

Bike Vision for the LMA:

**Developing a list of highly creative options to
increase biking and improve safety**



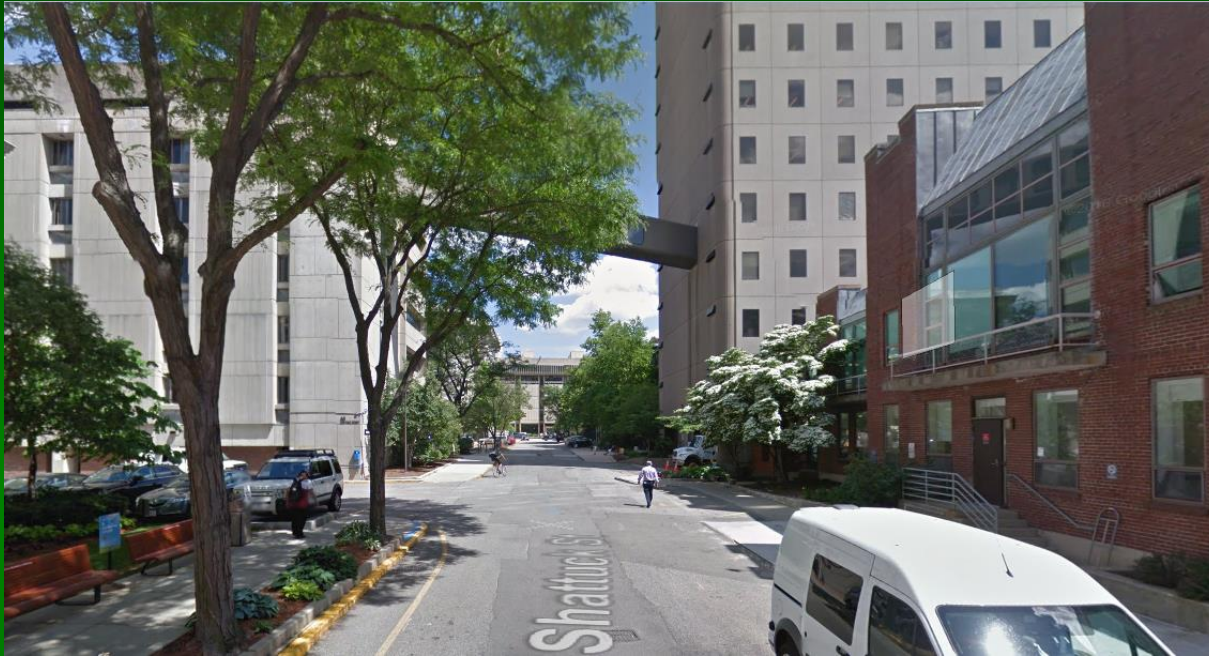
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Homework assignment:



Please explore the LMA's back alleys and think of creative designs to incorporate the bike.

Participants in this creative thinking would also include abutters to these alleys and other users of these alleys.

History to frame your homework:



