

This month on World Streets: October 2009

Another busy month on World Streets with 10,676 visitors dropping in to pick up and at least scan a total of 29 articles, touching on such exotic topics as singing escalators, cultural revolvers, fancy parking, new tools, sleeping policemen, miraculous technology, the importance of women as leaders of the policy debates and key decisions making positions, and of course a lot on our old friends carbon and climate.



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POSTED BY ERIC BRITTON AT [12:29](#)  

LABELS: [ACTIVISM](#), [AUTHOR](#), [MEDIA](#), [OUTREACH](#), [SUPPORT](#)

Honk! Will technology will save us from ourselves?

When is "an important safety advance" perhaps not that safe after all? Is the answer to accidents between large, powerful and fast-moving motor vehicles and anyone else, pedestrians, cyclists and straying children and small animals included, to load on the technology to save us from ourselves? Or might it be something else, perhaps like slowing the cars on all our streets, is a better way to tackle this particular problem?



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POSTED BY ERIC BRITTON AT [11:09](#)  

LABELS: [AUTHOR](#), [CARS AUTO INDUSTRY](#), [HEALTH SAFETY](#), [HONK](#), [TECHNOLOGY](#)

Resource: Victoria Transport Policy Institute Fall Newsletter



This hefty seasonal report from Todd Litman of the Victoria Transport Policy Institute is a fine tool for researchers and policy makers world-wide. We are pleased to present it in its entirety here, together with references for you to take it further. Thanks for your continuing fine work Todd.

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POSTED BY ERIC BRITTON AT [17:54](#)  

LABELS: [AUTHOR](#), [DEMAND MANAGEMENT](#), [POLICY](#), [RESOURCE](#), [STRATEGIC PLANNING](#)

Transportation policy discussions in the United States -2009 (Collaboative problem-solving with Bill the Lizard - 1865)

Looking from afar at the transportation policy discussions currently sputtering on at the level of the federal government, in most states and in many cities in the United States -- what to prioritize and fund in the face of combined climate urgency and the need for sustainable and fair mobility? - one is reminded of an earlier tale of tangled collaborative problem solving many years ago in England, which ran like this:



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POSTED BY ERIC BRITTON AT 17:21  
LABELS: EDITORIAL, POLICY, POLITICS, SUSTAINABILITY

Letter from Italy: New Mobility for a New Economy? More cash for clunkers foolishness

Cash for clunkers is a worldwide virus often presented as a medicine for a very sick patient. (See World Streets 'Cash for Clunkers', 12 Aug. 09,). This dispatch just in from Enrico Bonfatti, editor of our sister publication, Nuova Mobilità, translates an article posted in N/M in Italian last Friday. Apparently the Italian political establishment is no better at this than any of the dozen or so governments who are desperately scrambling to hold on to an irredeemable past. At high cost to taxpayers and to the future.



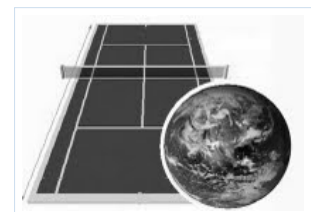
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POSTED BY ERIC BRITTON AT 10:37  
LABELS: CARS AUTO INDUSTRY, CLIMATE, POLITICS

Winning the World Climate Game: Brainwork challenge

Let's assume that the world climate negotiations in general-- and all in the run-up to COP15 in December and its aftermath -- need a shot in the arm, a game-changer, in order to begin to break a deadlock that has gone on all too long at huge cost to the planet and future generations. Do you accept this as something worth at least considering? If so . . .



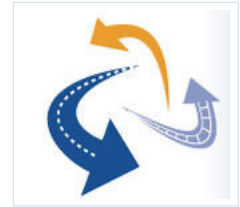
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POSTED BY ERIC BRITTON AT 16:34  
LABELS: ACTIVISM, CLIMATE, EVENT, PARTICIPATION, POLITICS, WOMEN

Resource: Planning for Sustainable Travel - Tools for better integration between land use & transport planning

The UK Commission for Integrated Transport (CfIT) announce "a powerful new tool for planning practitioners, local authority officers and Councillors for better integration between land use and transport planning". *Planning for Sustainable Travel* is a web-based resource with a summary practice guide, identifying the 11 key land use levers that planners and transport planners can use to help achieve lower trip rates, shorter travel distances and greater use of sustainable travel modes.



