WOMEN AND BIKING

A new study (this project was led by climate change experts from UC-Berkeley) has revealed that women are much less likely to bike for transport when compared to men. This is a critical issue as cycling is an everyday matter that contributes towards reducing air pollution, improving health, reducing road congestion, and lowering the costs of urban transport. Mobility is key in the transition to fossil fuel free streets and sustainable transport solutions. Transport in general is a big issue when it comes to global warming and future climate change, with 1.5°C of warming compared with pre-industrial levels.

In Europe, the cost of congestion on roads is 1% GDP and in the same period in San Francisco, it is estimated to be 6% GDP. Transport infrastructure and policy in San Francisco, and around the world, must change to enable women, and others, to participate in cycling and other forms of sustainable transport.

Women in the United States are much more likely to bike than men, however, upon closer examination, women are more likely to bike during off-peak times and certainly not during work hours. This is a significant problem as it denies women the ability to commute to work, especially in cities with limited transit systems. The lack of safe cycling infrastructure and inadequate support for women and other groups means that women have fewer options to get around.

Women of color are the least likely to bike, an issue that is linked with gender and ethnicity. The study shows that women of color are less likely to bike compared to white women. In San Francisco, women of color are the least likely to bike mainly due to a lack of safety and infrastructure. Women of color are more likely to bike during off-peak hours, which means that more time and money is needed to make cycling a viable option for them. Research also shows that women and minorities show a willingness to bike given the right conditions and support. San Francisco has made progress with a focus on the SoMa neighborhood, but more needs to be done.

In order to be consistent and effective, these partnerships need to consider issues of gender, race, affordability and mobility associated with bicycling as a low carbon transportation solution in San Francisco, and around the world. In order to be consistent and effective, these partnerships need to consider issues of gender, race, affordability, and mobility associated with bicycling.

Some women feel that "people like me" don't bike. This suggests the need for resources and inclusive imagery of cyclists. Change the public narrative from "men" to "cyclists are mostly young, fit, white and male". Women want to be part of the same community of cyclists, and don't want to be seen as "different". In C40 cities, women were particularly under-represented and in the SoMa bike lanes. Women cyclists using bike lanes ranged in age from 19 to 67.

Women are more likely to bike, and are also more likely to bike for non-work related reasons. Women are targeted in the same way as TNC drivers, particularly for TNC drivers sharing road safely, particularly for TNC drivers sharing. Women are more likely to bike during off-peak hours and that is what women of color are doing. In Europe, the cost of congestion on roads is 1% GDP and in the United States, it is estimated to be 6% GDP. Transport is key in the transition to fossil fuel free streets and sustainable transport solutions. Transport infrastructure and policy in San Francisco, and around the world, must change to enable women, and others, to participate in cycling and other forms of sustainable transport.

In San Francisco, the SoMa bike lanes ranged in age from 19 to 67. 0.5% of the people surveyed identified as transgender and 0.2% of the people surveyed identified as gender non-binary. Women of color are the least likely to bike, an issue that is linked with gender and ethnicity. The study shows that women of color are less likely to bike compared to white women. In San Francisco, women of color are the least likely to bike mainly due to a lack of safety and infrastructure. Women of color are more likely to bike during off-peak hours, which means that more time and money is needed to make cycling a viable option for them. Research also shows that women and minorities show a willingness to bike given the right conditions and support. San Francisco has made progress with a focus on the SoMa neighborhood, but more needs to be done.

In San Francisco, the SoMa bike lanes ranged in age from 19 to 67. 0.5% of the people surveyed identified as transgender and 0.2% of the people surveyed identified as gender non-binary. Women of color are the least likely to bike, an issue that is linked with gender and ethnicity. The study shows that women of color are less likely to bike compared to white women. In San Francisco, women of color are the least likely to bike mainly due to a lack of safety and infrastructure. Women of color are more likely to bike during off-peak hours, which means that more time and money is needed to make cycling a viable option for them. Research also shows that women and minorities show a willingness to bike given the right conditions and support. San Francisco has made progress with a focus on the SoMa neighborhood, but more needs to be done.