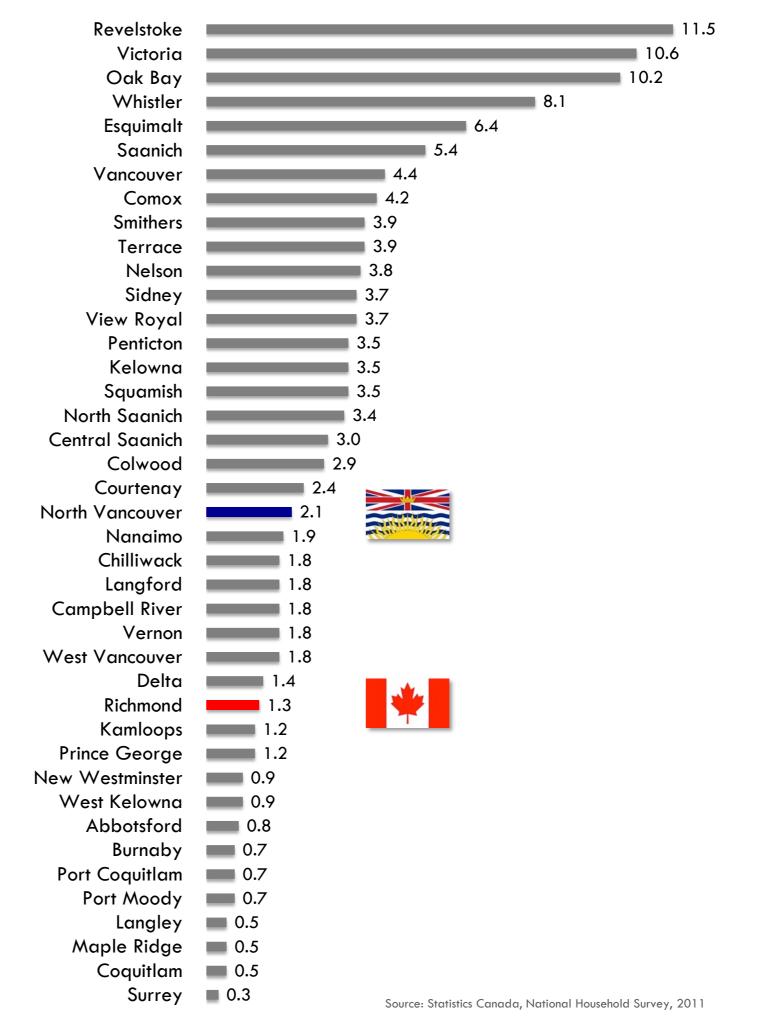


% of commuters who travel by bike

BC cities 2011









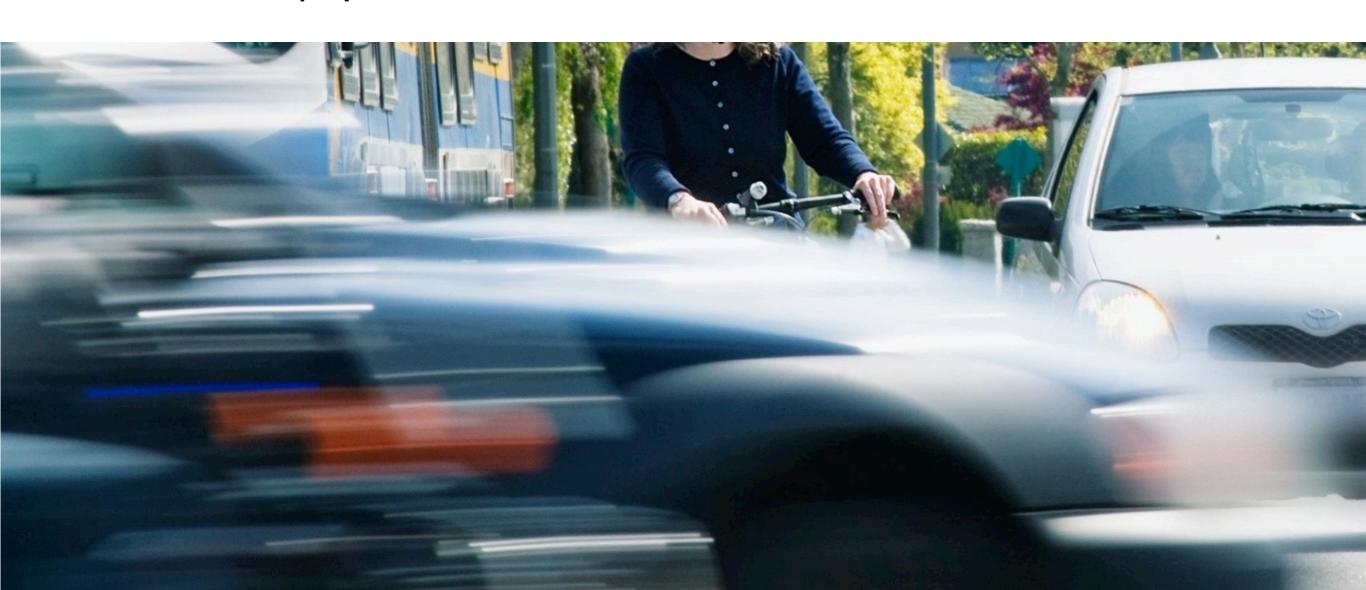
