

City of Lethbridge
2016 Lethbridge Cycling Survey

February 22, 2016



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1.0 SUMMARY OF FINDINGS

In November 2015, Stantec (the Client) contracted Banister Research and Consulting Inc. (Banister Research) to conduct a telephone survey to gather perceptions and opinions of cycling in Lethbridge. A total of 400 surveys were completed with residents in the City of Lethbridge; results provide a margin of error no greater than $\pm 4.9\%$ at the 95% confidence level, or 19 times out of 20.

Key findings from the 2016 Lethbridge Cycling Survey included:

Current Behaviours and Interest

- Nearly two-thirds of respondents (65%) reported that they owned a bicycle.
- Seventeen percent (17%) of respondents who did not own a bicycle (n=140) intended to purchase a bicycle in the future, while 81% did not.
- Just over half of all respondents (52%) had ridden a bicycle in Lethbridge in the past year, while 46% had not. Only 3% were physically unable to ride a bicycle.
- The majority of respondents rode a bicycle for recreation (97%); 41% of respondents rode for other transportation purposes, such as shopping, visiting friends, or dining out; and, 26% rode to commute to work or school.
- Nearly one-quarter of respondents rode daily or almost daily during the summer months (23%) compared to 1% of respondents who reported riding a bicycle daily or almost daily in the winter months. The majority of respondents reported never riding a bicycle in the winter months (76%), while 3% of respondents reported never riding a bicycle in the summer months.
- Those who had ridden a bicycle in Lethbridge in the past year (n=206) were asked which neighbourhoods they cycled to. Most commonly, respondents cycled to Henderson Lake (20%), Downtown (14%), or University (13%).



Cycling in Lethbridge

- Sixty-five percent (65%) of respondents agreed (responded with “somewhat agree” or “strongly agree”) with the following statements:
 - “As a pedestrian, I would prefer cyclists be separated from pedestrians” (65%);
 - “Many of the places I need to get to on a regular basis are within biking distance of my home” (65%); and
 - “I would ride a bike more if there were more bike lanes that were separated from traffic” (65%).
- Forty-percent (40%) of respondents or fewer agreed (responded with “somewhat agree” or “strongly agree”) with the following statements:
 - “There is so much traffic along streets near my home that it would make it difficult or unpleasant to ride a bike” (40%);
 - “I would ride a bike more if it were easier to combine a bike trip with riding public transit” (33%); and
 - “I would ride a bike more if there were showers at my destination” (18%).
- Over 80% of respondents were comfortable (responded with “somewhat comfortable” or “very comfortable”) with the following cycling conditions:
 - “Riding a bike on a quiet residential street, not on a sidewalk, where traffic is light and driving slowly” (87%); and
 - “Riding a bike on an off-street multi-use path through a park or natural area” (84%)
- Fewer than 55% of respondents were comfortable (responded with “somewhat comfortable” or “very comfortable”) with the following cycling conditions:
 - “Riding a bike on a busy non-residential street that has painted bike lanes” (54%); and
 - “Riding a bike on a busy non-residential street, not on a sidewalk, that does not have a bike lanes” (24%).



2.0 PROJECT BACKGROUND

In November 2015, Banister Research was contracted by Stantec to conduct the 2016 City of Lethbridge Bicycle Transportation Public Survey. The objectives of the survey included:

- Understanding the market for cycling in Lethbridge;
- User preferences for facility types; and
- Origin-destination information to help with mapping desired lines.

Other survey questions included demographics (e.g., age, gender, neighborhood residence) to enable cross-tabulation of the results across a variety of factors.

This report outlines the results for the 2016 City of Lethbridge Bicycle Transportation Public Survey.

3.0 METHODOLOGY

All components of the project were designed and executed in close consultation with Stantec. A detailed description of each task of the project is outlined in the remainder of this section.

3.1 Project Initiation and Questionnaire Design

At the outset of the project, all background information relevant to the study was identified and subsequently reviewed by Banister Research. The consulting team familiarized itself with the objectives of the Client, ensuring a full understanding of the issues and concerns to be addressed in the project. The result of this task was an agreement on the research methodology, a detailed work plan and project initiation.

The survey instrument was developed in close consultation with the Client. A copy of the final questionnaire is provided in Appendix A.



3.2 Survey Population and Data Collection

Telephone surveys were conducted from January 18th to January 25th, 2016 at the Banister Research Call Centre. A total of 400 surveys were completed with adult residents of Lethbridge; results provide a margin of error no greater than $\pm 4.9\%$ at the 95% confidence level, or 19 times out of 20¹.

To maximize the sample, up to five (5) call back attempts were made to each listing, prior to excluding it from the final sample. Busy numbers were scheduled for a call back every fifteen (15) minutes. Where there was an answering machine, fax, or no answer, the call back was scheduled for a different time period on the following day. The first attempts to reach each listing were made during the evening or on weekends. Subsequent attempts were made at a different time on the following day.

The following table presents the results of the final call attempts. Using the call summary standard established by the Market Research and Intelligence Association, there was a 10% response rate and a 72% refusal rate. It is important to note that the calculation used for both response and refusal rates is a conservative estimate and does not necessarily measure respondent interest in the subject area.

Summary of Final Call Attempts	
Call Classification:	Number of Calls:
Completed Interviews	400
Busy/No Answer/Answering Machine	2744
Respondents Unavailable/Appt. Set	205
Refusals	1151
Fax/Modem/Business/Not-In-Service/Wrong Number	1329
Language Barrier/Communication Problem	32
Disqualified/Quota Full	46
Total	5907

At the outset of the fieldwork, all interviewers and supervisors were given a thorough step-by-step briefing to ensure the successful completion of telephone interviews. To ensure high quality, at least 20% of each interviewer’s work was monitored by a supervisor on an on-going basis.

The questionnaire was programmed into Banister Research’s Computer Assisted Telephone Interviewing (CATI) system. Using this system, data collection and data entry were simultaneous, as data was entered into a computer file while the interview was being conducted. Furthermore, the CATI system allowed interviewers to directly enter verbatim responses to open-ended questions.

¹ Based on the population of Lethbridge (94,800), as per the 2015 City of Lethbridge Municipal Census



3.3 Data Analysis

While data was being collected, Banister Research provided either a written or verbal progress report to the Client. After the questionnaires were completed and verified, all survey data was compiled and into a computerized database for analysis.

Data analysis included cross-tabulation, whereby the frequency and percentage distribution of the results for each question were broken down based on respondent characteristics and responses (e.g. length of residency, demographics, etc.). Statistical analysis included a Z-test to determine if there were significant differences in responses between respondent subgroups. Results were reported as statistically significant at the 95% confidence level.

A list of responses to each open-ended question were generated by Banister Research. The lead consultant reviewed the list of different responses to the open-ended or verbatim question and then a code list was established. To ensure consistency of interpretation, the same team of coders was assigned to this project from start to finish. The coding supervisor verified at least 20% of each coder's work. Once the questionnaires were fully coded, computer programs were written to check the data for quality and consistency. All survey data was compiled into a computerized database for analysis. Utilizing SPSS analysis software, the survey data was reviewed to guarantee quality and consistency (e.g., proper range values and skip patterns).

The detailed data tables have been provided under a separate cover. It is important to note that any discrepancies between charts, graphs or tables are due to rounding of the numbers.



