

borough refused to allow it to be built before the Olympics. Six of the new bus stops will be installed, and Transport for London will place more elsewhere if the design proves effective.

Segregated cycle lanes will be created along the A11 between the Bow roundabout and the Stratford gyratory, notorious for its fast-moving traffic. The plans including traffic lights to give cyclists an early start at the south-eastern side of the roundabout, where Ms Tereschenko, 34, was killed in November last year. Such lights have already been installed on the northern side, where Mr Dorling, 58, was killed a month earlier as he cycled to work at the Olympic park.

TfL said the number of cyclists using the existing superhighway had increased by 28 per cent since it was installed in September 2010, with a 55 per cent rise in the Bow Road section.

A cyclist was fighting for her life today after an accident in east London. The woman was in collision with a car in Aldersgate Street at about 4.15pm yesterday and was taken to the Royal London hospital with life-threatening injuries.

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Jhno 46 days ago

Good to see the usual "get cyclists to pay road tax" daft comments. Cyclists pay Income Tax and that goes towards the roads too. Oh and we use zero emission vehicles so that means we would, if you wanted to introduce a pointless layer of bureaucracy, be exempt from paying "road tax".

Tigers in Africa I hope more thought goes into it than in the sketch above - the Number 8 bus doesn't go to Stratford.

Reply

0



watermanV 51 days ago

Time to Licence the bikes, they need to contribute to the road costs, all other users are paying something why not the bikes ?

Reply

-1



Mice470 52 days ago

This NOT new. There are already many of these in place in London. There is at least one at Tottenham Hale. As a cyclist I strongly believe it is a very dangerous idea. Passengers get off the bus and will automatically walk away straight across the "cycle track" without looking unless there is a physical barrier. Cycling groups should strongly condemn this.

Reply

+1



dhanraj 52 days ago

Great idea and we can still design it with visually impaired people in mind. Boris you are a winner!

Reply

0



Burbage 53 days ago

As a reservoir for broken glass, it looks a great idea. But on any other measure it's a gibberingly murderous gimmick.

For pedestrians, it represents two more trip hazards, a theft of space and an additional, and unnecessary, set of hazards.

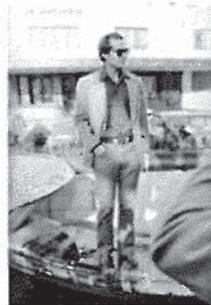
For cyclists, it's not quicker or safer or easier. It adds two awkward

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junctions, ruins sight-lines, and merely defers the benefits of undertaking. It's entirely consistent with TfL's policy of forcing cyclists to the left, where they can be more easily flattened by left-turning trucks, but that doesn't make it a good idea. Cyclists, like motorists, need to look ahead and plan for the movements of themselves, other road users and the presence of obstructions. This unimpressive wheeze makes all of that impossible.

Even if the aim isn't to improve safety, even if it's only a cynical attempt to splash as much of their sponsor's paint as possible, regardless of the cost in terms of inconvenience, injury and death, in order to keep fares down, I wouldn't mind so much. But I notice fares are going up. Again.

Reply 0

Anonymous 55 days ago

Hilarious waste of money. Therefore it will go ahead.

Another opportunity for us cyclists to mow down pedestrians. I can't wait!

Reply 0

pk1234 55 days ago

The hostile road conditions of UK have effectively suppressed cycling so that it's only the keenest/bravest who use their bike to commute/go to shops, etc. Put in proper facilities and you'll see that the number of people cycling will hugely expand, just like in NL and other places with good infrastructure. Suddenly, the vast majority of people cycling will be normal people going from A to B in normal clothes. To me the litmus test for cycling in UK is seeing children, elderly and women in normal clothes cycling out and about.

Reply +1

Anonymous 55 days ago

What Biker is going to stop for a pedestrian ? you are asking far too much from the pedestrian , with majority of Bikes uninsured who will end up paying for this.

I think a lot of these ideas are being used as prototypes where Bikers are putting their lives on the line.

Reply +1

Anonymous 55 days ago

Designs like this already exist in some parts of Greater London. But they are useless because after by-passing the bus stop they dump cyclists back in the road in front of traffic without any warning.

The Bow roundabout design is equally useless. Giving cyclists a three-second start is not going to stop some of them being crushed by left-turning lorry drivers, who as we know from recent cases spent their time chatting on mobile phones instead of paying attention to the road.

Rubbish like this is not "going Dutch", it's a monstrous parody of the kind of safe and convenient infrastructure that you can cycle on in the Netherlands.

The claim that blind pedestrians will be put at risk is a bit rich. I have never heard of a cyclist colliding with a blind pedestrian and I am sure if it ever happened the cyclist-hating media would make a massive story about it.

I find it very strange that organisations like Guide Dogs For The Blind have absolutely nothing to say about all those London councils which allow cars to park on pavements. In Redbridge it is hard for an able-bodied person to get past, let alone someone with a walking handicap or with a sight problem. I assume Guide Dogs For The Blind is run by a car-driving management, as their priorities seem warped by prejudice.

Reply 0

Anonymous 55 days ago

This is a crackpot idea.

You only have to think about it for a nano-second to see how cyclists and pedestrians will collide as people run for for buses or jump off one in a hurry.

Utterly barking.

Cyclists have a duty of care to themselves which far too many blithely ignore.

When you are a pedestrian, cyclists and other vehicles are a menace.

