

New York Metropolitan
Transportation Council
Brown Bag Lunch Speakers Series

***Aaron's
European Transportation Vacation
Slide Show***

Presentation by Aaron Naparstek
Wednesday, November 16, 2005

Step One: Admit You Have a Problem

1924 to 1965 car lanes into Manhattan grew from 68 to 120

390,00 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...***

1913



Today



The northwest
corner of 89th
and Lexington.

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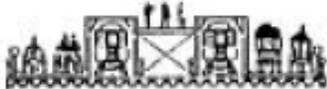
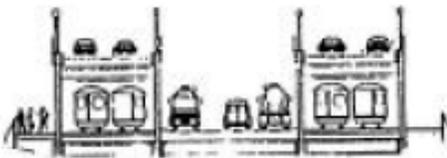
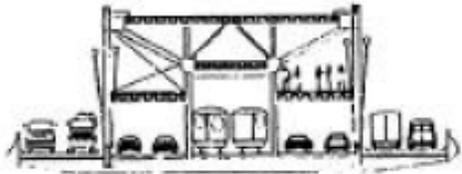
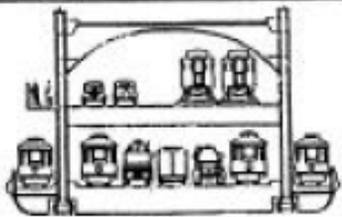
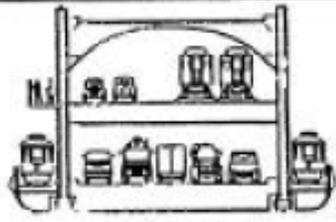
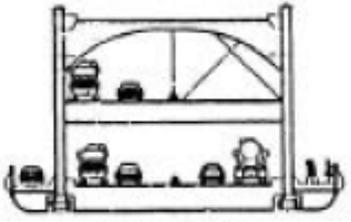


Park Avenue was once... a park! Until 1922
50th Street looking north



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Park Avenue after 1922.

	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



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



Bicycle Infrastructure



© Aaron Naparstek 2005

Flexible design: Sometimes bike lanes share space with sidewalks

Bicycle Infrastructure



© Aaron Naporstek 2005

You can't put bicycles on big, fast thoroughfares? Yes, you can.

Bicycle Infrastructure



© Aaron Naparstek 2005

Berlin: Sophisticated, well-thought out design and engineering

Bicycle Infrastructure



Bicycle Infrastructure



Bicycle Infrastructure



© Aaron Naparstek 2005

You don't have to be a youthful daredevil to ride in Montreal

Bicycle Infrastructure



© Aaron Naparstek 2005

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



© Aaron Naparstek 2005

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

Bicycle Infrastructure



Abundant Parking

Bicycle Infrastructure



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A gem of Chicago's 21st century transportation network

Bicycle Infrastructure



Millennium Park Bike Station in Chicago. Ideal for Atlantic Yards.

Bicycle Infrastructure



© Aaron Naparstek 2005

Millennium Park Bike Station: Lockers and showers

Bicycle Infrastructure



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NYC wake up: Chicago is kicking your ass!

Bicycle Infrastructure



Germany: Bicycle as a part of the public transit system

Bicycle Infrastructure



Bicycle Infrastructure



Bicycle Infrastructure



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Bicycle as urban industrial equipment – Worksmen Cycles, Ozone Park, Queens

Bicycle Infrastructure



Pedestrian Space

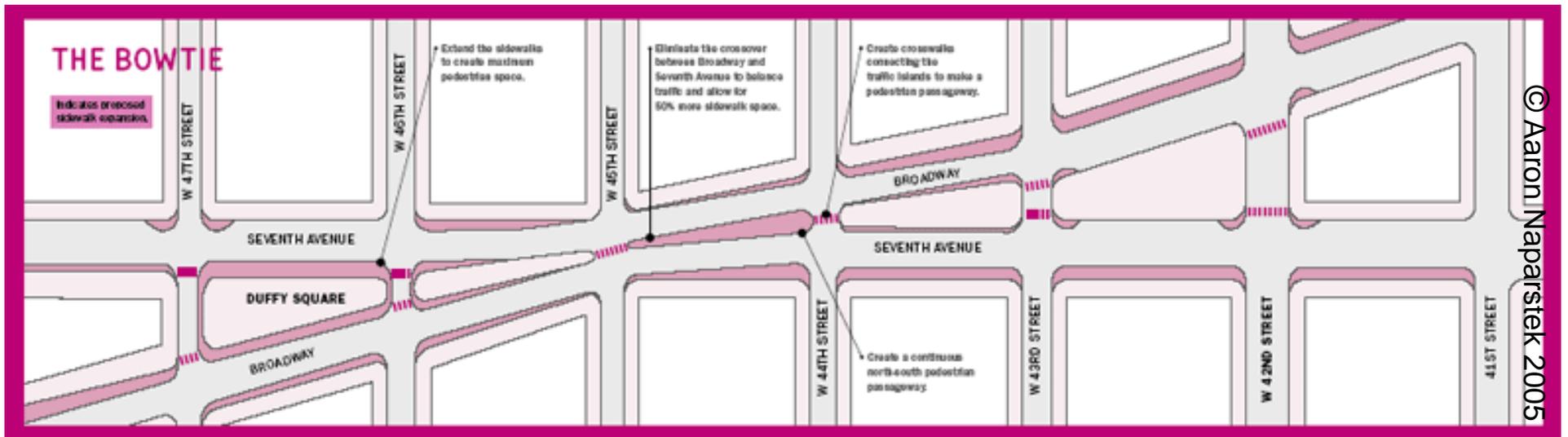


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Times Square: Is this the best allocation of public space?

Pedestrian Space

Times Square: The “bow tie.”



