

Québec's Bicycle Policy and its Influence on Active Transportation Infrastructures

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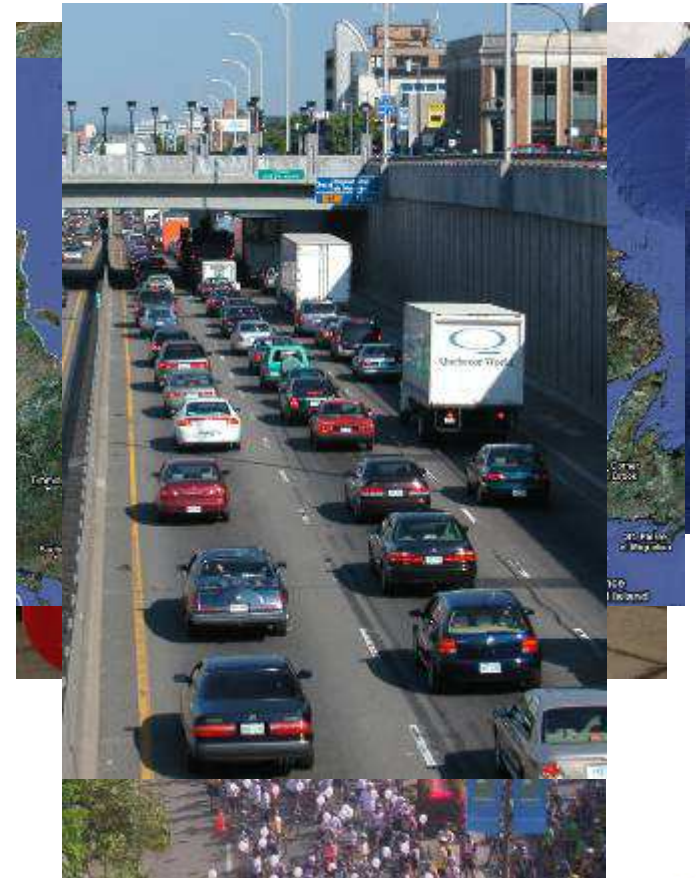


Presentation

- Bicycling in Québec
- Bicycle Policy
- *Route verte* effect
- Perspectives

Context

- Québec population: 7.7 M
- Living in town: 80%
- Average snow fall: 2.5 to 3.4 m
- 5.1 M drivers and 6.0 M vehicles
- 4.0 M cyclists and 6.0 M bicycles



Bicycling in Québec

Background

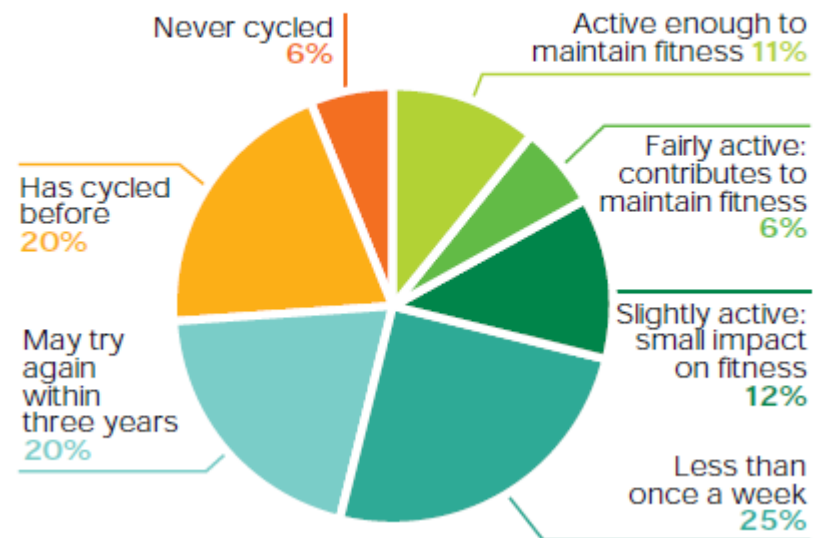
- 1992: *Conférence Vélo Mondiale – Pro Bike – Velo City* in Montréal
- 1995 : Bicycle Policy
- 1995 : Route verte