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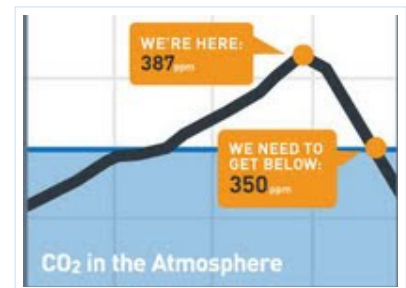


POSTED BY ERIC BRITTON AT [14:29](#)

LABELS: [DEMAND MANAGEMENT](#), [INFRASTRUCTURE](#), [LAND USE](#), [RESOURCE](#), [TOOLS](#)

24 October 2009, International Day of Climate Action World Streets on-line support of www.350.org through 2010

Tomorrow, October 24th, our friends over at 350.ORG have organized the biggest day of global political action in the history of our gasping planet - the International Day of Climate Action. World Streets thinks this is a great and practical activist tool which we are pleased to support; we invite you to check it out right here and perhaps get involved too. The planet needs every one of us.



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POSTED BY ERIC BRITTON AT [10:29](#)

LABELS: [ACTIVISM](#), [AUTHOR](#), [CLIMATE](#), [EVENT](#), [MEDIA](#), [PARTICIPATION](#)

Sustainable transport on the road to COP15? "In my humble opinion we are not ready."

"Transport is not a party to CO2 talks. Local, regional, and national transport stakeholders – planners, mayors, transit operators, developers, walkers, bikers are only there if they are invited by their delegations or as part of a true blizzard of interesting side events. But SIDE events. The power lies elsewhere."



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POSTED BY ERIC BRITTON AT [04:28](#)

LABELS: [AUTHOR](#), [CLIMATE](#), [POLITICS](#)

Wanted: Crowd-Sourced Transportation Analysis (An open thread for collaborative tool building)

This is the second of a two-part article by Charles Komanoff, activist, energy-economist and policy analyst, looking at goals and tools for finding the right strategy for implementing some form of congesting charging measures in New York City's crowded streets. He invites comment on his proposed "Balance Transportation Analyzer" tool.



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POSTED BY ERIC BRITTON AT [09:55](#)  

LABELS: [ACTIVISM](#), [AUTHOR](#), [ECONOMIC MEASURE](#), [INFRASTRUCTURE](#), [TAXES](#), [TOOLS](#)

New York City DOT explains Bike Lanes in the Big Apple

Check out this video by Elizabeth Press of www.Streetfilms.org which explains the theory and some of the details the broad lines of New York City's on-going program for protecting cyclists from traffic. You may wish to use it as a first checklist for your city's efforts. This process of vivacious cross-learning from others is a hallmark of the on-going worldwide city bike revolution.



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POSTED BY ERIC BRITTON AT [05:50](#)  

LABELS: [AUTHOR](#), [BIKE BICYCLE](#), [INFRASTRUCTURE](#), [POLITICS](#), [TOOLS](#)

Sustainable transport on the road to COP15? (We are a generation of great talkers.)

As we gear up for the 2009 United Nations Climate Change Conference in Copenhagen, it is fair to ask: how optimistic can one reasonably be concerning our ability at this critical juncture to meet the enormous challenges facing our planet, and our sector of responsibility, in time to make the needed big adjustments needed to make the necessary differences in the years immediately ahead? We weren't even close in 1996. Will we be ready . . . this time?



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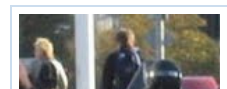


POSTED BY ERIC BRITTON AT [21:55](#)  

LABELS: [ACTIVISM](#), [AUTHOR](#), [EDITORIAL](#), [LEADERSHIP](#), [LEADING EDGE](#), [MEDIA](#)

Motorised two wheelers on bike ways? Off they go!



World Streets is not favorable to bikeways being shared with motorized vehicles of any sort. To our way of thinking the only possible exception would be very low speed (20 kph max)



electrical-assisted bikes, and that carefully enforced by the police. Here is what is going on in Amsterdam, one of the bike capitals of the world, on just this topic. Time to make this clear in all our cities. It's a no-brainer. Off they go!

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POSTED BY ERIC BRITTON AT [21:19](#)  

LABELS: [BIKE BICYCLE](#), [HEALTH SAFETY](#), [POLICY](#), [SHARING](#)

World Streets Short Takes: Stealing from pedestrians

"One of my great interests is time reallocation in an urban system. All I mean by this is that when I walk across parts of London which I do most weeks it is quite clear that the amount of time I stand still and do not move as traffic hurtles past is very large. I estimate it is about 50% of my journey time. That means that even in a congestion charge best practice world my time is being stolen to reward drivers with time savings. I want the theft halted and the system re-prioritised to reward pedestrians and cyclists."