"Of course cycling numbers are low – there's no cycle track network.

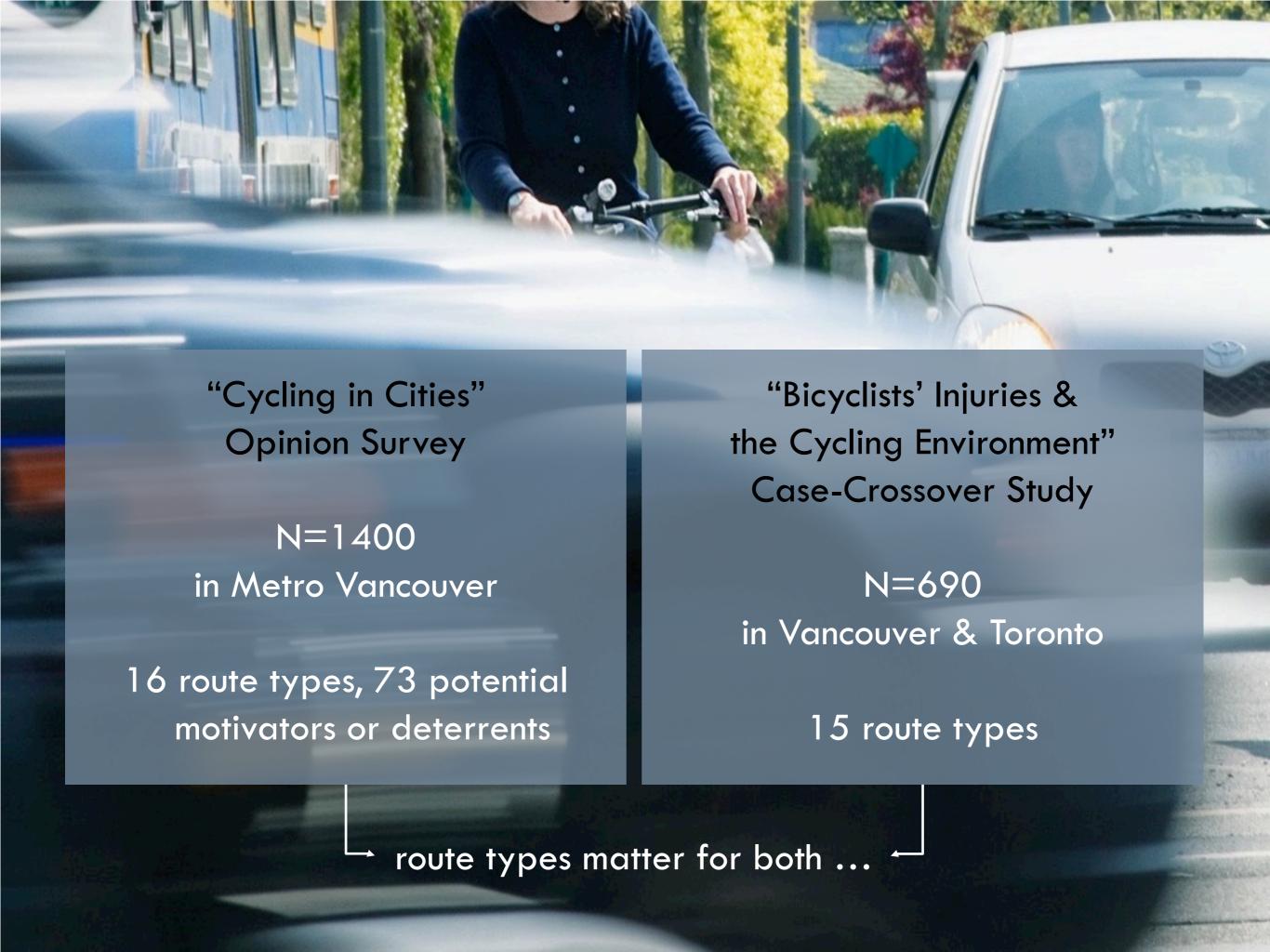
That's actually evidence to do it, not evidence to not do it."

