

Histoire des usages de la rue: progrès et destruction

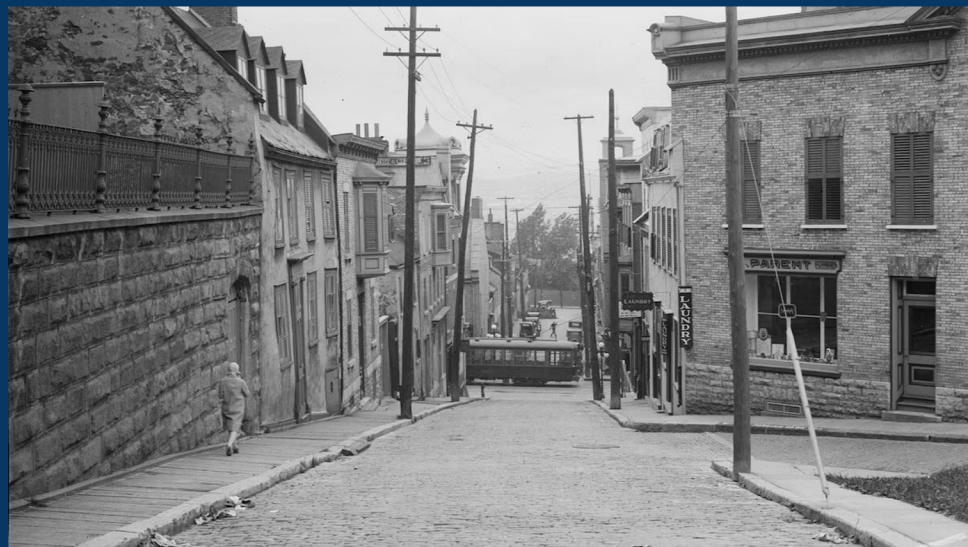
Une humble
présentation par
Marianne Giguère