Facts

- 1 adult out of 9 is active through cycling
- 1 adult out of 3 feels health benefits
- 1.9 G km travelled annually

Bicycle use and its contribution to Quebecer's health



Facts

- Evolution from 1987 to 2010
 - Number of bikes doubled
 - Number of cyclists ↗ 50%
 - Number of accidents with cars
 - deaths ↘ 58 %
 - serious injuries ↘ 72%
 - minor injuries ↘ 52%
- Main reason: favourable environment



Facts

Cycling trips

- 91%:
 - Bicycle paths (47%)
 - Light traffic streets (26%)
 - Light traffic roads (18%)
- 9%:
 - Heavy traffic streets (6%)
 - Heavy traffic roads (3%)



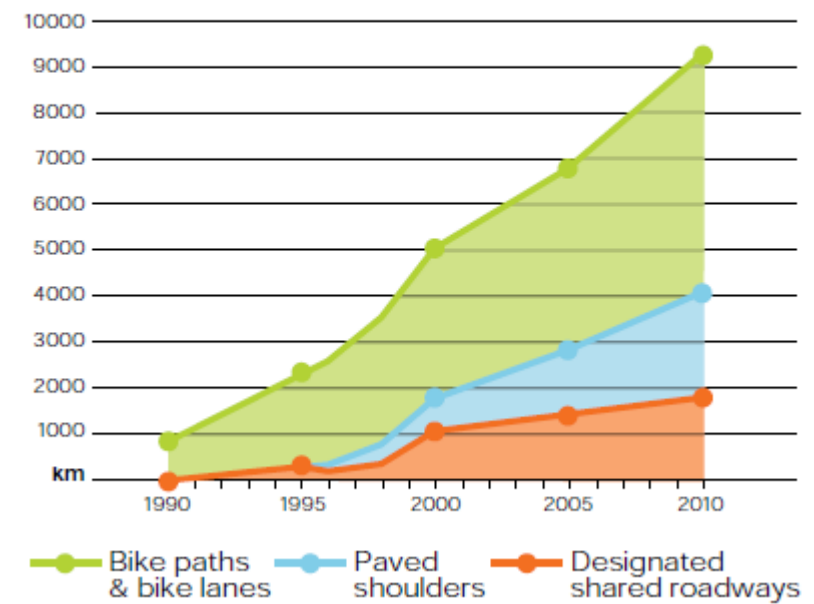
Facts

Bicycle network

- Doubled in 10 years
- 2010: 9,200 km



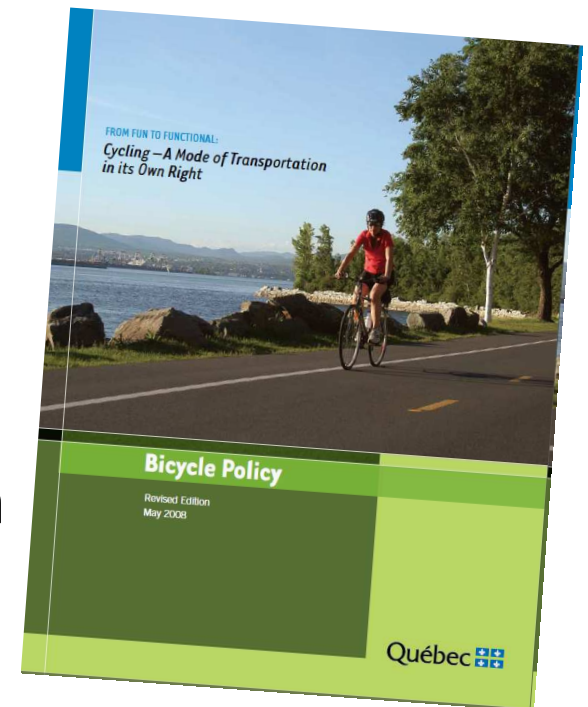
Québec's cycling network



Bicycle policy

Targets

- **Bicycle as a mode of transportation**
 - ➤ 50% bicycle modal share
 - ➤ 10% regular bicycle use
 - ➤ 10% utilitarian bicycle trips
- **Road security**
 - ➡ 30% death or serious injuries in accident involving cyclists
- **Infrastructures**
 - ➤ 30% kilometres of bikeways



