

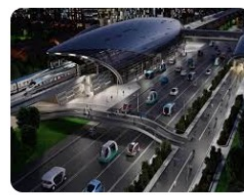
# A Ministry for the Future of Transportation

Janette Sadik-Khan  
**Bloomberg Associates**  
Walk America

hyperloop technology concept infrastructure mobility water futuristic city urban train electric vehicle next sci fi model flying business self driving sustainable



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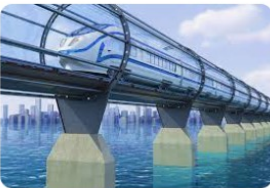
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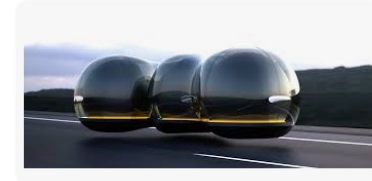
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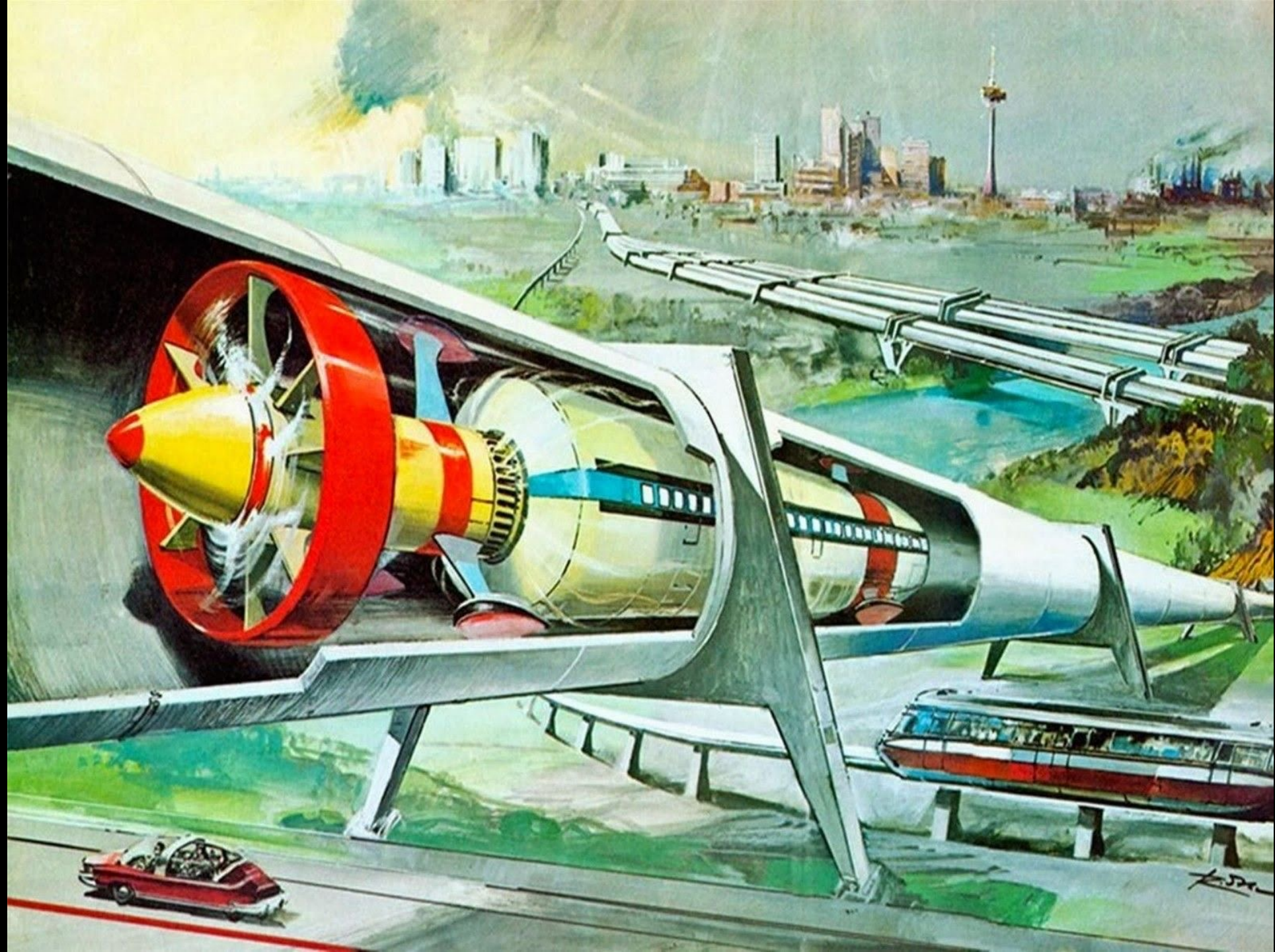