When you get on a bike, pedestrians and other vehicles are then the menace.

And when you get into drive a vehicle all pedestrians, cyclists and other



Wish we were there: life's a beach all year long for the slebs



Polished to perfection... how the Duchess of Cambridge turned into a style icon



Party people - the stars out in London



News pictures of the day



BUY RENT

drivers are the menace!

I
Reply 0

nickthompson 55 days ago
Waste of time,and money,cyclists sould copy their cousins in Bristol and pedal away on pavements.
Reply 0

Anonymous 55 days ago
The sketch doesn't look like Stratford High Street, which has three lanes in each direction. When the details are on TfL's website on 7 January and the exhibitions are open on 19 & 20 January, I'm looking forward to finding out more details.
As an occasional cyclist, I wouldn't ride there now. It's difficult enough for a pedestrian to cross High Street between Abbey Lane and Bow bridge already, so unless TfL's bike scheme deals with that issue, I dread to think what it will be like when IKEA-town is built.
Reply -1

Reginald 56 days ago
Why not take out the little kerby bit and the blue paint, let the bus pull in and leave 2 full lanes for everyone else?
Reply 1 reply +1

Anonymous 55 days ago
By "everyone else" you mean cars, which is precisely what this is NOT about - the poont is that bus stops force cyclists to divert around and expose themselves to even greater risk of being squashed flat by the next HGV to come along
Reply 0

David Risley 56 days ago
Well! that is the daftest idea i ever did see, don't do it TFL just spare us the millions this idiosy is bound to end up costing.
Reply 1 reply 0

pk1234 55 days ago
This sort of design works quite well in mainland Europe.
Reply +1

mike51 56 days ago
Cyclists are a total nuisance on today's roads.
Reply 3 replies 0

strictly4fun 56 days ago
No, that's cars. Cars are the nuisance & sometimes they kill. They pollute at all times. Yuck!
Reply 1 reply +3

Paul Sirmon 49 days ago
Cars don't kill. it's their highly trained and extremely competent drivers who kill!
0

Anonymous 56 days ago
Selfish car drivers are the main nuisance
Reply +3

Anonymous 56 days ago
There are several problems with this idea. One, pedestrians will just stand on the these "undertaking" lanes, especially at crowded bus stops, and they need to be crossed anyway in order to board. Secondly, this is only going to work on roads that have wide enough pavements. More likely what they'll do is fill in the existing laybys, pushing buses onto live lanes of traffic, resulting in traffic jams as they force everyone to stop behind them. Yet another madcap idea that results in yet more traffic problems.
Reply 7 replies -1

Anonymous 56 days ago

e.g. Oxford or NW3

Price range
Min price to Max price
Bedrooms
Min beds



These types of bus stop are used all over Europe with great success. Stop trying to be an expert in something you actually know nothing about.

[Reply](#)[3 replies](#)

+1



Anonymous 56 days ago

Ok, so when there is no space to provide these, other than by removing a layby and having buses stop in the road, how do you propose to implement these? If your answer is that you would have a layby converted into this type of bus stop, then we part company, because this WILL result in reduced road capacity and more jams. Secondly, if you think pedestrians won't stand around on the bike lane, then you are badly mistaken.

+2



Anonymous 56 days ago

On the Europe point, they have wide boulevards etc in Europe which we tend not to have. What we have is limited space.

0



Anonymous 56 days ago

ban cycling and cyclists they are dangerous.

+3



peter 56 days ago

There are some like this in the Raynes Park area, seem to work OK

[Reply](#)

+1



strictly4fun 56 days ago

They have them in the narrow streets of Amsterdam. They have a much more shared traffic environment & streets are not just fume-filled gullies. On the subject of bus stops, why not build them out into the street. The traffic can wait behind the bus & give the us a clear run to the next stop, instead of clogging the streets and causing public transport delays.

[Reply](#)[1 reply](#)

+1



Anonymous 56 days ago

Another short sighted cyclist failing to understand that goods are delivered by road, many car journeys are essential or business related, and that jams also stop buses in the traffic and make cycling more dangerous.

0



Anonymous 56 days ago

cars kill

[Reply](#)[2 replies](#)

-2



Anonymous 56 days ago

Cars do not kill.
It is people that kill.

[Reply](#)[1 reply](#)

+2



Anonymous 56 days ago

The same thing was heard in the US after the recent school shooting "It's not guns that kill. It's people that kill." It's usually people in combination with lethal equipment who kill.

+2



Mark - SW6 56 days ago

What a stupid idea! Great if you live down the Rue de Rivoli, Quai Francois Mitterrand for example and it just an example, not down Oxford Street or Regent Street as where the heck would the poor pedestrian's go?

These stupid ideas must come from people with long weasely beards and

open toed sandals, smoking pipes.

Reply

[3 replies](#)

+1



Anonymous 56 days ago

If you read the article, it says they're being trialled at the Bow roundabout, not Oxford Street

And btw, your irrelevant cliched "sandals" comment is about as funny as a funeral

Reply

[1 reply](#)

+2



Mark - SW6 56 days ago

Cap fits wear it beardy!!!!