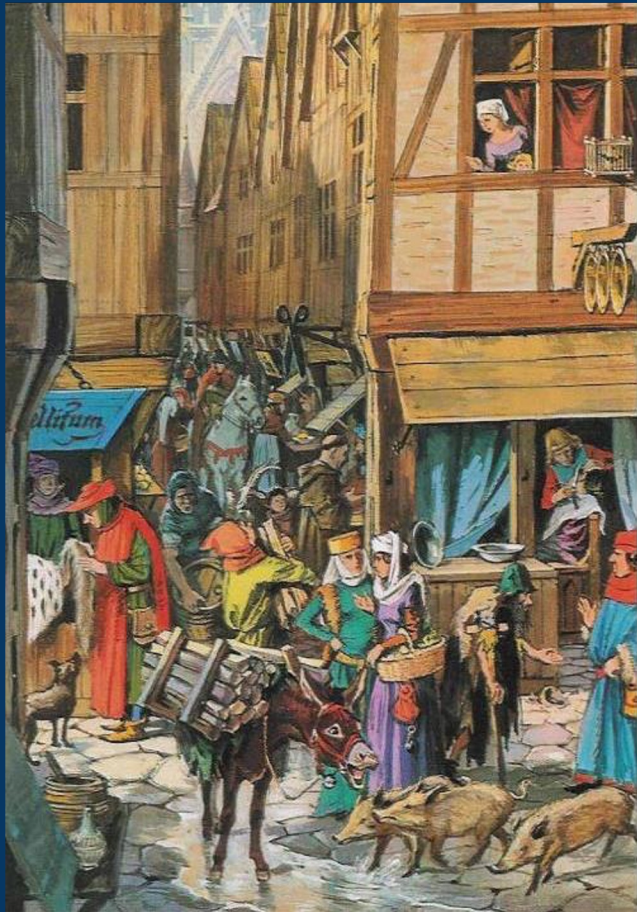


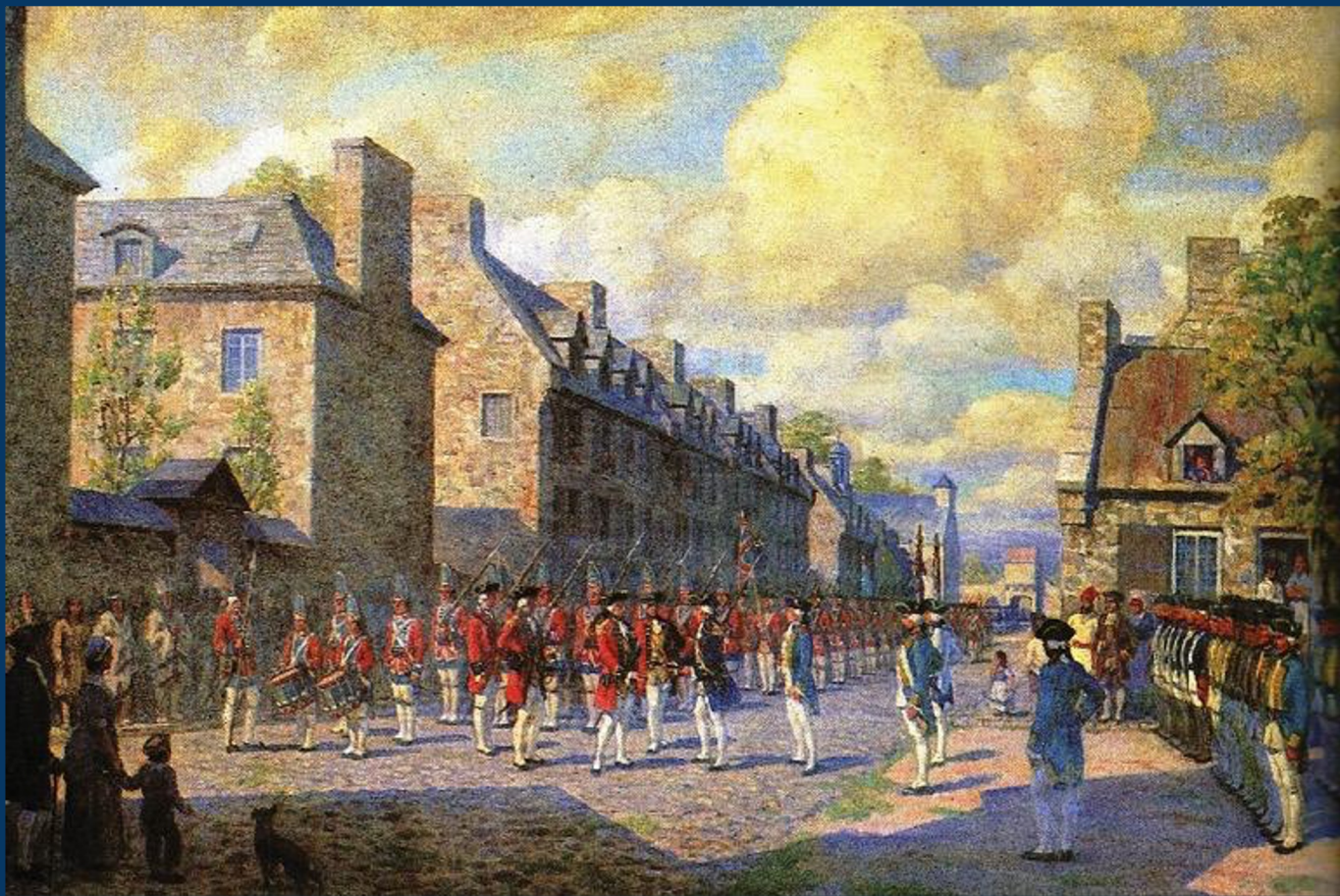


La rue, c'est
l'interface de la
vie collective,
sociale,
politique et
économique.

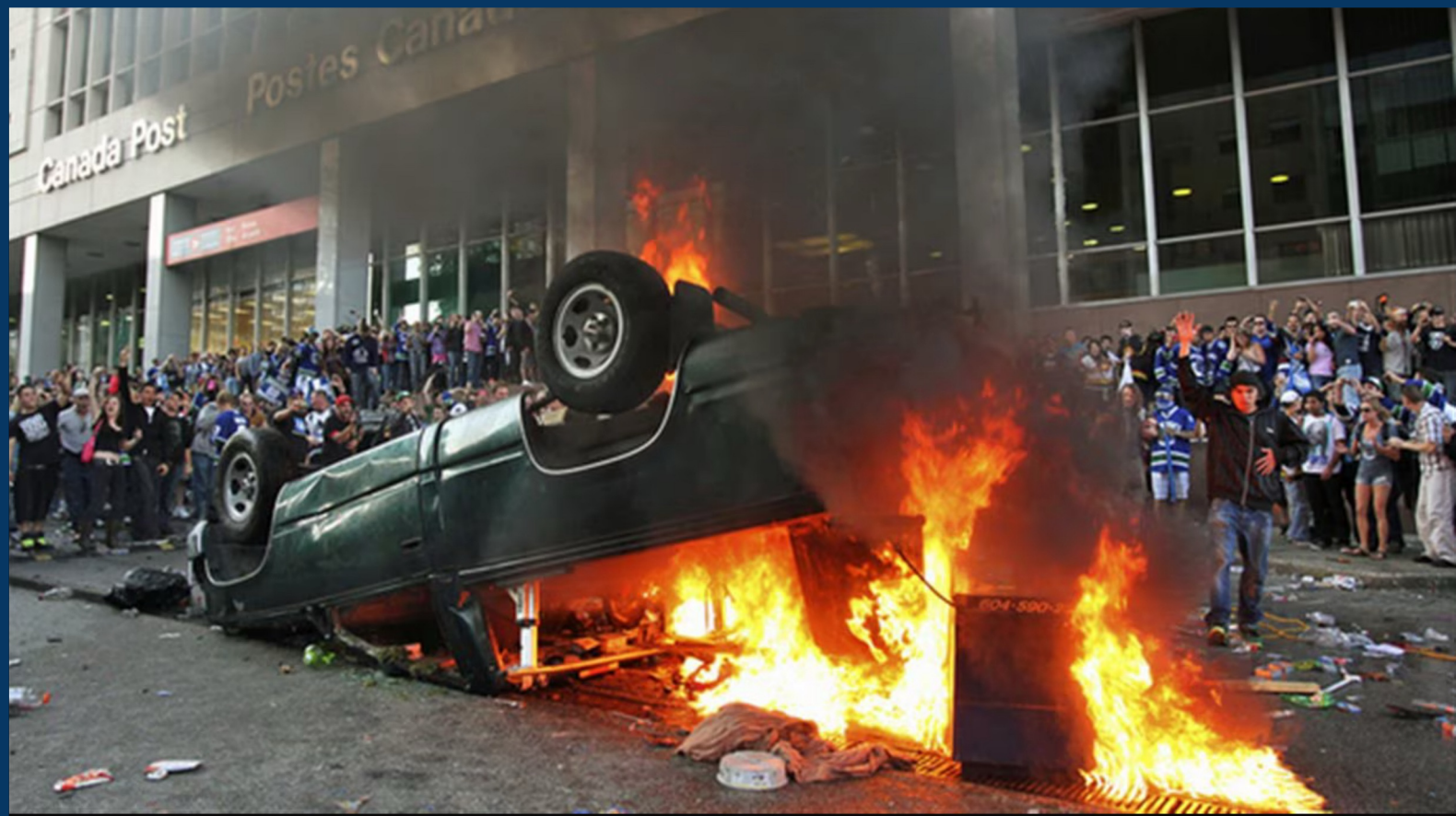
Mount Royal Ave., East, Montreal, Canada













NATION ROUSED AGAINST MOTOR KILLINGS

Secretary Hoover's Conference Will Suggest Many Ways to Check The Alarming Increase of Automobile Fatalities.—Studying Huge Problem

THE need for vigorous nation-wide action to promote street and highway safety has prompted Secretary Hoover to call a conference of representatives of the various agencies interested in checking the steady increase in vehicular accidents. The conference will be held in Washington on Dec. 25. It will treat the subject from seven angles, including scientific traffic control, construction and engineering, city planning and zoning, insurance, education of the motor vehicle and public relations.