Top deterrents

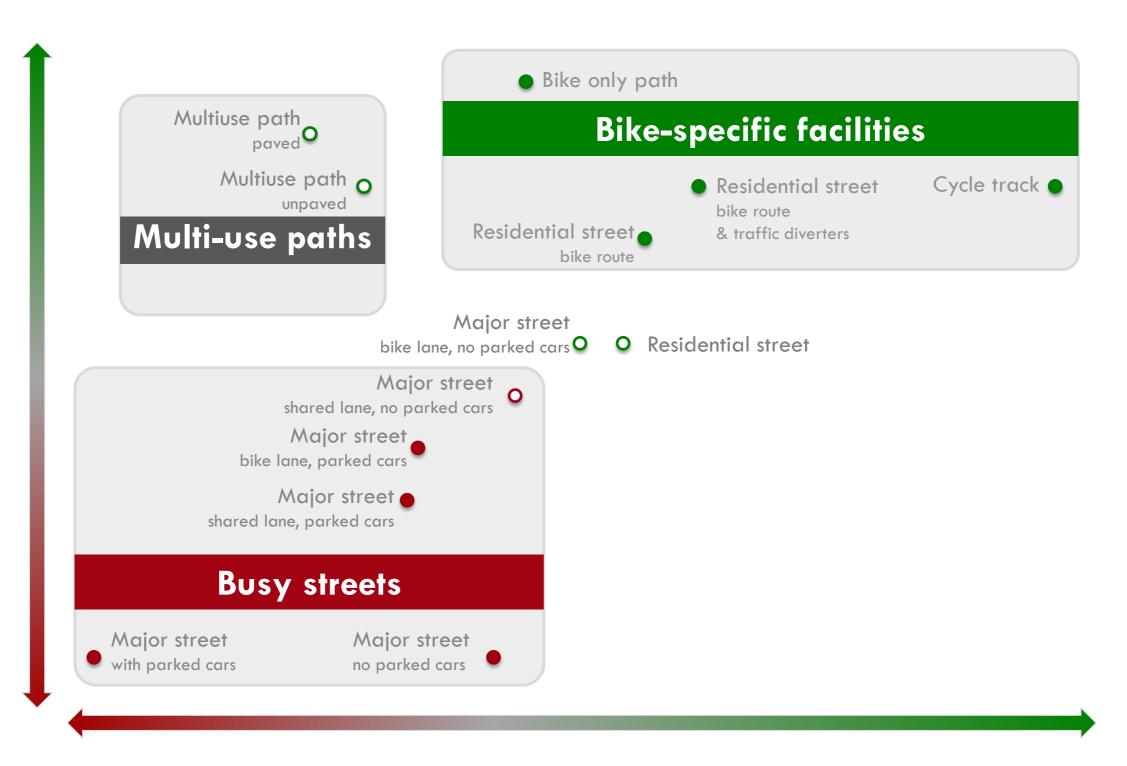
Route safety

- car, bus & truck traffic
- vehicles driving faster than 50 km/h
- motorists who don't know how to drive safely near bikes
- risk of injury from car-bike collisions





Do preferences & safety agree?



