IBIMS Baseline (2016-2018) Findings In Nutshell

Impacts of Bicycle Infrastructure in Mid-Sized Cities (IBIMS)

To Cite: Impacts of Bicycle Infrastructure in Mid-Sized Cities (IBIMS) Study. www.sfu.ca/ibims. Cities, Health & Active Transportation Research (CHATR) Lab. Simon Fraser University, Health Sciences.
2433 people were surveyed in 2016. Some highlights include …

Think it’s safe to cycle in their city:
- 46% Victoria
- 35% Kelowna
- 26% Halifax

Think building more bicycle infrastructure is a good idea in their area:
- 85% Victoria
- 94% Kelowna
- 86% Halifax

% who have cycled in the past year:
- 51% Victoria
- 50% Kelowna
- 34% Halifax

The top factor in deciding to cycle (or not) was the presence of connected bicycle routes throughout the city:
- 61% Victoria
- 61% Kelowna
- 60% Halifax

Would like to cycle more than they currently do:
- 58% Victoria
- 56% Kelowna
- 49% Halifax
SPATIAL & MAPPING

Victoria and Kelowna have greater access to bicycle infrastructure in lower income neighbourhoods. In Halifax, there is low access to infrastructure across all areas.

Spatial analysis: infrastructure vs income

- Low income-low infrastructure areas are potential opportunities for investment
- High infrastructure and low infrastructure areas beside each other may highlight network connectivity gaps
- In Victoria and Kelowna, low-income areas are typically within or nearby the city core and have higher densities; in Halifax, lower income areas tend to be on the periphery
HEALTH ECONOMIC ASSESSMENT

- We conducted a preliminary analysis using the World Health Organization Health Economic Assessment Tool [http://www.heatwalkingcycling.org/](http://www.heatwalkingcycling.org/)
- New physical activity is predicted for a moderate increase of 2% per person per day over the 2016 baseline survey until 2020
- Costs are estimated for building new infrastructure from 2016-2020 city budgets
- The analysis is calculated for the total impact over 10 years indicating:
  - About 1 minute more of bicycling per person per day in each city
  - 10-22 lives saved due to reduced chronic disease risk (1-2 per year)
- Overall, for every $1 spent on bicycling infrastructure, $2 of health and environmental benefit are achieved within the decade

<table>
<thead>
<tr>
<th>City</th>
<th>New Physical Activity Per Person (mins/day)</th>
<th>Lives saved (#)</th>
<th>Carbon Saved (tones)</th>
<th>Benefit:Cost Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria</td>
<td>1.0</td>
<td>22</td>
<td>32</td>
<td>2.0</td>
</tr>
<tr>
<td>Kelowna</td>
<td>1.0</td>
<td>10</td>
<td>133</td>
<td>2.0</td>
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<tr>
<td>Halifax</td>
<td>0.7</td>
<td>11</td>
<td>318</td>
<td>2.0</td>
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