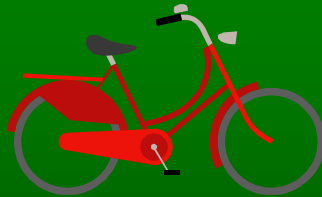


New England Bike-Walk Summit

PROVIDENCE 2010

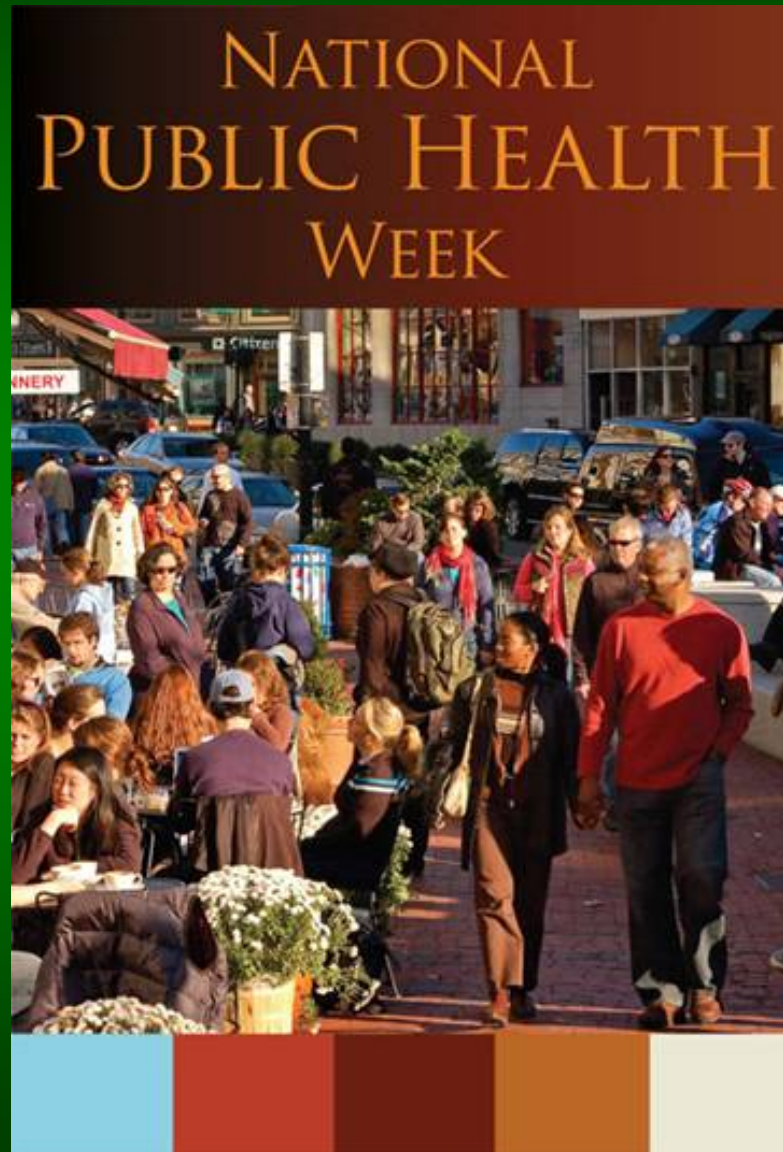
Fifty/Fifty Infrastructure:
Half dedicated space for pedestrians and half for
bicyclists



