# 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)


## Overview of Eco-Counter

## System Configuration

|  | Sensors | Counting |
| :---: | :--- | :--- |
| Roadside Section | Loop sensor | Direction, speed and <br> volume of bicycles |
| Sidewalk Section | Loop sensor <br> Infrared sensor | Volume and direction of <br> bicycles and pedestrian |



## 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！

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（It is fun to ride in Utsunomiya）


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（It is fun to live in Utsunomiya）

