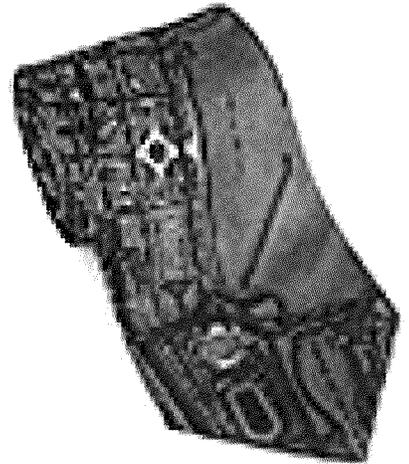
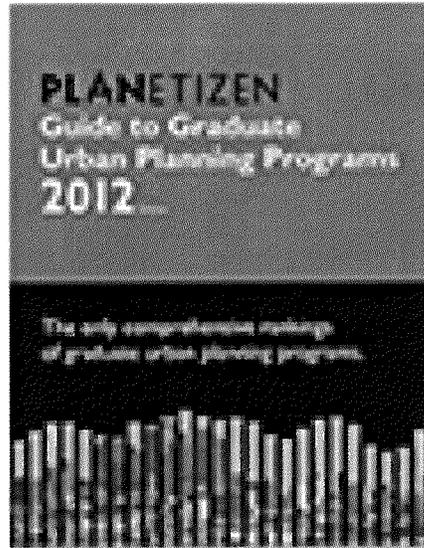
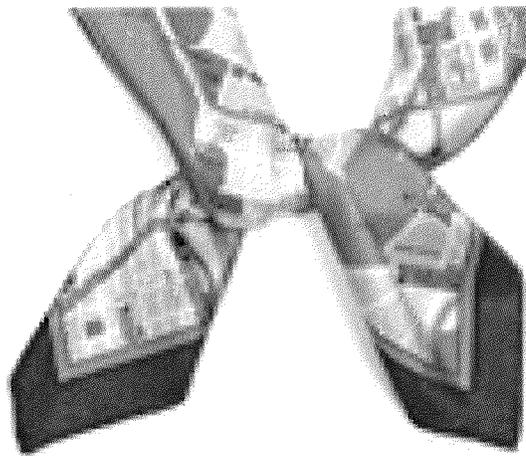
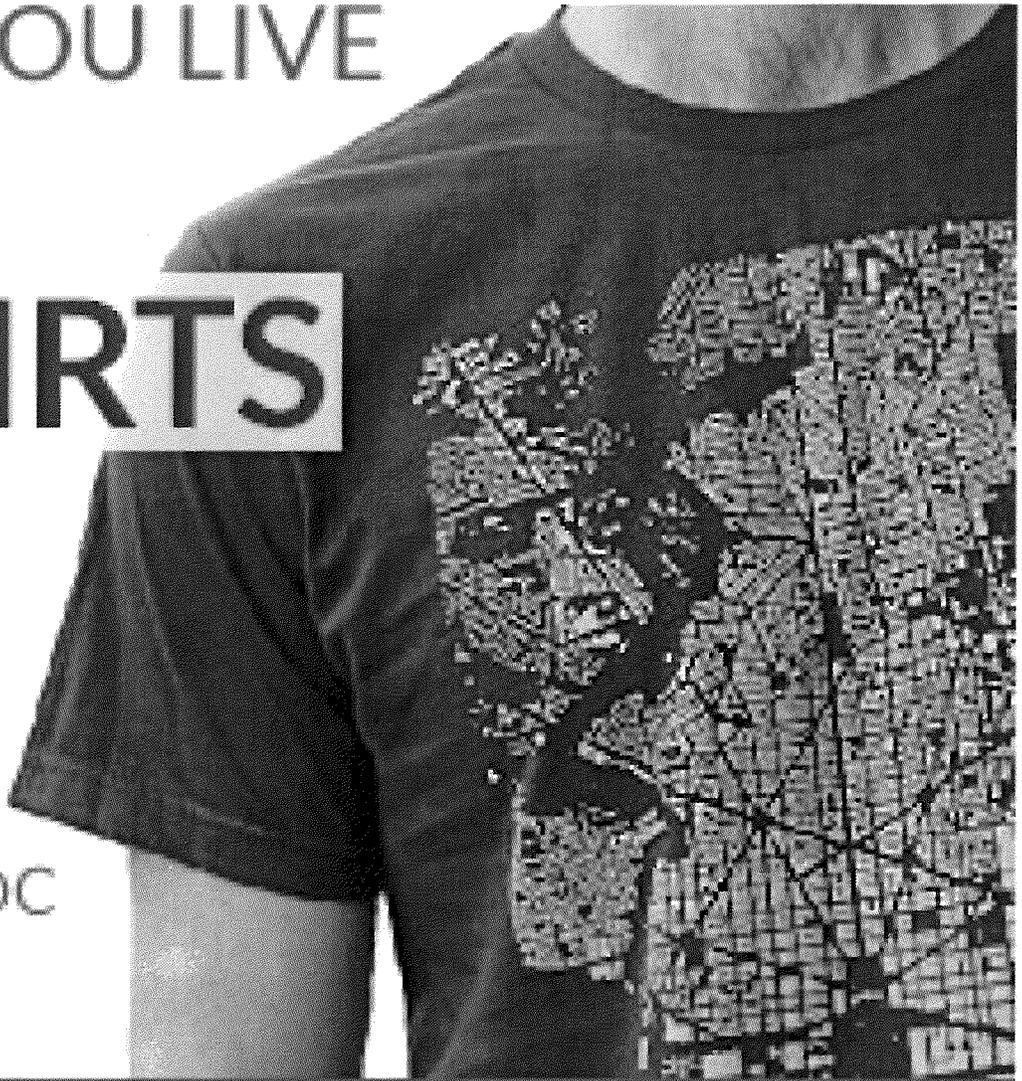


