

NIEUW AMSTERDAM OETE NUE NIEUW IORX OPT TEYLANDT MAN



1609

The forgotten  
history of  
Hudson,  
Amsterdam  
and New York





PROB  
LADDER  
9931

24  
1231

24  
114

EVENT PLANNING & ENTERTAINMENT  
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# Auto-matic proposal

Int'l urban whiz's vision for banning cars in Times Sq.

**EXCLUSIVE**

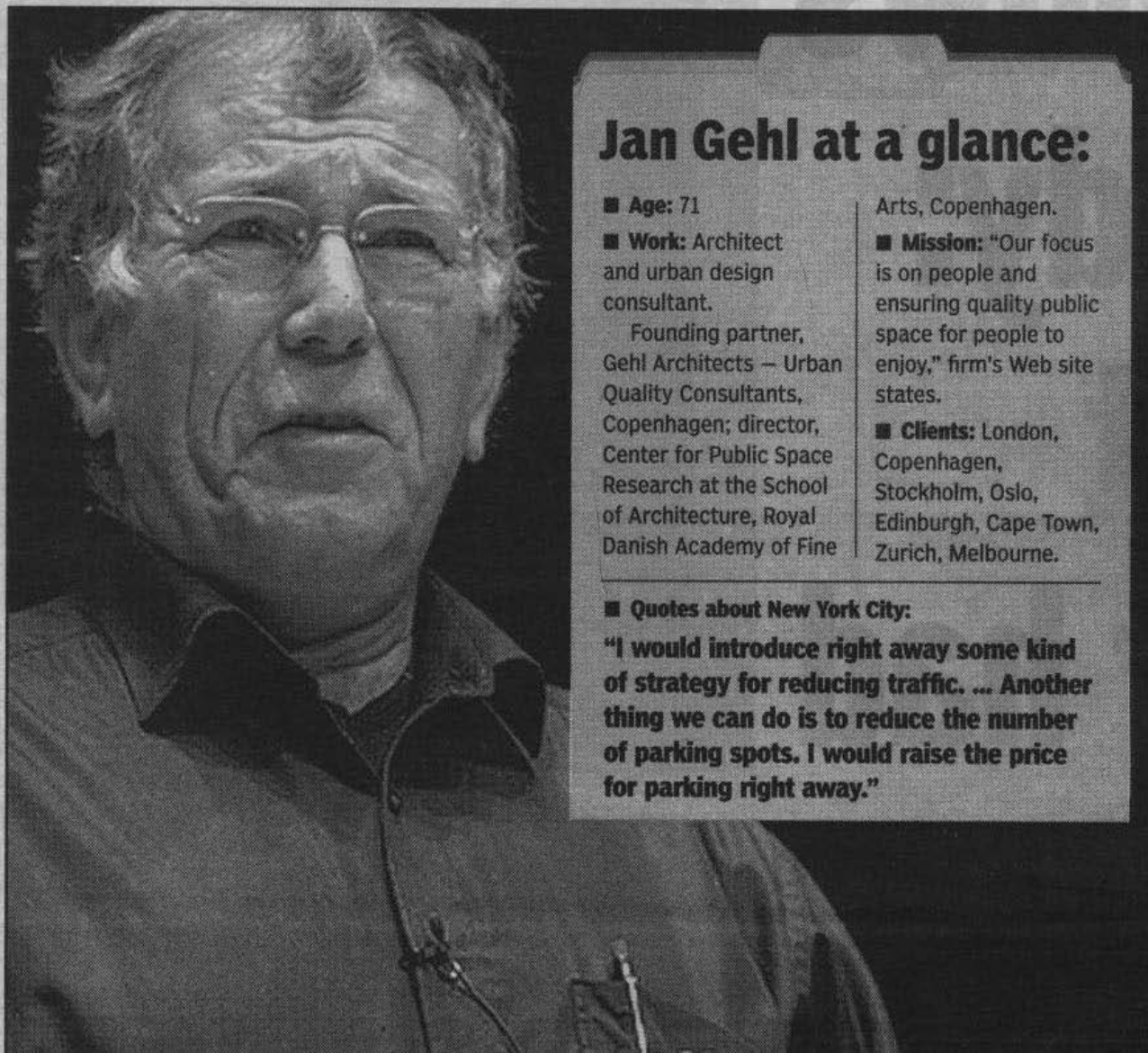
**BY PETE DONOHUE**  
DAILY NEWS STAFF WRITER

**MAYOR Bloomberg** is trying to recruit a world-renowned Danish architect who wants to ban most cars from Times Square — and raise the price of street parking.