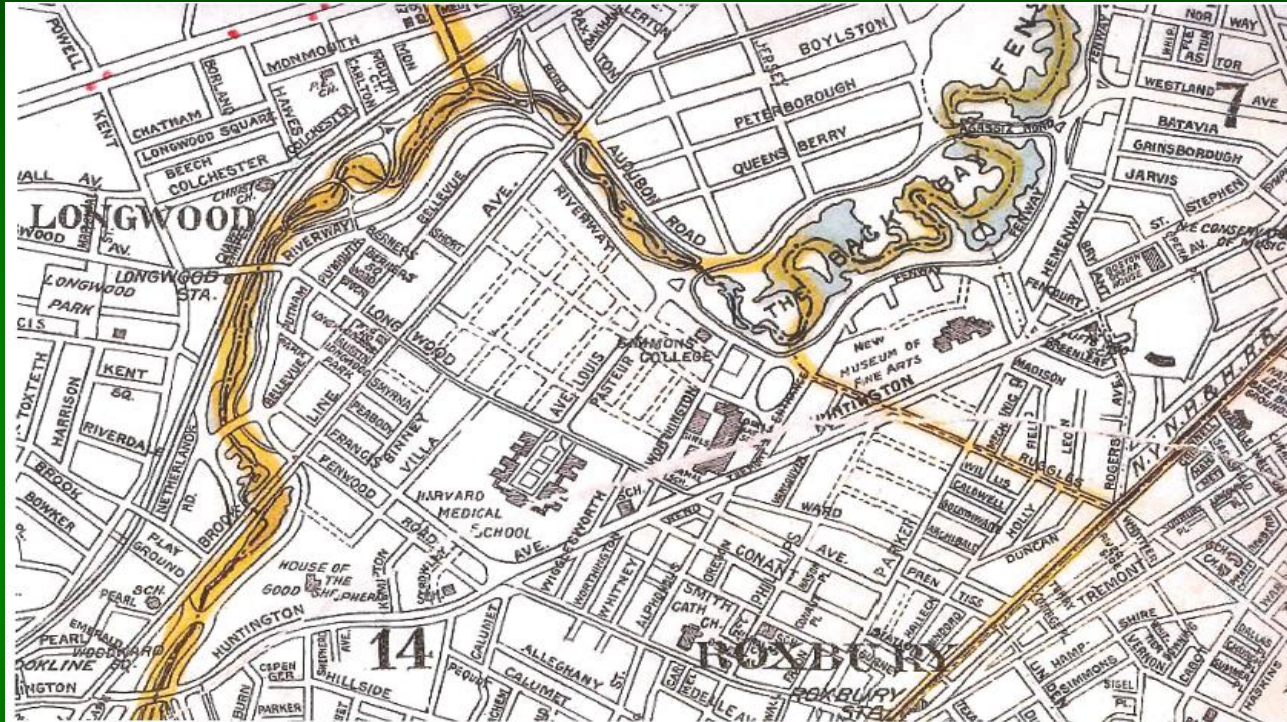
One hundred years ago, Children's Hospital had cows to provide fresh milk so the children would be healthier than if given bottled milk.

Slogan is not “replace cows with bikes”:



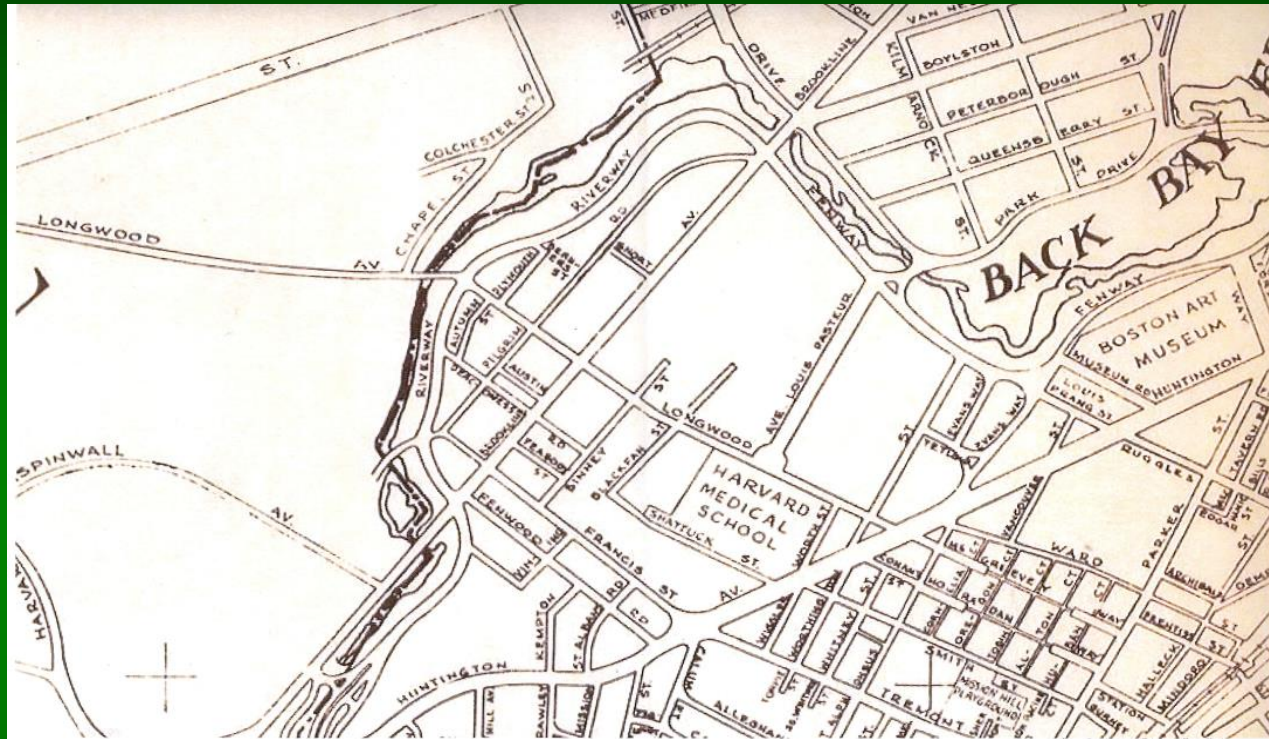
Instead, this is about replacing “what the cows did” (provided fresh milk) with “what the bikes could do” (not bring mobile source air pollution to the LMA).

