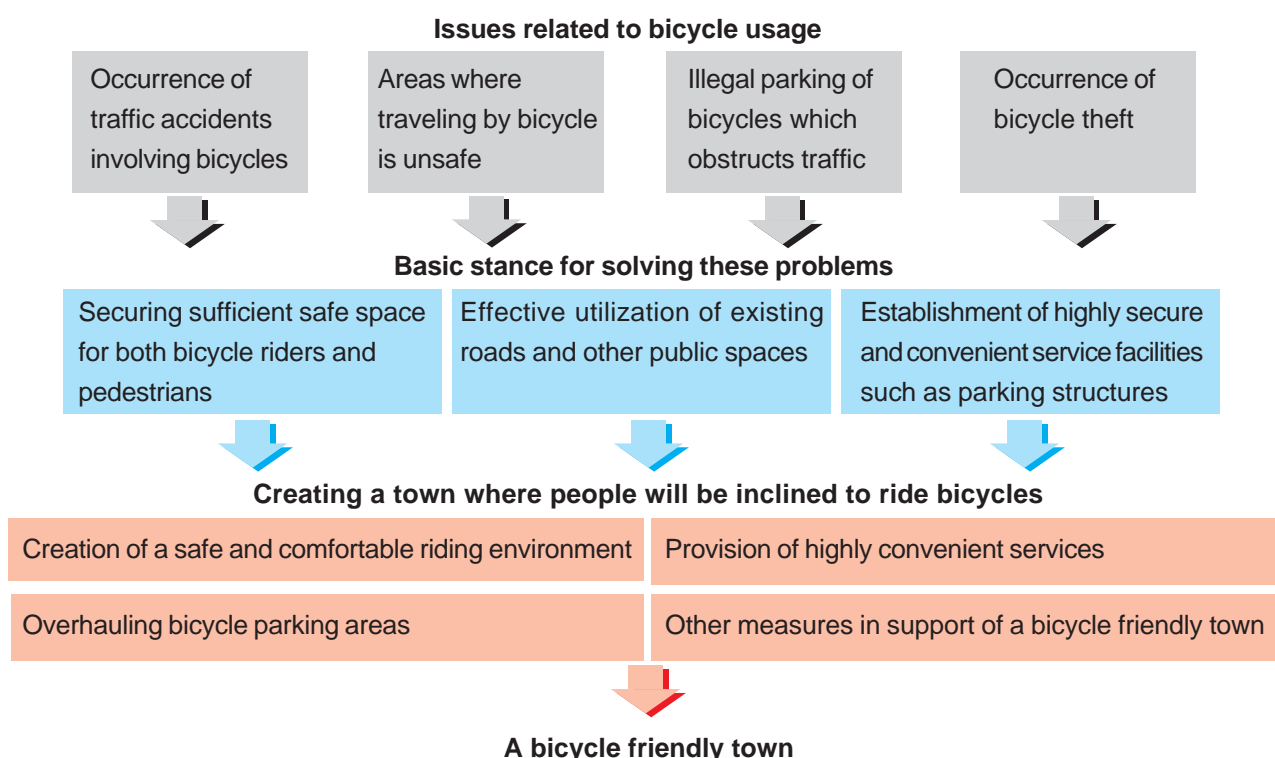


Minato Ward Survey Book 4: An Overview Of A Town Where People Will Be Inclined To Ride Bicycles ~ Transforming Into A Bicycle Friendly Town ~

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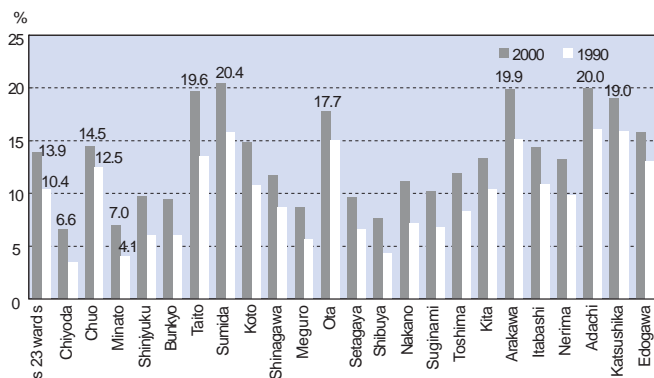
As bicycles are cheap, healthy and environmentally friendly modes of transportation, the role they should play in society going forward is an extensive one. Solving the various problems associated with bicycles and creating a town where everyone will want to ride one will bring a wide range of benefits to riders, businesses and the town itself. Currently, there is an increasing trend of people riding bicycles.

