





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

# Cars Don't Fit



How much space would be required if all the people who took the subway into the CBD chose to drive?

Black areas south of 57th Street indicate space needed for additional parking.

Black areas north of 57th Street and in the East River indicate space that would be needed for additional roads and bridges.

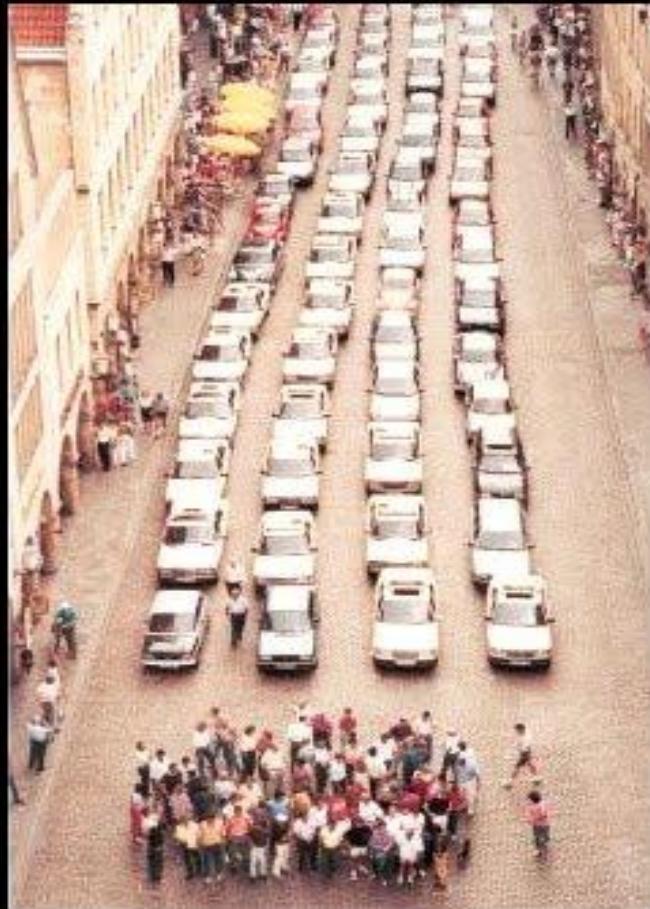


Credit: Mike Frumin

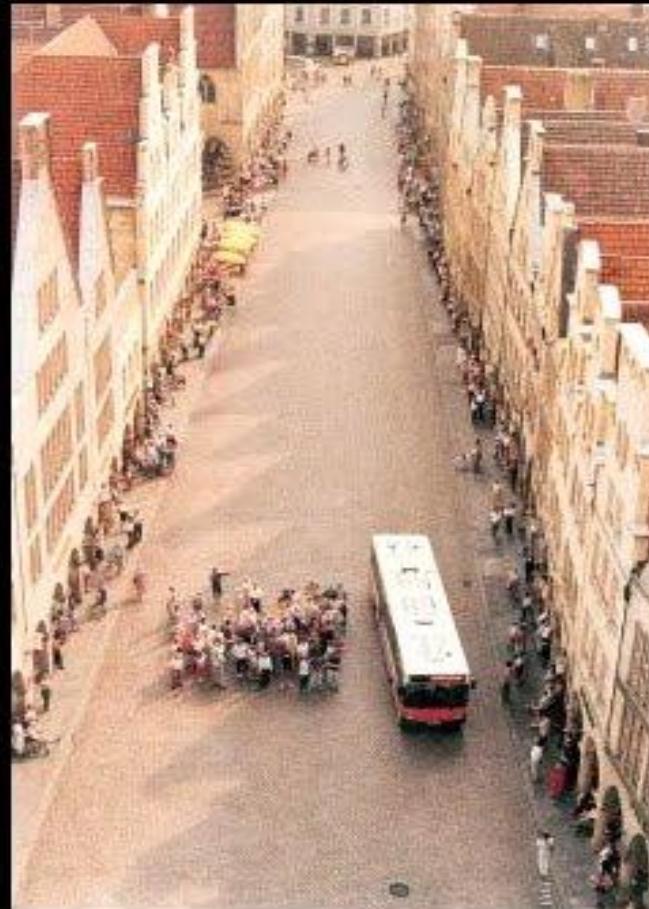
Automobiles are a spatially inappropriate technology for a dense city



