

2017 Peterborough Bicycle Advisory Committee Survey



Peterborough
Bicycle Advisory
Committee



2017 Peterborough Bicycle Advisory Committee Survey

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Executive Summary

The Peterborough Bicycle Advisory Committee conducted an on-line survey in the fall of 2017 that received 560 responses. Survey respondents self-selected, so there is a bias to people with an interest in cycling. The intent of the survey is to gain insight into current perceptions of cycling, so this bias is expected.

Key findings are:

- Although almost everyone who completed the survey is a regular or somewhat regular cyclist, 59% of respondents perceive that bicycling is not safe for all people in this city (including children and seniors).
- 44% of respondents worry about their personal safety while cycling (harassment, assault, etc.).
- On busy roads, 89% of respondents prefer to have dedicated space for cyclists, such as bike lanes. 7% prefer to ride on the sidewalk and 4% prefer sharing the space with vehicles.
- 26% of respondents report cycling year round.
- 79% of respondents worry about being hit by a motor vehicle when cycling.
- 94% of respondents are aware of the new Ontario law requiring that 1 metre of space be provided when passing a cyclist.

89%
of respondents
prefer to have
dedicated
space for
cyclists.



OF THE OPEN-ENDED RESPONSES, THE NEED FOR ON-ROAD PROTECTED AND CONNECTED CYCLING INFRASTRUCTURE WAS THE MOST PROMINENT COMMENT.



Top 6 Requests for Infrastructure

Themes (in order of interest level)



Downtown



Charlotte St.



Complete Streets



Lansdowne St.



Protected Bike Lanes



East-West routes



2017 Peterborough Bicycle Advisory Committee Survey

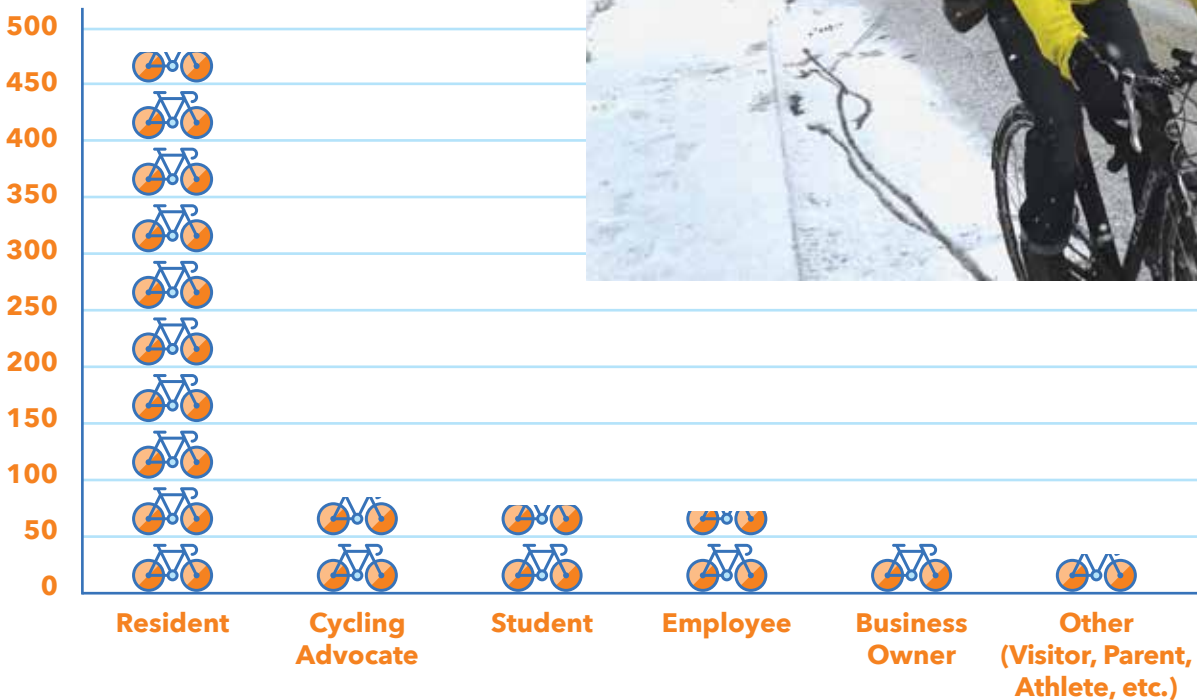
About the Survey

In the spring of 2017, the American organization People for Bikes, hosted a community cycling survey available nationwide. The Peterborough Bicycle Advisory Committee was interested to see what the results of a similar survey would be locally and to obtain some baseline data on the perceptions of cyclists. Do people find the City to be safe for cycling? Do they notice and like the new infrastructure? Where do they ride? Where would they like to see new cycling infrastructure? Survey Monkey was used as the platform to create the survey and it was open from October 13 - November 28, 2017.

Survey respondents self-selected, so there is a bias to people with an interest in cycling. The intent of the survey is to gain insight into current perceptions of cycling, so this bias is expected.

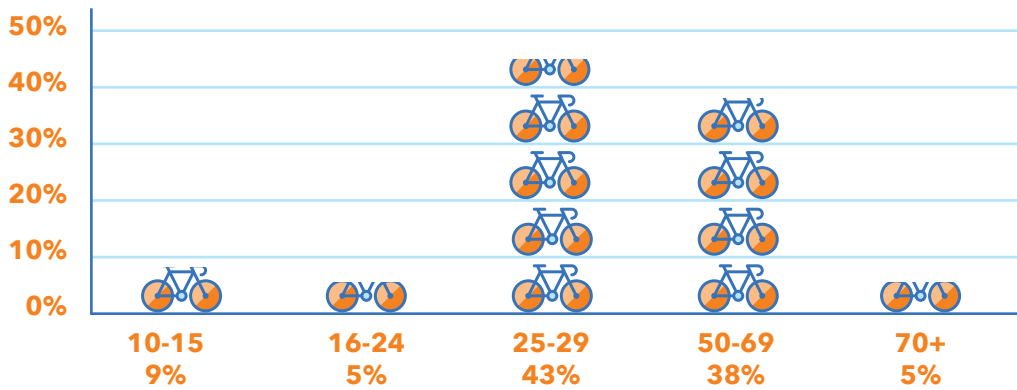
Who Responded?