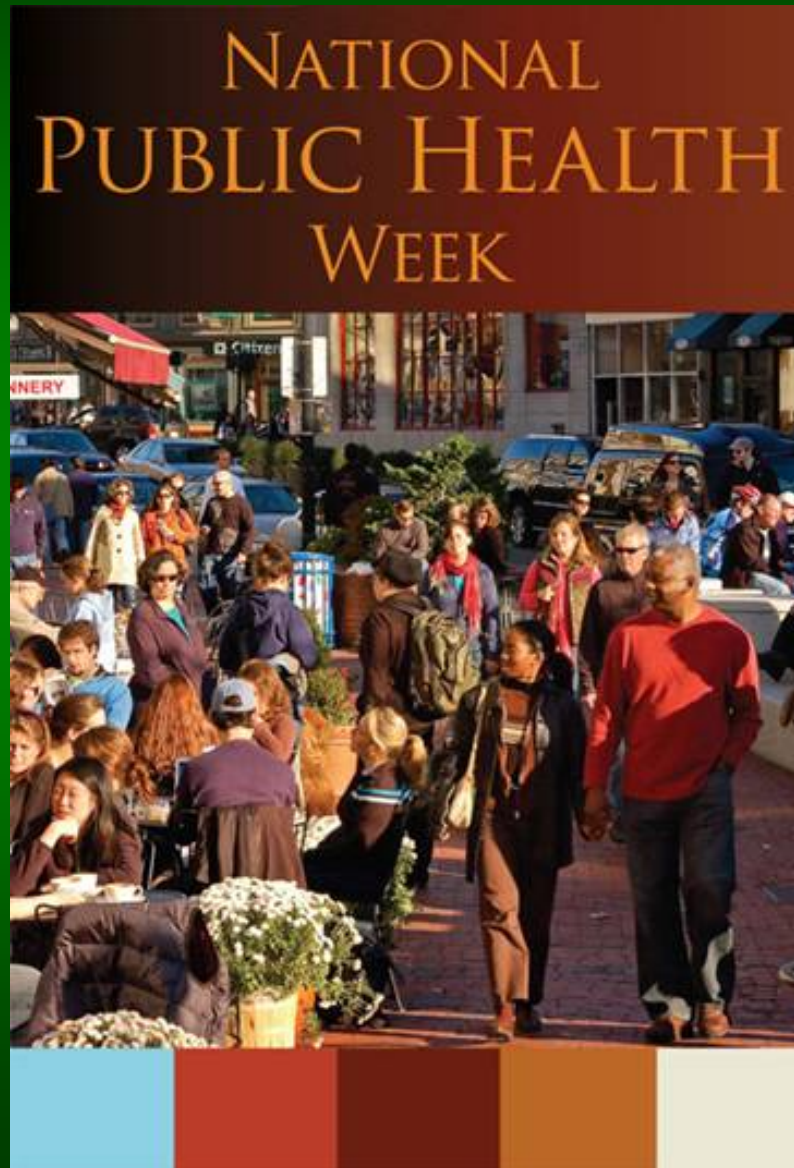
October 7, 2010

Anne Lusk, Ph.D
AnneLusk@hsph.harvard.edu

This looks lovely and public health conducive...



...but everyone in the picture is gaining weight.



This looks attractive...