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



© Aaron Naparstek 2005

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

Pedestrian Space



© Aaron Naparstek 2005

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

Pedestrian Space



© Aaron Naparstek 2005

We protect important buildings.

Pedestrian Space



We protect hydrants and payphones **but not people.**

Pedestrian Space



© Aaron Naparstek 2005

Eastern Parkway. The sidewalk connecting Brooklyn's most important cultural institutions

Pedestrian Space



Either of these would be helpful
on Eastern Parkway



© Aaron Naparstek 2005

Pedestrian Space



Bollards

Pedestrian Space



© Aaron Naporstek 2005

Bollards

Pedestrian Space



Emphasis on protecting schools and playgrounds

Pedestrian Space



© Aaron Naparstek 2005

Emphasis on protecting schools and playgrounds

Pedestrian Space



Car-Free Spaces. In NYC?

Traffic Calming



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Preventing through-traffic from using neighborhood streets

Traffic Calming



Preventing through-traffic from using neighborhood streets

Traffic Calming



Protecting neighborhood streets

Traffic Calming



© Aaron Naparstek 2005

Protecting neighborhood streets

Traffic Calming



© Aaron Naporstek 2005

Protecting neighborhood streets

Traffic Calming



Protecting neighborhood streets

Traffic Calming



Protecting neighborhood streets

Traffic Calming



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



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Answer: Walk.

Bus Rapid Transit

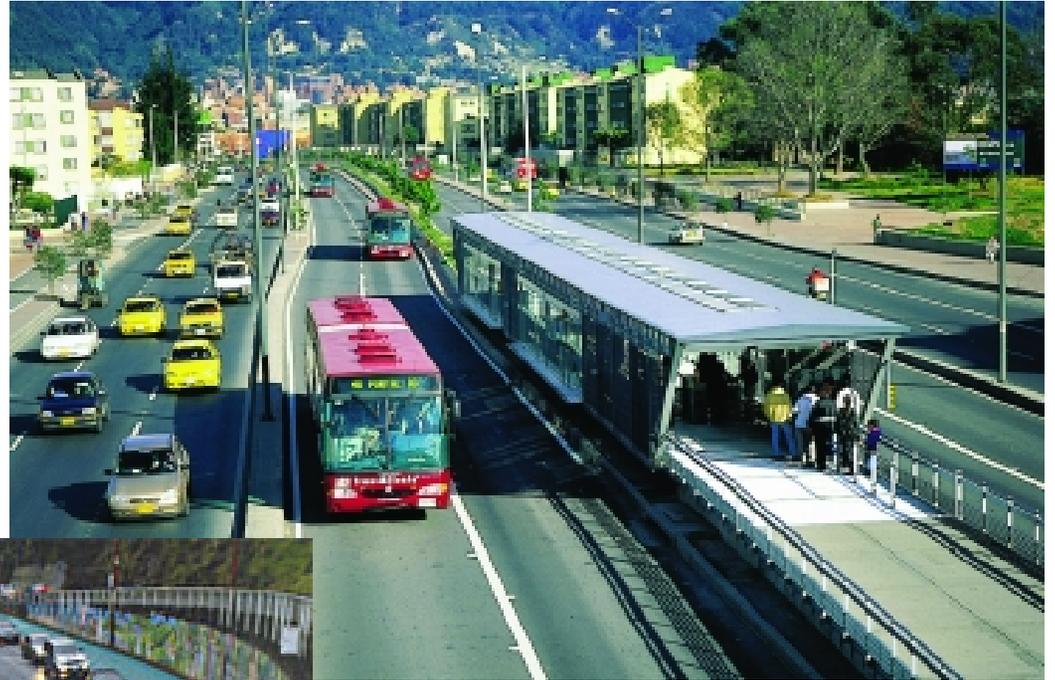
- Dedicated lanes
- Fares collected before boarding
- Low floors or raised platforms
- Comfortable waiting areas
- Real-time information
- Signal priority
- Cleaner-burning fuels
- Relatively inexpensive to start-up

Results: Dramatic increases in bus speeds, reliability, and ridership.

Bus Rapid Transit



Bus Rapid Transit



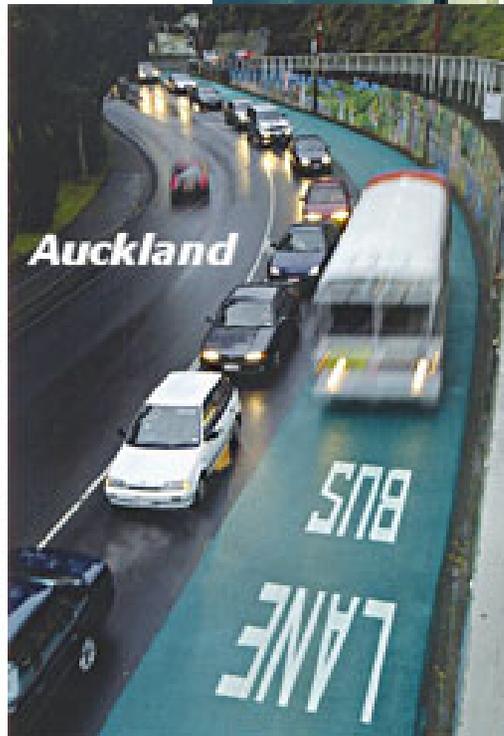
Bogota



Paris



Sao Paulo



Auckland

Bus Rapid Transit



Bus Rapid Transit



2. Bus Rapid Transit

New York City Bus Rapid Transit 15 (+2*) Corridors

* *Cross Bronx Expressway* subject of a completed major investment study by NYSDOT

* *Staten Island Median Bus Lane* currently under construction by NYSDOT



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



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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



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A major sacrifice?

Will NYC change or will we be...

