设计未来的理想街道
LET US DESIGN STREETS FOR THE FUTURE WE WANT

安基塔·查克拉　美国国家城市交通运输官方协会全球城市设计倡议旗下项目负责人
梅琳达·汉森　美国国家城市交通运输官方协会全球城市设计倡议副总负责人
Ankita CHACHRA* Program Manager, Global Designing Cities Initiative,
National Association of City Transportation Officials
Melinda HANSON Deputy Director, Global Designing Cities Initiative, National
Association of City Transportation Officials
* 120 Park Ave, 20th Floor, New York, NY 10017, USA
ankita@nacto.org

2. 停车场改造前后对比图：未得到充分利用的停车场被转变为了适合各年龄段人群活动的充满活力的公共空间。
3. 一条老旧高架道路被改造为一条贯通多个关键性节点的亮粉色自行车高速路，并被命名为"光之路"。

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.

3 © Patrick Reynolds

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

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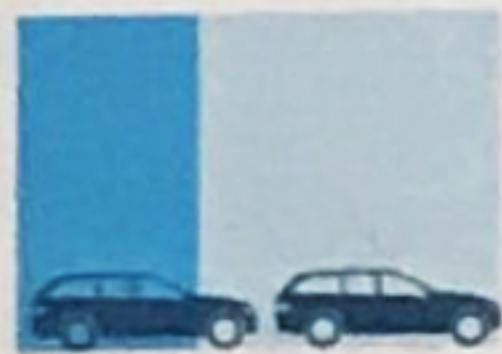
Private Motor Vehicles　私家汽车
600 ~ 1,600 / hour　每小时600~1 600人

Mixed Traffic with Frequent Buses　常有公交车通行的混合交通
1,000 ~ 2,800 / hour　每小时1 000~2 800人

Two-way Protected Bikeway　双向自行车专用道
6,500 ~ 7,500 / hour　每小时6 500~7 500人

Dedicated Transit Lanes　公交专用道
4,000 ~ 8,000 / hour　每小时4 000~8 000人

Sidewalk　人行道
8,000 ~ 9,000 / hour　每小时8 000~9 000人

On-street Transit Way, Bus Or Rail
路面公共交通（公交车或轨道交通）
10,000 ~ 25,000 / hour　每小时10 000~25 000人

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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.
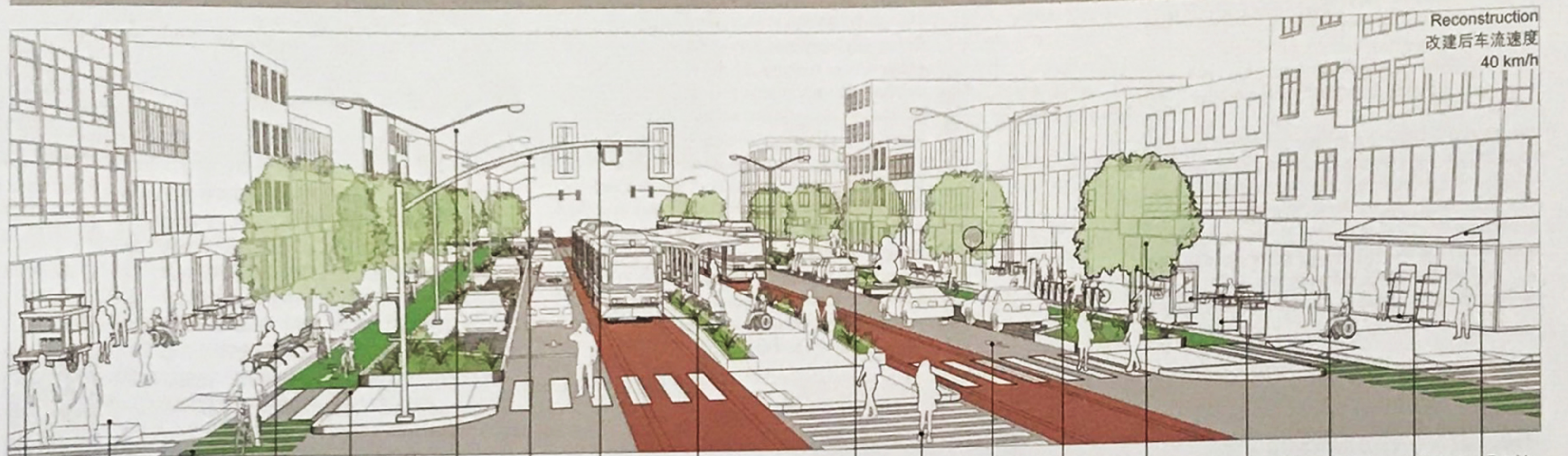
These are the examples cities should be following. We cannot assume that automation and big data will solve issues of safety, congestion, and inequality in mobility that are currently plaguing our streets. The Fortaleza and Auckland examples — and many more that are included in the Global Street Design 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

4. 不同交通方式下的运输总人数。图片显示了高峰期时正常情况下不同交通方式在3m宽的车道上每小时运输的总人数。

5. 在充分考虑现有街道设计和项目目标的前提下，《全球街道设计指南》检验了可能实现的基础设施改造方案。这些方案能够促使城市提高公共空间利用率、优化建成场所、激发经济活力，同时也有助于提升街道安全和各种交通方式的移动效率。

4. People capacity of different modes. The illustration shows the hourly capacity of a 3 m-wide lane by different modes at peak conditions with normal operations.

5. The Global Street Design Guide examines achievable infrastructure changes, taking into account existing street design and project goals. These improvements allow cities to best utilize their public space, enhance existing places, and foster economic activity. These changes aid in promoting traffic safety and efficient movement of all modes of transport.

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Existing
当前车流速度
60 km/h

Reconstruction
改建后车流速度
40 km/h

| Invite Street Activity 引入街道活动 | Change Street Geometry 改变街道几何形态 | Create Cycle Facilities 设置自行车道配套设施 | Add Seating 增设座椅 | Add or Improve Pedestrian Crossing 增加人行横道数量或提升其品质 | Add Energy-Efficient Lighting 增设节能照明设备 | Improve Signals 改善信号标识系统 | Enhance Enforcement 加强监管 | Organize Transit 有序组织换乘 | Integrate Public Artwork 引入公共艺术作品 | Connect Walking Networks 贯通步行网络 | Upgrade Materials 升级路面材料 | Reduce Speed Limits 降低限速 | Add Green Infrastructure 增设绿色基础设施 | Provide Street Furniture 提供街道服务装置 | Include Wayfinding 设置导向标识系统 | Activate Ground Floors 激活底层商铺 | Provide Climate Protection 提供气候应对设施 |

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6. 在设计街道时优先考虑人的需求，将人置于金字塔顶层。

6. Prioritizing people in street designs 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 safe spaces to wait and board. These are things that can — and should — 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**

1. Pedestrians
行人

2. Cyclists and Transit Riders
自行车骑行者和交通换乘者

3. People Doing Business and Providing City Services
商贩和市政服务人员

4. People in Personal Motorized Vehicles
私家车驾驶者

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