Making Streets for Walking: Dan Burden on Reforming Design Standards by

Noah Kazis on April 8, 2010



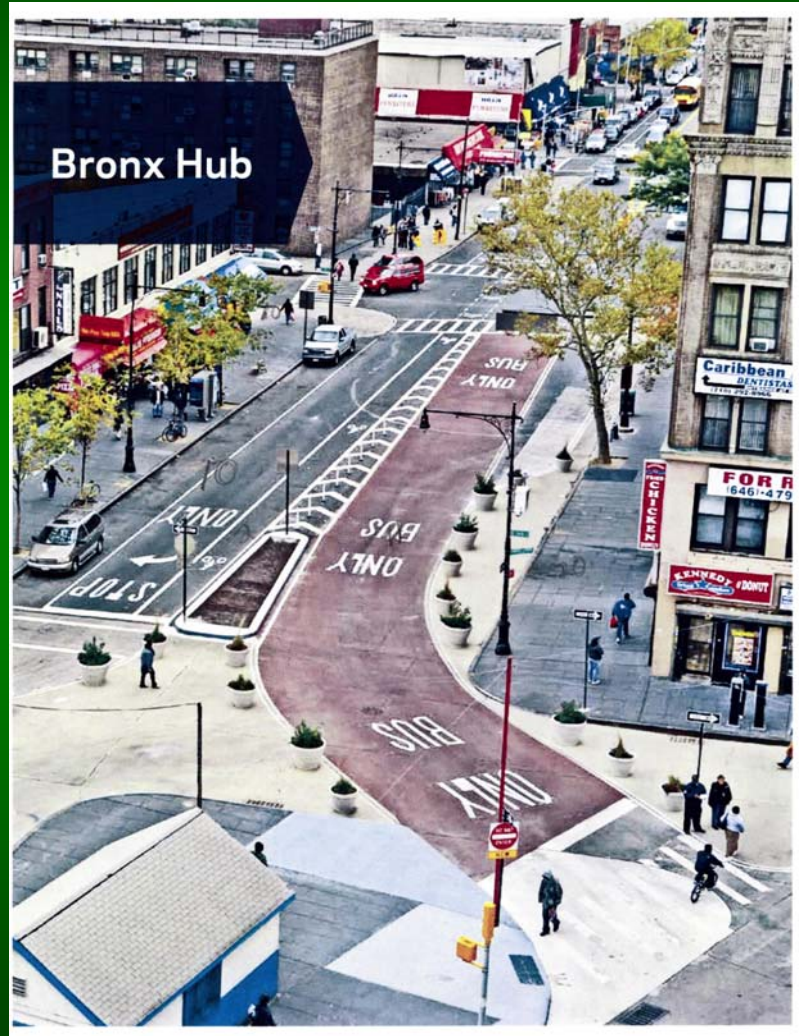
<http://www.streetsblog.org/2010/04/08/making-streets-for-walking-dan-burden-on-reforming-design-standards/>

... but only a small percentage of the population will be comfortable bicycling in the door zone, considerable money was spent, and few calories are burned.



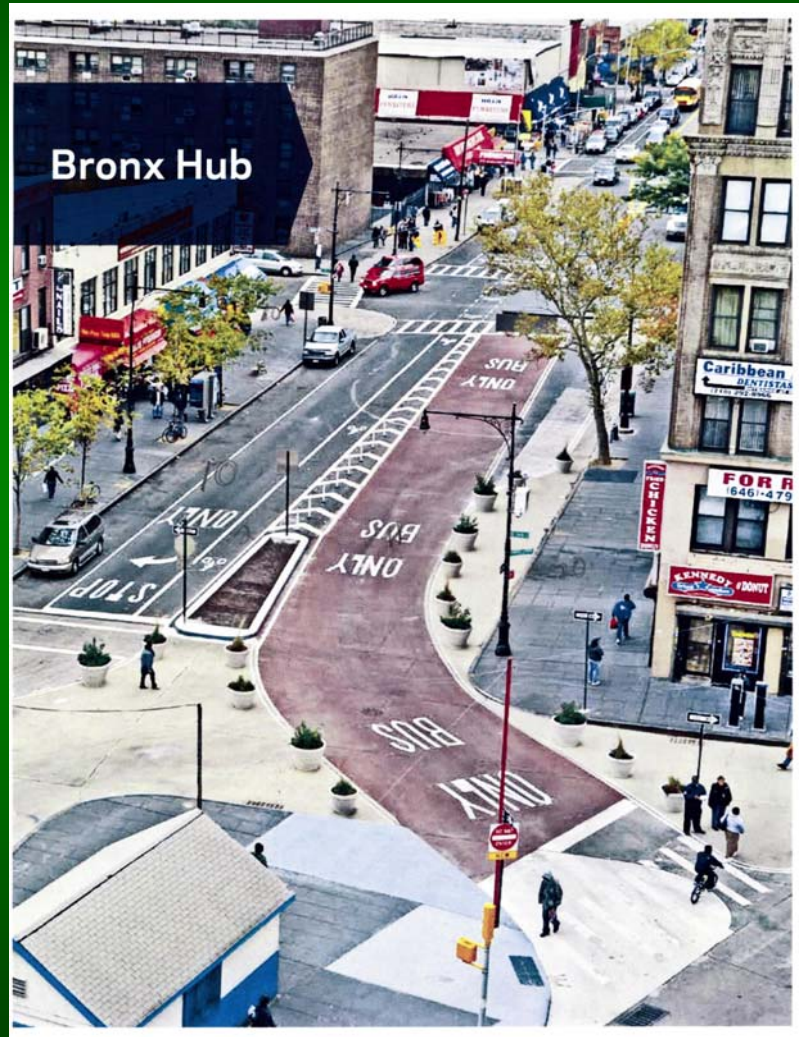
This looks terrific and accommodates everyone...