THE horrors of war appear to be less appalling than the horrors of peace. The automobile takes up as a far more destructive piece of machinery than the machine gun. The reckless motorist deals more death than the artilleryman. The man in the great ocean has safe than the man in the trench.

Only thousands of our own were killed in action or died of wounds in the sixteen months of this country's participation in the World War. This is at the rate of 1,000 fatalities a month—a monthly average when compared with the startling list of 1,700 lives destroyed monthly by accidents in the United States. The greatest single fatal factor in the automobile, it left a shambles in 1922 as it occurred through 1923. It cost for 16,000 victims. According to the tragic statistics recorded in the first nine months of this year there will be an increase of more than 2,000 for 1923. As the beginning of October approximately 14,000 motor deaths had already been reported.

A conference called by Secretary Hoover for next month will concentrate its deliberations upon street and highway accidents. A committee on this line was appointed by Mr. Hoover to supply the conference with a clearly defined picture of the public accident situation. This committee is placing particular emphasis upon the annual report of the United States Census Bureau on monthly statistics, which revealed that 25,000 persons died in vehicular mishaps in 1922, an increase of almost 2,000 over 1921.

While the motor killed in automobile accidents last year was given as 16,000, the motor car was also concerned in other highway fatalities. The Census Bureau charges each accident to the heaviest vehicle involved. A collision between a truck and an automobile is classified as a truck accident. When street cars collide, the streetcar is the heaviest and more blamed upon the tragedy. There were 3,308 deaths in train grade crossing accidents in 1923. Many of the 1,000 who

were killed because negligent by comparison with those caused by automobiles. The huge economic loss caused by street and highway accidents is not fully a preliminary report prepared by the Commission on Statistics appointed by Secretary Hoover. On this subject the report says in part:

"The economic loss due to these approximately 150,000 accidents in which personal injuries occur can probably never be known. Several estimates have been made. The most conservative is based upon the usual liability of \$1,000 per life and average of \$175 for each accident injury."

"These two items, applied to 16,000 fatalities and 476,000 non-fatal injuries, respectively, give an approximate total of \$22,000,000. Add to this an average actual property damage of \$50 due to all accidents involving either personal injury or property damage (conservatively estimated at 1,000,000), there results a total estimated loss of nearly \$23,000,000 annually."

"In these estimates no account is



in streets and roads, however, that would be a privileged class who would incur such expenses. In reality, the automobile driver has a privileged class right now.

"Under present conditions there is a deadly competition between pedestrians and motorists for a use of those strips of territory we call street and modified dead-end to the warfare, with the victory on the motorist's side."

"Finally, it is largely a matter of viewpoint, this car accident, and the same is true of the man who is much killed from his sister and killed the wheat. As both must use the highway and as two bodies cannot occupy the same space at once, when the brain meets, as they so often do, what is the solution?"

"Naturally, the one or cannot go on. The mangling and crushing cannot continue, however. In the end, the mangled motorist who would have been killed off to school or out to play, the following aged person who tremendously almost a crossing must have some assurance of their safety. Obviously, the conscientious operator who, with some persons upon the foot that cut into the very path from some unexpected direction is entitled to some regard."

"As it stands, the motorist has won his contest for the use of the street over the foot passenger, despite the greatest efforts of police, courts and motor vehicle authorities to protect him and his kind. The motorist has inspired fear and the sort of respect that leads to his injuries."

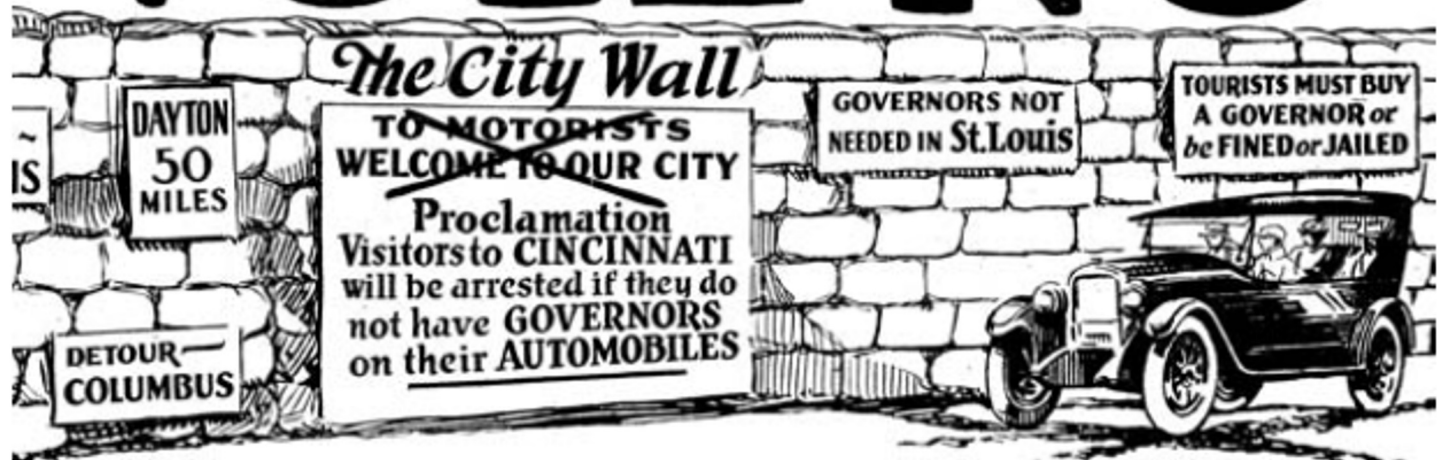
"If we have failed adequately to include motorists who we would say better be accorded to complete protection? It is well enough to consider the 'pedestrian' if by that term we mean the reckless individual who is bent on getting there, whether on or off a crosswalk, without looking or governing his movements. But if we mean the average and the under-average in intelligence and alertness of our population who do not see fit to be injured because they cannot and who, unprovoked by the motorist, never seeking trials of vicariousness that offend all reasonable norms then, setting up the highway as well as to limit all misbehavior of time and space, try to throw their way through, if they so want to, then it is their responsibility."