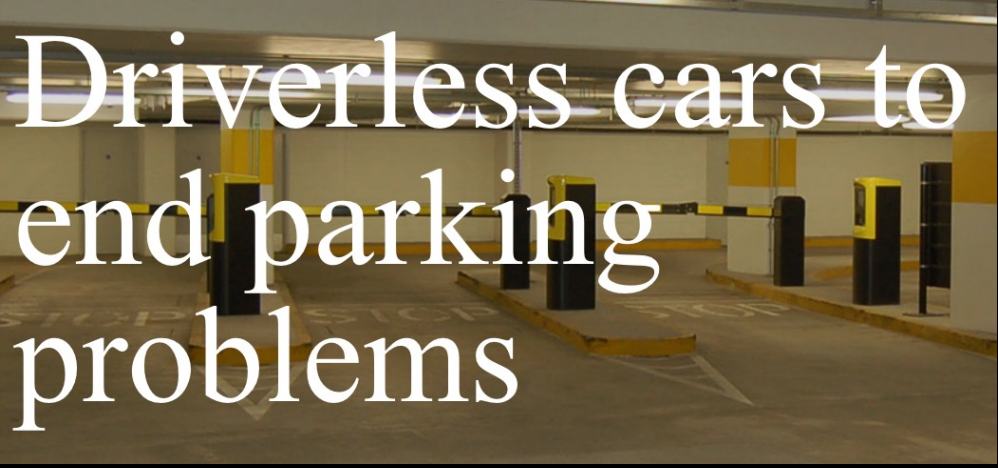












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*The New York Times*

ESSAY

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## Let the Robot Drive: The Autonomous Car of the Future Is Here

Robotic vehicles, from Google to Mercedes, have arrived. So what form and purpose will these cars take? Will they be a replacement of the wheel?

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## Robot cars could increase highway efficiency 273 percent: Study



TO LAS OLAS  
BLVD  
→

TOWARD COURT  
CENTER  
←  
CITY HALL  
←

ROAD WORK  
AHEAD

PEDESTRIAN  
CROSSING

PEDESTRIAN  
CROSSING

ONE WAY

NO PARKING

YIELD

PEDESTRIAN



Glenmont







Reason to be  
Cheerful #12:  
Because induced  
demand is becoming  
the new conventional  
wisdom



## More Lanes, Meant to Cut Traffic, Made It Worse

By EDEN WEINGART

Interstate 710 in Los Angeles is, like the city itself, famous for its traffic. Freight trucks traveling between the city and the port of Long Beach, along with commuters, clog the highway. The trucks idle in the congestion, contributing to poor air quality in surrounding neighborhoods that are home to over one million people.

The proposed solution was the same one transportation officials across the country have used since the 1960s: Widen the highway. But while adding lanes can ease congestion initially, it can also encourage people to drive more. A few years after a highway is widened, research shows, traffic — and the greenhouse gas

### Transportation Boards Can't Quit a Strategy Used Since the '60s

emissions that come along with it — often returns.

California's Department of Transportation was, like many state transportation departments, established to build highways. Every year, states spend billions of dollars expanding highways while other solutions to congestion, like public transit and pedestrian projects, are usually handled by city transit authorities and receive less funding.

