

# Design Points of Bicycle Space

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## 1. Introduction

Cycling has flourished as a consequence of growing concern with environmental problems and health. This trend has also revealed problems with bicycles, such as the soaring numbers of accidents involving cyclists and pedestrians during the past ten years. The National Police Agency and the Ministry of Land, Infrastructure, Transport and Tourism have worked to ensure bicycle space separated from pedestrians by, in January 2008, designating a total of 98 districts nationwide as bicycle space improvement model districts.

The NILIM has supported improvements in these model districts by inventorying concepts of the design of bicycle traveling space focused on intersection points separately for bicycle paths and for bicycle lanes and in compliance with existing laws, and has summarized the results as Design Points of Bicycle Space (below called, the “Design Points”).

## 2. Outline of the “Design Points”

The Design Points hypothesizes simplified intersection patterns to present design concepts and precautions by bicycle path and bicycle lane, and by intersections of two arterial roads and intersections of arterial roads with narrow back streets. At this stage, few such improvements have been in Japan, and knowledge is inadequate, so priorities and selection concepts for each pattern have not been included. Their design and improvement will advance through coordination between road managers and traffic managers, thoroughly accounting for the state of roads and traffic conditions which differ at each location.

Figure 1 shows an example of a design point for an intersection with a narrow back street in a case where the bicycle lane is provided along the arterial road.

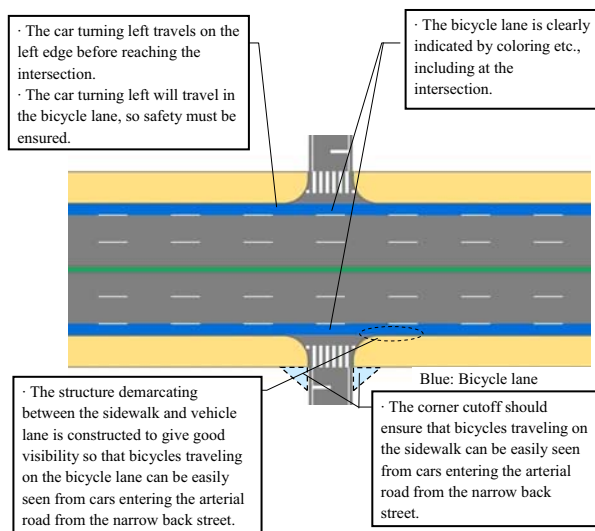


Figure 1. An Example of the “Design Points”

## 3. Application of the Results and Future Development

The “Design Points” which has been sent to managers of each model district and explanation meetings have been held to publicize its contents. Figure 2 shows an example of improvement performed applying the “Design Points” in a model district.



Figure 2. Sample Provision (Amagasaki City in Hyogo Prefecture)

In the future, it will be revised as necessary to reflect new knowledge gained through improvements in model districts.