NYC DOT 2009 Sustainable Streets Index - Bronx

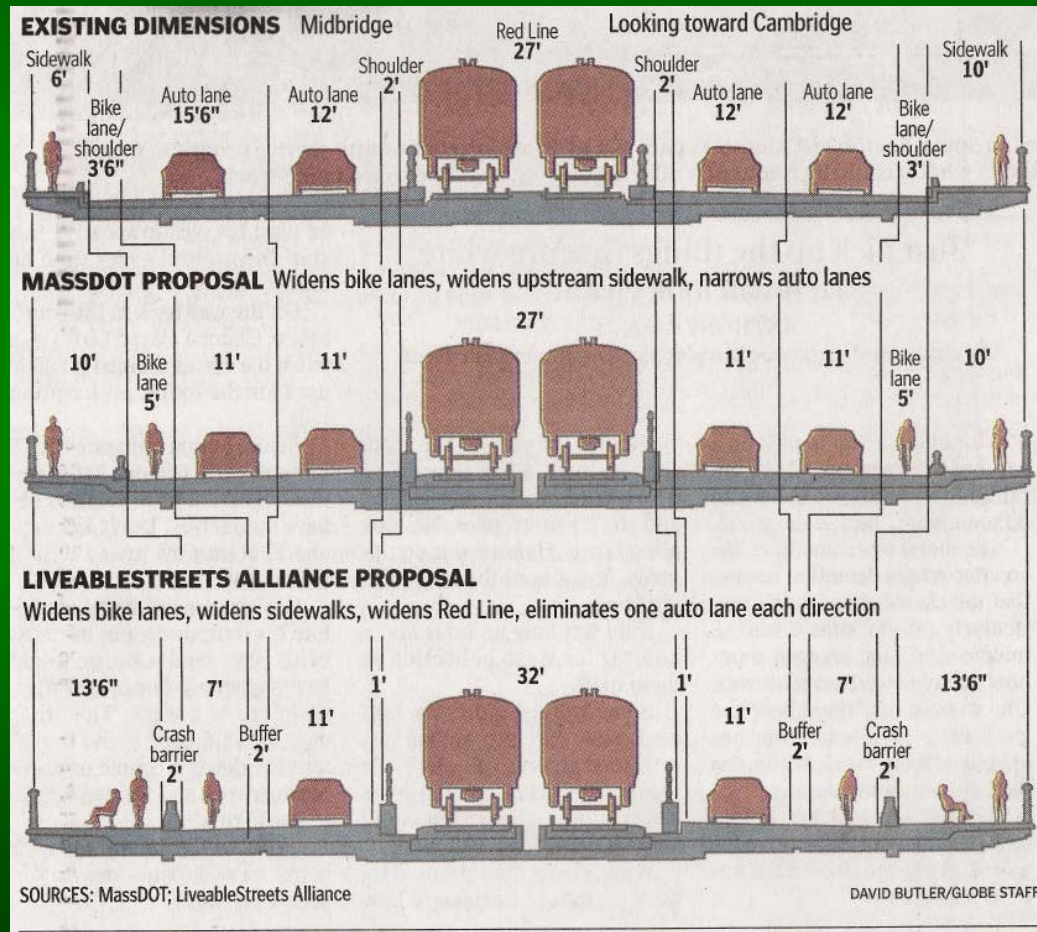


http://www.nyc.gov/html/dot/downloads/pdf/sustainable_streets_index_09.pdf

...but 54% is for peds, 20% for buses, 21% for cars and only 3.6% for bicyclists (and not all bicyclists).

