The scheme looks absolutely fantastic. It's just what Ashford needs. It's very modern and contemporary, and very well designed. This is the first stage. We have got to build other highway schemes when we get the funding from the Government or developer contributions.

"It's a completely different experience. It's a shared space where people change their behaviours - both motorists and pedestrians. The professionals say it does make drivers and pedestrians more cautious and has worked in other countries."

Urban design expert Ben Hamilton-Baillie, who was involved in the shared space project in Ashford, said he was not surprised that so many town planners were waking up to the potential of using the shared space approach to revitalise their public places.



"While it is true that no two schemes or circumstances are ever alike when comparing the needs of different places, planners in town halls across the UK are beginning to realise that designing street projects based on shared space principles is the way forward."

Source:

http://www.ashford.gov.uk/news_and_events/latest_news/more_towns_follow_ashford.aspx

[Read more:](#)

POSTED BY THE EDITOR AT [13:51](#) 

Honk! Homage to Hans Monderman

[Unexpected interview in Groningen \(on the street and straight to the point\)](#)



1 min 20 sec - May 30, 2006

Description: What? You know all about transport in cities and you have never heard of Groningen? Well, check out this an unexpected street interview in Groningen, a slice of life as lived by our old friend and transport innovating colleague (and now World Streets correspondent from Portugal) Robert Stussi. He has titled it: A Homage to Hans Monderman. Hear, hear!

[Read more:](#)

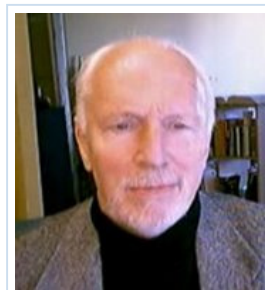
POSTED BY THE EDITOR AT [19:09](#) 

A thing so slight:

The medium is the message with the Paris public bike project

Eric Britton, Editor, World Streets, Paris, France

Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effects of automobiles are much less a cause than a symptom of our incompetence at city building. The simple needs of automobiles are more easily understood and satisfied



than the complex needs of cities, and a growing number of planners and designers have come to believe that if they can only solve the problems of traffic, they will thereby have solved the major problems of cities. Cities have much more intricate economic and social concerns than automobile traffic. How can you know what to try with traffic until you know how the city itself works, and what else it needs to do with its streets? You can't."

- Jane Jacobs, *Death and Life of Great American Cities* , 1961

A bicycle? Two spindly wheels held together by a frail metal frame and launched into wobbly motion with some kind of bizarre arrangement for your willing feet to move you from A to B. First introduced in yes! Paris almost two hundred years ago (1817 model just to your right), the bike been around for something like a century and a half and has had its moments of glory and its moments of ... neglect.

So why should it be that as we move toward the end of his first decade of this new century I should be taking your time to talk about something that is so small, so trivial, so out of date, so surely meaningless in an age in which the problems of our daily lives of our planet are enormous and in many ways crushing us to the mat? To get a feel for that, let's start with a quick look out the rearview mirror.

[Read more:](#)

POSTED BY THE EDITOR AT [09:52](#) 

Archives, library and reading room

This important section is very much work in progress. Among other things we have been asked to provide handy weekly summaries by a selection of our readers. (Click [here](#) to see poll results). We are still trying to feel our way as to how to do this best. In the meantime, we shall be feeding in here the best of what we have to now. But it will get better, be confident. Here is what we have to offer you thus far:

- 1. Archives:** If you scroll down on the left menu, you will be taken to the on-line archives which are organized by month. (More work on this needed though)
- 2. Monthly summaries:** The following PDFs provide a quick overview of the month's postings. They are not however fully clickable, so if you wish to dig deeper, you are directed to the on-line Archives section for that month. You'll see.)

- [April 2009](http://ecoplan.org/library/WS-April-2009.pdf) - <http://ecoplan.org/library/WS-April-2009.pdf>
- [March 2009](http://ecoplan.org/library/WS-March-2009.pdf) - <http://ecoplan.org/library/WS-March-2009.pdf>

3. Weekly summaries: Selections from articles and postings appearing on Streets during the week. (This section to follow.)

* [Week of 2-8 March 2009](#)

* [Week of 9-15 March 2009](#)

4. Volume 1 - 2009. PDF files for all entries in indicated week:

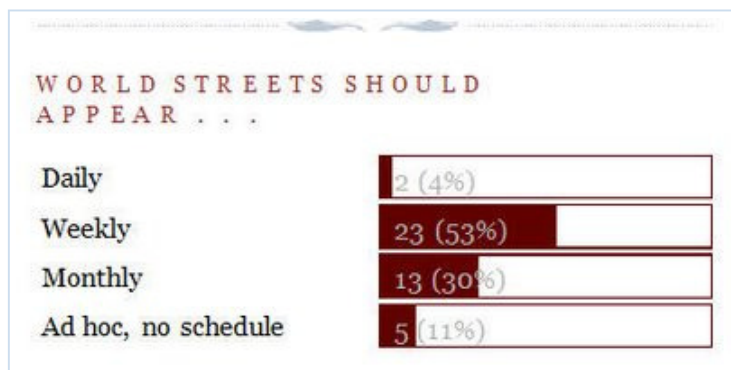
- [No. 1. Week of 8 March 2009](#)
- [No. 2. Week of 15 March 2009](#)
- [No. 3. Week of 22 March 2009](#)
- [No. 4. Week of 29 March 2009](#)
- [No. 5. Week of 5 April 2009](#)
- [No. 6. Week of 12 April 2009](#)

5. Library and Reading Room:

For all postings since 2 March, click [here](#).

6. 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.



More than half, as you can see here, advised that they would prefer a weekly edition for consultation, while close to a third reported that monthly would be just fine for them. Five of the respondees indicated that they thought ad hoc and no fixed schedule will be the way to go, while only 2 voted for World Streets as a daily.

Now we asked that question with several things in view. First, our desire to avoid info overload, certainly the direct cause of losing your audience on the net or pretty much anywhere. We had in fact the idea of a daily/weekly in target from the beginning. i.e., something that is sufficiently interesting each day that some if not all of our readers might book mark and have a quick look with their morning coffee. But at the same time, organized in such a way that the faithful though busy reader could drop in at any point and have direct access to the full last week of postings.

As to those asking for something monthly, our plan is to do something along those lines, but we have yet to figure out how. Finally, as daily users of the web we appreciate that stuff is happening in our sector in various corners of the world all the time, some of it interesting and to the point here, so we also wish to make Streets a resource readable available at all times. Which is what you have here.

Our job is to make this interesting, relevant and efficient for you. We are off to a pretty good start, but stay with us, more and better is ahead.

The Editor

[Read more:](#)

POSTED BY THE EDITOR AT [09:16](#) 

Bad News Department is really great idea!

Bad News Department is really great idea! I can say it as a contributor to various magazines (mainly cycling and popular-scientific ones) with 25 years of experience. "Bad news is a good news" approach is popular rather between the evening papers, but who don't likes gossiping?

From the other hand, early alert may help to take countermeasures -- be forewarned is to be forearmed.

Recently I have had in my Department a meeting about the Public Bike project with people from Public Transport Authority. What have been their first words? "The mass loss of Velib bikes forces us to rethink the idea of..."

And -- thanks to the Bad News Department -- I could tell them: "Don't get used too much to this idea. The news is highly exaggerated. We will make our plan real". They were not very happy -- I've got a feeling that they'll start the project just for to write a report: "Running the PBS is non possible".

We'll see...

[Marek Utkin](#)

Warsaw, Poland

[Read more:](#)

POSTED BY THE EDITOR AT [06:22](#) 

Honk! Contraflow Bus Lanes in London



Here are a couple of new additions -

To watch contra-flow bus lanes in operation in London - <http://www.youtube.com/watch?v=jY0VeiJ1fz8>

The above covers following locations - Russell Square, Picadilly Circus, New Oxford Street leading to Oxford Circus, Charing Cross Road near Tottenham Court (Tube station), London Road near Elephant & Castle tube station and finally Tooley street near London Bridge.

To watch a short video giving insight into workings of the pre-signal technology - <http://www.youtube.com/watch?v=wV3pAjzVhfw>

Use the HQ button on the bottom right of the Youtube display screen to watch in better quality.

Thanks

Adhiraj Joglekar
London UK

[Read more:](#)

POSTED BY THE EDITOR AT [19:21](#) 

Walk to School strikes again (From the New York Times)

This good article from today's New York Times treats a topic which is not only well known to the New Mobility Agenda program and its many collaborators around the world, but also touches on some of the fundamental considerations which constitute the vital underpinnings of the strategy which will allow us in many ways to cut CO2 radically and provide far better transportation (better in the larger sense of the word as we understand it here). When in 2002 our editor in chief was chair of the international jury of the prestigious [Stockholm Partnerships for Sustainable Cities](#), he and the jury selected the International Walk to School program as one of the select group of prize winners. The award, a striking sculpted glob made of recycled glass, was presented to Robert Smith as project manager of the [UK Walk to School](#) program at that time, on the understanding that each year it would circulate to another country program. In time it spanned several continents. The simple fact is that this is a great and worthy sustainability strategy and should be [art of every new mobility program in every town and city in the world.

March 27, 2009

Students Give Up Wheels for Their Own Two Feet

By [ELISABETH ROSENTHAL](#), [New York Times](#) (This article reproduced under our [Fair Use policy](#).)

LECCO, [Italy](#) — Each morning, about 450 students travel along 17 school bus routes to 10 elementary schools in this lakeside city at the southern tip of Lake Como. There are zero school buses.

In 2003, to confront the triple threats of childhood [obesity](#), local traffic jams and — most important — a rise in global greenhouse gases abetted by car emissions, an environmental group here proposed a retro-radical concept: children should walk to school.

They set up a [piedibus](#) (literally foot-bus in Italian) — a bus route with a driver but no vehicle. Each morning a mix of paid staff members and parental volunteers in fluorescent yellow vests lead lines of walking students along Lecco's twisting streets to the schools' gates, Pied Piper-style, stopping here and there as their flock expands.

At the Carducci School, 100 children, or more than half of the students, now take walking buses. Many of them were previously driven in cars. Giulio Greppi, a 9-year-old with shaggy blond hair, said he had been driven about a third of a mile each way until he started taking the piedibus. "I get to see my friends and we feel special because we know it's good for the environment," he said.

Although the routes are each generally less than a mile, the town's piedibuses have so far eliminated more than 100,000 miles of car travel and, in principle, prevented thousands of tons of greenhouse gases from entering the air, Dario Pesenti, the town's environment auditor, estimates.

The number of children who are driven to school over all is rising in the United States and Europe, experts on both continents say, making up a sizable chunk of transportation's contribution to greenhouse-gas emissions. The "school run" made up 18 percent of car trips by urban residents of Britain last year, a national survey showed.

In 1969, 40 percent of students in the United States walked to school; in 2001, the most recent year data was collected, 13 percent did, according to the federal government's [National Household Travel Survey](#).

Lecco's walking bus was the first in Italy, but hundreds have cropped up elsewhere in Europe and, more recently, in North America to combat the trend.

Towns in France, Britain and elsewhere in Italy have created such routes, although few are as extensive and long-lasting as Lecco's. In the United States, Columbia, Mo.; Marin County, Calif.; and Boulder, Colo., introduced modest walking-bus programs last year as part of a national effort, [Safe Routes To School](#), which gives states money to encourage students to walk or ride their bicycles.

Although carbon dioxide emissions from industry are declining on both continents, those from transportation account for almost one-third of all greenhouse-gas emissions in the United States and 22 percent in [European Union](#) countries. Across the globe, but especially in Europe, where European Union countries have pledged to reduce greenhouse gas production by 2012 under the [United Nations'](#) Kyoto protocol, there is great pressure to reduce car emissions.

Last year the [European Environmental Agency warned that car trips to school](#) — along with food importing and low-cost air travel — were growing phenomena with serious implications for greenhouse gases.

In the United States and in Europe, "multiple threads are warping traditional school travel and making it harder for kids to walk," said Elizabeth Wilson, a transportation researcher at the Humphrey Institute of Public Affairs at the [University of Minnesota](#). Among those factors are a rise in car ownership; one-child families, often leery of sending students off to school on their own; cuts in school-bus service or charges for it as a result of school-budget cutbacks and fuel-price gyrations; and the decline of neighborhood schools and the rise of school choice, meaning that students often live farther from where they learn.

Worse still, said Roger L. Mackett, professor at the [Center for Transport Studies at University College in London](#), there is growing evidence that children whose parents drive a lot will

become car-dependent adults. “You’re getting children into a lifelong habit,” he said.

In Lecco, car use has proved a tenacious habit even though the piedibus has caught on. “Cars rule,” said Augusto Piazza, the founder of the city’s program, an elfin man with shining blue eyes, a bouncing gait and a yellow vest. As he “drove” along a bus route on a recent morning, store owners waved fondly to the familiar packs of jabbering children.

Yet as they pulled up to Carducci School, dozens of private cars were parked helter-skelter for dropoffs in the small plaza outside as gaggles of mothers chatted on the sidewalk nearby. “I have two kids who go to different schools, plus their backpacks are so heavy,” said Manuela Corbetta, a mother in a black jacket and sunglasses, twirling her car keys as she explained why her children do not make the 15-minute trek. “Sometimes they have 10 notebooks, so walking really isn’t practical.”

Some children are dropped off by parents on their way to work, and some others live outside the perimeter of the piedibus’s reach, although there are collection points at the edge of town for such children. But many live right along a piedibus route, Mr. Piazza noted.

Yet other parents praised the bus, saying it had helped their children master street safety and had a ripple effect within the family. “When we go for shopping you think about walking — you don’t automatically use the car,” said Luciano Prandoni, a computer programmer who was volunteering on his daughter’s route.

The city of Lecco contributes roughly \$20,000 annually toward organizing and providing staff members for the piedibus. The students perform a public service of sorts: they are encouraged to hand out warnings to cars that park illegally and chastise dog owners who do not clean up.

Naturally some children whine on rainy mornings. Participation drops 20 percent on such days, although it increases during snowfalls. On rainy days, “She says, ‘Mom, please take me,’ and sometimes I give in,” said Giovanna Luciano, who lives in the countryside and normally drops her daughter Giulia, 9, at a piedibus pickup point in a parking lot by a cemetery.

To encourage use, children receive fare cards that are punched each day. The bus routes have distinctive names (the one through the graveyard is the mortobus), and compete for prizes like pizza parties for the students. Teachers have students write poems about the piedibus.

In Britain, about half the local school systems now have some sort of incentives to encourage walking, although generally less formal ones than the piedibus, said Roger L. Mackett, a professor at the Center for Transport Studies at University College in London.

“It’s quite a lot of effort to keep it going,” he said. “It’s always easier to put children in the back of the car. Once you’ve got your two or three cars, it takes effort not to use them.”

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POSTED BY THE EDITOR AT [06:43](#) 

Support World Streets

Want to do your bit for sustainable transport, sustainable cities, and a sustainable world? Donate one dollar today to keep Streets going. You can do it with a simple click [here](#).

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

Toolbox: SeeClickFix

Here is a new mobility tool that we would like not only to introduce you to here, but also invite your comments and suggestions. Then, if any of you wish to take this further, perhaps we can explore with our friends at SeeClickFix, a public interest group in wild, exotic and different New Haven Connecticut how this might be put to work in your city.

We were in the process of preparing our own piece based on interviews with SeeClickFix founder Ben Berkowitz, when this fine treatment came in from Streetsblog Daily reporter Brad Aaron. So what better than to pass it on to you as it appeared yesterday in New York.

A possible World Streets goal: To find one or two cities in any part of the world that might be interested in putting this tool to work in their community. To test its applicability and usefulness in a range of non-US situations. Candidates?

And now from Streetsblog:

SeeClickFix: Is “Little Brother” the Next Big Thing?

The next generation of community-driven reporting of quality-of-life issues -- like potholes, graffiti, garbage buildup, or broken street lights -- is SeeClickFix, software that enables users to populate a map with cases that are then forwarded to the responsible city agency. Much like a

311 system, SeeClickFix is predicated on the assumption that an aware and engaged public that uses technology can get its city government to efficiently resolve problems.