Of the 560 respondents, most were residents and many also identified as business owners, employees, students, etc. as shown. The responses by gender were 49% male, 46% female and 5% prefer not to say/other. A surprising number of people identify as being a cycling advocate. It would be interesting to know in what ways they advocate for cycling.



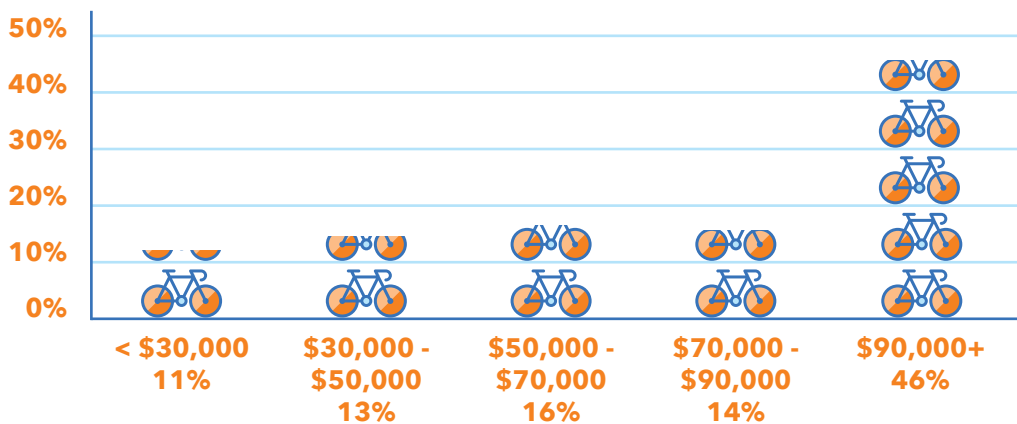
Responses by Age Group

In terms of age group representation, there were fewer older adults than in the general population, but there was reasonable representation from all age groups.



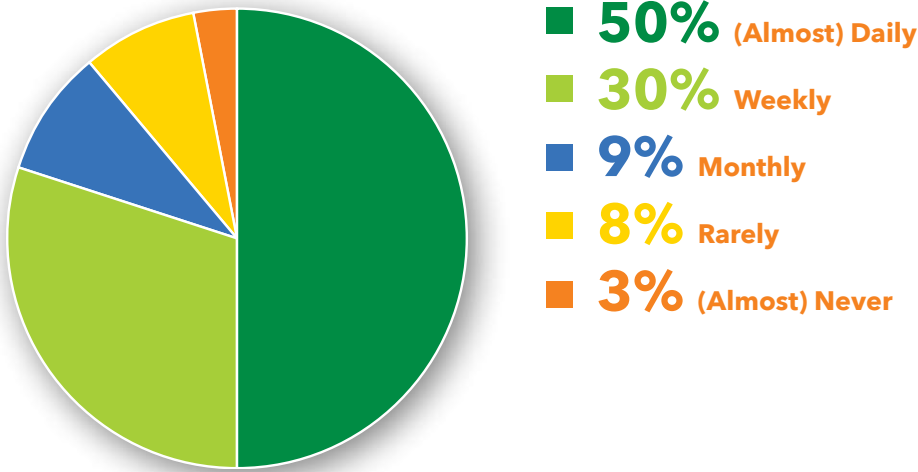
Responses by Income

Higher income households were more highly represented in the survey than in the general population with 46% of respondents identifying that their household income before taxes is greater than \$90,000. According to Statistics Canada, in 2016, 32% of household have a household income greater than \$90,000. Correspondingly, lower income families were under-represented. Interestingly, we know from Transportation Tomorrow Surveys that lower income people tend to walk and cycle more for transportation than higher income people.



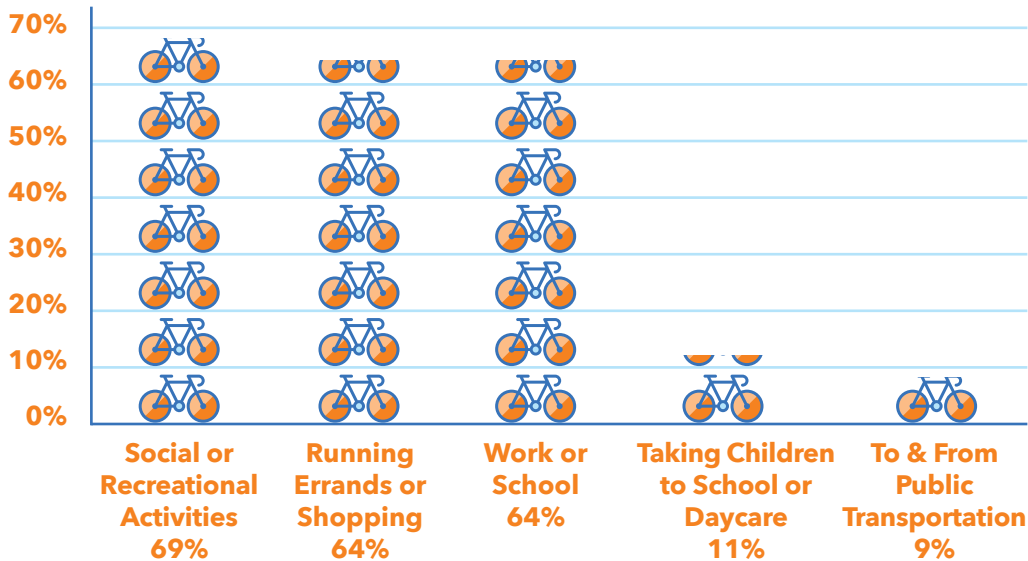
How Often Do Respondents Ride?

