TORONTO 2010 Bicycle Count Summary

What is the 2010 Bicycle Count?

In September 2010, the City of Toronto conducted its first Bicycle Count along four screenlines in downtown: Bloor Street West, Spadina Avenue, Queens Quay Boulevard and Jarvis Street. The number of people on a bicycle who crossed a screenline were counted on 34 streets for one 12-hour time period, on a day without precipitation.

This Bicycle Count provides data on how many cyclists are riding on downtown streets, when and where they are riding, and other characteristics about cyclists such as helmet use, gender, sidewalk riding, and whether the cyclist is transporting a passenger.

Highlights

- Between the hours of 7:00 AM and 7:00 PM on a typical weekday in September 2010, 19,162 cyclists entered Toronto's downtown core, and 15,241exited the core.

- The western screenline at Spadina Avenue had the highest bicycle volumes, carrying 45% of all cyclists travelling to and from the core.

- The majority (62%) of cyclists were male, 46% wore a helmet, and 95% rode on the street rather than on the sidewalk. Very few (0.32%) of counted cyclists were passengers (e.g. in a child seat or trailer).

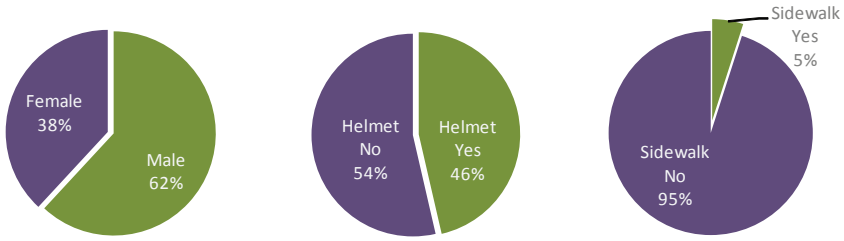

Figure 1. Cyclist Characteristics (All Screenlines)

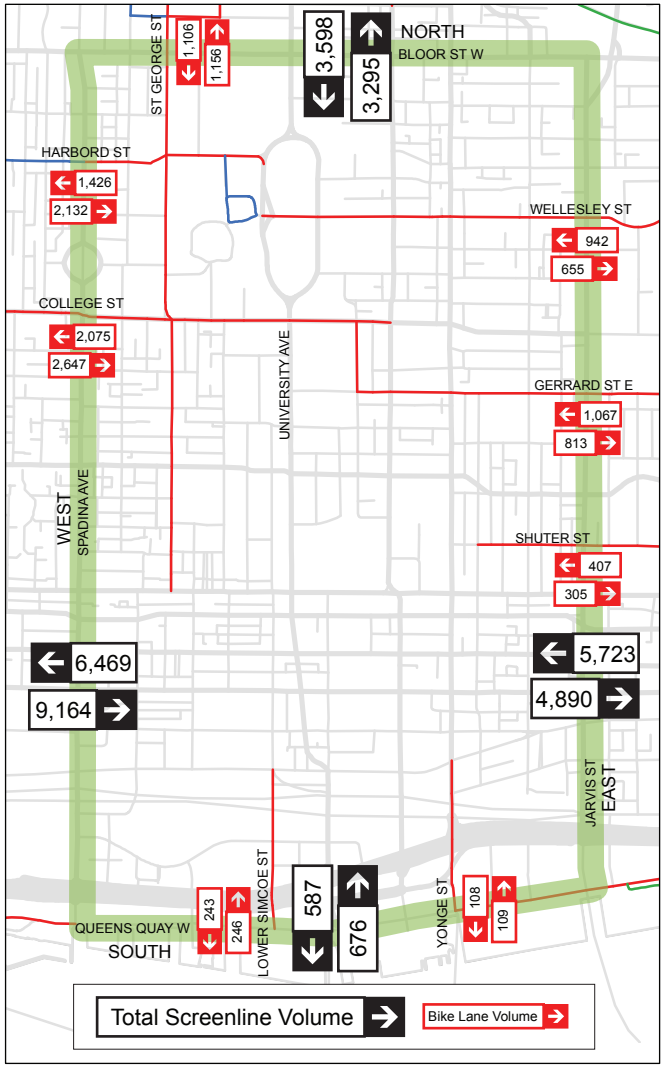

Figure 2. Inbound and Outbound Bicycle Traffic Volume, by Screenline and Bike Lane

Full report available at www.toronto.ca/cycling. Download the raw data for free at www.toronto.ca/open

Bicycle Travel Patterns

Bicycle traffic in the core follows a traditional peak period pattern – with an inbound peak in the morning (pre 7:00 AM to 11:30 AM), and an outbound peak in the afternoon and early evening (3:30 PM to past 7:00 PM).

