

What is the Percentage of the Population that these Bike Lanes will serve and Who are they

The City of Portland (a major cycling community) was the first to classify the general population into a “bicycle rider spectrum” made up of the following four groups of bicycle users, ordered by their level of stress and risk tolerance from high to low. (1)

- **Strong and Fearless (2-6% of the population)** comfortable riding on major roads regardless of vehicle volumes or speed, weather conditions or presence of existing bicycle facilities. Prefer to use the most direct route. Form a majority of active commuter travelers (1)
- **Enthusied and Confident(9-28% of the population)** generally comfortable on most roads with bicycling facilities. These people may select a route with lower vehicle volume or speeds or separated facilities where provided rather than a more direct route (1)
- **Interested but Concerned (37-60% of population)** often own a bicycle but do not ride frequently due to concerns about safety of cycling. They are interested in cycling more but usually restrict their riding to roads with physically protected facilities or lower vehicle volumes and speeds. There is significant opportunity to focus on this large segment to achieve a substantial increase in regular bicycle ridership. The focus of All Ages and Abilities Active Transportation Networks (1)
- **No Way, No How (25-38% of the polulation)** uninterested or unable to ride a bicycle or perceive severe safety issues with cycling in vehicle traffic. Significant portion of this group will likely never choose to ride a bicycle under any circumstances. (1)

(1) British Columbia Active Transportation Design Guide 2019