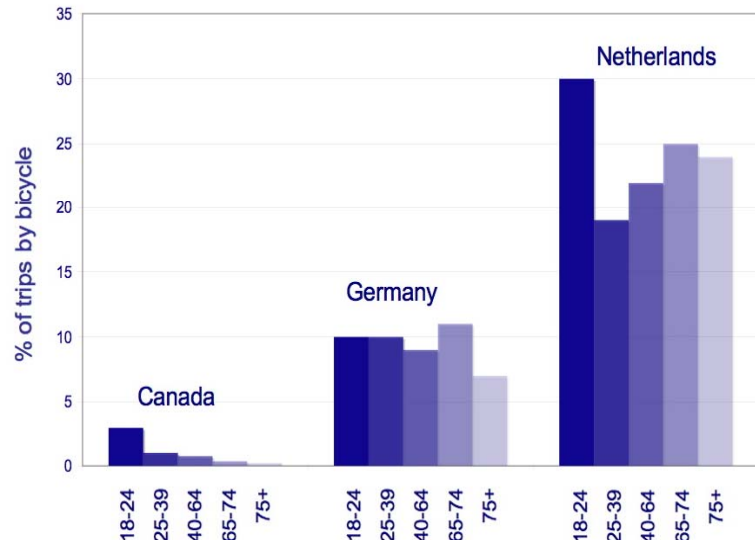


Cycling in Canadian cities: a program of research at UBC

Cycling is far less common in Canada than in most Northern European countries. This is true even in coastal BC where the climate is almost identical.

Our research is exploring the infrastructure and design features that encourage cycling, and that are associated with lower rates of injury. The findings will provide concrete evidence for designers of cycle facilities across Canada.



Source: Pucher & Dijkstra, Am J Pub Health, 2003;93:1509-16
Winters et al., Am J Prev Med, 2007;32:52-58



The Cycling in Cities research program includes several studies, outlined below.

Opinion Survey (complete)	This survey asked adults in the Greater Vancouver region about 16 routes types and 73 other factors that might influence their likelihood of cycling.
Online Route Planner (complete)	This route planner, which uses results from the opinion survey, gives Metro Vancouver cyclists a new tool to help them find the cleanest and easiest route through the city using a familiar Google Maps interface. (www.cyclevancouver.ubc.ca)
Mapping cycling trips (ongoing)	This study is linking trip data from the opinion survey to mapped data on features that might influence cycling. The analysis will provide objective data on transportation, land use, and the types of infrastructure that are associated with higher rates of cycling.
Cycling injuries (ongoing)	This study, in Vancouver and Toronto, will investigate which types of transportation infrastructure are associated with higher or lower risks of injury to cyclists.

For more information, check out our website, or contact Meghan Winters (mwinters@interchange.ubc.ca; 604-827-4000) or Professor Kay Teschke (kay.teschke@ubc.ca; 604 822 2041)

Cycling Opinion Survey: implications for planning

We surveyed the opinions of 1400 people in MetroVancouver about the types of bike infrastructure they prefer, and the route design factors that would most motivate them to cycle. The study focused on 'near market' cyclists, i.e. those who have expressed a willingness to cycle, or who already cycle but would cycle more. They represent 31% of the Metro Vancouver population.

Main messages from the study

design features that encourage cycling:

- **cycling routes** that are near beautiful scenery, away from air & noise pollution, separated from heavy & high speed traffic
- **minimum slopes & distances**, option to take bike on transit
- smooth, non-slip surfaces, clear of debris
- good lighting, lanes marked with reflective paint
- safe indoor bike storage

route designs that encourage cycling:

- **off-road paths:** paved & for cyclists only
- **residential streets:** marked for cycling & with traffic calming
- **major streets:** paths separated from motor vehicle lanes by a curb or other barrier

Route types that are not preferred (such as biking on major roads) are even less preferred by potential and occasional cyclists (compared to regular and frequent cyclists), by women, and by people with children. Building these will likely not significantly increase cycling rates, as they will be used only by those who already cycle.

Further details on the study are available on our website.

