

## Streets for People

Walking is a great way to get around. For short trips, for exercise, or just for fun, walking can be better than driving or riding. But in many \_\_\_\_\_, walking can also be dangerous. Cars, trucks, and \_\_\_\_\_ are a danger to \_\_\_\_\_, and sometimes there are accidents.

David Engwicht, from Brisbane, Australia, wants to do something about this. His book, *Reclaiming Our Cities and Towns*, has a simple message: We need to take back our \_\_\_\_\_ and make them better places for walking.

In the past, Engwicht says, \_\_\_\_\_ belonged to everybody. Children played there, and people walked to work or to stores. Now, however, most city engineers design \_\_\_\_\_ for vehicles, such as cars, trucks, and \_\_\_\_\_. People stay inside buildings to get away from the \_\_\_\_\_, the \_\_\_\_\_ streets, and the dangerous \_\_\_\_\_. Unfortunately, this gives them less contact with their \_\_\_\_\_.

Many \_\_\_\_\_ are working to make their streets safer for \_\_\_\_\_. There are new \_\_\_\_\_ on the streets and more traffic \_\_\_\_\_ and bicycle lanes. The city of Florence, Italy, only allows cars and buses with special \_\_\_\_\_ to drive on its historic city streets. In Boston, US, the Slow Streets program gives some \_\_\_\_\_ more stop \_\_\_\_\_ and a 20 mph (32 kph) speed limit. These cities hope there \_\_\_\_\_ fewer accidents in the future.