Over the next five years, states will receive \$350 billion in federal

money for highways through the infrastructure law enacted last year. While some have signaled a change in their approach to transportation spending — including following federal guidelines that encourage a "fix it first" approach before adding new highway miles — many still are pursuing multi-billion dollar widening projects, including in Democratic-led states with ambitious climate goals.

The Biden administration has suggested that states should be more thoughtful in their solutions to congestion. Sometimes widening is necessary, Transportation Secretary Pete Buttigieg said, but other options for addressing traffic, like fixing existing roads or providing transit options, should

*Continued on Page A10*



ALYSSA SCHUKAR FOR THE NEW YORK TIMES

Houston's Katy Freeway spans 26 lanes in spots, making it one of the world's widest highways.

Reason to be  
Cheerful #11:  
Because cities  
aren't going back  
to the pre-  
pandemic status  
quo

*San Francisco Chronicle*

Golden Gate Park's JFK Drive will stay permanently car-free after S.F. supes vote following marathon meeting



San Francisco





NYC



Seattle



BIKE  
LANE

SPEED  
LIMIT  
30

Austin



Chicago



Milan

*On Car-Free Streets, Many New York Restaurants Thrived*

Reason to be Cheerful #10:  
Because we learned, that when we needed them the most, our streets worked their best.



10% ↑ sales in restaurants and bars on car-free streets compared with 20% ↓ on nearby corridors

Reason to be  
Cheerful #10:  
Because we learned,  
that when we needed  
them the most, our  
streets worked their  
best.



Centre for London Study:  
Low Traffic Neighborhoods

Cycling: 31-172% increase

Car traffic: 22-76% decrease

Reason to be  
Cheerful #9  
Because this is the  
dawning of the age  
of electric  
micromobility





Reason to be  
Cheerful #8:  
Because 2023 will  
hopefully be the year  
of a slightly-less-  
Notorious MUTCD