**space required  
to transport 60 people**



car



bus

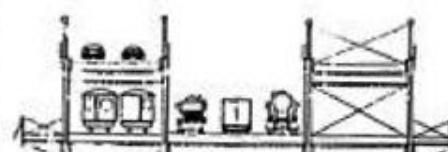
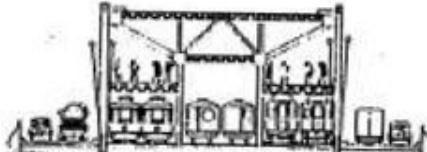
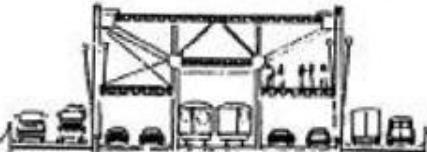
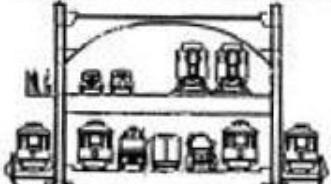
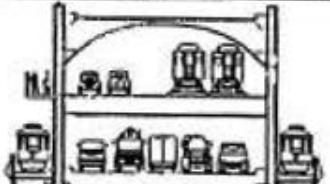
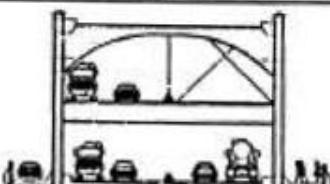


bicycle



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			
MANHATTAN BRIDGE 1909			
WILLIAMSBURG BRIDGE 1903			
QUEENSBORO BRIDGE 1909			
<b>TOTAL</b>	<b>841,000</b>	<b>1,960,000</b>	<b>1,026,000</b>



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.



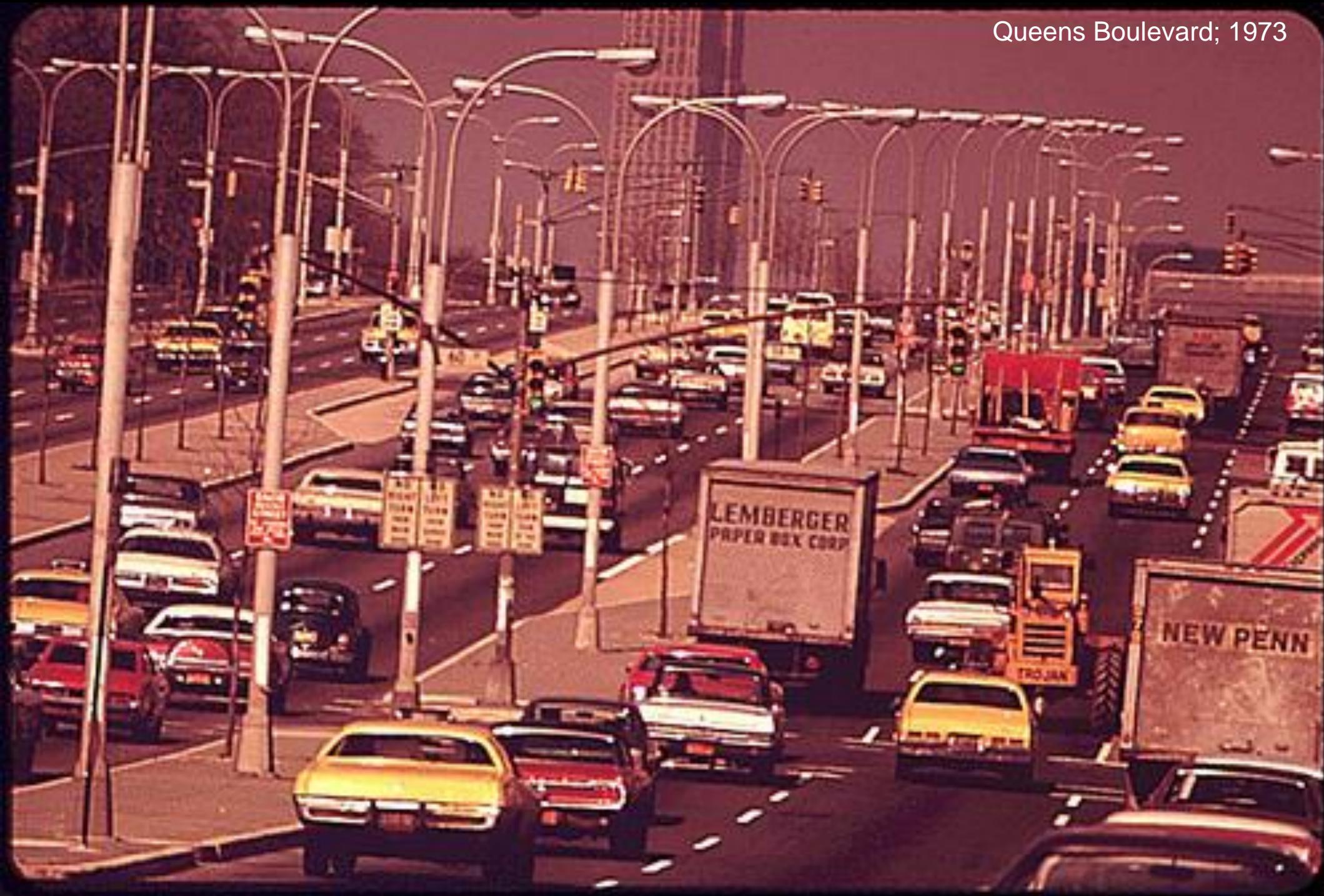
Our Society has mistakenly chosen traffic over life.