The survey appears to have a fairly wide cross-section of cyclists, including daily, weekly and monthly cyclists and a few that ride rarely. The goal of the survey was to get responses from people that ride for recreation and/or transportation and transportation purposes. With 75% of cyclists identifying that they cycle for transportation purposes and 89% for fun and recreation, the survey achieves that goal. 2% report that they do not cycle.

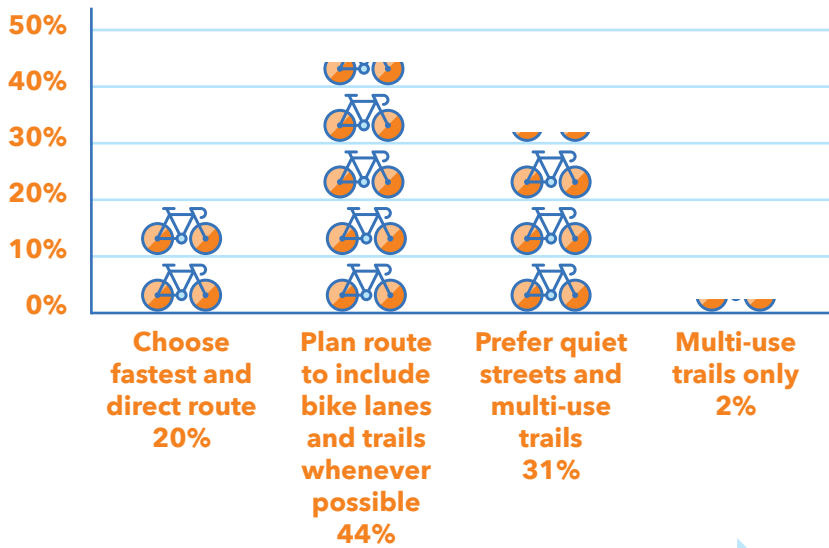


Types of Transportation Trips

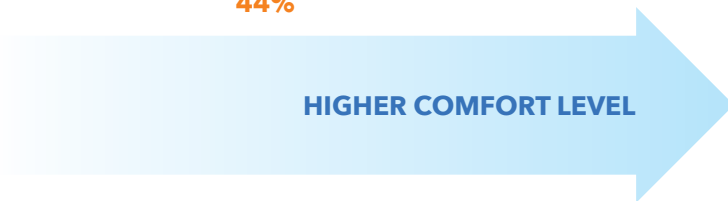
Knowing the types of trips that people are choosing to take with their bicycles provides insight into the ways in which bicycles are being used in our community.



Types of Routes that are Preferred



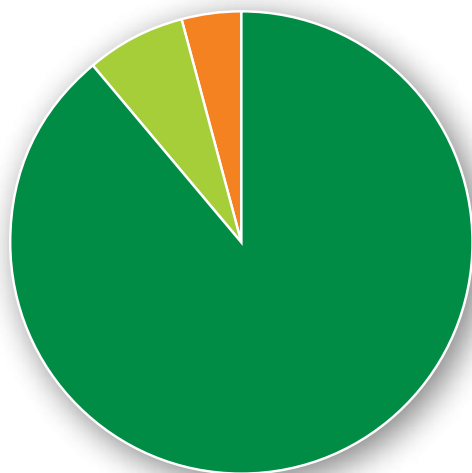
77% of respondents prefer routes with cycling facilities like cycling lanes and multi-use trails.



Cycling Preference on Busy Roads

On a busy road, cyclists prefer dedicated space, such as bike lanes. Only 4% prefer to share space with motor vehicles. The approach for Charlotte Street, for example, could result in significant sidewalk riding because most cyclists will be uncomfortable sharing the space with motor vehicles.

On busy roads, people prefer to ride...



- **89%** Dedicated space for cyclists, such as bike lanes
- **7%** Cyclists ride on the sidewalk
- **4%** Cyclists share space with vehicles

On busy roads, **89%** of respondents prefer to have dedicated space for cyclists, such as bike lanes.