How do we do this? Study a 1922 map:



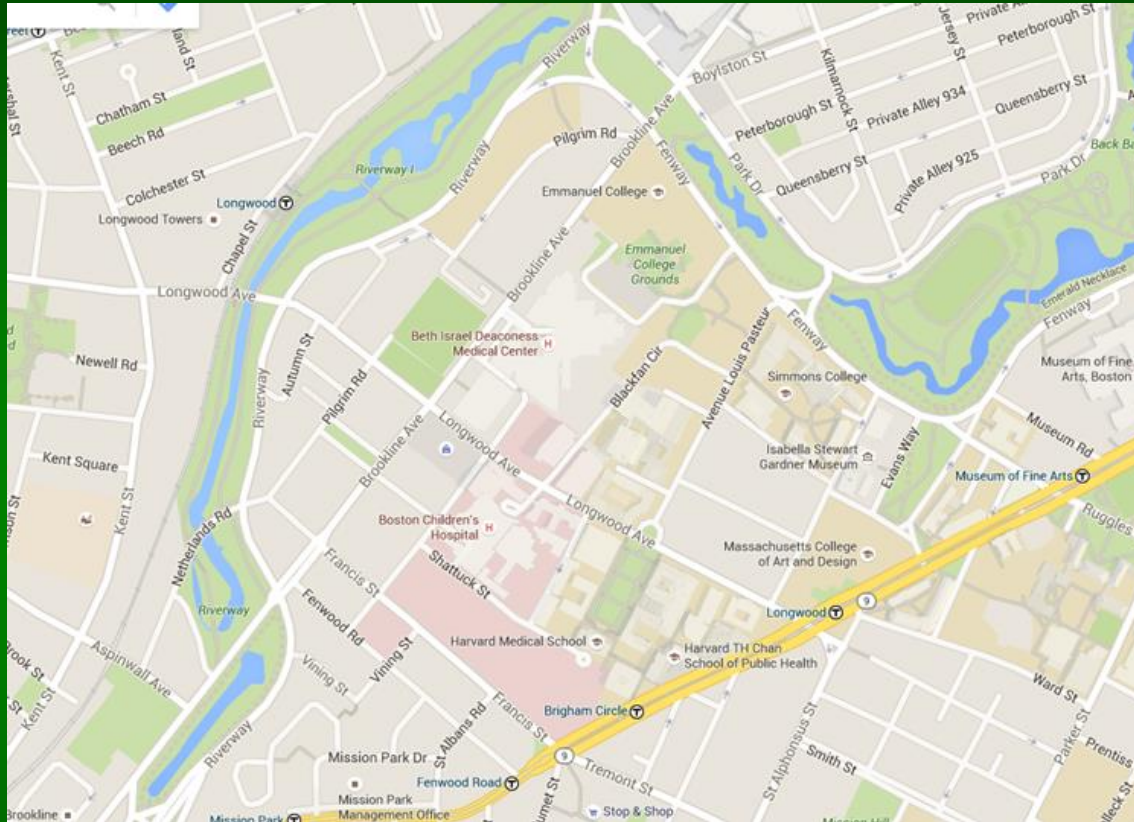
Many of the old Medical Campus roads are now “ghost roads.” As then, access to the campus is still restricted by the Muddy River, the Museum, and the streetcar tracks.