*Est. November 7, 1935*

**Manual on  
Uniform Traffic  
Control Devices  
for Streets and Highways**



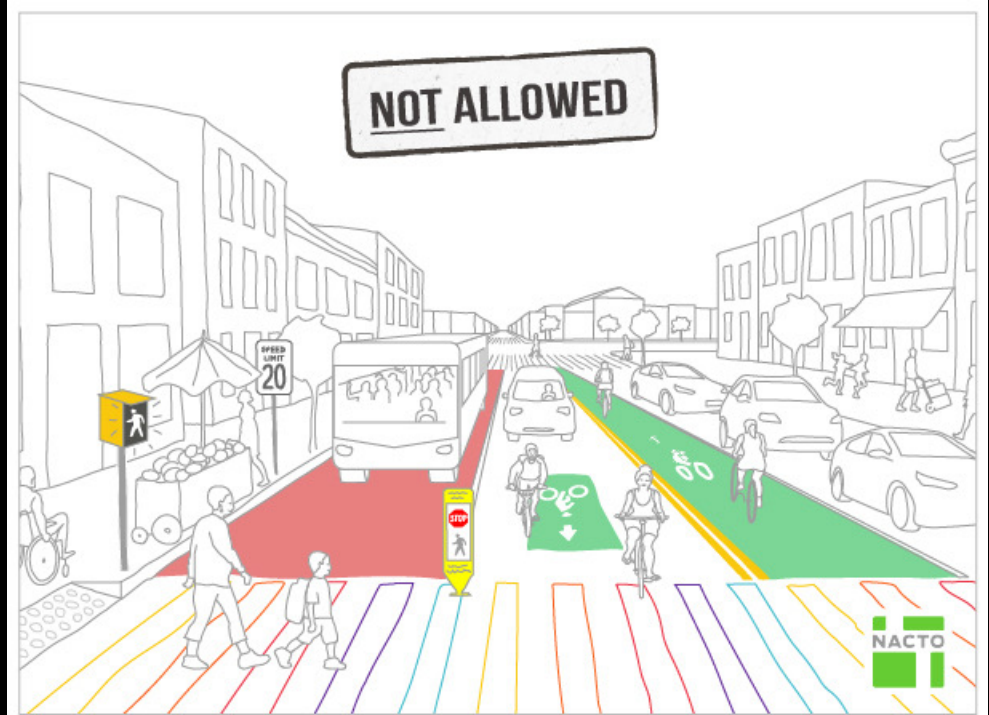
**Eleventh  
Edition**

*Coming  
Soon!*



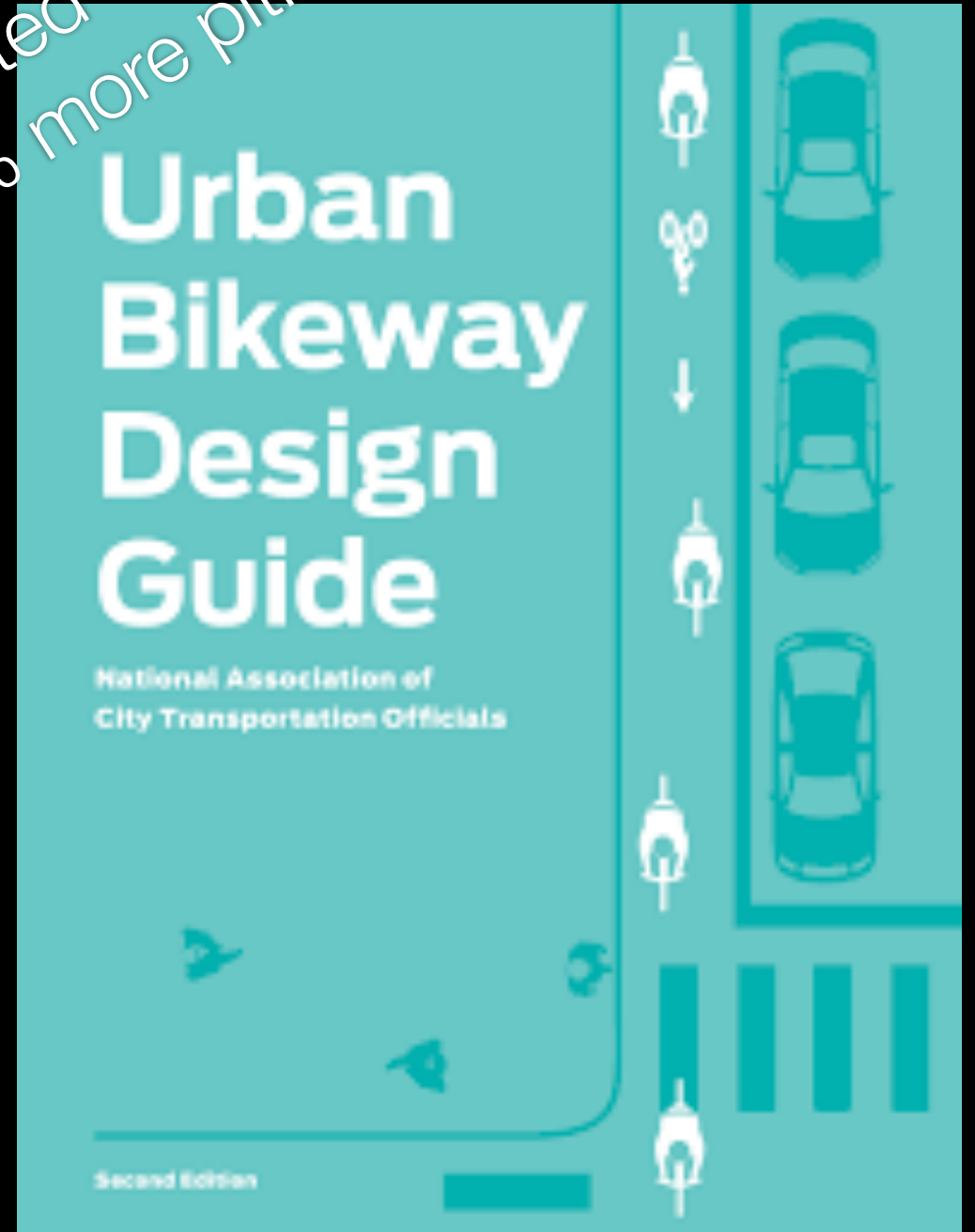
U.S. Department of Transportation  
Federal Highway Administration

