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Beyond the Car Streets as Places



6 foundations since 1991



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ENVIRONMENTAL



PARTNERSHIP

News

Nurturing a healthy
environment
and civil society
from the grassroots



Bulgaria • Czech Republic • Hungary • Poland • Romania • Slovakia



FUNDATIA PENTRU
PARTENERIAT



NADACE
PARTNERSTVÍ



ÖKOTÁRS
ALAPÍTVÁNY



РНИЗДНО
ФТОЖИВООСТ



FUNDACJA
PARTNERSTWO
DLA ŚRODOWISKA



ekoPolis
nadácia



**Regional
programs:**

Greenways

Public Spaces

Mobility

By numbers

- 1991: 20 years
- Supported over 9000 initiatives
- Invested over €26,000,000
- 8000 km of cycling paths and nature trails
- 500 independent environmental NGOs

environmentalpartnership.org



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Central & Eastern European Greenways Program



History

- Late 1996 – 1st Greenways activities started in CR – Prague – Vienna Greenway with American Greenways
- 2001- CEG program established
- 2002 – EPSD members join EGWA

Today

- Approximately 8,000 km of greenways
- International: 7
- National/Long distance: 3
- Regional: 15
- Local: 15
- Over 500 civic initiatives, projects
- Shared set of criteria, principles, joint programming



STICHTING
DOEN

■ NATIONALE ■
POSTCODE
LOTERIJ ■



Rockefeller
Brothers Fund
Philanthropy for an Interdependent World



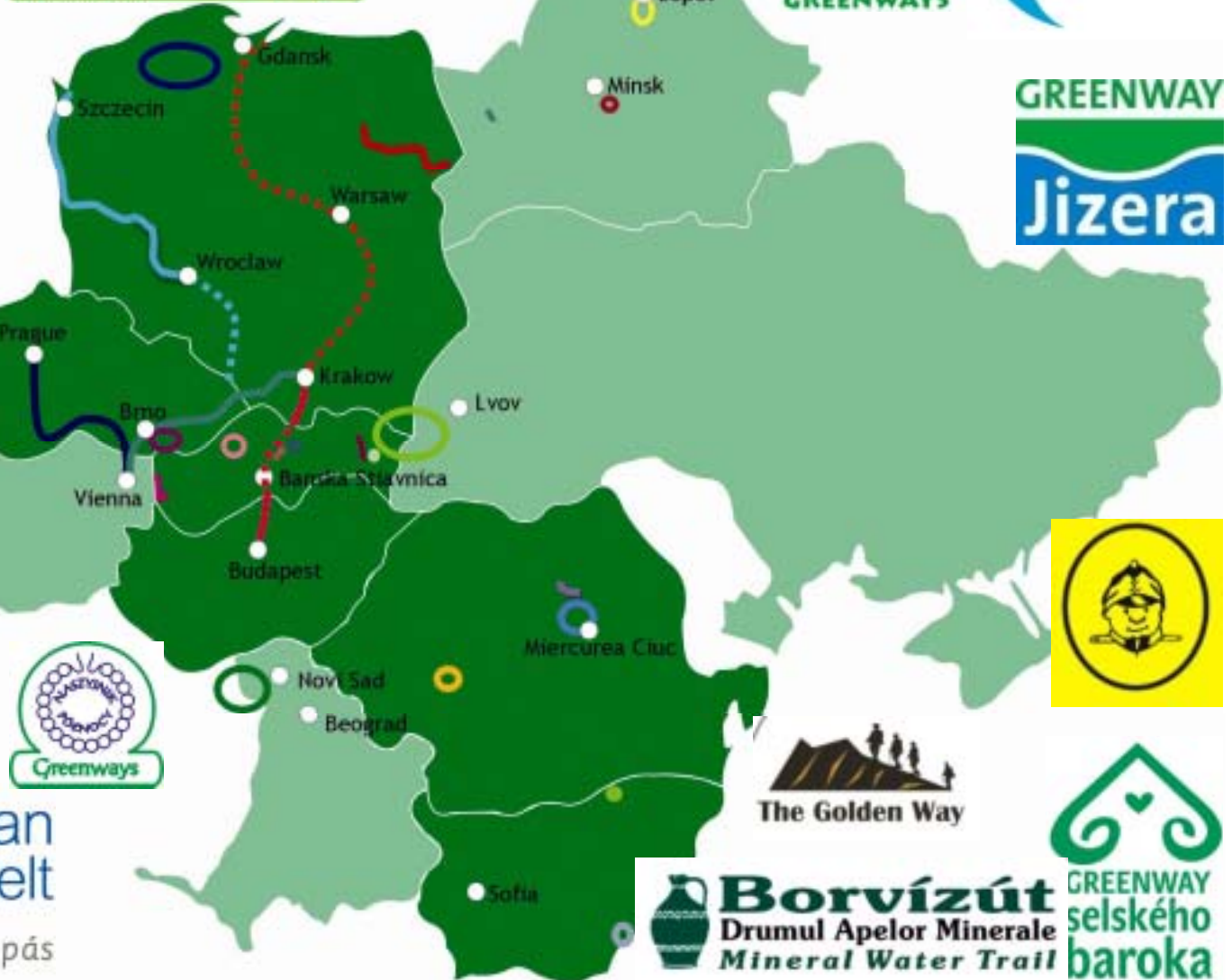
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szlak Odry



