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From Knowledge to Practice: Rethinking Streets for People on Bikes

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FROM KNOWLEDGE TO PRACTICE: RETHINKING STREETS FOR PEOPLE ON BIKES

For too long we've been building streets as though they have one function—to move cars quickly. The reality is that streets can do more than just move cars. They can move people on foot, on bikes, on transit, without hurting vehicular throughput and safety. They can be more than a way to get somewhere else. Good streets are good places, too – public places where people meet, sit and socialize, conduct business, wander about, play, and more.

Complete Streets policies are being adopted all across the country, but local officials have few documented guidebooks to help them think about how to retrofit streets for people on bikes based on completed projects using best practices. To meet this gap, researchers Marc Schlossberg and John Rowell of the University of Oregon, Roger Lindgren of the Oregon Institute of Technology and Dave Amos of UC Berkeley set about creating such a guide.

This project is a follow up to a highly successful previous NITC project, and subsequent internationally distributed book, called "Rethinking Streets: An Evidence Based Guide to 25 Street Transformations." The book does not show hypothetical street re-designs, but actual examples from typical communities to show how they did what they did and see what resulted from the change. The success of the first book demonstrates a need for easy access to evidence-based transportation information that can be used by practitioners, community members, policymakers, educators and researchers.

Now the research team has produced a second volume, but with a focus on streets redesigned to accommodate bicycle transportation in ways following current best practices. Whereas the first book purposefully focused on "average" street retrofit projects to communicate the normalcy of such projects around the country, this second edition focuses on the more ambitious approaches a variety of cities have taken to retrofit their streets to better accommodate normal people using bicycles as a normal form of transportation.

This study was funded by the **National Institute for Transportation and Communities (NITC)**. NITC is one of five U.S. Department of Transportation national university transportation centers. Housed at Portland State University, NITC is a program of the Transportation Research and Education Center (TREC). This Portland State-led research partnership includes the University of Oregon, Oregon Institute of Technology, University of Utah and new partners University of Arizona and University of Texas at Arlington.

"Rethinking Streets for Bikes" is a follow-up to "Rethinking Streets," which offered guidance for complete street transformations. The new volume focuses specifically on redesigning streets based on best practices for improved bicycle transportation.

**From Knowledge to Practice:
Rethinking Streets for People
on Bikes (#2019-1081)**

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