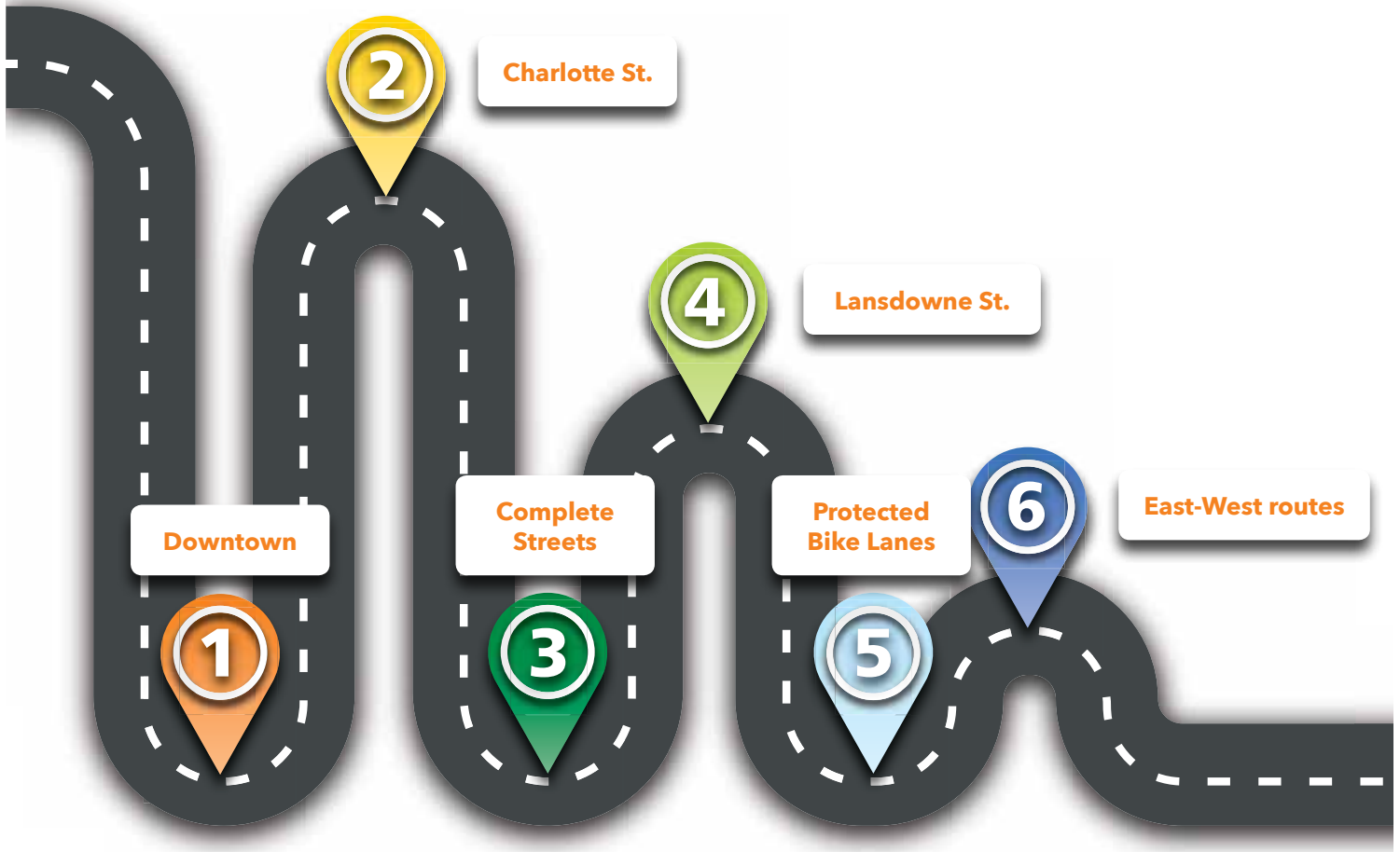


New Cycling Infrastructure

This was an open-ended question with no prompts asking 'Where would you like to see new cycling infrastructure?' The responses were varied, with many unique ones. The top 6 requests for infrastructure included the Downtown and Charlotte Street. Other requests included a route to Fleming College, all major roads, more and connected trails and improvements in overall connectivity.

Top 6 Requests for Infrastructure

Themes (in order of interest level)



Specific Infrastructure Requests

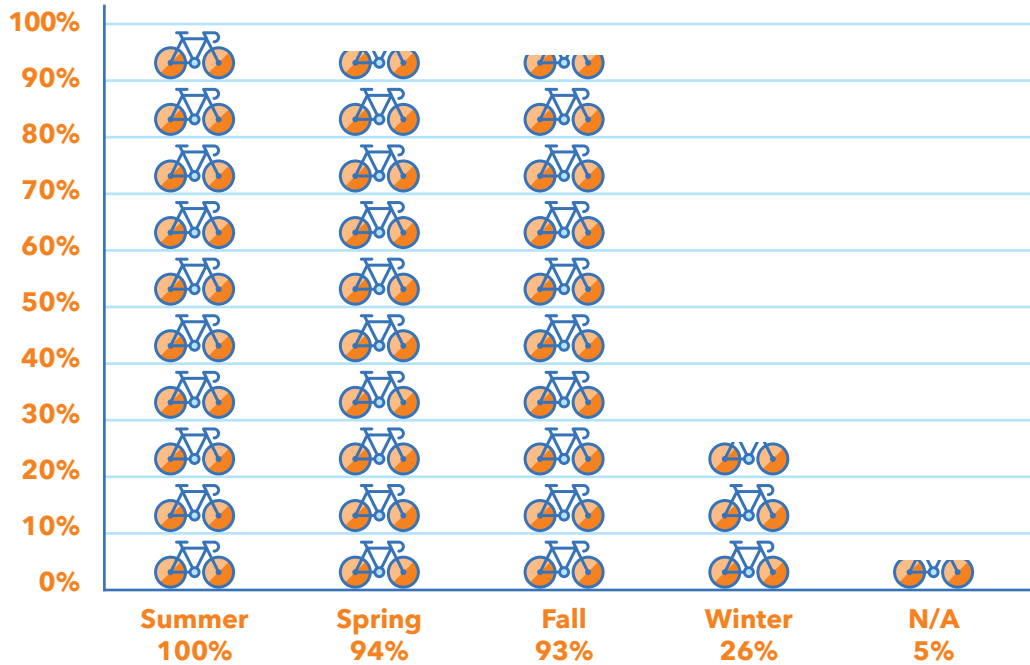


Example of the type of infrastructure most cyclists would like to see in our downtown



Seasons for Cycling

The results of this question were quite surprising; with 26% of respondents indicating that they ride bicycles in all four seasons. The multi-use trails have been plowed, with better levels of service, each year since 2009 or so. As evidenced by experience in other places, winter maintenance of cycling infrastructure supports all season cycling.