Reason to be  
Cheerful #8:  
Because 2023 will  
hopefully be the year  
of a slightly-less-  
Notorious MUTCD



Reason to be  
Cheerful #7:  
Because the new  
Urban Bikeway  
Design Guide is  
coming in 2023.

Updated with  
23% more pith



Reason to be  
Cheerful #6:  
Because cities  
have more design  
power than ever  
on federally  
funded projects



Reason to be  
Cheerful #5:  
Because there's  
federal money on the  
table for cities

RAISE: \$1.5b in 2023, up to \$15b over 5  
years. Deadline to apply for this round is Feb  
28, 2023



Reason to be  
Cheerful #5:  
Because there's  
federal money on the  
table for cities

RAISE: \$1.5b in 2023, up to \$15b over 5  
years. Deadline to apply for this round is Feb  
28, 2023

Safe Streets & Roads for All: \$5b over 5  
years. Award announcement for FY22 grants  
is coming soon; FY23 NOFO is expected in  
the spring



Reason to be  
Cheerful #4:  
Because some of that  
money will tear down  
old highways, not  
build new ones



RAISE: \$1.5b in 2023, up to \$15b over 5 years. Deadline to apply for this round is Feb 28, 2023

Safe Streets & Roads for All: \$5b over 5 years. Award announcement for FY22 grants is coming soon; FY23 NOFO is expected in the spring

Reconnecting Communities: \$1b over 5 years, deadline passed and applications under review.

Reason to be  
Cheerful #4:  
Because some of that  
money will tear down  
old highways, not  
build new ones



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Safe Streets & Roads for All: \$5b over 5 years. Award announcement for FY22 grants is coming soon; FY23 NOFO is expected in the spring

Reconnecting Communities: \$1b over 5 years, deadline passed and applications under review.

Neighborhood Access & Equity: \$3b in Inflation Reduction Act; Details to come in 2023



Reason to be  
Cheerful #3:  
Because speed limits  
are being reduced in  
more cities, making  
streets safer and  
more livable



Reason to be  
Cheerful #3:  
Because speed limits  
are being reduced in  
more cities, making  
streets safer and  
more livable



Vision Zero Network

@Visionzeronet

Hoboken Mayor [@RaviBhalla](#):lowered speed limits to 20mph,added raised crosswalks,bike lanes,traffic calming. It took decades to build a carcentric system & will take time to transform it. But it's possible:6 years of [#VisionZero](#): 0 road deaths [#CompleteStreets](#) [@NASEMTRB](#) [#TRBAM2023](#)



Reason to be  
Cheerful #2:  
Because we'll  
BICI-ing you  
in 2023!

[bloombergcities.jhu.edu/bici](https://bloombergcities.jhu.edu/bici)



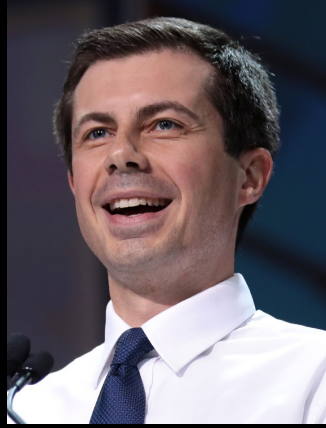
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**BICI**

BLOOMBERG INITIATIVE FOR  
CYCLING INFRASTRUCTURE

Reason to be  
Cheerful #1:  
Because the  
fight for our cities'  
streets has never  
had more  
champions



# The Ministry for the Future Of Transportation