- *John Whitelegg, Editor, World Transport Policy and Practice*

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POSTED BY ERIC BRITTON AT [16:00](#)  

LABELS: [AUTHOR](#), [BIKE BICYCLE](#), [HEALTH SAFETY](#), [PEDESTRIAN](#), [POLICY](#), [SHARED SPACE](#)

Saudis terrified we might actually reduce oil dependence (World Streets launches campaign for compassionate aid)

Thanks to environmental writer and columnist Jay Bookman for this heads-up, and right behind him the New York Times, World Streets now has a new thing that keeps us up at night. Any reduction on our part of oil consumption, say through some of the projects and measures being pushed by World Streets and others, is (do we have this right?) a form of theft. Fair is fair we would say, so let's get together and work this one out. Get out your checkbooks. Compassionate capitalism.

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POSTED BY ERIC BRITTON AT [18:10](#)  

LABELS: [ECONOMIC MEASURE](#), [GREENING](#), [MEDIA](#), [OIL](#), [RESOURCE](#), [TAXES](#)

New York City Congestion Pricing Wars: Ideas vs. politics vs. indifference

This is the first of a two part series by New Yorker Charles Komanoff, an activist, energy-economist and policy-analyst, taking on the loud (and so far powerful)



opposition to the concept of bringing road pricing to provide some relief to New York City's crowded streets.

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POSTED BY ERIC BRITTON AT 06:01



LABELS: **ACTIVISM, AUTHOR, ECONOMIC MEASURE, EDITORIAL, TAXES**

"Pedal Power Doc: Interview with Eric Britton": Sharing as a sustainability strategy - Part I

A thirty second video with a panting "Pedal Power Doc" talking as he rides about sharing as a vital building block of anyone's viable 21st century sustainability strategy. ("You can't get there without it.")



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POSTED BY ERIC BRITTON AT 15:48



LABELS: **AUTHOR, BIKE BICYCLE, MEDIA, SHARING, SUSTAINABILITY**

Honk! Cycling your mind

One of the main strategic underpinnings of New Mobility Agenda, and certainly of everything that appears here in World Streets, is that if we are ever to reinvent transportation in our cities, as we so badly need to do, we must in the process free ourselves from our old ways of seeing, thinking and doing things. For example, when you think "bicycle" . . .



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POSTED BY ERIC BRITTON AT 09:46



LABELS: **BIKE BICYCLE, EVENT, HONK, MEDIA, SHARING**

Whenever I hear the word revolver, I reach for my culture.

We have long held a theory at the New Mobility Agenda that you can never tell where the next good idea is going to come from. So you really do have to keep your eyes, ears and minds wide open, and learn where you can. Volkswagen in the New Mobility Agenda? Well, maybe. Let's have a look.



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POSTED BY ERIC BRITTON AT 13:27



LABELS: **ACTIVISM, BEHAVIOR, DESIGN, MEDIA, TOOLS**



Car Free Days 2. Thursday: A breakthrough strategy for reducing car dependence in cities

This is the full unedited text of the presentation to the Ciudades Accesibles Congress in Toledo Spain organized by the Spanish Ministry of Public Works, Transport and the Environment, with the participation of Car Free Cities Initiative of the EuroCities program and the Direction General XI of the Commission of European Communities.



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POSTED BY ERIC BRITTON AT 10:24  

LABELS: ACTIVISM, AUTHOR, CARFREE, CARS, MEDIA, PARTNERSHIP, TOOLS, TRAFFIC REDUCTION

Car Free Days: 1. Origins & Timeline

"Every day is a great day to take a few cars off the street and think about it."

Here is how the car-free days movement got started and has taken shape over the last 15 years. You will find the full story in the World Car-Free Days Consortium website at www.worldcarfreedays.com. * And the latest car free day news [here](#).



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POSTED BY ERIC BRITTON AT 00:42  

LABELS: ACTIVISM, AUTHOR, CARFREE, CARS, MEDIA, PARTNERSHIP, TOOLS, TRAFFIC REDUCTION

Leading by Example: A BMW for each alderman

This "Leading by example" report is the second in what we hope will be a long series on how mayors and other of our elected representatives around the world are showing the way by their actions.