The Department of Transportation wants to hire as a consultant Jan Gehl, who has helped cities like London and Copenhagen create less congested urban areas by taking back the streets from cars — and giving top priority to pedestrians and bicyclists.

City Transportation Commissioner Janette Sadik-Khan is negotiating with Gehl to help prepare a citywide master plan, part of Bloomberg's plaNYC initiative.

That includes such goals as reducing traffic and pollution, increasing mass transportation



## Jan Gehl at a glance:

■ **Age:** 71

■ **Work:** Architect and urban design consultant.

Founding partner, Gehl Architects — Urban Quality Consultants, Copenhagen; director, Center for Public Space Research at the School of Architecture, Royal Danish Academy of Fine

Arts, Copenhagen.

■ **Mission:** "Our focus is on people and ensuring quality public space for people to enjoy," firm's Web site states.

■ **Clients:** London, Copenhagen, Stockholm, Oslo, Edinburgh, Cape Town, Zurich, Melbourne.

### ■ **Quotes about New York City:**

**"I would introduce right away some kind of strategy for reducing traffic. ... Another thing we can do is to reduce the number of parking spots. I would raise the price for parking right away."**











The Museum of Modern Art  
The Museum of Modern Art



The Polder Model

Traffic Calming

Shared Streets

The Dutch Bicycle

Complete Streets

Bikestations

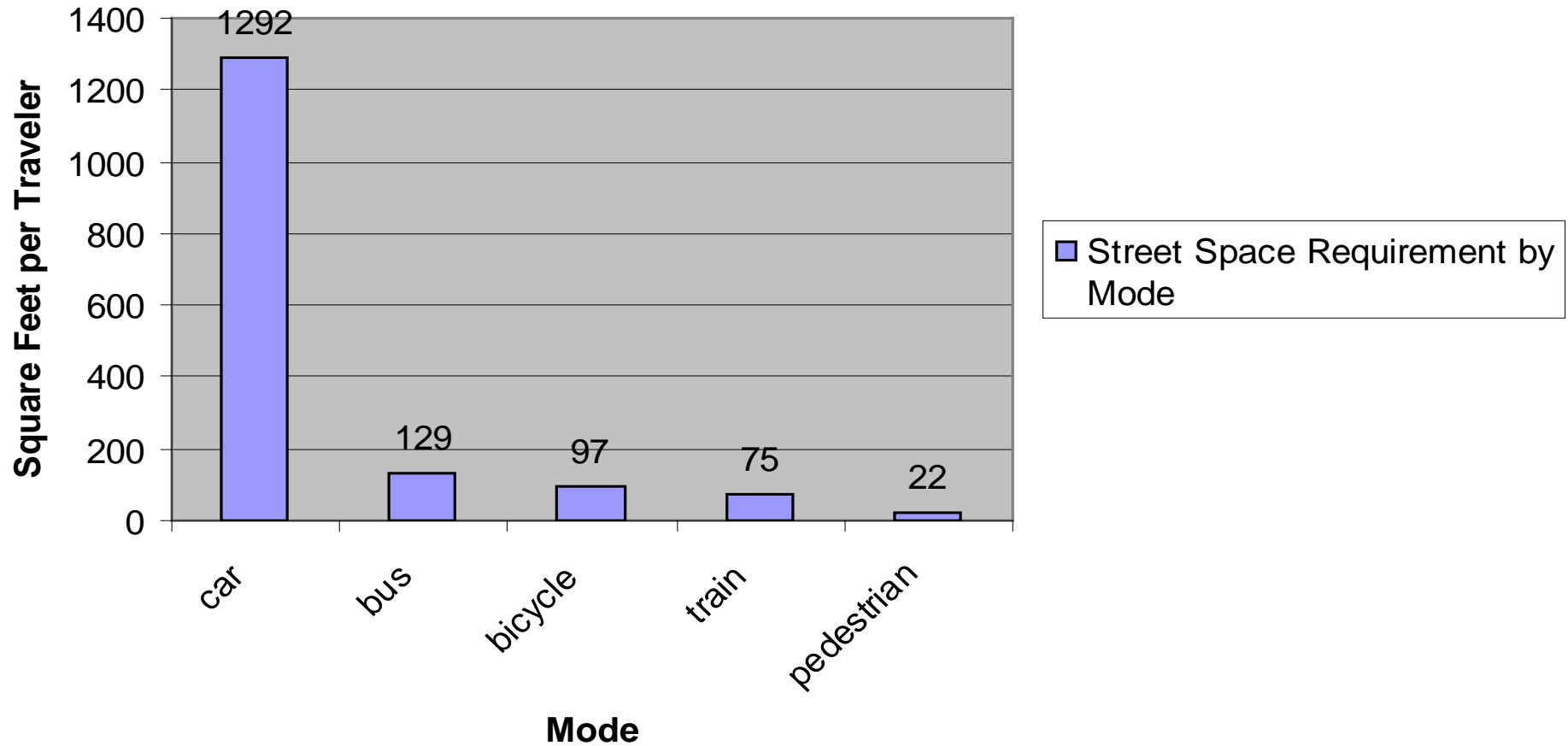
Safety in Numbers

Public Bike Share

# The Polder Model



## Street Space Requirement by Mode of Travel



Banister, David. and Kenneth. Button. Transportation, the Environment and Sustainable Development. University Press, Cambridge: 1993.









# Traffic Calming





# Traffic's Human Toll

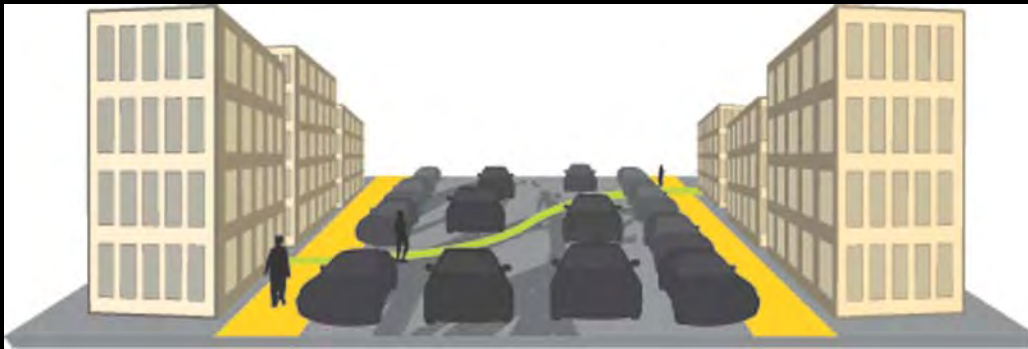
Relationships between Residents  
Astoria/Brooklyn Heights



