Comparing Active Transportation in China and Europe

Shawn Turner, P.E.
Texas Transportation Institute

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Overview

• Challenges
  - Behavior and behavioral change
  - Economic development
  - Chic and social acceptance

• Concluding thoughts on change
Behavioral Response: Denmark
Behavioral Response: China
Behavioral Response: Germany
Behavioral Response: China
Behavioral Response: China
Tipping Point

• Is there a “tipping point” for behavior change for motorists? For cyclists? For pedestrians?
• Is it related to numbers of users?
• Is it related to street environment?
• Is it related to culture/attitudes?
• Most likely complex interaction of all
• What can we do about it in US??
Economic Development - Europe

• Active transportation directly affects economic development
Economic Development - China

- Balanced transportation (auto-public transport-active transp.) is important for economic development
Economic Development - US

• Where does the US fall?
• Auto mobility is necessary for economic development?

• How does active transportation contribute to economic development in US??
Chic – Denmark, Germany
Chic – China
Chic-ness: Vanity Appeal in US?
Winterthur, Switzerland

Pedestrian Priority Zone in Historical City Center, 2009

(Source: Presentation by Stefan Gerber, City of Winterthur, Switzerland)
Winterthur, Switzerland

1955

1970

1980

2000

(Source: Presentation by Stefan Gerber, City of Winterthur, Switzerland)
Strøget, Copenhagen, 1960

Source: Gehl and Gemzøe, *New City Spaces*, 2000
Strøget, Copenhagen, 2000

Source: Gehl and Gemzøe, New City Spaces, 2000
Bern, Switzerland, 1960s/70s

Source: http://www.parlament.ch
Chang’An Street, Beijing
Chang’An Street, Beijing
Recap

• Challenges
  - Tipping point for behavioral changes?
  - Effects on economic development?
  - Chic-ness and social acceptance?

• Change
  - Evolutionary
  - Revolutionary
Questions or Comments?