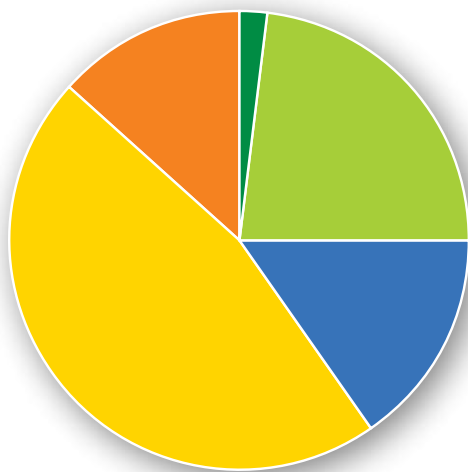
26%
of respondents
cycle in the
winter!



Perceptions of Safety

Although almost everyone who completed the survey is a regular or somewhat regular cyclist, 59% of respondents perceive that bicycling is not safe for all people in this city (including children and seniors). Even more concerning is that 44% of respondents worry about their personal safety while cycling (harassment, assault, etc.). It is not known whether the incident in the summer of 2017 where a cyclist was assaulted by a person who stepped out of a vehicle has influenced opinion on this question.

79% of respondents worry about being hit by a motor vehicle when cycling, 30% strongly agreeing with the statement and 49% agreeing. 94% of respondents are aware of the new Ontario law requiring that 1 metre of space be provided when passing a cyclist.



Bicycling is safe for all people in this city (including children, seniors, etc.)

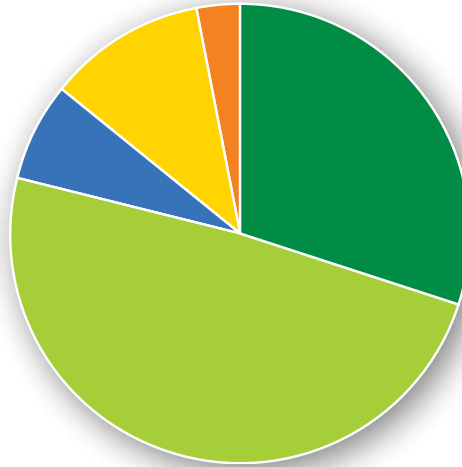
- **2%** Strongly Agree
- **23%** Agree
- **15%** Neither Agree nor Disagree
- **46%** Disagree
- **13%** Strongly Disagree



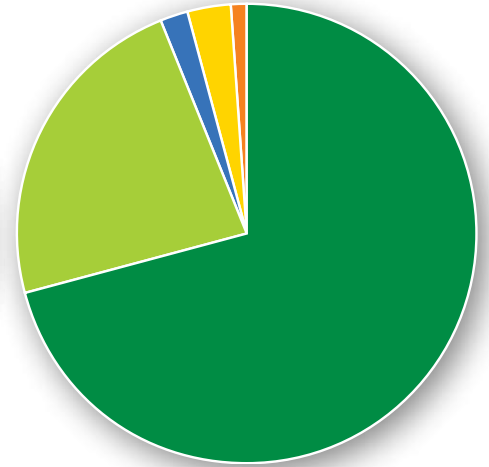
I worry about my personal safety when cycling (harassment, assault, etc.)



I worry about being hit by a motor vehicle when cycling.



I know it is the law to leave 1 metre of space when passing a person on a bicycle.