„MORE than just TRAILS...”

8.000kms of trails





EPSD – PPS strategic partnership

Project for Public Spaces:

- 34 years of Placemaking
- 50 U.S. States, 30 Countries
- 2000+ Communities
- 3 Million annual web visitors
- 35,000 people get their electronic newsletter

Promote Placemaking in
CEE and beyond





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Sustainable Cities

Economic, environmental and social justice



- Equal(er) access
- Equal (er) opportunities
- Inclusive
- Inter-modal transport
- Certain preconditions for achieving SC.



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Sustainable Cities?

Institutional weakness, exclusion of social sectors (especially indigenous peoples and the poor) , lack of civil society, violence...

Re-emergers:

Spain, Latvia, Lithuania, Estonia, Poland, Czech Republic, Slovakia, Hungary, Bulgaria, Romania, Former Yugoslavia, Former USSR, Chile, Ukraine, Mexico, South Africa

Weak:

Turkey, Greece, Argentina, Paraguay, Brazil, Angola, Iraq, Afghanistan, Pakistan, India, Albania, Russia, Serbia

Dictatorships:

North Korea, Belarus, Cuba, China, Zimbabwe, Sudan, Myanmar, Libya, Egypt, Uzbekistan, Ethiopia, Turkmenistan.

2,900,000,0000 people – Sustainable City
Challenged!!!!

Trends in CEE



73 % of the population lives in urban areas

- 73% (2005) to 78.0% in 2025
- Urban areas occupy between 7%-12.0% of the total land area
- **Urban sprawl** – breakdown of boundaries between urban and rural areas, putting great pressure on the natural landscape setting
- **the historic core is surrounded** by physically separated new suburbs, which are nevertheless functionally linked to the urban centre, leading to growth in road traffic resulting in the loss of biodiversity and fragmentation of the natural environment