Study a 1948 map:



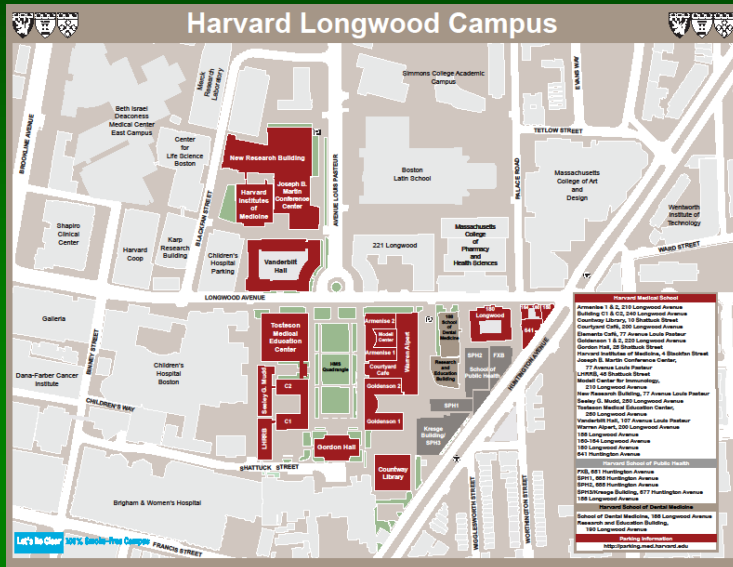
The grid on the northeast side of Longwood was not built but the full grid on the southwest side remains. Shattuck used to connect to Longwood though it didn't connect to Binney.

Study a Google map:



**Shattuck was extended toward Binney but
Countway Library was built over the Shattuck
connection to Huntington.**

Think about an LMA Bike Vision:



Because ambulances and drivers of pregnant women/sick children can't "dissipate," i.e., traffic finds alternate routes, and ambulance drivers have limited driving visibility and need to go fast, consider those 1948 streets as bike alleys.

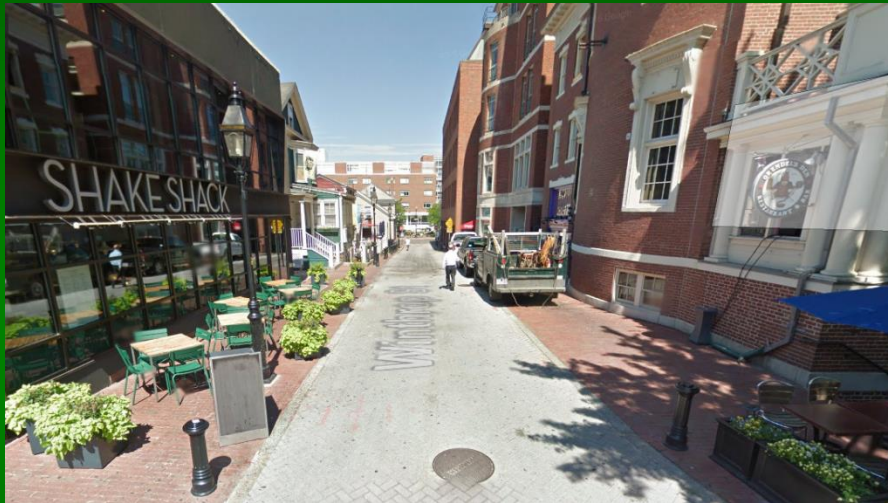
Forget Longwood and Brookline Ave:



<http://millennialmagazine.com/location-of-the-week-the-venice-canals-of-italy/>

Think of Longwood and Brookline Ave as the canals in Venice, full of water. You can cross over but not bike in the canals.

Think beyond Woonerfs:



Winthrop and Palmer in Cambridge were redesigned to encourage passage by cars, trucks, pedestrians, and bicyclists but there is no clear separation for bicyclists.

Think beyond just pedestrians alleys:



<http://redstreetcarline.com/2010/06/>

Many European and American communities rediscovered their back alleys and made them café areas and passageways for pedestrians but bicyclists are often fined if they bike there.

For LMA Bike Alleys, think of a list:

- Segregation for two-way cycle tracks for bikes only
- Delivery trucks, ambulances, and cars cannot get on cycle tracks.
- Clear sight lines
- Able to get up some speed biking
- Aesthetic to benefit the bicyclists and people looking out the windows
- Incorporation of bike parking that doesn't take up land
- Large artful bike parking structures
- Lighting for safety and ambience
- No dark corners so late-night bicyclists feel safe (eyes on street)
- Passages through buildings
- Facilitate conversations between bicyclists
- Alley routes for bikes only but friendly association with pedestrians
- Water features, if possible, for the sound and sight
- Safe in wet or snowy weather
- Artful for non-bicyclists to enjoy
- Incorporate rhythm, crescendo, and climax (arrival) on each side of Longwood – break up sameness of the alley

For LMA Bike Alleys:

think visually

Consider:



<http://www.parislogue.com/featured-articles/the-most-beautiful-metro-stations-in-paris.html>

- **Designing signature gateways to the bike alleys.**

Consider:



<http://www.yelp.com/biz/back-alley-bike-repair-seattle>

- **Installing artful lighting for late hours**

Consider:



<https://streetscapecanada.com/2015/03/07/green-smart-sustainable-cities-start-with-green-smart-sustainable-streets/>

- Adding water features for the sound

Consider:



<http://www.citymetric.com/copenhagen-has-just-opened-bright-orange-cycle-bridge-across-its-harbour>

- **Building an elevated and aesthetic bridge**

Consider:



- **Biking through buildings (sun to shade to sun)**

Consider:



- **Not taking up land with surface bike parking but stacking bike parking handsomely.**

Consider:



- **Incorporating rhythm, crescendo, and climax so you arrive at a rewarding place in the alley.**

Consider:



- Paving with permeable surface so trees thrive and individuals looking out from adjacent windows restore directed attention.

Consider:



<http://www.moodie.com.au/?product=x-last-lumart-bollard-krola>

- Separating bicyclists from vehicles attractively with handsome flex posts with internal lighting.

Consider:



- **Incorporating complementary bike and ped details.**

Consider:



- Including way finding signs and stencils.

Consider:



- Installing red and green bicycle traffic signals with red and green countdown numbers.

Consider:



- **Designing cycle tracks wide enough to allow for side-by-side riding.**

Consider:



- Adding “Social Bridge” elements to enable positive interaction between strangers.