9% Strongly Agree

35% Agree

13% Neither Agree nor Disagree

32% Disagree

11% Strongly Disagree

30% Strongly Agree

49% Agree

7% Neither Agree nor Disagree

11% Disagree

3% Strongly Disagree

71% Strongly Agree

23% Agree

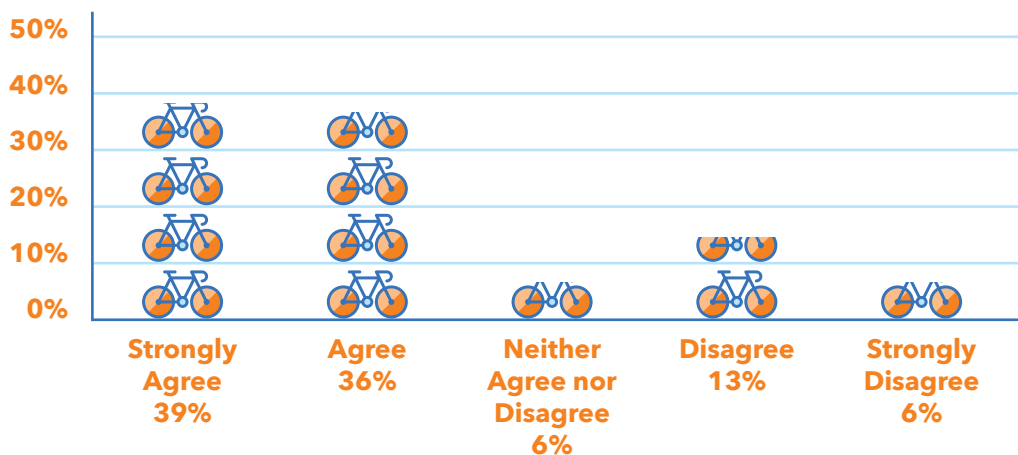
2% Neither Agree nor Disagree

3% Disagree

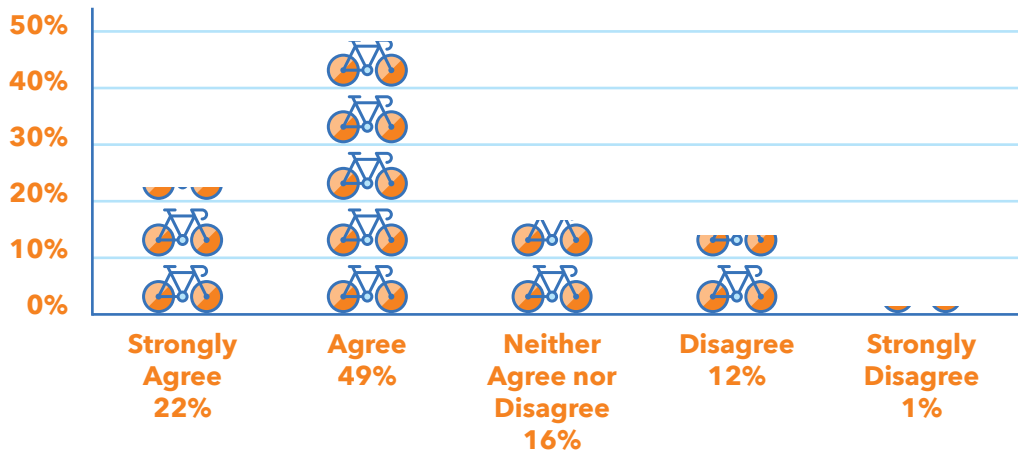
1% Strongly Disagree

About the City of Peterborough Bicycle Network

There is a trail or bike route I can get to easily from my home



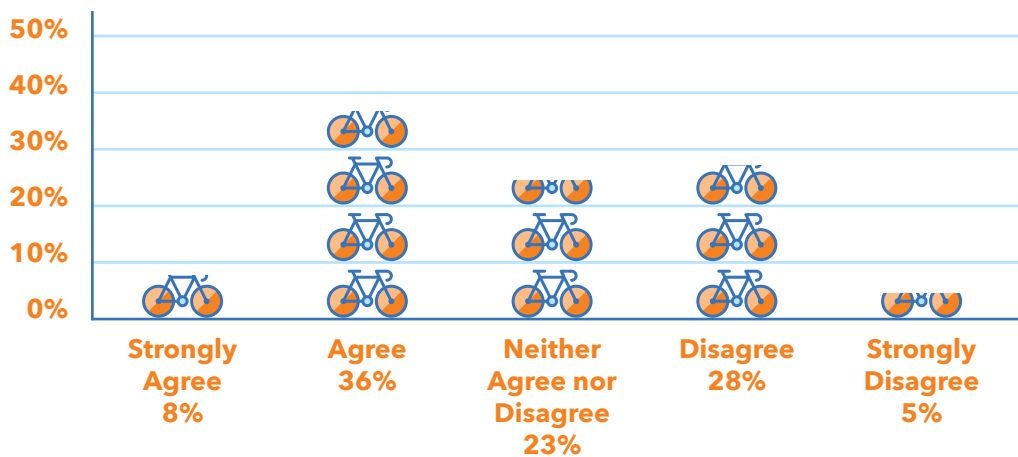
It is possible to get places quickly and easily by bicycle



71%
agree or strongly agree that it is possible to get places quickly and easily by bicycle.



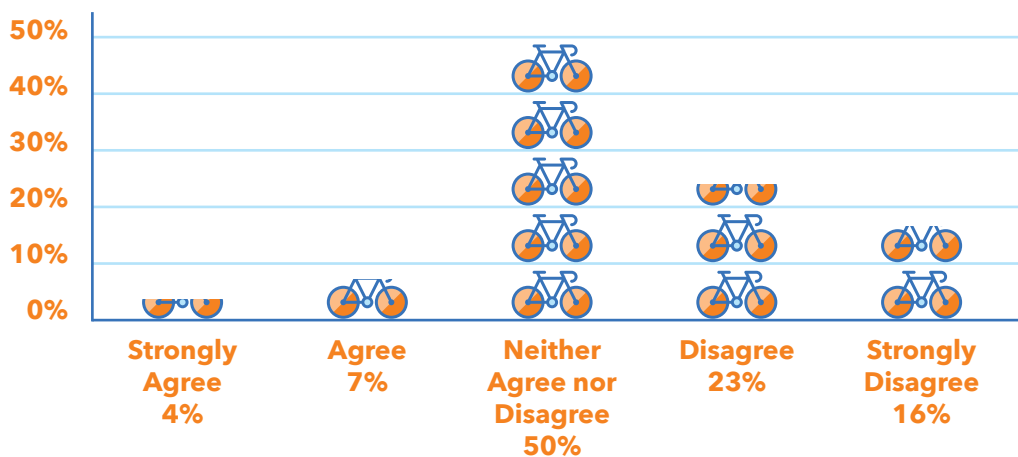
There are convenient and safe places to park bikes



44%
agree or strongly agree there are convenient and safe places to park bikes.

