



Gender, Cycling and urban contexts

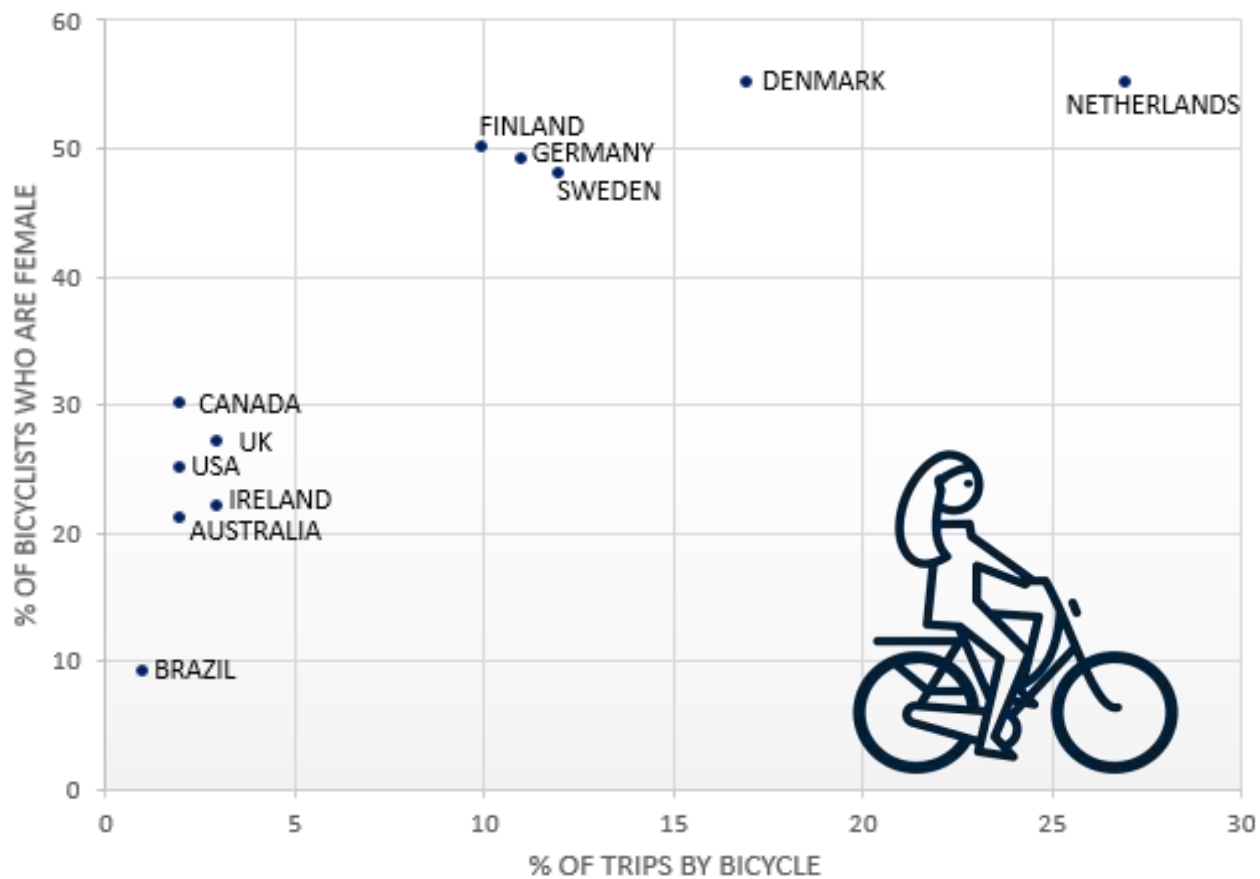
Towards a conceptual and methodological framework for comparative international studies



The bicycle is well known as a socially inclusive and **sustainable mobility** tool, affordable, efficient and **accessible** regardless of age or gender.

However, in many cities around the world, **women are underrepresented** as cyclists.


BICYCLE MODE SHARE AND FEMALE CYCLISTS, COUNTRY-LEVEL





Women generally **commute differently** than men.

The reasons for these differences may be **cultural and social**, such as the uneven division of domestic work and women's vulnerability to public insecurity.



Risks and fears can be **real or perceived**.



How (and why) women are underrepresented in different urban contexts (global north and south)?




Many factors have been proposed to explain these global and gender differences: infrastructure, urban planning policies, security, income, access to other transport modes, climate, slope, etc.



Age

Children's commute **depends greatly on their parents** who are models for them and who contribute to the formation of their habits (Québec, 2009).

Some parents **discourage girls** from cycling because of concerns about their safety (Frater et Kingham, 2018).