route safety

Busy streets . . . arterials, collectors



400 to 2200 vehicles / hour 0 to 170 bikes / hour

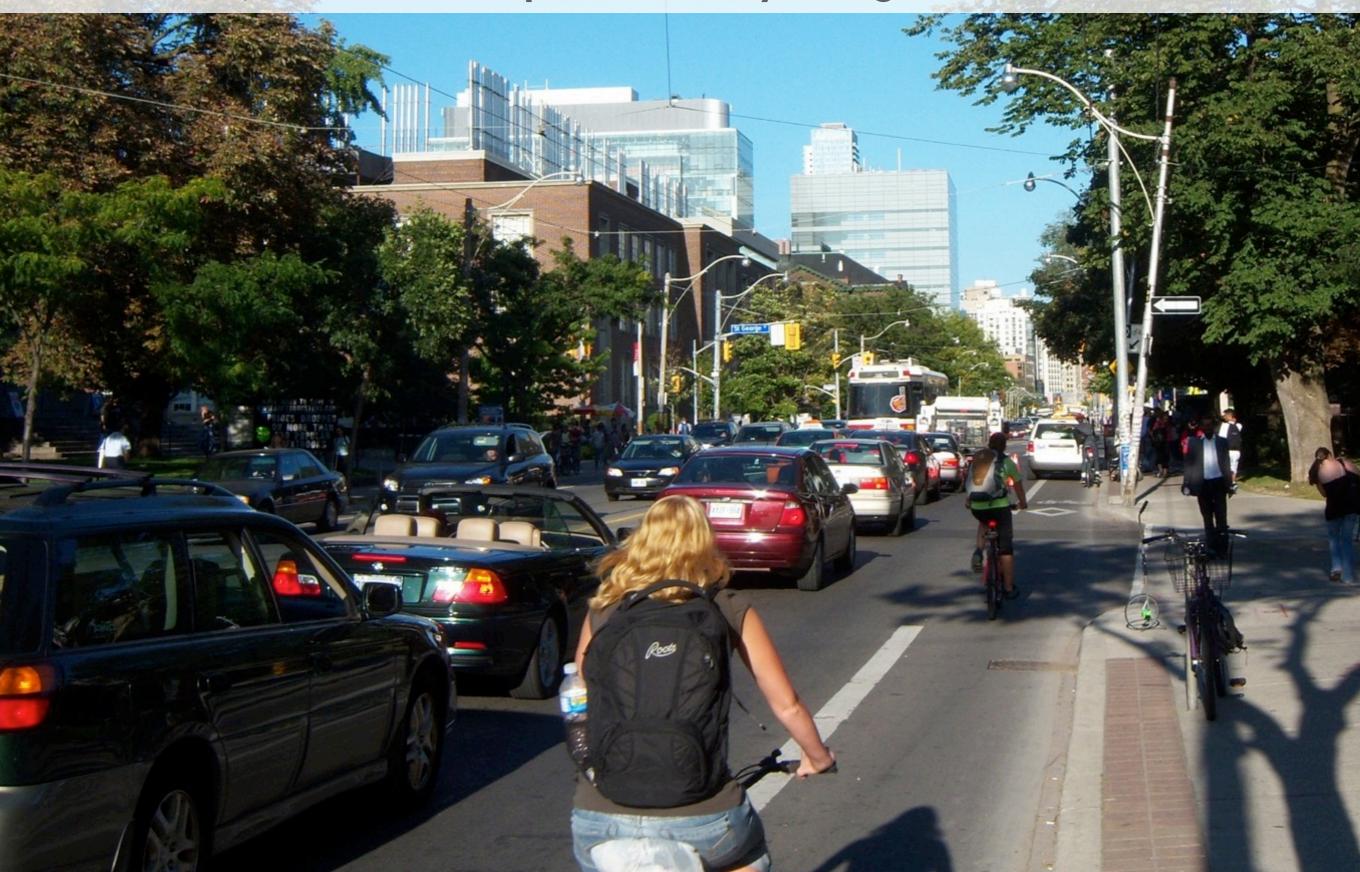
Busy street, parked cars, no bike infrastructure Least safe, greatest deterrent to cycling