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



Queens Boulevard; 1973



# The Fundamental Incompatibility of people and cars.

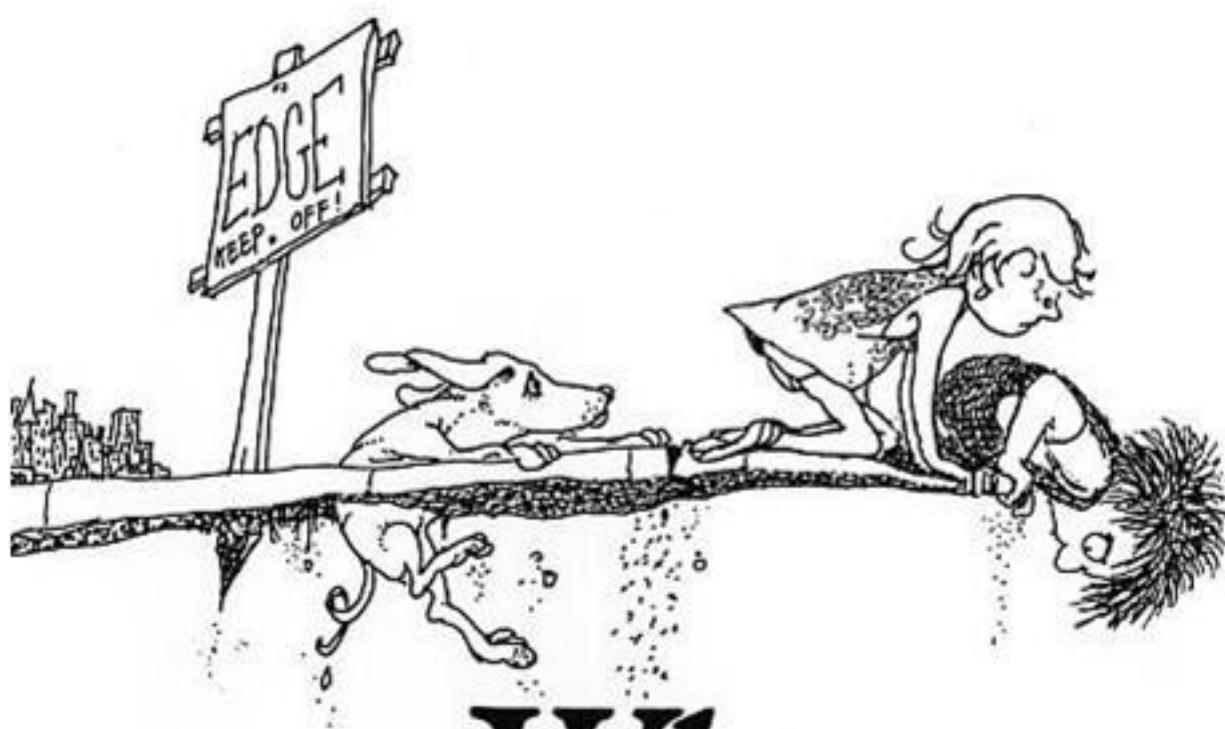




"You can have a city  
that is friendly to cars or  
friendly to people, you  
cannot have both."

- 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.