+1



Anonymous 56 days ago

It a very good idea and anyone with an ounce of common sense would know that this scheme would only be implemented where the space permitted. That said dont expect to see many in our great city

Reply

+2



Jean Michel 56 days ago

Cyclists are a "silent menace" to pedestrians because nowadays hardly any of them use bells. They also increase the danger to themselves by not using bells to alert drivers (eg drivers who might about to open a door in their path) of their presence. In nearly half a century of city cycling using a bell has been a major factor in my avoidance of accidents and on the occasions when have used a borrowed bicycle without a bell I have felt distinctly vulnerable. Legislation making it illegal to ride a bicycle on the public highway or a cycle path without a loud bell would, assuming it was properly enforced, be a significant step in making cycling safer and also improving relations between cyclists and pedestrians.

Reply

[6 replies](#)

+1



Anonymous 56 days ago

a bell would look ridiculous on my full carbon Willier. Its better to shout as loud as i can when i'm flying down the road passing motorists stuck in traffic jams.

Reply

[3 replies](#)

-3



strictly4fun 56 days ago

My bike has a bell. Perhaps you could take the bell off when you're cycling for sport. Or get another bike for transport.

+2



Jean Michel 56 days ago

A shout can mean anything as well as having the potential to distract a driver. A bell is is a clear warning to drivers and pedestrians that there is a cyclist in the offing. However, if making a fashion statement is more important to you than ensuring your safety then so be it!

-2



wulfhound 55 days ago

get an Airzound then ;)

+2



liz545 56 days ago

Given that the police already seem to have problems enforcing existing road regulations (going by the number of drivers on the phone, in ASLs and blocking pedestrian crossings I see every day), do you really think they'll be able to stop everyone to check their bike has a bell?

Reply

+3



bassjunkieuk 53 days ago

How much help do you think I bell would be on a busy road with the background noise? Especially when you are trying to alert someone in a almost sealed metal box? On quiet tow paths I can

see their use but out on the roads I've had much more luck yelling, so what if I scare a driver? By the time I've need to yell at them all I want to do is get their attention. An Airzound would be a better option, it's 110db of power will get their attention.

Reply

0



bassjunkieuk 56 days ago

Nice to see where' already attracting the normal anti-cycling comments in such a short space of time :-)

The vehicle tax, insurance & registration combo is pretty much the standard knee jerk response on these stories.

As for the "will they stop" point I believe the original plans for this had a small zebra crossing over the bike track so I'd say the chances of someone stopping are no better or worse then on the normal roads (I see many motorists AND cyclists ignore people waiting at zebras so it's not specific to one group)

Whilst the RNIB view cyclists as the "silent menace" I'd be interested to hear what their thoughts on electric cars are? They are also silent and have the potential to cause a lot more damage then a cyclist.

As some others have said TfL need to copy the best practise from the continent when designing bike infrastructure instead of wasting time and money on various consultants trying to re-invent the wheel.

My only nitpick with the article is the reference to the "car" lane. Surely it would have been better to say "use the next lane" as language like that only serves to re-enforce the idea that the road is for the exclusive use of cars. I regularly use CS7 and have very few problems with the numerous bus stops along there, with most the bus lane itself is already wide enough at stops to allow passing on the right without actually leaving the lane, when I don't have a bus lane I will just wait behind as I would in a car and overtake when I have room.

Reply

+2



Anonymous 56 days ago

That should help pedestrians. Another opportunity to rely on the politeness of cyclists. HA!

Reply

0



Suitonbike 56 days ago

Schemes like this exist all over Europe, not just in the Netherlands. If well designed, they work fine. The illustration indicates design features aimed at "calming" the cycle traffic - sharpish turns into the track and then back to the parallel line, and then a speed table at the bus stop itself - so that bus passengers are protected. The illustration may not have the devil in the detail right, and TfL should examine how the continentals do it, but it makes the point visually.

As for blind people, no-one would argue against the fact that they need and deserve protection, but the RNIB seems to have a significant number of staff hell-bent on blocking cycle friendly measures by throwing away any sense of proportion between the two competing interests. Other examples of where they have been at work include the centre of Woking.

Reply

+8



Anonymous 56 days ago

As these are just for cyclists then it really is about time that they started paying for third party insurance as a minimum, show some form of registration and some form of vehicle tax which would contribute to the costs of installing these.

Reply

[3 replies](#)

-5



Suitonbike 56 days ago

They do pay tax for their facilities. It is called income tax. If they paid "vehicle tax" it would presumably be at the rate applicable for vehicles which produce

Reply

[1 reply](#)

+5



Suitonbike 56 days ago

less than 100gm CO2 per km, ie Nil, like about 100 models of car

+5



Anonymous 56 days ago

Think before you type

Reply

-4

 **Anonymous** 56 days ago
a good idea, BUT.....

will the cyclists stop to let the pedestrians cross to get to the bus stop? i doubt it

[Reply](#) [3 replies](#) 0 

 **Anonymous** 56 days ago
I will :)

[Reply](#) [1 reply](#) +7 

 **Anonymous** 56 days ago
..and so will i as i always do.

PaddyN16
[Reply](#) +7 

 **pk1234** 55 days ago
I will and always do.

[Reply](#) +2 

 **liz545** 56 days ago

One other thought - you'd need to have enough space for people in wheelchairs to get on and off the bus via the ramp. If it's done properly, this design could be very good, but it needs to be a proper consideration of the needs of everyone who uses the road, rather than just 'what can we fit in without inconveniencing drivers?'

[Reply](#) +10 

 **liz545** 56 days ago

As a cyclist, this looks like a much better design than the current system where you're regularly overtaken by buses only for them to stop and you have to overtake them again.