At the same time, various problems accompanying bicycle usage are also being pointed out from all quarters. While keeping these points in mind, this report is offering an original proposal for creating a bicycle friendly town in which riding a bike will be safe and comfortable, and people will be inclined to use bicycles for pleasure, shopping and even commuting to work.



The number of bicycle riders is increasing

In Tokyo, the number of people who own a bicycle is increasing, and bicycles are being reconsidered as an accessible means of transportation. In addition, the number of people using bicycles for commuting to and from work has risen to 14% among those living in Tokyo's 23 ward district (see Figure 1.). Furthermore, bicycle usage has increased by 20% in the streets of Minato ward when compared to figures from nine years ago.



Source: Population Census of Japan
Figure 1. The ratio among all commuters of people only using bicycles to commute (Tokyo's 23 wards)

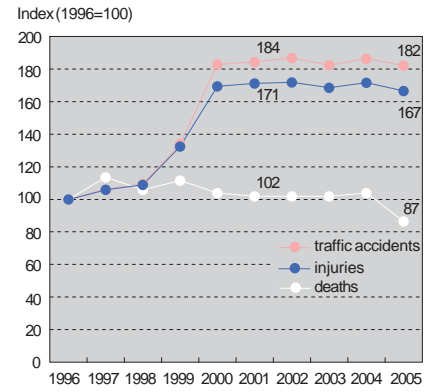
Table 1. A comparison of bicycle utilization rates by city

| Country | City | Bicycle utilization rates | |
|-------------|-----------------------|---------------------------|------------------------------|
| | | Means of transportation | Trips |
| Japan | Tokyo's 23 wards | 13.9% | 16.9% (including motorbikes) |
| | City Center's 3 wards | 9.1% | n/a |
| USA | New York | 0.5% | n/a |
| | Portland, Oregon | 1.8% | n/a |
| UK | London | 2.6% | n/a |
| Germany | Berlin | 7.3% | n/a |
| | Munster | n/a | 35.2% |
| France | Paris | (5%) | |
| Netherlands | Amsterdam | n/a | 40% |

Source: Population Census of Japan, US Census, etc.

Challenges facing Tokyo in regard to bicycles

Though the number of people using bicycles is increasing, the accompanying problems of bicycle theft and abandoned and neglected bicycles have yet to be solved. Reasons given for these problems include; “there are not enough parking areas”; “there are no safe places for putting bicycles”; “the parking place provided is too far away from my destination”; “parking fees are too high; and “public consciousness regarding the criminality of bicycle theft and abandonment is low”. Additionally, as there is no safe space for riding bicycles along the main thoroughfares in the central part of the metropolis, accidents involving bicycle riders are unending (see Figure 2.). Though bicycle utilization rates in Tokyo compare favorably with those of bicycle friendly cities overseas (see Table 1.), levels are extremely low for the provision of bicycle parking and safe riding space.



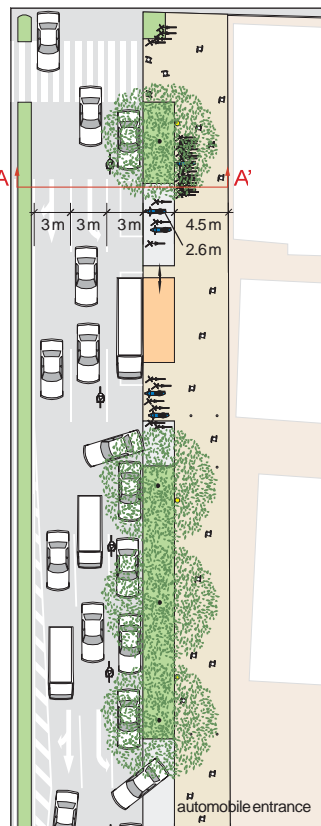
Source: Tokyo Metropolitan Police Department's website

Figure 2. Changes in the numbers of traffic accidents, injuries and deaths among bicycle riders (Tokyo)