Consider:



<http://www.solarlighting.com/pathway-and-trail.php>



<http://web.media.mit.edu/~nanzhao/w ebfiles/bench/bench.html>

- **Climate Change and solar-power so card swipes on bike cages aren't electric-dependent.**

Consider:



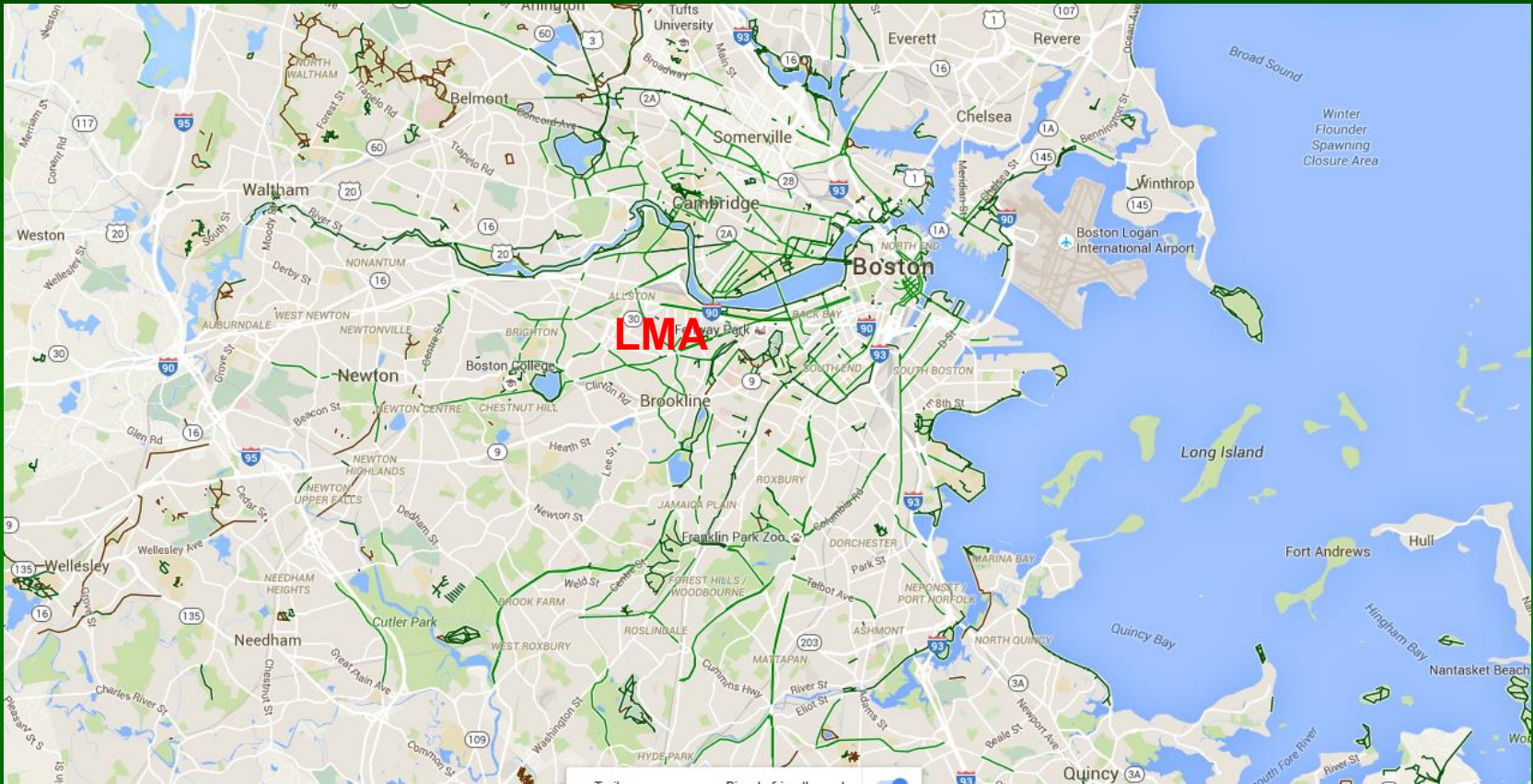
- **Making safe bike connections from the Muddy River and the Emerald Necklace up to Riverway.**

Consider:



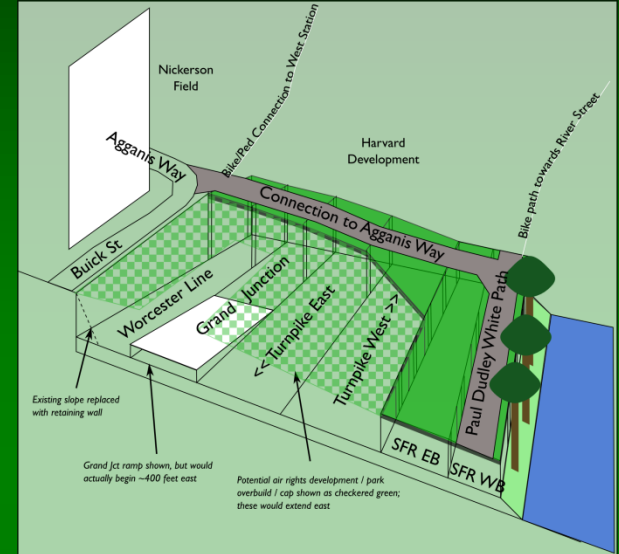
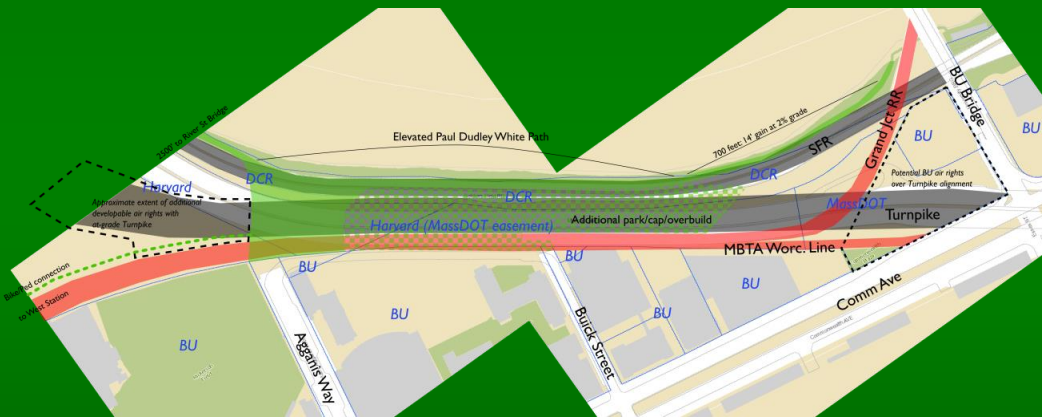
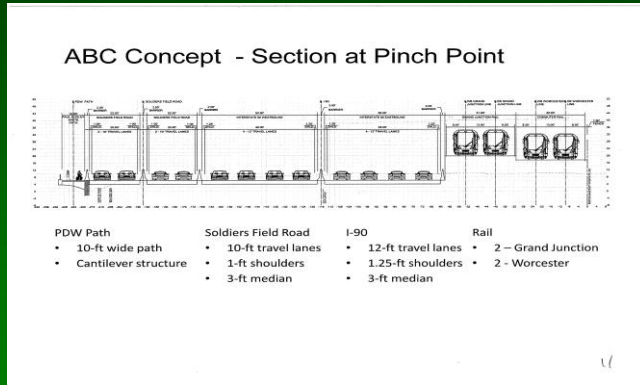
- Making safe bike connections from the “Emerald Network” to the LMA from all close directions (dotted lines are proposed).

Consider:



- Making safe bike connections to the LMA from all distant locations (Google Bike Map).

Consider:



Drawing by Ari Ofsevit at the request of Anne Lusk

- Making a new bike connection to the Paul Dudley White path by putting a park over the trains/roads and bringing the path up to a new “Head of the Charles” park behind BU.

Please consider:

Walking or biking on the back alleys and thinking of ways to cleverly get through the LMA .

Email me your ideas so we start amassing your creative designs in our Bike Vision for the LMA.



Thank you!

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