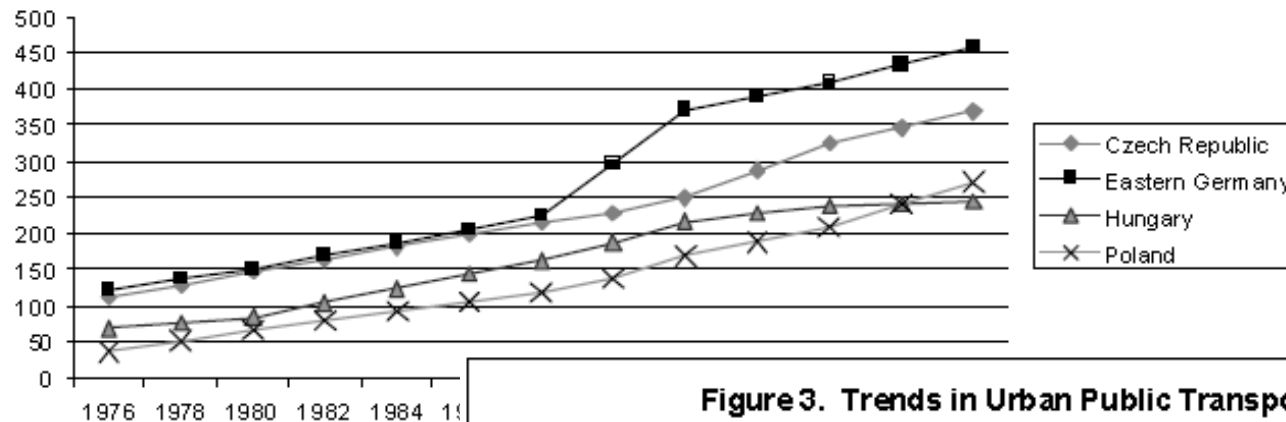
URBAN SPACES PLAY A VITAL ROLE



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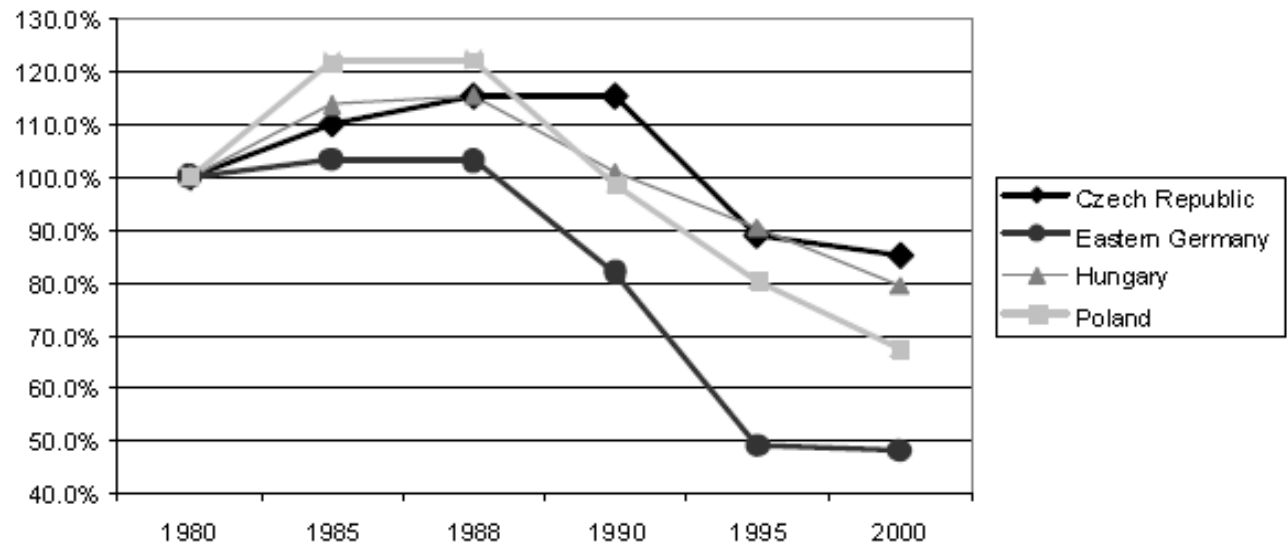
Trends in CEE

Figure 2. Trends in auto ownership for the Czech Republic, Hungary and Poland (cars per 1000 population)



Sources: The World Bank (1999, 1998); Ministry of Transport, Federal Statistical Office (2003); Prague

Figure 3. Trends in Urban Public Transport Use, 1980-2000 (annual trips relative to base year 1980)



Sources: Ministries of transport and central statistical offices of Czech Republic, Germany, Hungary, and Poland.

Slovakia - Europe's Detroit!

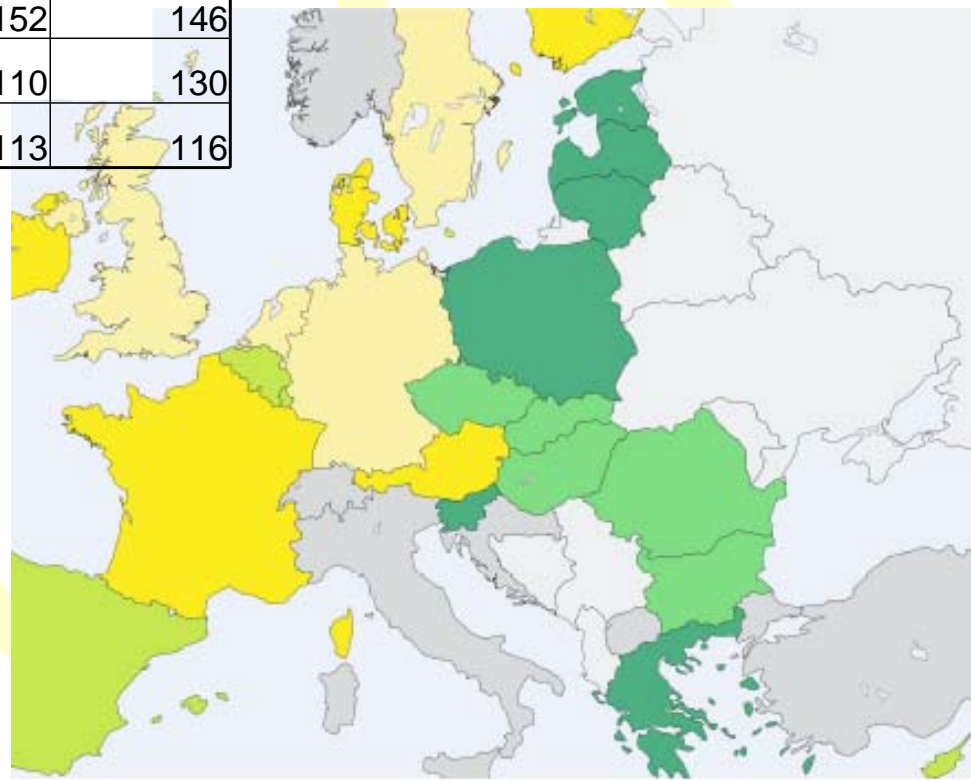
Central Europe is a major car
PRODUCER - @ 3,000,000
vehicles

