

FINAL REPORT: Skateboarders on Bike Lanes

Group 4

Jung Hwan (JC) Choi

Adrianna Galbraith

Lulu Kerslake

Jasmine Leung

Lilin Zhang

KIN 464

Instructor: Dr. Andrea Bundon

Teaching Assistant: Negin Riazi

April 2, 2018

Skateboarders on Bike Lanes

Presented by:



KIN 464

and

CITYSTUDIO

April 2, 2018

Running head: SKATEBOARDERS ON BIKE LANES

Executive Summary

Project: Skateboarders on Bike Lanes

What:

The purpose of this study was to explore the perspectives of skateboarders who skateboard to and at the University of British Columbia (UBC) to provide insight on how bike routes can be made more safe and comfortable for them.

How:

We collected qualitative data through semi-structured interviews on skateboarders in the public around and near UBC campus grounds. Interview questions covered topics such as the safety, treatment, and comfortability of a skateboarders travel. We critically analyzed the participants' responses, with the goal to assist in establishing better routes for UBC students who skateboard.

Results:

Upon collecting questionnaires we found that all of our collected data came from male subjects. Thus we would like to first note that our results will only potentially be reflective of the male population, our findings may be bias according to gender. Additionally, we recognize that the study was not able to collect as much data as predicted which will affect the ability to generalize the results. A brief overview of our results suggests that skateboarding is becoming increasingly more popular as a mode of transportation. Due to the lack of bike lanes on campus, participants often revert to sidewalks.

Implications:

Based on our analysis, skateboarding is becoming more popular as a mode of transportation. The surface of bike paths, the physical environment and the prevention of pedestrian collisions provides safety and comfort to their rides. Whilst, fear of a vehicle collision, lack of accessibility in and around UBC meant participants are deterred from using bike paths. Through this study, we were able to make four recommendation for our client, City Studios, regarding how they may improve bike lanes for this user group. These recommendations are to take into greater consideration the quality of bike path surfaces when modifying or creating new bike lanes, enforce a stricter policy for the use of protective equipment by skateboarders using bike lanes, widen the bike lanes for overtaking, and increase the number of bike lanes in and around UBC.

Introduction & Literature Review

The aim of this project is to support the communities who partake in active transportation in the City of Vancouver. The term active transportation refers to any form of human-powered transportation such as walking, cycling, skating, and skateboarding that promote in all areas of health, social, environmental, and economic (Canada, 2014). Out of all different approaches of transportation, our group decided to focus on one method, in which is skateboarding. The reason we chose to research this particular mode of transportation is the realization of stereotypical perceptions that are visible in society. People who longboard or skateboard on the streets are identified to be damaging urban areas and are considered as rats or nuisance animals that decrease control and attractiveness of the areas (Raupach, 2014). Nevertheless, skateboarding has been legal in Vancouver since 2005 (City of Vancouver, 2012). The City of Vancouver has also been initiating strategies such as building skating parks in multiple areas in Vancouver (City of Vancouver, 2012). In addition, according to the By-Law No.11449, “Protected Bicycle Lane” is designed by the City Engineer for use by persons on bicycles, non-motorized skates, skateboards, or push scooters (City of Vancouver, 2012). The City of Vancouver has built more than six skating parks, and established multiple indoor skateboarding centers (City of Vancouver, 2013). On the other hand, there are regulations that skateboarders ought to follow, and regulations that forbid the act of skateboarding in certain streets. From the Council strike subsection 77A. (3), skateboarders must wear a helmet for safety purposes (City of North Vancouver, 2018). They must not wear headphones or any device that hinder the hearing of sounds (City of North Vancouver, 2018). They must not skateboard half-hour after sunset and half-hour before sunrise, and they must not skateboard in a reckless manner (City of North Vancouver, 2018). According to the City’s Streets and Traffic Bylaw (No.6234), there are specific areas in which boarding is prohibited, such as Marine Drive from Bewicke Avenue to Mackay Road, Chadwick Court in Robson Street, and Rogers Plaza to name a few (City of North Vancouver, 2018). However, these specific locations that inhibit the act of boarding have an objective for safety concerns.

With the complications of doing research on skateboarding parks and even in-door skateboarding centers, our group came up with a simple but more realistic approach of conducting research among students who utilize longboards or skateboards to commute in and around the University of British Columbia (UBC) Campus. In addition, our group has decided to collect qualitative data from UBC students who commute with skateboards to UBC with regards to on how they travel to their destinations, such as nearby regions of Kitsilano. When examining commuters who live outside of UBC, it would be our best interest to observe their route, as well as conditions such as the safety, treatment, and comfortability of their travel. By critically analyzing the participants’ responses, we hope to assist in establishing better routes for UBC students who skateboard.