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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

bike infrastructure

1 message

Ralph Durham <durham.ralph@gmail.com>

Sat, Dec 29, 2012 at 12:31 AM

To: James Manidakos <manidakos1@netzero.com>, "Cathy B. Switzer" <cbsbikes@me.com>, Kevin Jackson <kjbiker@netzero.net>, Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

All,

Just saw this article about some changes in London. Of course we have to switch sides...

<http://www.standard.co.uk/news/london/cycle-lanes-for-undertaking-buses-8428588.html>

Ralph

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Cycle lanes for undertaking buses

But charity fears danger to blind pedestrians



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Ross Lydall Chief News Correspondent

21 December 2012

Bus stops are to be redesigned to prevent cyclists being forced into traffic as they ride past buses picking up passengers.

The designs are to be tested on one of Boris Johnson's "cycle superhighways" during its extension to the Olympic Park, to improve safety at one of London's busiest gyratory systems.

Cycle lanes will be cut into pavements to allow cyclists to pass to the left of stationary buses rather than having to move into the car lane.

The scheme, which is expected to be installed from late spring after public consultation, extends the superhighway 1.5 miles east from Bow roundabout, where cyclists Brian Dorling and Svitlana Tereschenko were killed by lorries last year.

However, David Kent, London engagement officer of Guide Dogs for the Blind, said the design would put visually impaired people at risk.

He said: "Cyclists are impossible to hear — they are the silent menace. Where it puts our particular client group at risk is exactly with designs like this." The arrival of the superhighway in Stratford marks a U-turn for Newham council after the

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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

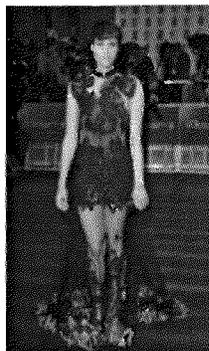
As a reservoir for broken glass, it looks a great idea. But on any other measure it's a gibberingly murderous gimmick.

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

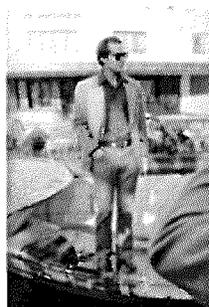
For cyclists, it's not quicker or safer or easier. It adds two awkward

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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.

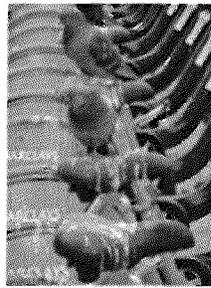
Utterly barking.

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



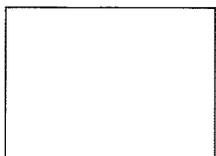
Polished to perfection... how the Duchess of Cambridge turned into a style icon



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 should 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 point 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 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 I 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 propotion 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
+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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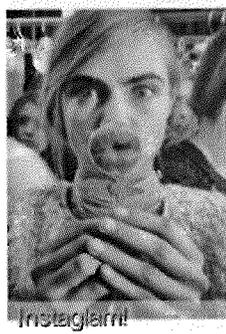
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Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Emphasizing crosswalks

1 message

cbsbikes@mac.com <cbsbikes@mac.com>

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

Cathy B. Switzer <cbsbikes@mac.com>

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

Cathy B. Switzer
1-408-987-7163 office
1-408-242-6259 iPhone



Jack Witthaus <jwitthaus@sunnyvale.ca.gov>

Site I think is worth looking at.

1 message

Ralph Durham <durham.ralph@gmail.com>

Thu, Jan 17, 2013 at 10:20 PM

To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>, "Cathy B. Switzer" <cbsbikes@me.com>, James Manidakos <manidakos1@netzero.com>

Cc: Kevin Jackson <kjbiker@netzero.net>

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