In CEE, Safety is a major concern

Traffic deaths per million inhabitants

Country/area	1997	2002	2007
EU 27	126	109	86
EU 15	116	101	73
Bulgaria	110	122	131
Czech Republic	155	140	119
Hungary	135	140	122
Poland	189	152	146
Romania	130	110	130
Slovakia	146	113	116

Source: Eurostat



Great Streets



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Economic Opportunities



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Access to Green Space, Urban Nature, Recreation





Improved Safety and Security

Pedestrians, cyclists,
dogs



Sense of community – Social inclusion



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How do we get there?

Put people first!



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When you design your community around cars and traffic ...you get more cars and traffic



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When you design your community around people and places ... you get more people and places.



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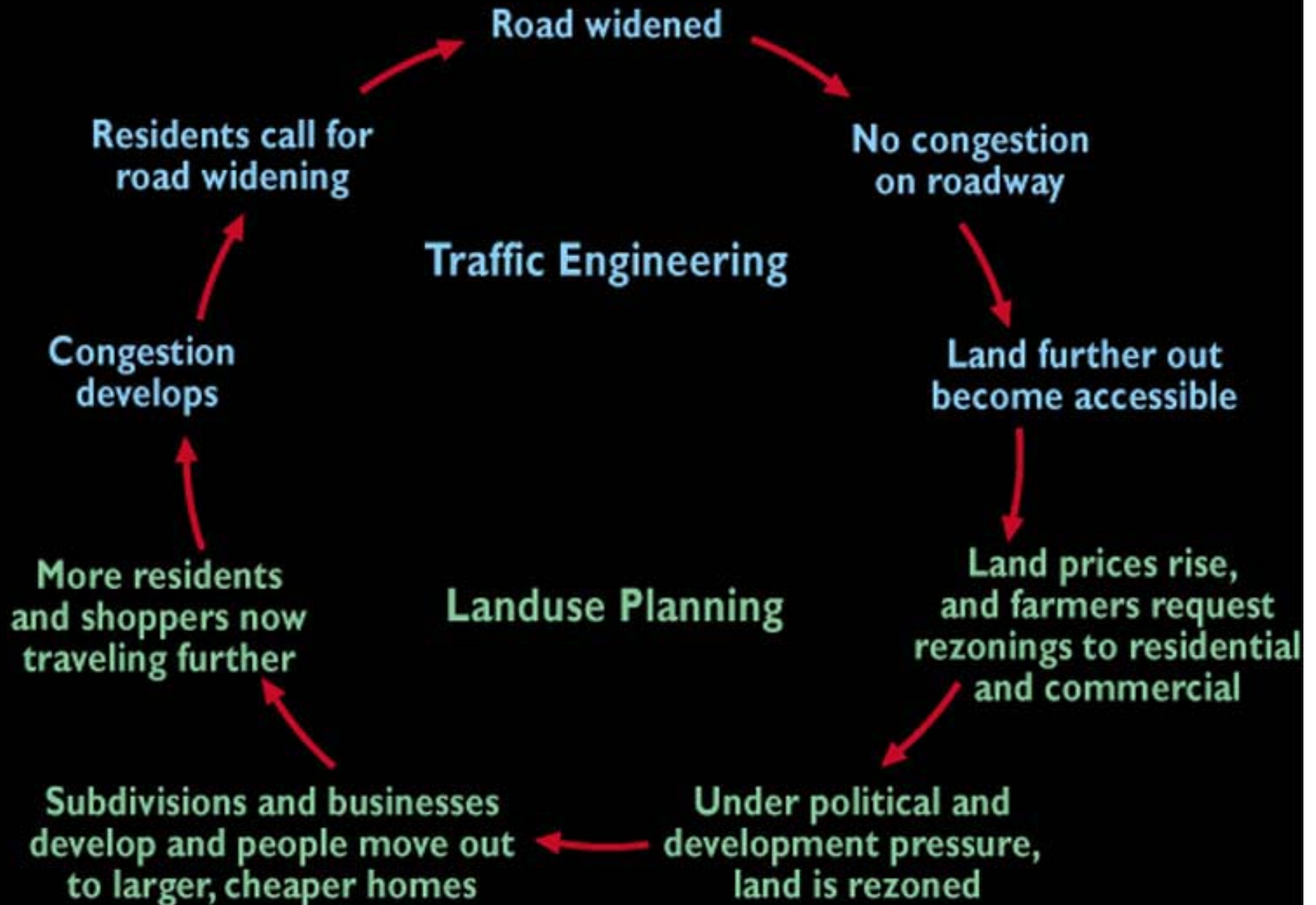