I can understand why there might be concerns about people with disabilities or mobility issues, but these lanes are widely used across the Netherlands, so they must have worked out how to design them so that blind people are not at risk of being hit by bikes. Perhaps instead of calling them a 'silent menace', Mr Kent could lobby TfL to make sure they're designed properly rather than in the half-hearted way a lot of bike lanes seem to be planned. After all, I would have thought the point of an engagement officer is to try and see other people's perspectives and engage constructively with them, rather than just calling them names...

[Reply](#) +5 

 **Anonymous** 56 days ago

Someone at TfL should know that Stratford High Street is A118, not A11.

[Reply](#) [3 replies](#) 0 

 **Cheesygrin** 56 days ago
It is the A11. The A118 stops where Romford Road meets The Grove/Broadway.

[Reply](#) [2 replies](#) +2 

 **Anonymous** 55 days ago
There's never-ending confusion on this point, but I think you're mistaken.

0 

 **Cheesygrin** 55 days ago
No, I'm not mistaken, nor am I confused. The signs are very clear, and just look at a decent map. Google it. It's not hard.

0 

 **Anonymous** 56 days ago

I'm sure people will complain but these work well in the Netherlands.

[Reply](#) [3 replies](#) +2 

 **Choult** 56 days ago
There does seem to be a hugely different attitude in the

Netherlands.

The aggressive Lycra clad louts seem to be less of a problem.

Reply [2 replies](#) +3



strictly4fun 56 days ago

They don't really have them. People who cycle for transport in NL do not by and large see fit to do it dressed as a gladiator.

+3



wulfhound 55 days ago

They're in Lycra because the best way to survive London's traffic as it is now is to ride fast, and that's the gear for it. They're aggressive because they have their lives threatened on an hourly basis by aggressive, idiotic and inconsiderate drivers. A tiny minority of drivers, certainly, but enough for it to be a regular occurrence.

0

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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Emphasizing crosswalks

1 message

Wed, Jan 2, 2013 at 9:26 PM

To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

Jack,

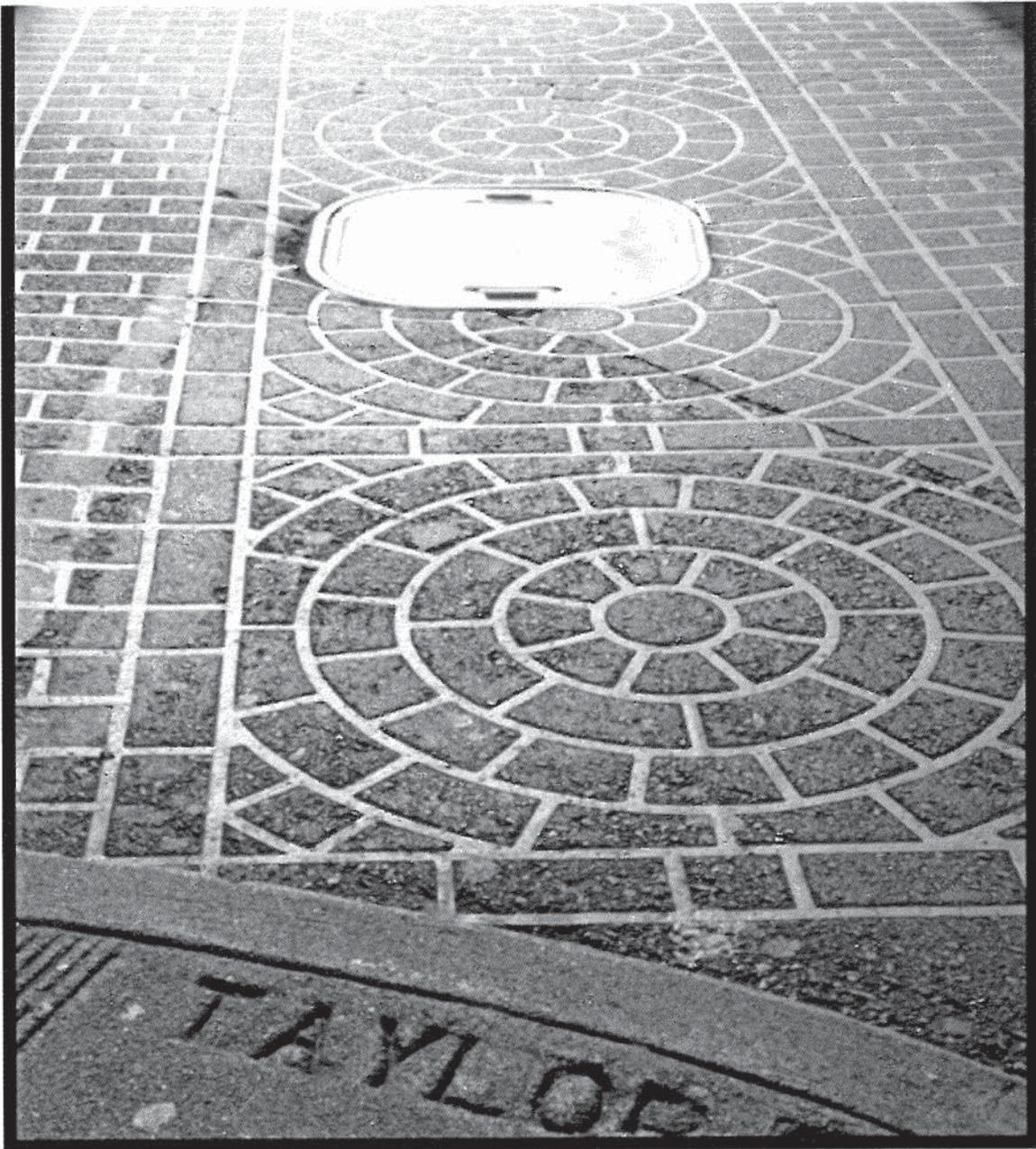
Walking in SF on Monday, noticed some crosswalk 'art', which emphasized the crosswalk. At first, thought they laid pavers, but on closer look, it appeared to almost be a stencil, painted on the cement - no clue, but have a look at this picture:

