New York Metropolitan
Transportation Council
Brown Bag Lunch Speakers Series

Aaron’s
European Transportation Vacation
Slide Show

Presentation by Aaron Naparstek
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Step One: Admit You Have a Problem

1924 to 1965 car lanes into Manhattan grew from 68 to 120
390,000 cars/day in 1946 expanded to 1,000,000+ by 1999
Today 840,000 cars/day in Manhattan below 60th Street
Same number of people entering CBD as 1948
In 1948 two-thirds took subway and 18% drove
Today about half take subway and 33% drive
In 1915 avg crosstown speed was 7 mph
Today, avg crosstown speed is 6 mph
M34 bus runs 3.4 mph across town
190,000 crashes/year
287 traffic fatalities in 2004 (down from 343)
15,000 pedestrian injuries

“Gridlock is a brake, not just on vehicles, but the city’s economy.” --Kathryn Wylde, Partnership for New York City
Actually, lots of problems...

- Lack of Mobility
- 190,000 crashes and 287 fatalities per year.
- Air pollution and third world-level childhood asthma rates
- 80% of cancer-causing particles come from tailpipes
- Ever-increasing drain of gasoline and insurance costs
- Diminished quality of life.
- Destroyed sense of neighborhood and community life.
- Finding a parking spot.
- Personal obesity.
- Global climate change. Cities = 80% of global emissions
- The increasingly high and wide-ranging costs of keeping vast amounts of cheap oil flowing into the US.
- *The honking... oh, the honking...*
The northwest corner of 89th and Lexington.
Park Avenue was once... a park! Until 1922
50th Street looking north
Park Avenue after 1922.
<table>
<thead>
<tr>
<th>Bridge</th>
<th>Full Transportation Opening</th>
<th>Peak Year</th>
<th>1989</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BROOKLYN BRIDGE</strong> 1883</td>
<td>341,000 (1902)</td>
<td>426,000 (1907)</td>
<td>178,000</td>
</tr>
<tr>
<td><strong>MANHATTAN BRIDGE</strong> 1909</td>
<td>229,000 (1917)</td>
<td>703,000 (1939)</td>
<td>360,000</td>
</tr>
<tr>
<td><strong>WILLIAMSBURG BRIDGE</strong> 1903</td>
<td>227,000 (1910)</td>
<td>505,000 (1924)</td>
<td>240,000</td>
</tr>
<tr>
<td><strong>QUEENSBORO BRIDGE</strong> 1909</td>
<td>44,000 (1910)</td>
<td>326,000 (1940)</td>
<td>248,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>841,000</td>
<td>1,960,000</td>
<td>1,026,000</td>
</tr>
</tbody>
</table>
honku

the poetry of clinton street

oh, forget enron
the problem around here is all the damn honking

danka honka
honka wanka
with exclamation

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So, what can we do?

Five Concepts for NYC:

- Bike infrastructure
- Traffic calming
- Pedestrian improvements
- Bus rapid transit
- Congestion charging
Bicycle Infrastructure

Bicycle as transportation.
Bicycle Infrastructure

NYC bike infrastructure is much improved but still second-rate. Basically it’s made of paint.
Bicycle Infrastructure

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Flexible design: Sometimes bike lanes share space with sidewalks
Bicycle Infrastructure

You can’t put bicycles on big, fast thoroughfares? Yes, you can.
Bicycle Infrastructure

Berlin: Sophisticated, well-thought out design and engineering
Bicycle Infrastructure
Bicycle Infrastructure
Bicycle Infrastructure

You don’t have to be a youthful daredevil to ride in Montreal
Bicycle Infrastructure

Note: Two-way bike lane on one-way street. Parking on outside.
Bicycle Infrastructure
Bicycle Infrastructure

Brussels: Safe, convenient bike parking is key
Bicycle Infrastructure

Bike parking: NYPD clipping bicycles at the Bedford Avenue L subway station in Williamsburg
Bicycle Infrastructure

How do you fit 50 vehicles into three on-street parking spaces?
Bicycle Infrastructure

Abundant Parking
Bicycle Infrastructure

A gem of Chicago’s 21st century transportation network
Bicycle Infrastructure

Milennium Park Bike Station in Chicago. Ideal for Atlantic Yards.
Bicycle Infrastructure

Millennium Park Bike Station: Lockers and showers
Bicycle Infrastructure

NYC wake up: Chicago is kicking your ass!
Bicycle Infrastructure

Germany: Bicycle as a part of the public transit system
Bicycle as urban industrial equipment – Worksman Cycles, Ozone Park, Queens
Bicycle Infrastructure
Pedestrian Space

Times Square: Is this the best allocation of public space?
DOT has agreed to do improvements that would create 15% more sidewalk space.

Getting rid of the cross-over would create 53% more sidewalk space and even out traffic flow. Why not?
Pedestrian Space

Park Slope: A van flew through the window of this upholstery store
Pedestrian Space

One week in July: A sedan careened into the front door of this cafe
Pedestrian Space

We protect important buildings.
We protect hydrants and payphones but not people.
Pedestrian Space

Eastern Parkway. The sidewalk connecting Brooklyn’s most important cultural institutions
Pedestrian Space

Either of these would be helpful on Eastern Parkway
Pedestrian Space

Bollards
Pedestrian Space

Bollards
Pedestrian Space

Emphasis on protecting schools and playgrounds
Pedestrian Space

Emphasis on protecting schools and playgrounds
Pedestrian Space

Car-Free Spaces. In NYC?
Traffic Calming

Preventing through-traffic from using neighborhood streets
Traffic Calming

Preventing through-traffic from using neighborhood streets
Traffic Calming

Protecting neighborhood streets
Traffic Calming

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Raised textured crosswalks
Bus Rapid Transit

- NYC has the slowest buses in America
- M34 crosstown runs 3.4 m.p.h.
- Train to Philly is faster than the M-15’s 10-mile run from South Ferry to East Harlem

Answer: Walk.
Bus Rapid Transit

- Dedicated lanes
- Fares collected before boarding
- Low floors or raised platforms
- Comfortable waiting areas
- Real-time information
- Signal priority
- Cleaner-burning fuels
- Relatively inexpensive to start-up

**Results:** Dramatic increases in bus speeds, reliability, and ridership.
Bus Rapid Transit
Bus Rapid Transit
Bus Rapid Transit
Bus Rapid Transit
2. Bus Rapid Transit

Current MTA study:
15 corridors selected.

Fall 2005: Public workshops.

Detailed plans by 2006.

Implementation by 2007.

Don’t let NIMBY’s, Automobile Clubs or old school traffic engineers kill this project.
(BRT + Pedestrian Space) * Subway = Vision42.org

Light rail and pedestrian mall on 42nd Street
Congestion Charging

Charge motorists £8 ($13.85) to drive through the dense central business district.

Fully automated tolling. Similar to EZ-Pass. Cars don’t even have to slow down.

Penalty = £100 ($176)!!!
Congestion Charging

Results:

Reduced congestion by about 18%

35% fewer cars in center of London

Trip times are as fast as they were in the 1960’s.

Raising £90 million/year ($156 million), all for pedestrian, cycling and transit improvements.
Congestion Charging

Again… Is this really the best allocation of public space?
Think these ideas are crazy?

Pompidou Expressway in Paris, France
Look what Paris is doing…

Transformed into the Paris Plage
Parisian Summer Gridlock
Parisian Summer Gridlock
Better allocation of street space in NYC

A major sacrifice?
Will NYC change or will we be...