

**BMTS Article Digest
January – February 2019**

BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed in the Pedestrian & Bicycle Advisory Committee page of www.bmtsonline.com.

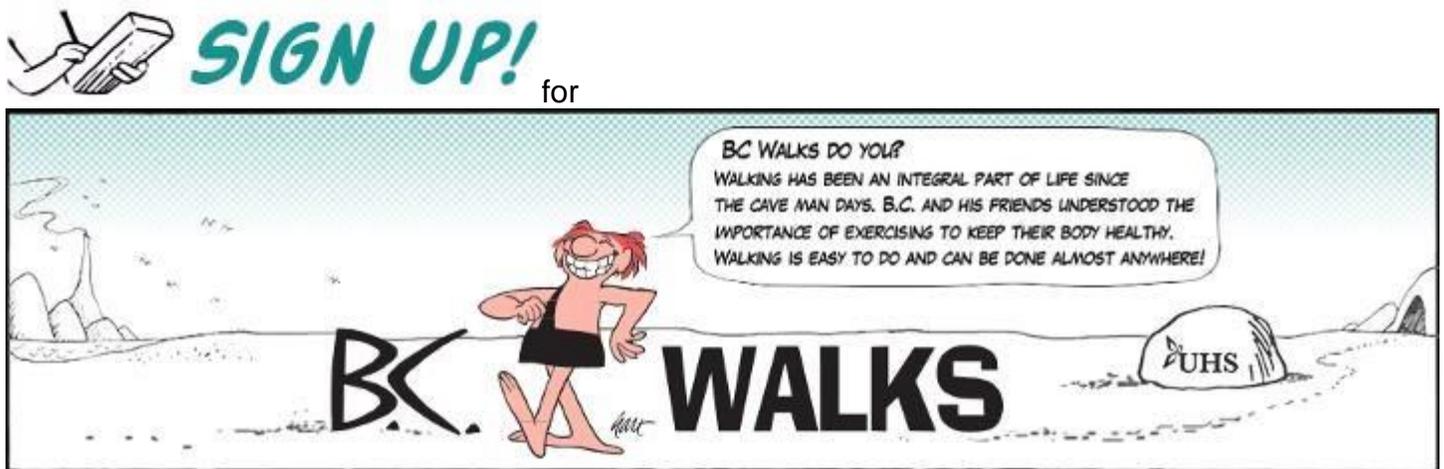
Scott



Take a look at the National Center for Bicycling & Walking's newsletter, **CenterLines**. You can also arrange to have it emailed directly to you.

See <http://www.bikewalk.org/newsletter.php>.

CenterLines is the bi-weekly electronic news bulletin of the National Center for Bicycling & Walking. **CenterLines** is our way of quickly delivering news and information you can use to create more walkable and bicycle-friendly communities.



Go to www.BCWalks.com!

Check out these websites for Bike & Pedestrian Information!



<https://www.facebook.com/coexistnys/> and <https://www.youtube.com/user/CoexistNYS> or www.capitalcoexist.org

In particular, view the interactive educational video clips.

A Compelling Case for Protected Bike Lanes

A pilot project of cycle tracks on several streets in Toronto produced almost shockingly positive results for all users of the street. At very little cost, the new bike infrastructure increased total street capacity and improved safety.

January 17, 2019, 6am PST

James Brasuell



The Adelaide Street cycle track in Toronto, pictured in 2015.
Herb van den Dool

A report by the city of Toronto to evaluate the performance of cycle tracks on Richmond Street and Adelaide Street, as well as north-south cycle tracks on Simcoe Street and Peter Street, recommends converting the temporary installations to permanent infrastructure facilities.

The report "tells a commuting story of roaring success that was accomplished with little fanfare and even less cost," according to an article by Edward Keenan. According to the report, 730 people biked

on Richmond and Adelaide streets before the temporary cycle tracks were installed in 2014. In 2018, that number had increased to 7,509 people biking on the streets every day.

"The city also monitored bike traffic on nearby streets to see if the change was a result of people taking the new lanes instead of travelling on King or Queen Sts," adds Keenan. "It found the decreases in cycle traffic on those roads was minimal, 'suggesting that 94 percent of the growth in the number of cyclists on Richmond-Adelaide was as a result of new cyclists, shifting their transportation choice from another mode.'"

One final piece of smashing success to note here: "In the downtown core area, the bike lanes now carry almost a third of the vehicles travelling the road during the peak of rush hour, 'a higher volume of vehicles per lane than the motor vehicle lanes.'"

