The forgotten history of Hudson, Amsterdam, and New York
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 ridership, and protecting and enhancing public spaces and sidewalks.

Gehl, 71, is known for his reports on pedestrian safety and his partnerships with architects and urban designers around the world.

He was born in Copenhagen, studied in Paris and lives in New York City. His architecture firm, Gehl Architects, has offices in New York, Copenhagen, London, Stockholm, Oslo, Edinburgh, Cape Town, Zurich and Melbourne.

Gehl has been recognized as a leading urban designer. Recently, he received a lifetime achievement award from the Urban Land Institute.

He’s written eight books and has worked with architects and planners throughout the world on the design of streets, squares and public spaces.

Gehl, who has consulted on public space projects for cities in Asia, Europe, North America and South America, has been a visiting professor at Columbia University since 2005.

Gehl, a founding partner in Gehl Architects, has been involved in major public space projects, including the redesign of New York City’s Times Square, where he was credited with helping improve the area’s pedestrian safety and aesthetic appeal.

Gehl’s work is focused on making cities more livable by creating spaces that are both safe and appealing for pedestrians and bicyclists.

Gehl’s projects include the redesign of Times Square in New York City, the redesign of the Center for Civil and Human Rights in Atlanta, and the redesign of a public space in Hong Kong.

Gehl’s approach to urban design is based on the idea that people are the most important factor in the design of public spaces.

Gehl believes that public spaces should be designed to encourage people to use them.

Gehl is known for his work on pedestrian safety and his efforts to make cities more livable for people.

Gehl’s work has been recognized with numerous awards, including the Honors Award for Public Architecture from the American Institute of Architects in 2002.

Gehl’s philosophy is that people should be at the center of city planning and design.

Gehl’s work has been praised for its focus on people and its emphasis on creating spaces that are both safe and appealing for pedestrians and bicyclists.

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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

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
OUR STREETS ARE NOT HIGHWAY.

TOO MUCH TRAFFIC KILLS COMMUNITIES.

WE WANTquiet, safe STREETS.
Shared Streets
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.

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**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-roads.
2.1.4 Shared Street

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.

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...
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
Bikestations
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.
Safety in numbers

Cycle mode share vs. fatali ty rate and helmet-wearing rate

<table>
<thead>
<tr>
<th>Countries (%) helmet-wearing</th>
<th>% trips by cycle</th>
<th>1996 Cyclist deaths per bn pkm cycled</th>
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<tr>
<td>USA</td>
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Bicycle Ridership and Casualties, NYC

- **Daily Ridership**
  - Y-axis: 200,000 to 0

- **Annual Casualties** (Injuries and Fatalities)
  - Y-axis: 10,000 to 0

- **X-axis:** 1998 to 2008
Public Bike Share