Busy street, no parked cars, bike lane Safer, neutral impact on cycling



Busy street, separated bike lane Safest, motivates cycling



Quiet streets . . . local, residential



10 to 130 vehicles / hour 0 to 110 bikes / hour

Quiet street Safer, neutral impact on cycling



Quiet street, bike route Safer, motivates cycling



Quiet street, bike route, with traffic diversion Safest, motivates cycling



Quiet street, bike route, with traffic circle



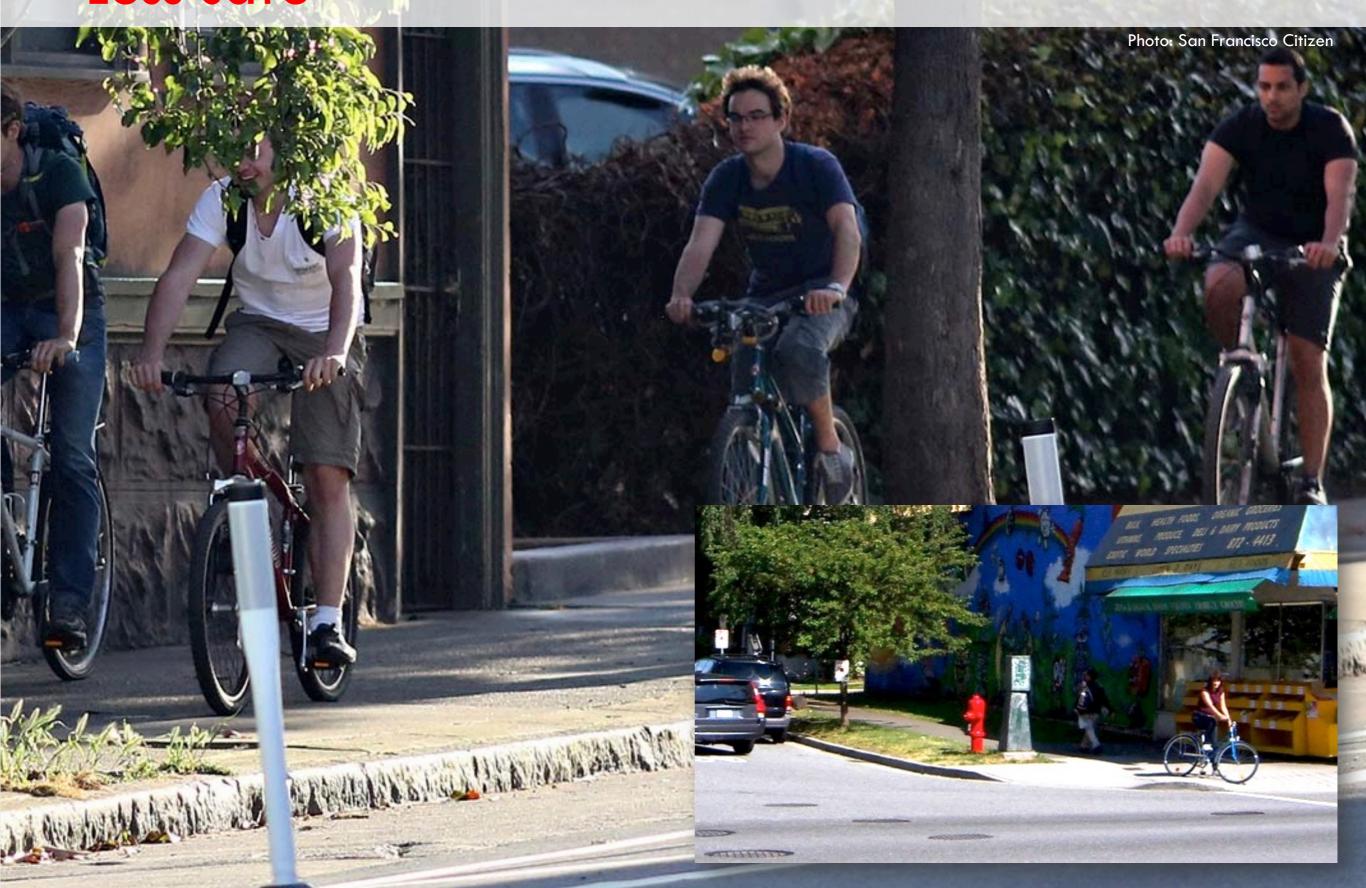


Off-street . . . sidewalks, bike/multiuse paths

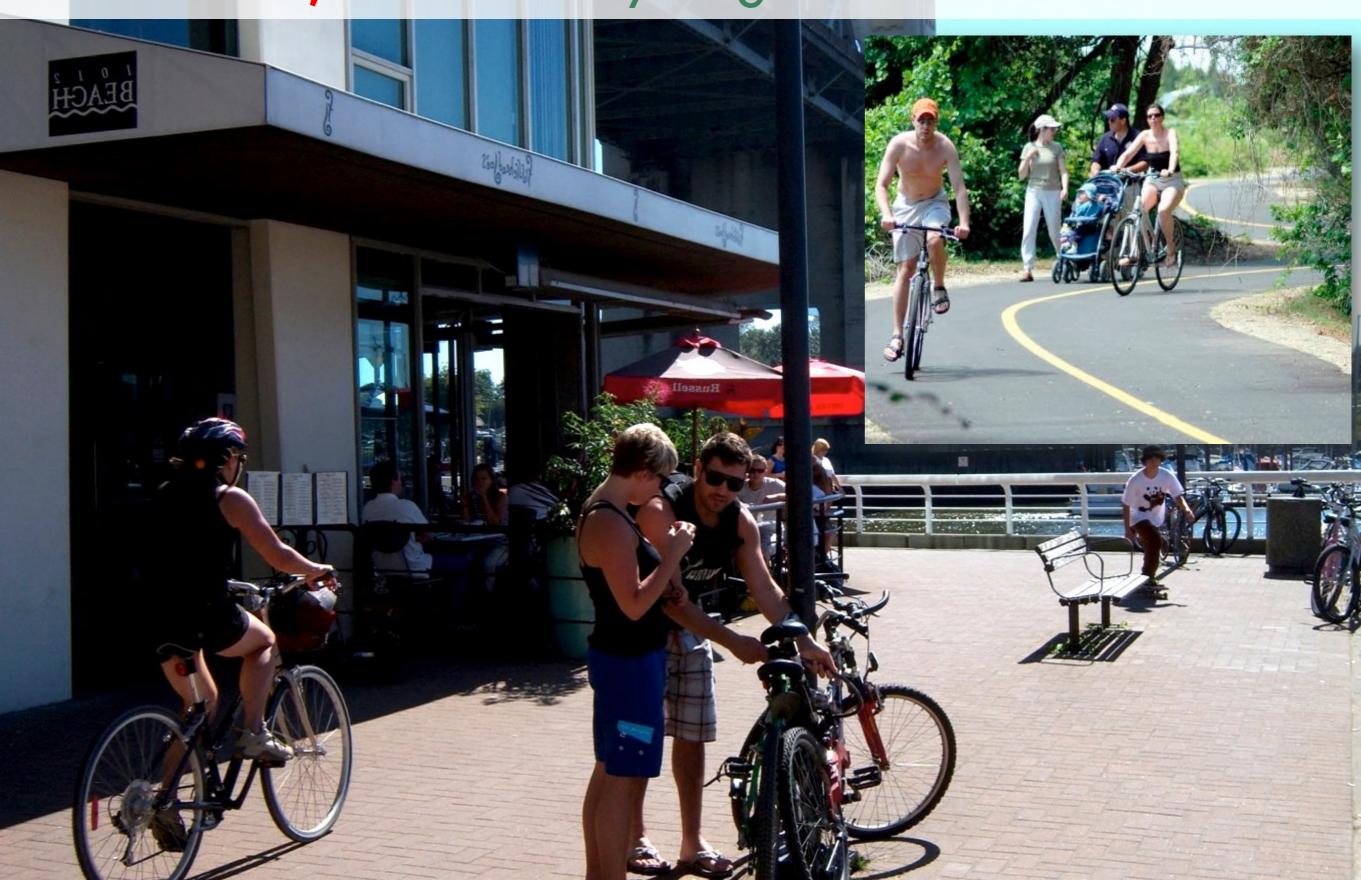