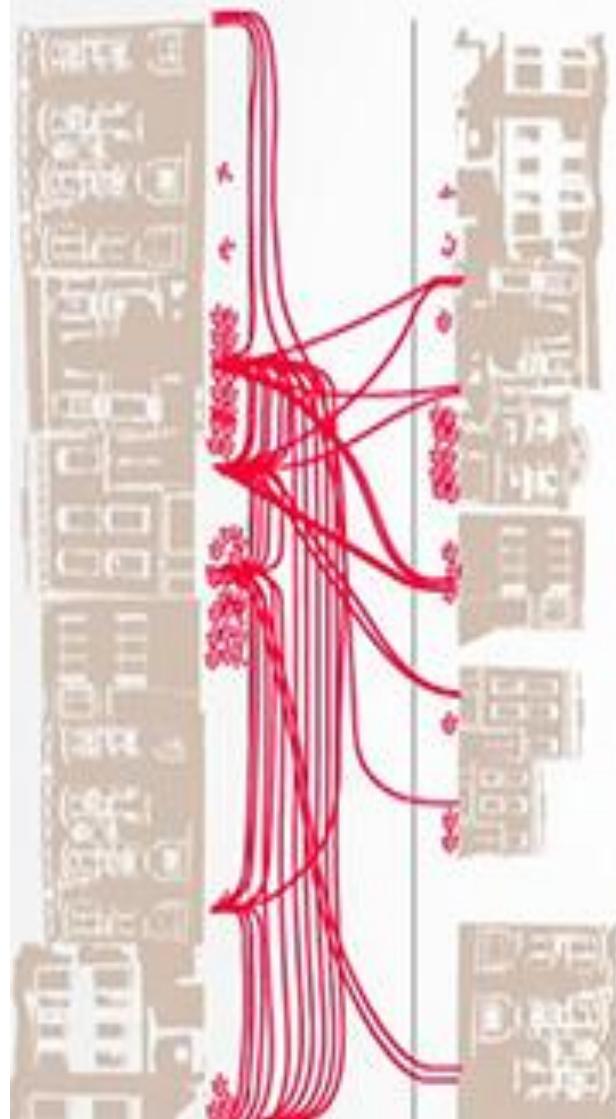


Courtesy Aaron Donovan:  
[startsandfits.com](http://startsandfits.com)

# Traffic Harms Human Relationships.



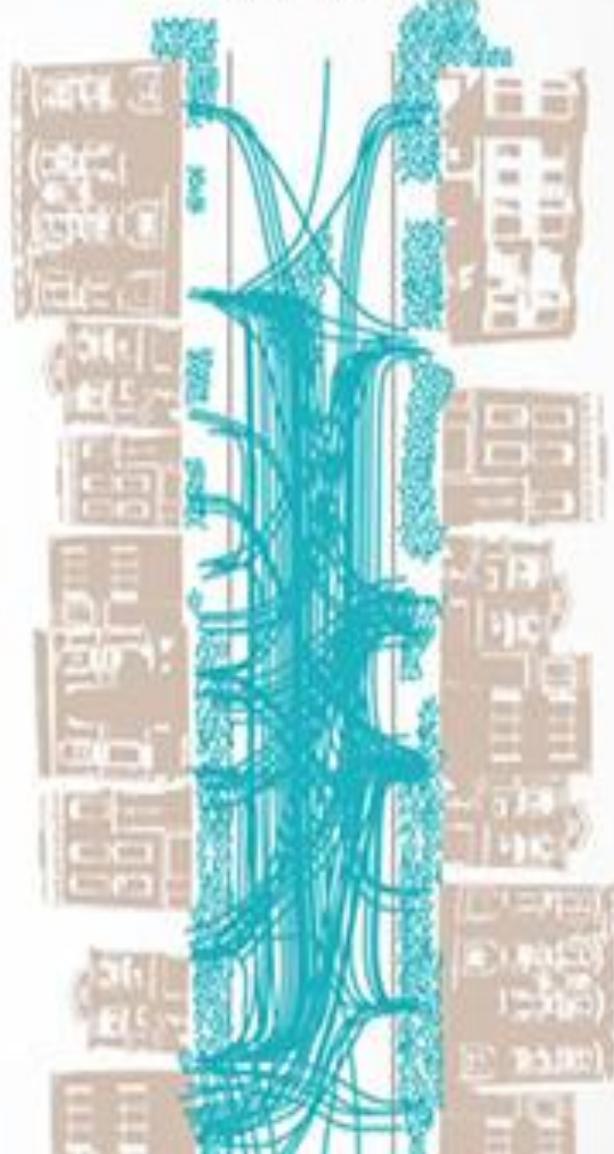
HEAVY TRAFFIC



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.

