



## Bicycle Use and Attitude Survey of Qazvin City

Hesam Shabani Verki<sup>1</sup>, Leila Nezamabadi Farahani<sup>2</sup>, Mohammad Mehdi Barzegar Ganji<sup>3</sup>, Leanne Thomas<sup>4</sup>

1\_ Master of Science, Department of Highway and Transportation Engineering, Islamic Azad University of Tehran, Science and Research Branch, Tehran, Iran.

2\_ Master of Science, Department of Epidemiology & Biostatistics, School of Public Health, Hamadan University of Medical Sciences, Hamadan, Iran

3\_ Master of Science, Department of transportation Engineering, Imam Khomeini International University, Qazvin, Iran

4\_ Master of Science, Computer Science, Rensselaer Polytechnic Institute, Troy, New York, USA

hesam.shabani@gmail.com

### Abstract

The use of urban bikes has been considered as a powerful means of public transport. The share of bicycle use in cities around the world is significant and as a result of cultural acceptance and appropriate infrastructure, it is increasing. Assessing public willingness to use public bike systems is one of the early stages of design and shows public acceptance of this method of transport. In this paper, data is gathered with questionnaires. According to the responses, we will address the use of public bikes in Qazvin.

According to public bicycle scheme implemented in the world and the needs of the Iran's growing community, the use of bicycles can be considered as a factor for increasing the level of community health as well as a means of transportation. Bicycle use can be considered from two viewpoints. The first approach implies reducing the amount of pollution and use of motor vehicles. The second approach represents the direct effect of cycling on the sports time and general merriment that people enjoy with an increased use of bicycles. Although the approach of this study is in line with traffic purposes, we have also tried to consider all aspects of the subject when describing the results.

**Keywords:** Bicycle Use, Public Attitude Survey, Public Transportation Acceptance.

## 1. INTRODUCTION

This study aims to assess the level of interest people show for the use of a public bike system, the available facilities, and the amount of time each person will devote to exercise. In the city of Qazvin, about a thousand questionnaires were distributed among people and collected. In these questionnaires, people were first asked demographic information followed by 15 questions. The questions were designed to gather details about the advantages of using a bike for short trips within the city and people's tendency to use the public bicycle scheme. The amount of exercise was also measured.

A study on public attitudes to planning for pedestrians and bicyclists information was gathered in a telephone survey of 400 people living in Washington D.C. in April 2007. They were questioned about existing plans for pedestrians and planning for bicycles. The results were to be used for future planning and budgeting for bicycle facilities [1].

Over the previous year, only 27% of respondents used a bicycle for displacement. Among those who said they use a bike, 57% used their bike less than once a week over the past year. When asked about the reason of not using a bicycle, mostly respond that they didn't know how to ride a bike or didn't have a bicycle. Persons who had not used the bike in the previous year were asked whether they are interested in the use of bicycles or not. The majority of them (69%) said no. People who responded were very different in terms of age. 77% of those aged between 18 to 34 years said that they tend to use the bike more. When they were asked about cycling difficulties, most of them responded that there are no lines in the road or shoulder for cycling or that the streets are very narrow. Most people suggested that to make it easier to cycle, features of the bike need to be improved [2].

In 1998, another study interviewed 3,800 people in San Diego, California by telephone to find the best way to promote the bicycle transportation system. They were asked if there were adequate facilities for