vehicles not counted 0 to 170 bikes / hour

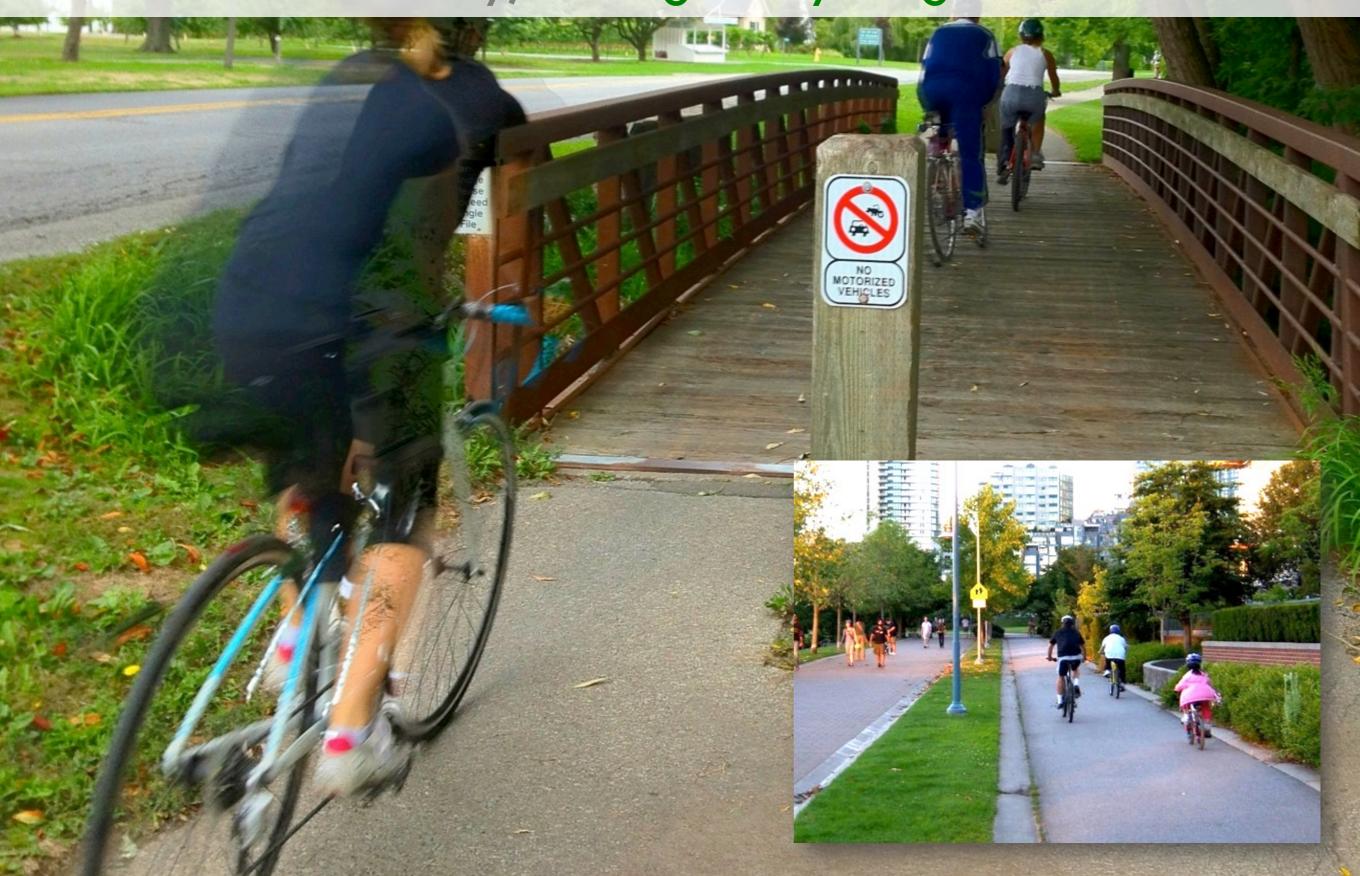
Sidewalk Less safe



Multi-use path Less safe, motivates cycling



Bike path Moderate safety, strongest cycling motivator



Busy streets

separated bike lanes "cycle tracks"



Quiet streets

bike routes with traffic diversion



Off-street

bike only paths



"Both Oulu and Copenhagen have extensive networks of cycle tracks and dedicated bike paths, which made the ride easy.

But something else was also different. It took a while for me to figure out what, but I eventually realized