Questions

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Throughout our investigation of and compilation of the data, our questions have changed slightly. The following were our original questions.

1. Do streets with bike lanes report more traffic volume? Could there be other causes for this? For example, These streets could also be having more traffic lights and therefore increasing the traffic volume.
2. Is there a relationship between the areas with more biking parking spots and less number of traffic lights? Do these areas also have increased number of bike share stations
3. Which streets are best for biking under different criteria, such as less traffic lights, parking availability etc? We could list good streets to bike on based on these different preferences
4. Are people using bike share stations to get to TTC subway stations? We can look at bike share stations that are closer to a subway station and see if people return more number of bikes to those stations compared to stations that are farther away.

We where unable to properly utilize bike lane data, and therefore, we were forced to drop the first question. The second question remained the same. We still wanted to know if there is a relationship between the areas with more bike parking spots, and less number of traffic. However, we decided, to also look at the relationship between bike parking spots as a function of number of bike share stations and the number of traffic lights. After this investigation, we were interested in finding out further, if this relationship changes with type of bike parking spot. Our third question remained completely the same. We used a decrease in the number of traffic lights, the number bike share stations, the number of biking spots, and the number of bike shops as criteria for best cycling streets. Our fourth question had to be changed. Instead of investigating the usage of the bike stations near the TTC, we instead used the average usage of the TTC station, which had cycling friendly characteristics such as a bike station or bike repair station. This change was mainly due to complications in working with the bike station data.

Throughout our investigation, we further developed an interest in investigation traffic at intersections, and the relationship to presence of bike share stations. We were interested in knowing if the average traffic on streets in which neither street in the intersection has a bike share stations was different.

Therefore, our final question were as follows

1. Is there a relationship between the number of bike parking spots and the number of traffic lights on a street? What about a relationship between the number of traffic lights and the number of bike share stations on a street? What about a relationship between the number of bike parking spots as a function of both traffic lights and bike share stations?

2. Which streets are best for biking according the following criteria, least traffic lights, most parking spots, most bike stores, and most bike share stations?

3. Do TTC stations which have cycling friendly characteristics, such as bike station, or repair stand causing people to prefer those stations?

4. Is there a relationship between the presence of bike lanes for streets at an intersection and the average traffic at that intersection?