

# Stu's Notes #5

*Stu's Notes* provide selected passages from books that are of interest to Stu. They are primarily direct quotes, though some longer passages are summarized. They do not generally provide a thorough synopsis of the book. Rather, they capture individual facts or opinions of interest, which may or may not be reflective of the overall text.

Unlike other editions of *Stu's Notes*, this one is primarily a collection of other resources recommended by the author.

**Title:**        **Carfree Cities**

Author:        J. H. Crawford

Publisher:    International Books

Published:    2000

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*Summary:    Develops a concept for a car-free city. The concept is pedestrian-oriented development nodes, each centred on a rail-based transit station. All transit lines would converge in the urban core, so any trip would have at most one transfer. Freight would also be delivered by the rail-based system, in containers. Each person would be no more than five minutes walk from transit, and no more than five minutes walk from untouched nature (on the edge of each node). With thoughts on how this idealized concept could be applied to an existing city.*

Highlights:    The book's website is [www.carfree.com](http://www.carfree.com), which explains the author's concept.

"Relationships Between Highway Capacity and Induced Vehicle Travel", Robert B. Noland, U.S. Environmental Protection Agency, 16 November 1998, paper no. 991069

Traffic calming & unintended consequences, "End of the Road", Wolfgang Zuckermann, Post Mills, Vermont, Chelsea Green Publishing Company, 1991.

"To counter the perceived drift toward White House control, the highway coalition went underground in 1942 to seek common ground. Meeting for lunch each Thursday behind closed doors in Washington, 240 oil, rubber, and auto bigwigs, top highway bureaucrats, trade association executives, and public relations specialists debated how to maintain hegemony in the highway field. No press releases issued from this secret society, referred to by Washington insiders as simply the 'Road Gang.'" Goddard, p.171 (*Getting There: The Epic Struggle Between Road and Rail in the American Century*, New York, Basic Books, 1994.)

Ken and Roberta Avidor have developed a quite detailed plan for a sustainable community called Tamarack in the U.S. Midwest. The population of the town would be limited to about 30,000, with access only by rail or bike.

"My advice to local authorities is to go for clean air, protected countryside and quiet residential areas. These are the assets that stimulate economic development. Unfortunately, too many authorities are providing the opposite: an area with terrific accessibility, but which is noisy, polluted and criss-crossed with motorways." Whitelegg, quoted in Newman & Kenworthy, p.53 (*Sustainability and Cities: Overcoming Automobile Dependence*)

If everyone used as much energy and as many resources as the average North American, we would need a planet three times as big as the Earth to supply food, energy, and raw materials. Newman & Kenworthy, p.20

Christopher Alexander argued convincingly in *The Production of Houses* that houses tailored to the needs of individual owners can actually be cheaper than mass-produced houses. He describes an entirely different approach to building houses. (*The Production of Houses*, New York, Oxford Press, 1985.)

It must be admitted that the Dutch can do anything on a bike. You haven't really seen serious bicycling until you've seen someone ride past with an unframed full-length mirror tucked under one arm.

Those interested in an excellent history of urban planning since about 1880 are referred to Peter Hall's *Cities of Tomorrow: An Intellectual History of Urban Planning and Design in the Twentieth Century* (Oxford, Blackwell, 1988). For the longer view, see Edmund N. Bacon's *Design of Cities* (New York, Penguin Books, revised edition, 1974), which encompasses virtually the entire history of urban design.

*The Labours of Hercules: Modern Solutions to 12 Herculean Problems*, Michael E. Arth, Santa Barbara, Golden Apples Publishing, 2000. Arth is the founder of the New Pedestrianism.

Appleyard, Donald, et al. *Livable Streets* (Berkeley, U. of California Press, 1981). This is the definitive work describing the effects of traffic on community life. Essential.

Freund, Peter and George Martin. *The Ecology of the Automobile* (Montreal, Black Rose Books, 1993). Takes a broad look at the phenomenon of the automobile, including psychological and social factors.

de Geus, Marius. *Ecological Utopias: Envisioning the Sustainable Society* (Utrecht, International Books, 1999). A detailed examination of the history of ecological utopias and their relevance to the modern condition.

Jacobs, Alan B. *Great Streets* (Cambridge, MIT Press, 1993). A simply marvelous compendium of great streets from around the world. Beautifully illustrated, with dimensions.

Rabinovitch, Jonas and Josef Leitman. "Urban Planning in Curitiba" in *Scientific American*, Vol. 274, no. 3 (March 1996).

Taylor, John S. *Commonsense Architecture: A Cross-Cultural Survey of Practical Design Principles* (New York, W.W. Norton & Company, 1983). A handwritten and illustrated book depicting hundreds of traditional patterns of building that have met particular needs around the world. An excellent source of ideas.

[www.carfree.com](http://www.carfree.com)

[www.flora.org/afo/](http://www.flora.org/afo/)

[www.ecoplan.org](http://www.ecoplan.org)

[www.transact.org](http://www.transact.org)

[www.living-room.org](http://www.living-room.org)

[www.worldwatch.org](http://www.worldwatch.org)

[www.xs4all.nl/~rigolett/](http://www.xs4all.nl/~rigolett/)

[www.sierraclub.org/sprawl/](http://www.sierraclub.org/sprawl/)