A cartoon illustration of a man with dark hair and a mustache, wearing a blue t-shirt. He has a worried expression and is holding his hands together in front of him. A speech bubble originates from his mouth, containing the text "It won't work out".

It won't  
work  
out

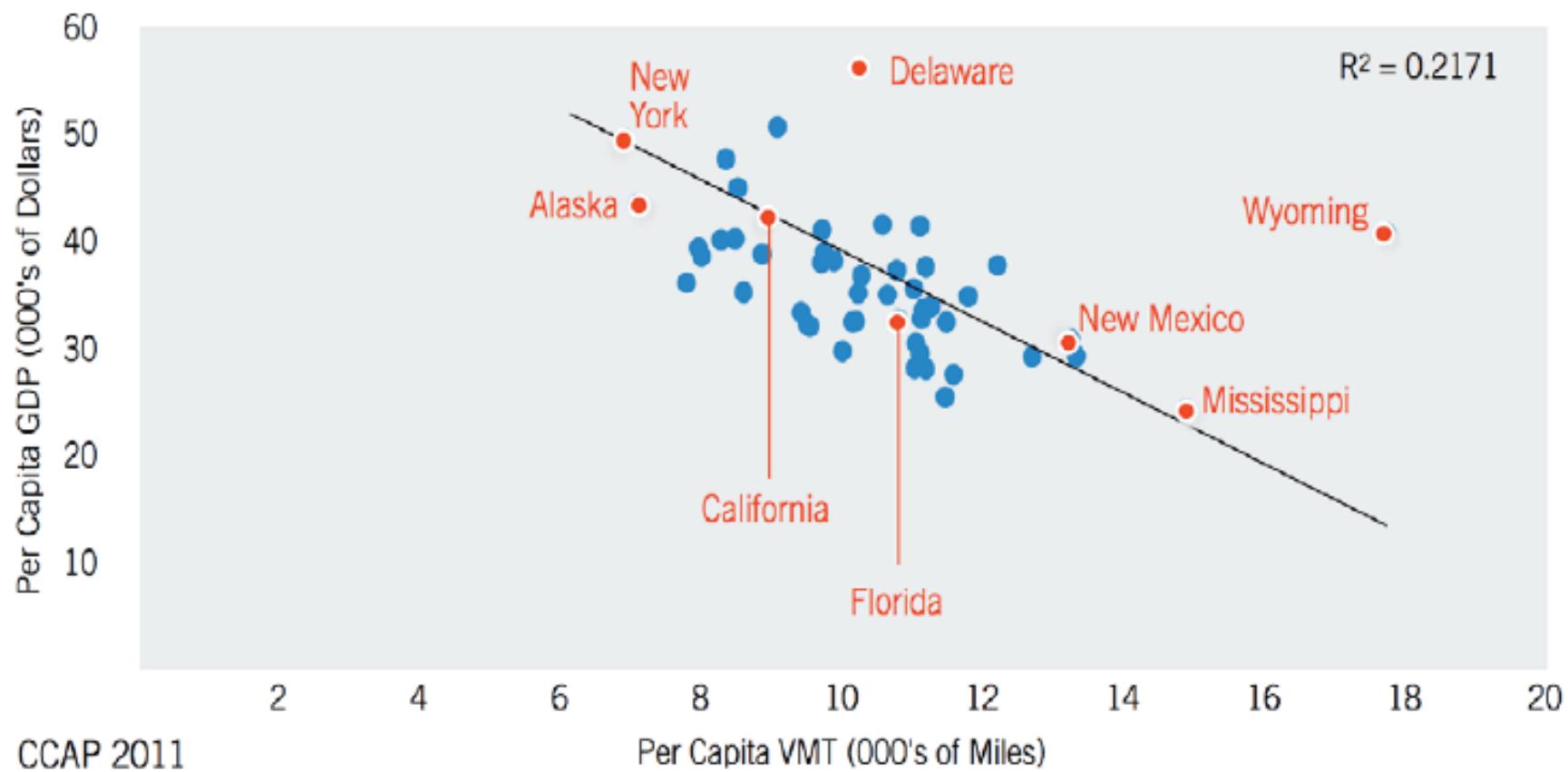