Unlike most 311 systems, the visual mapping function enables users to see all existing complaints about a particular problem or to add their voice to an existing case, thus promoting it to a more urgent position in the queue. Users can create "watch areas" and receive notices when other users identify a problem within it. Each case generates an e-mail that is sent to the appropriate agency responsible for fixing it.

According to founder Ben Berkowitz, who is based in New Haven, Connecticut, SeeClickFix got its first trial run last year when New Haven's mayor, John DeStefano, Jr., was looking for a way to better respond to public quality-of-life complaints and to reduce duplication of efforts within agencies. DeStefano required the city to respond to cases that had been generated by the public on SeeClickFix and report the status of the cases online.

The system was so successful that the city now uses SeeClickFix as a proxy 311, with agencies such as the DOT, DPW, and police department using it for non-emergency issues. DeStefano was so happy with the service that he sent a letter to more than 100 other mayors encouraging them to try it.

Berkowitz says the system has now expanded beyond the local government to utility companies and non-profits. He said they have seen numerous cases of good Samaritans responding to complaints without prompting, such as one carpenter who fixed several park benches he located on the site.

"That's the beauty of open source," says Berkowitz. "At first, we thought of calling it Little Brother, like 'Little Brother is Watching,' but then we realized we needed to be a bit more kind to government."

Berkowitz explains that SeeClickFix often coordinates with newspapers, such as those in Boston, Philadelphia, and Pittsburgh, to promote the software to the public, then advocates for the city to try responding to cases and noting the progress online. When the Philadelphia Inquirer added the SeeClickFix widget to its site, Philadelphia 311 soon started responding online to newly-generated cases.

In San Francisco, Phil Bronstein, editor-at-large of Hearst Newspapers Division, is a big fan of SeeClickFix and is planning to use the mapping widget on SFGate.com. Kevin Skaggs, executive producer of SFGate, said a collaboration with SeeClickFix has been in the works since Bronstein blogged about them last year, and that SFGate will use the widget in a few months on its new hyper-local Chronicle sites.

The new Chron sites will resemble the New York Times' recently launched local blogs, where SeeClickFix is already a presence. As of now, the Times has incorporated the map widget into the New Jersey edition of "The Local," which covers Maplewood, Millburn and South Orange. Berkowitz hopes the Times' Brooklyn blog, targeted at readers in Fort Greene and Clinton Hill, will follow suit. If that happens, he sees city residents using SeeClickFix as a tool for broad scale community improvement.

"We know that it can be much bigger than 311 in New York," says Berkowitz. "It's a really great method for getting a dialogue started."

Posted: 25 Mar 2009 12:01 PM PDT

With reporting by Brad Aaron.

[Read more:](#)

POSTED BY THE EDITOR AT [10:51](#) 

"Street code": A World Streets Campaign for 2009

The Highway Code: a collection of laws, advice and best practice for all road users, which mainly functions as a written basis for learning to drive as well as stipulating the letter of the law (licensing, required safety equipment, default rules, etc.) In Europe this happens at a national level, with room in some places for stricter local ordinances. In the US mainly a state prerogative. In all cases the code itself is the creature of the automotive age and is primarily concerned with defining the role and characteristics of motor vehicle driver and owner behavior.

Many European cities are of late starting to advance on the idea of establishing a far tougher "street codes", specifically adapted to the special and more demanding conditions of driving in city traffic. This is becoming especially important as we start to see a much greater mix of vehicles, speeds and people on the street. If streets are for cars, well this is probably not a priority. But if they are "public spaces" and open to the full range of uses and users, then perhaps something along these lines is called for.



The idea is works is that legal responsibility for any accident on street, sidewalk or public space, is automatically assigned to the heavier faster vehicle. This means that the driver who hits a cyclist has to prove his innocence, as opposed to today where the cyclist must prove the driver's guilt (not always very easy to do).

This is not quite as good as John Adams' magnificent 1995 formulation whereby every steering wheel of every car , truck and bus would be equipped with a large sharp nail aimed directly at

the driver's heart-- but it can at least help getting things moving in the right direction.



We propose to make this a major campaign theme of World Streets in 2009 and invite our readers to submit their reports, ideas and comments over the course of the months ahead.

If you look over toward the top of the left menu here, you will see that we have opened up a reader poll in an attempt to get your views as well. We also invite comment here on the results.

[The editor](#)

References:

[Livable Streets discussions of Street Code](#)

[What is Street Code?](#) (Thanks for use of your graphic)

[Code de la rue - Belgium](#) (Use Translate here as needed)

[Code de la rue - France](#)

[Code de la rue - Wikipedia](#)

[Read more:](#)

POSTED BY THE EDITOR AT [12:06](#)

Street Code: Collisions Between Asymmetrical Parties

Eric,

Your suggestion that, in the case of a collision in a public street, regardless of fault, the larger, faster party bear the responsibility for redress. This is close to my proposal that the party in the larger vehicle (who usually doesn't get injured) lose their privilege to drive for as long as the smaller (usually also slower) party takes to recover and to resume the mode of travel they were using at the time of the collision.

Your proposal could be a little even-handed if the fault principle (based on the Highway Traffic Act) would apply to that portion of the outcome that would have entailed had the two parties been the same size and moving at the same speed as the more benign party, while the rest of the outcome fall at the feet (as it were) of the larger, faster party, regardless of fault.

BTW, the other posting on the new SeeFlickFix.com site is very important. I used it for a missing set of stairs in a small park near my home a few minutes ago, and it took my material, including a photo, quite well. However, I had to reply to my own post, to correct the software

that would not let me reposition the icon to a more accurate location. I also posted a second photo, getting it properly turned upwards (mea culpa).

I see this as the way to create stewardship over public places, and to remove from cities the right of controlling the records of complaints ("Oh, you're the first person to complain.")

Chris Bradshaw
Ottawa

[Read more:](#)

POSTED BY CHRIS BRADSHAW AT [12:04](#) 

What/who keeps holding back newmobility reform?

Eric Britton, Editor, World Streets, Paris, France

If you get it, newmobility is a no-brainer. However, while that is a great starting place, it is not going to get the job somehow miraculously done. We have a few potential sticking points here that need to be overcome first. Let's have a quick look.

After some years of talking with cities, and working and observing in many different circumstances, here are some of the barriers are most frequently encountered in trying to get innovative transportation reform programs off the ground, including even in cities that really do need a major mobility overhaul.



1. The Mayor/city manager: The mayor or prime city leader either: does not get it; feels that she knows the whole area well enough to require nothing else; does not consider this to be a matter of high priority; feels confident that his staff has this well under control, or quite simply does not have enough time to get her arms around it.

2. The City Council: Where you have city councils taking these decisions, it turns out that they are often much better at disagreeing than agreeing, at least when any unfamiliar, to them unproven, idea comes before them for decision. And yet, if we do not get some kind of consensus for change at the top this is never going to happen.

3. The city's transportation experts: The city's main transportation expert, team, may well not be interested in having any "outside help". Anything else is often seen as a challenge to their authority and expertise. So we basically have a turf problem.

4. Local consultants: The specialized consultants who already work in the sector in that city, or have contact with it, feel that they do not need any additional help since this is after all their job and specialty.

5. Local business groups, who the most part are firmly wedded to the idea of cars and car access (AKA parking) as being the key to the success of their businesses.

6. Transportation service providers: bus/transit services, taxis, school and special service buses, others -- tend to be the most part quite narrowly focused on their specific business area, often already under some financial duress, and thus for the most part not known to be open to new ideas or new ways of doing things. Including new and much broader partnerships with other service providers and actors in the community. This is not the case for all cities, but most operators are under such financial pressure that they have little or no margin for innovation or experimentation.

7. Public interest groups: Specific transportation, environmental groups (cycling, pedestrian, public space, emissions, quality of life, specific neighborhood groups, etc.) tend to be committed to their specific missions and far more often than not simply do not get together to create a global sustainable cities program, as indeed should be the case.

8. Local media: For reasons of their own, advertising revenues included, have rarely really bought into the sustainability agenda.

9. The "local car lobby". While there are financial interests tied to the continuing abundant unfettered use of cars in the city, including local auto dealers, any businesses that might be suppliers to the sector, parking businesses, the great bulk of this "lobby" is an unquestioned implied understanding that nothing should be done that would change your relationship with your car.

10. All of us: Doubtless the biggest single obstacle to deep transportation reform is a result of the fact that it deals with a highly visible area of public life in which just about everybody, from mayor to dogcatcher, feels that they have a high degree of implicit expertise in figuring out what works and what will not work in their city. . . because transport is something that they do every day and can see with their own eyes. This is the Achilles' heel of transportation policy, this very human tendency for just about everybody to feel that if they do it i.e. move around every day) this means they understand it. The trouble with this is that transport in cities is a highly complex metabolism of great systemic complexity that is far closer to that of the human brain than say another glass of beer. Thus one of the main challenges of deep transportation reform is to help citizens and decision makers come to grips with these challenges of complexity, without at the same time removing it from their role as active and responsible citizens and placing it entirely in the hands of centralized experts. There is a major

communications challenge here. And a governance challenge as well.

* * *

How many potential barriers is that already, ten? And if you think of it in terms of your own city, I am sure you are going to spot most if not all of the above and yet others. It is thus the first challenge of anyone who wishes to advance the sustainable transportation agenda in that place to understand this difficult terrain and to figure out ways of coping with it.

For sure, it is going to be impossible to take on and convert all of these interests at once. But the fundamental concepts and potential of a 21st-century mobility system are such that if we take a strategic approach to dealing with these barriers, taking them on one at a time and with great patience and foresight, the policy agenda can be opened up and perhaps some first small victories can be achieved. Once this has happened, the rest will follow in due course.

Our best counsel for transportation reform: Start at the top and engage and work your way down this list patiently one by one. Build up your support base , and gradually expand it. Be known as a great and patient listener.

* * *

You may find some interest in reading the above in parallel with the strategic summary for new system planning and implementation of the New Mobility Agenda which you will find here – www.strategy.newmobility.org.

[Read more:](#)

POSTED BY THE EDITOR AT [12:02](#) 

YouBike: New Share Bike scheme in Taipei

A new public bike scheme just started by the Taipei goverment and supported by Giant bicycle in Taipei. As stated on the wibsite: "Bicycle is clearly growing trend all around the world. It is a symbol of advanced, civic and a green city. The cycling population in Taiwan is growing rapidly acros all ages."

The ambition of the project is to promote the use of bicycle as the "last mile" connection for public transportation. This encourage a new commuting culture to let more people to take public transport. Increase transport efficiency while reducing the energy consumption. as the same time.

The YouBike system is controled by automated electronic system, using RFID and smart card

system.

The YouBike Public Bicycle System uses the EasyCard as the membership card. Short-term card registration is available from the information kiosk at each rental point. Long-term card can be applied via the YouBike website or service center.

First 30 minutes of each session is free then TWD 10 (about \$0.30) for each additional 15 minutes.

Some statistics:

- Automated bicycle station: 11
- RFID tagged parking space: 754
- YouBikes: 500
- Service center: 1

English language website at: <http://www.youbike.com.tw/upage/english.htm>

Contact for further information: service@youbike.com.tw or Fax 02 2722-4211

[Read more:](#)

POSTED BY THE EDITOR AT [08:00](#) 

3 reports on transportation planning from Project for Public Spaces

(Done in conjunction with the American Association of Retired Persons)



-- [A Citizen's Guide to Better Streets: How to Engage Your Transportation Agency](#)

-- [Streets as Places: Using Streets to Rebuild Communities](#)

-- [The Quiet Revolution in Transportation Planning: How Great Corridors Make Great Communities](#)

PPS has initiated a [transportation practice](#), and has a workshop on "[streets as places](#)."

[Read more:](#)

POSTED BY RICHARD LAYMAN AT [03:09](#) 

LABELS: [ADVOCACY](#), [TRANSPORTATION PLANNING](#), [URBAN DESIGN/PLACEMAKING](#)

Report: Bicycle Sharing Systems Worldwide: Selected Case Studies

CityRyde LLC, a bicycle sharing consultancy founded in 2007 based in Philadelphia, PA would like to add a cherry on top of the information the World City Bike Forum provides - a free report just released that focuses on the bike sharing systems we get asked about most frequently.

Enter "Bicycle Sharing Systems Worldwide: Selected Case Studies" - a high-level synopsis that includes critical information about major vendors and deployments such as JCDecaux with Velib', Clear Channel Outdoors with SmartBike DC, Public Bike Systems with Bixi, B-cycle with Momentum B-cycle, CEMUSA with Nbici and Veolia Transportation with OyBike.

CityRyde has spent years researching and analyzing information about bike sharing implementations and their providers and strives to be the trusted source of bike sharing knowledge. For the first time ever, this information is compiled into a high-level synopsis which is easy to read and shared openly to the public.

"Bike Sharing Systems" focuses on the systems we get asked about most frequently, including major vendors and deployments such as JCDecaux with Velib', Clear Channel Outdoors with SmartBike DC, Public Bike Systems with Bixi, B-cycle with Momentum B-cycle, CEMUSA with Nbici, and Veolia Transportation with OyBike. We have captured critical information about the systems including membership demographics, usage information, implementation costs, rental costs, bike share technology (bike, kiosk, locking mechanism), and implementation statistics.

Download this document at no charge by visiting our reports page at www.cityryde.com/reports

Don't hesitate to contact us with any questions, comments, concerns, etc.

Jason Meinzer, JHSMeinzer@cityryde.com
CityRyde LLC – www.CityRyde.com

Philadelphia, PA USA

[Read more:](#)

POSTED BY THE EDITOR AT [07:41](#) 

LABELS: [BIKESHARING](#), [PBS](#), [PUBLIC BICYCLE SYSTEM](#), [SHARED BIKE](#)

Honk! Contested Streets



[Contested Streets](#) is a documentary produced by the New York City advocacy group [Transportation Alternatives](#), and made by [Cicala Filmworks](#) that explores the rich diversity of New York City street life before the introduction of automobiles and shows how New York can follow the example of other modern cities that have reclaimed their streets as vibrant public spaces. The 57 minute film was premiered in New York City on 27 June 2006 and is available for purchase at cost from [Transportation Alternatives](#).

Contested Streets features new footage of reclaimed streets in London, Copenhagen and Paris and features interviews with New York savvy notables such as Ken Jackson, Mike Wallace, Bob Kiley, Eric Britton, Jan Gehl, Majora Carter, Kathryn Wylde, Enrique Penalosa, James Howard Kunstler and many more -- who help us to make our way through the morass of problems, resistances and opportunities that all our cities face.

Cicala Filmworks is a full-service film, video, and new-media production company. Headquartered in New York City, the company produces content as varied as documentary programming, industrial videos, TV commercials, web content, and short and feature films.

- View a 5 minute trailer of Contested Streets [here](#).
- To obtain a copy of the DVD, click [here](#).
- To know more about Cicala Filmworks, click [here](#).

[Read more:](#)

POSTED BY THE EDITOR AT [04:12](#) 

Op-Ed. Jan Gehl, Message from Copenhagen

People First

Jan Gehl, [Gehl Architects](#), Copenhagen, Denmark

Many challenges face today's societies: from increasing carbon emissions to our reliance on depleting energy resources, from increasing social segregation to the obesity epidemic. All these challenges come at a great cost: from monetary to environmental, and every inhabitant pays a price. We believe many of these challenges can be addressed simply by thinking about 'people first' when planning cities.



The Value of People Oriented Planning

If the urban population is invited to use public space by walking or bicycling, the effects are highly positive in meeting these challenges. It may seem banal that more bicycle lanes equal more bicyclists, a well-connected pedestrian network results in more pedestrians, a well-working public transport system results in more people using public transport – whereas more roads means more cars. It seems simple. More and more studies demonstrate that a good pedestrian and bicycling environment is not in contradiction with good sales numbers. On the contrary, local businesses do better in neighborhoods that favor soft traffic, and cities that perform well on livability attract investors and business.

Planning for Everybody

Creating a good public realm enables different groups in society to meet on equal terms. If we want to take planning for all people seriously, we have to give everybody the chance of being mobile – a key element in today's society. Good conditions for people, without a car, give more people the opportunity to be a real part of the society.

Lessons from Copenhagen

For the past 45 years Copenhagen, Denmark, has been on a continuous journey to make life better for its inhabitants and, in 2008, the city was named the best city in the world for quality of life. This achievement is the result of a contiguous strategy of turning the focus around from a car-orientated culture to a people friendly environment - one that favors a good public realm,

through public transport and amenities. For example, 36% of all Copenhageners commute to work by bicycle - a completely healthy, democratic and sustainable mode of transportation. Our goal is to reach 50% by 2015.