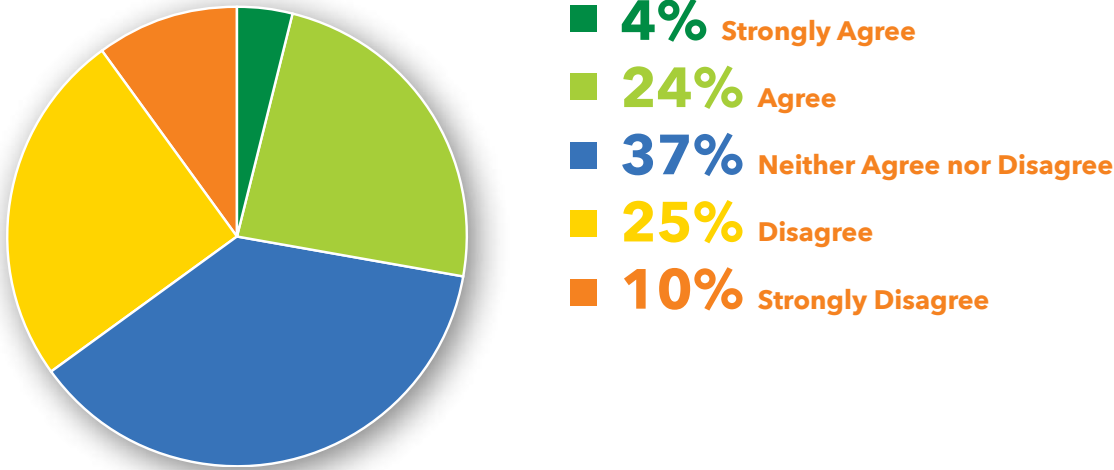


It is easy to combine bikes and public transit

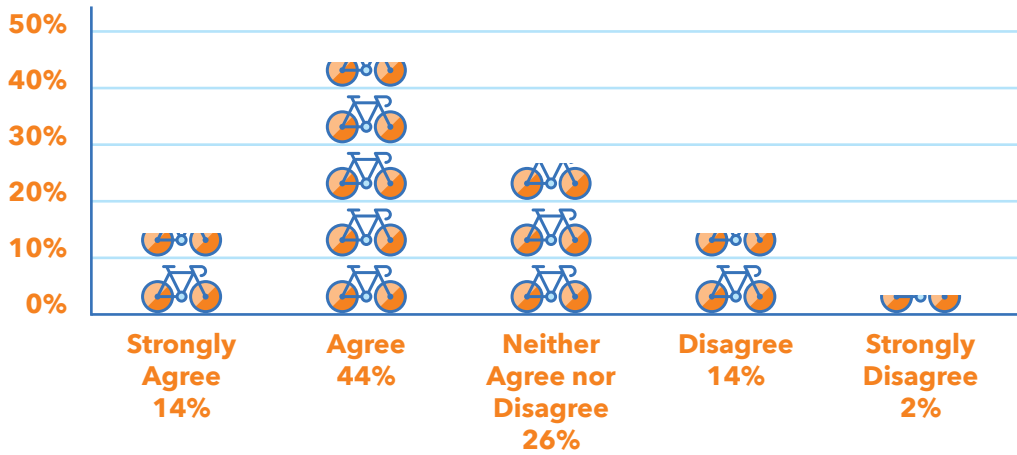


Leadership

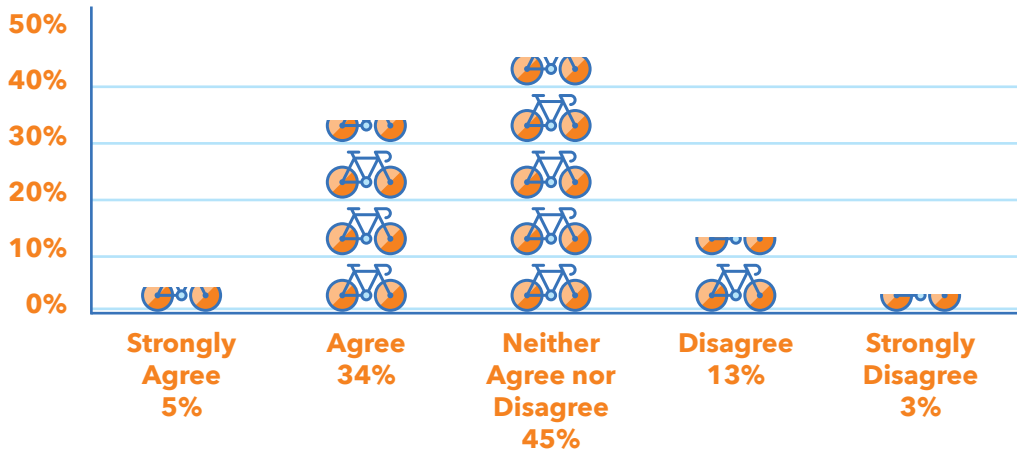
Peterborough leadership supports bicycling



I have heard that Peterborough plans to build more bicycle trails and/or lanes in the future



The media in Peterborough is positive about cycling



Best Places to Ride

Multi-use trails were identified by most as the best places to ride with children. The most popular trails listed were the trail through Jackson Park and the Rotary Trail. Harold Town Conservation Area was the third most commonly identified favourite place to cycle with children. The Rotary Greenway Trail was identified most often as the main bike corridor in the City.

The most popular places to cycle with visitors/tourists were the Rotary Greenway Trail and Jackson Park, followed closely by the ride to Lakefield. Many people also responded that it depends on the type of cycling people are interested in.

Top 5 Places to Cycle with Visitors

#1 Rotary Trail



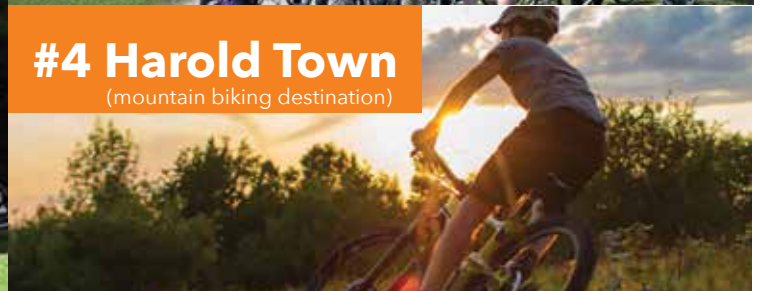
#2 Jackson Park



#3 Lakefield



#4 Harold Town (mountain biking destination)



#5 Shimano Routes



Photo: Clifford Skarstedt/The Peterborough Examiner

Photo: The Peterborough Examiner

Photo: Gordon Wilson

Photo: Peterborough Cycling Club



Progress!