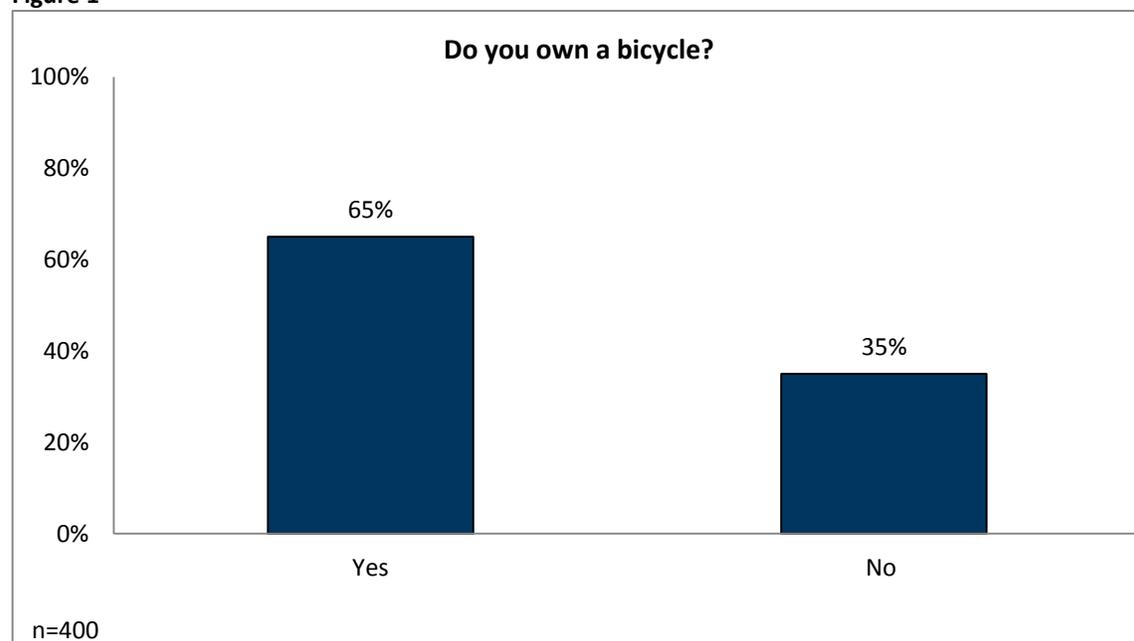
4.0 STUDY FINDINGS

Results of the survey are presented as they relate to the specific topic areas addressed by the survey. It is important to note that the data tables, under a separate cover, provide a detailed analysis of all survey findings. The reader should also note, when reading the report that the term *significant* refers to “statistical significance.” Only those respondent subgroups which reveal statistically significant differences at the 95% confidence level (19 times out of 20) have been included. Respondent subgroups that are statistically similar have been omitted from the presentation of findings.

4.1 Current Behaviours and Interest

To begin the survey, respondents were asked a series of questions about their biking habits. First, respondents were asked whether or not they owned a bicycle. Nearly two-thirds of respondents (65%) reported that they owned a bicycle. See Figure 1, below.

Figure 1



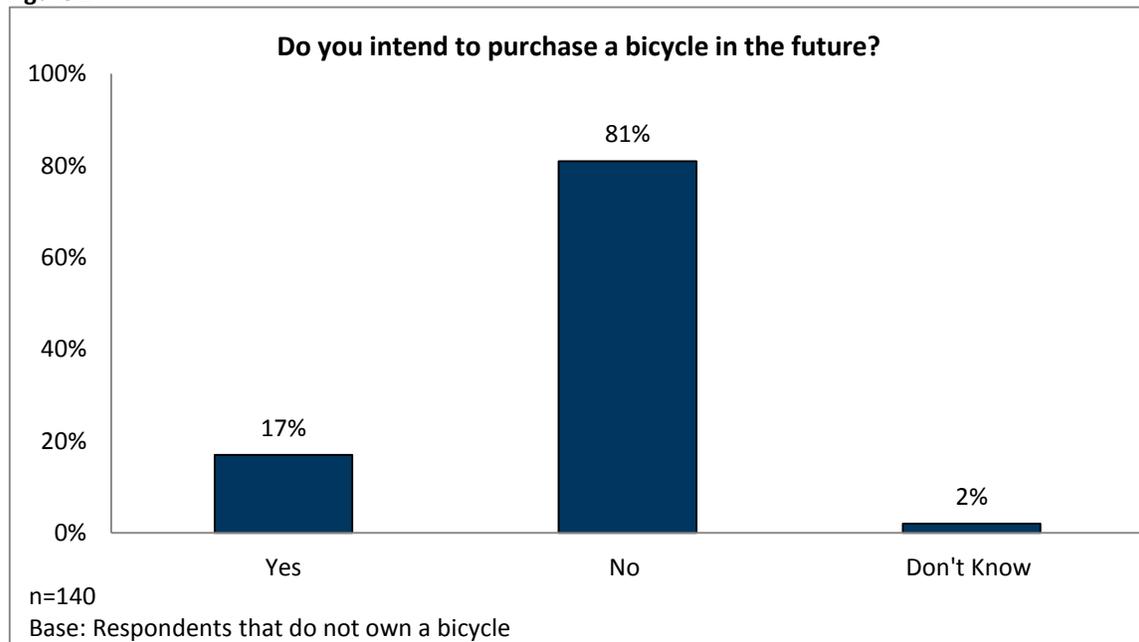


Respondent subgroups significantly more likely to **own a bicycle** included:

- Males (71%) versus females (59%);
- Those who resided in West Lethbridge (73%) versus those who resided in South Lethbridge (61%); and
- Those aged 18 to 44 (73%) and those aged 45 to 64 (74%) versus those 65 years of age and older (45%).

Those who did not own a bicycle (n=140) were asked if they intended to purchase a bicycle in the future. Seventeen percent (17%) of respondents intended to purchase a bicycle in the future, while 81% did not. See Figure 2, below. ²

Figure 2



² When the data was weighted by age to reflect the age distribution in the City of Lethbridge, 25% of respondents intended to purchase a bicycle in the future, while 72% did not and 2% were unsure.

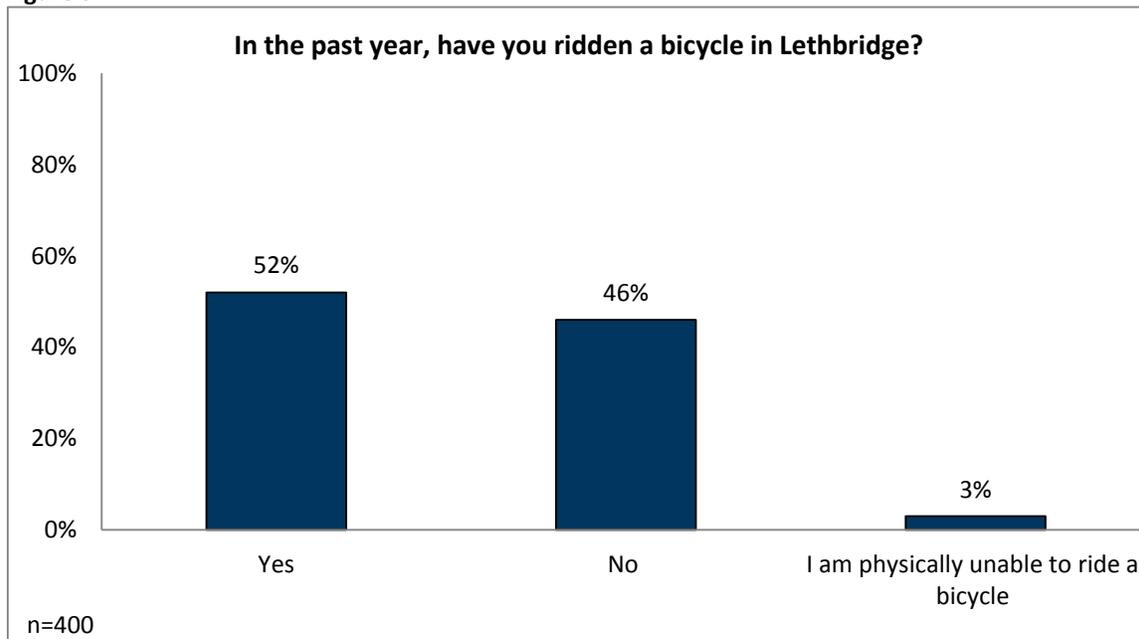


Respondent subgroups significantly more likely to **intend on purchasing a bicycle in the future** included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (48%) versus those who disagreed (5%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (38%) versus those who disagreed (3%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (29%) versus those who disagreed (10%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (26%) versus those who disagreed (7%); and
- Those aged 45 to 64 (19%) versus those 65 years of age and older (5%).

Respondents were asked if they had ridden a bicycle in Lethbridge in the past year. Just over half of all respondents (52%) had ridden a bicycle in Lethbridge in the past year, while 46% had not. Only 3% were physically unable to ride a bicycle. See Figure 3, below.³

Figure 3



³ When the data was weighted by age to reflect the age distribution in the City of Lethbridge, 57% of respondents had ridden a bicycle in Lethbridge, while 42% had not and 2% were physically unable to ride a bicycle.