As to regulating sidewalks. "Any regulation of the pedestrian is to be done with caution. His constitutional rights still exist on paper, at least. To place to the basis of any such regulation such as the Police Commissioner of this or any other city the responsibility for preventing an accident for his accident is a questionable expedient, so motor law will remain that official may

PHOTOGRAPH BY J. B. HARRIS

Do Not Help To Build a Chinese Wall Around Cincinnati
Let's Make It Unanimous and—

“**VOTE NO**”



Cincinnati Post, 1923 (publicité)



WALK SAFELY!

- Obey Traffic Signals and Police Officers
- Cross the Street Within the Marked Crosswalk
- Cross Only in the Direction of the Signal

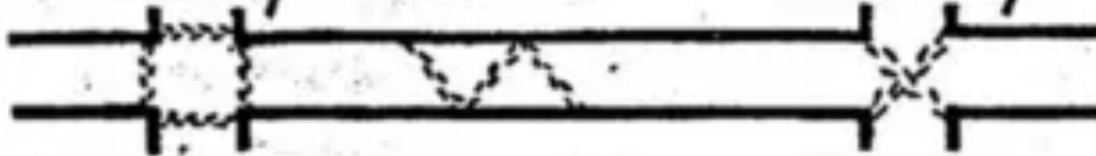
JAYWALKING IS NOW ILLEGAL

MAYOR JOHN J. COLLIER

FOR SAFETY'S SAKE

— CROSS —

This way — not here — not this way

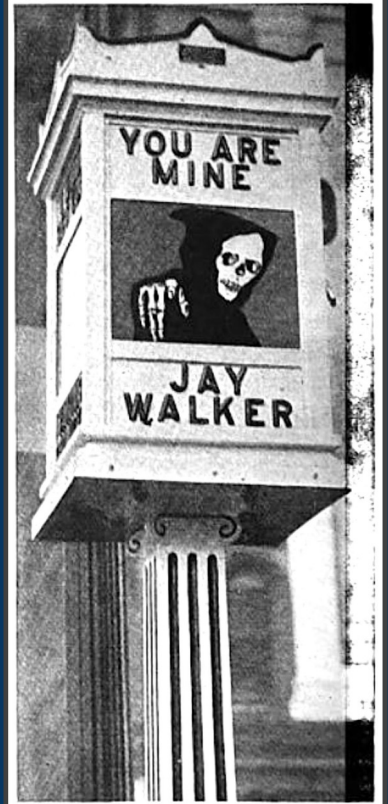


QUIT JAY WALKING

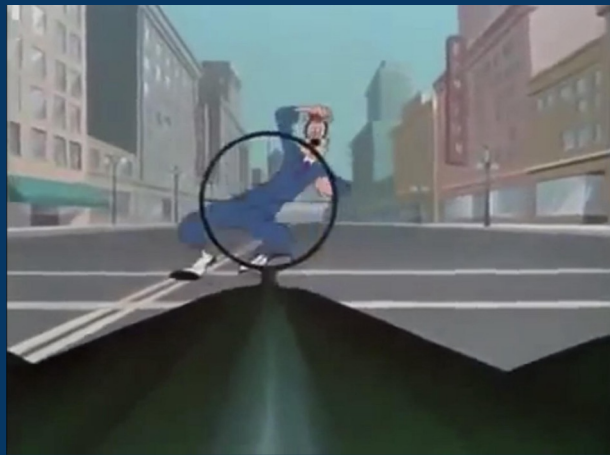
OTHER

KIWANIS

| A card handed to pedestrians in Hartford, Connecticut, in 1921











KILLED BY A TRAFFIC ENGINEER



Shattering
the Delusion
that Science
Underlies Our
Transportation
System

WES
MARSHALL







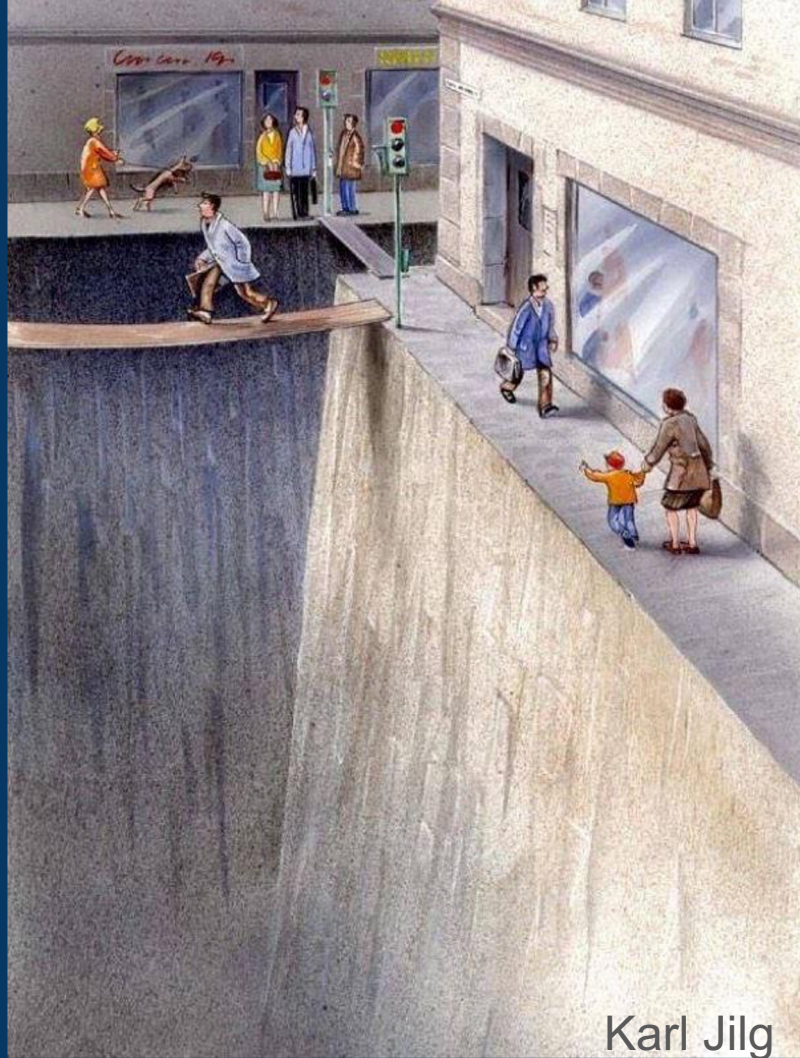












Karl Jilg







Place des Montréalaises

Le Champ-de-Mars

Hôtel de ville de Montréal

Capital of the municipal court







«Après le rationnement commandé par la 2ème Guerre Mondiale, c'est avec fierté que l'Amérique débridée avait ouvert toutes grandes les portes à l'acier et au pétrole des automobiles. C'est souvent avec arrogance qu'on balafrait les villes de ces autels de béton où les grands prêtres de la vitesse et de la liberté célébraient le triomphe de la vie urbaine.»

