





The automobile is a
rural technology that
has been
misapplied to cities.

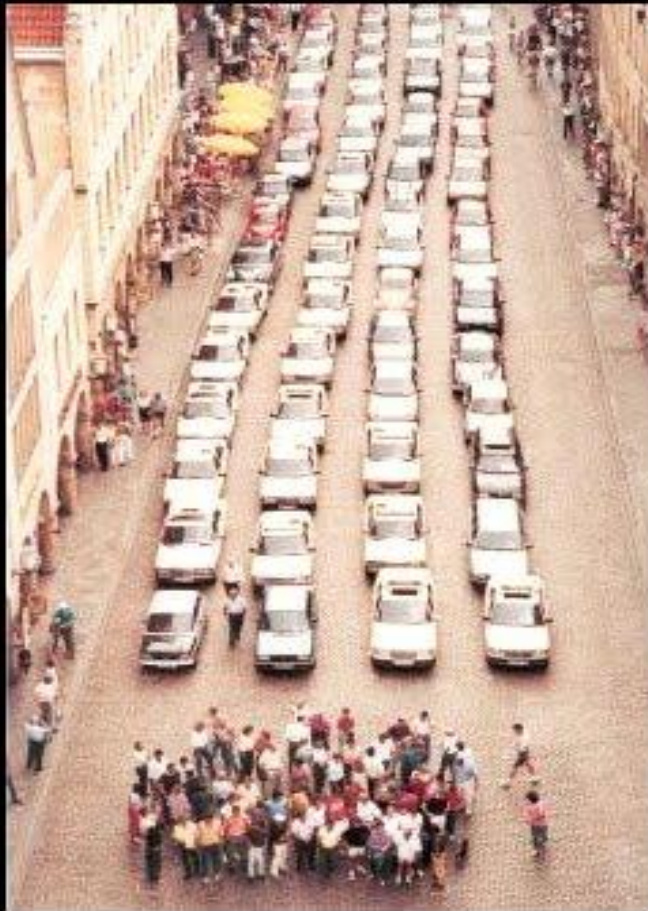
A map of Lower Manhattan, New York City, showing the locations of several large, blacked-out redacted areas. The map includes major streets like Broadway, Wall Street, and the East River, as well as landmarks like the Lincoln Tunnel and the Queensboro Bridge. The redacted areas are primarily located in the Financial District, the Lower East Side, and the area around the East River.

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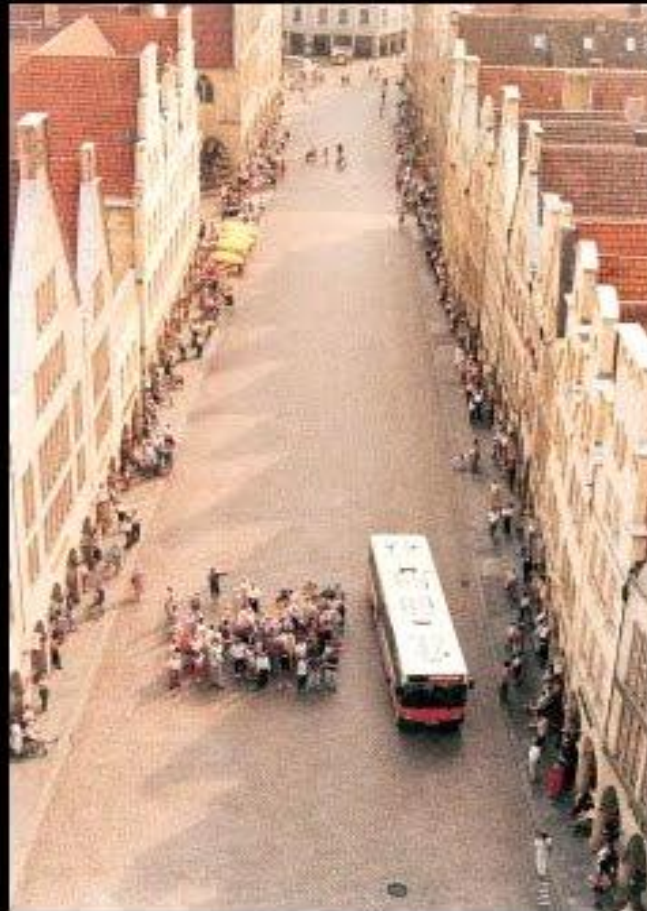
Automobiles are a spatially inappropriate technology for a dense city



