A SIMPLE EQUATION, COMPLETED BY IDENTIFYING ITS ELEMENTS
IT IS NOT WHAT WE NEED, BUT WHAT WE DON'T NEED. USING THE NEGATIVE AS A MEANS OF DISTINGUISHING WHAT CAN BE SUBTRACTED
IF A ZONE IS ADJUSTED TO ACCEPT SLOWER MOVEMENT, THE CONNECTION CAN BE REDUCED

HIERARCHY OF FLOW BASED ON CONNECTION TO RE-USED ZONES

SPACE OCCUPIED IS DETERMINED BY VARIOUS SETS OF RULES
THE AUTO-CENTRIC TRANSPORTATION INFRASTRUCTURE OF THE U.S. IS WASTEFUL

IF WE SLIGHTLY ADJUST THE ROADS TO ACCOMODATE THE BIKE, FLOW AND EFFICIENCY WILL INCREASE.
As static use areas are identified and removed, bicycle zones are added. Shortening the connection between movements, these zones also serve as nodes for a larger infrastructure.
VERTICAL SEPARATION GROWS AS THE SPEED OF AN ADJACENT MOVEMENT INCREASES. LONG DISTANCES ARE SUPPORTED BY ZONES AND FOLLOW THE RELATIVELY FLAT FREEWAY SYSTEM.
HIERARCHY OF MOVEMENT IS ADJUSTED BY SLIGHTLY RAISING ONE MOVEMENT ABOVE ANOTHER. INTERSECTIONS ALLOW FOR A CONNECTION BETWEEN CYCLING AND WALKING, AND ARE CONTROLLED BY A PRIORITIZED BIKE LIGHT.
Each specific instance is different, but it is constant that areas defined as static use, and flow (as it relates to the movement of cars), will be delicately subtracted or adjusted to allow for addition of the following:

⚠️ = Elevated bike path for safety.

🔥 = Prioritized bike light provides a timed bicycle only interchange at intersections.

💧 = Serving as a connection between bicycling and walking, bicycle zones provide water, air, and lockable bike parking.

💧💧💧 = Pervious elements allow for absorption of rain water.

🔄 = Recycled cycling surface.

💡 = Punctures in the paths form allow for lighting to be integrated.