Methods & Rationale

Rationale:

The group or community that we selected was Vancouver's skateboarding community and commuting individuals. Specifically, we examined skateboarders from around and near the UBC campus grounds. We chose this group because there is a large skateboarding community in Vancouver, and they are sometimes viewed negatively. Since there is a level of negative judgement amongst the Vancouver community regarding skateboarders, their opinions are often neglected. Additionally, the skateboarders' community is generally comprised of a younger population, which may play a part in the negative views, and more often than not youth opinions are forgotten. By examining this community, it may provide Vancouver the opportunity to expand young people's input, a population that is sometimes forgotten. Furthermore, when walking around the university campus, skateboarding can easily be identified as a common mode of transportation. University students are another large and significant population where their opinions are often disregarded even though they make up a sizable percentage of the Vancouver population, and the population who uses bike lanes and public transit.

Aside from boarding at skateboard parks, many skaters use skateboarding as a mode of transport. We were interested in seeing whether Vancouver is inclusive of the skateboarding community in that skateboarders feel comfortable and safe skateboarding around the city. Although bike lanes are generally assumed to be occupied for cyclists, bike lanes are in fact open for others. In the December 2015, the reserved city council approved for "skates, skateboards, and push-scooters be permitted in protected bike lanes" for a trial period (City of Vancouver, 2017). Following the trial period in November 2017, the city approved to make the trial permanent. Something important to note from this though is the city recorded "skateboard volumes were low and no concerns from the public" (City of Vancouver, 2017). This knowledge raised questions regarding why the skateboard volumes were low? In this study we were interested in determining possible causes, for instance it could be because of the month they conducted the trial or possibly because skateboarders using the bike lane wasn't and hasn't been promoted enough for skateboarders to know that they are in fact allowed to use the bike lanes to skateboard. Furthermore, some barriers that arise for skateboarders using the bike lanes include bikers generally travel faster than skateboarders, the lanes are made with the forethought for bike usage and lastly bikers are more easily visible than a skateboarder by car drivers. Prior to the study these were possible barriers we considered reasons skateboarders choose not to use bike lanes when commuting and through this study we had the ability to learn if these were the case, plus more.

Some limitations of studying this sample was that although there is a large skateboard community, we were only able to collect data from skateboarders who were around and near the UBC campus grounds. Thus, when generalized to the population, our results may not be the best representation of the greater Vancouver population. Also,

Running head: SKATEBOARDERS ON BIKE LANES

because we conducted our study on the public, everyone we interviewed had to sign a consent form which deterred some individuals.

We collected qualitative data through semi-structured interviews from five skateboarders around and near UBC campus grounds. Qualitative research methods were used to collect data rather than quantitative data because qualitative data would provide us with more context and perceived experiences from the interviewed skateboarders. Qualitative analysis allowed for greater personal responses to the interview questions. In addition, by using a semi-structured interview we were able to ask probing questions to their responses which increased data collection. It is important to note that the probing questions were not transcribed, only the responses.

Data Collection:

We designated three data collection times and locations where we thought we could collect the most pertinent data:

1. 1st Location: W10th and Blanca
Time: 9:00am-11am
Purpose: the intention of this location and time was to find out whether there are individuals who skateboard to campus or at this time of day as a mode to commute.
2. 2nd Location: UBC Sign bus loop, Wesbrook
Time: 1:00pm-4pm
Purpose: the intention of this location and time was to catch people in the middle of their day, possibly walking to or from class.
3. 3rd Location: Agronomy Rd. and Main Mall in UBC campus
Time: 3-6pm
Purpose: the intention of this location and time was to determine whether skaters use the bike lanes on campus as this is a primary location with a bike lane.

In order to be prepared for asking the predetermined interview questions, regarding the perceived comfort and safety of skateboarders, each of the group members had five or more interview sheets as they migrated along a bike route. This ensure that if a certain individual were to pass a group member, each interviewer will be prepared to ask any questions. As well, if there were multiple skateboarders passing through the bike lane at the same moment, one group member collected information from a certain individual, as another group member was prepared to interview another skateboarder.

We would like to be mindful that the data was gathered from people skateboarding in the month of March, in the spring time for Vancouver which is a season that may consist of weeks of rain in the area, it was expected that there may have been less people skateboarding on the roads than if the study was conducted in the summer.