Respondent subgroups significantly more likely to have **ridden a bicycle in Lethbridge**, in the past year included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (68%) versus those who disagreed (31%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (63%) versus those who disagreed (34%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (61%) versus those who disagreed (42%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (57%) versus those who disagreed (42%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (58%) versus those who disagreed (40%);
- Males (59%) versus females (45%); and
- Those aged 18 to 44 (66%) and those aged 45 to 64 (56%) versus those 65 years of aged and older (34%).

Respondents who had ridden a bicycle in Lethbridge within the past year (n=206) were then asked for the reason that they ride. The majority of respondents rode a bicycle for recreation (97%); 41% of respondents rode a bicycle for other transportation purposes, such as shopping, visiting friends, or dining out; and, 26% rode a bicycle to commute to work or school. See Table 1, below.

Table 1

For what purpose do you ride a bicycle?*	
Base: Respondents who had ridden a bicycle in Lethbridge in the past year	Percent of Respondents (n=206)
For recreation	97
For other transportation (e.g., shopping, visiting friends, dining out, etc.)	41
To commute to work or school	26

*Multiple responses

Respondent subgroups significantly more likely to have **ridden a bicycle for recreation** included:

- Those who rode their bicycle once per week or more in the warmer months (98%) versus those who rode their bicycle less than once per week in the warmer months (92%).



Respondent subgroups significantly more likely to have **ridden a bicycle for other transportation** included:

- Those who rode their bicycle once per week or more in the warmer months (44%) versus those who rode their bicycle less than once per week in the warmer months (26%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (48%) versus those who disagreed (31%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (47%) versus those who disagreed (24%); and
- Those who agreed with the statement “I would ride a bike more if I felt safer” (48%) versus those who disagreed (30%).

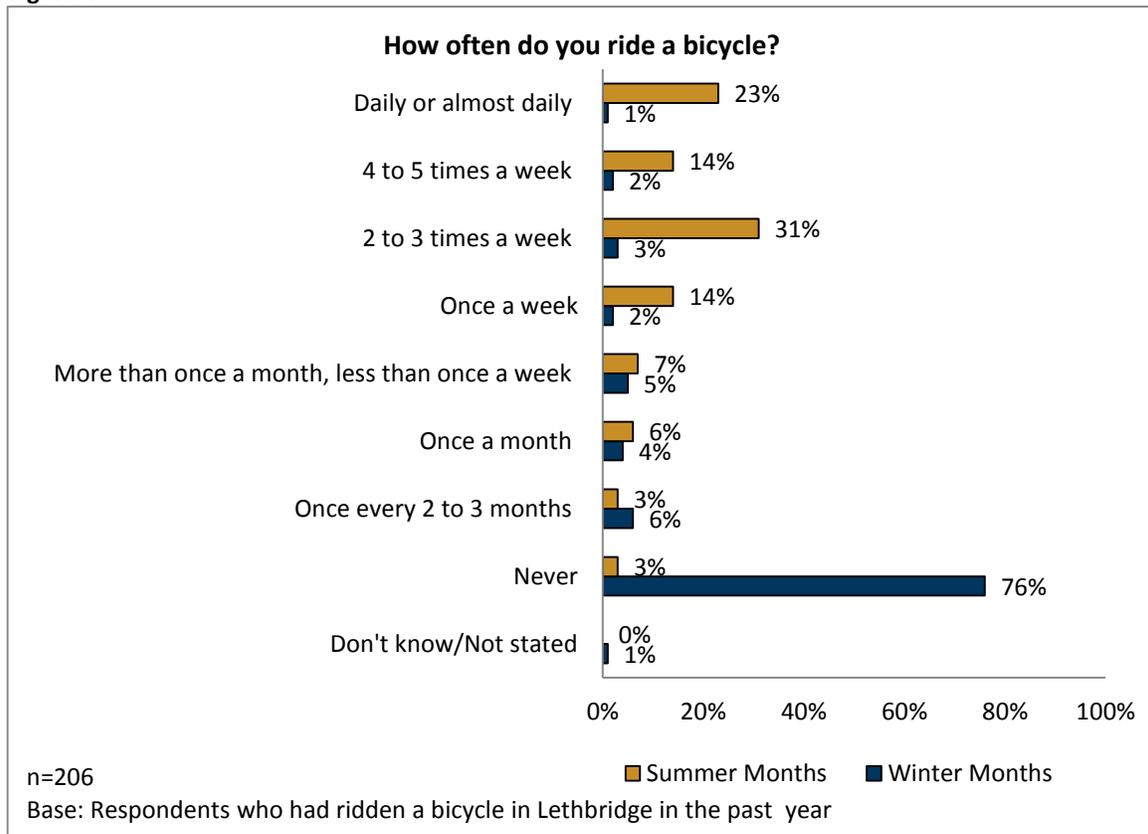
Respondent subgroups significantly more likely to have **ridden a bicycle to commute to work or school** included:

- Those who rode their bicycle once per week or more in the warmer months (30%) versus those who rode their bicycle less than once per week in the warmer months (5%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (33%) versus those who disagreed (15%); and
- Those aged 18 to 44 (41%) versus those aged 45 to 64 (20%) and those 65 year of age and older (17%).

Next, those who had ridden a bicycle in Lethbridge within the past year (n=206) were asked how often they rode a bicycle in the summer months (i.e., warmer months) and in the winter months (i.e., colder months). Nearly one-quarter of respondents rode a bicycle daily or almost daily during the summer months (23%) compared to 1% of respondents who reported riding a bicycle daily or almost daily in the winter months. The majority of respondents reported never riding a bicycle in the winter months (76%), while 3% of respondents reported never riding a bicycle in the summer months. See Figure 4, below.



Figure 4



Respondent subgroups significantly more likely to ride a bicycle **daily or almost daily in the warmer months** included:

- Those who rode their bicycle for commuting (40%) versus those who rode their bicycle for recreation (24%).

Respondent subgroups significantly more likely to ride a bicycle **4 to 5 times per week in the warmer months** included:

- Those who rode their bicycle for commuting (30%) versus those who rode their bicycle for recreation (14%) and those who ride their bicycle for other reasons (16%).



Respondent subgroups significantly more likely to **ride a bicycle once per week in the warmer months** included:

- Those who rode their bicycle for recreation (14%) versus those who rode their bicycle for commuting (4%).

Respondent subgroups significantly more likely to **ride a bicycle once per month in the warmer months** included:

- Those 65 years of age and older (12%) versus those aged 18 to 44 (2%).

Respondent subgroups significantly more likely to **ride a bicycle once every 2 to 3 months in the warmer months** included:

- Those who disagreed with the statement “I would bike more if there were more bike lanes” (6%) versus those who agreed (1%); and
- Those who disagreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (7%) versus those who agreed (1%).

Respondent subgroups significantly more likely to **never ride a bicycle in the warmer months** included:

- Those who disagreed with the statement “I would like to travel by bike more than I do now” (10%) versus those who agreed (1%).

Respondent subgroups significantly more likely to **ride a bicycle 4 to 5 times per week in the colder months** included:

- Those who rode their bicycle for commuting (6%) versus those who rode their bicycle for recreation (1%).

Respondent subgroups significantly more likely to **never ride a bicycle in the colder months** included:

- Those who rode their bicycle for recreation (76%) versus those who rode their bicycle for commuting (51%) and those who ride their bicycle for other reasons (64%);
- Those who rode their bicycle less than once a week in the warmer months (97%) versus those who rode their bicycle once per week or more in the warmer months (71%);
- Those who disagreed with the statement “I would like to travel by bike more than I do now” (89%) versus those who agreed (72%); and
- Those who disagreed with the statement “I would ride a bike more if there were more bike lanes” (84%) versus those who agreed (71%).



Next, those who had ridden a bicycle in Lethbridge in the past year (n=206) were asked which neighbourhoods they cycle to. Most commonly, respondents cycled to Henderson Lake (20%), Downtown (14%), or the University area (13%). See Table 2, below.