<http://www.pbase.com/sfhyatts/image/145035338>

The circles really made it stand out (and remind me of bike wheels!). This was in the Tenderloin.

We have pavers downtown, are there other locations within Sunnyvale which have interesting crosswalks?

Cathy



14-JUN-2012

Dallas Hyatt

Tenderloin Crosswalk

Olympus SP-600UZ
1/1250s f/4.1 at 10.6mm iso100 full exif

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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Borregas bike lanes

1 message

Tue, Jan 15, 2013 at 11:58 AM

To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

Jack,

Thumbs up - bike lane markings on Borregas (the ones closest to the parked cars) have been repainted. Will the other side (closest to traffic) also be redone?

And the last block JSO 101, both sides both directions need to be done.

Thanks,
Cathy



Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Site I think is worth looking at.

1 message

Thu, Jan 17, 2013 at 10:20 PM

To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>,
Cc: [redacted]

Jack,

You and I know money is tight in Sunnyvale, and everywhere else, for that matter. This site deals with city development. I don't know if you have seen it but here it is. I'm sending the link for an interior page and trusting you and the rest can find the home page if interested. I think it makes some cogent points. I also looked at a few of the links on the page. Enjoy.

<http://www.strongtowns.org/journal/2013/1/4/the-next-generation-dot.html>

Ralph



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Friday
 Jan042013

The Next Generation DOT

CHARLES MAROHN

We're Pennsylvania bound this weekend with Curbside Chats beginning on Monday morning. I'm very excited about the tremendous amount of buzz out there and am looking forward to meeting tons of great Strong Towns advocates. Just a quick word on programming for next week... I wanted to finish my thoughts on this series today because next week is going to be hit and miss with coverage of our tour. I'll try to post as often as possible and include some audio and video too, but we have a frantic schedule and so you'll need to have patience with me. I'll do what I can – I'm really excited about 2013 after a nice, mind-clearing break. Lots to share!

We've spent the last two days looking at the instincts of today's transportation agencies. While on an individual level it is clear that these organizations are filled with people who are professional, competent and want to do the right thing, the institutional inertia is carrying them in wayward directions.

When confronted with a persistently dangerous intersection, there is no push or conversation to close it. That is not in the play book because the policies of transportation agencies are deeply rooted in misunderstandings about economic growth and development. What is in the play book is the will to make large expenditures on modest improvements in the hopes that the problem will be alleviated. This from agencies that are fatally short of funding. At least we tried.

Unfortunately, those misunderstandings we have about growth and development correlate highway spending with increased prosperity. In reality, this is an illusion brought about by quick and easy development leveraged off these massive investments. The lack of productivity in this approach means that, over the long term, the costs far outweigh the gains. It is the Ponzi scheme of the Suburban Experiment. We're in the unwinding phase.

Nobody should understand that more clearly than our nation's DOTs. They are simultaneously over committed and under funded. While they obsess about the latter, it is the former that they will ultimately be forced to reconcile. Many in these agencies -- especially the second tier of leaders that are a little more removed from our highway building heydays and a little further from retirement than the first tier -- understand this clearly, but they lack an acceptable alternative approach. They are trapped by the inertia of their organization.

It is to those people that I offer my thoughts on the principles and understandings that a Next Generation DOT should embody when making that inevitable course correction.

1. Transportation spending is not economic development.

Speaking of transportation in terms of economic development has been a convenient way to secure additional funding streams. Unfortunately, the meme has become part of the wider culture, even though we know that good transportation systems serve productive growth, not create it. Transportation systems move goods and people. They are not catalysts for productive growth. We know how much that interchange costs so we need to stop pretending that the quiki mart, pet stop and strip mall somehow justify the investment just because it makes the locals happy.

2. Transportation spending is not job creation.

Yes, DOTs employ people. Yes, construction projects employ people. When we pay people to dig a ditch and then fill it back in, we're right back where we started. When we pay people to build a highway for the sake of creating jobs, we're left with the long term financial liability of maintaining an unproductive highway. Short term job creation may be a happy side effect of what we do, but let's not allow people to pretend that it is an end unto itself.

3. We need to budget based on what we have, not what we want to do.

We always start our budgeting process with a list of projects we feel are important. We may rank them by some objective criteria, but we start with the list of projects. This list becomes our target budget, and we proceed to undertake projects where we can get the funds. This system is completely backwards.



