Velo-city Global 2016 in Taipei 27PM7 All On Board: How to Share Space

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A Study on the Shift of Bicycles from Sidewalk to Roadway

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Background

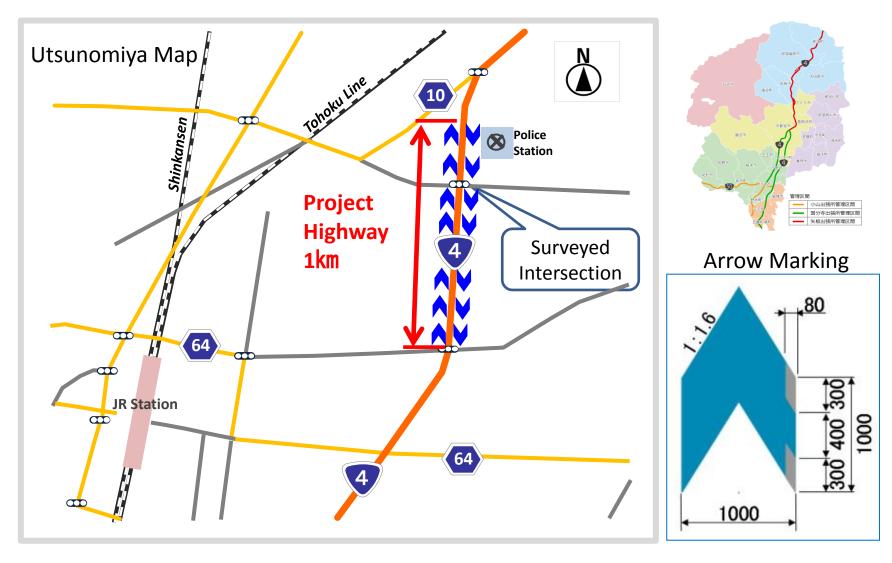
Sharp increase of traffic accidents between bicycles and pedestrian on sidewalk.

 "Bicycle Usage Environment Creation Guidelines for Comfort and Safety" in November, 2012 (MLIT and NPA, 2012).



- In February 2013, Experimental implementation of the new guideline on one of the busiest highways, the National Highway Route No. 4 in Utsunomiya.
- This is the first attempt in Japan to implement the new guideline on the major national highway, and drew much attention nationwide.

Study Site and Arrow Marking



Shift of bicycles from Sidewalk to Roadway

(From share with pedestrian to share with automobile)

Before

After

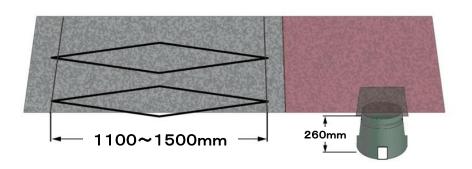


Overview of Eco-Counter

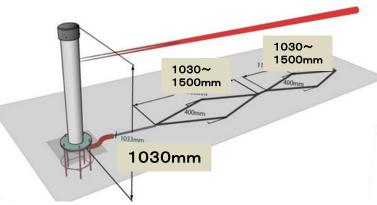
System Configuration

	Sensors	Counting
Roadside Section	Loop sensor	Direction, speed and volume of bicycles
Sidewalk Section	Loop sensor Infrared sensor	Volume and direction of bicycles and pedestrian

