

## **Executive Summary**

Over the course of the last year, a review of Vancouver's bicycle network was completed to determine if it is meeting the needs of both cyclists and residents. Included in this review is a summary of bicycle data and trends, including bicycle counts, bicycle accidents, and the effects of bikeways on crime rates and property values. Also included in this review are surveys of cyclists using the bicycle facilities and of residents living along bikeways. This information is being compiled in a draft report titled "1999 Bicycle Plan: Reviewing the Past, Planning the Future." The following is an overview of the results.

### **Bicycle Data and Trends**

Bicycle counts conducted recently indicate that the bikeways are attracting many cyclists to use them. For example, bicycle counts on the Adanac Bikeway at Main Street are up substantially since 1992. In 1992, before it was constructed, approximately 330 cyclists were using the Adanac Bikeway in a 24 hour period. This number has risen to approximately 560 in 1993 and to over 1080 cyclists in a 24 hour period in 1997. This represents a 225% increase in the number of cyclists in a five year period. On many sections of the Adanac Bikeway, the number of bicycles is almost equal to the number of automobiles using the street.

In addition to bicycle counts on bikeways, bicycle counts at intersections throughout the entire city were analyzed. From the analysis, it can be concluded that the majority of cyclists are located in the downtown core followed by the Broadway corridor.

Vehicle use along bikeways was also reviewed to determine if the creation of a bikeway affected the number of automobiles using the street. Results indicate that vehicle volumes along a street are highly variable and fluctuate from year to year, but that the creation of a bikeway did not increase the number of vehicles using the street. In many cases, the volumes of vehicles decreased due to the traffic calming measures implemented with along with the bikeway.

Over 25 years of accident data were reviewed to determine the trend in the number of reported accidents involving cyclists. The data indicates a general decline in the number of reported accidents involving cyclists since 1992. It is interesting that this decline in bicycle accidents corresponds with the development of the City's bicycle network.

To determine if there is any correlation between the presence of a bike route and crime, the help of the Vancouver Police Departments' Crime Analysis Unit was enlisted. City-wide residential break and enter data for 1995, 1996 and 1997 was analyzed and no relationship could be found between the location of bicycle routes and the frequency of residential break and enter crime reports. In addition to city-wide data, two neighbourhoods were analyzed before and after a bikeway was constructed. As with the city-wide data, no correlation was found between bikeway development and the frequency of break and enter crime reports.

In addition to crime data, a random survey was delivered to Vancouver Realtors to determine the effect of the presence of a bicycle route and property values. Of the Realtors who responded, 85% indicated that bicycle routes are an amenity to the community and 65% indicated that they would use the bicycle route as a selling future of a home. When asked about the effect on property values 62% indicated that the bike route would have no effect on the selling price of the home. The results from this study indicate that the bicycle routes do not affect property values.

### **Cyclist Opinion Survey Results**

Over 1700 cyclists responded to our cycling survey that was distributed along our bikeways and made available on-line in the city's website ([www.city.vancouver.bc.ca/cycling](http://www.city.vancouver.bc.ca/cycling)). Survey questions included the respondent's age, gender, cycling habits and preferences.

A summary of the results indicates that most of the cyclists who responded are between the ages of 25 and 44, two-thirds are male and most are commuter cyclists. The three top discouraging factors to cycling are traffic, poor weather and safety concerns. The top three preferred cycling facilities are bikeways followed by bicycle lanes and separated bike paths. Of the cyclists who responded, the top three areas where bicycle facilities should be provided are the downtown core, on all bridges, and Burrard Street. In addition, 69% of respondents indicated that Vancouver's bicycle network has had at least some influence on the amount they cycled.

### **Resident Opinion Survey Results**

An opinion survey was also delivered to 9600 households along existing bikeways. Approximately 1850 were returned representing a 19% response rate. In addition to questions about their cycling habits, residents were asked to indicate how they felt about living along a bikeway.

The survey results show that most of the residents who responded are between the ages of 25 and 55, 51% live in single family homes and 39% consider themselves to be an active cyclist. The top three discouraging factors to cycling are traffic, bad weather and not having enough time. When asked about the influence of Vancouver's bicycle network on the amount they cycle, 43% indicated that the network had at least some influence, while 41% indicated that the network had no influence on the amount they cycle. When asked about selling their home, 45% felt that living on the bikeway would have no effect on the selling price of the home. Of the remaining 55%, 19% felt the bikeway would increase the price, 12% felt the bikeway would decrease the price and 24% did not know what effect the bikeway would have.

When asked about the positive and negative aspects of living on a bikeway, most of the results were positive with the most common response being that respondents felt the street was safer, quieter and had less automobile traffic. In addition, when asked about the livability of the street, 38% of respondents indicated that the bikeway had increased the livability of the street, 47% felt it had remained unchanged and 15% felt that livability of the street had decreased since it became a bikeway.

### **Conclusions**

As a result of this bicycle network review, several preliminary bicycle proposals are presented in Appendix A. The general conclusions from the review are that the bicycle network is generally seen as a positive benefit to both the residents and cyclists of Vancouver. There is a strong desire by cyclists to have a network of interconnected bicycle routes in the downtown core to complement the network of bikeways that has been constructed to date.