-Gilles Gougeon, Le Point, 1989

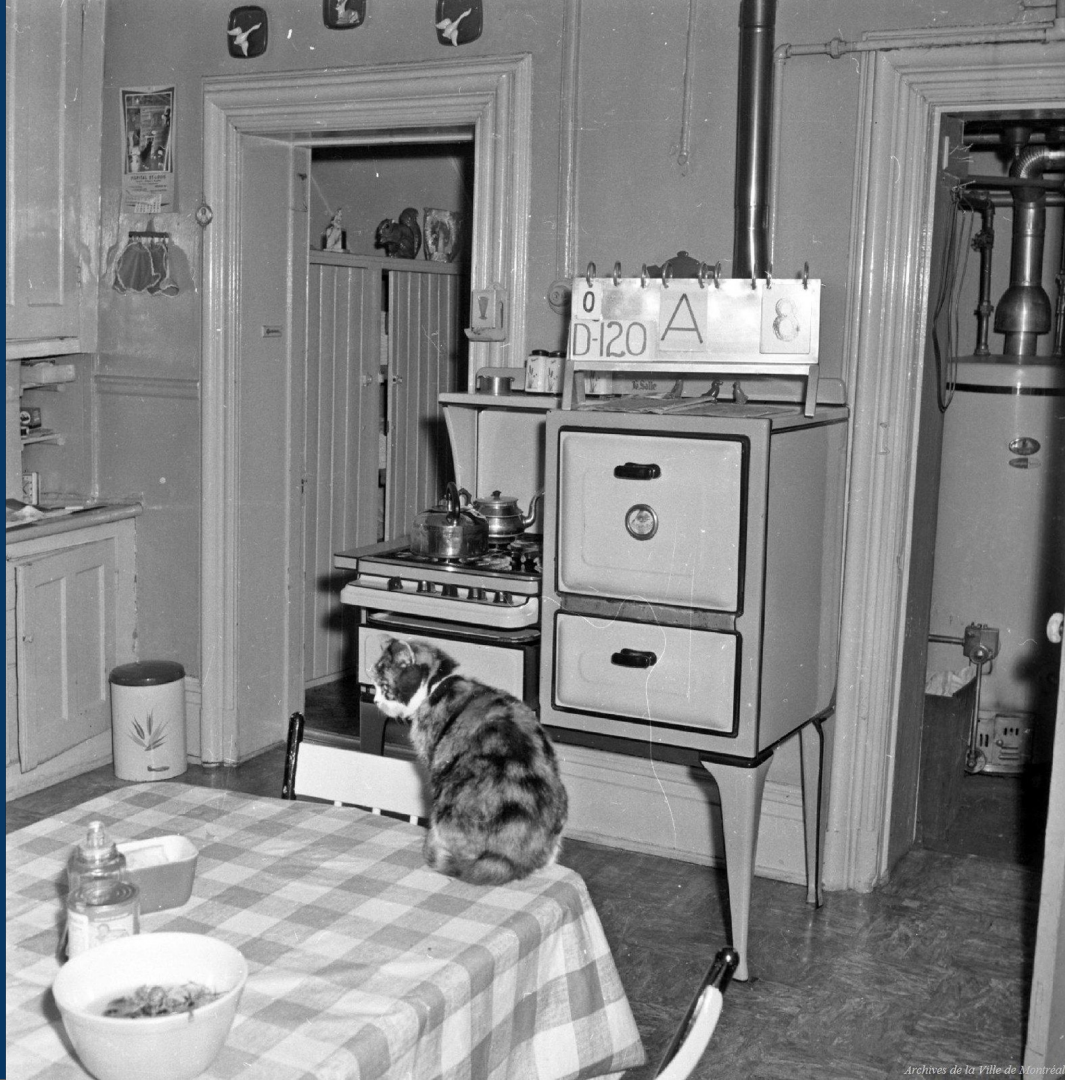


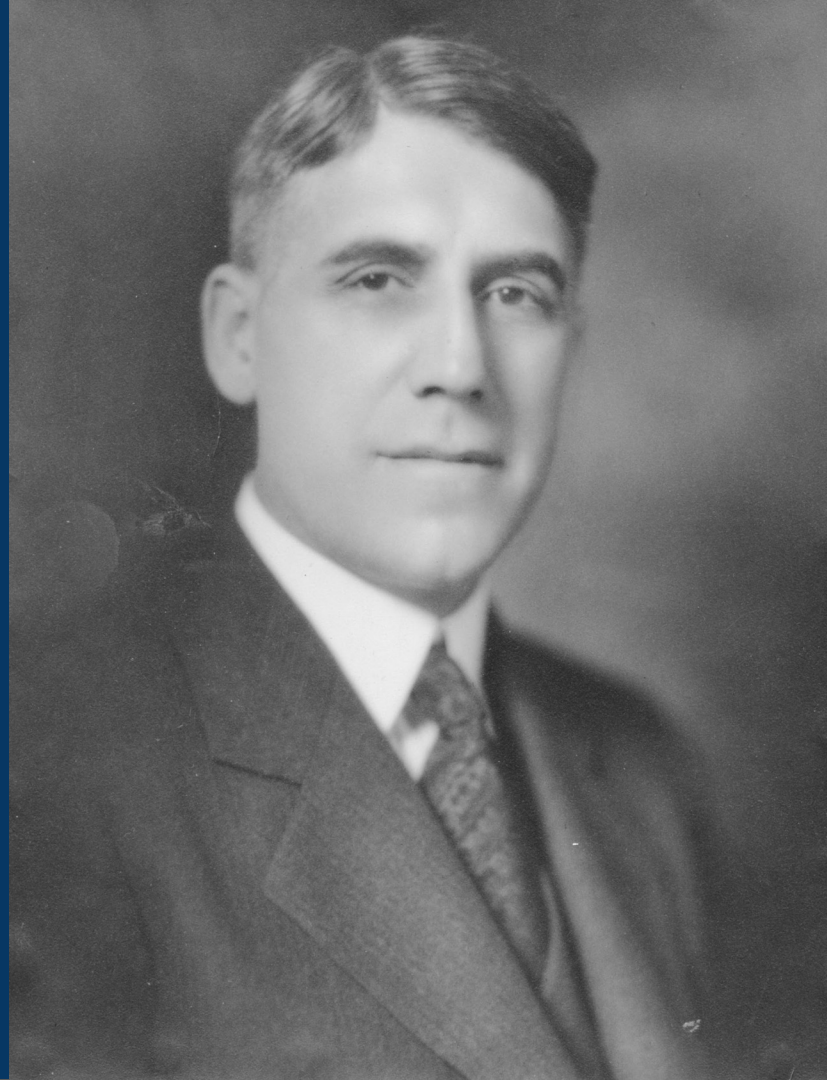


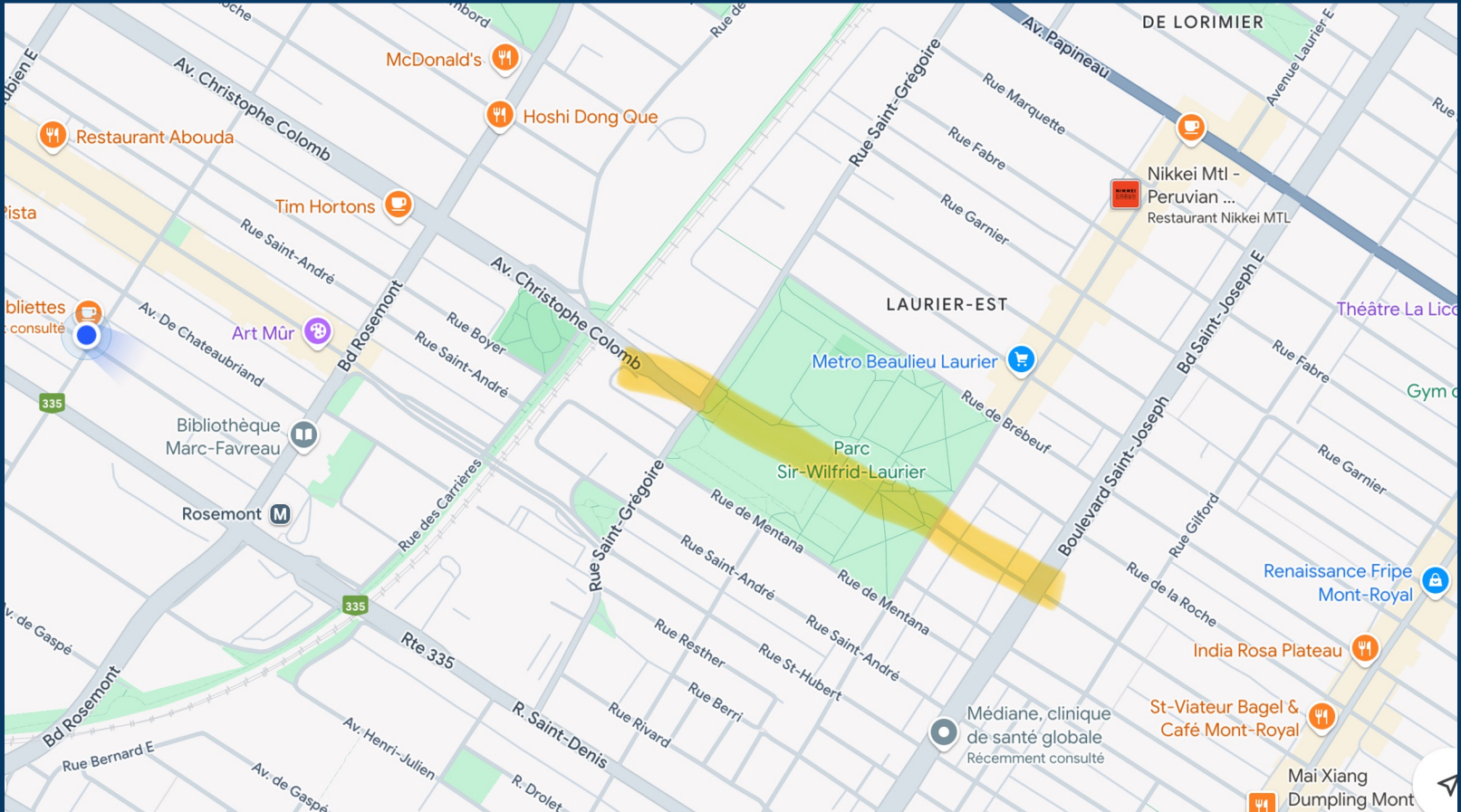












Restaurant Abouda

McDonald's
Hoshi Dong Que

Tim Hortons

Nikkei Mtl - Peruvian ...
Restaurant Nikkei MTL

Metro Beaulieu Laurier

Bibliothèque Marc-Favreau

Parc Sir-Wilfrid-Laurier

Renaissance Fripe Mont-Royal

India Rosa Plateau

St-Viateur Bagel & Café Mont-Royal

Médiane, clinique de santé globale
Récemment consulté

Mai Xiang Dumpling Mont

biliettes consulté

Art Mûr

Rosemont

LAURIER-EST

DE LORIMIER

Théâtre La Lic

Gym

Rue de la Roche

Rue de la Roche

Rue de la Roche

Rue de la Roche

335

335

Rte 335

Av. Henri-Julien

R. Saint-Denis

R. Drolet

Rue Saint-Grégoire

Rue Marquette

Rue Fabre

Rue Garnier

Rue de Brébeuf

Rue de Mentana

Rue Saint-André

Rue Resther

Rue Berri

Rue Rivard

Rue Saint-André

Rue St-Hubert

Rue Gifford

Rue de la Roche

Rue Fabre

