

Using Safety Research in Bike Advocacy

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Who is the GVCC?

Founded in 1991
Member-driven, almost-all volunteer

Who does the GVCC advocate to?

Advocate to all three levels of gov
Majority local gov: 80%+

What do we advocate for?

Locally

**All-Ages and Abilities bikeways:
Protected bike lanes, bike boulevards and trails**

Provincially
**More money for bikeways,
Reforming the Motor Vehicle Act**

Federally

**More money for bikeways,
Better vehicle regulations**

How do we use research?

Making the general, specific

Example: Pandora protected bike lanes

Staff suggested mixing zones or through bike lanes



Mixing Zone

A combined bike lane/turn lane encourages motor vehicles and bicyclists to negotiate the space within the travel lane in advance of the intersection.



Through Bike Lane

Maintaining the bike lane to the left of a right turn-only-lane positions road users to avoid right-hook collisions.

One-way protected bike lane - options for intersection approach treatments

**Based on *Lessons From Green Lanes*,
We suggested signalization (which was approved)**

Building in a conflict with mixing zones

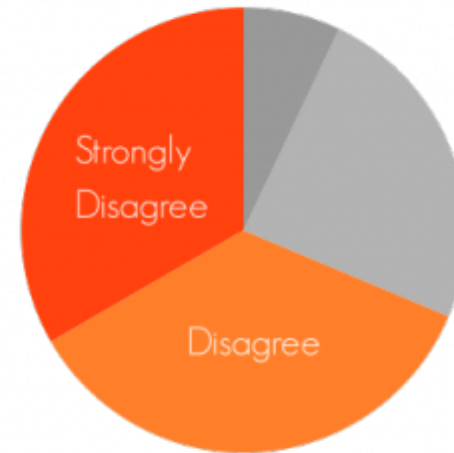
By protecting with separate signals
in Options 1 and 2

92% said "I generally feel safe
when biking through the intersection"

while with Option 3:

Only 72% agreed

AND



68% disagreed with the statement
"Cars rarely block my path"*

* closest equivalent of Fell/Divisadero in San Francisco

Source: Lessons from the Green Lanes:
Evaluating Protected Bike Lanes in the U.S., Dill et al 2013

Example: Esquimalt Rd bike lane removal
Staff suggested moving bike lane to parallel side street,
claimed it was safer

**Based on the Vancouver Cycling Study,
we disputed this**

Based on the findings of this study, a number of corridors repeatedly presented a range of cycling safety issues. The City should prioritize conducting safety reviews on the following corridors:

- **Highest priority:** Main Street and Burrard Street
- **Moderate priority:** Commercial Drive, 10th Avenue, and Broadway.
- **Lower priority:** Clark Drive, Pacific Street and Cypress Street.

What recent research have we used?

Vancouver Cycling Safety Study ***(Urban Systems & City of Vancouver)***

Lessons from the Green Lanes

(Dill et al at Portland State University)

UBC & SFU's Cycling in Cities research powerhouse

Near Miss projects: Bikemaps.org, Aldred's Near Miss Project

Where the Rubber Meets the Road ***(BC Provincial Health Officer)***

Final Thoughts

Inconsistent research

Lack of good data synthesises

Raising importance of near misses & comfort as safety proxies

Debunking the unique snowflake syndrome