US Cities Leading the Way

'Planning for people' can make cities safer, more environmentally friendly, livelier and healthier. Presently, Gehl Architects is working with cities across the United States, including New York City, Seattle and San Francisco, in the joint effort of making these cities even greater. We hope the Obama Administration will support and lead this development even further in the years to come.

Jan Gehl jan@gehlarchitects.dk

Gehl Architects – Urban Quality Consultants, www.gehlarchitects.com
Copenhagen, Denmark

[Read more:](#)

POSTED BY THE EDITOR AT [13:51](#) 

Op-Ed: Peter Newman, Message from Western Australia

[Peter Newman](#), Perth, Western Australia

There are four messages we can share with you based on some of our best experiences in recent years:

1. Building fast trains to the car dependent outer suburbs will work.

The US city has almost no transit going to its outer areas where people are heavily car dependent. The sub-prime mortgage areas most hit by the oil crisis were in these areas. They are highly vulnerable now. Most transport experts say you can't build rail to these low density areas so buses only are provided and few of these services work competitively.

Perth built a fast train 80 kms south through such suburbs and it now carries 55,000 passengers a day when the buses in the corridor carried just 14,000. It is full at peak time. The train has a max speed of 130 kph and can outstrip the cars down the freeway where it runs. Most US cities have freeway space that could be used for such trains.

Ref: See Newman P, Beatley T and Boyer H (2009) 'Resilient Cities: Responding to Peak Oil and Climate Change', Island press, Washington DC.



2. TravelSmart is a successful travel demand management system.

It was pioneered in Perth. It has gone across Australia and to the UK and is being trialed in 4 US cities. It works as an individualized marketing approach rather than a broad media approach. Eco-coaches are trained to go into people's houses and help them to use their cars less. They concentrate on short local journeys which can be better done by walking and cycling which in most areas surveyed increase by around 30% with car use less by around 15%.

Ref. See Salzman R (2008) 'Now that's what I call intelligent transport', Thinking Highways, 3 (1)

3. Regional planning to ensure regional transit systems and associated TODS.

Transit Oriented Developments have begun to work well in US cities but they are scattered rather than in coherent corridors, rather like the transit systems which sometimes defy rationality in the routes they take. This is because regional planning is weak in US cities. The MPO system could be strengthened as in Denver and Portland where coherent regional solutions are now happening. Australian cities, and Perth in particular, has strong regional governance on its transit and land use planning. It works.

Ref. See <http://citistates.com/peirce/> and also Resilient Cities as above.

4. Renewable transport through electric vehicles and smart grids will green

private transport. Even if all the above works cities will only reduce their car use by 50% at most. The rest needs to be greened too. The Li-ion battery has enabled plug-in electric vehicles to rapidly become the vehicle of choice. It is essential that these are introduced by linking them to renewable power and a smart grid to enable 100% renewable energy to power the city through the storage capacity of the electric vehicles. This technology is part of the green economy but will only happen if a clear policy is developed to encourage it as in the Better Place model in Israel, Denmark, Brisbane, Melbourne and Sydney and in a new demonstration suburb called North port Quay in Perth.

Ref. See our paper 'Renewable Transport' on www.sustainability.curtin.edu.au/publications

Peter Newman, P.Newman@curtin.edu.au

Curtin University

Perth, Western Australia

[Read more:](#)

POSTED BY THE EDITOR AT [19:53](#) 
LABELS: [OP-ED AUSTRALIA](#), [PERT](#), [TOD](#), [TRAINS](#)

Carsharing in Japan: Status report



[From NewMob [World Carshare Consortium](#).]

According to our survey in January 2009, there were 20 carsharing organizations in Japan and a total of 563 vehicles were being shared by 6396 registered members at 357 car stations.

The figure of registered members has doubled since January 2008.

You can access the web site of each carsharing organizations from our web site.

http://www.ecomo.or.jp/environment/carshare/carshare_list.html

Shimpei Ichimaru

Foundation for Promoting Personal Mobility and Ecological Transportation

Tokyo, Japan

[Read more:](#)

POSTED BY THE EDITOR AT [09:29](#) 

LABELS: [CARSHARE](#) [CARSHARING](#)

Common sense on "next generation" carsharing - Paris, London EV proposals

[The following piece of this date graciously shared with us by the [author](#) and the [Climate Change Group](#)]

[Could London follow Paris with electric car sharing?\]](#)

18 Mar 2009 | Author: [Toby Procter](#) | -

Boris Johnson's electric cars will not be as green as those powered by the French, so why not just hop on a bus instead?



Aiming to make London the 'electric capital of Europe', London Mayor Boris Johnson told the London assembly on 25 February that a working group was considering a plan along the lines of the Autolib' electric car rental scheme planned for Paris for 2010, and wanted to greatly expand support for charging points around London.

Johnson hoped for a "sizeable chunk" of the £250m government funding for electric vehicle initiatives, and added that he wanted to see at least half the 8,000-vehicle fleet owned by the Greater London Authority replaced by electric vehicles as soon as possible, while warning that considerable sums were necessary in order to invest in a technology that is "almost there ... but not quite".

Last October, the Paris authorities announced plans for an 'Autolib' electric car-sharing scheme to do on four wheels what the successful Vélib bicycle sharing scheme has done on two. Paris proposes 2,000 EVs to be available from 200 city centre underground car parks and 500 parking bays, and another 2,000 in the city's suburbs. These vehicles could be booked online, picked up in one bay and left in another at the journey's end.

Electric cars still have teething problems. Problem one is that these cars - some are not technically cars, but 'quadricycles' such as the REVA and Aixam Mega - are produced in small numbers and cost more than comparable ordinary cars, despite offering limited range, utility and space.

Problem two is the infrastructure EVs need, given their batteries' present shortcomings. Most EVs' batteries need recharging for 7-8 hours after around 100 miles. The 40 Elektrobay street-side recharging units already in place in London cost around £7,500 per unit installed - multiply that by 700 units as with the Paris scheme - and it adds up to a huge sum of cash.

Then there's the cost of telematics and accounting systems and associated hardware to charge users for the 'juice' and the rentals. Elektromotive, the UK firm which has supplied London's recharging points to date, recently signed an agreement with the Renault-Nissan Alliance, which hopes for global EV market leadership from the launch of its first electric cars in 2012, but solutions to large-scale recharging/parking infrastructure issues remain unproven.

London is likely to start, as have some other local authorities, by buying more electric vehicles for the GLA fleet, whose journeys start and end at depots where off-road recharging units can more easily be installed.

To date, car sharing clubs have remained small-scale, though in London, the City Car Club saw membership rise 109% last year, and rival Whizzgo's rose 42%. One such company might take on the management of an EV sharing scheme. But it would provide electric car access only to the few, so might not deserve big subsidies.

The question of whether electric cars in London are the greenest option should also be asked. France relies on nuclear energy for around 80% of its electricity and therefore has a much lower carbon electricity supply than the Brits.

And according to estimates cited by the French EV maker Aixam, on average people only need cars in London for 4-mile journeys. Might they be better off taking a bus? Improving bus services might cut urban CO2 emissions more efficiently than a token fleet of electric cars available only to the few.

However London decides to pump-prime electric transport, the Mayor should reflect on the fact that some of the latest small diesel cars from European manufacturers emit CO2 emissions below 100gm/km, well below the 2012 limit proposed by the EU, and scarcely more than the average 87g/km calculated for electric cars by the UK's King Review of Low Carbon Cars, factoring in the UK's renewables-poor generation mix.

[Read more:](#)

POSTED BY THE EDITOR AT [02:09](#) 

Honk! A New Paris? And a New Mobility Dream?

I thought this might be a rotten way for you to start your day. Just to let you know that all the dinosaurs are not dead. This chilling Brave New World illustration from an article that appeared in Monday's New York Times. Click [here](#) to check it out.

ARCHITECTURE
A New Paris, as Dreamed by Planners



Alain Christian de Portzamparc

The architect Christian de Portzamparc has proposed a new elevated maglev train that would run above the Paris périphérique.

By **NICOLAI OUROUSOFF**
 Published: March 16, 2009

PARIS — Hand it to the French. Who else would pick an economic collapse as a time to unveil one of the most audacious urban plans in recent memory?

[Enlarge This Image](#)

Yet the 10 proposals for a new master plan for metropolitan Paris, which were unveiled last week, may just be the kind of brazen idealism the world needs right now.

The results of a nine-month study commissioned by

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The news is not quite as bad as that, this being one of the more outrageous images resulting from an architectural completion commissioned by the government last summer, looking for ideas for Le Grand Paris (the greater Paris region which as yet has no legal entity), but which is marked by very large economic and life quality differences depending on where you live. They selected ten mainly well known architectural firms to have a go. There are, as you might well suspect plenty of worthy ideas in the contributions. For more you can Google "Le Grand Paris" or, in French "Grand pari de l'agglomération parisienne"

Perhaps someone might tell me how much do architects actually know and or think about the complex ins and outs of sustainable transportation. A lot?

Eric Britton

Source and fair use:

This article originally appeared in the New York Times of 16 March 2009, by their reporter Nicolai Ouroussoff. You can view their original article [here](#).

And click [here](#) to view World Street's policy on Fair Use. Comments welcome.

Read more:

POSTED BY THE EDITOR AT [07:56](#) 
 LABELS: [OLD MOBILITY](#), [PARIS](#)

We can rebuild our roads, but we need to broaden our focus, and (re)

build a better transportation system

A recent issue of *Parade Magazine*, a Sunday newspaper magazine supplement widely distributed in the United States, has a cover story, "[How We Can Save Our Roads: America's highway infrastructure needs money, manpower — and a new vision](#)," on the highway system.

My first reaction was, "it's not the roads we need to focus on, but the entire mobility system." However, there is an interesting point in the article that needs to be extended. From the article:

Money isn't all that's needed, experts say. A solution also will require new ideas about how we design, build, finance, and maintain our transportation backbone.

Build Good—Not Perfect—Roads

Just six years ago, only 44% of Missouri's highways were rated in good condition. Money was too tight to do much about it. The state's transportation boss, Pete K. Rahn, decided something had to change.

The problem, he believed, was that highway engineers invariably tried to build the best roads possible. But what if Missourians didn't always need the best roads possible? What if they were willing to settle for good enough? His answer was a new road-building doctrine he called "Practical Design."

Today, when Missouri engineers design highways, they aim "not to build perfect projects, but to build good projects that give you a good system," says Rahn. Practical Design says to "start at the bottom of the standards and go up to meet the need. When you meet the need, you stop."

On some projects, the new approach achieves identical standards with the old. On others, the differences often are invisible to motorists. A highway through mountains, for example, might have a thinner bed of concrete where it rests on bedrock.

The idea of "practical design" has the ability to be "reverse engineered" and applied more broadly than it is currently being applied in Missouri and the other states that have adopted the approach.

For example, "practical design" of neighborhood roads in a center city (urban) residential area should mean that the roads don't get built to the level that accommodates speeds of 50 to 75 mph. After all, the posted speed limits in most situations on city residential streets are 25 mph, plus these are mixed use areas with plenty of walkers, bicyclists, and non-through road traffic (buses, delivery vehicles, etc.).



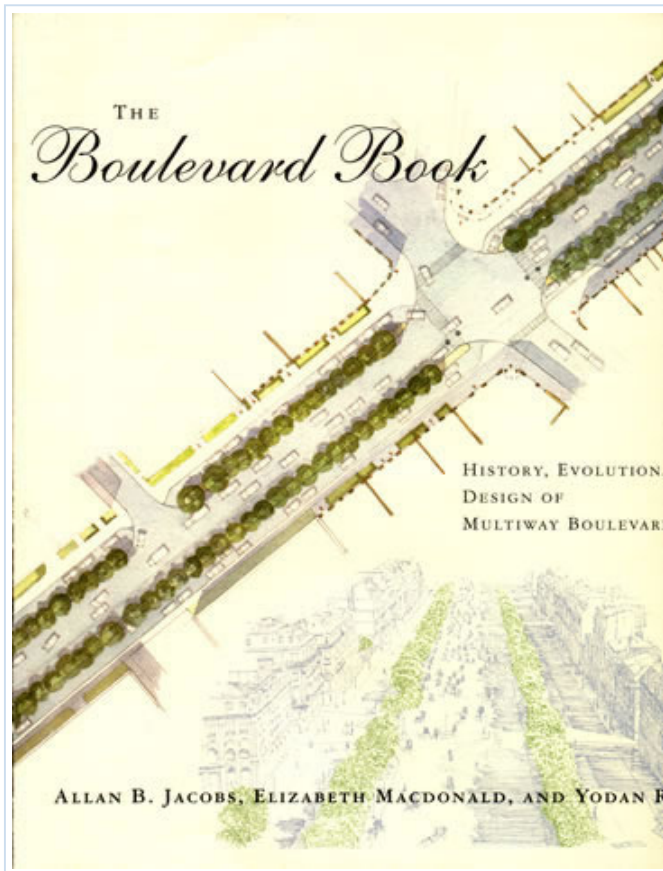
People walk in the rain in an area paved with Belgian Block, in central London's financial center. (AP Photo/Lefteris Pitarakis) (September 30, 2008)

For example, the over engineered alley between 7th and 8th Streets SE, next to the Hine Junior High School playground (now occupied by the temporary market building for the Eastern Market public food market) in Washington, DC appears to be designed to freeway standards.



Similarly, highways in cities perhaps should be engineered as parkways and boulevards, rather than the traditional high-speed routes that typify the U.S. Interstate Highway system.

This is the flip side of a point that many people make about using Belgian Block and other similar types of what you might call "slowth" materials for roads, rather than making all roads capable of enabling the highest possible speeds for cars, and cars are already engineered to go very fast anyway.



The Boulevard Book offers ideas for rethinking higher-capacity streets in the urban setting.

Plus, the *Washington Post* reports that the Obama Administration is serious about high-speed rail. Sure we're late to the party (Spain, France, China, Japan have showed how it is done or can be done for a long time). But now something is happening. See "[High-Speed Rail Signals a Shift.](#)"

[Read more:](#)

POSTED BY RICHARD LAYMAN AT [02:02](#) 

Silent cities?

There have been suggestions that electric cars might need to have artificial noise generators to warn pedestrians and cyclists, who rely to a great extent on auditory cues, of their approach. See for example the [article of 4 Dec 2008](#) obtained by searching for "noise vehicle" on .

It has occurred to me to ask why not require vehicles to be silent while putting the onus on the drivers to avoid pedestrians and cyclists. The former, if universal, would bring an unimaginable improvement to the quality of life, and not only in cities, because these days many rural areas

are as noisy. The latter -- strict liability -- would force motorists to lower their speeds by enough to make the streets safe for all.

All surface transport vehicles -- lorries, buses, trains and boats -- would be required to install electric engines. Trains and trolleybuses would run under wires as now, but could also take power to batteries while on the move and thereby run on unwired sections. Solar power from the deserts would be used to ensure that this power was emission-free. Low noise surfaces would be installed on major highways where motorists would be able to go fast. Aviation, where noise is probably inevitable, would be tightly constrained in favour of high speed trains and completely outlawed during the normal hours of sleep.

Private vehicles would be subject to a mileage tax in addition to an energy tax (which would be returned to the providers of renewable electricity).

There would be problems with people with limited vision, but given that Monderman stated that he thought people should be able to cross the road walking backwards (i.e. with no forward vision) I think these should be soluble. Are there any other problems which would make this vision unfeasible?

Simon Norton
Cambridge, UK

[Read more:](#)

POSTED BY THE EDITOR AT [10:55](#) 

Honk! Bcycle - New Kid on the Block



Every month it seems that there is a new competitor entering the arena of the world bike-share

(PBS) market. Here is the introductory video of one of the latest entrants, Bcycle. Good luck Bcycle.

* Click [here](#) for video and webpage - <http://bicycle.com>

[Read more:](#)

POSTED BY THE EDITOR AT 19:29 
 LABELS: [BIKE-SHARE](#), [PBS](#)

This Week on the Street: 9 - 15 March 2009

A week of **World Streets** on a single page. Highlighting selected articles appearing over week, with links to full text, illustrations media, and comments. Want more? Click here to . . .

