Systematic review on best practices bicycle cities

Features:
Name of the city
Policy for bicycle (city policy or country)
Percentage of cycling people
Safety (if measures)
Total distance of bike lane system
Continuity of bike lane
Above or below transition? (behavioural change of citizens)
Bicycle parking situation
Main literature review

| City and its size (population)	Bike policy	Cycling safety	Improvements ideas	Total length of bike length	Above or below bike transition	Continuity of bike lanes	Main links
Berlin	Some areas in the city are aiming to be only for cyclists for 2030				Above transition (many demonstrations)		
Copenhagen	Putting separate and safe bike lanes		To improve bicycle network growth				https://royalsocietypublishing.org/doi/10.1098/rsos.201130
Toronto							https://www.tcat.ca/wp-content/uploads/2016/12/Bike-Lanes-On-Street-Parking-and-Business_-A-Study-of-Queen-Street-West-in-Toronto%E

							2%80%99s-Parkdale-Neighbourhood.pdf
Amsterdam							
Budapest							
London							"Data-driven strategies for optimal bicycle network growth"
Shenzen, China			Grading of city in zones regarding cyclability				https://www.researchgate.net/publication/334192666_Parking_Pattern_and_Influencing_Factors_of_Dockless_Public_Bicycle_Case_Study_from_Nanshan_Shenzhen
Melbourne							https://www.researchgate.net/figure/Publicly-available-bike-and-car-parking-in-case-study-area_tbl1_232847647
Vienna							https://www.researchgate.net/publication/283726642_Estimating_bicycle_parking_demand_with_limited_data_availability
Shanghai							https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.1082.1660&rep=rep1&type=pdf
Houston and San Antonio							https://ctr.utexas.edu/wp-content/uploads/pubs/0_5755_1.pdf
Paris	Car speed limit (30, was 50 before)	Bike lanes are not alwa	Make continuous bike lanes, forbid parking of				https://www.sciencedirect.com/science/article/pii/S2590198222001099?via%3Dihub#appSB

		ys protected and bike lanes are not continuous	cars on bike places				

Systematic review for Paris
Papers on Paris for improving bike parking slots
https://www.sciencedirect.com/science/article/pii/S2590198222001099
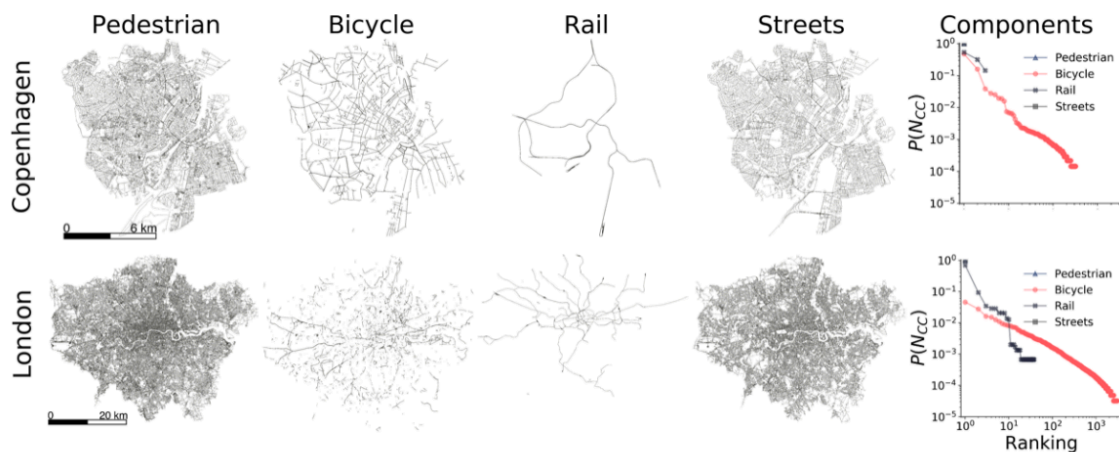
From "Data-driven strategies for optimal bicycle network growth" L.Natera et al.

Key summary of main take-aways for systematic review for mairie de Paris:

1. Each urban research program before any urban interventions needs to be coinciding with the policy. E.g. before designing or proposing new bike lanes one needs to verify that cars or motorcycles are not allowed on those bike lanes.
2. There are several phases of preparation for bike mobility friendly across cities: increasing bike lanes, developing bike friendly infrastructure (putting bike lanes next to schools, residential areas), limitation of car usage or parking in some areas

Where to improve cycling infrastructure? Assessing bicycle suitability and bikeability with open data in the city of Paris

- Focused more on bike lanes than bike parking spaces
- How dangerous the road is (speed limit, if bike lane is separated, slope, etc.) can cause riders to add time to their journey taking alternative route
- Breaks city into grids of squares to score each part
- Openstreetmap data was used but may not be up to date, combined with Apur data
- Used suitability (speed limit, type) and slope to model routes
- Raster cell structure and counter number of prime destinations per cell and used distance as weight
- Broke suitability into different classes
- Classification of safety can be changed based on our opinion
- Did not include intersections, surface/layout, or traffic volume data
- More destinations north of Seine
- Bikeability better in the north, good on edges of city
- South of the city has lower number of destinations and worse bikeability scores
- Can use destination data to help with our study
- Suitability will help explain why certain routes are more popular
- Discussed using smaller raster cells (which researchers believed would not pick up differences between cells)
- Ignores intrazonal and long distance trips
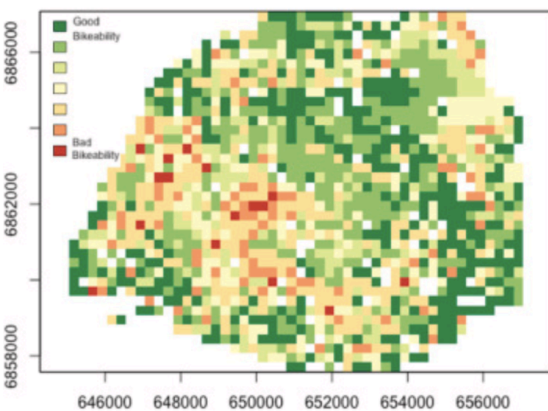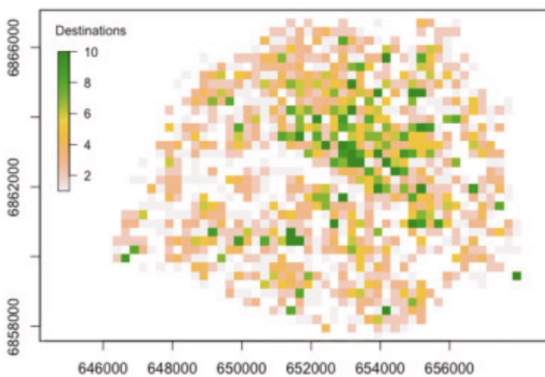
Links from Melanie on citizen's participation

There is very small-scale questionnaire surveys on specific bike lanes or neighborhoods or directed towards specific profiles (ex: free-floaters).

But you may find some information in the "Enquête Globale Transport" which is the main survey on mobility in the Paris region :

- EGT 2010 (last complete survey)

- EGT 2018 (partial results)

Notes on Paris Bike Traffic:

https://github.com/tmcdonald92/Bike-Traffic-In-Paris

- Traffic higher in the summer than the winter but lower in August
- 2nd arrondissement has by far the Bmos traffic
- Lowest ones are on the outside of Paris
- Most bike accidents during rush hour time (but does not account for per number of bikes on road)
- Arrondissements with most bike traffic have least number of accidents, more accidents on periphery of Paris