that I had relaxed. Unlike riding in Calgary, I wasn't on constant lookout for cars getting too close for comfort.

I could feel the difference in my gut."

Tom Babin, Author of "Frostbike" Calgary Herald, February 2013



Bike facility selection toolon or beside roads

Adapted from Cycling Embassy of Denmark Collection of Cycle Concepts 2012

> Motor vehicle traffic volume (vehicles per day)

Urban
Areas:
arterials &
collectors

Suburban & Rural Areas: highways & roads



Motivation ...

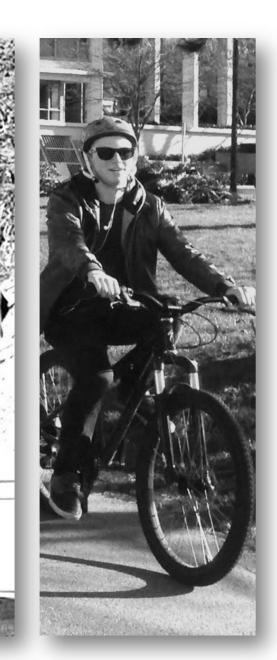
route type matters





Motivation ...

route type matters





Separated from traffic

Paved bike path

Unpaved multiuse path

Residential street bike route, with traffic calming

Residential street

Quiet

streets

Residential street bike route

Major street, with bike lane & no parked cars

Rural road, with paved shoulder & bike symbols Major street, with bike symbols & no parked cars Major street, with bike lane & parked cars

Major street, with bike symbols & parked cars

Rural road, no paved shoulder

regular cyclists

occasional cyclists

potential cyclists

Busy city streets & rural roads

Major street, no parked cars