Planning for Bicycles in Regional Transit

Boise State University Student Union
Hatch Ballroom C and D
Thursday, May 5

9:15 to 10:30

"Is Your City Connected? The Role of Street Connectivity in Promoting Cycling"
Jennifer Dill, Portland State University

Advocates of New Urbanist and neo-traditional planning concepts include street connectivity as a key component for good neighborhood design. Street networks that are more grid-like are preferred over networks that include many cul-de-sacs and long blocks, thus increasing distances between destinations. The increased distances are thought to discourage walking and bicycling and, thus, physical activity. While intuitively attractive, there is limited empirical research at this time making this connection. There is also debate over how to measure connectivity and what levels of connectivity are appropriate. This research evaluates various measures of connectivity for the purpose of increasing walking and bicycling. Measures of connectivity can be useful in two arenas: (1) research linking travel behavior to urban form; and (2) standards for new and/or existing development. This presentation will describe and evaluate a wide range of measures of connectivity and show how these measures were applied to the Portland, Oregon region and relate to levels of bicycling in the region. Prof. Dill will also describe a new research project that will monitor bicycle use with GPS.

Jennifer Dill, Ph. D., is an Assistant Professor in the School of Urban Studies and Planning at Portland State University

10:45 to 12:00

"Shared Roadway Markings: How to Improve Bicyclist and Motorist Co-existence on Shared Roadways"
Michael Sallaberry, City of San Francisco

Signed, shared roadways make up the majority of most bike route networks. These roadways are often comprised of curb lanes too narrow for motorists and bicyclists to safely share side by side. Though these problems are faced regularly by municipalities, there is no nationally accepted pavement marking standard for shared roadways. This presentation will discuss the issues associated with shared roadways, and also present the findings of a study commissioned by the City and County of San Francisco of two potential pavement markings for such roadways. As a result of this study, the state of California is very close to adopting and adding the "bicycle and chevron" pavement marking to the MUTCD California Supplement. This discussion will also include topics such as bicyclists' rights and responsibilities on the road, how the marking could be used beyond the study's focus and in the context of Idaho, other on-roadway approaches to improve coexistence on shared roadways, and what efforts are being made nationally to have this marking adopted as a standard in the MUTCD.

Michael Sallaberry, P. E., is a Bicycle Facility Engineer with the City of San Francisco

12:00 to 1:30 Break for Lunch
1:45 to 3:00

"Guidelines for Estimating the Benefits and Costs of Bicycle Facilities"
Kevin J. Krizek, University of Minnesota

An initial step in bicycle planning is to ensure that a variety of facilities exist such as relatively wide curb lanes, on-street bike paths, or off-street bike paths. But bicycle facilities cost money. Their merits are often called into question, and many consider spending on them a luxury. Planners and other transportation specialists often find themselves justifying that these facilities benefit the common good and that they induce increased use. Especially in austere economic times, they are often grasping for ways to "economize" such facilities.

This presentation will describe a "calculator" that can be used to estimate values for the benefits and costs of bicycle facilities. We will describe pieces of the underlying research that informs the calculator and example output from the guidelines. The range of benefits include direct benefits to the user (mobility, health, safety) and indirect benefits to society (decreased externalities, livability, fiscal). We conclude by proposing how such guidelines could be integrated into the transportation planning process and challenges that lie ahead.

Kevin J. Krizek, Ph. D., is an Assistant Professor and Director, Active Communities / Transportation (ACT) Research Group, University of Minnesota

3:15 to 4:30

"Cycling Into the Future"
Todd Litman, Victoria Transport Policy Institute

During the last century the North American transportation system became increasingly automobile-dependent while non-motorized travel waned in relative importance. This created a self-fulfilling cycle of declining travel options, increasing motor vehicle traffic, more automobile-oriented land use patterns, and degraded conditions for other forms of travel. But these trends will not necessarily continue in the future. Many of the factors that contributed to automobile dependency are unlikely to continue into the future. Per capita vehicle ownership and mileage have peaked in the U.S. due to demographic, economic and consumer trends. Although few motorists want to give up their automobiles completely, many would prefer to drive somewhat less and rely more on alternative modes, particularly walking and cycling. Transport planning can reflect these shifts by helping to create a more diverse and efficient transport system. These changes can be justified on a variety of economic, social and environmental grounds.

Todd Litman, M. E. S., is Executive Director of the Victoria Transport Policy Institute