However, that being said, school was in session, which contributed to the data being from a more student oriented demographic.

Data Analysis:

We analyzed the data by putting all the information gathered from the individual questionnaire sheets into a specific table. This helped us to compare the results between the different perceptions of skateboarding experiences from the multiple interviewees. The table included multiple keywords or phrases that had been observed in the answers to the interview questions from different skateboarders. We then examined the interview questionnaires using a thematic analytical approach. We looked for similar phrases and keywords in addition to differences in perceived experiences of individuals. This allowed for all the collected data to be considered, without neglecting valid data. Doing this could impact the findings of this study, had any data been ignored or disregarded. Furthermore, this allowed us to determine the relative proportion of skateboarding individuals that have certain experiences and/or perceptions of what they consider a safe and comfortable biking route. Another aspect that we will analyze are whether safety restrictions have an impact on the individual's use of a skateboard. Some safety restrictions may include having to wear a helmet, consciousness of speed limit, and passing others or having to share the bike lane with other modes of transportation like cyclists, push scooters and skaters.

Results/Findings

Upon collecting questionnaires we found that all of our collected data came from male subjects. First, female skateboarders were less likely to come across during data collection, as well, individuals were more reluctant to fill out the survey due to their lack of desire to delay their daily routine and answer our questionnaires according to our data collection method. Realizing that our results will only potentially be reflective of the male population, our findings may be biased according to gender. Additionally, we recognize that the study was not able to collect as much data as predicted which will affect the ability to generalize the results.

Questionnaire Results:

1. On average, how many days per week do you skateboard and why? For what function do you use skateboarding e.g. leisure, commute, exercise?

According to our first question regarding the amount of days per week one skateboards and for what reason do they need to skateboard, the majority of participants stated that they skateboard mainly for commuting and leisure. However, some participants either just used skateboarding for either leisure or commuting, not both. In regards to the number of days they spent skateboarding, the consensus seemed to be more skewed towards 3-4 days per week, although there were some participants that skateboarded 5 days per week and few that skateboarded 2 days per week. There seemed

Running head: SKATEBOARDERS ON BIKE LANES

to be a lack of data from participants that skateboarding solely for exercise and fitness was existent within the population.

2. What do you enjoy about using bike routes rather than sidewalks?

When asked what they enjoyed about using bike routes versus sidewalks, most answered that bike routes provide less congestion of pedestrians and less potholes and other risk associated surrounding that allow for a safer and cleaner ride. As well, some participants commented on the fact that bike lanes tend to be smoother, lacking the cracks or rough surfaces that could exist on sidewalks. However, one participant claimed that they never used bike lanes for most of the times. This appears to be an outlier in the data collected. One subject also claimed that they only used bike lanes that were separated from the road, because they provided a dedicated space for bikes or skateboarders.

3. What aspects of the bike route do you like or dislike compared to sidewalks?

In efforts to more specifically conclude what the designated population likes and dislikes about bike lanes in comparison to sidewalks, all subjects were asked a related question. A common like regarding bike lanes seemed to reflect skateboarders preference for less people to potentially run into, creating less risk for both pedestrians and skateboarders, thus allowing for more safer travels along the roadside. One participant additionally claimed that the smoothness of the bike lanes was a positive factor associated with bike lanes. However, most subjects stated that they disliked that bike lanes were closer to continuous traffic, and that it is easier for skateboarders to fall off their skateboards than other bikers in the bike lanes. As well, instead of watching out for pedestrians that exist on sidewalks, bikers also use the lane along with skateboarders, of which go a lot faster and can come up from behind skateboarders, providing additional safety risk to skateboarders. However, the subject that claimed they did not use bike lanes explained that they found that bike lanes were extremely narrow and that they felt pressured to keep up with the bikers in the bike lane.

4. What environmental factors help you enjoy skating along bike routes e.g. surface, surroundings?

In regards to the preferred environmental factors associated with skateboarding in bike routes most subjects like to skateboard on smooth surfaces (not rough surfaces, gravel or areas with bumps and cracks in the pavement) because any deformities in the pavement can damage the wheels of the skateboard. Scenery is also an important factor that skateboarders take into consideration. The few subjects that mentioned that scenery adds to the enjoyment of skating along bike routes, claimed that they like to skateboard near water, trees, nice buildings and away from high traffic streets. As well, one subject stated that bike lanes that are more direct are more preferred.