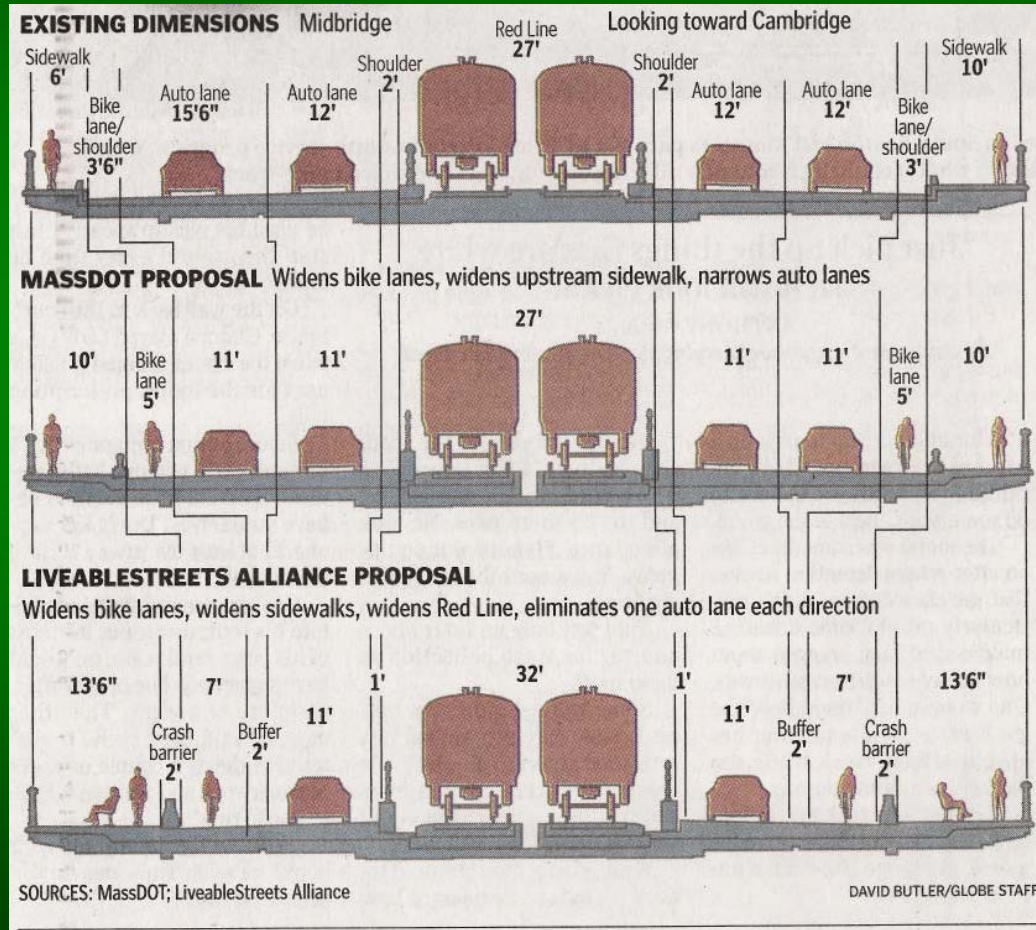


This looks like accommodations are given on the Longfellow Bridge in Boston for bicyclists and pedestrians....



Boston Globe, July 25, 2010 page A13

...but bicyclists are given no barrier and only the car break down lane. Proportions are 6'6" bike/16'ped, 10' bike/20' ped, and 14' bike/27' ped.



Boston Globe, July 25, 2010 page A13

This looks like bicyclists are accommodated on Western Avenue in Cambridge with a new cycle track....



http://www.cambridgema.gov/cdd/et/infra/western/western_concept_book.pdf

...but bicyclists are given a 6' wide cycle track in one direction with 10 foot sidewalks on both sides and tree buffers on the sidewalk, total 6' bike/20' ped.



This looks like bicyclists are given a bike lane in the proposal for Western Avenue in Cambridge....



http://www.cambridgema.gov/cdd/et/infra/western/western_concept_book.pdf

...but bicyclists are in the door zone in one of the few bicycle lanes in Cambridge while a massive sidewalk is provided even though all parallel streets also have sidewalks.