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POSTED BY ERIC BRITTON AT 21:26  

LABELS: BEHAVIOR, CARFREE, CITIES, HEALTH SAFETY, LEADERSHIP, POLITICS

World Streets Emergency: Time to get behind World Streets and push

After seven months of proving its worth day after day, bringing carefully selected news, expert views, comments and leads serving more than ninety thousand visitors from more than fifty countries on all continents, World



Streets is reaching out to get support. We need your help to continue. So it's time for you to dig in and (1) subscribe, (2) support and (3) get involved.



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POSTED BY ERIC BRITTON AT [22:34](#)

Eyes left . . .

Looking for something sustainable? What about over on the left-hand side of World Streets. (Contribution by Gail Jennings. Original article appeared in Mobility Magazine, South Africa in 7 October edition.)



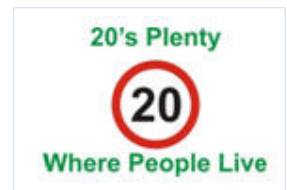
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POSTED BY ERIC BRITTON AT [02:42](#)
LABELS: [AUTHOR](#), [RESOURCE](#), [TOOLS](#)

20's Plenty Where People Live in Portsmouth

In the firm belief that you cannot get too much of a slow thing, here is a second piece in a row on how they are slowing things down in Portsmouth and Britain more generally. We present it as a step toward building your own tool kit for slowing things down in your city. Look at Portsmouth and build on their example to do better yet on your streets. As Newton reminded us, real progress occurs only by standing on the shoulders of giants



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POSTED BY ERIC BRITTON AT [06:39](#)
LABELS: [AUTHOR](#), [BEHAVIOR](#), [CITIES](#), [GREENING](#), [SHARING](#), [SLOWER](#), [SUSTAINABILITY](#)

Portsmouth – Britain's First Twenty is Plenty City (mph)

One of the pillars of the New Mobility Agenda approach to sustainable transport in cities, is to slow down the traffic. It works as an environmental trigger. Thus when you start to go slower, when you organize your daily life around this principle, you necessarily end up going less far. Which in turn sends out a whole range of signals for land use in our cities. The exact opposite of the forces behind urban sprawl and all that goes with it. If there were one first step to take, slowing things down would have a strong claim to this place of honor. And this movement is gaining real force in Britain.



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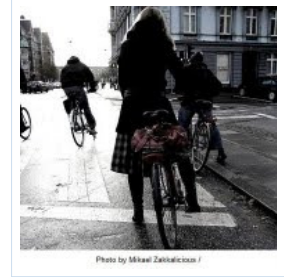
POSTED BY ERIC BRITTON AT [06:37](#)

LABELS: AUTHOR, BEHAVIOR, GREENING, HEALTH SAFETY, SLOWER, SUSTAINABILITY

Women as our metric for sustainable lives: Leadership role

Linda Baker makes the point in this article that "Women are considered an 'indicator species' for bike-friendly cities". In World Streets and the New Mobility Agenda we take this one giant step further. For us women are the "defining metric of sustainable transport". Our transportation arrangements do not only have to be planned with them in mind ("thank you very much"), but by them -- and, while they are at it, for us all.

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POSTED BY ERIC BRITTON AT [21:58](#)  

LABELS: BEHAVIOR, LEADERSHIP, SUSTAINABILITY, WOMEN



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POSTED BY ERIC BRITTON AT [22:08](#)  

LABELS: BEHAVIOR, GLOBAL SOUTH, PARTNERSHIP, POLITICS, STRATEGIC PLANNING

European Commission Action Plan for Urban Mobility - Discussion and comments invited

If you click here you will be taken to the European Commission's proposed "Action Plan for Urban Mobility" for the period 2009 to 2012. That's very interesting for the New Mobility Agenda and World Streets since that is our target period for those reductions 5 to 50% GHG reductions and all that goes with it. Does it give you a sense of high urgency which is ours here? We invite discussion and comment here.



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POSTED BY ERIC BRITTON AT [16:24](#)  

LABELS: GREENING, PARTNERSHIP, POLICY, PROCEDURES, PUBLIC TRANSPORT

PARK(ing) Day in Cape Town (Not everybody loves it equally)

A few weeks back, a local police vehicle – which had been circling for a while – came to abrupt halt on a no-stopping line in front of me in Fish Hoek, and asked if my colleagues and I had permission to be in our parking bay*. The nearby businesses were complaining, you see; by occupying our bay, they said, we were preventing others from doing so, and



this meant, no doubt, that their daily takings would suffer.



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POSTED BY ERIC BRITTON AT [12:04](#)  
LABELS: [ACTIVISM](#), [AUTHOR](#), [ENFORCEMENT](#), [PARKING](#)

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