Light-traffic Streets:  
18 friends &  
acquaintances per  
person



Medium-traffic Streets:  
11 friends &  
acquaintances per  
person



Heavy-traffic Streets:  
8 friends &  
acquaintances per  
person



PACIFIC ST

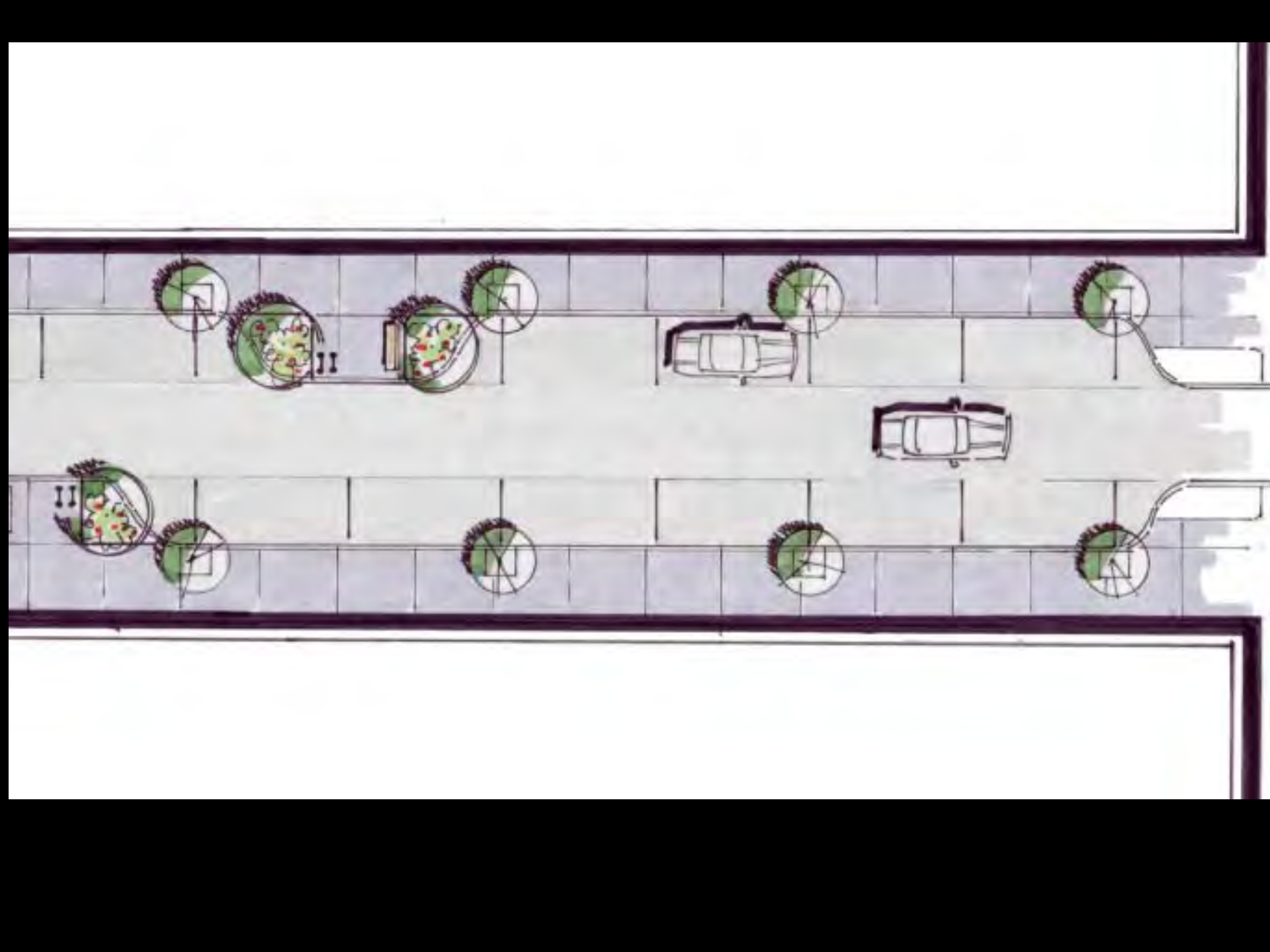
OUR  
STREETS  
ARE NOT  
HIGHWAYS

TOO MUCH  
TRAFFIC  
KILLS  
COMMUNITIES

WE WANT  
QUIET, SAFE  
STREETS

TRAFFIC  
CALMING  
NOW!