Table 2

Which neighbourhoods do you cycle to? (Total Mentions)	
Base: Respondents who had ridden a bicycle in Lethbridge in the past year	Percent of Respondents (n=206)
Henderson Lake	20
Downtown	14
University	13
Riverstone	10
Heritage Heights	8
Fairmont	7
Uplands	7
Copperwood	6
Agnes Davidson	5
London Road	5
Indian Battle Heights	4
Paradise Canyon	4
Ridgewood	4
Lakeview	3
Legacy Ridge/Hardieville	3
Mountain Heights	3
River Valley – South	3
Varsity Village	3
Westminster	3
Other (2% of responses or less)	39
Don't know/Not stated	17



4.2 Cycling in Lethbridge

In this section of the survey, all respondents were given a series of statements regarding cycling in Lethbridge and were asked whether they “strongly disagree”, “somewhat disagree”, “somewhat agree” or “strongly agree” with the statements.

Sixty-five percent (65%) of respondents agreed (responded with “somewhat agree” or “strongly agree”) with the following statements:

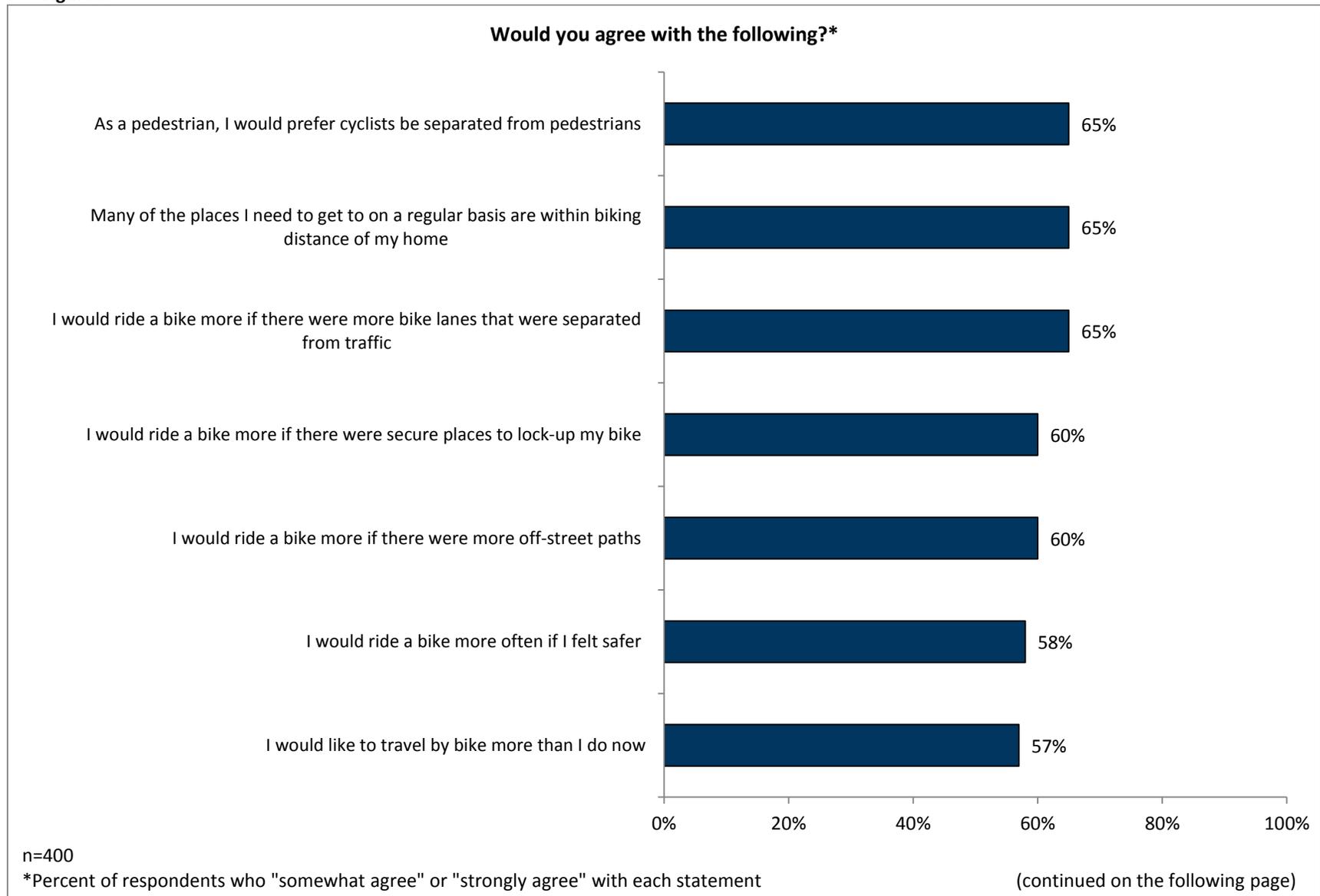
- “As a pedestrian, I would prefer cyclists be separated from pedestrians” (65%);
- “Many of the places I need to get to on a regular basis are within biking distance of my home” (65%); and
- “I would ride a bike more if there were more bike lanes that were separated from traffic” (65%).

Forty percent (40%) of respondents or fewer agreed (responded with “somewhat agree” or “strongly agree”) with the following statements:

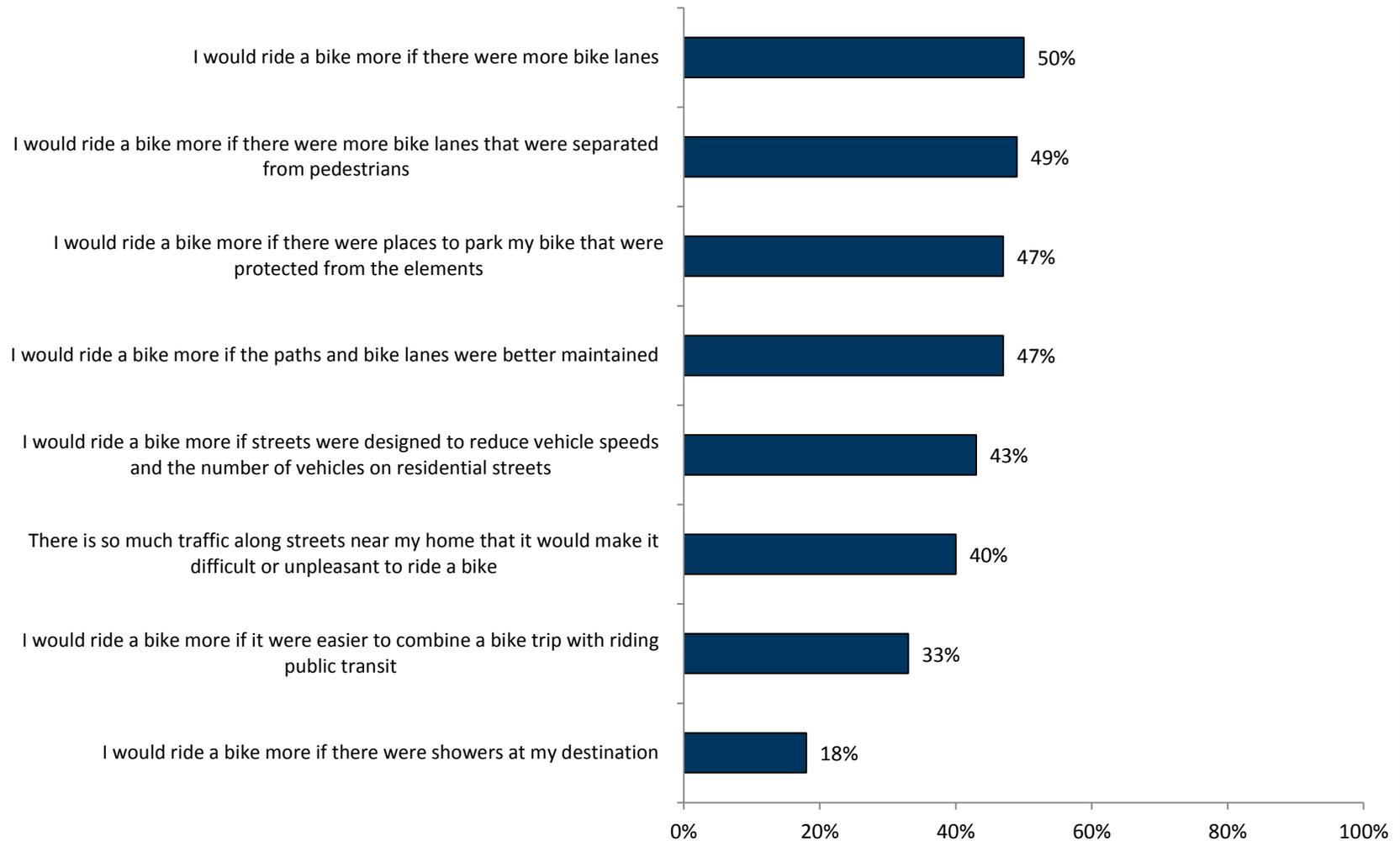
- “There is so much traffic along streets near my home that it would make it difficult or unpleasant to ride a bike” (40%);
- “I would ride a bike more if it were easier to combine a bike trip with riding public transit” (33%); and
- “I would ride a bike more if there were showers at my destination” (18%).