# Myth 1: Traffic is Inevitable



## Myth 2: Driving is Necessary to Support the Economy



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



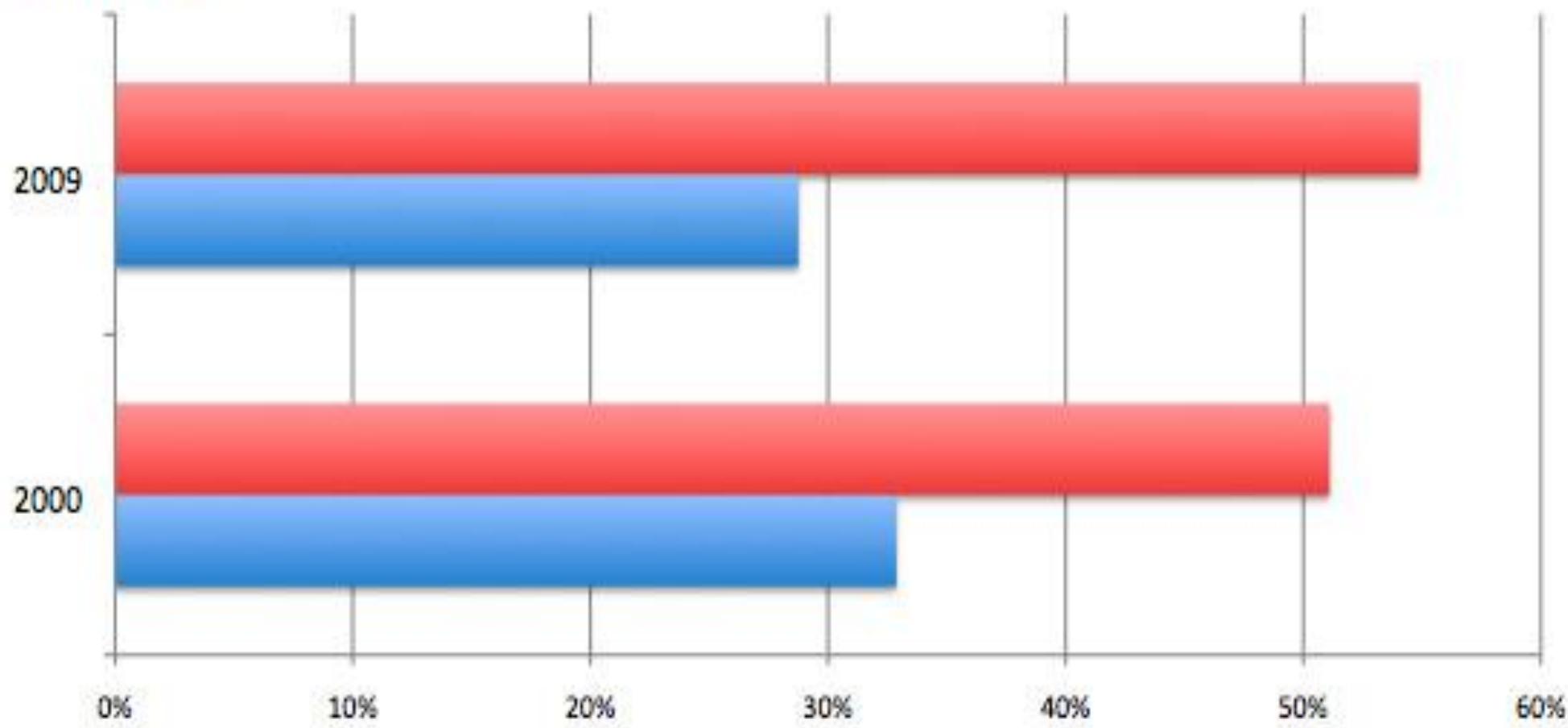


## NYC Commute Mode Share: 2000 vs. 2009

STREETS**BLOG**

■ Transit ■ Car

Source: U.S. Census





So what do  
we do?



Rethink how  
New York's  
streets function.



Protect  
Neighborhoods  
from Traffic.