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Land use and transport are interconnected



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Transportation Paradigm Shift

Old Paradigm

- Large area planning
- Arterials
- Access to shopping centers
- Retail market area - large
- Single family bedroom communities
- Big roads, wide intersections, and parking lots
- Big solutions (interstates/bypasses)
- Standards-based (Green Book)
- Performance is about mobility

New Paradigm

- Small area planning
- Boulevards
- Access to corner markets
- Retail Market area - small
- Mixed residential/office/services with local businesses
- Bike paths, sidewalks, narrow streets, and transit
- Small solutions (road connectivity, context sensitivity)
- Place-based
- Performance is about access and sense of place



Fast  Slow



Slow  Fast

91% of Copenhagensers cycle because it is fastest



Example of a typical Prague driver



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The Czech
Environmental
Partnership
Foundation

**20.000 km annually = 80.000 CZK
= 4 CZK/1km**

**PHM 40.000
+ amortization 25.000
+ insurance 10.000
+ maintenance, parking, fees 5.000 Kč**

= 1150 hours

**500 hours driving
+ 650 hours working to maintain
the car**

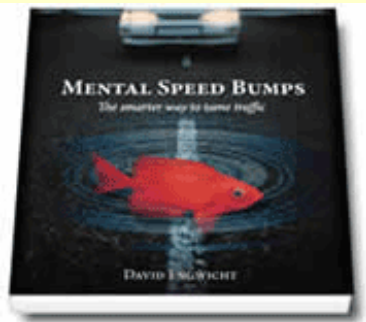
**20000 : 1150
= 17,4 km/hour.**



“Traffic is a **social problem**, not a design problem.”



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Mental Speed Bumps -
by David Engwicht



The best streets are welcoming to all people, from children to the elderly. We need a cultural change, an **“outbreak of civility.”**



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PRINCIPLES OF GREAT STREETS

- Attractions & Destinations
- Identity & Image
- Active & Connected Edge Uses
- Amenities
- Management:
Central to the Solution
- Seasonal Strategy
- Diverse User Groups
- Traffic, Transit & the Pedestrian
- Blending of Uses and Modes
- Protects Neighborhoods



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Attractions & Destinations

- Curiosity, chaos, choices, rhythm, pace – with special places and rest spots
- Clustered activity points of interest
- 10+ destinations – including food and markets, local retail, art, play, education, health/recreation