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Welcome to World Streets: -> [First time visitors invited to start here](#)

The 21st century newspaper with a single job: provide high quality, readable, concise food for thought, and leads specifically on the topics of sustainable mobility, sustainable cities, and . . . [More . . .](#)

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Special Edition: [The Greening of New York](#)

After years of growing civic involvement pushing hard toward more sustainable transportation arrangements, the City has come out of the doldrums . . . [More . . .](#)

World Streets Profiles:

Janette Sadik-Khan. Street Fighter

As transportation commissioner, Sadik-Khan presides over 6,000 miles of road, 12,000 miles of sidewalk, and the Staten Island ferry, which transports . . . [More . . .](#)

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Greening New York: [An Englishman travels with Chinese and Mexicans in the City](#)

An English traveller shows up with open eyes and here are some things he finds out, with a little help from some new Chinese and Mexican friends that even many. . . [More](#)

Greening New York:

So how do we get New Yorkers on bikes?

To combat the perception of danger, promote cycling, and bring public acceptance to cycling, it is imperative that cities install bike-specific infrastructure that prioritizes bikes over cars. [More . . .](#)

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Greening New York: [Bicycle safety and infrastructure \(European perspectives\)](#)

International experience at the leading edge, mainly in European cities that are doing the job, put some interesting lessons on the table. For starters, let's make sure that . . . [More . . .](#)

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Greening New York: [Transforming NYC streets \(video clip\)](#)

Since taking over as Commissioner of Transportation in 2007, [Janette Sadik-Khan](#) has taken on the challenge of making NYC streets more bike & pedestrian friendly . . . [More . . .](#)

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Message from Seville: [World City Bike Implementation Strategies](#)

Presentation at the Jornadas de la Bicicleta Publica in Seville Spain on 12 March, overviewing the pace of developments in the sector over the last decade and looking to . . . [More . . .](#)

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Honk: [Conference Bike – Cycling your mind](#)

In the beginning was the bicycle. I set out to try to marry art with function and create something at once beautiful and at the same time evoking the rich cycling tradition of , . . [More: . . .](#)

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Bad News Dept:

Scrapping London Congestion Tax – Mumbai perspectives

Mayor Boris Johnson's scrapping of the westward extension of the Tax is being used in Mumbai by the car lobby to state that "The Congestion Tax is a failure in London so . . ." [More . . .](#)

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Editor's Desk: [Contributor Guidelines](#)

We want to make sure that World Streets is a good read, and a fast one, for our overloaded colleagues working on these issues in cities and countries around the world . . . [More . . .](#)

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World Streets, a collaborative project of the New Mobility Partnerships.

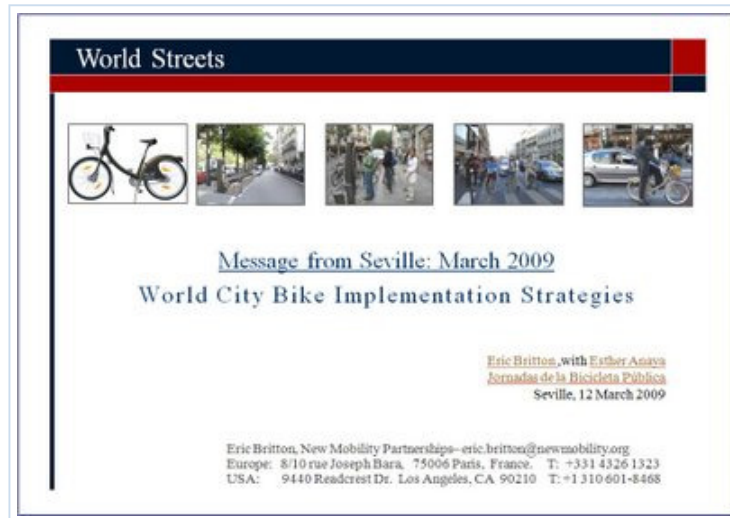
New Mobility Agenda - 8 rue Joseph Bara, 75006 Paris, France T: +331 4326 1323

New Mobility Partnerships - 9440 Readcrest Drive, Los Angeles, CA 90210 T: +1 310 601-8468

[Read more:](#)

POSTED BY THE EDITOR AT [15:17](#) 

Message from Seville: World City Bike Implementation Strategies



* [Click here for PPT presentation](#)

[Eric Britton](#) ,with [Esther Anaya](#)

[Jornadas de la Bicicleta Pública](#)

Seville, 12 March 2009

I was invited to give an opening presentation at the “Jornadas de la Bicicleta Pública” in Seville Spain on 12 March 2009, with the assignment of giving the audience a feel for the pace of international developments in the sector over the last decade or so, and against that background to give them in turn a feel for some of the important issues and choices facing anyone who has the itch to create a shared bike project for their city. As you will see, getting such a project right is a genuine challenge on many levels, but one that, if you are willing to dig in and give it the resources and thoughtfulness it needs, can be done and done well. There is concrete proof of that.

This PowerPoint document was prepared to support this presentation. For further background see the [World City Bike](#) program at www.worldcitybike.org, including the rich field of references and additional key sources that you will find there.

(This presentation is occasionally updated, so you can find the latest version at www.seville.en.worldcitybike.org . A Spanish language version is under development and will be available at <http://www.sevilla.es.worldcitybike.org/>. Comments are welcome on [World Streets](#) discussions by clicking [here](#) .)

New Mobility Partnerships and World Streets
Paris and Los Angeles

[Read more:](#)

POSTED BY THE EDITOR AT [08:21](#) 

Greening New York: Transforming NYC Streets

This is the third submittal of a series to be presented by Streets in cooperation with a number of groups and contributors over the remainder of this month, devoted to

reporting on problems and problem-solving by key actors in the city of New York as they steadily increase civic, professional and political support for sustainable transportation innovation. More follows.



A CONVERSATION WITH JANETTE SADIK-KHAN

Since taking over as New York City's Commissioner of the [Department of Transportation](#) in mid-2007, [Janette Sadik-Khan](#) has taken on the challenge of making NYC streets more bike & pedestrian friendly while emphasizing livable streets and re-orienting them to accommodate all modes. She and her staff have done it quickly with innovative concepts, thinking outside the box and drawing on successful street designs from around the world to come up with a NYC model that is already changing the way our city feels.

In our exclusive Streetfilms interview, she talks with The Open Planning Project's Executive Director, [Mark Gorton](#), about some of the highlights her department has achieved in a very short period of time including a [physically-separated](#) bike lane on Ninth Avenue, multiple pedestrian plazas (including [Madison Square](#) and [Broadway Boulevard](#)), new efforts to boost efficiency and speeds on some bus routes, and the city's phenomenally successful, [Ciclovía](#)-style closure "[Summer Streets](#)".

* Click [here](#) to view 11 minute Streetfilm video

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POSTED BY THE EDITOR AT [18:01](#) 

Greening New York: Bicycle safety and infrastructure (Australian perspectives)

On Behalf Of Michael Yeates

Sent: Monday, March 16, 2009 6:13 AM

Subject: World Streets] Greening New York: Bicycle safety and infrastructure (Europea...

Thanks for those thoughts and experiences Eric.

There are two aspects which my experiences in Europe but also here in Australia have led me to pursue and if not promote, then at least try to get others to quietly but seriously consider.

1. Convenience is as important as safety if not more important: At first this seems completely wrong but in fact if safety is pursued, in most cases, practice shows that convenience is reduced, often to the point where a barrier is created for some if not most. So it may be that in some circumstances where a proposal is made to improve the safety of cyclists or pedestrians that a trade-off for increased convenience and reduced safety may be needed.

But have a look at points #1-5 below and it becomes more clear that reducing the danger while improving (or not reducing) the convenience while highly desirable, is not essential. It is maintaining and improving convenience which is both achievable and feasible ... and essential ... albeit not by itself. Improved safety is a likely if not inevitable outcome as can be seen from the following point and other points below.

2. Reclaiming the streets (or reclaiming street space) is not about banning motor vehicles:

The 30/20/10 (preferably in km/h NOT mph?) illustrates that there is no need to reclaim street space IF motor vehicles are much less of a problem or threat. More to the point, the speed advantages of motor vehicles are so reduced (ie the "convenience" of motoring is so reduced) that other modes (and what better than cycling?) are then much more likely to be preferred. And when that occurs as it does in many many places world-wide, it becomes obvious that there is no need to "ban" motorists as is implied by "car free" campaigns. Indeed why ban motorists may well be one way to consider this in detail in order to see how other strategies can, and do, work to achieve better outcomes.

Of course these and the five below are inter-related but the issue is about getting support for rather getting support against. So why ban motorists if that isn't necessary ie if the desired outcomes can be achieved by sharing the roads/streets?

It may come as a bit of a shock to some traffic planners and advocates but there is barely a street, road or freeway on the planet that isn't convenient to use for cyclists so why try to build a separate network other than to allow business as usual in the adjacent road space?

Of course it is never quite as simple as that and nothing is ever perfect. Indeed one idea that

doesn't get much promotion is the idea of CYCLIST AND PEDESTRIAN PRIORITY on roads and streets. It simply reverses the legal onus and responsibility in favour of peds and cyclists rather than motorists.

So if like the hierarchy that places pedestrians first, cyclists second, etc etc, we argue consistently that in principle, urban roads are the spaces for cyclists, as well as for motorists and pedestrians, to share, then solutions such as those in much of Europe but also many places elsewhere become rather self-obvious ... and those that oppose these ideas, more obvious in their motives also. Both good outcomes....!

Put another way, there is very little needs be done or money spent on the roads. And what is done can be implemented incrementally ... although the bigger the area, the better because consistency matters.

The effort and money is needed to change how we have allowed roads (in particular urban roads) to be used.

Indeed the emphasis on changing the roads, being so costly, is almost inevitably counter-productive. We provide reasons for NOT changing how the roads are or could be used.

This might still result in some necessary changes to the roads.

But then lets not so quickly forget the lessons we learned from Hans Monderman which if applied to cyclists may well necessitate removing some of those comfortable and reliable old "separation" techniques such as separate paths and bike lanes in favour of "sharing the road"?

Michael Yeates

- - - -

Click to http://newmobilityagenda.blogspot.com/2009/03/greening-new-york-bicycle-safety-and_13.html for article to which the author refers here.

[Read more:](#)

POSTED BY THE EDITOR AT [07:40](#) 

Greening New York: Bicycle safety and infrastructure (European perspectives)

The following commentary was made yesterday in response to a discussion on www.LivableStreets.com looking at different approaches to providing cycle paths and other forms of street architecture modifications, major and minor, to protect the cyclist. The discussants were partially looking at this in the context of New York's ongoing vigorous efforts to develop a major cycling program after many years of neglect.

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Eric Britton
Editor, World Streets
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Lessons learned in Europe

International experience at the leading edge, mainly in European cities that are doing the job, put some interesting lessons on the table.

For starters, let's make sure that we do not allow ourselves to get too comfortable too fast. By that I mean I am not at all sure that the best approach to safe cycling is to start by shopping around for the most attractive cycle path designs to be put in your city's streets here or there. I can understand the temptation but we have here a systemic problem which requires more than occasional attractive street architecture.

Safe cycling is based on the existence of networks which provide a safe travel environment over the areas and routes most taken by cyclists. By which I mean to say that a lovely cycle facility here and there does not by itself promote safe cycling (in fact conceivably it can make cycling even more dangerous). What is needed from the beginning is without letting up to drive toward that basic network. To accomplish this, it means targeting a solution set that is pretty pervasive, far more so than most plans today even dare aim for.

What do you do when what you need to do definitely outstrips the resources, approaches and plans that are traditionally available to you? The only way to do this is to change the rules. That happens in five main parts.

1. Speed reductions: ("*Don't leave home without them.*")

The first pillar of new mobility policy is to slow down the traffic on EVERY street in the city. I do not say this lightly and I understand the extent to which this runs against long-standing practices and what people regard as their fair interest. But there is no longer any mystery about this at the leading edge. I do not imagine that there is a competent (note the word) traffic planner today who will argue for top speeds in excess of 30 mph in the city. 30 mph is terrific, and though too fast for safe cycling is something which we can reasonably target for the Main Avenue's and thoroughfares. For the rest a policy of 10/20/30 is feasible, fair and do-able. Once you get over the shock.

2. Reclaim street space:

The second prong of the strategy is that the creation of a safe network requires taking over at least portions of a quite large number of streets in the city. This is accomplished in two ways, the first being the alteration of the street architecture, taking over lanes for fully protected cycling. The most popular, parking lane out/bike lane in, often works very nicely when the cycle lanes work *against* the flow of traffic. The second prong of street reclaiming is the hard edge of speed reductions. In these cases top speeds on the side streets drop to something like 10 to 15 mph, with 10 leading better than 15. Again for most cross-town traffic in Manhattan this should not be a problem.

3. "Occuper le terrain": (French for safety in numbers.)

You are seeing that in New York already, though I have to guess you are not yet at the tipping point on that. But the more people you get out on the street on their bicycles every day, the more that everybody involved moves up a couple of notches day after day in the learning process. The cyclists learn how to behave better to protect themselves in traffic, drivers get accustomed to looking out for those small wavering frail figures, the police learn how to play their part in this learning process, and

the system they have today learns and adapts.

4. "Street code":

[The Highway Code](#), a collection of laws, advice and best practice for all road users, which mainly functions as a written basis for learning to drive as well as stipulating the letter of the law (licensing, required safety equipment, default rules, etc.) In Europe this happens at a national level, with room in some places for stricter local ordinances. In the US mainly a state prerogative.

I understand that you are looking into this for New York. Many European cities are advancing on the idea of establishing a far tougher "street codes" specifically adapted to the special and more demanding conditions of driving in city traffic. This is becoming especially important as we start to see a much greater mix of vehicles, speeds and people on the street. The idea is works is that culpability for any accident on street, sidewalk or public space, is automatically assigned to the heavier faster vehicle. This means that the driver who hits a cyclist has to prove his innocence, as opposed to today where the cyclist must prove the driver's guilt (not always very easy to do). This is not quite as good as John Adams' magnificent 1995 formulation whereby every steering wheel of every car, truck and bus would be equipped with a large sharp nail aimed directly at the driver's heart-- but it can at least help getting things moving in the right direction.

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5. It's a Learning System:

Once you start to break the ice to the point where provision of cycling facilities even starts to be an issue, it is probably best to think of the city and the street network as a learning system. And learning of course takes place over time, and if you are lucky leads to a continuous stream of adjustments as you go along. There may be a bit of comfort in that, if you are patient enough, because what it definitely means is that any cycling improvements you can conceivably come up with today has to be thought of not as a solution but as the start of the path. This is very definitely process oriented planning.

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* * *

So we really do know what to do, and we do know that it requires a combination of foresight, originality, guile and pragmatic planning from the beginning. Fortunately there is plenty of international experience which backs this up.

Paris is an example of one that I live with and cycle in every day over a decades-long period of steady adaptation and change. It is definitely not Copenhagen or Amsterdam. It is work in progress. Only a few years ago Paris was a city that was planning almost exclusively for cars and yet over the past decade has gradually began to build up a network for safe cycling. Perhaps not so much safe as safer, and the role of the planners here is to use the full cookbook of approaches in a dynamic organic manner so that each day things get a little bit better. Because all this has become part of the culture, the mainstream culture, it is no longer a big deal and so do the good works are able to go on every day.

Of course if cycling is your game it would be great to be able to import whole hog those terrific physical infrastructures that are found in Dutch and Danish cities. But this takes decades and I do not see it happening overnight in most US cities, New York among them. What is interesting about the Paris example, and we are certainly not the only one, is the manner in which safe cycling infrastructure is being built up step by step and day by day. We are not yet at the point at which we can feel comfortable with Gil Penalosa's "8 to 80 rule", remember, where cycling is safe for your eight-year-old daughter and your eighty-year-old grandfather. But give us a time and we will get there - and I hope you will too.

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POSTED BY THE EDITOR AT [17:52](#) 

Greening New York: So how do we get New Yorkers on bikes?