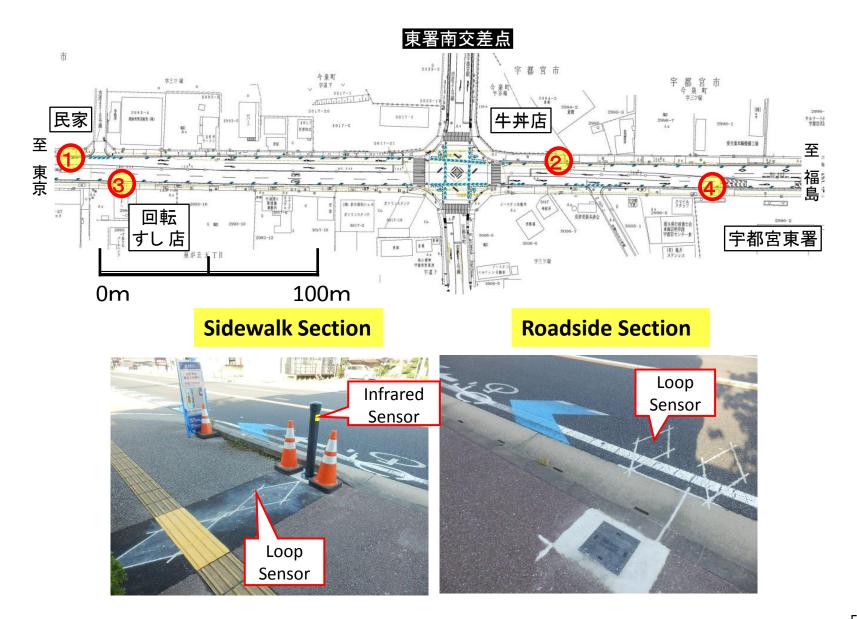
< Roadside Section >



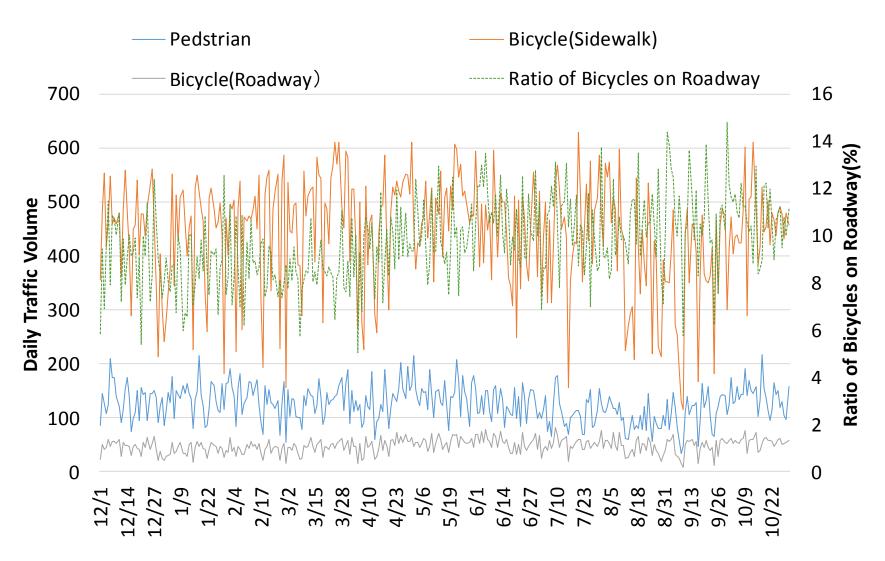
<Sidewalk Section>



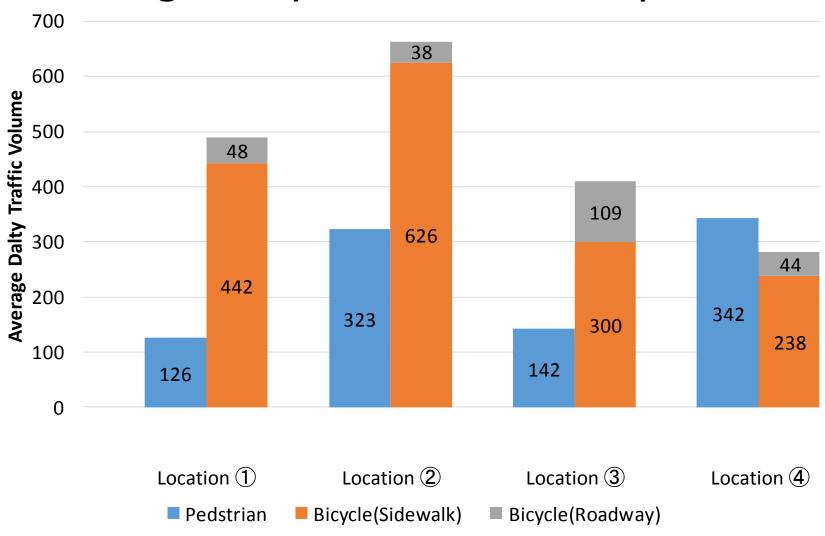
Four Locations of Eco-Counters



Daily Traffic Volume for Location No. 1



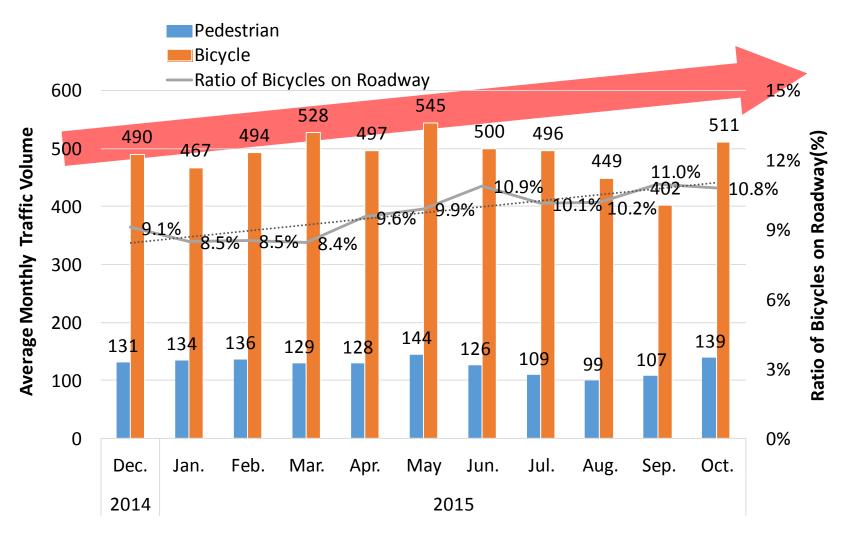
Average Daily Traffic Volume by Location



Ratio of bicycles by direction



Ratio of Bicycles on Roadway for Location No. 1



Conclusion

- Sharp increase of traffic accidents between bicycles and pedestrian on sidewalk.
- Nationwide challenge to shift bicycles from sidewalk to roadway under a new guideline.
- First attempt on one of the busiest highways using arrow markings on the left side of roadway in Utsunomiya.
- First continuous measurement of bicycles on sidewalk and roadway as well as pedestrian using Eco-counters in Japan.
- The initial result shows the shift of bicycles from sidewalk to roadway is in progress.

Thank You for your attention!



(It is fun to ride in Utsunomiya)

(It is fun to live in Utsunomiya)