5. Are the bike routes accessible and convenient for you and how?

Since the majority of subjects skateboard in and around campus This question was asked to learn whether skateboarders felt the bike routes are inclusive of all communities of Vancouver. We gathered that UBC campus “hardly has any bike lanes” making the use of bike lanes as a route to skateboard when commuting less likely, rather the majority of subjects reported they ride on sidewalks and pedestrian walkways more than bike lanes because they felt it is more convenient and safer. Furthermore, we learned that downtown has more bike routes than UBC campus, making the use of bike lanes to skateboard more convenient in the downtown area.

6. Do you believe bike routes can be dangerous or safe? If so, why?

Most subjects claimed that bike routes can be dangerous due to the fact that they are within close proximity to fast moving vehicles, especially along roads that experience a high volume of traffic. Also, with varying opinions we learned some bike lane surfaces can also serve to add to the dangerous aspects of bike lanes versus sidewalks. Therefore, the safety of bike routes could depend on the attentiveness of drivers and the streets that a skateboarder chooses to ride on. Some subjects claim that they prefer to skateboard on sidewalks when the roads are congested. Few subjects state that bike routes are safe because it lessens the likelihood that a skateboarder will hit a pedestrian and that drivers should generally know to be cautious driving near bike routes.

7. What protective gear do you use when skating? E.g. helmet, reflective gear

From all our data collected, there was not one person who responded they used protective gear when skateboarding. We suspect this is because there are not enforced rules for skateboarders to ride with a helmet whereas bikers on the other hand must ride with a helmet. Also, because our subjects were students some said “carrying a helmet around is inconvenient”. In correlation to question number 5 they felt safe when riding around campus since they were mostly riding on sidewalks, away from cars.

8. What changes would you like to see to make bike routes safer and more comfortable?

After reading the subjects opinions from the previous questions, this final question provides us with their input for some interventions they would find useful in regards to safety and comfort. First, some participants suggested widening the bike lanes to allow for safer passing of others. More than half of the participants agreed that “barricaded [or protected] bike lanes” felt safer because they are situated away from oncoming cars and traffic. In addition, smooth paved roads are not only more comfortable to skate on but also safer because gravel or imperfections on a road increases likelihood of losing control on their skateboard. All in all these suggestions would increase the participant’s likelihood of using bike lanes when commuting on skateboard.

Discussions

Running head: SKATEBOARDERS ON BIKE LANES

Our program was designed to qualitatively understand the experiences of skateboarders when using bike paths, and whether these paths are ‘safe’ and ‘comfortable’ for users. Skateboarding is typically associated as a recreational activity (Fang, 2016). Our results suggest skateboarding is becoming increasingly more popular as a mode of transportation with most participants use skateboarding for “commuting and leisure” purposes. Perhaps, with the increased access to bike routes (City of Vancouver, 2016), individuals have greater opportunities to add enjoyment and fun to their choice of transportation (Walker, 2013).

The quality of bike path surfaces such as smoothness is a definitive factor in providing safety and comfort for skateboarders. According to one participant, surface is important as the “wheels on a board are small enough that riding quality is affected by bumps, cracks and rocks on the road”. According to Tominaga et al (2013), the largest percentage of skateboarding injuries is related to irregularity in skating surfaces, causing loss of control. Our results suggest that the risk of pedestrian collisions was reduced when using bike paths. Hence, the simplest way for skateboarders to avoid irregularity in surfaces and to avoid pedestrian collisions is to use bike paths. However, a potential safety concern using bike paths was the greater risk of being involved in a motor vehicle collision, as one participant mentioned that they had “almost been hit by cars on many occasions”. On the other hand, a participant indicated feeling more safe using bike paths, as “drivers know to be cautious around the bike lanes”. However, concerns for their safety meant skateboarders often reverted to using sidewalks to be more cautious. To improve this, participant’s suggested creating more barriers between bike lanes and the traffic, which would make them feel more safe and comfortable.

Differences in speeds of skateboards and bicycles meant skateboarders have to “watch out for bikes” especially when they “come up from behind you”. According to Fang (2016), cyclists are two miles faster than skateboarders. This raises concerns for skateboarding safety and comfort as bike paths are too narrow to overtake. Hence, participant’s suggested widening bike paths “to allow people with different speeds (e.g. bikes vs. skateboarders) to coexist”. Furthermore, when skateboarding, individuals are more exposed to environmental elements such as the breeze (Fang, 2016). The natural environment on bike lanes is therefore an important factor that adds to skateboarders experiences, as it can provide enjoyment to their skateboarding experience.