space required
to transport **60 people**



car









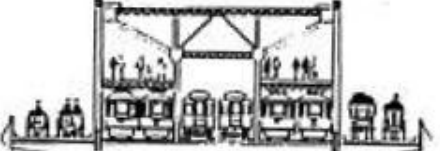
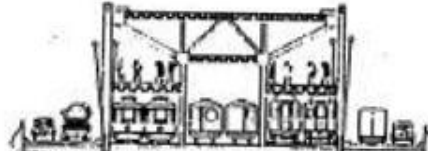
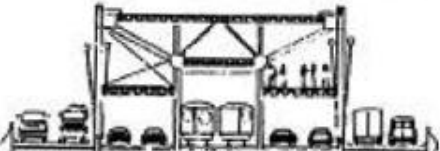
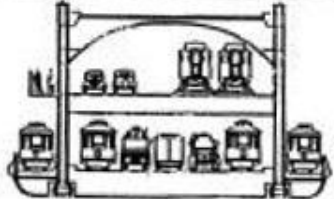
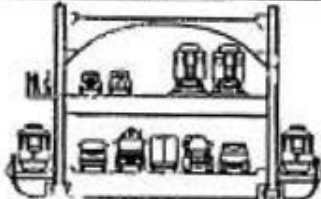
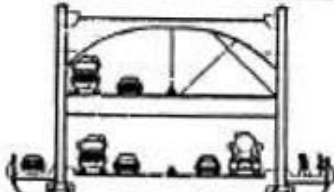
bus



bicycle

The shift to the automobile has destroyed transportation capacity

FIGURE 5 - ERB'S TOTAL DAILY CROSSINGS

	FULL TRANSPORTATION OPENING	PEAK YEAR	1989
BROOKLYN BRIDGE 1883	 341,000 (1902)	 426,000 (1907)	 178,000
MANHATTAN BRIDGE 1909	 229,000 (1917)	 703,000 (1939)	 360,000
WILLIAMSBURG BRIDGE 1903	 227,000 (1910)	 505,000 (1924)	 240,000
QUEENSBORO BRIDGE 1909	 44,000 (1910)	 326,000 (1940)	 248,000
TOTAL	841,000	1,960,000	1,026,000



Today, **370,000 fewer people** enter the CBD each day than in 1948.

But **450,000 more cars** enter the CBD each working day than in 1948.



Traffic **damages**
the human living
environment.

The plague of traffic has destroyed street life.



We have made our world a nasty mechanized place.    



Our Society has mistakenly chosen traffic over life.



100 years of auto oriented planning have led to dysfunctional, unbalanced streets.



Queens Boulevard; 1973



The Fundamental Incompatibility of people and cars.