Statements

Human	Vehicle	Traffic infrastructure	Socioeconomic environment
<ul style="list-style-type: none">• The use of safety equipment• Compliance with rules of conduct• Awareness-raising in school	<ul style="list-style-type: none">• Safety equipment on bicycles	<ul style="list-style-type: none">• Planning• Standardization• Implementation and funding	<ul style="list-style-type: none">• Coordination• Legislation• Research and training• Assessment

Planning

“Encourage and support municipalities’ efforts to plan urban and transportation development so as to promote effective and safe cycling”

- Active mobility plans (municipalities)
- Territorial Sustainable Mobility Plans (PTMDs) (MTQ)

"Ensure complementarities between the Route verte, regional bicycle touring systems and local urban cycling networks."



Photo Vélo Québec

Standardization

- Publication of design standards (1996)
- Publication of signage standards (1999), including off-print (2001 and 2008)
- Participation in the publication of Vélo Québec's guide entitled "Planning and Design for Pedestrians and Cyclists"



Implementation and funding

"Take cyclists' needs into account in all road projects"

- 2,379 km of bikeways between 1996 and 2012 (mostly paved shoulders)
- \$146 M (25% on bridges and structures)



Implementation and funding

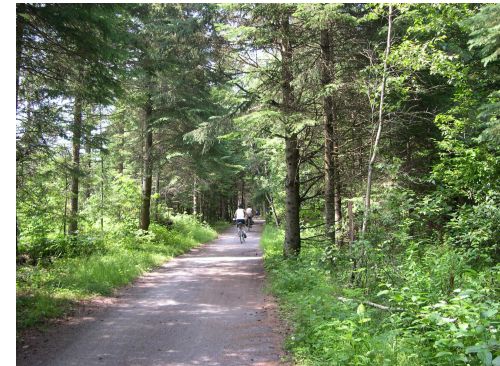
“Encourage the implementation of utilitarian bicycle networks in urban environments”

- *Programme d'aide gouvernementale aux modes de transport alternatifs à l'automobile (2007-2012)*
 - a financial assistance program to promote alternative transport modes to the automobile
 - \$26 M for the development and improvement of cycling and pedestrian infrastructures (subsidies corresponding to 50% of the costs)
- *Véloce* program (\$15,4 M 2011-2016)



Implementation and funding

- *Programme d'aide financière au développement de la Route verte* (1999-2013) – a financial assistance program for the development of the Route verte.
 - \$26 M in subsidy – 1,366 km
 - 25% of the project cost
- *Programme d'aide à l'entretien de la Route verte* (since 2001-2016) – an assistance program to promote maintenance of the Route verte
 - \$2,6 M in 2012
 - 2,013 km
 - 50% of maintenance expenses