According to our results, accessibility and convenience are limiting factors for skateboarders in and around UBC as there are “hardly any bike lanes on campus”. Participant’s indicated that there is greater accessibility in bike paths downtown. As a result, participants reverted to sidewalks, which aren’t ideal for providing a smooth ride for skateboarders and increases the risk of a pedestrian collision. Despite regulations in regards to wearing a helmet (City of Vancouver, 2016), no participant mentioned using protective equipment or gear when skateboarding. Injuries are considered normalized in the skateboarding culture, and so, skateboarders may be comfortable with the use of little to no safety equipment (Walker, 2013). In addition, the inconvenience of carrying a helmet meant participants prefer not to wear them. Instead of safety equipment,

Running head: SKATEBOARDERS ON BIKE LANES

improving pavement quality was considered more effective in reducing injuries, with one participant suggesting “smooth pavement would be nice on Main Mall, the tile pattern on the ground is not very good for boarding”.

From our results, it appears skateboarder’s value bike paths for their quality of surfaces, as it provides a smooth ride and improves their safety and comfort, adding to their enjoyment of boarding. However, concerns are still raised about accessibility and convenience of bike paths in and around UBC and the use of safety equipment, which should be of a focus for future decision making for the delivery of bike paths.

The challenges of this study were that the group only tried to interview students visibly who commute by skateboards. Furthermore, it was difficult for the team to physically stop the students and ask for an interview because they were focused on heading to their destination. Many of them stated that they were busy and cannot make it on time if they participated in our survey. Occasionally, there were students who refused to be interviewed because they simply did not want to contribute their insights about their skateboarding experience. Trust issues were present in the students even though the group informed in a professional manner to the students that any of the information they provide will not be disclosed to the public.

As the reader can perceive, our number of participants were a total of five. This low sample size did not allow the group to gather reasonable data, and decreased the effectiveness of the precision of the data. In addition, having an unexpected low number of individuals that could be targeted in the targeted population (UBC Students) led to enhanced sample error, as a total of five participants would not represent the whole community of students who commute from UBC to Downtown Vancouver. Due to this, exact measurements of the population, and true values are unknown.

The group also went out for data collection multiple times and could not retrieve information from the female students. It was extremely challenging for the team to find female students who skateboard on UBC campus. There were a few encounters, but all of them avoided by the female skateboarders. As a result, all of our participants were male individuals. Conducting a research on only one sex created gender-biased results that disrupted the validity of the experiment.

When the group finished collecting data from the individuals, the group realized that concentrating on one area such as UBC campus was not an effective geographical region. The initial purpose was to observe the responses from skateboarders about the preferred way of commuting either on sidewalks or on designated bicycle lanes from the UBC campus to Downtown Vancouver. Upon gathering information, the UBC campus hardly had bicycle lanes. Most of the places in UBC where roads were located had no separate bicycle lines. It would have been better if the group expanded our sample target to subjects who ride in Vancouver Downtown.

Running head: SKATEBOARDERS ON BIKE LANES

Our final limitation was observational bias. The group attentively created questions for the responders that might have caused participants to provide answer in accordance to what the group wanted to hear. At first, this was unplanned and the group was not aware of this matter. However, as the group thoroughly discussed some of the limitations of why the results were not definite, the group came to an agreement that the questionnaires were biased and had pre-anticipated what the individuals would say. Despite the challenges and limitations of the study, the group made every effort to plan an effective method and bring out reliable data.

Recommendations for Client

From our study, we have come up with four recommendations for the improvement of bike lanes for skateboard users. These recommendations are to take into greater consideration the quality of bike path surfaces, enforce a stricter policy for the use of protective equipment by skateboarders on bike lanes, widen the bike lanes for overtaking, and increase the number of bike lanes in and around UBC.

Many of the participants were very concerned with the quality of the paths that they were skateboarding. This is because the wheels of skateboards are small and hence, have a lower ability to tolerant path irregularities. Many stated the common dissatisfaction regarding the potholes, cracks, and other rough surfaces that appear on sidewalks. From this, we would recommend that when creating new bike lanes or modifying existing ones, that there is a greater consideration given towards the quality and smoothness of the ground surface of these bike lanes so that they may be more comfortable and safe for skateboarding users.