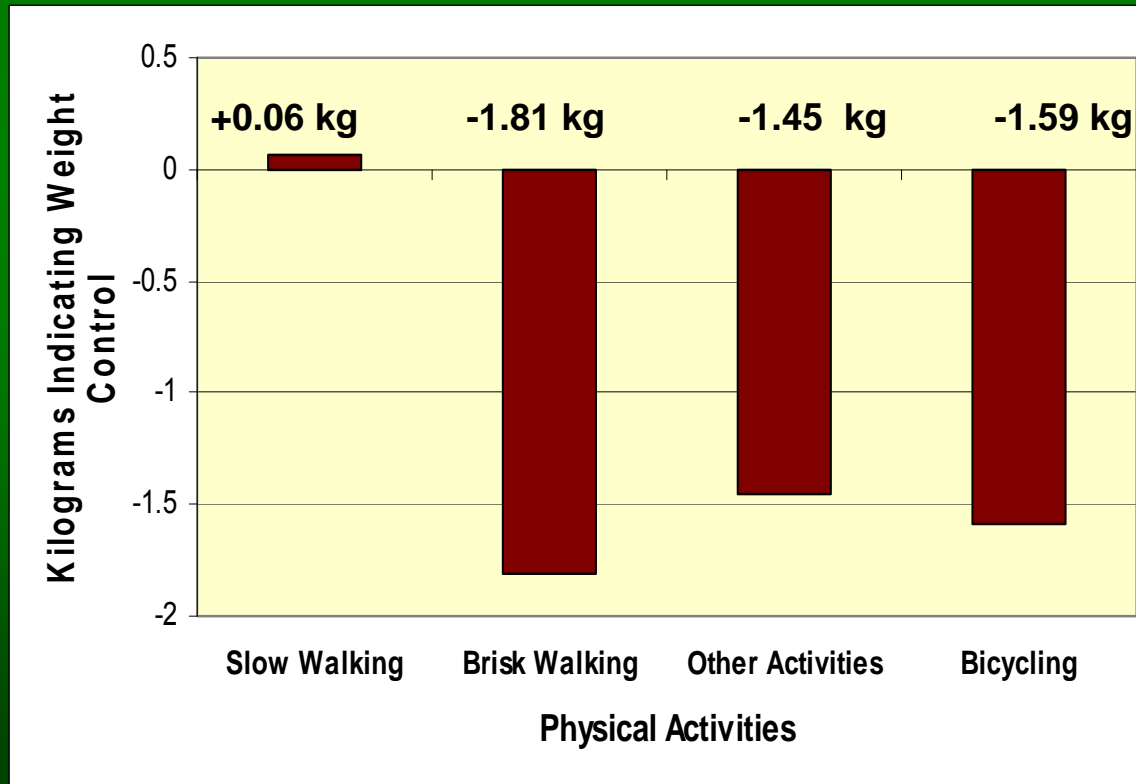


http://www.cambridgema.gov/cdd/et/infra/western/western_concept_book.pdf

Research related to walking and bicycling - Calories Burned Walking

In research conducted on 18,414 nurses in the Nurses' Health Study II, 50 % of the women walked slowly and slow walking did not control weight.

Providing sidewalks will not be a guarantee that all will control weight.



Research related to walking and bicycling - Calories Burned Bicycling

In research conducted on 18,414 nurses in the Nurses' Health Study II, if women did not bicycle in 1989 but bicycled in 2005 for a set time, they were more likely to have controlled weight. A dose response also exists, i.e., more bicycling = more weight control and less bicycling = more weight gain.