See Figure 5 and Table 3, on the following pages.

Figure 5



Would you agree with the following?* (cont'd)



n=400

*Percent of respondents who "somewhat agree" or "strongly agree" with each statement

Table 3

Would you agree with the following?					
	Percent of Respondents (n=400)				
	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	Don't know/ Not stated
I would ride a bike more if there were more bike lanes that were separated from traffic	41	25	18	16	1
Many of the places I need to get to on a regular basis are within biking distance of my home	33	32	16	18	1
As a pedestrian, I would prefer cyclists be separated from pedestrians	31	34	22	12	2
I would ride a bike more if there were more off-street paths	35	25	19	20	2
I would ride a bike more if there were secure places to lock-up my bike	27	33	19	19	2
I would ride a bike more often if I felt safer	33	25	21	20	1
I would like to travel by bike more than I do now	28	28	17	26	1
I would ride a bike more if there were more bike lanes	28	22	25	24	1
I would ride a bike more if there were more bike lanes that were separated from pedestrians	18	31	31	17	3
I would ride a bike more if the paths and bike lanes were better maintained	17	29	29	22	3
I would ride a bike more if there were places to park my bike that were protected from the elements	15	32	28	23	2
I would ride a bike more if streets were designed to reduce vehicle speeds and the number of vehicles on residential streets	21	22	28	28	2
There is so much traffic along streets near my home that it would make it difficult or unpleasant to ride a bike	18	22	30	30	1
I would ride a bike more if it were easier to combine a bike trip with riding public transit	12	22	32	30	6
I would ride a bike more if there were showers at my destination	7	11	28	52	3

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would like to travel by bike more than I do now** included:

- Those who had ridden a bicycle in Lethbridge (74%) versus those who had not (38%);
- Those who rode a bicycle once per week or more in the warmer months (78%) versus those who rode their bicycle less than once per week in the warmer months (58%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (77%) versus those who disagreed (26%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (79%) versus those who disagreed (33%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (67%) versus those who disagreed (36%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (64%) versus those who disagreed (42%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (66%) versus those who disagreed (43%); and
- Those aged 18 to 44 (61%) and those aged 45 to 64 (63%) versus those 65 years of age and older (43%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were more off-street paths** included:

- Those who had ridden a bicycle in Lethbridge (73%) versus those who had not (44%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (81%) versus those who disagreed (32%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (85%) versus those disagreed (33%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (76%) versus those who disagreed (28%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (66%) versus those who disagreed (49%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (76%) versus those who disagreed (37%); and
- Those aged 18 to 44 (71%) and those aged 45 to 64 (62%) versus those 65 years of age and older (48%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if streets were designed to reduce vehicle speeds and the number of vehicles on residential streets** included:

- Those who had ridden a bicycle in Lethbridge (50%) versus those who had not (35%);
- Those who rode their bicycle for commuting (68%) versus those who rode their bicycle for recreation (49%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (55%) versus those who disagreed (26%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (59%) versus those who disagreed (16%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (72%) versus those who disagreed (13%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (60%) versus those who disagreed (10%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (49%) versus those who disagreed (31%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (61%) versus those who disagreed (17%); and
- Those who resided in Central Lethbridge (57%) versus those who resided in West Lethbridge (41%) and those who resided in South Lethbridge (40%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were more bike lanes** included:

- Those who had ridden a bicycle in Lethbridge (60%) versus those who had not (40%);
- Those who rode their bicycle for commuting (77%) versus those who rode their bicycle for recreation (60%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (70%) versus those who disagreed (24%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (72%) versus those who disagreed (18%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (71%) versus those who disagreed (10%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (59%) versus those who disagreed (35%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (69%) versus those who disagreed (24%); and
- Those aged 18 to 44 (56%) and those aged 45 to 64 (54%) versus those 65 years of age and older (41%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were more bike lanes that were separated from traffic** included:

- Those who had ridden a bicycle in Lethbridge (72%) versus those who had not (57%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (78%) versus those who disagreed (49%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (84%) versus those who disagreed (36%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (93%) versus those who disagreed (37%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (70%) versus those who disagreed (58%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (87%) versus those who disagreed (35%); and
- Females (73%) versus males (56%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were more bike lanes that were separated from pedestrians** included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (60%) versus those who disagreed (34%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (65%) versus those who disagreed (24%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (71%) versus those who disagreed (25%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (67%) versus those who disagreed (14%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (53%) versus those who disagreed (42%); and
- Those who agreed with the statement “I would ride a bike more if I felt safer” (65%) versus those who disagreed (26%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **Many of the places I need to get to on a regular basis are within biking distances of my home** included:

- Those who had ridden a bicycle in Lethbridge (73%) versus those who had not (57%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (74%) versus those who disagreed (53%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (72%) versus those who disagreed (55%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (76%) versus those who disagreed (53%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (70%) versus those who disagreed (57%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (72%) versus those who disagreed (56%); and
- Those who resided in Central Lethbridge (82%) and those who resided in South Lethbridge (76%) versus those who resided in North Lethbridge (60%) and those who resided in West Lethbridge (53%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more often if I felt safer** included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (68%) versus those who disagreed (45%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (75%) versus those who disagreed (33%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (80%) versus those who disagreed (36%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (78%) versus those who disagreed (22%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (64%) versus those who disagreed (48%); and
- Females (65%) versus males (51%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **There is so much traffic along streets near my home that it would make it difficult or unpleasant to ride a bike** included:

- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (46%) versus those who disagreed (29%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (52%) versus those who disagreed (27%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (51%) versus those who disagreed (19%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (44%) versus those who disagreed (32%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (56%) versus those who disagreed (17%);
- Females (44%) versus males (35%); and
- Those who resided in Central Lethbridge (57%) versus those who resided in West Lethbridge (36%) and those who resided in the South Lethbridge (36%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were secure places to lock-up my bike** included:

- Those who had ridden a bicycle in Lethbridge (65%) versus those who had not (53%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (71%) versus those who disagreed (44%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (74%) versus those who disagreed (36%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (79%) versus those who disagreed (39%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (75%) versus those who disagreed (30%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (67%) versus those who disagreed (44%); and
- Those who agreed with the statement “I would ride a bike more if I felt safer” (80%) versus those who disagreed (31%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were secure places to park my bike that were protected from the elements** included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (52%) versus those who disagreed (39%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (60%) versus those who disagreed (26%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (65%) versus those who disagreed (28%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (59%) versus those who disagreed (24%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (51%) versus those who disagreed (39%); and
- Those who agreed with the statement “I would ride a bike more if I felt safer” (64%) versus those who disagreed (22%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if there were showers at my destination** included:

- Those who rode their bicycle for other reasons (30%) versus those who rode their bicycle for recreation (19%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (24%) versus those who disagreed (9%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (26%) versus those who disagreed (6%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (28%) versus those who disagreed (7%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (23%) versus those who disagreed (8%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (21%) versus those who disagreed (12%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (26%) versus those who disagreed (7%);
- Those who resided in North Lethbridge (28%) versus those resided in Central Lethbridge (11%) and those who resided in South Lethbridge (15%); and
- Those aged 18 to 44 (27%) versus those aged 45 to 64 (14%) and those 65 years of age and older (16%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if the paths and bike lanes were better maintained** included:

- Those who had ridden a bicycle in Lethbridge (52%) versus those who had not (40%);
- Those who used their bicycle for commuting (70%) versus those who used their bicycle for recreation (53%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (54%) versus those who disagreed (35%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (64%) versus those who disagreed (20%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (70%) versus those who disagreed (23%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (62%) versus those who disagreed (18%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (64%) versus those who disagreed (22%); and
- Those aged 18 to 44 (59%) and those aged 45 to 64 (48%) versus those 65 years of age and older (34%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **I would ride a bike more if it were easier to combine a bike trip with riding public transit** included:

- Those who used their bicycle for commuting (53%) versus those who used their bicycle for recreation (36%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (38%) versus those who disagreed (25%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (39%) versus those who disagreed (23%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (44%) versus those who disagreed (22%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (41%) versus those who disagreed (19%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (38%) versus those who disagreed (24%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (43%) versus those who disagreed (19%); and
- Males (39%) versus females (28%).