Eric Goldwyn [eric.goldwyn@gmail.com]
New York City, USA

Introduction

In light of the MTA's recent budget nightmare, and local politicians' unwillingness to commit to transportation infrastructure, policymakers need to explore other strategies to improve mobility. Congestion on streets, subways, buses, highways, and in airports robs the local economy of valuable productivity, and creates undue stress and discomfort for users. In 2006, the Partnership for New York City published *Growth or Gridlock? The Economic Case for Traffic Relief and Transit Improvement for a Greater New York*, a study that quantifies the financial impacts of congestion in the New York Metropolitan region. *Growth or Gridlock?* takes special care to distinguish between congestion and excess congestion.

Excess congestion is defined as: "traffic that costs more in losses to the economy than the benefits provided by accommodating additional shoppers, truckers, commuters, tourists, etc., on crowded roads." Excess congestion implies that a certain level of congestion is desirable, from an economic point of view, as it indicates that there is high demand for New York's businesses, attractions, and real estate. But, as delays prevent the maximum number of tourists, shoppers, and workers from gaining access to their end destination, worker productivity suffers, potential sales are never realized, and new jobs fail to materialize. In sum, the report claims that excess congestion robs the metropolitan region of \$13 billion per year. (This estimation is debatable, but it's clear that excess congestion is a serious problem that requires mitigation.)

Originally, the Partnership's findings were used to galvanize support for congestion pricing. These findings, however, should continue to serve as a rallying-cry for anyone interested in improving mobility in New York City and the metropolitan region. The cost of doing nothing is too high, and unacceptable when other cities are successfully tackling the issues of congestion and mobility.

Mobility

To attract new jobs and residents to New York City, local officials must invest in transportation infrastructure to improve mobility. Without a fluid transportation network that provides cheap, fast, and reliable access to jobs, attractions, and housing, New York will stagnate and lose population, jobs, and tourists to cities that make the necessary adjustments. Without decking the FDR drive or constructing costly subway tunnels, it is improbable that New York could accommodate additional car or subway traffic. Faced with these financial and physical limitations, policymakers need to reexamine the city's existing infrastructure, and maximize its output. For policymakers to achieve this important task, they must think creatively about existing capacity, and incentivize New Yorkers to select modes of transportation that most efficiently move the greatest number of people.

Bike Share

Cities like Paris, Barcelona, Stuttgart, and Lyon have begun to address their mobility issues by developing a virtually ubiquitous and cheap bike share program that enables users to take out and

return bicycles throughout each city. While these programs are still in their infancy, by and large, numerous studies and reports have outlined how bike share has contributed to reductions in vehicular congestion, improvements to air quality and quality of life, and have become an integral part of each city's larger public transportation network. Since bikes are significantly smaller than cars, they allow a greater number of people to move through the existing network of roads without building costly new capacity. A robust bike share program that draws people out of cars, subways, and buses will alleviate congestion by providing an additional transportation option.

Paris' Vélib bike share program has helped combat congestion, and recorded 25 million trips in its inaugural year. Vélib, the largest bike share program to date, serves as a model for public-private bike share systems. The advertising firm JC Decaux paid roughly \$115 million in start-up costs to purchase the bikes and install docking stations throughout the city. JC Decaux also agreed to pay the city of Paris \$4.3 million per year and give the revenues generated by Vélib to the city in exchange for the right to control all 1,628 city-owned billboards. JC Decaux maintains and operates Vélib through its subsidiary Cyclocity. Since Vélib's inception, Paris has seen a reduction of 6000+ vehicle miles traveled (VMTs). By curbing VMTs, Paris has seen faster travel times, improved air quality, and valuable savings due to the reduction of gas and road repairs. Through this partnership with JC Decaux, Paris has improved mobility and added transportation capacity by directing the revenue created by Vélib to improve bus and metro service, and build infrastructure dedicated to bicycles.

In its simplest form, bike share allows users to take a bike from point A and return it at point B. As bike share has evolved from an informal and unregulated amenity into an organized arm of urban mass transit strategies, new systems have developed techniques to encourage users not to abuse the privilege of cheap bikes, and incentivize short trips to maximize usage. New programs ensure user accountability by charging members a nominal subscription fee and requiring members to register a credit card in the event that they damage or steal one of the bicycles. As a means to extend participation and discourage users from hoarding bicycles, many programs start charging users after the first thirty minutes of a trip. By "giving away" the first thirty minutes of a trip, riders are given a strong economic incentive to use the bikes for short trips thereby encouraging a steady exchange of users. By combining cheap and easy access with accountability, Paris, Barcelona, Stuttgart, and Lyon have seen millions of people incorporate bicycles into their daily routine.

Barriers to Cycling

The primary barrier to cycling is safety. Interviews and studies show that the perception of danger discourages people from cycling. A recent study conducted by Jennifer Dill, a professor at Portland State University, confirms that both male and female cyclists view vehicular traffic as a major deterrent to cycling. To combat the perception of danger, promote cycling, and bring public acceptance to cycling, it is imperative that cities install bike-specific infrastructure that prioritizes bikes over cars. Through a combination of bike-specific infrastructure improvements, public opinion and perceptions about biking will change—96% of bike share users in Lyon never biked in the city-center prior to the implementation of its Vélo'v program, which now boasts 4,000 bikes and 340 stations. The New York City Department of Transportation (NYCDOT) has already begun its campaign to double the number of bike lanes by 2009, and has rolled out an impressive array of dedicated lanes. There are other measures, however, that NYCDOT has instituted that confer important advantages to cyclists. A bike box, which allows cyclists to move in front of vehicular traffic at a stoplight, is one such measure that benefits cyclists by acknowledging their right to the road [insert photo]. These advancements are a great step toward making cycling more attractive to New Yorkers; however, safety will only come once cyclists take to the streets en masse.

The issue of critical mass presents a classic chicken or egg-type of dilemma: without the necessary bike-specific infrastructure, people avoid bicycles and without the necessary number of cyclists, bike-specific infrastructure appears wasteful. In Tom Vanderbilt's new book, *Traffic: Why We Drive the Way We Do (and What it Says About Us)*, he explores the reasons why American streets and roads pose a threat to pedestrians and cyclists. Based on interviews, studies, and empirical evidence, he concludes that danger to pedestrians and cyclists stems from drivers' inexperience with sharing the road. Since

vehicular traffic dominates roads and highways, drivers ignore other users. Vanderbilt goes on to explain, however, that when large volumes of pedestrians or cyclists already inhabit a portion of the street, drivers respect their space and the frequency of accidents decreases. Not surprisingly, New York City is the safest place in America to be a pedestrian. Due to the overwhelming presence of pedestrians in New York, drivers navigate the city's streets deliberately, and keep a watchful eye for pedestrians in the crosswalks and in the streets. Without a similar prompt from cyclists, however, cars neglect to cede space in the roadbed to them. Vanderbilt ends his discussion on driver recognition of pedestrians and bikes with a simple aphorism that expresses why people pay attention to the things they do: "when you see more of something, you're more likely to see that thing." This logic suggests that the more bikes and pedestrians drivers see, the more likely they will be to recognize their right to use the street.

So how do we get New Yorkers on bikes?

Bike Share and New York City

New York City is an ideal candidate for a comprehensive bike share program because of its relatively flat topography and intense residential and commercial density. Because so many New Yorkers cluster around the city's central business districts, biking will continue to grow in popularity as bus and subway service declines, vehicular congestion increases, and gas prices remain expensive. (NYCDOT reports that cycling is up 35% from 2007.) While macro-indicators augur well for cycling, data from the 2000 Census suggests that New Yorkers are an untapped group of cycling enthusiasts. Specifically, policymakers should be encouraged by the fact that 1.4 million New Yorkers live within a bikeable 5-mile radius of their workplace. A breakdown of commuter habits shows that 1.25 million workers drive to work. Data released by the New York Metropolitan Transportation Council claims that bicycle ridership has increased by nearly 400% since 1980. In combination, these facts suggest that there's a large segment of the population that would welcome an additional short-haul transportation option like bike share.

When one looks at how other bike share programs have fared, it is clear that some users trade in their old commute for a bicycle, but more often, users incorporate the bikes into a broader multi-modal commute that includes traditional mass transit. In areas of the city that lack reliable public transportation options, for example, users could take a bike from a nearby docking station for the first portion of their commute and return it at another docking station located by a convenient train station or bus stop for the second portion. At the Bedford Avenue stop in Williamsburg, NYCDOT eliminated three on-street parking spots, and converted them into space for bike parking. On any given day, it's not uncommon to see more than 40 bikes parked by the entrances to the station.

To reinforce this idea of a multi-modal commute, imagine that a commuter who lives on 81st street and East End Avenue on Manhattan's Upper East Side needs to get to the 6 train on 77th street and Lexington Avenue. Rather than walking a mile to and from the train every day, our imaginary commuter would take a bike from a docking station on East End Avenue and bike to and from the train station, before and after work. In this instance, the user saves time by biking the first and last portions of his or her commute. While bike share makes the most sense for commuters, bikes will also be used for leisure trips. A survey of Paris' Vélib program shows that only 61% of bike share trips were used for commuting to work and school, while the other 39% of trips were used for leisure rides. The flexibility of bike share enables users to imagine their own outcomes and experience the city however they choose.

New Yorkers and policymakers should embrace bike share because it creatively deals with the costly and complex problem of congestion and mobility. For every person who exchanges his or her car for a bike, more capacity becomes available for everyone else; thus, everyone's commute improves and congestion eases. When policymakers and experts debated the benefits of congestion pricing, one of the main talking points from the pro-congestion pricing side was that the geometric relationship between reduced congestion and travel times provided a substantial incentive to reduce congestion.

During a typical 50-minute commute for someone driving into Manhattan, a 5% reduction in vehicular traffic will result in a 10% savings in travel times. Over the course of a month, this reduction in traffic will generate a savings of over 3-hours per driver. (As congestion lessens, the relationship between reduced congestion and travel times scales back and the removal of each additional car yields a smaller benefit to drivers.) Bike share can help serve the same purpose of reducing congestion by removing cars from the street, and giving commuters an additional option.

As the current global financial crisis evolves into a municipal fiscal crisis in New York, the city needs to build transportation infrastructure to spur on job growth, accommodate new residents, and remain competitive as a global city. In this environment, it will be impossible to finance all of the worthy transportation projects that the city desperately needs, like the construction of the Second Avenue subway, Fulton Street terminal, Calatrava PATH station, Eastside access, and 7-train extension. Bike share, however, offers an inexpensive opportunity to capitalize on existing infrastructure and improve conditions for every New Yorker.

Contribution by the author to the world wide collaborative project "Messages for America: World-wide experience, ideas, counsel, proposals and good wishes for the incoming Obama transportation team". See www.messages.newmobility.org for latest version of this report of the [New Mobility Agenda](#).

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POSTED BY THE EDITOR AT [10:56](#) 

Greening New York: Twenty is plenty (From the UK)

[Dr. Stephen J. Watkins](#),
Stockport Primary Care Trust
National Health Service, Stockport, UK

Speed contributes to causing accidents and it also increases their severity.

A pedestrian hit by a car at 40 mph has a 95% chance of being killed, at 30 mph this becomes 50% and at 20 mph it becomes 5%.

Most child pedestrian road deaths would be averted if people drove at 20mph in side streets. As few places are more than a mile from a main road, few journeys involve more than two miles on side roads (a mile at each end). The difference between driving two miles at 20mph and at 40mph is 3 minutes.

We are killing our children to save less than three minutes on our journeys.

In residential side roads 20 is plenty.

To enforce this policy we need

- a 20mph speed limit in residential side streets
- a recognition that motorists are solely responsible for the injuries that occur in accidents in residential side streets to the extent that they exceed those that might have been expected at 20mph. The concept of contributory negligence by pedestrians should apply only to injuries that would have been likely to have occurred anyway at 20mph. Any excess over that should be the motorist's fault.
- Ideally we need to reshape streets so that they are used primarily for community use and the vehicle is a guest.

The Dutch concept of the "Woonerf" (living street) (often called Home Zones in the UK, although the Woonerf is more radical than many Home Zones) divides up the street for community use. Car parking spaces are provided, usually in nose to kerb car parking places so that the parked cars add to the obstacles to traffic. Space is allocated to gardens, trees, communal meeting space and play areas. The carriageway becomes simply the gap between obstacles and is usually arranged in chicanes to slow traffic down.

This concept has other advantages as well as slowing traffic down. It increases community networking and social support (the Appleyard & LIntell study in San Francisco, recently replicated in the UK, has shown that people know more of their neighbours in lightly-trafficked streets). It improves environments. It creates usable greenspace. It increases the aesthetic attractiveness of the street so as to encourage walking.

Contribution by the author to the world wide collaborative project "Messages for America: World-wide experience, ideas, counsel, proposals and good wishes for the incoming Obama transportation team". See www.messages.newmobility.org for latest version of this report of the [New Mobility Agenda](#).

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POSTED BY THE EDITOR AT [18:12](#) 

Greening New York: An English view

An English traveller shows up in New York City with open eyes and here are some of the things he finds out, with a little help from some new Chinese and Mexican friends that even many New Yorkers quite possibly do not know about. World streets, eh?

From: Ian Perry [mailto:ianenvironmental@googlemail.com]

Sent: Wednesday, March 11, 2009 12:41 AM

Subject: Greening the BIG apple!

Dear Eric,

In response to your request, I have jotted down a few of my experiences of travelling in and in and out of NYC using public transport. I hope that they will be of use to you and I'd be happy to fill in some more detail if required.

I visited New York a couple of years ago. I found Amtrak to be too expensive and I always avoid Greyhound after a number of bad experiences with other passengers and the maintenance and cleanliness of their buses - though things may have improved recently...

I arrived at Newark airport and took the train to the city. I was heading to Washington DC and had decided to take the "Chinese bus" from NYC China Town. It was after dark on an October evening and I struggled to identify where China Town is. I took the Subway to the nearest station and climbed to the surface. I asked three girls on a corner which way China Town (and the Chinese buses) was and the three immediately pointed in three different directions...

Eventually I made it to where some of the "Chinese buses" depart and found a lady selling tickets who told me that a bus to Washington DC would arrive in ten minutes. Three hours later the bus arrived, on time... When we had enough passengers, we finally departed. Such is the cut throat competition between the different companies and ticket sellers for these services that those selling the tickets by the roadside will tell you whatever they need to sell you a ticket... I eventually arrived in DC at 4:30 am, much too late for dinner, which my afternoon arrival time in NYC had suggested I'd make.

Taking the bus back from DC was also an adventure and a case of checking on the internet to see what times buses departed, and then walking around China Town until a bus was spotted parked up on some random side street. Chinese buses operate throughout the US, in Vegas they depart from hotels in Boston from the bus station and in LA, I have no idea where I arrived, but I would not have been able to take a Chinese bus out of LA...

I believe that these buses, which are clean and comfortable, should be integrated into NYC's metro system so that people can easily find them and have ticket information and times clearly displayed at "proper" bus stops. One company does drop off at Union Street station, but finding the bus for that company is a total lottery..

If the various companies worked together instead of competing, it is likely that passengers would not be so upset that the bus left hours after they were told it would, and the buses would

be more visible to the public- rather than randomly parked where there is a space.

When in NYC, to travel locally between my friends' home and Manhattan, I used the "Mexican" buses. The regular/official/state buses were relatively expensive and the drivers unhelpful... once the door shut, they would not reopen them and would then leave passengers and reverse out of the bus station. These buses were also infrequent and crowded.

The "Mexican" buses operate 24/7. Waiting by the roadside outside Union Street station, a short walk from Time Square these buses depart once full. Being the first onto the bus can mean a long wait. At night time this is a much better system than taxis for those on a budget or wanting to minimise their environmental footprint. The wait for departure can be seconds if you take the last seat, or much longer, as you wait for the last seat to be filled - or pay the driver for the empty seat! The British can be impatient!

Catching the bus into the city during the day is as simple as spotting one and the first bus with an available seat will pull over and let you onboard, taking your cash (fixed fare of \$1) as you alight. These buses are constantly looking for passengers as every fare is money in the drivers' pocket. Speaking Spanish (not English) does help if you need to speak with the driver, and many of the other passengers.

The drawback of these buses at the time was that they got stuck in traffic, though I note that bus lanes have since been appearing in NYC. There was also the issue of getting around Manhattan, particularly at night as much of the nightlife is away from the departure street of the "Mexican" buses. Once in a taxi, it would be tempting to ride all the way home.

