New proposal for BSIS testing without turning (for discussion)
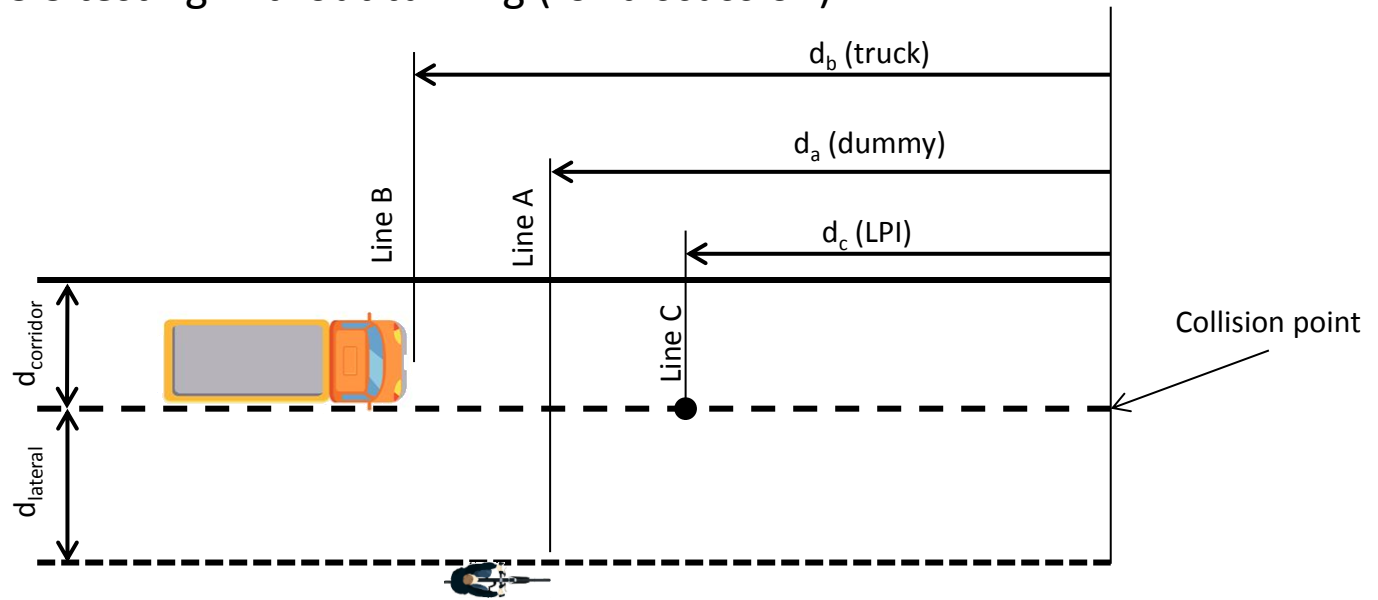
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New Test Case	Orig. Test Case	r_{turn}	$v_{vehicle}$ [km/h]	$v_{Bicycle}$ [km/h]	$d_{lateral}$ [m]	d_a [m]	d_b [m]	d_c [m]	$d_{bicycle}$ [m]	$l_{corridor}$ [m]	$d_{corridor}$ [m]	$d_{corridor,outer}$ [m]	Include cone to account for initial swerving?
1	1	5	10	20			15.8	4.3				5	Yes
2	4	10	10	20	1.5	44.4	22	4.4				2	Yes
3	7	25	20	20			38.3	10.7				1	No
4	6	25	20	10		22.2	43.5	10				1	No
5	5	5	10	10	4.5		19.8	2.4	< 55	> 70	vehicle width + 1m	6	Yes
6	2	10	10	20		44.4	14.7	3.4				3	Yes
7	3	10	10	20			17.7	3.4				2	Yes
8	1*	5	10	20	1.5	44.4	15.8	4.3					No
9	4*	10	10	20			22	4.4					No
10	5*	5	10	10		22.2	19.8	2.4				1	No
11	2*	10	10	20	4.5	44.4	14.7	3.4					No
12	3*	10	10	20			17.7	3.4					No

d_c possibly to be re-defined based on TTC* for the particular vehicle speed if the vehicle would have made a turn. Use turning radius that fits to the particular vehicle speed (e.g. assume fixed lateral acceleration)

= not necessary anymore in this new proposal

= may not be useful because dummy is visible for driver at LPI (~ 5 m) ahead of truck) – *as an alternative change cyclist speed to 15 km/h for this test case* (In general in case truck speed is high and dummy speed is low)

* TTC based on 1,4s reaction time and 5 m/s2 brake performance