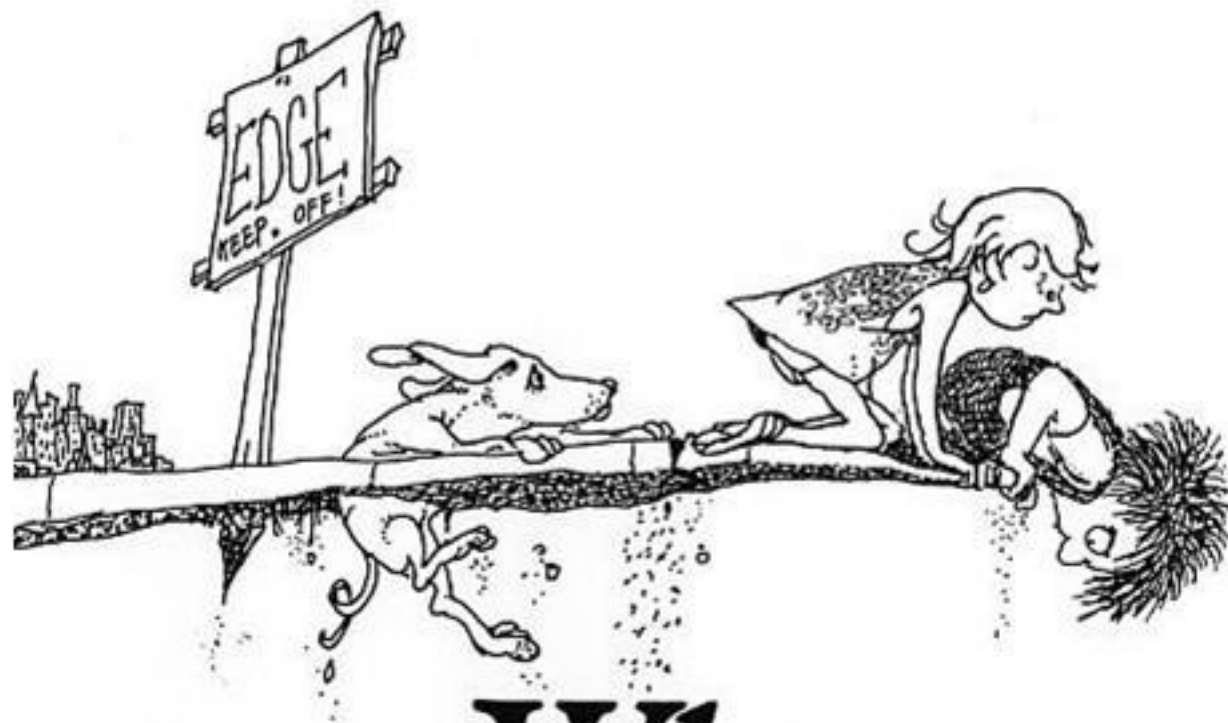




"You can have a city that is friendly to cars or friendly to people, you cannot have both."

- Enrique Penalosa

Traffic cripples the living environment for our children.    



Where the Sidewalk Ends

The automobile has made life difficult for parents.



Many senior citizens have difficulty navigating their own world.



Sidewalks have been narrowed all across the city.

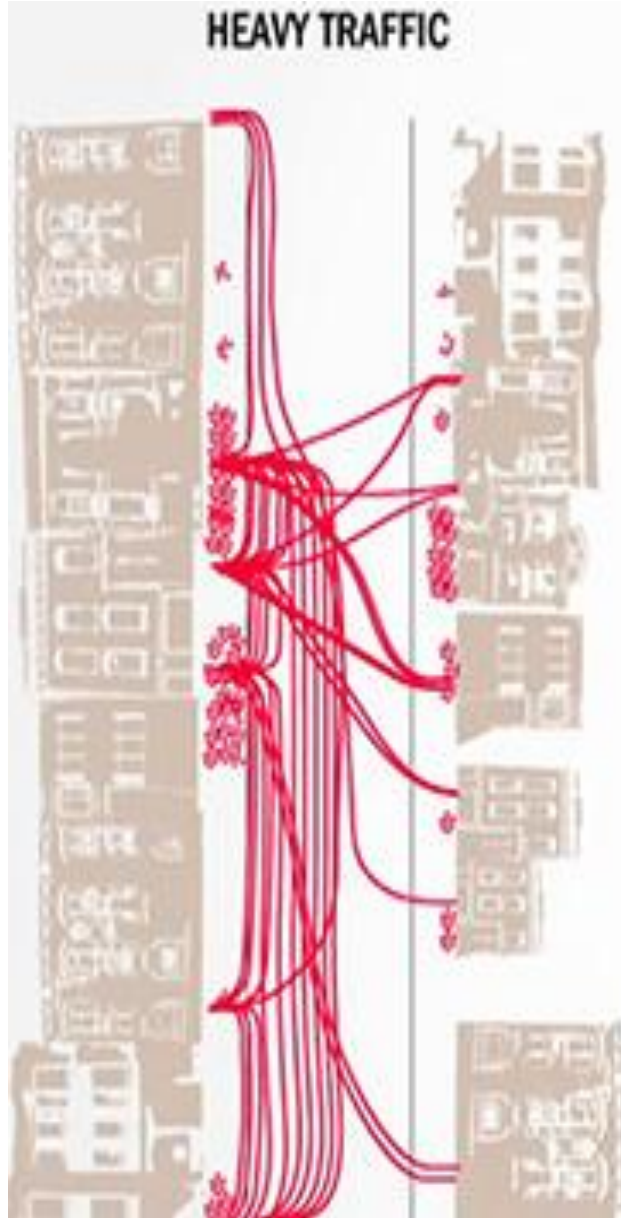


Courtesy Aaron Donovan:
startsandfits.com

Traffic Harms Human Relationships.



