

# World News

## Cyclists Bare All for Bike Safety

Naked against the traffic, “This city is mine!” was the slogan shouted on June 11, 2005 by over 600 Spanish cyclists that participated in a unique global protest on behalf of cyclist safety and rights. A group calling itself the *Colectivos Ciclonudistas de Aragón*



Protestors equated nudity with the vulnerability of cyclists on the streets in Spain

organized naked rides throughout several Spanish cities, including the capital Madrid, Pamplona, Iruñea, Barcelona and Huesca. Why naked? To emphasize the vulnerability of their bodies in traffic, said the organizers. “We propose a model of a city where people get back their space...where there is a commitment to pedestrians (which we all are) and to less polluting and more efficient means of transport,” the organizers said in a statement. The group hopes to influence government officials to bring about “justice on the road” by providing more space for cyclists and pedestrians.

[www.ciclonudista.net](http://www.ciclonudista.net)

## Ten Point Plan for Protecting Pedestrians

On May 25, 2005, Mayor Greg Nickels of Seattle announced a comprehensive ten point-plan to “keep cars from hitting pedestrians.” The campaign demonstrates Mayor Nickels’s commitment to reducing the approximately 400 pedestrian collisions that happen each year on Seattle streets. “Even one pedestrian collision is too many.” said Nickels. As part of this ten point pedestrian safety campaign, Seattle has created a series of television and radio public service announcements and print ads that alert drivers to “Drive Carefully...Think of the Impact You Could Make.” In the next few years, the Seattle Department of Transportation will also upgrade 110 crosswalks, improve walking routes leading to

two major public schools and install more red light cameras and speed limit trailers throughout the City. The Seattle Police Department will step up its enforcement efforts through monthly patrols targeting motorists who fail to yield to pedestrians and continued enforcement of the “Don’t Block the Box” signs.

[kuow.org](http://kuow.org), [seattle.gov/transportation](http://seattle.gov/transportation)

## Go Play in the Street!

On June 1, 250,000 kids took to the streets of the Netherlands to take part in National Street Playing Day. With the help of more than 1,000 local groups and 25,000 volunteers, 2,000 streets were closed to motorized traffic to provide safe environments for children to play outside.

The initiative for Street Playing Day comes from the Dutch organization *Voor Veilig Verkeer* (For Safe Traffic), aka 3VO. 3VO’s priority is traffic safety for adults and children. Their “neighborhood playing policy” says that children ages four to six should be able to play safely in sight of their home. For children ages six to twelve, this area increases to several hundred meters from the home. In 30% of the towns Street Playing Day is celebrated, the city council has responded by installing new crossing places for pedestrians and bikes and by erecting fences in front of schools and around playgrounds. National Street Playing Day can serve as a glimpse into a world where children, adults and the elderly of all colors and sizes can actively live and play together on a street that they choose to make car-free.



[carbusters.org](http://carbusters.org)

## Paris by...Bus, Less Romantic, More Convenient

Paris has joined the ranks of Bogotá, Copenhagen, Amsterdam, and London—major cities intent on improving public space by aggressively pursuing new ways to balance the needs of pedestrians, cars, and transit. Mayor Bertrand Delanoë’s aggressive campaign to reclaim city streets for people has led to widened sidewalks, 200 miles of new bike lanes and plenty of new trees across Paris. In addition, the Mayor has designated several “Paris Respire” (Paris Breathes) zones, where driving is not allowed on Sundays or holidays. The most controversial of Delanoë’s projects so far, however, has been the construction of 25 miles of dedicated bus lanes along some of the city’s most important boulevards. The lanes are 13 feet wide in order to comfortably accommodate bicyclists and buses.

So far, City Hall’s transportation management efforts have been successful. Car speeds have remained stable, while bus speeds have increased significantly. Bus users love the new corridors since they allow buses to move much faster (twice as fast on the corridors, 25% faster city-wide) and more regularly—so regularly, in fact, that the city is now installing a panel with real-time bus information at every bus shelter. Air pollution also appears to be decreasing and the use of public transportation in the greater Paris region rose by 5.5% last year.

According to a recent survey, more than 80% of Parisians approve of the changes and want more.

[pps.org](http://pps.org)

## Cycling Surges in London

Bicycling in London has increased dramatically in recent years. Local officials attribute some of the boom to the reduction in central city traffic by the city’s congestion charge of £5 or \$8.70 USD (soon to rise to £8, \$14 USD), and to long-term efforts to accommodate cyclists on city streets and roads. Transport for London recently reported that bicycle trips had increased 67% since May 2000. At a recent conference organized by the London Cycling Campaign, Mayor Ken Livingstone urged companies to capitalize on the bike boom by installing more bicycle parking. He said that while cycling was declining in the United Kingdom as a whole, London is on track for an 80% increase in bike trips by 2010. A Transport for London official said the city was aiming for a 200% increase in bike ridership by 2020.

[tstc.org](http://tstc.org)