Respondent subgroups significantly more likely to somewhat or strongly agree with the statement: **As a pedestrian, I would prefer bicyclists be separated from pedestrians** included:

- Those who had not ridden a bicycle in Lethbridge (73%) versus those who had (58%);
- Those who agree with the statement “I would ride a bike more if there were more bike lanes” (73%) versus those who not agree with the statement (56%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (72%) versus those who disagreed (53%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (75%) versus those who disagreed (52%);
- Those who resided in the North Lethbridge (73%) versus those who lived in South Lethbridge (54%); and
- Those aged 45 to 64 (67%) and those 65 years of age and older (72%) versus those aged 18 to 44 (52%).

Next, respondents were asked how comfortable they were with a set of statements regarding bicycling in Lethbridge and were asked if they were “very comfortable”, “somewhat comfortable”, “somewhat uncomfortable”, or “very uncomfortable” with the statements. Over 80% of respondents were comfortable (responded with “somewhat comfortable” or “very comfortable”) with the following cycling conditions:

- “Riding a bike on a quiet residential street, not on a sidewalk, where traffic is light and driving slowly” (87%); and
- “Riding a bike on an off-street multi-use path through a park or natural area” (84%).

Fewer than 55% of respondents were comfortable (responded with “somewhat comfortable” or “very comfortable”) with the following cycling conditions:

- “Riding a bike on a busy non-residential street that has painted bike lanes” (54%); and
- “Riding a bike on a busy non-residential street, not on a sidewalk, that does not have a bike lanes” (24%).

See Figure 6 and Table 4, on the following pages.

Figure 6

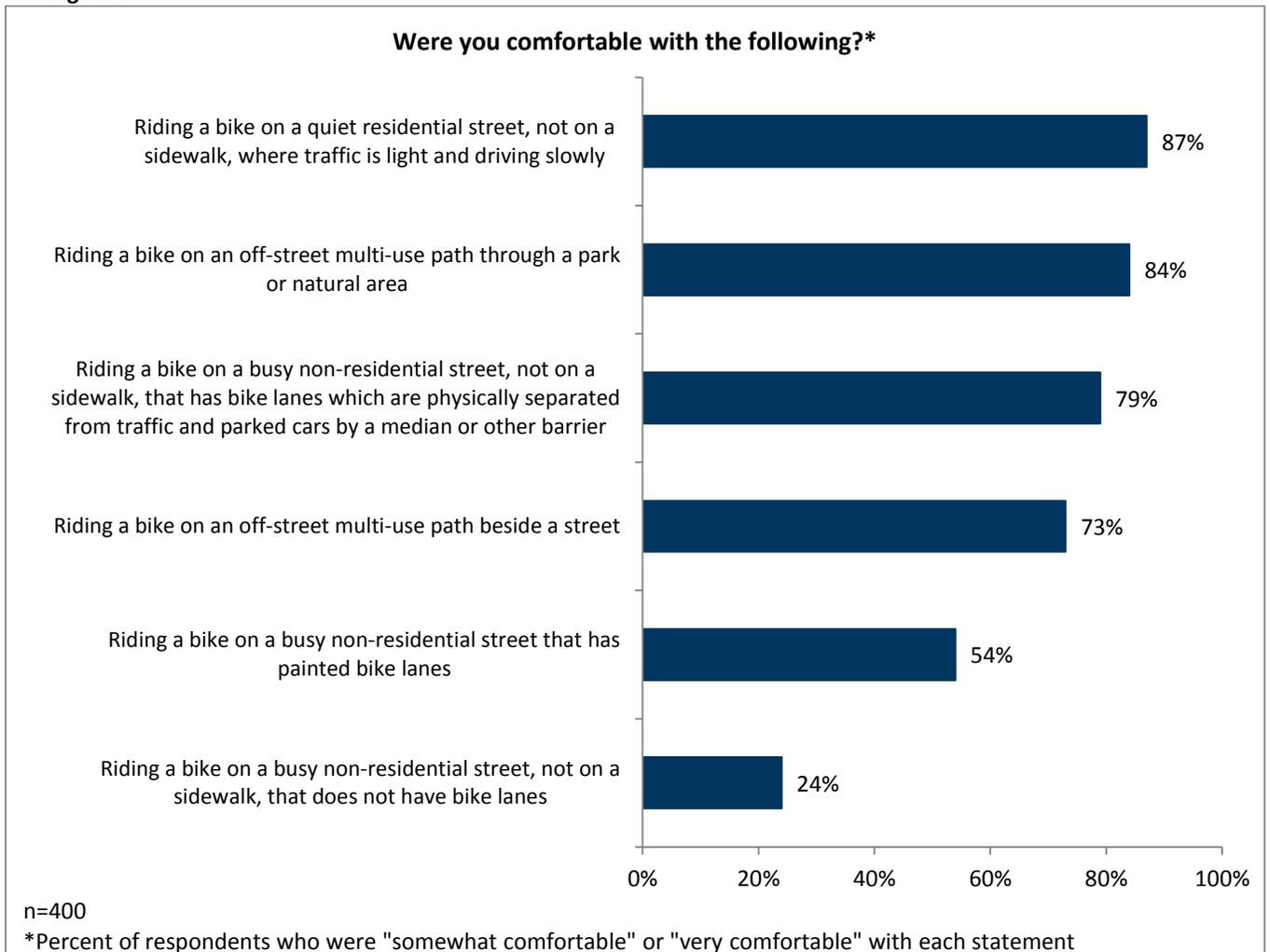


Table 4

Were you comfortable with the following?					
	Percent of Respondents (n=400)				
	Very Comfortable	Somewhat Comfortable	Somewhat Uncomfortable	Very Uncomfortable	Don't know/ Not stated
Riding a bike on an off-street multi-use path through a park or natural area	52	32	11	4	1
Riding a bike on a quiet residential street, not on a sidewalk, where traffic is light and driving slowly	46	41	9	4	1
Riding a bike on a busy non-residential street, not on a sidewalk, that has bike lanes which are physically separated from traffic and parked cars by a median or other barrier	43	35	14	5	2
Riding a bike on an off-street multi-use path beside a street	36	36	20	7	1
Riding a bike on a busy non-residential street that has painted bike lanes	15	40	29	15	2
Riding a bike on a busy non-residential street, not on a sidewalk, that does not have bike lanes	6	18	28	47	1

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on an off-street multi-use path through a park or natural area** included:

- Those who had ridden a bicycle in Lethbridge (92%) versus those who had not (76%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (92%) versus those who disagreed (74%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (91%) versus those who disagreed (73%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (89%) versus those who disagreed (79%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (90%) versus those who disagreed (74%); and
- Those aged 18 to 44 (93%) and those aged 45 to 64 (87%) versus those 65 years of age and older (71%).

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on an off-street multi-use path beside a street** included:

- Those who had ridden a bicycle in Lethbridge (85%) versus those who had not (61%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (86%) versus those who disagreed (55%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (82%) versus those who disagreed (58%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (79%) versus those who disagreed (66%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (77%) versus those who disagreed (65%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (78%) versus those who disagreed (63%); and
- Those aged 18 to 44 (78%) and those aged 45 to 64 (81%) versus those 65 years of age and older (56%).

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on a quiet residential street, not a sidewalk, where traffic is light and driving slowly** included:

- Those who had ridden a bicycle in Lethbridge (93%) versus those who had not (80%);
- Those who agreed with the statement “I would like to travel by bike more than I do now” (93%) versus those who disagreed (81%);
- Those who agreed with the statement “Many of the places I need to get to on a regular basis are within biking distance of my home” (91%) versus those who disagreed (80%); and
- Males (92%) versus females (83%).

