

Cyclists by Gender

The Pedestrian and Cycling Master Plan has a vision to make active travel irresistible to citizens of all ages. As correctly counting age can be challenging and because studies show that female cyclists tend to prefer the more separated facilities and quieter neighbourhood roads need to attract cyclists of all ages, a high percentage of female cyclists is seen as indicator of overall success. Overall in January 2013, only 1 in 5 cyclists counted were female (although this percentage may be higher, as another 1 in 5 cyclists didn't have their gender identified).

More women cycle in Core municipalities

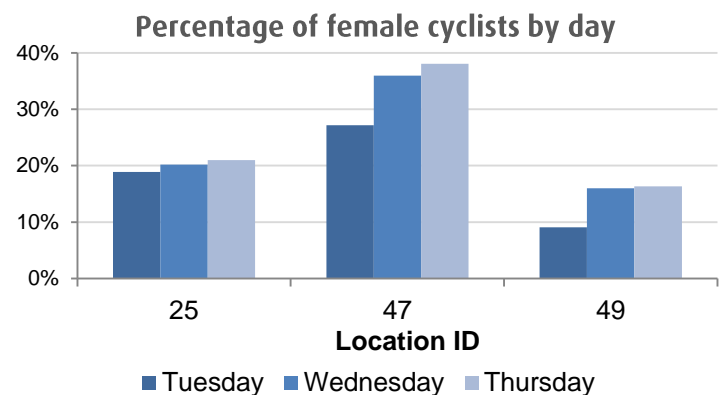
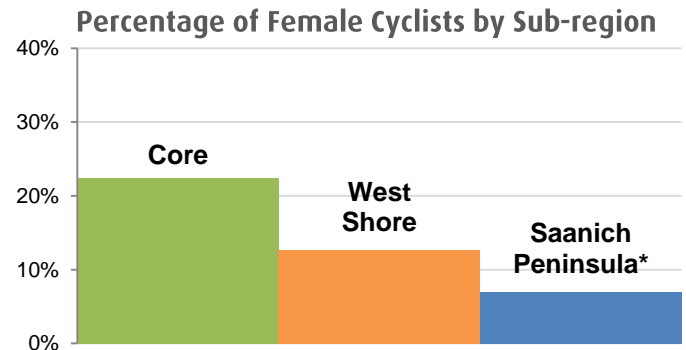
Count stations in Core municipalities tended to have higher percentages of female cyclists. This was especially pronounced at stations near UVic such as those along McKenzie Ave. or Foul Bay Rd., which showed very high percentages of female cyclists. One caveat to the data is that counts from Peninsula are missing gender information.

Better weather leads to higher percentages of female cyclists

As the heavy rain of Tuesday gave way to cold and clear weather by Thursday, the percentage of female cyclists increased at all three stations counted on all three days. This rise was seen regardless of presence of facilities or location within the region.

Trails did not have highest percentage of female cyclists

Although studies show that women cyclists tend to favour more separated facilities such as trails, the locations on the regional trails did not have the highest percentage of female cyclists. Rather, they were beat by locations on routes to UVic, such as Haultain and Foul Bay or Shelbourne and McKenzie, both of which had 34% female cyclists. This is consistent with the 2011 Origin & Destination study which showed that more post-secondary students cycle than the general population.



Galloping Goose Trail compared to UVic