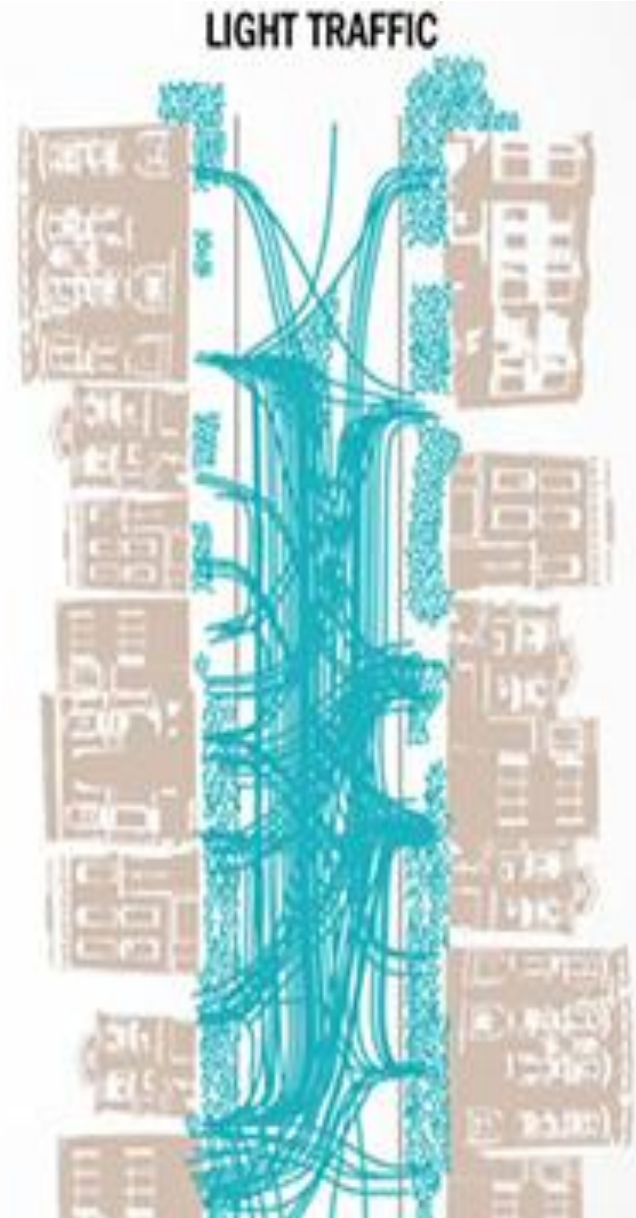
HEAVY TRAFFIC



MODERATE TRAFFIC



LIGHT TRAFFIC





The automobile as a transportation technology in NYC is a mistake for two classes of reasons:

- 1) **Traffic undermines** the **livability** of the city.
- 2) The **automobile** does a **poor job moving people** in a dense urban environment.

But people are afraid of change.