Image

from Public Domain Photos, Creative Commons License We need to start our budgeting process with our budget. How much money do we have? We then need two lists. The first is our obligations. What systems do we currently have a public obligation to maintain, when does that obligation come due and how much will it be? This is a list that, in theory, never shrinks (unless we abandon some part of the system). This list needs to have everything and, once a project is completed, it goes back on the list with an updated time frame and cost.

This first list will almost certainly exceed the budget by many factors, but if by some odd chance it does not, then a second list of expansion projects can be taken seriously. This second list should have everything that

would be a new system: new overpass, new bridge, additional lanes, new turn lanes, new signals.... None of this should ever be even considered so long as the first list is running a projected deficit.

We need to stop pretending we can do everything and instead be the hard-nosed realists the public generally thinks we are.

4. The most unsafe condition we can build is a STROAD. Our primary design goal must be to eliminate them.

A STROAD is a street/road hybrid. It is all too often the default design of our highway system. A STROAD combines elements of a street -- intersections, turning traffic, dramatic speed differentials, parking, pedestrians -- with the high speed geometries of a road. Professionally, we all understand that this is the most dangerous type of environment we could construct.

As engineers, we should primarily concern ourselves with the safe travel of goods and individuals. In our hearts, most of us believe this to be the only criteria that truly matters, with all other factors being subservient to safety. We have the professional clout to demand an end to STROADS in the name of safety. That this will help us improve travel times and reduce the costs associated with the first list (See #3 above) is a happy consequence.

5. We must build differently within a city than we build outside of it.

It is professionally embarrassing how tone deaf we are to productive urban settings. While we make all kinds of compromises to travel time in our endless STROAD environments outside of town, we go to great lengths to resist changes to the highway geometry once we are within the city. Why?

We need great highways to connect our productive cities. Once within a city, we need to build great streets to maximize that productivity. As we eliminate STROADS (see #4 above) and construct great streets, we'll not only improve safety but travel time as well.

And if we really set our minds to becoming experts in urban design, we may find that some crazy ideas could go a long ways in cutting our costs, making our cities financially more productive, improving safety, creating a better quality of life for people and significantly reducing travel times.

There is an important difference between a road and a street.

6. We need to improve travel time by eliminating access points outside of cities.

For some reason we fear this, even though we have the capacity, the professional gravitas and an urgent need to do it. This is an enormous safety issue, one we've been able to gloss over with very expensive (and not very effective) half measures. The budget catastrophe we face is going to force us to think differently.

Providing commuters with expensive shortcuts is no longer in the budget. Our highways need to move people and goods between productive places. Anything else is an expensive luxury that simply can't be justified.

7. We must stop using traffic projections to give a veneer of expertise to something we have proven incapable of doing: predicting the future.

Since the budget realities we unveiled in making List 1 and List 2 (See #3 above) will force us to confront a world where we literally build no new roads, projections become useless. Even if we could do them well (we can't), it is not like we can build anything new anyway. We need to get a lot more productivity out of what we have.

In the off chance that we do find ourselves building some new system, that system needs to be in the service of an existing productive place. We need to be part of a country that becomes antifragile to projection error. We don't have the resources to do anything else.

All of our equations that assume continual growth in average daily traffic are being disproved by reality. Let's cling to reality. Our profession needs to focus less on building for what we hope will happen tomorrow and instead start maximizing the utilization of what we've already built today.

8. We need to build transit, but only through a value capture funding approach.



Photo

by azmichelle, Creative Commons license
Transit systems -- particularly rail transit -- have high up front costs and very low long term maintenance costs. This contrasts with highways that have relatively high up front costs (albeit less than rail transit) and horrendous long term maintenance costs.

Rail transit lends itself extremely well to a value capture funding approach. This is going to require not only a different mindset, knowledge base and approach, but likely changes in statutes as well. If we are to be true problem solvers, instead of whining about gas taxes and calling for more deficit spending on the status quo, our advocacy organizations should be promoting this progressive and innovative approach, one that would naturally appeal to all sides of the political spectrum.

9. We must remain humble in the face of adversity.

The profession of civil engineering is an ancient one, but in terms of the history of human settlement, highway and traffic engineering has been around but a blink of an eye. In that brief experiment, we were given enormous power to go along with an extraordinary level of funding. While the blame can't be laid solely at our feet, history is not going judge kindly how America's incredible wealth was squandered.

The word contraction is sure to become part of this generation's lexicon, particularly when it comes to and cities and our infrastructure systems. We need to acknowledge -- to ourselves and to society -- that we do not have a pain free solution to the contraction dilemma. In fact, our toolbox contains no solutions, just rational responses that begin with acknowledging the reality of contraction.

While I personally straddle the great intellectual divide between the engineering and planning professions, I've always admired the way most engineers are, at their core, practical problem solvers. My greatest aspiration for the profession is that we will find the humility to acknowledge that we need to start solving a different set of problems.

I'm interested to hear what you would like to see in a

Next Generation DOT. What have I got wrong? What have I overlooked? This conversation and more is taking place right now on the [Strong Towns Network](#). Click on over and join the other problem solvers. There's no cost to you and lots to be gained.

This week's series is likely to make it into Volume 4 of Thoughts on Building Strong Towns. It might be a while before that comes out, but you can [get a copy of Volume 1 right now](#) and get caught up on a full year of Strong Towns in one weekend.

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Reader Comments (13)

Re: Point #9's "... been around but a blink of an eye."
 I seem to remember that autobahns and interstate highways were based in part on the design principles of Roman roads. That gives us a two thousand or so year history of key roads bypassing villages and towns in favor of transit efficiency.