Additional data on improved safety and a lack of impact on trip times for cars are included in the article.

FULL STORY:

[Bike lanes prove that transportation solutions can be cheap and effective](#)

Published on Friday, January 11, 2019 in *Toronto Star*



Pedestrian hospitalized after getting hit by vehicle in Binghamton

11:49 am
January 24, 2019

BINGHAMTON (WBNG) — A driver is expected to be ticketed after police say they struck a pedestrian in Binghamton.

The crash happened on Jarvis Street adjacent to the Mirabito gas station at 215 Clinton Street just before 11 a.m. on Thursday.

Police say the pedestrian was taken to the hospital with minor injuries. They did not say exactly how the crash happened.

Officers told 12 News the driver of the vehicle will likely be ticketed.

Bus

Lower obesity rates linked with public transportation use, study shows

Posted on January 30, 2019

Organizations like the Champaign-Urbana Mass Transit District (MTD) not only save riders money on parking and vehicle maintenance, but they also give its users a leg up on fighting obesity.

Photo: Champaign-Urbana Mass Transit District



Public transportation systems provide numerous economic benefits for a community. An added public health bonus provided by such systems may be lower obesity rates.

A new study by researchers from the University of Illinois at Urbana-Champaign and Georgia Tech compared and analyzed county data from 2001 and 2009. They found that a single percentage-point increase in mass transit ridership is associated with a 0.473 percentage-point lower obesity rate in counties across the U.S.

“Opting for mass transit over driving creates opportunities for exercise that may otherwise not exist,” said Sheldon H. Jacobson, a co-author of the study and a Founder Professor of Computer Science at Illinois. “Instead of just stepping out of the house and into his car, riders need to walk from their home to a bus stop and from their stop to their destination.”

The results of the study, published in the journal *Transportation Research Part A: Policy and Practice*, details a computational analysis of publicly available health, transportation, and census data across 227 counties from 45 states in 2001 and 2009. Differences in economic and lifestyle factors including leisure-time exercise, household income, health care coverage, and public transit funding were included in the analysis.

The new analysis is consistent with previous work by the researchers — which found that each percentage-point increase in a county’s public transit ridership was associated with a 0.221 percentage-point lower obesity rate.

“The new work takes a longitudinal approach, meaning that we examined differences between 2001 and 2009, allowing us to better control for factors that could otherwise influence the analysis,” said co-author Douglas M. King, a Senior Lecturer in the Department of Industrial and Enterprise Systems Engineering at Illinois. “For example, factors like weather or physical geography that can influence the obesity rate of a county in both 2001 and 2009 are controlled since their impact is present in both time periods.”

While the calculated estimates from the two studies differ in magnitude, they do not differ in a

statistically significant way, the researchers note. However, both studies suggest that increasing public transit usage is associated with a reduction in a county's obesity rate.

“Because this analysis is at the county level, the implications for an average person are not clear,” Jacobson said. “The results indicate that when more people opt to use public transit, the county-level obesity rate tends to drop, though it does not necessarily imply that any one particular person is less likely to be obese if they ride transit frequently.”

This study focuses on data collected in 2001 and 2009, when rail and bus were the primary modes of public transportation in the U.S.

“It will be interesting to see how Uber and Lyft, as well as bike-share programs will influence this type of analysis in the future,” Jacobson said. “Our research suggests that investing in public transit can provide more efficient transportation options that not only help the environment but may also offer public health benefits.”

Using active transportation modes can help address this problem noted in the article below.

Obesity lifts millennials' cancer risk

Brett Molina
USA TODAY

The rates for some cancers linked to obesity are rising among young adults in the United States, a study led by the American Cancer Society finds.

The study published Sunday in the peer-reviewed journal *The Lancet Public Health* found rates rising for six of 12 cancers tied to obesity – colorectal, endometrial, gallbladder, kidney, multiple myeloma and pancreas – between 1995 and 2014.

In some types of cancer, people born between 1980 and 1989 had double the rate of risk at the same age compared with those born between 1945 and 1954, the study said.

“Although the absolute risk of these cancers is small in younger adults, these findings have important public health implications,” said study author Ahmedin Jemal, scientific vice president of surveillance and health services research with the American Cancer Society.

Jemal said the trend among younger adults could potentially grow worse, “potentially halting or reversing the progress achieved in reducing cancer mortality over the past several decades.”