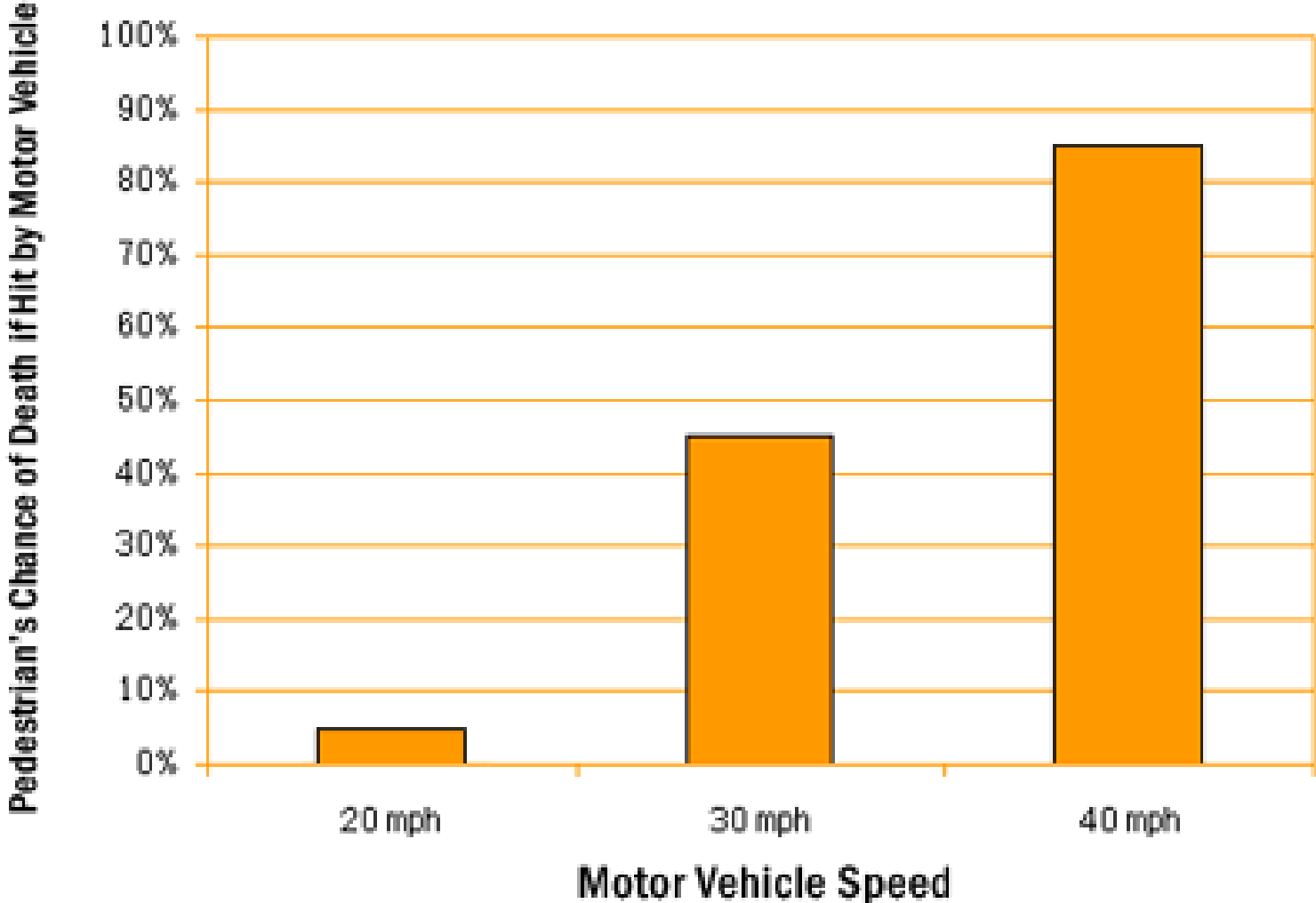




# Shared Streets



# Pedestrian Fatalities Based on Speed of Vehicle









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## Shared Street

USAGE: PILOT

Often referred to as a “pedestrian-priority street,” “home zone” or “woonerf,” a shared street is a low-speed, typically curbless roadway designed as a single shared surface between pedestrians, bicyclists and low-speed motor vehicles.

Typically employed on local-access streets, vehicles are slowed to very low speeds through a reduced speed limit, traffic calming, signage, and use of distinctive materials, furnishings, and other visual cues in the roadway that encourage drivers to travel with increased caution. Street users generally negotiate right of way cooperatively rather than relying on traffic controls, allowing pedestrians to dominate the street. The entire street thus effectively functions as a public space. Different forms of shared streets can be used in different contexts.



Shared street in a commercial area, Brighton, UK (Credit: Gehl Architects)  
 Note: for illustrative purposes only

### Benefits

Allows freer pedestrian movement within walking-oriented areas and to and from surrounding land uses and destinations

Reduces sidewalk crowding on narrow streets

Maintains bicycle, local vehicle, and delivery access while creating an exceptionally pedestrian-oriented street that accommodates recreational and social activities

Allows active land uses to spread into the surrounding street network, fostering a vibrant public realm

May impact street drainage or require catch basin relocation

May require loss of curbside parking

Any community facilities integrated into the design (such as street furniture or public art) will typically necessitate the presence of a maintenance partner and a permit or revocable consent from the city

### Application

Consider on narrower streets (at most two moving lanes), or outer roadways of boulevard-type streets, with little or no through-traffic, and which are not major vehicular or bicyclist through-

## 2.1.4 Shared Street

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Depending on the specific land uses, width, vehicle and pedestrian volumes and other access and operational characteristics of the street, a shared street may not be appropriate, in which case consideration should be given to a standard MIXED ROADWAY with alternative design options such as traditional traffic calming and/or a mid-block crossing

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Consider as an alternative a fully pedestrianized street when pedestrian volumes are high, vehicle volumes are low and vehicle access is not required during daytime hours



# The Dutch Bicycle



There are 18 million bikes for 16.4 million people in the Netherlands.