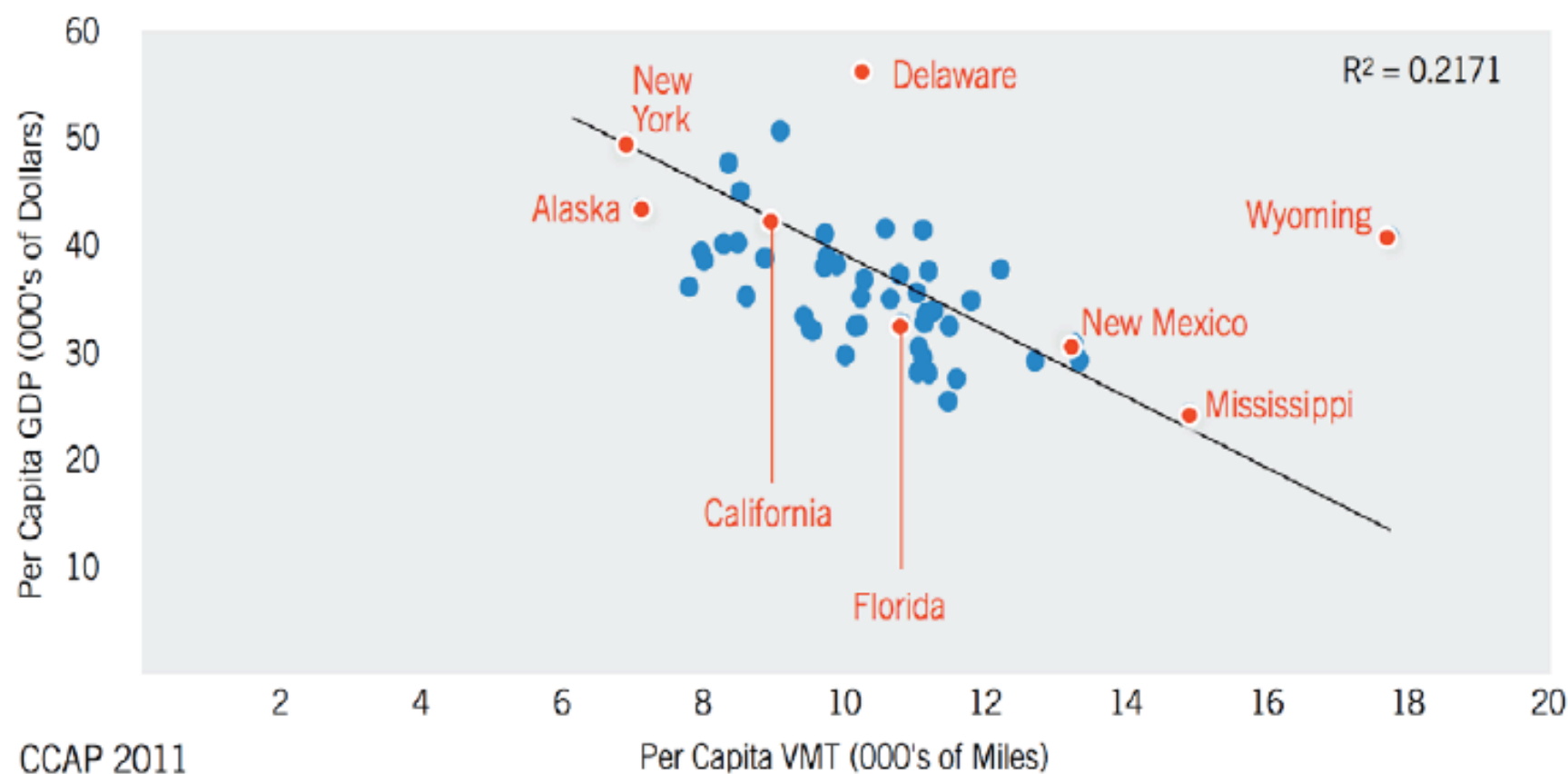


Myth 1: Traffic is Inevitable





Figure 7. Per capita GDP and VMT for US States (2008)