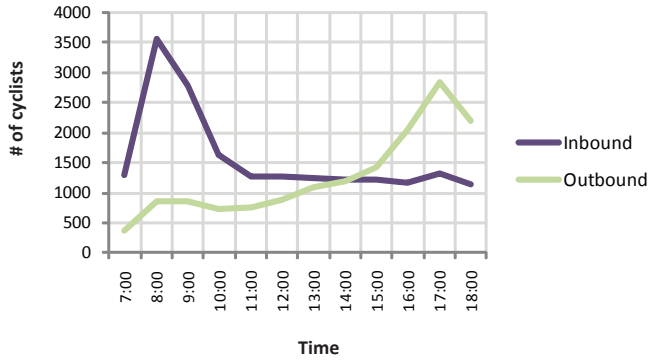

Figure 3. Hourly Inbound and Outbound Bicycle Traffic

Cyclists Road Type Preferences

The distribution of cyclists indicates they prefer arterial roads (over local or collector roads). Seventy-six percent of all roads crossing the four screen-lines are arterials, yet they carry about 94% of bicycle traffic.

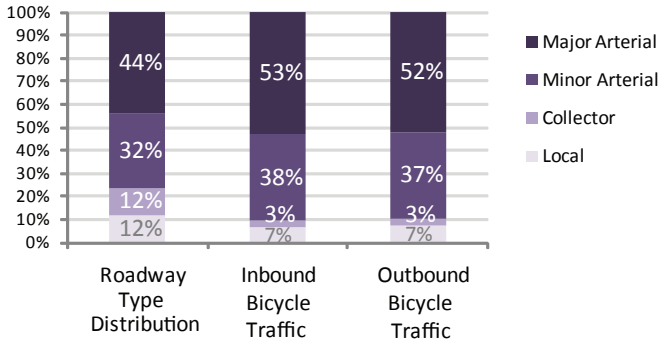

Figure 4. Roadway Type vs. Collected Bicycle Traffic

Bicycle Lanes

The distribution of cyclists also shows they prefer roads with bike lanes. While only 24% of roads crossing the four screenlines have bike lanes, these bike lane roads carried 45% of all cyclists travelling to and from the downtown core.

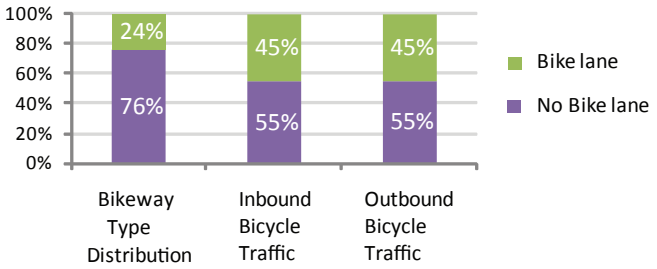

Figure 5. Bikeway Type vs. Collected Bicycle Traffic

Bicycle Lane Benefits

Cyclists riding on roads with bike lanes were less likely to ride on the sidewalk than cyclists riding elsewhere (3% versus 6%), and they were more likely to wear a helmet (50% versus 44%).

Bike lanes also attracted a broader mix of people. For gender, the male-female split was more even for roads with bike lanes (59% male and 41% female) than roads without bike lanes (64% male and 36% female).

Table 1. Cyclist Characteristics, Overall and by Bikeway Provision

	Gender		Helmet		Sidewalk	
	Male	Female	Yes	No	Yes	No
Overall	62%	38%	46%	54%	5%	95%
No Bike Lane	64%	36%	44%	56%	6%	94%
Bike Lane	59%	41%	50%	50%	3%	97%

Prepared by Cycling Infrastructure & Programs, Transportation Services, December 2010