83%

agree or strongly agree there are more bike lanes and trails for cycling.

79%

agree or strongly agree cycling is getting better in Peterborough.

52%

agree or strongly agree it is safer to bicycle now.

45%

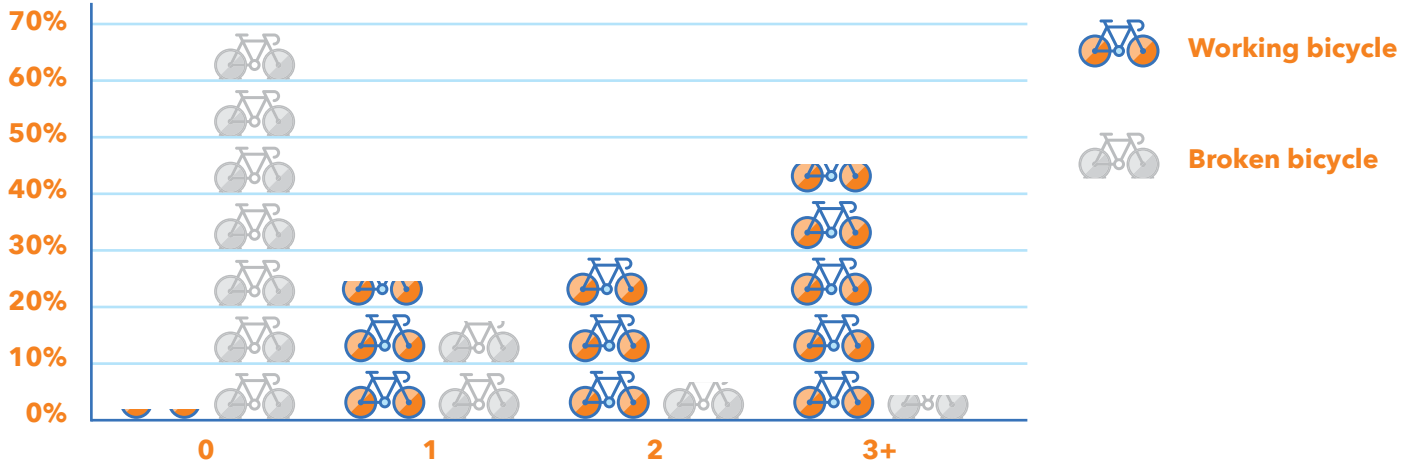
agree or strongly agree city leadership is more supportive of cycling.



Bicycle Ownership and Repair

The majority of respondents own more than one bicycle; in fact, almost half have three or more! Happily, 70% of respondents have no broken bicycles, but 30% have at least one broken bicycle.

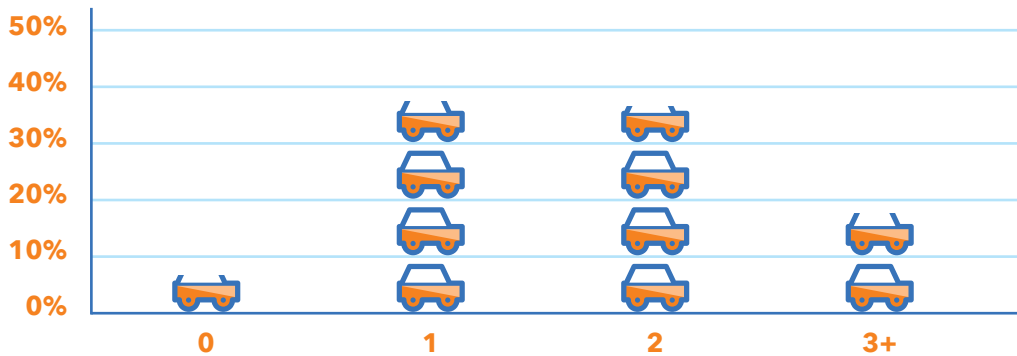
Bicycle ownership of respondents



Vehicle Ownership

The majority of respondents to the survey live in households that have two or more vehicles, debunking the myth that there is strong animosity between people that cycle and people that drive vehicles. Many people do plenty of both cycling and driving!

Vehicle ownership of respondents



Other Comments

The open-ended question at the end of the survey captures other responses and comments about cycling in Peterborough. Of the responses, the need for on-road protected and connected cycling infrastructure was the most prominent comment. Aligned with this view was the third most cited need, which was improved safety on roads for cyclists. The second most common theme was the need for improved driver and cyclist behaviour, citing lack of respect, regard for traffic laws, etc, and a corresponding suggestion for increased education. Other common themes, in order of number of mentions were:

- *Great improvements in the last few years, keep the momentum going!*
- *Multi-use trails are good, and appreciation for winter snow clearing*
- *Sidewalk cycling, with opposing views on whether it should be permitted and some citing that this is where they ride due to safety concerns*
- *Requests for more bike parking, especially outside of the downtown, and providing covered bike parking*
- *Biking is good for the community for tourism, economic activity, health etc.*
- *Grateful to local organizations and businesses that support cycling including BIKE, the Peterborough Cycling Club, Peterborough Bicycle Advisory Committee, Shimano and Wild Rock*
- *Road surface conditions are poor e.g. Charlotte Street, River Road north of Trent.*

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