Myth 3: Pedestrianization is bad for business





Bike mode share

Groningen: 57%

Amsterdam: 40%

Copenhagen: 37%

Osaka: 25%

Tokyo: 20%

Berlin: 1973: 2%, 2010: 13%

Portland: 1997: 3%, 2009: 7%

Paris: up 150% from 2001 to 2007

Barcelona: up 135% from 2005 to 2007

New York: up 125% in the last 5 years

Myth 5: Livable Streets improvements and good car access are incompatible

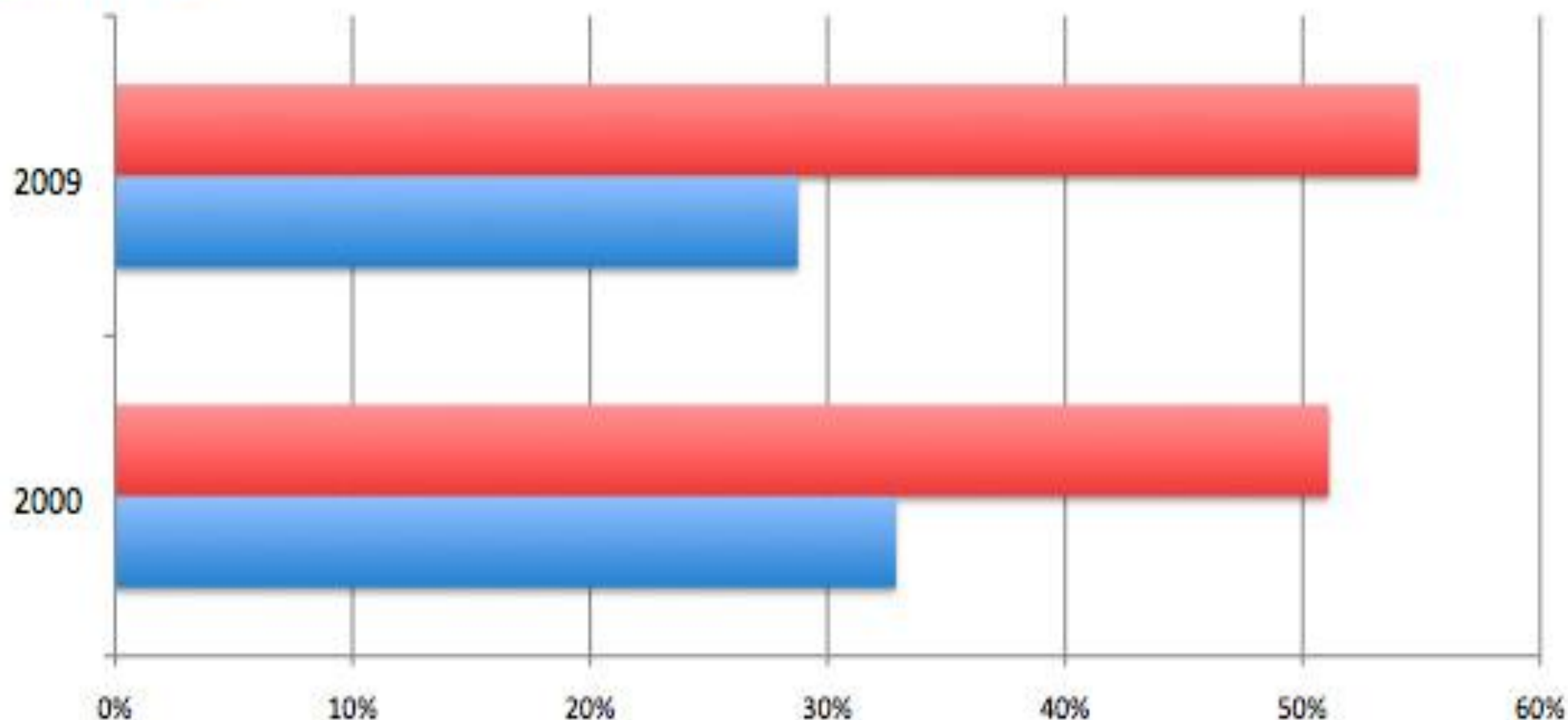


NYC Commute Mode Share: 2000 vs. 2009

STREETS**BLOG**

■ Transit ■ Car

Source: U.S. Census





So what do
we do?



Rethink how
New York's
streets function.



Protect Neighborhoods from Traffic.

