# Article information:

Associations between street connectivity and active transportation | SpringerLink
<https://link.springer.com/article/10.1186/1476-072X-9-20>

# Article summary:

1. Physical activity is important for health, but sedentary behavior is prevalent in developed countries. Walking and bicycling for transportation and leisure can meet physical activity recommendations.

2. Street connectivity, including block length, intersection density, and street density, may influence active transportation behavior. However, many studies find weak associations between connectivity measures and walking/bicycling.

3. The study aims to identify factors of street networks associated with active transportation via walking and bicycling, consider the geographic distribution of respondent environments, and examine propensity and duration of active transportation separately.

# Article rating:

Appears moderately imbalanced: The article provides some useful information, but is missing several important points or pieces of evidence that would be required to present the discussed topics in a balanced and reliable way. You are encouraged to seek a more balanced perspective on the presented issues by exploring the provided research topics and looking at different information sources.

# Article analysis:

该文章主要探讨了街道连通性与积极出行之间的关系。然而，该文章存在一些潜在的偏见和局限性。

首先，该文章忽略了社会经济因素对积极出行的影响。例如，低收入社区可能缺乏安全的步行和骑车设施，这可能导致他们更倾向于使用汽车作为交通工具。此外，该文章没有考虑到不同文化背景下人们对交通方式的偏好和习惯的差异。

其次，该文章未能提供足够的证据来支持其主张。尽管有一些研究表明街道连通性与积极出行之间存在正相关关系，但这些关联并不总是强烈或显著。此外，该文章未能探讨其他可能影响积极出行的因素，如气候、地形等。

此外，在呈现双方观点时，该文章似乎更加偏袒积极出行者而忽略了汽车驾驶者的需求和权益。例如，在讨论减少汽车使用量时，并没有考虑到某些人需要汽车来满足他们日常生活中的需求。

最后，该文章没有充分考虑到可能的风险和负面影响。例如，过度鼓励积极出行可能导致交通拥堵和安全问题。

综上所述，该文章存在一些偏见和局限性，并且需要更多的证据来支持其主张。此外，应该平等地呈现双方观点，并考虑到可能的风险和负面影响。

# Topics for further research:

* 社会经济因素对积极出行的影响
* 不同文化背景下人们对交通方式的偏好和习惯的差异
* 缺乏足够的证据来支持文章主张
* 未考虑其他可能影响积极出行的因素，如气候、地形等
* 偏袒积极出行者而忽略了汽车驾驶者的需求和权益
* 未充分考虑到可能的风险和负面影响

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