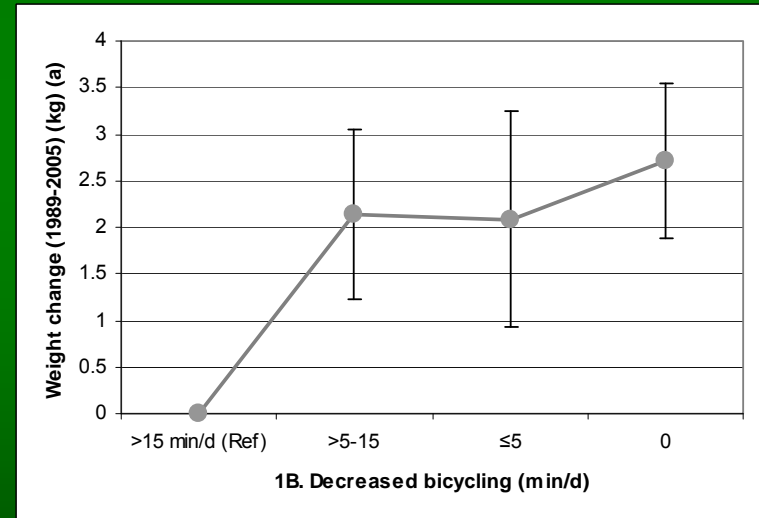
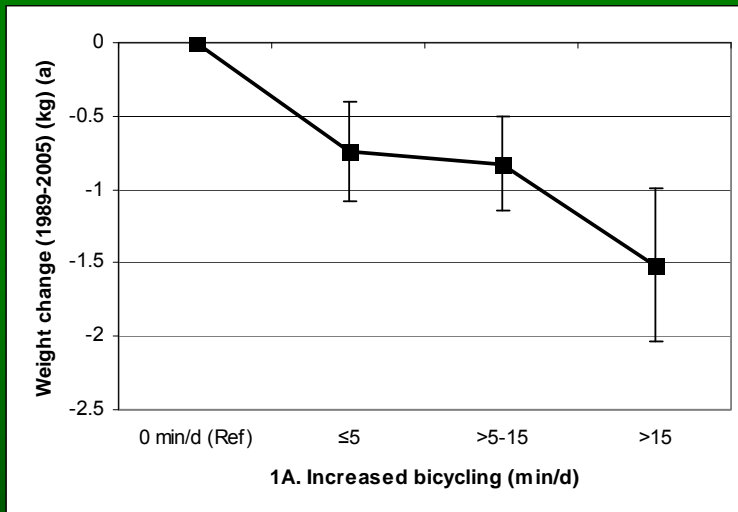
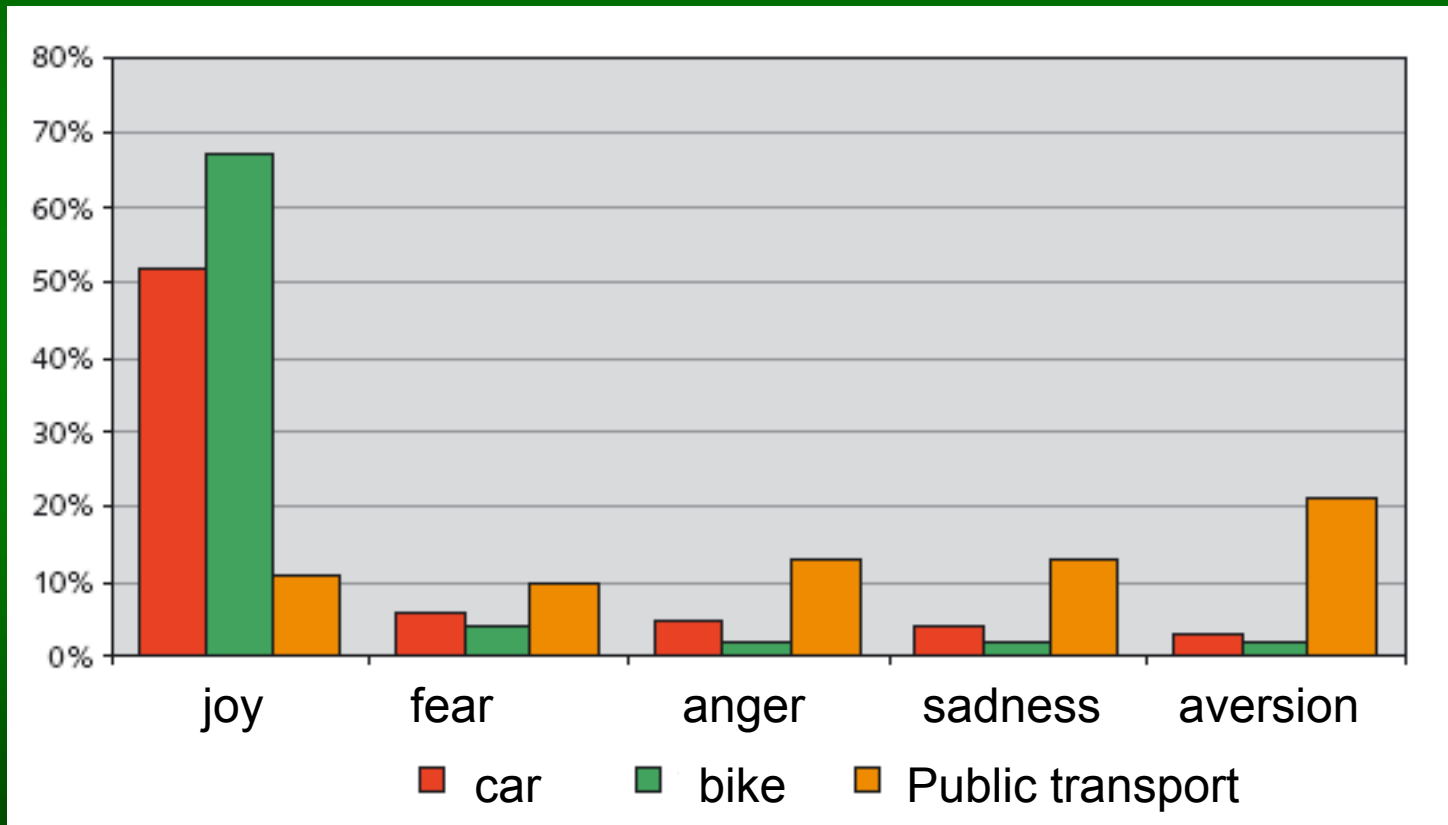


