

Title of Intervention and Website: Implementation of Bicycle Lanes

Intervention Strategies: Environments and Policies

Purpose of the Intervention: To encourage bicycle transit by making streets safer for cyclists

Population: Residents of Toronto, Canada

Setting: Toronto, Canada - 6 streets with medium to heavy traffic; community-based

Partners: None mentioned

Intervention Description:

- Environments and Policies: In most cases, four-lane roads were reconfigured to be two-lane roads with bike lanes. With the implementation of bike lanes, streets allowed for two lanes of traffic and bike lanes. Parking was allowed on one or both sides of the streets at all times. Additionally, in some streets a median was painted and trees were planted.

Theory: Not mentioned

Resources Required:

- Staff/Volunteers: staff to plan and implement bike lanes, staff to meet with community stakeholders to assess the feasibility of implementing bike lanes
- Training: street design training
- Technology: GIS accident software, high levels of technology and urban design and construction equipment needed to install bike lanes by converting/narrowing auto lanes
- Space: streets that can support the implementation of bike lanes
- Budget: not mentioned
- Intervention: street design manuals, software for planning lanes, bike lane signs
- Evaluation: bicyclist survey, pre/post traffic volume estimates

Evaluation:

- Design: bicyclist survey and pre/post traffic volumes
- Methods and Measures: 154 bicyclists were surveyed on their perceptions on bicycle safety after the lanes had been implemented. Motor vehicle and bicycle traffic volumes were determined both before and after the intervention for the intervention roads.

Outcomes:

- Short term Impact: Bike traffic volumes increased on streets with bike lanes while remaining constant or declining city-wide. A significant number of bicyclists felt that the bicycle lanes had made the road safer for cyclists.
- Long Term Impact: not mentioned

Maintenance: Not mentioned

Lessons Learned: The most controversial aspect of installing bike lanes is the removal of on-street parking spaces. Bicycle lanes must be carefully planned and implemented and all community stake holders must be consulted prior to implementation.

Citation(s):

Macbeth AG. Bicycle Lanes in Toronto. Institute of Transportation Engineers. ITE Journal: April 1999; 69, 4; pg. 38.