Best regards,

Ian

[Read more:](#)

POSTED BY THE EDITOR AT [08:29](#) 

Greening New York: Sustainable Streets Index 2008

This is the first submittal of a series to be presented by Streets in cooperation with a number of groups and contributors over the remainder of this month, devoted to reporting on problems and problem-solving by key actors in the city of New York as they steadily increase civic, professional and political support for sustainable transportation innovation. This report was prepared by the New York City Department of Transportation, Dec. 2008. It gives an excellent feel for the new approach being undertaken by an energetic and ambitious consortium of groups, agencies, local leaders and concerned and active citizens. More follows.

Executive Summary

From 2003 to 2007, rising levels of mass transit ridership and bicycling commuting accompanied New York City's population and employment growth. Vehicle traffic levels, however, were essentially unchanged. These years mark the first time since World War II that the City experienced a period of entirely transit-centered growth, where non-auto modes absorbed all growth in travel in New York City. These trends bode well for the long range transportation and sustainability goals of encouraging mass transit, walking, cycling and ferries established in PlaNYC, the City's sustainability plan for 2030, and Sustainable Streets, the Department of Transportation's strategic plan.

Today's headlines focus on the need to fund the city's transit system. Funding decisions made in coming months will determine the mixture of transit fare increases, service cuts, higher taxes and new tolls that are used to address the transit system's fiscal difficulties. This report makes clear that these decisions are not simply budget choices, but have the potential to profoundly impact the city's mobility systems, its economic health and its environment and quality of life.

This report looks broadly at trends in how travelers use the city's streets and transportation systems since 1990. The report focuses on the period of economic expansion from 2003 to 2007. It also compares trends during this recent period with trends during the economic expansion of the 1990s. These comparisons are essential to understanding how New Yorkers are changing the ways they travel in the face of the population and employment growth of recent years and changes in transportation systems and operations. The analysis thus illuminates how well the city is positioned for sustainable growth once the current downturn in the economic cycle plays out.

Key findings are:

- Citywide traffic volumes were generally flat from 2003 to 2007, in contrast to the 11% increase in traffic in the 1990s. Particularly notable is that areas outside the Manhattan Central Business District (CBD) that showed sustained growth in traffic as recently as 2002, such as on the Westchester/Bronx and Staten Island/New Jersey borders, have shown little or no growth in traffic since 2002.
- Citywide transit ridership increased 9% from 2003 to 2007. Transit ridership growth was particularly strong in 2006 and 2007, reflecting the accelerating pace of job growth in those years.
- Transit ridership entering the Manhattan CBD increased 12% from 2003 to 2007.

Traffic entering the CBD from Brooklyn, Queens and New Jersey was essentially unchanged from 2003 to 2007. Traffic entering the CBD across 60th Street declined by 8%, suggesting an auto-to-transit mode shift in this travel market.

- Bikes are the fastest-growing mode of travel into the Manhattan CBD, with a 70% increase since 2002. The New York City Department of Transportation's continued expansion of bike facilities, including separated bike lanes on some corridors, has helped spur this growth.

- Ferry ridership was about the same in 2007 as in 2004. Current ferry ridership is 19% above the levels of the late 1990s, although not as high as the peak ferry ridership reached while PATH service was disrupted due to the 9/11 attacks.

Overall, these findings show that from 2003 to 2007, New York City entered into a fully transit-centered phase of population and economic growth. Transit services absorbed all of the growth in travel, while traffic volumes were flat or, in limited instances, declining. The trends in this recent period contrast with the 1990s, when traffic volumes increased (albeit at a slower rate than transit ridership), and with earlier decades when traffic increased and transit ridership either grew more slowly or declined.

The 2003 to 2007 trends show historic progress toward the city's sustainability goals. They also raise equally important challenges and opportunities for maintaining and extending this progress. The most critical challenge is to expand transit capacity to absorb ridership increases and relieve overcrowding. Findings in this report underscore the importance of providing sufficient funding to meet transit capital and operating needs, and of investing in bus service expansions and improvements in areas beyond the reach of the subway system and where subway ridership exceeds system capacity.

Opportunities exist to enhance alternatives to motor vehicle use through continued expansion of the bike network, addition of bus lanes, and transformation of streets into places for pedestrian use and enjoyment. These improvements can play a key role in absorbing growth in travel in the city, expanding access to jobs and improving the environment. Enhancements to public space and streetscapes can both enhance the quality of life and produce economic benefits. Surveys in New York and London found that merchants and businesses identify streetscape quality as important to attracting tenants and customers, and that high quality public space is associated with increased property values.

For full report, click [here](http://www.nyc.gov/html/dot/html/about/capdotmove.shtml) - <http://www.nyc.gov/html/dot/html/about/capdotmove.shtml>

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POSTED BY THE EDITOR AT [12:10](#) 

Greening New York: Streetfilms: Seeing it helps you to believe it.

This is the second submittal of a series to be presented by Streets in cooperation with a number of groups and contributors over the remainder of this month, devoted to reporting on problems and problem-solving by key actors in the city of New York as they steadily increase civic, professional and political support for sustainable transportation innovation. More follows.

The goal behind the [Livable Streets Network](#), of which [Streetfilms](#) is but one component, is to harness 21st-century communications technologies, reinforced by a strong sense of simple neighborliness, to create a powerful consensus for change in our cities -- and make them into safer, healthier, and fairer places to live, learn, work and play.

But for this to happen the indispensable intermediate step is to find ways to help people change their minds, challenge their old ways of thinking about how they live and get around in their city. So with this in mind the Network is working with a wide variety of tools which you can check out at <http://www.livablestreets.com>. One of these is the Streetfilms program.

The starting place behind [Streetfilms](#) is a firm belief that we live at a time in which there are many different ways of reaching people, one of them being through short films of the kind which you see in the millions posted on YouTube and the like. In order to make our contribution, we work from a solid base of web support and outreach, the Livable Streets Network, to which we have added a small team of young videographers who spend most of their time charting problems and potential solutions in and around our own city -- but also leaving time to travel to cities and projects around the world to document and share outstanding experiences and contributions.

If there were only one place, only one brilliant strategic approach that would do the trick of city transformation, this peripatetic working style would not be necessary. But we live in a world of huge varieties and great distances, which means that one day the next good subject for a Streetfilm may be a project or a problem in the Bronx or the Battery, and the next day it may be taking place in Columbia or Brazil, India or France, South Africa or Peoria. And when we spot that opportunity, it is our job to grab our cameras and make our way there to work with all those on the spot who are working hard to make their project succeed. In this way we are able to make our modest contribution of getting the word out -- working from bare-bones budgets and always with strong local support to get the job done.

Streetfilms is only one of a number of projects around the world that are trying to make this kind of contribution. And while film is just one of the tools at our disposal in order to help people first open and then perhaps change their minds, it is a tool that we are seeing from our experience really can work. Reports and conferences and books are necessary, but short films

made broadly and freely available are part of the winning solution.

And since it does work, for us and for others, we strongly recommend that these efforts of communication and sharing should be broadly supported by individuals , organizations and government agencies across the board. And in many places. In fact, don't you think you should be doing something like this in your city?

We look forward to the day in which we have many strong "Streetfilms competitors" in many places -- because if we are ever to meet the challenges of the necessary overhaul of our transportation systems , it is going to require all of our efforts and more.

Refs:

<http://www.livablestreets.com>

<http://www.streetfilms.org/>

Contact:

[Clarence Eckerson](#), [Elizabeth Press](#) and [Robin Urban Smith](#)

The Streetfilms Team,
New York, NY, USA

[Read more:](#)

POSTED BY THE EDITOR AT [08:27](#) 

Sponsorship/Support

We invite you to support World Streets and the New Mobility Agenda in the way you find most appropriate. To contribute by credit card or PayPal, please click the Support icon immediately below. (If you need help or additional payment instructions for other transfers click [here](#)).

[I support World Streets](#)



Your initiative will be helpful in several ways.

- By making a contribution - large or small - you are sending us a strong signal that what we are doing has value.

- Your contributions will help us to fund the diversity of our existing programs at the quality level and frequency you are used to.
- Despite the many volunteers working with us, our programs are still costly to run and require an annual budget of approximately EUR 100,000. An active contributor base helps us equally to turn to the foundations, agencies, and individuals that can make more sizable contributions to help us make-up a budget shortfall.

But there is possibly an even more important reason for you to make your voice heard in this way. World Streets and the New Mobility Agenda are voices of the sustainable cities movement that have an international role and high visibility, including in your country and city. If you can help register strong votes of support for these new approaches in this way (and we are talking about the smallest symbolic contribution that technology permits), this message is going to have even stronger international impact.

Some of you have asked how much to give. My short answer is to each according to their means and commitment to our shared concerns. Or I could suggest using a Streets equivalent:

- A bottle of Bordeaux (say \$20.00 or so)?
- That next tank of gasoline you save just by thinking about it. (Might that be around \$50.00?)
- Something that signals your active support and desire to get behind this.

What is most important at this point is for you to sign on with your concrete expression of interest and concern. That dollar is where it all starts.

Eyes on the Street: : But there is more to this than money. What about pitching in and join our Eyes on the Street World Observatory?. No obligation, no time required (and no pay), but we do want you to at least be looking and thinking about it. More on Eyes at <http://newmobilityagenda.blogspot.com/2009/03/world-streets-correspondents.html> (And not only that the company is terrific.)

Other forms of support: If you are able to offer technical help or tools, editorial or reporting services, media or communications support, or wish to get involved in the outreach projects, please get in touch. There is a lot of work involved in making this a world level contribution to sustainable development and social justice. Also you may wish to have a look at <http://newmobilityagenda.blogspot.com/2009/01/problemsuggestions.html> to have an idea of work in progress and areas in which help is needed.

Fees: Several friends have asked why we do not simply charge for the information and services our various New Mobility programs render. My answer to that is simple. Since we started these collaborative networking projects, starting in 1988, we decided that everything that comes out of this collaborative work should be entirely free. We wish to remain faithful to this principle.

Advertising: Others have made the good suggestion that we should develop additional revenues in support of the sites by bringing in advertising. In a world of ubiquitous advertising, we wish to keep these programs not just free, but free from commercial messages. With your help and support, and that of like-minded individuals, we will remain faithful to these principles and continue to offer quality programs that will help ensure the sustainability of our cities and lives.

Thank you in advance for your contribution and support - we couldn't do this without you!

Eric Britton
Managing Editor

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POSTED BY THE EDITOR AT [07:54](#) 

Greening of New York: Reflections on ad-supported public bikes

Reflections on ad-supported public bikes in NYC

120 years ago the energy-multiplication device we know as the bicycle began its long climb to near-perfection. This simple object may be the best example we have of our ability to become the masters of our material world. It has achieved veneration among physically-fit professionals and, on the other end of the social scale, those who depend upon it for their very survival. In Switzerland, a healthy and wealthy country of six million people, over one million belong to the national cycling organization and it seems like every home has at least two bikes leaning up against the outside wall. It is time for us to catch up with the rest of the world's love affair with human-powered and human-scale transportation, before it is too late.

The success of the standard model belies its potential to be transformed into a far more useful and ubiquitous aid to our mobility. Now that lithium-ion batteries have arrived, its evolution into the core of our urban transportation systems has begun and needs to be fully engaged immediately. This work, by artists, engineers, designers and others, can be largely self-financed, but the production of strongly durable and well-equipped vehicles will send the cost of some models quite high. It is by spreading out the cost of these vehicles among a great many users, that the cost per ride becomes affordable. Bike-share is our key to the future.

We can begin this design-quest immediately by creating a database of the best attempts to innovate in this field that have been attempted in recent times. We can also issue invitations to those builders, to help us to publicize their efforts and use them as a prod to others to contribute

their efforts to this project. The second step is to invite these creative people to visit the former World's Fair grounds, 1255 acre Flushing Meadows/Corona Park in New York City and bring their machines. We are already operating the boat and bike rental concession there (see LightWheels.com), and are working to secure inexpensive passage and freight from sympathetic shippers, to help these creators to show their work off and to connect to other builders and designers from many places.

Cities like New York are the best places to demonstrate the practicality of a major shift to human-scale vehicles in urban spaces. The upcoming bike-share program is the ideal medium through which the needed expansion in cycle utility and introduction of new elements can take place. This will never happen if the City takes the easy path and simply buys into one of the currently offered, turn-key operations. These companies have every reason to abhor the possible complexity to which cycle evolution is leading us. Their business models demand the greatest economy of scale and the simplest maintenance protocol possible.

Thank goodness a time-out has been called in the rush to create bike-share programs, due to JC Decaux's cri d'agonie over \$5,000,000 worth of losses and damage to its Paris fleet over a period of 1 ½ years. While this may be nothing more than a negotiating ploy with Paris, local governments, including NYC's, are re-evaluating their options. While it has been universally acknowledged that the proliferation of bicycles and easing their availability are needed and wanted changes, and politicians everywhere are eager to accrue some green points by introducing them, this is a time for caution. The temptation for political leaders to seize on a turn-key system is irresistible, especially since the public is only vaguely aware of the exchange of services like bike sharing for some very large, and many more smaller, billboards, which is at the heart of this arrangement .

The leading companies in this field, JC Decaux and Clear Channel are the world's largest billboard companies. The industry began their dominance of New York public space in 1974, in the midst of the last devastating financial crises. They cut their teeth here by supplying barely-functional bus shelters with ads for cigarettes targeting their customers of the future, school-kids who used the buses. As in previous hard times they have the resources to completely equip an entire system without any cost to the contracting city, including an agreement to maintain the vehicles and other elements. They are especially welcome now that the hard times have again arrived for a while.

One advantage of being in an advertising-supported industry is that other advertising-supported businesses, commercial media, both print and electronic, are not eager to find fault with your (their own) product.

This free ride is the reason that very few understand that renting our eyeballs is a business, and hiding that fact from us is the job of everybody in the business. What makes "Out-of-Home"

media (billboards) different from every other form of advertising is its coercive nature.

Aside from pock-marking our public spaces with ubiquitous corporate graffiti, it forces us to participate in experiences that we cannot avoid and therefore has a key role in breaking down our perception of ourselves as being in control of our own consciousness.

While local and directory advertising can be both useful and appropriate, (small businesses especially need to let their public know that they are there), endless streams of product ads are considered obnoxious by many and useless by everybody. In some cities like Portland and Philadelphia, there are advocacy groups who will not even allow any more ads on the street, fully aware of how unhealthful products have a way of predominating in low-income neighborhoods. In this case, many people who have embraced cycling because of its health benefits are the same people who find fault with endless rows of beer bottles, or even soda cans.

Bikes are a leveler, and all cyclists suffer from broken pavements and non-existent programs to remove dangerous and disrespectful drivers from the road, but bicyclists are still in a minority. The best way to improve conditions dramatically is to bring the 90% of the population that never or hardly ever cycles, back into the picture. The introduction of electric-assist vehicles and new kinds of recumbent tricycles with multi-passenger capacity, (updated 19th century “Sociables”), and a continuous ongoing celebration of our ingenuity and creativity, including the chance to actually try these devices out in a big park with no cars, could eventually bring a big part of the entire rest of the public along for the ride, and create real political power and with it real change.

We must not allow long-term contracts with immense companies to gain control over our shared-bike facilities, just at the time when we need to reclaim this activity as our own. Their bottom-line generated priorities will demand strict standardization, which will suffocate the development of the new concepts and designs we so badly need. We cannot afford to lose the potential of the next generation of tiny, safe, fun and beautiful machines, to transform, and humanize, the texture of urban life. If you can help to publicize our efforts or put us in touch with the builders and designers who are already a part of this joyous research project please do it. Think about coming to New York City too, to a World’s Fair of Human-Powered and Shared Transportation.

Steve Stollman
www.LightWheels.com
MeetMe@TheAutomat.com

[Read more:](#)

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

Slowness

This entry is offered here as a sort of movable feast. Rough and ready at this point, it can be greatly improved, both here and in the [Wikipedia entry](#) which I hope you will jump in on to do your bit. (Image may be subject to copyright.)

Some selected Streets references:

- [Honey, you got to slow down](#)
- [Twenty is plenty](#)
- [Bicycle safety and infrastructure \(European perspectives\)](#)
- [Bicycle safety and infrastructure \(Australian perspectives\)](#)
- [Road design? He calls it a revolution](#)
- [Beyond the Home Zone: Towards the Legible Street](#)
- [Wikipedia on Slowness](#)

To win the war of new mobility, sustainable development and social justice, we need to change to vocabulary which, heavily encumbered with the luggage of the past, conspires to lock us in to the old way of thinking, speaking, and ultimately doing things.

