

**Friday, April 20, 2007: Third Annual Symposium of the Community Bicycle Congress
Boise State University – Student Union Building – Bishop Barnwell Room**

All sessions are free and open to the public. Doors are open between sessions. Please help us make sure to have ample seating. If you plan to attend, RSVP bicyclecongress@boisestate.edu.

Morning

8:00 to 8:15

Free time to mingle and be seated

8:15 to 8:30

Acknowledgements and Introductions

8:30 to 9:30

"Adaptive Signal Timing for Bicycles" – How can traffic detection and signal timing measures best interact, so that bicyclists can clear intersections safely? By Ananth Prasad, P. E., Santa Clara County, California. This paper will interest traffic engineers and bicyclists who ride in traffic.

9:45 to 10:45

"Bike Lanes and Car Doors" – What safety treatments can be applied, where bike lanes adjoin parallel parking? By Dustin White, Bicycle Facility Engineer, San Francisco Municipal Transportation Agency. This paper will interest traffic engineers and bicyclists who ride in traffic.

11:00 to 12:00

"The Bicycle Makes the Eyes Smile" – A study in medical anthropology of older Italian cyclists - their psycho/physical well being, and the importance of a cycling community in the lifelong pursuit of sport. By Elizabeth Whitaker, Ph. D., California Polytechnic State University, U.S.A, and University of Bologna, Italy. This paper will interest everyone.

Afternoon

1:30 to 2:30

"Campus Circulation Planning" – Guidance for colleges and universities attempting to encourage pedestrian and bicycle travel. By Colleen Mitchell, A.I.C.P., Transportation Planner, Toole Design Group. This paper will interest planners, bicycle commuters, and proponents of alternative transportation.

2:45 to 3:45

"School Trips" – Urban form helps predict travel mode of schoolchildren; but how? How are walking and cycling differentially encouraged by features of urban form? By Jessica Greene, Ph. D., University of Oregon. This paper will interest planners, architects, school administrators, public health professionals, parents, and proponents of active transportation.

4:00 to 5:00

"Challenging Perceptions of Ability: The Women's Challenge Stage Race" – An Idaho institution for nearly 20 years, the Women's Challenge bicycle race grew in size and stature despite the impact of cycling's international governing body, whose regulations materially limited female cyclists' physical potential. By Shelley Lucas, Ph. D., Boise State University. This paper will interest everyone.

Doors are open between sessions. For full details, visit <http://www.boisestate.edu/bicyclecongress/>
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This symposium is a cooperative effort of Boise State University and the Ada County Highway District.

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Morning Sessions

Adaptive Signal Timing for Bicycles

Ananth Prasad, P. E., Associate Civil Engineer, Santa Clara County, California



Bicycles are considered vehicles and share the roads. However, when it comes to crossing at signalized intersections, bicycles are usually treated as pedestrians by requiring them to use pedestrian/bicycle push buttons. This safe and appropriate solution works well for novice bicyclists, but is not feasible for professional and commuter type bicyclists. This method may also result in inefficient signal operation if all bicyclists use pedestrian timings to cross at intersections. On the other hand, if bicyclists use vehicle loops at intersections they get motor-vehicle-based minimum green and clearance times which may be inadequate to fully clear an intersection. Bicyclists, like pedestrians and motorists, need adequate crossing time to clear the intersection. Their relative slower speeds compared to motor vehicles require longer green and clearance times. If bicycle timing parameters are used at signalized intersections as minimum values, then motorist delay will increase and other safety issues such as red light violations may occur. Somewhere between the pedestrian timing and motor vehicle timing is the optimal bicycle timing and providing this only when bicycles are present will promote safe and efficient multi-modal operation of traffic signals. This research project presents one possible means of providing bicycle-related signal timing when bicycles are detected at signalized intersections.

Bike Lanes and Car Doors: Details for Designers

Dustin White, Bicycle Facility Engineer, San Francisco Municipal Transportation Agency



Bicycle lanes in dense urban environments are often striped adjacent to on-street parking. Such configurations can position cyclists in a potentially dangerous area known as the "door zone," where motorists exit parked automobiles. This study evaluates alternative parking stall markings and parking lane widths adjacent to bicycle lanes for their potential to encourage cyclists to ride outside of the door zone, with the aim of reducing the incidence of "dooring" collisions.

The Bicycle Makes the Eyes Smile: Exercise, Aging, and Pshchophysical Well-Being in Older Italian Cyclists

Elizabeth D. Whitaker, Ph. D., California Polytechnic State University, U.S.A, and University of Bologna, Italy.



Despite a cultural and biomedical consensus about the health benefits of physical activity, most adults do not exercise regularly and their activity tends to decline further in older age. This study reports on a group of older-age Italian bicyclists who maintain extraordinary activity levels. It explores the physical and mental health effects of intensive exercise in older people, the meanings and motivations associated with it, and the cultural and social features that support and promote bicycling in Italy. The findings suggest some public health implications for the prevention of chronic diseases caused by inactivity and excessive body weight.

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Afternoon Sessions

Campus Circulation Planning

Colleen Mitchell, A.I.C.P., Transportation Planner, Toole Design Group.



Campus bicycle and pedestrian planning is an emerging area of study. A number of major universities have recently completed, or are in the process of completing, plans to improve bicycle and pedestrian access. These institutions recognize the long term cost savings, improved quality of campus life, and recruiting benefits of a network of bicycle and pedestrian facilities offering comprehensive connection of student and staff residences to campus facilities, as well as to retail, recreational and entertainment destinations.

This presentation describes challenges faced by universities in improving bicycle and pedestrian access and will convey best practices for policy and facility change. Emphases include gaining student, faculty and staff input; facility improvements for campus pathways and streets; amenities, programs and strategies for encouraging bicycling; recreational trails; and parking pricing structures.

School Trips: Effects of Urban Form and Distance on Travel Mode

Jessica Greene, Ph. D., University of Oregon



For over 50 years the U. S. has been shifting away from small, neighborhood schools to larger schools in lower density areas. Rates of children walking and biking to school have declined significantly over this period. This study examines the relationship between urban form, distance, and middle school students walking and biking to and from four schools in Oregon. Five primary results emerge: (1) urban form helps predict travel mode to and from school; (2) middle school students walk farther than planners expect; (3) many students use a different mode when they travel to school and when

they leave school; (4) urban form measures that predict walking behavior differ from those that predict biking behavior; and (5) urban form is only one factor in students' transportation decisions.

Challenging Perceptions of Ability: The Women's Challenge Stage Race and the *Union Cycliste Internationale*

Shelley Lucas, Ph. D., Boise State University



The Women's Challenge, an international stage race, took place in Idaho from 1984 through 2002. Unique for many reasons, the race deliberately challenged both women cyclists and our collective perceptions of what women could achieve, by offering women multiple-day racing over difficult and ever-longer courses. In this paper it is argued that the Women's Challenge bicycle race grew in size and stature despite regulations by cycling's international governing body—regulations that socially constructed and materially limited female cyclists' physical potential. The Women's Challenge was canceled in 2003—one

year short of its twentieth anniversary—due to a lack of corporate sponsorship. Professor Lucas offers a short overview of the Women's Challenge event, a brief history of the involvement of the *Union Cycliste Internationale* in women's cycling, and a critical look at the impact of UCI rules on the Women's Challenge in specific, and on women's racing more generally. It appears that, despite the importance attributed to UCI sanctioning by race organizers and the cycling media, the Women's Challenge rolled forward without the authority and support of the UCI. Dr. Lucas offers a look at the future of women's stage racing—as informed by the past.

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