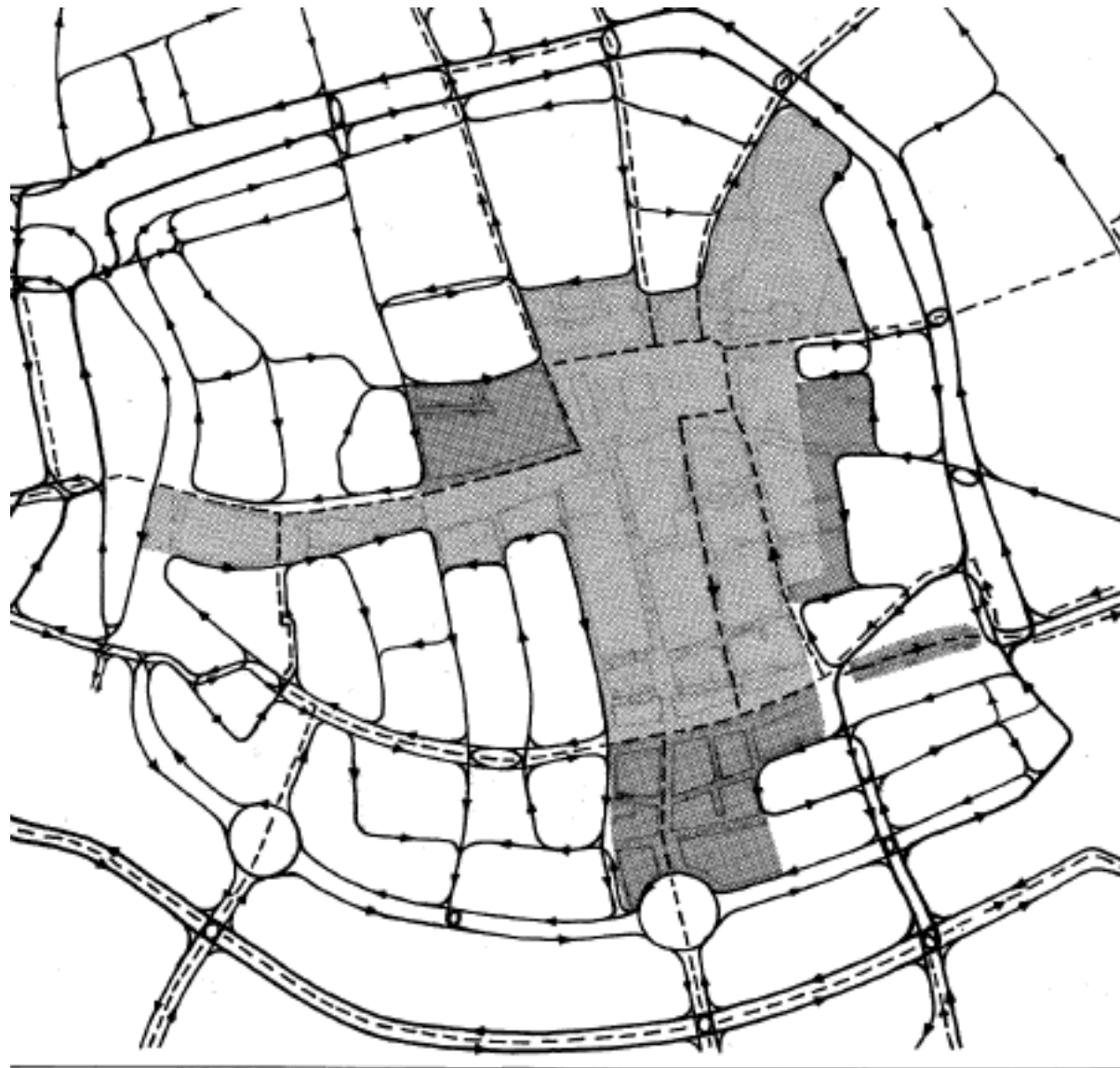
Concentrate traffic onto main streets to get huge livability gains with only a small loss of road capacity.



City of Berkeley
Traffic Engineering

Average Daily
Traffic Volume





verkeerscirculatieplan

figuur 61

voorstel circulatie autoverkeer binnenstad

→ circulatie autoverkeer

↘ afslagmogelijkheid

--- openbaarvervoer

▨ autovrij gebied (excl. bevoorradingsverkeer)



Experiment.

Temporary street closings: block parties, summer streets, play streets





Smart Transportation Policies.



Congestion Pricing



Time of day	Tax
00:00 – 06:29	0 SEK
06:30 – 06:59	10 SEK
07:00 – 07:29	15 SEK
07:30 – 08:29	20 SEK
08:30 – 08:59	15 SEK
09:00 – 15:29	10 SEK
15:30 – 15:59	15 SEK
16:00 – 17:29	20 SEK
17:30 – 17:59	15 SEK
18:00 – 18:29	10 SEK
18:30 – 23:59	0 SEK



Improved Transit









And Many
More.



We can have huge
livability
benefits and a
better transportation
system.

Great Plazas.



Great public spaces everywhere (big and small)



Stickball commonplace - kids can play in the street



Comprehensive pedestrian network





Faster Commutes



Very good vehicle access to all streets



Vibrant neighborhoods



New York can be a better city than ever before!