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on a busy non-residential street, not on a sidewalk, that do not have bike lanes** included:

- Those who disagreed with the statement “I would ride a bike more if there were more off-street paths” (32%) versus those who agreed (19%);
- Those who disagreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (39%) versus those who agreed (17%);
- Those who disagreed with the statement “I would ride a bike more if I felt safer” (37%) versus those who agreed with the statement (15%); and
- Males (37%) versus females (12%).

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on a busy non-residential street that has painted bike lanes** included:

- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (58%) versus those who disagreed (48%); and
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (60%) versus those who disagreed (48%).

Respondent subgroups significantly more likely to feel somewhat or very comfortable with **riding a bike on a busy non-residential street, not on a sidewalk, that has bike lanes which are physically separated from traffic and parked cars by a median or other barrier** included:

- Those who agreed with the statement “I would like to travel by bike more than I do now” (88%) versus those who disagreed (67%);
- Those who agreed with the statement “I would ride a bike more if there were more off-street paths” (84%) versus those who disagreed (70%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes” (89%) versus those who disagreed (68%);
- Those who agreed with the statement “I would ride a bike more if there were more bike lanes that were separated from traffic” (87%) versus those who disagreed (64%);
- Those who agreed with the statement “I would ride a bike more if I felt safer” (85%) versus those who disagreed (70%); and
- Those aged 45 to 64 (85%) versus those 65 years of age and older (68%).

4.3 Final Comments

Finally, respondents were asked if they had any other comments or suggestions regarding the issues and questions covered in the survey. Most commonly, respondents indicated that the City is too spread out, not cyclist friendly, or that it takes too long to commute by bicycle (7%). See Table 5, below.

Table 5

Do you have any other comments or suggestions?	
	Percent of Respondents* (n=400)
No	56
Yes; specify	44
City is too spread out/not cyclist friendly/takes too long to commute by bicycle	7
Designated bicycle lanes is a good idea/would be advantageous for the City/want more lanes	6
Cyclists do not obey the rules of the road	5
Cyclists will be safer off the roads/on paths	4
City has enough paths for cyclists to use/do not need more bicycle lanes	4
Money would be better spent elsewhere/not a good use of tax payer dollars	3
Cyclists need to be more aware/cautious of pedestrians/drivers	3
Other (2% of respondents and less)	25

*Multiple Responses

4.4 Respondent Demographics

Table 6, below, provides a demographic breakdown of respondents.

Table 6

	Percent of Respondents (n=400)
Respondent Source Type	
Landline	85
Cell	15
Gender	
Female	53
Male	47
Which Neighbourhood do you live in?	
Uplands	7
Indian Battle Heights	6
Henderson Lake	5
Lakeview	5
London Road	5
Agnes Davidson	4
Fairmont	4
Heritage Heights	4
Ridgewood	4
Copperwood	3
Downtown	3
University	3
Varsity Village	3
Other (2% of responses or less)	33
Don't know/Not stated	14
Age	
Between 18 and 24 years old	5
Between 25 and 44 years old	19
Between 45 and 64 years old	46
65 years of age and older	31
Percent of Households with at Least One (1) Person in Each Age Group	n=398*
7 years of age or younger	10
Between 8 and 14 years old	14
Between 15 and 18 years old	14
Between 19 and 24 years old	15
Between 25 and 44 years old	27
Between 45 and 64 years old	54
65 years of age or older	34
Mean household size	2.54 people

*Excludes "Don't know/Not stated" responses

APPENDIX A – SURVEY INSTRUMENT

2016 Lethbridge Bicycle Transportation Survey

Final

Landline Introduction

Hello, my name is _____ from Banister Research. We are conducting a survey on behalf of the City of Lethbridge regarding bicycle transportation and your household has been randomly selected to participate. As Lethbridge nears a population of 100,000 people this survey contemplates the needs for a growing community as it relates to Bicycle needs. The project manager is Adam St. Amant and can be contacted at 403-320-3845. I would like to assure you that we are not selling or promoting anything and that all your responses will be kept completely confidential and anonymous. Your views are very important to the successful completion of this study and will provide valuable feedback to the City of Lethbridge.

- A. We are doing a representative sampling and therefore I need to speak to the person in your household who is 18 years of age or older and who is having the next birthday. Is that person available?
1. Yes, speaking **Continue**
 2. Yes, I'll get him/her **Repeat introduction and continue**
 3. Not now **Arrange callback and record first name of selected respondent**
 4. No, refuse **Thank and terminate**

Cell Phone Introduction

- **n=60 respondents, must be sourced from cell phone sample, but can be completed via landline**

Hello, this is _____ with Banister Research. We are conducting a survey on behalf of the City of Lethbridge regarding bicycle transportation. As Lethbridge nears a population of 100,000 people this survey contemplates the needs for a growing community as it relates to Bicycle needs. I would like to assure you that we are not selling or promoting anything and that all your responses will be kept completely confidential and anonymous. Your views are very important to the successful completion of this study and will provide valuable feedback to the City of Lethbridge.

[RESPONDENT/CREDIBILITY CONCERNS: If you have any questions about the study please contact Adam St. Amant, Infrastructure Services, City of Lethbridge at (403) 320-3845.]

- B. May I please confirm that we have reached you via cell phone?
1. Yes, this is a cell phone **[CONTINUE]**
 2. No, this is a landline **[CONTINUE WITH LANDLINE INTRO, BUT REMOVE FROM CELL PHONE SAMPLE/COUNT TOWARD LANDLINE SAMPLE]**

- C. Are you in a safe and legal position to speak with me? I would like to ensure that you are not currently driving or prohibited from speaking on your cell phone.
1. Yes **[CONTINUE]**
- No **[ARRANGE CALLBACK: When can I call you back? Would you prefer if I call you later on a landline?]**
- a. Yes, callback on cell phone **[SCHEDULE CALLBACK]**
 - b. Yes, callback on landline **[RECORD LANDLINE NUMBER AND START AGAIN FROM LANDLINE INTRO]**
 - c. No **[THANK AND TERMINATE]**
- D. For this study, I need to speak with someone 18 or older. May I confirm that you are at least 18?
1. Yes **[READ: Are you comfortable speaking with me via cell phone, or would you prefer I call you back on a landline?]**
- a. Yes, cell phone **[CONTINUE]**
 - b. Yes, landline **[RECORD LANDLINE NUMBER AND CALL BACK]**
 - c. No **[THANK AND TERMINATE]**
- No **[READ: Would it be possible to speak with a person who is at least 18 years old? Do they have a landline or cell phone number we may reach them at?]**
- d. Yes, landline **[RECORD NAME AND PHONE NUMBER, SCHEDULE CALLBACK, GO TO LANDLINE INTRODUCTION]**
 - e. Yes, cell phone **[RECORD NAME AND PHONE NUMBER, SCHEDULE CALLBACK, GO TO CELL PHONE INTRODUCTION]**
 - f. No **[THANK AND TERMINATE]**
- E. Before we continue, I would also like to confirm that this survey will not be conducted at a cost to you, for example by charging you long-distance. May I confirm that our time on the phone will not cost you anything?
1. Yes, no charge **[CONTINUE]**
- No, there is a charge **[ARRANGE CALLBACK: May I call you back on a landline so that we do not incur any costs for you?]**
- a. Yes **[RECORD LANDLINE NUMBER AND SCHEDULE CALLBACK]**
 - b. No **[THANK AND TERMINATE]**

IF "YES" TO ALL CELL PHONE QUESTIONS, CONTINUE WITH SCRIPT

F. May I please confirm that you live in the City of Lethbridge? (i.e., you pay your taxes to the City of Lethbridge)

1. Yes

CONTINUE

No

THANK AND TERMINATE

F5 (Don't Know)

THANK AND TERMINATE

G. Gender (**DO NOT ASK, RECORD ONLY**)

1. Male

2. Female

H. This interview will only take about 10 minutes. Is now a good time? [**SELECT ONE**]

1. Yes

Continue

2. No, call later

Arrange Callback

3. No, refuse

Thank and terminate

Current Behaviours and Interest

1. Do you own a bicycle? **[Mandatory]**
 1. Yes
 2. No

- 1B. **[ASK if Q1=2 NO]** If No, Do you intend on purchasing a bicycle in the future?
 1. Yes
 2. No
 - F5. Don't Know
2. In the past year, have you ridden a bicycle in Lethbridge?
 1. Yes
 - No **[SKIP TO Q7]**
 - a. I am physically unable to ride a bike **[SKIP TO Q7]**
 - F5. Don't Know **[SKIP TO Q7]**