If we are to be up to the sustainability challenges and the behavior changes that necessarily go with them of this difficult 21st century turning point, we are going to have to redraw the lines of the court and develop a vocabulary that reflects the necessary lucidity of thinking needed to break the impasses. Otherwise for sure are going to find ourselves once again in a lose/lose situation.

Here then is one word which I have been proposing and using, largely without success, the better part of a decade and I put it before you with a certain pride: slowness. About two years ago I created a Wikipedia entry for it, however I have been challenged because the entry lacks references and hence is subject to eventual removal, The gamekeepers over there suggest that “the best way to address this concern is to reference published, third-party sources about the subject”. Fair enough.

So my question to you is that, if you have a feel for the concept, can you possibly take the time to go in and make it a more solid reference? You can either work directly on the WP site, or alternatively ship your corrections, additions here and we will do the rest. The text presently reads like this:



Slowness (From Wikipedia: <http://en.wikipedia.org/wiki/Slowness>)

Slowness is a transport planning concept, usually deployed in congested urban environments, where transport is calibrated for lower top speeds, but the result is shorter overall travel times across the entire system.[1]

The concept of slowness is sometimes compared to the story of The Tortoise and the Hare; the paradoxical notion that slowing the top speeds of transport will when properly engineered allow more people to get to their destinations more quickly. An example is that where there is sufficient traffic congestion, a bicycle may get to its destination more quickly than say a Ferrari. When a city adopts a policy of slowness, the top speeds will be lower, but congestion decreases because the slower speeds result in steadier traffic flow.[1]

This is a powerful model which urban planners and traffic engineers, with a few notable exceptions, are only recently starting to take seriously. An important new mobility concept, it is also referred to as "slow transport".

In the report "Speed Control and Transport Policy" (Chapter 10, on speed limits in towns, Policy Studies Institute, 1996) Mayer Hillman and Stephen Plowden describe an experiment in Växjö, a Swedish town of 70,000, which showed very small time penalties arising from some fairly substantial speed reductions at 20 junctions. The Swedish researchers used the results to simulate what would happen if similar speed-reducing measures were introduced at 111 junctions throughout the town and concluded that there would probably be a small net time saving. [2]

In recent years it has gotten steadily increasing attention both in the literature but above all as part of the on-street sustainable transport strategies of a growing number of leading programs and projects around the world (See listing below).

1 Proponents

- John Adams, United Kingdom.
- Donald Appleyard, United States.
- Eric Britton, France
- Dan Burden, USA
- David Engwicht, Australia
- Jan Gehl, Denmark
- Ben Hamilton-Baillie, United Kingdom.
- Mayer Hillman, United Kingdom
- Hans Monderman, The Netherlands
- Peter Newman. Australia
- Stephen Plowden, United Kingdom

2. See also

- Cittaslow (Slow cities movement, in English)
- Home zones
- Livable Streets
- New Mobility Agenda
- Pedestrian#Pedestrianisation
- Public space management
- Road traffic control
- Shared space
- Slow movement
- Street hierarchy
- Sustainable transportation
- Traffic calming
- Walkability
- Walking
- Woonerf
- World Streets

3 References

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- *The paradox of congestion.*, Wood, K (2007). In IPENZ Transportation Group Conference, Tauranga, New Zealand 10-10-2007
- *Speed Control and Transport Policy*, Policy Studies Institute, London, 1966. Mayer Hillman and Stephen Plowden
- Gutman, Manisha (2008-02-03). "[The Greening of Paris](http://www.hindu.com/mag/2008/02/03/stories/2008020350050400.htm)" (in English). The Hindu. <http://www.hindu.com/mag/2008/02/03/stories/2008020350050400.htm>. Retrieved on 2008-03-08.
- *Effekten av Generell Hastighetsdampning i Tatort* - C Hyden, K Odelid, and A Varhelyi. Lund Institutionen for Trafikteknik, Pub: 1992

4 External links

- Wolmar, Christian, "*Power to the pedestrian*," The Independent, (London), Jun 17, 1996

[Read more:](#)

POSTED BY THE EDITOR AT [15:36](#) 

Greening New York: Janette Sadik-Khan. Street Fighter

This quite long article is we believe worth a close read, because it provides us with one more example of the professional and leadership skills that are needed to lead the transition from old, in the case of New York from the very old to the New Mobility Agenda and the sustainable cities and sustainable lives that go with it. If there is one key phrase that caught this ear, it is her statement: "I'm radically pro-choice". The Editor

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POSTED BY THE EDITOR AT [11:54](#) 

This Week on the Street. 2-8 March 2009

World Streets on a single page. Highlights selected articles appearing over week, with direct links to full text, illustrations and media. Want more? Click to www.worldstreets.org

Welcome to World Streets: -> [First time visitors invited to start here](#)

The 21st century newspaper that has a single job: to provide you with high quality, readable, concise food for thought, and leads specifically on the topics of sustainable mobility, sustainable cities, and . . .

From the Leading Edge: -> [America before streets were civilized.](#)

Looking back at 2009 from the closing days of Barack Obama's presidency, it is sometimes surprising to appreciate how much has changed in the relationship between people, places and traffic, . . .

Leadership Profiles: -> [Denis Baupin: a driving force to change Paris](#)

As transportation chief of the French capital for seven years, Baupin was the force behind the development of Paris's hugely successful bicycle-sharing program, Vélib'.

Honk: -> [The traffic in your mind](#)

A 42 second video prepared by the sharp Mobizen carshare company, to get across the idea that carsharing is just a bit different from the old way we used to do it.

Cross-Blog Dialogue: -> [The No-Excuses Zone](#)

Gordon Price in Vancouver introduces the No-Excuse Zone for urban cycling, which he in turn picked up from colleagues in Australia (more evidence of the small world syndrome).

Bad News Department: -> [The reported demise of world's largest city bike project](#)

We look at a spate of bad reporting on what is however a legitimate problems threatening public bike sites around the world: vandalism and theft. But as you will see the patient is very much out and around.

From the Archives: -> [Sweden's Vision Zero program](#)

Claes Tingvall compares road safety to workplace management. While the employee or citizen, must follow guidelines, it is the responsibility of the employer, or government, to provide a safe environment,

Reader Poll: -> [Frequency of publication](#)

Should Streets be developed as a daily, weekly, monthly, or ad hoc unscheduled publication? Give us your counsel by voting in the Reader Poll that appears to your immediate left.

Translating World Streets: -> [Reader comments on pros and cons](#)

Commentaries thus far on translation quality and usability in Chinese, German, Indonesian, Portuguese and Spanish

World Streets Workshop/Laboratory: -> [Shortcomings, plans, improvements needed](#)

Plenty of room for improvement, Issues and plans here. Reader comments, suggestions invited.

Editor's page: -> [On Fair Use in World Streets](#)

It is the 21st century and information in its various forms travels faster, wider and more freely than ever before, creating ambiguities and issues of intellectual property which are far from being resolved.

Machine translate this weekly summary into:

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World Streets, a collaborative project of the New Mobility Partnerships.

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New Mobility Agenda, The Commons 8 rue Joseph Bara, 75006 Paris, France T: +331 4326 1323
New Mobility Partnerships - 9440 Readcrest Drive, Los Angeles, CA 90210 T: +1 310 601-8468

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POSTED BY THE EDITOR AT [10:41](#) 

Greening New York: City edition, March 2009

We decided to make the month of March one of heavy traffic between New York City and World Streets.

After years of growing civic involvement pushing hard toward more sustainable transportation arrangements in a city and region long dominated by cars, and held back by a highly resistant tradition-bound administration and political establishment, the City has come out of the doldrums in the last couple of years and is now making progress toward engaging a major new mobility overhaul.



This process, this often bumpy road, is in our view of sufficient interest that it should be made more broadly known to the international community. Any time a city series engages the challenge of making the move toward more sustainable transportation, this has to be of interest to other cities and groups around the world who were looking for good examples and ideas to fire their own transition.

And as always the traffic will run in two ways, and we know that it is going to be interesting too to see

how others with deep experience in their own cities see and share their lessons and thoughts with colleagues in New York.

You can follow these exchanges real-time each day by going to our good search engine and popping in "Greening of New York" into the Streets section. If you have subscribed to the New Mobility Café (NewMobilityCafe-subscribe@yahoogroups.com), you will receive them as they appear. You will also receive highlights in the "This Week on World Streets" summaries.

* To call up all the entries in this series thus far, click [here](#).

[Read more:](#)


POSTED BY THE EDITOR AT [05:30](#) 
 LABELS: [GREENING](#), [NEW YORK](#), [STREETS](#)

Streets Profile: Denis Baupin. A driving force to change Paris

A driving force to change Paris




Denis Baupin, deputy mayor for the environment, spearheaded the creation of the city's bicycle-sharing program. (Pierre-Emmanuel Weck)

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By [Robert P. Walzer](#)

<http://www.ihf.com/articles/2009/01/22/business/wbspot24.1-411196.php>

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For his efforts to reduce the privilege of car drivers in Paris, Denis Baupin has been saddled with nasty nicknames, including "Monsieur Embouteillages" (Mr. Traffic Jam), Khmer Vert and worse.

As the transportation chief of the French capital for seven years, Baupin, who has written a book called "All Cars, No Future," was the force behind the development of Paris's hugely successful bicycle-sharing program, Vélib'. He introduced a tramway, minibuses, rider subsidies, more bus lanes and faster bus speeds. He reduced auto speed limits to 30 kilometers an hour, or just under 19 miles an hour, from 50 kilometers an hour on 1,000 streets and closed many to cars altogether.

In short, Baupin has changed the face of mobility in Paris, making it, by most accounts, easier for users of public transportation, pedestrians and bikers, and less accessible to car drivers.

Since March 2008, the Green Party member has had a new but related charge: fighting climate change.

Under his plan, €2 billion, or \$2.6 billion, of taxpayers' money will go towards renovating a quarter of the city's 220,000 subsidized apartments to receive better insulation and more efficient heating. The program would eventually extend to all of Paris's 3,000 public and 100,000 private buildings, nearly half of them built before 1915.

Financing for the plan has not been set, though Baupin is in talks with the Caisse des Dépôts et Consignations, the French state-owned bank.

"The challenge is how we can devise a mechanism to finance this work using the energy economy of tomorrow with the money of today," Baupin said.

Baupin is expanding the city's car-sharing program, even as his boss, Mayor Bertrand Delanoë, prepares a competing plan to place 2,000 electric cars throughout the city in 2010. Baupin happens to oppose the mayor's AutoLib' idea and fears its ease of use will prompt residents to abandon public transportation.

"The idea of car-sharing is you use it when you have no alternative," Baupin said. "With Autolib' the risk is people will use it every day."

Baupin is also beseeching Parisians through educational campaigns to reduce the waste stream by, for example, halting the purchase of bottled water and using fewer plastic shopping bags.

For all his efforts, Baupin, 46, has become a pacesetter for urban environmental progressivism worldwide. He travels the globe meeting other urban planners and coordinating initiatives.

"You have to judge Denis in terms of what he's done so far, which is to create a magnificent model of a city coming to grips with its mobility issues in a very interesting way," said Eric Britton, the Paris-based managing director of New Mobility Partnerships, a nongovernment agency. "Yes, you can look at Copenhagen or Amsterdam and say they are better for bicyclists. But they've been doing it for 100 years. Paris, in short order, has become a model for other cities."

At the end of 2008, Baupin was in New York to discuss Vélib' with the administration of Mayor Michael Bloomberg. He also spoke in Tokyo at a meeting of the C40, a group of cities that lobbies to reduce carbon dioxide gases.

"Everybody came up to me and asked me about Vélib'," Baupin said in a recent interview. "It shows that what we are doing in Paris is an example to the world."

Baupin's efforts come as climate-related ethos is ascendant. In 2007, the administration of President Nicolas Sarkozy agreed to emissions-reducing targets as part of the so-called Environmental Grenelle, or roundtable. The French Senate is set to debate the measures this year.

Paris, with Baupin's guidance, has set even more stringent targets, following an audit of carbon

emissions from buildings, transportation and industry. The city plans to reduce its emissions 30 percent below 2004 levels by 2020.

Baupin, intense, driven, a workaholic, tends to be viewed by his critics as unyielding and radical. In reality, his views are more nuanced.

For example, he is opposed to imitating London's congestion charge for drivers' entering the city, because he feels it is unfair to low-income drivers, especially those who live outside Paris. But he favors highway tolls, including one for the Paris beltway, to shift more of the cost of polluting to drivers. Cars would be able to enter Paris without cost on slower routes.

"Our political positions have more to do with reducing pollution and getting people to use public transportation," Baupin said. "London has instituted what they specifically call a congestion charge, not a pollution charge. So, people who can afford it can actually use their cars more easily than before. That's not our objective."

Source and fair use:

This article originally appeared in the New York Times of 22 January 2009 based on a series of interviews carried out in Paris by their reporter Bob Walzer. You can view the original at <http://www.iht.com/articles/2009/01/22/business/wbspot24.1-411196.php>

Click [here](#) to view our policy on Fair Use. Comments welcome.

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POSTED BY THE EDITOR AT [10:42](#) 

America before streets were civilised

Some Reflections from 2017

Looking back at 2009 from the closing days of Barack Obama's presidency, it is sometimes surprising to appreciate how much has changed in the relationship between people, places and traffic, and to grasp the effect of the dramatic policy change that took hold back then. Aware that successful cities are judged on the quality of their public realm, policy makers began to transform city streets from soulless arteries for vehicles into spaces shared equally by pedestrians, cars, taxis, buses, bicycles and every kind of social activity. Given the huge benefits that sprang from the multiple use of public urban space for safety, movement, accessibility, and economic vitality, it is now hard to recall how different typical streets once

looked.

Until 2009, they looked like everywhere else. In those days, the roadways providing running space for vehicles were carefully separated from pedestrian spaces. Kerbs, steel barriers, bollards and paint markings reinforced this separation. Different organisations looked after the two worlds that this segregation created, one managed by “traffic engineers”, the other by “urban designers”. Traversing this divide required specific crossings controlled by traffic lights, buttons and beeping signals. Standardised signs, traffic islands, poles, control boxes and illuminated bollards littered the spaces between buildings. Behaviour in the roadway was controlled by the state via cameras, and normal social courtesies were discouraged.

Inspired by pioneering examples from Europe, and particularly by the work of Hans Monderman from The Netherlands, people suddenly realised that all this highway clutter was no longer needed. Without traffic signals, signs and markings, traffic flowed slowly and more smoothly. Congestion diminished. Casualty rates, particularly for children and vulnerable pedestrians, declined sharply. Shops flourished as pedestrian footfall increased, with people negotiating their way through slowly moving traffic using informal communication and courtesy. Bus companies reported more reliable running times. Every street in America began to reflect its history, context and purpose, reflecting the richness and diversity of the country’s huge geography and infinite variety.

Only the most busy traffic arteries remained segregated, such as the freeways and major arterial highways. All the remaining city streets became “shared space”. Back in 2009, most found the change surprising and a little daunting. It seemed almost perverse and counter-intuitive to take away rules and regulations, signs and signals, and to rely on people’s commonsense and adaptive skills. And yet, just as crowds seem to develop an intuitive choreography in busy complex spaces such as railway station forecourts and departure lounges, so drivers and pedestrians engaged in a new respectful relationship at busy intersections. Speeds remained below 20 mph. Delaying a bus or lorry became a serious social gaffe. Eye contact and hand signals became more sophisticated. Driving behaviour adapted to the times of day and rhythms of the city, with quite different styles when schools were coming out, when the bars were closing, or when streets were empty before dawn. Pedestrians walked where they wished to walk. Bicycling became the norm in the low speed, smooth flowing streets. Taxi drivers still grumbled. Traffic signal engineers were retrained as park keepers and window cleaners. Civility flourished.

So many changes in the past eight years, but none more significant for the quality of everyday life in America as the moment when engineering merged with creativity and commonsense.

Ben Hamilton-Baillie, ben@hamilton-baillie.co.uk

Hamilton-Baillie Associates Limited, www.hamilton-baillie.co.uk

Bristol, United Kingdom

Contribution by the author to the world wide collaborative project "Messages for America: World-wide experience, ideas, counsel, proposals and good wishes for the incoming Obama transportation team". See www.messages.newmobility.org for latest version of this report of the [New Mobility Agenda](#).