Rue Garnier

Rue Garnier

Rue de la Roche

Rue de la Roche

Rue de la Roche

Av. Christophe Colomb

Rue Saint-André

Av. De Chateaubriand

Bd Rosemont

Rue des Carrières

Rue Bernard E

Av. de Gaspé

Av. de Gaspé

Av. Christophe Colomb

Rue Boyer

Rue Saint-André

Rue de Mentana

Rue Saint-André

Rue Saint-André

Rue Saint-André

Av. Papineau

Rue Marquette

Rue Fabre

Rue Garnier

Rue de Brébeuf

Rue de Mentana

Rue Saint-André

Rue St-Hubert

Rue St-Hubert

DE LORIMIER

Rue Marquette

Rue Fabre

Rue Garnier

Rue de Brébeuf

Rue de Mentana

Rue Saint-André

Rue St-Hubert

Rue St-Hubert

Av. Papineau

Rue Marquette

Rue Fabre

Rue Garnier

Rue de Brébeuf

Rue de Mentana

Rue Saint-André

Rue St-Hubert

Rue St-Hubert

Avenue Laurier E

Rue Marquette

Rue Fabre

Rue Garnier

Rue de Brébeuf

Rue de Mentana

Rue Saint-André

Rue St-Hubert

Rue St-Hubert



a Pelican Book



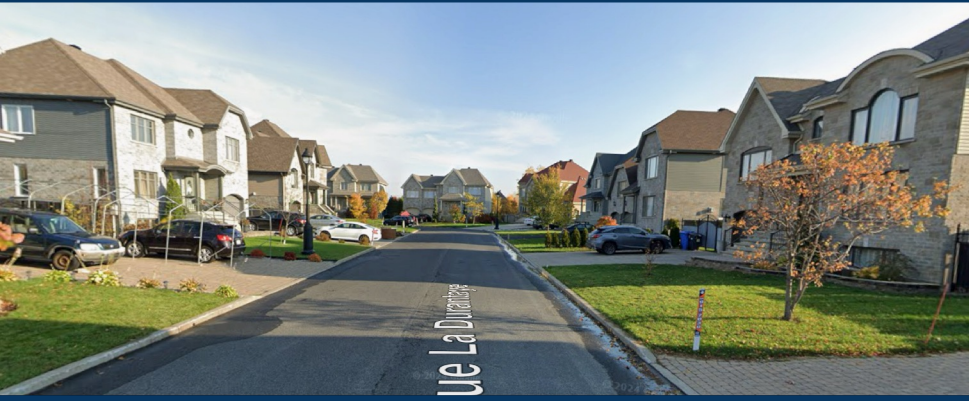
The Death and Life of Great American Cities