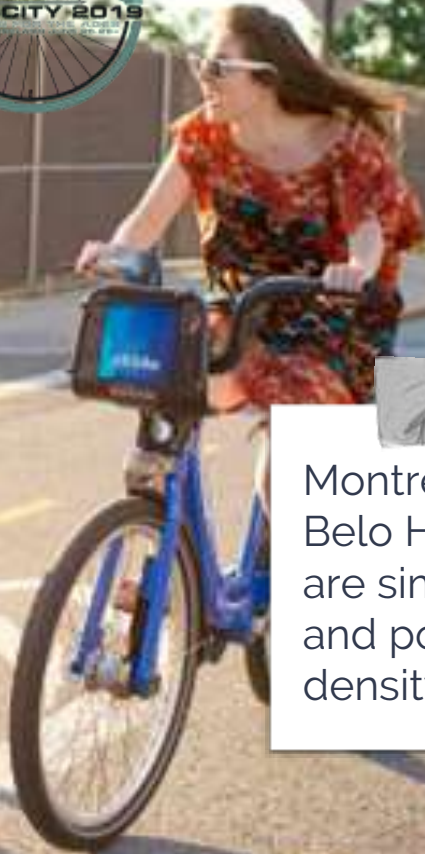
It's not uncommon to hear women of all ages talk about **lack of confidence in their own ability to ride a bike** (Pucher et Buehler, 2012).



Objective

The aim is to propose a conceptual and methodological framework **to identify and classify the factors influencing gender differences in cycling** from an international comparative perspective.

In particular, the goal is **to understand the practice of cycling among young women in Montreal and Belo Horizonte and to assess how the environment influences women's personal decision.**



Montreal and Belo Horizonte are similar in size and population density.

Montreal

Belo Horizonte





Methodology

Quantitative approaches are important and useful, but sometimes there is a lack of **understanding of the social and cultural side**. People are always influenced by the environment and by social rules (**sometimes invisible**).

We propose to do a research in 3 scales, using a **mixed and comparative approach**.

Mixed approach

Quantitative + Qualitative


The advantage is to do a further analysis of the object, **analyzing the data** from surveys and, after this step, take a **closer look** at the object, searching **how to explain** the quantitative results.





Comparative approach

The advantage of doing comparative research is that the phenomenon **can be better understood** (Bryman, 2012).



Why the interest in doing comparative research between **Montreal and Belo Horizonte**?



Why Montreal and Belo Horizonte?

Area: 431.50 km²
Population: 1.7 mi

Urban context:
North America

Women count for
more than 40% of
the cyclists.

Montréal 

Area: 330.90 km²
Population: 2.5 mi

Urban context:
South America

Women are less
than 8% of regular
cyclists.

BELO
HORIZONTE
SURPREENDENTE

Wide range of
buses, metro lines
and shared bike
systems.

Ranked as the top
city in North
America for
cyclists

(2019 – Coxa institute)

Montréal 

Wide range of
buses, metro lines
and shared bike
systems.

The first city in
Brazil to receive a
system of shared
electric bikes.

BELO
HORIZONTE
SURPREENDENTE



What are cycling practices among young women in Montreal and Belo Horizonte?

Research in 3 Scales

Urban context

City actions / Interviews

Women's mobility

Surveys

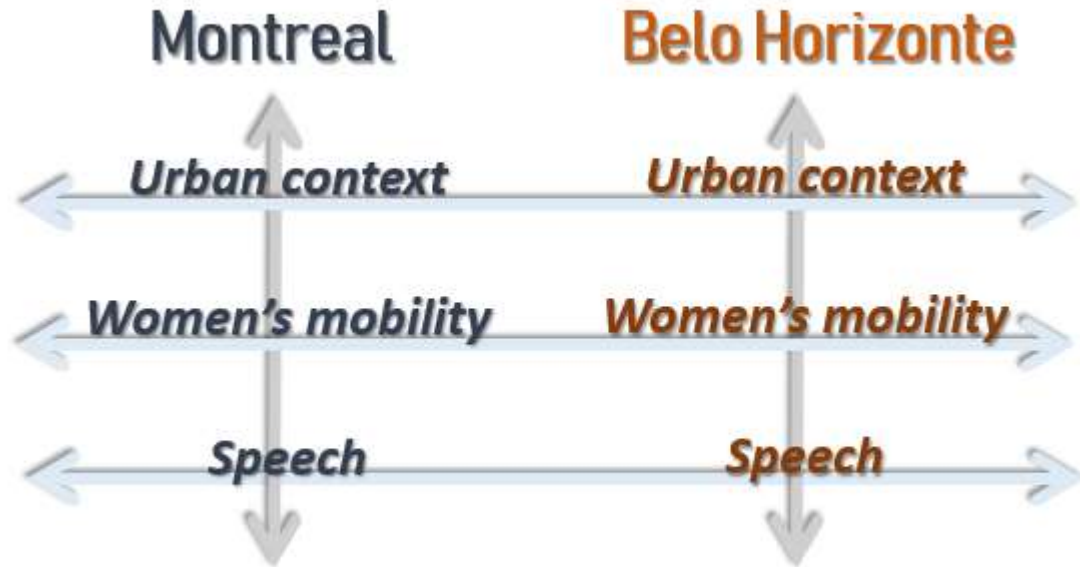
Speech

Interviews



1 Municipal analysis:
intra-city scale

2 Compare Montreal
and Belo Horizonte:
inter-city scale





Other analyses could be done, such as conducting interviews with professionals, **women of different ages or ethnic groups**, or seeking the point of view of non-cyclists.

But we must be aware of the **resources available**, either the time or research funding.



This research, for its comparative nature, can highlight ways to **overcome obstacles to women's cycling in Brazil.**

It may also help to understand contemporary challenges in promoting cycling and **proposing more gender-sensitive mobility** in urban planning policies.





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Obrigada, Thank you, Merci