

Organizing Research

Instructions: Cut out the strips below and sort them into two or three groups. These groups will become paragraphs in your paper.

Bikes: Transportation of the Future



One 2015 study found that it is six times more expensive to travel by car than by bike. (Gössling, 2016)

Bike manufacturing has a much smaller environmental footprint than car manufacturing. (Brand et al., 2021)

Using a bike instead of a car for one trip per day can decrease a person's CO₂ emissions by 67 percent. (Brand et al., 2021)

E-bikes are available for hilly areas.

Bikes are gentler on the roads than cars, saving the city money and effort. (Kinder & Lay, 1988)

People can still have a car for longer journeys.

Biking is a great way to incorporate exercise into your daily commute.

Ten or more bikes can fit in one car-sized parking space, reducing the need for parking lots. (Peters, 2020)

Bikes don't use gasoline, which is a big cost for car drivers. (Gössling, 2016)

In busy cities, bikes often move faster than cars. (Johnson & Smith, 2010)

Repairs, maintenance, and insurance costs for bikes are much less expensive than for cars. (Gössling, 2016)

Since bikes do not have walls, bike-riding is more social than car-riding. It puts people back out in the community among each other, rather than in their own little boxes. (Horton, 2006)

Repairs, maintenance, and insurance costs for bikes are much less expensive than for cars. (Gössling, 2016)

People who bike to work are typically happier with their commute than people who drive. (Singleton, 2018)

Organizing Research Handout

Citations:

Brand, Christian, et al. "The Climate Change Mitigation Effects of Daily Active Travel in Cities." *Transportation Research Part D: Transport and Environment*, vol. 93, Apr. 2021, pp. 408-421.

Gössling, Stephan and Andy S. Choi. "Transport transitions in Copenhagen: Comparing the cost of cars and bicycles." *Ecological Economics*, vol. 13., no. 106, 2015.

Horton, D. "Environmentalism and the bicycle." *Environmental Politics*, vol.15, no.1, 2006, pp. 41-58.

Johnson, D. W. and R. L. Smith. *City Cycling: Urban Planning for Industrial Environments*. MIT Press, 2010.

Kinder, D. F. and Maxwell Lay. "Review of the Fourth Power Law." (1988).

Peters, Adele. "Dutch Design Swap: Car Parking for Bike Racks." *Fast Company*, 22 Dec. 2020, www.fastcompany.com/90780018/dutch-design-swap-car-parking-for-bike-racks.

Singleton, Patrick A. "Walking (and cycling) to well-being: Modal and other determinants of subjective well-being during the commute." *Travel behaviour and society*, vol.16, 2019, pp. 249-261.

Example Paragraph:

"Honk! Honk! Zhoom! Beep! Beep!" or "Ding-a-ling-ding! Passing on your left! Good morning!" Which sounds like a more pleasant way to start the day? Riding bikes can be more than just a fun thing to do. It can be a way of life, one that can help the community in many different ways. For one thing, bikes are gentler on the roads than cars, saving the city money and effort (Kinder & Lay, 1988). Bikes also take up less space when parked, reducing the need for parking lots and freeing up street space. In fact, 10 bicycles can fit into just one car parking space (Peters, 2022). And since bikes do not have walls—or roofs or doors, either—bike-riding is more social than riding in cars (Horton, 2006). People smiling and greeting each other on a ride to work or school is better than being stuck in traffic and honking horns at each other! It is unsurprising, then, that people who bike to work are typically happier with their commute than people who drive (Singleton, 2018).