Figure 1A includes only women who did not initially bicycle (0 min/d) at baseline (1989). The figure reflects the slope of weight change if women remained in the non-bicycling category in 2005 or if they increased their bicycling in 2005. Figure 1B includes only women who initially bicycled for >15 min/d at baseline (1989). The figure reflects the slope of weight change if women remained in the high bicycling activity category in 2005 (reference), or if they decreased their bicycling in 2005.

Research related to the car, bicycle, and mass transit - Joy



From Knowledge Institute Mobility, 2007 The Netherlands

If we want everyone to bicycle and we want everyone to experience joy, what do the 50/50 bike and pedestrian infrastructures look like?



A cycle track between the sidewalk and parked cars where two bicyclists could bicycle side by side and talk, experiencing joy just like the people on the sidewalk...



Photo Credit - aaron naparstek/streetsblog

<http://www.streetsblog.org/2006/11/06/cyclists-and-pedestrians-fighting-over-the-scraps/>

- **Cycle tracks are barrier-separated bicycle-exclusive corridors with parallel corridors for pedestrians.**

A cycle track even wider than two bicyclists for additional joy in bicycling with friends instead of the “lone road warrior” U.S. bicyclist...



www.streetsblog.org/2006/11/06/cyclists-and-pedestrians-fighting-over-the-scrap/

A cycle track with no buffer to the sidewalk so socializing can take place between the cycle track users and the pedestrians to increase joy for both...



A cycle track level with the sidewalk but with a separation of trees and clear markings for the bicyclist to eliminate animosity and provide joy...



A park-setting cycle track and parallel pedestrian path instead of a shared-use path that does not have clearly defined spaces and can take away joy...



To achieve the 50/50 balance and better guarantee joy in pedestrians and bicyclists, give each their own space equal in size, mark the space for the bicyclists including the direction, and provide enough space for at least two bicyclists to bicycle side by side (parent with a child) and space for bicyclists to pass.