Route verte effect

1996

Route verte evolution



2011



Route verte — Phase II Consolidation



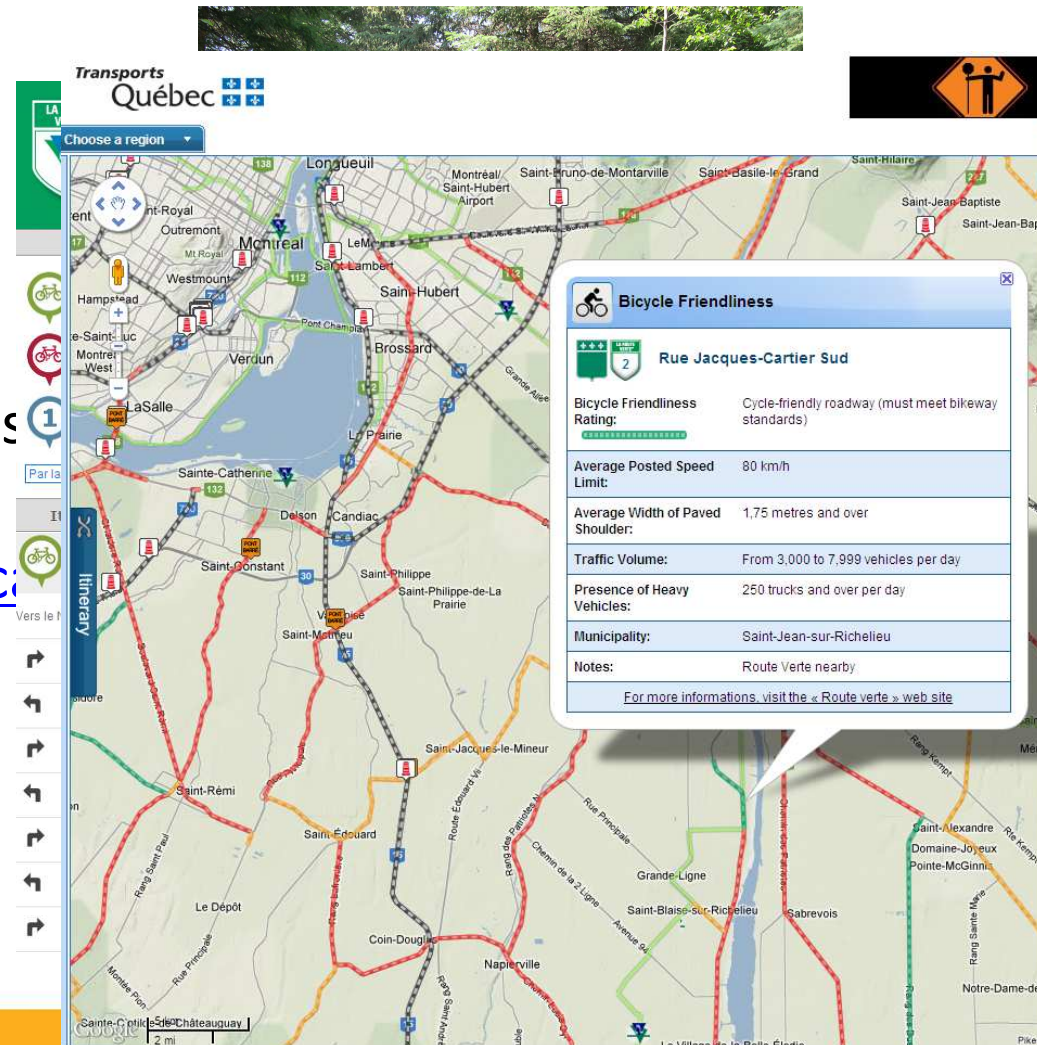
Perspectives

Targets for 2020

	Year of reference	2012	2020
↗ 50 % bicycle modal share	1,2 % (Mtl 2003)	1,4 % (Mtl 2008)	1,6 % (Mtl 2018)
↗ 10 % regular bicycle use	33 % (2005)	35 % (2010)	36 %
↗ 10 % utilitarian bicycle trips	17 % (2005)	35 %	19 %
↘ 30 % death or serious injuries	189 (2002-2006)	130 (2007-2011)	132 (2015-2019)
↗ 30 % kilometers of bikeways	6 789 km (2005)	9 258 km	8 826 km

Prospects

- Integration of financial assistance programs
- Improvement to www.routeverte.com
- Bicycle friendliness of roads on www.quebec511.gouv.qc.ca



Conclusion



Questions?

