Emergence Characteristics

User **Profile-Type**

Gender Bikeability

Section 1

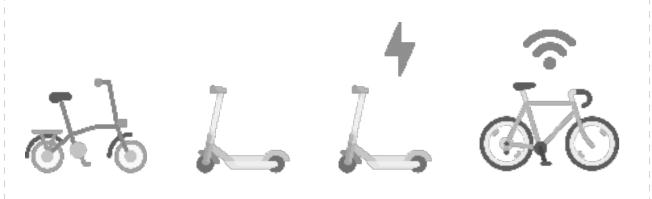
Modal Share of Transfer Modes

7 à 8%





Doubled Usage in Access and Egress



Mobility Experience

less than one year



Frequency and Reasons for Travel

commuters 92%

Modal Choice

Distances Flexibility

Ecology

Modal Substitution









Section 2

Professional Situation

active workers

18% students





Professions

66 % senior executives 87 %

Monthly Income

€2,850 median

€4,050



Degrees

with higher education

Motorization Rate

69%

Demographics

56% 22 to 35 years

28%

female and intermodal cyclists (bicycle or micromobility)

> 38% female exclusive cyclists

Section 3

Bicycle Democratization and **Gender Distribution**

positive coefficient influence of bicycle modal share

Measured Bikeability

positive coefficient influence of cycling network

not significant influence of 30 km/h zones

Perceived Bikeability

positive coefficient influence of general perception

0.58 positive coefficient influence of city efforts

Gender-Balanced Use

bikeability score parity threshold in monomodal use