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Attractions & Destinations

- Street design responsive to adjacent land uses, not a streetscape plan

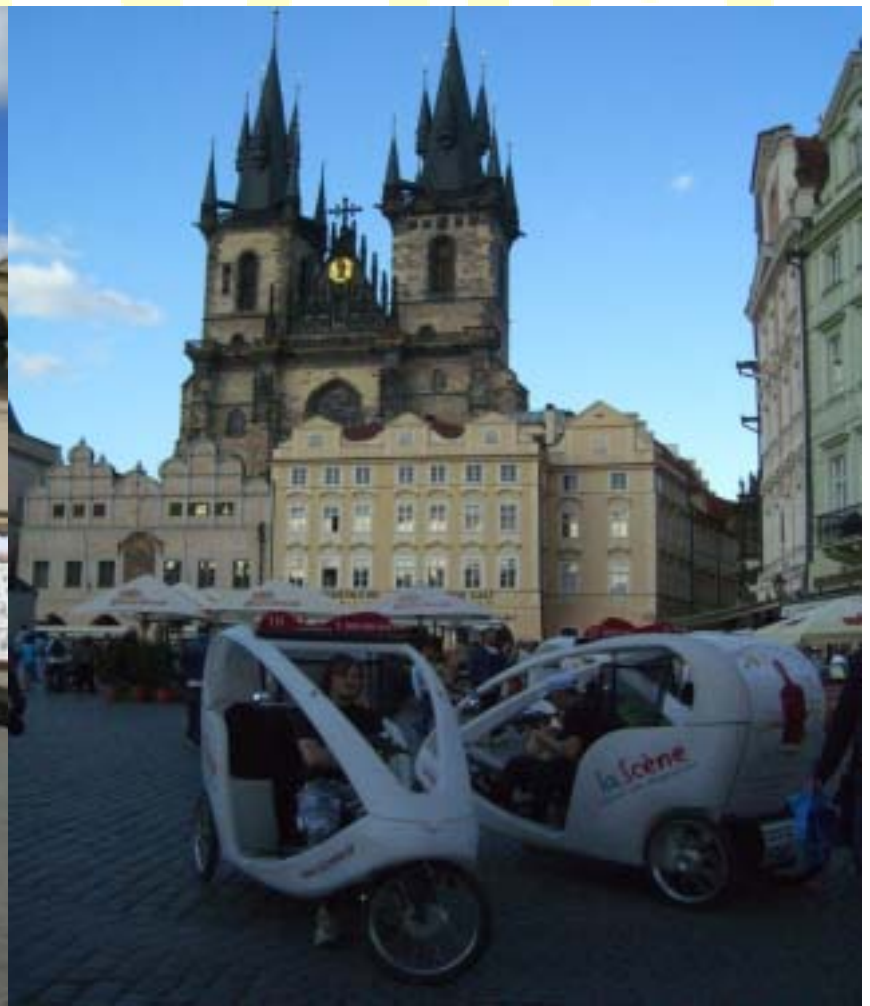




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Identity & Image

- Showcase local assets to create a distinct sense of place
- Businesses, pedestrians and drivers raise their behavior (conform, respect) to this vision





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Active & Connected Edge Uses

- Activate the street with ground floor uses
- Pedestrians choose their path based on the expectation of a social, commercial or aesthetic experience





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Amenities

- Public and private seating options
- Triangulate to support use – cluster sidewalk elements like benches, waste baskets, planters, lampposts, cafes





Management - Central to the Solution

- Maintenance and security
- Programming – daily activity generators and cultural, civic and seasonal celebrations
- Don't depend on the city government! NGO option.





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Flexibility

- Street design must respond to community use



Seasonal Strategies



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Activate
throughout the
day, week and
year

Draws Diverse User Groups

- No one group or use dominates (ethnicities, ages, interests, economic means, etc.)
- Include access for the poor





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Traffic, Transit & the Pedestrian

- Range of transportation options – access for the poor
- Complete street design (all appropriate modes are accommodated)





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Traffic, Transit & the Pedestrian

- Walkable – there are places to go
- Connected to adjacent areas



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Protects Neighborhoods

- Clear transitions and changes in street character between high and low function roadways



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Mobility Plan Manuals



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a strategy to help an organization or locality reduce its transport impacts and influences the travel behavior of its employees, suppliers, visitors and/or customers.

reducing or limiting individual automobile transport to the lowest possible level and increasing the level of environmentally responsible transport.





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Safe Routes to School – Czech Republic

School mobility plans, mapping problematic places, creating solutions

DOPRAVNĚ PROBLEMATICKÁ MĚSTA – POPIS NEDOSTATKŮ

Měřítko: 1:5 000





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Traffic Calming

Cesty městy – Contest

A VERY inexpensive tool to promote traffic calming!

- 9 year competition for best traffic calming projects
- Municipalities, regional governments, associations
- Total prize: 12,000 Euro

Traffic calming

Raised surfaces

- at crosswalks for pedestrians
- at intersections
- at public transportation stops



Improvement of cycling infrastructure



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rozvoj infrastruktury:

- komunikace pro pěší a cyklisty
- parkovací infrastruktura
- integrace s dalšími druhy dopravy



Conclusions

Great Streets:

- Put people first
- Promote social, environmental and economic justice
- Depend on active participation
- Take planning and partnership
- Are the front line of sustainability
- Small steps, petunia projects make a difference



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Thank you



David Murphy, Director
Daniel Mourek, International Coordinator
www.environmentalpartnership.org