The vast majority of bikes sold in the Netherlands are city bikes, with children's bikes a distant second.

Dutch kids bikes also come equipped for transportation with fenders, lights, carriers, chainguards, kickstands, bells...



WORKBIKES



150A

150B

150C

150D









On average about half the entire Dutch population rides a bike once a day.

The Dutch cycle on average 909km per year. That's an average of 2.48km per day for the entire country including those too young, old or otherwise unable to cycle.







# Complete Streets











112



# Bikestations



A nighttime photograph of a modern bicycle parking garage in Groningen, Netherlands. The structure features a prominent yellow illuminated canopy and a white wall with the city name 'Groningen' and its logo. The interior is filled with rows of bicycles, and a red-paved path leads through the facility.

Groningen



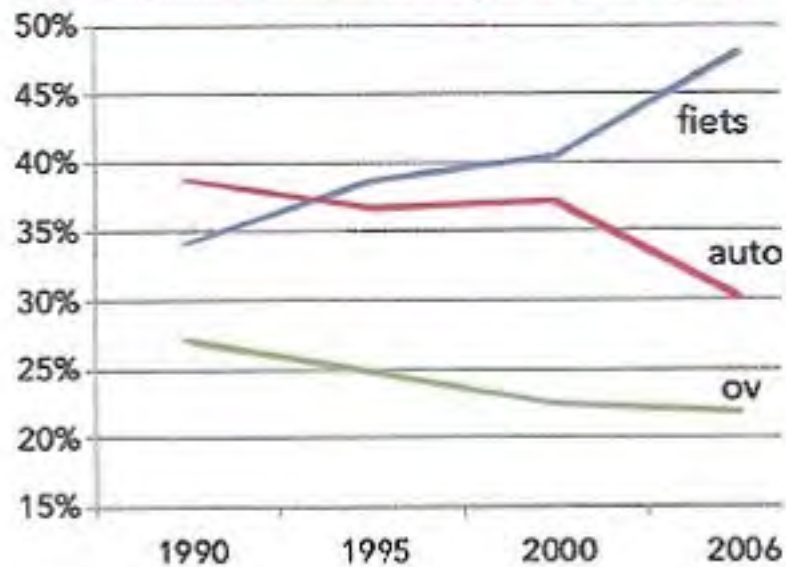


# Safety in Numbers

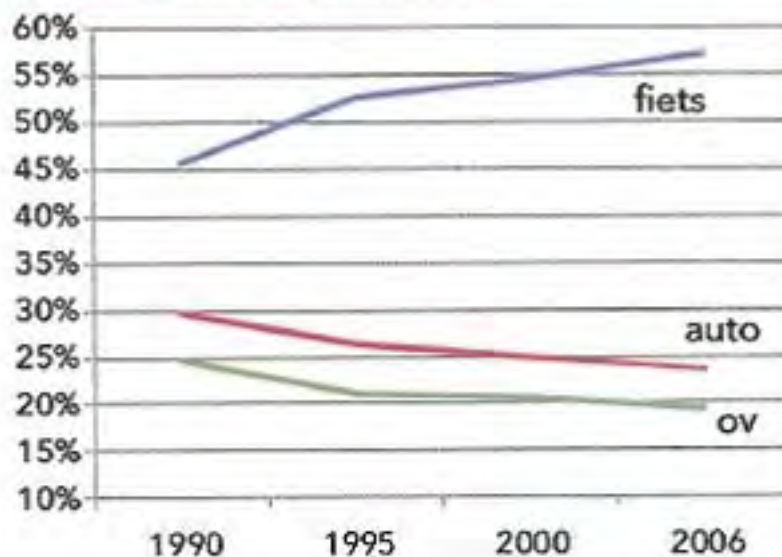
Overall traffic safety in the Netherlands is the best in Europe with 45 deaths per million inhabitants per year.