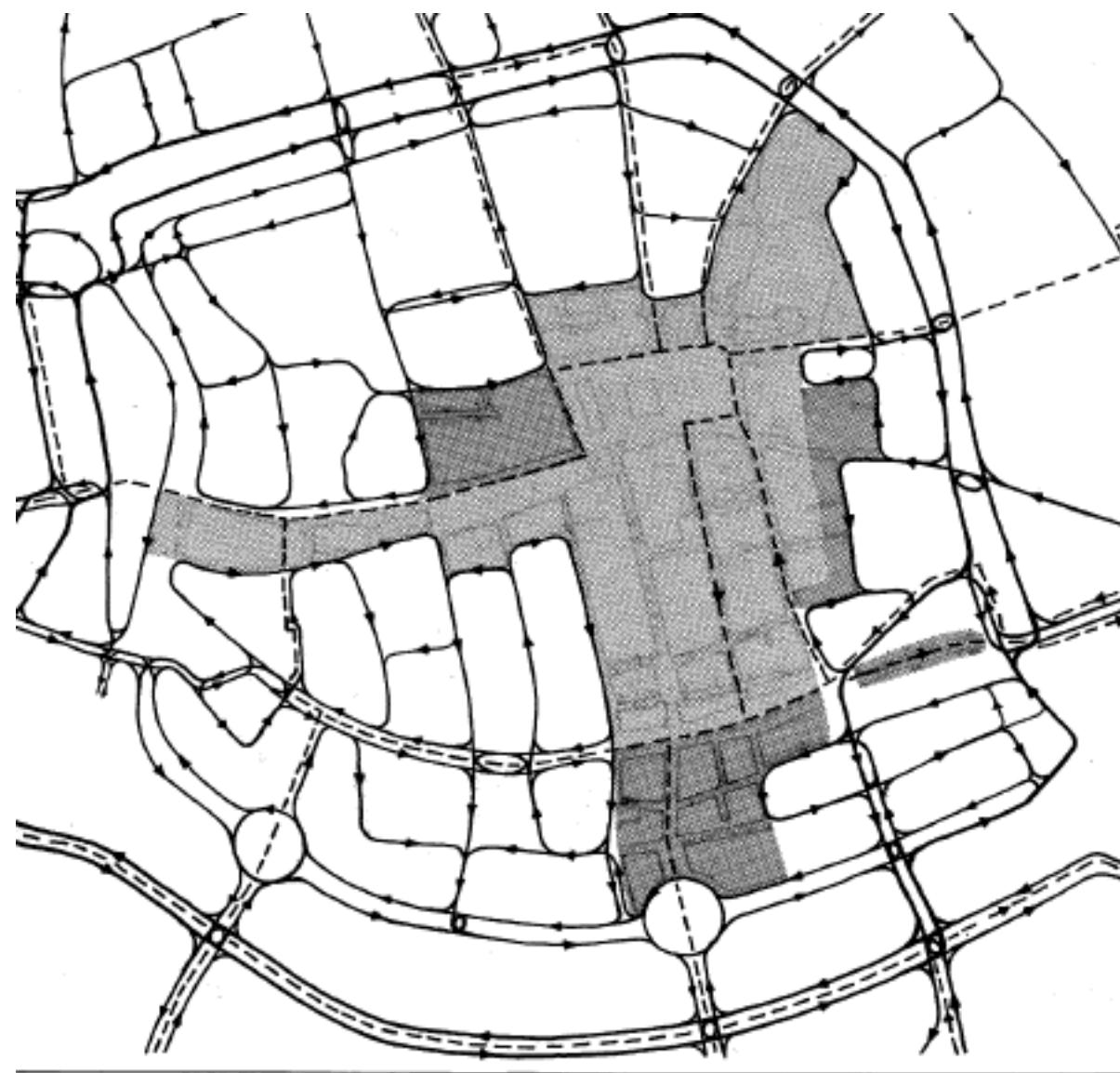
Concentrate traffic onto main streets to get huge livability gains with only a small loss of road capacity.



# City of Berkeley Traffic Engineering

# Average Daily Traffic Volume





## verkeerscirculatieplan

→ circulatie autoverkeer

figuur 61

#### afslagmogelijkheid

## voorstel circulatie autoverkeer binnenstad

--- openbaarvervoer

voorstel circulatie autoverkeer binnenstad  autovrij gebied (excl. bevoorrading verkeer)



# 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





# zipca

live here



Join at [zipcar.com](http://zipcar.com)



# Comprehensive Bicycle Network





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



# Great Boulevards



# Faster Commutes



# Very good vehicle access to all streets



# Vibrant neighborhoods



# New York can be a better city than ever before!

