设计未来的理想街道

LET US DESIGN STREETS FOR THE FUTURE WE WANT

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2. Before and after images showing underutilized parking lot converted into lively public space with activities for all age groups.

3. An old overpass was transformed into a bright pink bicycle superhighway that connects key destinations in the city, commonly referred to as The Light-Path.

Streets are more than a conduit for movement. They are the largest network of public space in cities, on average comprising more than 30 percent of a city’s total area. In addition to meeting mobility needs, they serve as places for people to meet friends and for children to play. They are the front doors to business and the backyards to homes.

And yet, most streets today are not designed to maximize their potential. Street space is unfairly allocated, with the majority given over to private motorists. Many streets lack sidewalks, cycle tracks, space for transit, and other features that would support safe and sustainable transport. Consequently, streets in many cities are congested and polluted. Road vehicle crashes are one of the leading causes of death, and more than half of traffic fatality victims are pedestrians, cyclists, or motorcyclists — the primary modes for low-income urban residents.

The current state of urban streets is, in many ways, a design problem. While we prepare for the era of big data and autonomous vehicles — which is certain to reshape our transport system, bringing new solutions and challenges — we need to act now to redistribute street space and redesign streets to prioritize people. In fact, there are low-technology design solutions available to improve mobility and create better cities.

Cities around the world are proving that if streets are designed as places for people, they can help ensure a transport future that is safer, more equitable, and more efficient. Fortaleza, Brazil, for example, has committed to improving access to sustainable transport modes and improving road safety. Despite limited resources, in the last four years, the city has dramatically expanded its bikeway network, added bike share systems, and introduced new street design approaches to improve road safety. Community-driven programs like “Cidade de Gente” (The City for People) are reclaiming parking lots to provide lively public spaces. Through interventions like these, Fortaleza has reduced traffic fatalities by approximately 35 percent since 2010, achieved the highest bike-share ridership in Latin-America and, most importantly, won a 94 percent approval rate for community-driven public space and road safety programs.

Similarly, Auckland, New Zealand has made great strides toward becoming more accessible and livable by repurposing streets to give priority to pedestrians, cyclists, and transit riders. The city opted to give street space to a light rail system in its city center, a decision that actively puts the movement of people at the forefront of their investment. With strategic investments in public transport, the city has doubled transit ridership within 10 years. Further, the city repurposed an old overpass and transformed it into a bright pink bicycle superhighway that connects key destinations. Commonly referred to as The Light-Path, the new corridor recorded over 30,000 trips in its first month of operation.

Fortaleza, Auckland, and many other cities across the globe are reimagining and transforming their streets to more equitably address the mobility needs of their citizens. Crucially, decision-makers in these cities have redefined the metrics that typically inform allocation of street space, moving away from those that prioritize cars to instead measure performance on the basis of access, environmental quality, public health, and overall quality of life. Instead of measuring level of service for cars, Fortaleza is now measuring kilometers of...
new bike paths and increased transport access for low income communities, while Auckland measures the total capacity of a street (the number of people it moves) instead of the number of motor vehicles. Prioritizing metrics that measure the experience of people leads to a more equitable distribution of space, more efficient transport systems, and more livable streets.

These are the examples cities should be following. We cannot assume that automation and big data will solve issues of safety, congestion, and inequality in mobility that are currently plaguing our streets. The Fortaleza and Auckland examples — and many more that are included in the Global Street Design Guide — demonstrate that low-technology design solutions can also effectively improve mobility, road safety, and generally create better cities. Developed under the umbrella of Global Designing Cities Initiative (GDCI), which focuses on the critical role of streets within urban environments around the world, the Global Street Design Guide offers technical details to inform street design that prioritizes pedestrians, cyclists, and transit riders, with the input of experts from 72 cities in 42 countries.

The fundamentals of good street design will remain the same regardless of how Artificial Intelligence will reshape the automotive industry. Pedestrians will still need frequent opportunities to cross...
The Global Street Design Guide examines actionable infrastructure changes, taking into account existing street design and project goals. These improvements allow cities to better utilize their public space, enhance walking places, and foster economic activity. These changes aid in promoting traffic safety and efficient movement of all modes of transport.

6. In designing streets, prioritize the needs of walkability and placing them on top of the hierarchy pyramid.

the street at-grade, vehicles will need to be slowed at intersections through tightened curb radii, and transit riders will need safer spaces to wait and board. These are things that can be done today. While new technologies will give practitioners an opportunity to redesign our streets and to correct the mistakes of a century of urban planning, there is no reason to wait. We say let us start now. Let us use this opportunity to reclaim our streets and make them safer for all users. Instead of repeating past mistakes and relying on private car technology, let us change the way we measure the performance of our streets. The past, present, and future of our cities is people and it is time we design for them. LAF