From the results of the semi-structured interviews with the participants, one is able to see that there is no report of usage of protective gear while skateboarding, though it is a regulation when utilizing bike lanes. There are many inherent dangers of skateboarding on bike lanes, whether it be the risk of getting hit by a motor vehicle or simply falling. Due to this, we suggest that the City enforces a stricter policy regarding the usage of protective equipment by skateboarders on bike lanes, to decrease the risk of these individuals being harmed.

A critique some participants had for current bike lanes were that they were too narrow. This critique came about because individuals who bike, travel at a different speeds than those who skateboard. Due to this, it is very inconvenient for both bikers and skateboarders when faster bikers have to pass slower skateboarders in narrow bike lanes. Widening these bike lanes would allow for a more enjoyable and convenient ride for both bikers and skateboarders.

Another recommendation for improvement is to increase the number of bike lanes in and around UBC. Participants indicated that because of the lack of bike lanes, they had to resort to utilizing sidewalks. This is seen as a negative because on these sidewalks there is a greater risk of suffering a fall due to the irregular surfaces of the sidewalk, or

Running head: SKATEBOARDERS ON BIKE LANES

the risk of running into a pedestrian. Participants indicated that downtown bike lanes were accessible, and that they would appreciate the addition of such bike lanes in and around UBC.

References

- Canada, P. H. (2017). *What is Active Transportation?* Retrieved from <https://www.canada.ca/en/public-health/services/health-promotion/healthy-living/physical-activity/what-active-transportation.html>
- City of North Vancouver. (2018). *Skateboarding / Longboarding Guidelines and Restrictions*. Retrieved from [http://www.cnv.org/Parks-Recreation-and-Culture/Recreation/City-Skate Park/Skateboarding-Guidelines](http://www.cnv.org/Parks-Recreation-and-Culture/Recreation/City-Skate-Park/Skateboarding-Guidelines)
- City of Vancouver. (2013). *Skateboard parks*. Retrieved from <http://vancouver.ca/parks-recreation-culture/skateboard-parks.aspx>
- City of Vancouver. (2012). *Street & Traffic Bylaw 2849*. Retrieved from <http://vancouver.ca/your-government/street-traffic-bylaw.aspx>
- City of Vancouver (2017). *Council report presentation - skateboards - Street Traffic Bylaw RTS 12241*. Retrieved from <http://vancouver.ca/files/cov/council-report-skateboards-street-traffic-bylaw.pdf>
- City of Vancouver (2016). *By-law no. 11449*. Retrieved from <http://former.vancouver.ca/blStorage/11449.PDF>
- Fang, K (2016). *Skateboarding for transportation: An exploration of the characteristics and travel behaviour of an emerging active travel mode* (Doctoral dissertation). Retrieved from ProQuest Dissertations & Theses database. (10124402)
- Raupach, S. (2014). *.Reimagining Skateboarding: Space, Meaning, and Transportation in Vancouver*. *TRAIL SIX*, 16
- Tominaga, G. T., Schaffer, K. B., Dandan, I. S., & Kraus, J. F. (2013). Epidemiological and clinical features of an older high-risk population of skateboarders. *Injury*, 44(5), 645-649. doi: 10.1016/j.injury.2012.01.022
- Walker, T. (2013). *Skateboarding as transportation: Findings from an exploratory study* (Master's thesis). Retrieved from https://pdxscholar.library.pdx.edu/open_access_etds/1505

Appendices

Interview Questions

- 1. On average, how many days per week do you skateboard and why? For what function do you use skateboarding e.g. leisure, commute, exercise?**
- 2. What do you enjoy about using bike routes rather than sidewalks?**
- 3. What aspects of the bike route do you like or dislike compared to sidewalks?**
- 4. What environmental factors help you enjoy skating along bike routes e.g. surface, surroundings?**
- 5. Are the bike routes accessible and convenient for you and how?**
- 6. Do you believe bike routes can be dangerous or safe? If so, why?**
- 7. What protective gear do you use when skating? E.g. helmet, reflective gear**
- 8. What changes would you like to see to make bike routes safer and more comfortable?**

Recruitment Material

Recruitment will take place at bike routes located in Kitsilano and around and near UBC campus. Interviews will be conducted by each individual group member to recruit more participants and collect data from different areas of the bike routes. Our consent form must be read and signed by all participants prior to conducting interviews. Each member will address the proposed questions to the participants whilst also taking down their answers and any additional notes. We expect to recruit at least 5 participants per interviewer, however this may vary depending on the duration of interviews and the extent of information we receive from participants but also the number of skateboarders that are located within our chosen bike routes.

Consent Forms

(see attached)