



A Collection of Primary Tools



Green Transport

Tool GB 3: Planning for Non-Motorized Transport

Why do we need this tool?

Most bigger Urban Conglomerations are suffering from traffic congestion and air pollution due to the excessive concentration of individual automobiles. Conventionally fuel consuming vehicles are additionally one of the causes for Climate Change and Global Warming. Therefore alternative means of increasingly transportation are sought and promoted all over the world.

What this tool does:

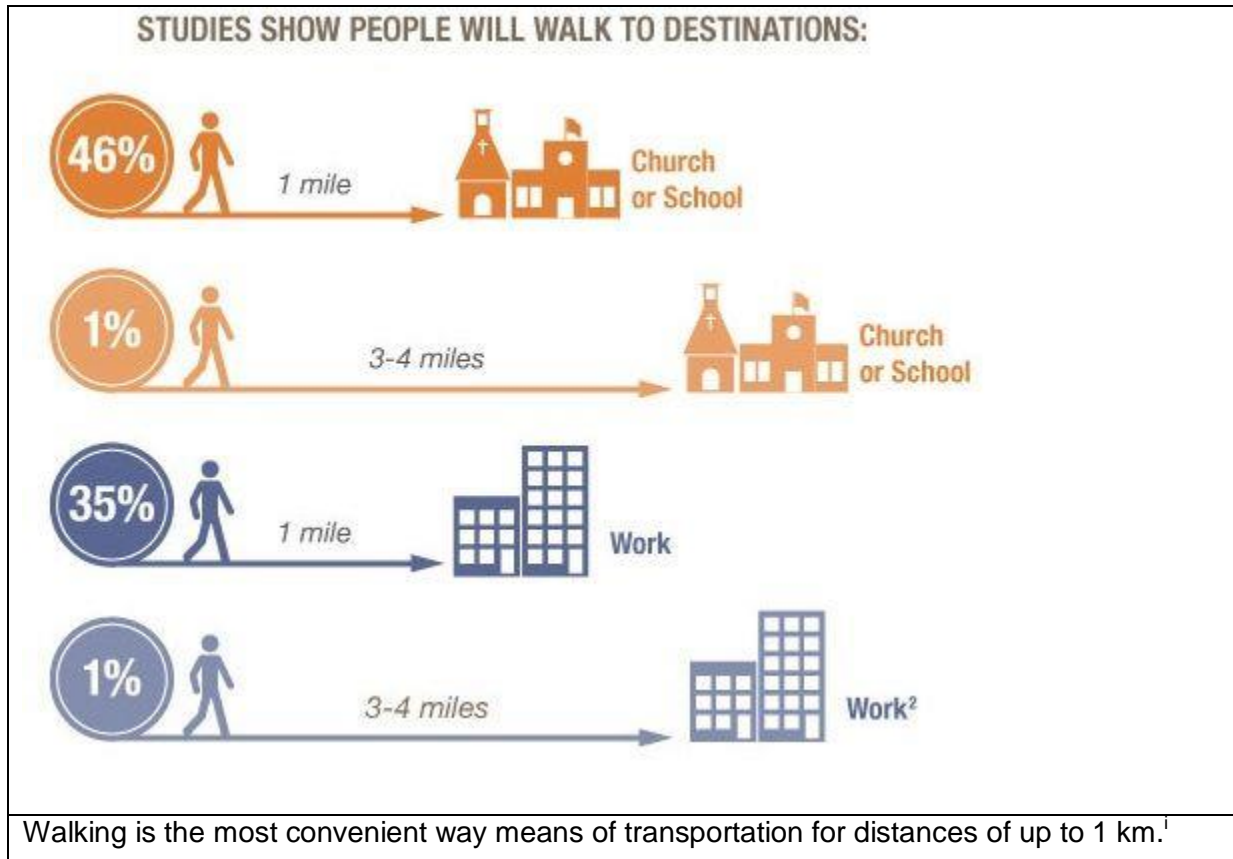
Non-motorized Transportation (also known as Active Transportation and Human Powered Transportation) includes Walking and Bicycling, and variants such as Small-Wheeled Transport (skates, skateboards, push scooters and hand carts) and Wheelchair travel. These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip to serve both objectives. For example, some people will choose to walk or bicycle rather than drive because they enjoy the activity, even if it takes longer.

How does it work?

There are many specific ways to improve non-motorized transportation:

- Improve sidewalks, crosswalks, paths and bike lanes.
- Correct specific roadway hazards to non-motorized transport – lack of signage, difficult level crossings, lack of traffic lighting.
- Reduce conflicts between users (pedestrians, cyclists, cars).
- Improve maintenance and cleanliness of cycle lanes.
- Design systems that accommodate people with disabilities and other special needs).
- Develop pedestrian oriented land use and building design.

- Increase road and path connectivity, with special non-motorized shortcuts, such as paths between cul-de-sac heads and mid-block pedestrian links.
- Street furniture (e.g., benches) and design features (e.g., human-scale street lights).
- Traffic calming, streetscape improvements, traffic speed reductions, vehicle restrictions.
- Plan and design roadways to increase walking and cycling safety.
- Safety education, law enforcement, promotion of cycling and walking.



- Integration of cycling with public transit.
- Parking facilities for bicycles.
- Manage security concerns of pedestrians and cyclists.
- Introduce and manage public, automated bicycle rental systems designed to provide efficient mobility for short, utilitarian urban trips.
- Build pedaways ("walkways") which are indoor urban walking networks that connect buildings and transportation terminals.
- Create an information system (maps, digital application systems) to guide users to multi-modal transport systems which explain how to walk or cycle to a particular destination



Signal with push button activatorⁱⁱ



Raised intersections make walking saferⁱⁱⁱ

Literature / further information:

- Non-Motorized Transportation planning – Identifying ways to Improve Pedestrian and Bicycle Transport. <http://vtpi.org/tdm/tdm25.htm>
- FMAPS. 2012. Non-Motorized Transportation Plan – Solutions Toolkit. http://fmats.us/wp-content/uploads/2012/08/NMTP-Solutions-Toolkit_FINAL_12y01m23d.pdf
- Angus, H. 2016. 10 Bike Lanes So Depressingly Crappy They're Almost Funny. *Momentummag*. 8 August. https://momentummag.com/bad-bike-lanes/?utm_source=WhatCountsEmail&utm_medium=Weekly%20-%20CAN%20&%20INT%27L&utm_campaign=Aug_11_Weekly_CAN

Credentials;

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References:

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Source: https://www.pinterest.com/pin/187954984420077086/sent/?sender=305682030866350581&invite_code=1385beaebabe1f141bbb9d34f2f87723

ⁱⁱ Source: FMAPS. 2012. Non-Motorized Transportation Plan – Solutions Toolkit.

http://fmats.us/wp-content/uploads/2012/08/NMTP-Solutions-Toolkit_FINAL_12y01m23d.pdf

ⁱⁱⁱ Source: <https://www.ssti.us/wp/wp-content/uploads/2013/11/NACTO-SSTI-webinar-Nov19-20131.pdf>