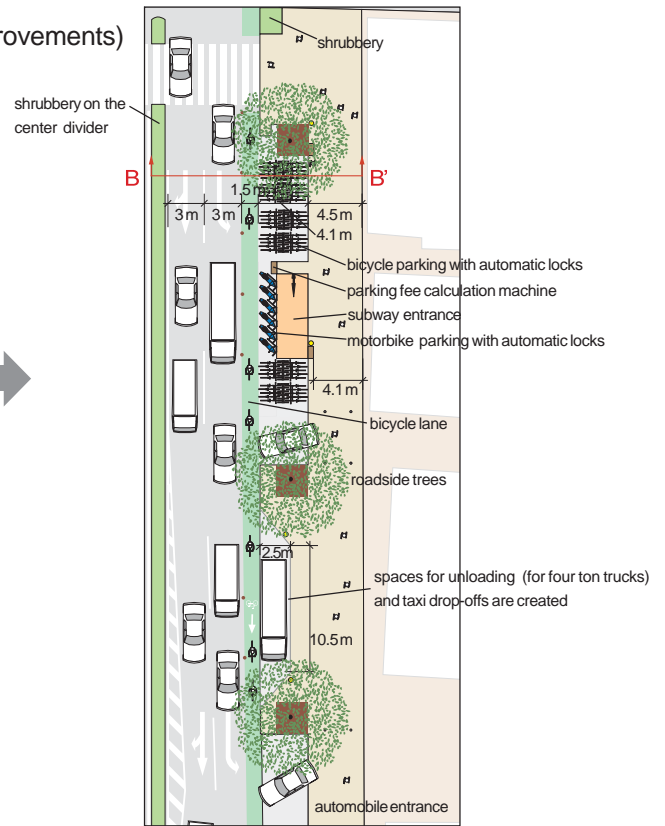
Proposed method for improving roads according to conditions (one section)

Overhead Views

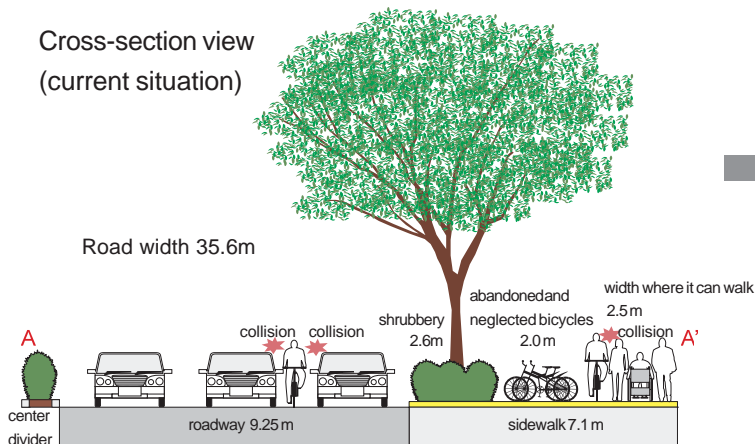
(current situation)



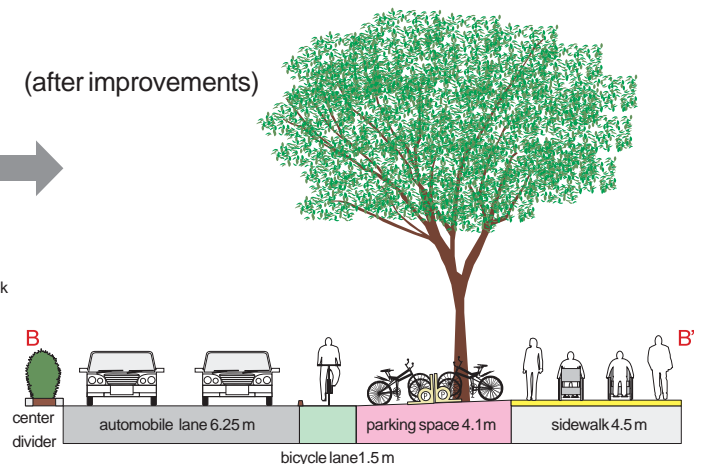
(after improvements)



Cross-section view
(current situation)



(after improvements)



A section of the road becomes a one way bicycle lane (width 1.5m). Low lying shrubbery is removed, and automatic lock parking spaces are set up on a 4.1m wide section which merges with a portion of the road. Spaces for unloading and taxi drop-offs are created.

Figure 3. An example of a bicycle lane and intermittent parking spaces laid out according to road conditions