I do agree with your main point ("... humble ...") and suggest that civil engineers use either "I am NOT Gutzon Borglum." or "I am NOT Cheops." as mantras.

P.S. "Transit" above simply refers to getting from city "A" to city "B".

January 4, 2013 | [Ted K.](#)

Chuck, I know you've reminiscsed about the rail system of a 100+ years ago, but it seems to me that you've always waffled about whether rail transit built today was a good investment. Whenever I look at the costs of light rail, I see so many slanted articles, it's been difficult to gauge whether they are a really economically feasible or not.

January 4, 2013 | [gml4](#)

George, I support transit and think it is critical to a strong towns strategy.

I've not seen an American approach to building, financing and maintaining transit that I can support. The discussion has been captured by liberal ideologues and I can't relate to their bizarre world view. Case in point:

<http://grist.org/news/fiscal-cliff-deal-ups-tax-benefit-for-transit-riders/>

I don't generally weigh in on transit discussions because, when you are an ideologue, the issue becomes more of a religious belief than a practical solution.

We're going to be getting into this on the podcast soon because my good friend Ian Rasmussen and I don't necessarily agree on this point and I want to delve deeper into that, if only for my benefit (Ian is a genius and I think I might be missing something).

-chuck

January 4, 2013 | [Charles Marohn](#)

"Make large expenditures on modest improvements".....mm-mmmmm. Delicious. I love the taste of Tainter's Diminishing Returns on Complexity in the morning.

On another note, Chuck--I seldom listen to podcasts, so please do write up some of your conversation about transit. And, if you need ammo...

We all agree the earth is finite, right? Then we agree fossil fuels are finite. Which means transit systems are finite. (techno-cornucopians please go elsewhere for your morning excitement) That means, in the words of William McDonough, transit systems "are not good, they are just less bad."

Better transit is just a band-aid on broken communities. The right answer is not better transit, the right answer is walkable communities.

January 4, 2013 | [Ruben](#)

Uncanny timing on this post - I'm working on something very similar right now that addresses #1 - that it used to be a great form of economic development, one that even Adam Smith supported. I'll add a link here when it's complete; now three very noisy kids are insisting that I'm done for the day. :)

January 4, 2013 | [Meika](#)

Chuck, what's so extreme about equalizing the tax benefits between parking and transit?

January 4, 2013 | [Tim](#)

Ruben - You are my favorite reader/commentor.

Tim - I wouldn't say extreme. I would say fruitless.

-chuck

January 5, 2013 | [Charles Marohn](#)

I strongly agree that DOTs need to evolve for the 21st century. Here are some of my thoughts:

10. DOTs need to be true "Departments of Transportation" rather than the "Departments of Automobiles" or "Departments of Highways" typical of many states.

While not all state DOTs are so auto-oriented, most of my experience has been with UDOT (the Utah Department of Transportation) and DOTs in surrounding states, which can generally be summarized as 99.9% auto-oriented. In order for DOTs

to meet the needs of a 21st century society, attention needs to be given to all forms of transportation and not just autos. DOTs are usually not to blame for their focus on automobiles, since they get their marching orders from their governors and state legislatures.

11. DOTs can't undo a half-century of poor land use policies.

No amount of infrastructure can fix decades of sprawl! Since it's beyond the ability of DOTs to solve a land use problem, they shouldn't be expected to undertake the task. Governments need to learn that most of our transportation issues are a result of poor land use policies and can only be solved by changes in land use policies rather than changes in transportation policies.

-Mike Christensen, University of Utah

January 6, 2013 | [Mike Christensen](#)

Chuck:

I guess "fruitless" is fair, in the grand scheme of things. But any chip off the subsidization of automobiles built into our laws is a good thing in my book.

January 7, 2013 | [Tim](#)

Greetings from Delhi/India. Currently am writing my second book, An Affair With Indian Highways (maiden one in Nov 2011 was 10000 KM on Indian Highways) and there is a lot of debate about highways being built and conversion of 4 lane into six lanes underway. (Yes, it is a big thing in India to dream about 6 lanes!). One of things I liked about your insistence on taking care of existing highways more seriously than pouring millions of dollars or Indian rupees into building ones. Cheers

January 7, 2013 | [Ramesh Kumar](#)

[Here's a link](#) to the post I've been working on that discusses some of the same topics. I primarily address #1 and #2 above, and why we're having a hard time getting rid of this paradigm - these things used to work (obviously they don't anymore). I hope it's a helpful addition to the conversation.

January 7, 2013 | [Meika](#)

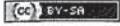
Chuck: You suggest "advocacy organizations should be promoting" the value capture approach to building transit. I've read your "value of value capture" blog post and understand what you're saying, but what would that approach look like today, and how would we get there?

January 10, 2013 | [Scott Rogers](#)

Scott, this is a great question. I don't have a ready answer. Will think it over and make it a future blog post. -chuck

January 14, 2013 | [Charles Marohn](#)

Comments for this entry have been disabled. Additional comments may not be added to this entry at this time.



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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Fwd: Join SVBC and Stanford Hospital & Clinics for SV Bike Summit 2013

5 messages

Fri, Feb 1, 2013 at 3:31 PM

To: |

Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

FYI only

Begin forwarded message:

From: Silicon Valley Bicycle Coalition <colin@bikesiliconvalley.org>
Subject: Join SVBC and Stanford Hospital & Clinics for SV Bike Summit 2013
Date: February 1, 2013 3:23:11 PM PST

If you're having trouble viewing this email, you may [see it online](#).

