

AFTERWORD

The chapters presented in this study bring attention to the need for transportation professionals and urban planners to focus on the issues related to bicycle theft and bicycle parking. The first chapter of this project aims to better understand the state of bicycle theft in Montreal by addressing questions about the ‘who,’ ‘what,’ ‘where,’ ‘how,’ and ‘when’ of theft. The main findings from this study can not only be useful to better understand and ultimately decrease bicycle theft in Montreal, but can also be beneficial for cyclists, police, and policy makers in any city aiming to decrease bicycle theft. Results from the first chapter have been used by the City of Montreal, Tandem – the city’s crime preventing agency, and the borough of Rosemont La Petite-Patrie to develop an educational campaign about bicycle security. Figure 11 shows a prototype for the educational poster that will be displayed in bicycle parking areas in the borough of Rosemont La Petite-Patrie. Members of Montreal’s *Comité sur le vol de vélo* (Bicycle theft committee) which include the City of Montreal, Tandem, the *Service de police de la Ville de Montreal* (SPVM) - the city’s police department, Vélo Québec, and Transportation Research at McGill, would like a similar education campaign adopted in the borough of Le Plateau-Mont-Royal and in the downtown borough of Ville-Marie.



FIGURE 11: PROTOTYPE FOR EDUCATIONAL POSTER

Recognizing that fear of bicycle theft discourages bicycle usage, the second chapter in this project focuses on analyzing cyclists’ willingness to pay for secured parking and makes suggestions for an appropriate pricing scheme. Findings from this study can be useful for the City of Montreal and the *Société de transport de Montréal* to determine what cyclists in the region would be willing to pay for secured bicycle parking.

As cities continue to promote the use of the bicycle, transportation professionals and planners will need to continue to educate cyclists about bicycle safety and security and plan for both free and paid bicycle parking facilities. Although this research has focused specifically on the Montreal region, findings can be applied in different regions to create safe urban spaces that promote active, healthy, and sustainable lifestyles.

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