The US has 147 traffic deaths per million inhabitants per year.

Verdeling naar vervoerwijze bij verplaatsingen van Amsterdammers binnen de ring A10 (excl. Noord)

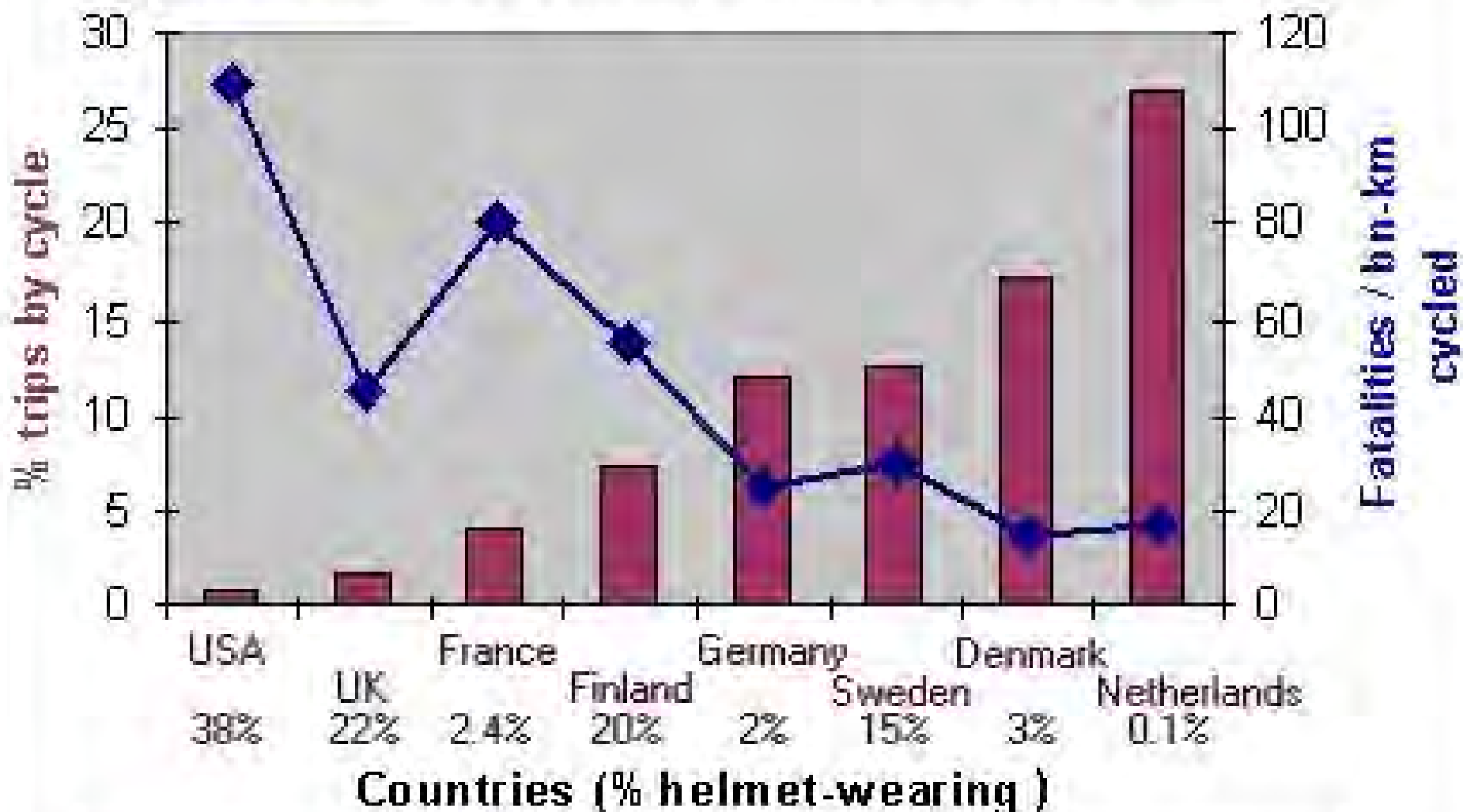


Verdeling naar vervoerwijze bij verplaatsingen van Amsterdammers in binnenstad