3. **[ASK IF Q2=1/Bikes in Lethbridge]** Please tell me whether or not you use your bicycle for any of the following reasons: **[READ LIST – YES/NO FOR EACH]**
 1. Yes
 - No
 - F5. Don't Know
 - a. Recreation (Examples: Exercise or to have fun)
 - b. Commuting (Examples: Travel to work or school including riding your kids to school)
 - c. Trips that have a destination and are NOT Commuting or Recreation (Examples: To go to shops or restaurants, events, run errands, go to a movie, or to visit friends or other trips to a destination that are not for commuting)

4. **[ASK IF Q2=1/Bikes in Lethbridge]** How often do you ride a bike in the summer months, or the warmer season?
 - a. Daily or almost daily
 - b. 4 to 5 times a week
 - c. 2 to 3 times a week
 - d. Once a week
 - e. More than once a month but less than once a week (i.e. a few times each month; twice per month)
 - f. Once a month
 - g. Once every 2 or 3 months
 - h. Do not ride a bike in the warmer months
 - F5 Don't Know

5. **[ASK IF Q2=1/Bikes in Lethbridge]** How often do you ride a bike in the winter months, or the colder season?
- Daily or almost daily
 - 4 to 5 times a week
 - 2 to 3 times a week
 - Once a week
 - More than once a month but less than once a week (i.e. a few times each month; twice per month)
 - Once a month
 - Once every 2 or 3 months
 - Do not ride a bike in the colder months

F5 Don't Know

6. **[ASK IF Q2=1/Bikes in Lethbridge]** What neighbourhoods do you bike to? **[DO NOT READ, MULTIPLE RESPONSES, UP TO 5]**

Agnes Davidson	Majestic Place	Staffordville
Anderson Industrial Park	Mountain Heights	Sunridge
Arbour Ridge	Noth Sherring Future Development Area	The Canyons
Backwolf 2	Paradise Canyon	The Crossings
Blackwolf 1	Park Meadows	The Piers
Burnbridge Farms Future Development Area	Park Royal/Chinook Heights	Tudor Estates
Chinook Future Development Area	Redwood	University
Churchill Industrial Park	Ridgewood	Uplands
Clearview	River Valley – North	Upper Eastside
Copperwood	River Valley – South	Varsity Village
Country Meadows	River Valley – West	Victoria Park
Downtown	Riverstone	W T Hill Business Park
Fairmont	Royal View Future Development Area	Waterbridge
Fleetwood	Scenic Heights	West Highlands
Garry Station	Senator Buchanan	West Lethbridge Employment Centre – Commercial
Glendale	Shackleford Industrial Park	West Lethbridge Employment Centre – Industrial
Henderson Lake	Sherring Industrial Park	West Lethbridge Ph 2 – South
Heritage Heights	Southeast Employment Centre	West Lethbridge Ph 2 – West
Indian Battle Heights	Southeast Future Development Area	West Mayor Magrath Dr
Lakeview	Southgate	Westminster
Legacy Ridge/Hardieville	Southridge	Winston Churchill
Lethbridge College	St. Edwards	
London Road	Stafford Manor	

7. **[ASK ALL]** For the following questions, please indicate if you 1 strongly disagree, 2 somewhat disagree, 3 somewhat agree, or 4 strongly agree with the following statements about cycling in Lethbridge.

1. Strongly disagree
2. Somewhat disagree
3. Somewhat agree
4. Strongly agree
- F5. Don't Know

- a. I would like to travel by bike more than I do now
- b. I would ride a bike more if there were more off-street paths
- c. I would ride a bike more if streets were designed to reduce vehicle speeds and the number of vehicles on residential streets
- d. I would ride a bike more if there were more bike lanes
- e. I would ride a bike more if there were more bike lanes that were separated from traffic
- f. I would ride a bike more if there were more bike lanes that were separated from pedestrians
- g. Many of the places I need to get to on a regular basis are within biking distance of my home
- h. I would ride a bike more often if I felt safer
- i. There is so much traffic along streets near my home that it would make it difficult or unpleasant to ride a bike
- j. I would ride a bike more if there were secure places to lock-up my bike
- k. I would ride a bike more if there were places to park my bike that were protected from the elements
- l. I would ride a bike more if there were showers at my destination
- m. I would ride a bike more if the paths and bike lanes were better maintained
- n. I would ride a bike more if it were easier to combine a bike trip with riding public transit
- o. As a pedestrian, I would prefer bicyclists be separated from pedestrians

8. **[ASK ALL]** For the following questions, please tell me how comfortable you would feel on a 1 to 4 scale where 1 means “Very Uncomfortable”, 2 means “Somewhat Uncomfortable”, 3 means “Somewhat Comfortable”, and 4 means “Very Comfortable”, about each of the following.
1. Very Uncomfortable
 2. Somewhat Uncomfortable
 3. Somewhat Comfortable
 4. Very Comfortable
 - F5. Don’t Know
- [Interviewers note: If they are unsure, try to get the respondent to indicate which response they are leaning towards. Only record a “don’t know” response if they adamantly refuse to provide a response]
- a. Riding a bike on an off-street multi-use path through a park or natural area.
 - b. Riding a bike on an off-street multi-use path beside a street.
 - c. Riding a bike on a quiet residential street, not on a sidewalk, where traffic is light and driving slowly.
 - d. Riding a bike on a busy non-residential street, not a sidewalk, that do not have bike lanes.
 - e. Riding a bike on a busy non-residential street that has painted bike lanes.
 - f. Riding a bike on a busy non-residential street, not on a sidewalk, that has bike lanes which are physically separated from traffic and parked cars by a median or other barrier.

Demographics

In order for us to better understand the different views and needs of citizens, the next few questions allow us to analyze the data into sub-groups. Please be assured that nothing will be recorded to link your answers with you or your household.

DE1 . Which neighbourhood do you live in? **[DO NOT READ]**

Agnes Davidson	Majestic Place	Staffordville
Anderson Industrial Park	Mountain Heights	Sunridge
Arbour Ridge	Noth Sherring Future Development Area	The Canyons
Backwolf 2	Paradise Canyon	The Crossings
Blackwolf 1	Park Meadows	The Piers
Burnbridge Farms Future Development Area	Park Royal/Chinook Heights	Tudor Estates
Chinook Future Development Area	Redwood	University
Churchill Industrial Park	Ridgewood	Uplands
Clearview	River Valley – North	Upper Eastside
Copperwood	River Valley – South	Varsity Village
Country Meadows	River Valley – West	Victoria Park
Downtown	Riverstone	W T Hill Business Park
Fairmont	Royal View Future Development Area	Waterbridge
Fleetwood	Scenic Heights	West Highlands
Garry Station	Senator Buchanan	West Lethbridge Employment Centre – Commercial
Glendale	Shackleford Industrial Park	West Lethbridge Employment Centre – Industrial
Henderson Lake	Sherring Industrial Park	West Lethbridge Ph 2 – South
Heritage Heights	Southeast Employment Centre	West Lethbridge Ph 2 – West
Indian Battle Heights	Southeast Future Development Area	West Mayor Magrath Dr
Lakeview	Southgate	Westminster
Legacy Ridge/Hardieville	Southridge	Winston Churchill
Lethbridge College	St. Edwards	
London Road	Stafford Manor	

DE2. In which of the following categories would you place your age? **[READ LIST]**

1. Between 18 and 24 years old
2. Between 25 and 44 years old
3. Between 45 and 64 years old
4. 65 years of age or older
- F5. Don't Know

DE3. Including yourself, how many people in each of the following age groups live in your household?
How many are...?

1. 7 years of age and younger
 2. Between 8 and 14 years old
 3. Between 15 and 18 years old
 4. Between 19 and 24 years old
 5. Between 24 and 44 years old
 6. Between 45 and 64 years old
 7. 65 years of age or older
- F5. Don't Know

DE4. Do you have any other comments or suggestions you would like to make regarding the issues and questions covered in this survey?

1. Yes: specify: _____
 2. No
- F5. Don't Know

That's all of the questions I have. Your feedback is greatly appreciated and on behalf of the City of Lethbridge we would like to thank you for your time and co-operation.