[Read more:](#)

POSTED BY THE EDITOR AT [10:14](#) 

Street under construction (Watch your head)

If you are running into any problems or areas here which are not clear, kindly let us know here as Comments just below. Also, this is a good place to share with us your suggestions for eventual improvements or new features you would like to see added.

In my view there are a very large number of things which need to be corrected, replaced, or fine-tuned in Streets as it reads in these early weeks. Getting this right is going to require technical resources and competence that will have to come in from outside, so consider this not only an opportunity to add your complaints and suggestions to the following, but also as an invitation to anyone with the skills needed to join us to make this thing work as it should.

Here is an incomplete short list of items needing attention, in no particular order:

1. A daily edition that can be handily sent to all subscribers, bringing together both all postings and comments for the day, and for the former a short 3-5 line opening excerpt and link to the full piece.
2. A real table of contents which we can have up top at left so it is the first thing that the reader sees- see www.autolibre.com for what I consider to be a good example
3. A sign-in routine for first-time visitors? This could have lots of good uses (and some abuses but we will just have to be careful about that.)
4. A calendar up top, possibly right, in which people can click a date in order to see what articles appeared on that date
5. Possibly a third column on the right for things that we think the reader would like to see up top.
6. I would like to be able to insert a short citation or reference in its own box within any given

posting, or alternatively once we have our third column at the top of the third column. A nice place for brief wisdom.

7. A test, drafting and editing area for work in progress (useful among other things for reviewers and copy editor).
8. Improved ability to produce an attractive weekly Streets version, with clickable table of contents and punchy 3 to 5 line text summaries.
9. Article by article printing (our present workaround is not bad but can be improved)
10. Possibly dumping the entire site contents into a (better?) provider other than Blogger
11. Better (smoother, easier, faster,) integration of video, sound, PowerPoint, PDF
12. Uniform text and colors in all portions of blog
13. Optimal organization/placement for Google and other search engine referencing
14. Better "share this document/submit to" plus direct link to related Wikipedia articles for instant background on the topic under discussion (Not to say that WP is perfect, but . . .)
15. Would like all call-ups to occur either (a) within the "mainframe" or (b) in a separate window (so as not to lose Streets itself
16. Cleaner, easier links to machine translated language editions.
17. Possibility to post weekly journal summary to all by e-mail who have subscribed. (Summary of course is brief and clickable to full articles).
18. Need to be able to call up, as currently is possible only for the current month under the Archives section, titles of all articles produced in each month.
19. Integrate occasional group videoconference meetings on key topics.
20. Podcasts

There is more to it than that but you get the idea.

The Editor

PS Suggestions and comments welcome just below.

[Read more:](#)

POSTED BY THE EDITOR AT [13:38](#) 

Honk! Mind traffic

* * * [Click here to call up all Honks! to this date.](#) * * *

Honk! Let's reach out a bit to see if we and you can open up our mental space with drawings, photos, photographs, videos, jokes, too long stories, what have you . . . each of which intended to help us by using that other and perhaps more clever side of our brain to get perspective or possibly some new ideas about our very serious topics: sustainable transportation, sustainable cities, and sustainable lives.

You are invited to share with us your ideas and materials for this new World Streets column that will appear weekly, and from time to time a bit more often. (We have to be careful not to abuse.)

A good place to post you idea is via the **Comment** tool just below. Alternatively send them directly to the editor at editor@Worldstreets.org.

And here is our first-ever Honk! just to get you going. A 42 second video clip prepared by the Mobizen carshare company here in Paris as part of a campaign to get across the idea that carsharing is just a bit different from the old way we used to do it, and that Mobizen understands. To check it out for yourself: [Click here](#).

(You may be surprised how well you understand French.)



* Click [here](#) to call up all [Honks!](#) to this date.

[Read more:](#)

POSTED BY THE EDITOR AT [09:45](#) 

LABELS: [CARSHARE CARSHARING](#)

Media on Streets: European Council for an Energy Efficient Econom

World Streets: new on-line journal on sustainable transportation

(02 Mar 09) A new on-line newspaper devoted to concise and independent reporting on developments in the field of sustainable transportation worldwide was launched today, 2 March 2009. The newspaper is entitled World Streets.

World Streets is a collaborative initiative of the "New Mobility Agenda", and aims at covering the following topics:

- information on leading edge thinking and practice in the field of sustainable transportation, world-wide.
- focusing on transport in cities
- tackling the challenges of how to achieve big, fast greenhouse gas reductions
- on the lookout for measures, projects and policies that are going to pay off within two to four years.

Read more: [World Streets](#) and [New Mobility Agenda](#)

For more on the [European Council for an Energy Efficient Economy](#)

[Read more:](#)

POSTED BY THE EDITOR AT [12:34](#) 

Editorial guidelines for contributors.

[Mission/topic coverage:](#)

World Streets adds new dimensions to the New Mobility Agenda, offering useful new tools and an extended forum for contributions, challenges and comments reaching beyond the focus group postings of the main New Mobility programs. Streets is regularly indexed by all search engines, ensuring a wide reach of all that appears here. The content is regularly provided on a volunteer basis by more than one thousand colleagues actively working on these issues with whom we have taken contact since the outset of the New Mobility Agenda in 1988.

Like all parts of the Agenda, Streets has a definite ethical and strategic approach to the issues

involved. The first wing of this approach is our complete independence of any interests, government, commercial or others. The second is our long term commitment to doing our part to meet the challenges of sustainable development and social justice -- and within that broad frame our specific focus: sustainable transportation, sustainable cities and sustainable lives.

There is a definite tilt to everything that appears in World Streets, namely that of the philosophy and ethics of the New Mobility Agenda, which you will find clearly stated in the editor's introduction [Welcome to World Streets](#). Kindly have a look before taking the time to prepare your contribution.

Likewise one of the principal criteria defining our work is our very specific **four year time implementation/results time horizon**. That sets us off from the great majority of our sustainability colleagues. The other two are: **radical short term CO2 reductions as a core criterion**, along with the only way to get that job done which is via **massive near-term reductions of automobile traffic** (which can be achieved without wrecking the economy). Kindly check the [New Mobility site](#) for our orientation to which we adhere quite strictly. (We are well aware that there are many other programs and groups with very different orientations. We honor these differences while we stick to our last.)

World Streets takes the challenge of a polyglot world seriously. Click the [Languages/Translations](#) link on the top menu to see how we are trying to be useful to our non-English language colleagues.

Editorial policy:

We want to make sure that World Streets is a good read, and a fast one, for our overloaded colleagues working on these issues in cities and countries around the world, as well for others trying to follow the full range of issues involved. And while the exact organizational mix is still being played with in these early months to determine what combination is going to work best, we start out by providing each day one longer thinkpiece reporting on a specific project, policy, program, or person working to break the old mobility stasis somewhere in the world, and add to that one or two other items or leads that our readers may find of interest. Quality, not quantity is our mission.

Posting routine: All entries are made by the Editor-in-chief, who will review with the contributing editors and the copy editor before posting.

Before taking the trouble to prepare your piece for publication, kindly contact editor@worldstreets.org first, with a short note outlining your intentions. We can then discuss so as to make best use of your time and contribution. If we have any questions, we will get in touch first to iron them out. If we find the piece out of our main focus, we will let you know

immediately with a short note of explanation.

Article length: Relatively compact – say enough for a good read in 5/10 minute max. 300-1000 words looks good. Anything longer should be handled as clickable URL; but that readable engaging summary is critical.

Languages: Have an idea for a good piece but need to write in another language. Let's talk about it, may not be a problem.

Language: Not quite the same thing, and this refers specifically to presentation, phrasing and word choice with an eye to your reader. We have to bear in mind here that more than half of the people who come into World Streets do not have English as their first language. This means that to get your idea across shorter sentences are generally going to be more effective than longer ones, slang expressions, insider jokes and jargon are to be set aside, and the emphasis should be placed on the reader and not the writer. Let us not lose sight of the fact that many of our readers are coming more than halfway as far as language is concerned. Even within these constraints, it will be possible to be creative and effective, and your editor is confident that this is exactly what you are going to do.

Spellcheck: Please, very carefully, and thank you. Also, for the record, we tend to favour US spelling, not for reasons of preference per se, but because uniform spelling facilitates key word searches. However as you wish.

Fair use: Our policy on this important point is spelled out [here](#).

Photograph/image credits: We try to make sure we cite the name/source of all photographs or images that appear in our pages.

References: Critical. Reader wants more? All s/he has to do is click to that URL link you remembered to insert in a prominent place in order to access the full piece which has been placed on line.

Author identification: Please identify yourself as a courtesy to the reader: A good signature block would show: your full name, email; Organization (if any, with URL); City, Country.

Comments: Can be easily made on any given item. Find the piece you wish to comment, click the Contact link at the bottom of the item, and file your comment. If you do not have Gmail address or blog, it is easiest to send as "other"; but in that case we would ask you to identify yourself.

Please close your Comment identifying yourself as follows:

- Name, email
- Organization (if any), URL
- City, country

[Read more:](#)

POSTED BY THE EDITOR AT [09:48](#) 

Cross-Blog: The No-Excuse Zone

This is the first-ever Cross-Blog entry that we are pleased to draw to your attention. From our creative colleague in Vancouver, Gordon Price, Director of the City Program at Simon Fraser University, sustainability activist and local politician, this time leading us to a concept called the [No-Excuse Zone](#) for urban cycling, which he in turn picked up from colleagues in Australia (more evidence of the small world syndrome).

You can pick it up from **Price Tags: Perspective from Vancouver** at <http://pricetags.wordpress.com/2009/03/02/no-excuses/>. You will see space for comments there.

Thanks Gordon.

[Read more:](#)

POSTED BY THE EDITOR AT [07:58](#) 

Bad News Department: Scrapping London Congestion Tax

I really liked the format of the paper, but what I liked best was the Bad News Department!

Just as you have talked about the attempts to detract the success of the Velib in Paris, so also Mayor Boris Johnson's scrapping of the westward extension of the London Congestion Tax is being used in Mumbai by the car lobby to state that "The Congestion Tax is a failure in London, and therefore it cannot be used in Mumbai". That it cannot be applied in the format that has been used in London is because of various other reasons, not because the concept per se is bad and therefore doomed to failure. (This was in a lot of newspapers, and my views on the same were also published, but I unfortunately did not make copies!)

Mumbai desperately needs some form of congestion reduction techniques: whether it is fiscal or policy measures, it will have to be tailored to meet our socio-cultural issues, as well as the unique geography that Mumbai has. However, the scrapping of the extension of the congestion tax in London has set back any progress we were making in that direction.

I wonder if any other city has had a similar experience?

Bina C. Balakrishnan
 Consultant- Transportation Planning & Engineering
 Mumbai, India

[Read more:](#)

POSTED BY THE EDITOR AT [00:58](#) 

This Week on World Streets: 9 - 15 March 2009

A week of **World Streets** on a single page. Highlighting selected articles appearing over week, with links to full text, illustrations media, and comments. Want more? Click here to . . .

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www.support.worldstreets.org

Welcome to World Streets: -> [First time visitors invited to start here](#)

The 21st century newspaper with a single job: to provide high quality, readable, concise food for thought and leads specifically on the topics of sustainable mobility, sustainable cities, and . . . [More . . .](#)

Special Edition: -> [The Greening of New York](#)

After years of growing civic involvement pushing hard toward more sustainable transportation arrangements, the City has started to climb out of the doldrums . . . [More . . .](#)

World Streets Profiles:

->[Janette Sadik-Khan. Street Fighter](#)

As New York City transportation commissioner, Sadik-Khan presides over 6,000 miles of road, 12,000 miles of sidewalk, and the Staten Island ferry, which transports 65,000 people each day [More . . .](#)

Greening New York: [An Englishman travels with Chinese and Mexicans in the City](#)

An English traveller shows up with open eyes and here are some of the things he finds out, with a little help from some new Chinese and Mexican friends that even many New Yorkers. . . [More](#)

Greening New York:

[So how do we get New Yorkers on bikes?](#)

To combat the perception of danger, promote cycling, and bring public acceptance to cycling, it is imperative that cities install bike-specific infrastructure that prioritizes bikes over cars. [More . . .](#)

Greening New York: [Bicycle safety and infrastructure \(European perspectives\)](#)

International experience at the leading edge, mainly in European cities that are doing the job, put some

interesting lessons on the table. For starters, let's make sure that . . . [More . . .](#)

Greening New York: [Transforming NYC streets \(video clip\)](#)

Since taking over as Commissioner of Transportation in 2007, [Janette Sadik-Khan](#) has taken on the challenge of making NYC streets more bike & pedestrian friendly . . . [More . . .](#)

Message from Seville: [World City Bike Implementation Strategies](#)

Presentation at the Jornadas de la Bicicleta Publica in Seville Spain on 12 March, overviewing the pace of international developments in the sector over the last decade and looking to . . . [More . . .](#)

Honk: [Conference Bike – Cycling your mind](#)

In the beginning was the bicycle. I set out to try to marry art with function and create something at once beautiful and at the same time evoking the rich cycling tradition of . . . [More: . . .](#)

Bad News Department:

[Scrapping London Congestion Tax – Mumbai perspectives](#)

Mayor Boris Johnson's scrapping of the westward extension of the Tax is being used in Mumbai by the car lobby to state that "The Congestion Tax is a failure in London so . . ." [More . . .](#)

Editor's Desk: [Contributor Guidelines](#)

We want to make sure that World Streets is a good read, and a fast one, for our overloaded colleagues working on these issues in cities and countries around the world, so . [More . . .](#)

World Streets, a collaborative project of the New Mobility Partnerships.

New Mobility Agenda - The Commons - 8 rue Joseph Bara, 75006 Paris, France T: +331 4326 1323

New Mobility Partnerships - 9440 Readcrest Drive, Los Angeles, CA 90210 T: +1 310 601-8468

[Read more:](#)

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

Fair Use and World Streets:

It is the 21st century and information in its various forms travels faster, wider and more freely than ever before, creating ambiguities and issues of intellectual property which are at this point far from being resolved. In a virtual publications such as World Streets, in which we are ever on the lookout for information and insights from many sources in many places, we do from time to time serve as a relay point for articles and publications which have been created by others.

It is our firm policy in all such cases to fully cite the source and to provide direct linkage to the original for those of our readers wish to get it from the horse's mouth, a great and prudent practice.

It may also be relevant in this case to note that none of the work or publications of the New Mobility Agenda have ever since our origin in 1988 carried a price tag, a fundamental underpinning of our working and sharing philosophy.

In any event, if any of our readers, or maybe somebody's lawyers, can suggest how we might improve on this policy, please get in touch with our ever-diligent editor <mailto:editor.worldstreets.org>. He answers his mail.

[Read more:](#)

POSTED BY THE EDITOR AT [09:21](#) 

Frequency of publication

Since this is a genuine collaborative exercise I thought it would be a good idea if from the very beginning we opened up this question of frequency of appearance to as many of our friends and colleagues who happened in here and who kindly decide to share with us their views and suggestions of this shaping decision.

It strikes me that a good way to get this conversation going is to see if we can put our finger on what is going on at the "supply side". There are three main sources of inputs that inevitably will have a lot to do with the choice of World Streets' frequency of "publication": (1) the steady flow of topic-pertinent ideas and materials that come in here from colleagues and sources around the world; (2) the voluminous collection of writings, media and other materials which have steadily flowed in since the initial "virtualization" of the New Mobility Agenda starting with the first basic listserv in 1988; and (3) the considerable number of talented colleagues who are ready to chip in as authors, reporters, critics, and co-editors.

Think of that as the wine. Now what about the bottle? Or maybe what is going to be most appropriate in this case is not bottle but bottles, plural.

To get the ball rolling on March 3 we placed a small poll device on the top of the front page, which you can see just your left. We intend to give careful consideration to this feedback later in the month when we begin to create a more definite structure for this new venture. Perhaps you will have a look and register your thoughts on this.

And if you wish to take this further, may I suggest you click the comments link at the base of this short entry and share with us your thoughts on this. Teamwork.Thank you.

[Read more:](#)

POSTED BY THE EDITOR AT [07:10](#) 

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