# Safety in numbers

Cycle mode share v fatality rate and helmet-wearing rate

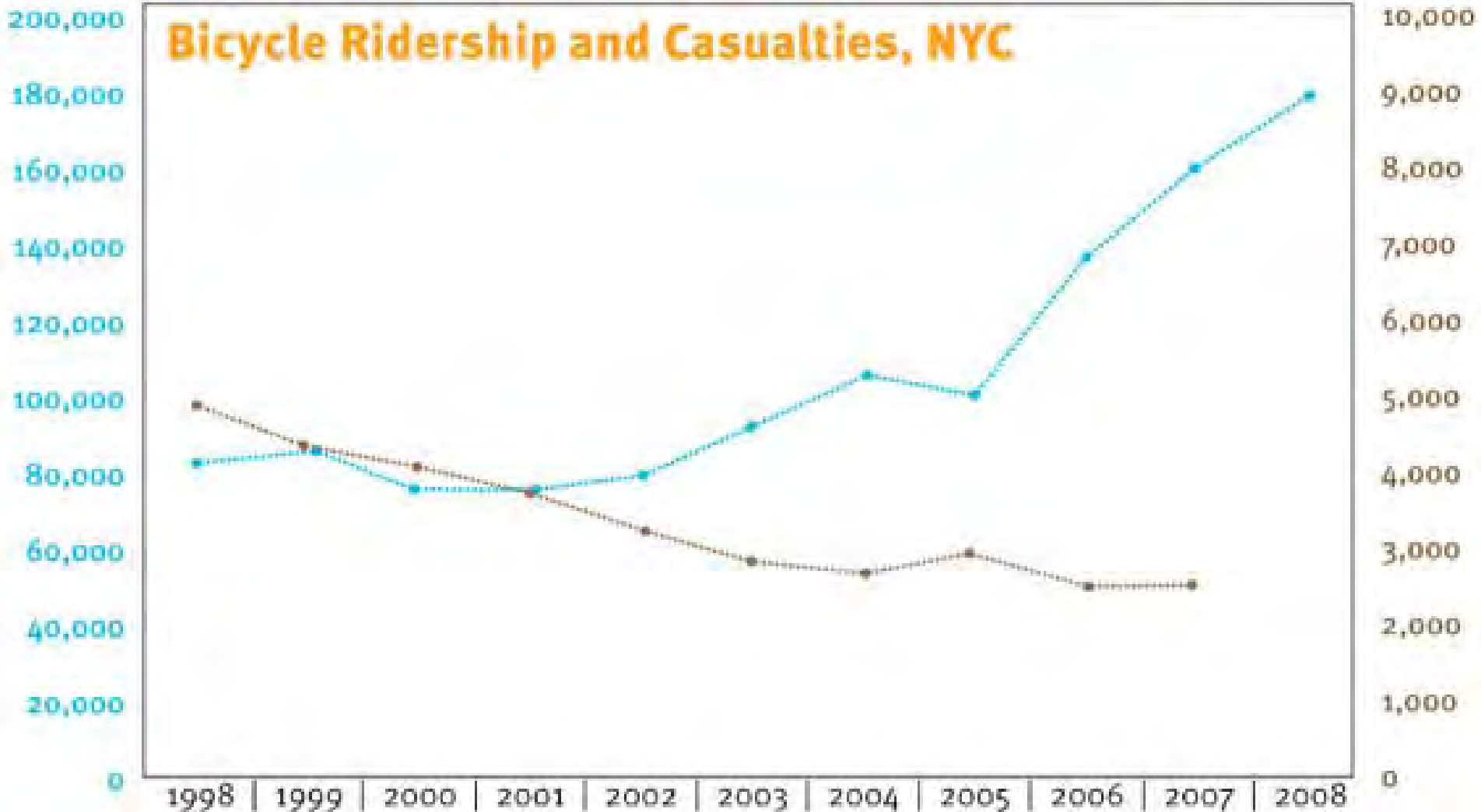


■ Cycling %    ◆ 1996 Cyclist deaths per bn pkm cycled



Daily Ridership

Annual Casualties  
(Injuries and Fatalities)



# Public Bike Share









*The first White Bikes, 1966.*