Share This:



Silicon Valley Bike Summit
Working together for safe streets and active transportation

February 26, 2013
11:45am–4:30pm

Oshman Family Jewish Community Center
3921 Fabian Way • Palo Alto, CA

Please join Silicon Valley Bicycle Coalition and Stanford Hospital & Clinics for an in-depth discussion on ways that governments, law enforcement, and advocates can work together to create safe, welcoming environments for bicyclists.

To register online: svbikesummit2013.eventbrite.com

We are excited to welcome our two guest speakers:

- **Mia Birk** is the former Manager of the City of Portland's Bicycle Program, where she oversaw the city's transformation into the most bike-friendly place in the nation. She is currently an adjunct professor at Portland State University, President of Alta Planning + Design, and the celebrated author of *Joyride: Pedaling Toward a Healthier Planet*.
- **Charlie Gandy**, an expert in community design, founded and served as the first Executive Director of the Texas Bicycle Coalition (now Bike Texas) from 1990 to 1994. Gandy also played a lead role in bicycle infrastructure developments as the Mobility Coordinator for Long Beach California's Bike Long Beach program and was chosen as Host Chair for the Pro Walk/Pro Bike Conference in Long Beach in September of 2012.

The event will also feature a panel of local experts and innovators who will discuss recent progress in making our roads safer for all users. The panel will discuss infrastructure, education efforts and strategies for improving the behavior of both people on bikes and people in cars.

Admission is \$25. A light lunch will be provided. Scholarships are available for those to whom the cost of admission is prohibitive. Please contact colin@bikesiliconvalley.org to apply.

Register for this exciting event by February 15th at: svbikesummit2013.eventbrite.com

Read more about the program and speakers at: bikesiliconvalley.org/bike-summit-2013

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PLEASE FORWARD THIS INVITATION ON TO FRIENDS, FAMILY, AND COLLEAGUES!

Please join Silicon Valley Bicycle Coalition and Stanford Hospital & Clinics for an in-depth discussion on ways that governments, law enforcement, and advocates can work together to create safe, welcoming environments for bicyclists.

This community-building annual event will take place on February 26, from 11:45 to 4:30, at the Oshman Family Jewish Community Center in Palo Alto. **Click here to register for this great event.**

We are excited to welcome our two guest speakers:

- **Mia Birk** is the former Manager of the City of Portland's Bicycle Program, where she oversaw the city's transformation into the most bike-friendly place in the nation. She is currently an adjunct professor at Portland State University, a president of Alta Planning + Design, and the celebrated author of Joyride: Pedaling Toward a Healthier Planet.
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Visit <http://svbikesummit2013.eventbrite.com> for your tickets before February 15!

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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Mon, Feb 4, 2013 at 9:10 AM

To:

Heads up, you have new neighbors. My son, his girlfriend, my nephew, and my son's good buddy just moved in on Balsam, down the street from you. Please take note that there are enough tenants in that group to form a rock band... Good news, at least one is an avid cyclist whom you may encounter on your commute

[Quoted text hidden]

Mon, Feb 4, 2013 at 8:02 PM

To: Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Excellent, make sure they know our address in case they need assistance with noise control or perhaps a beer stash. Altho we usually stock wine. We need youth and more cyclists in this neighborhood!

CBS

[Quoted text hidden]

Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Tue, Feb 5, 2013 at 2:33 PM

To:

How about motorcyclists? I forgot to mention that they have their own little motorcycle gang.

[Quoted text hidden]

Tue, Feb 5, 2013 at 6:27 PM

To: Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Gang?

Humm ... well it may get entertaining around here! Well, same message - our door is always open, everyone welcome.

[Quoted text hidden]



Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Bike lanes and rider expectations

2 messages

Sun, Feb 3, 2013 at 9:50 PM

To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>,

All,

I've included this link from BikinginLA blog:

<http://la.streetsblog.org/2013/01/29/roshach-test-what-do-you-see-when-you-look-at-this-photo/>

IT deals with riders who when given the option of having a bike lane still use the sidewalks. Some are his thoughts about perceived danger even in the bike lanes. (LA currently has a huge problem with hit and run collisions.) Many things have to happen before we can get more people out on the roads using bikes. The biggest seems to be fear.

Fear reduction needs to be accomplished not only with simple education of the bike rider but with slowing traffic down and prosecuting aggressive drivers. My big complaint is keeping assault with a huge motorized vehicle in the realm of motor vehicle code violations until someone gets killed. Intimidation or assault with a vehicle should not be treated any differently than the same action with a baseball bat, knife or gun.

Ralph

Wed, Feb 6, 2013 at 9:36 PM

To:

jwitthaus@sunnyvale.ca.gov

Hi, folks-

Thanks to Ralph for suggesting links to sites with some thought-provoking content. I would like to recommend another one <<http://iamtraffic.org>> that offers brief testimonials to the importance of the "Six E's" (Equality, Education, Engineering, Enforcement, Encouragement, and Evaluation) which are critical to providing bike accommodation that actually works in the real world, as opposed to the all-too-common wishful thinking that justifies appeasement of entrenched interests above all else, while pretending cyclists can make do with whatever scraps are left over.

Kevin