The Failure of Town Planning

Jane Jacobs

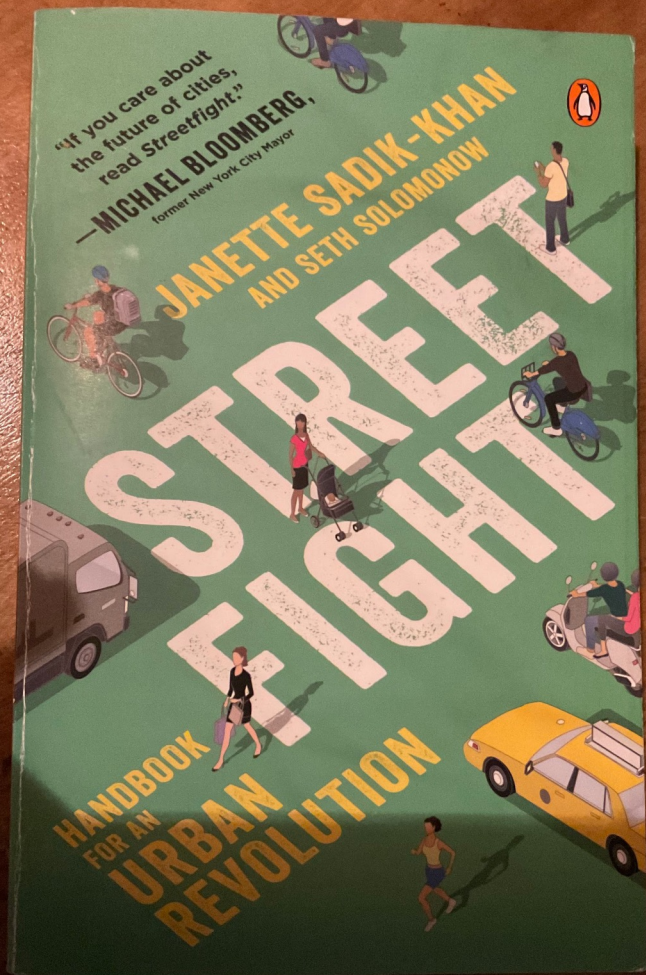






Le monde à bicyclette





**THE
WAR
ON
CARS**

Free Estimates online

Insured.

Stainless Steel Vinyl

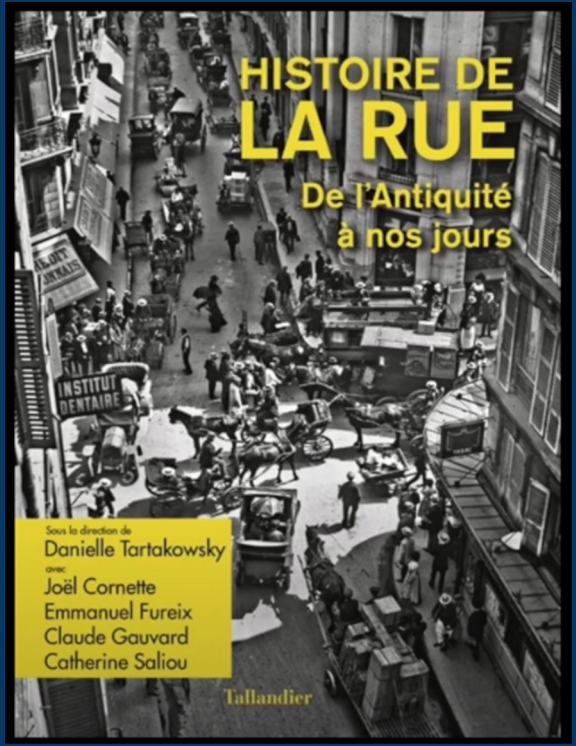
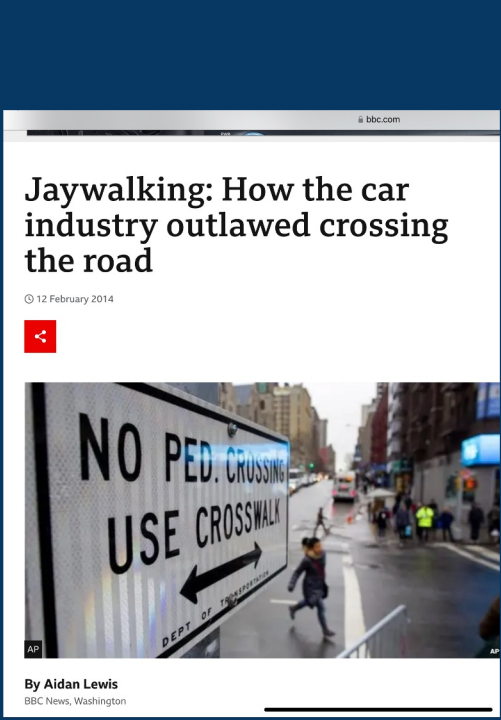
STYLISH.



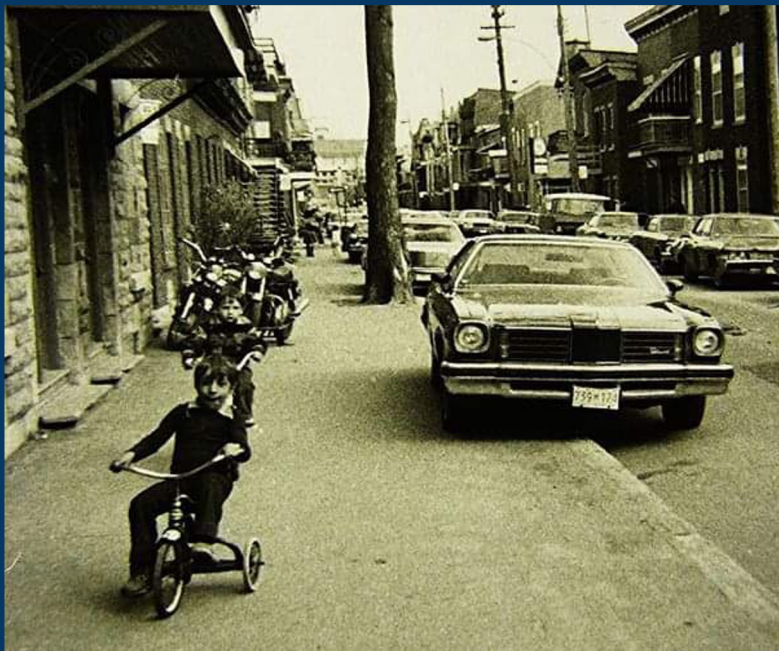


1970: One more lane will fix it.
1980: One more lane will fix it.
1990: One more lane will fix it.
2000: One more lane will fix it.
2010: One more lane will fix it.
2020s: ?





No Parking (sauf pour moi):
la valeur de la voie publique



À nous la rue! Pour une voie
vraiment publique

