



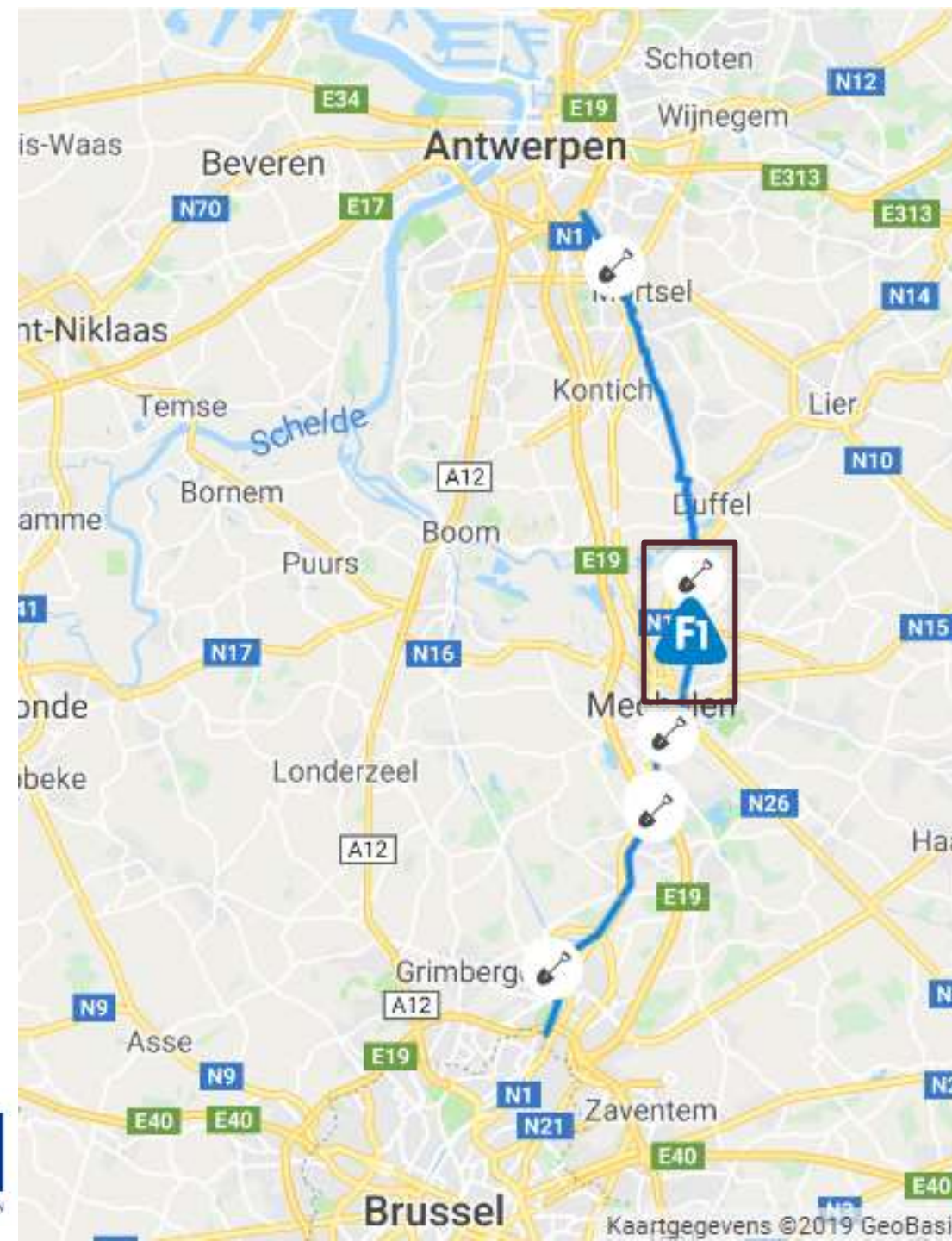
# Cycle Highways: The effect of lines

Tina Caers, teamleader Cycle Policy



# 3 locations

1. 3 meter wide straight track
2. 3 meter wide curved track
3. 4 meter wide straight track

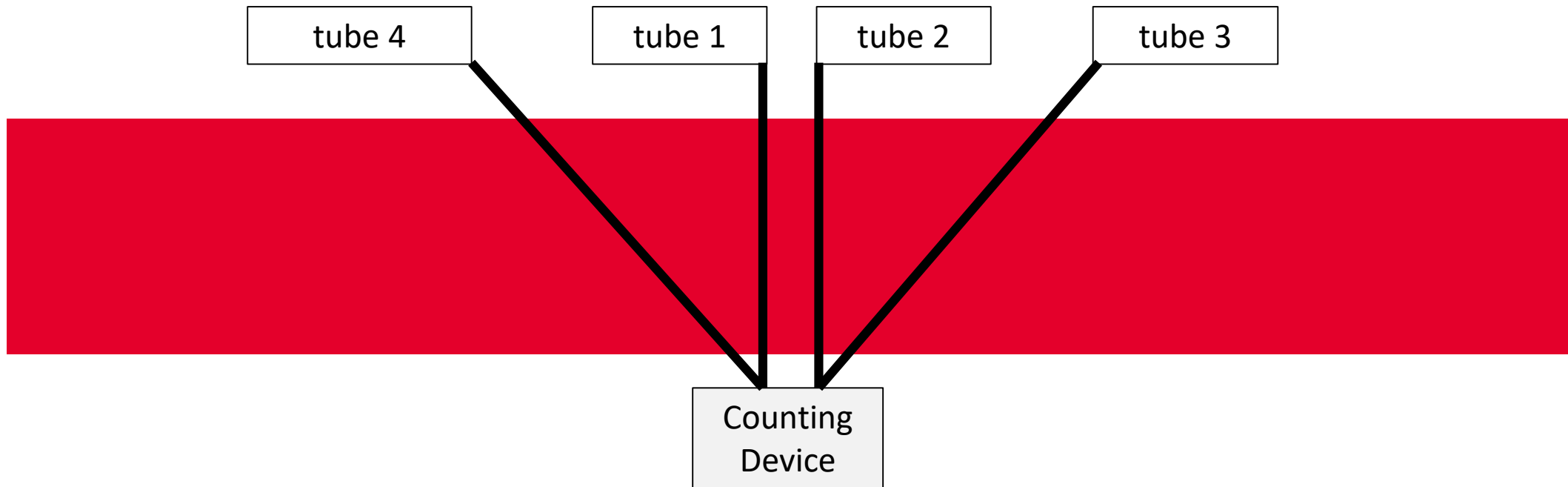


# Measured with a tube counting device



Location 2: tunnel Duivenstraat

# Measuring method



# 3 measuring fases

Fase 1



Fase 2



Fase 3

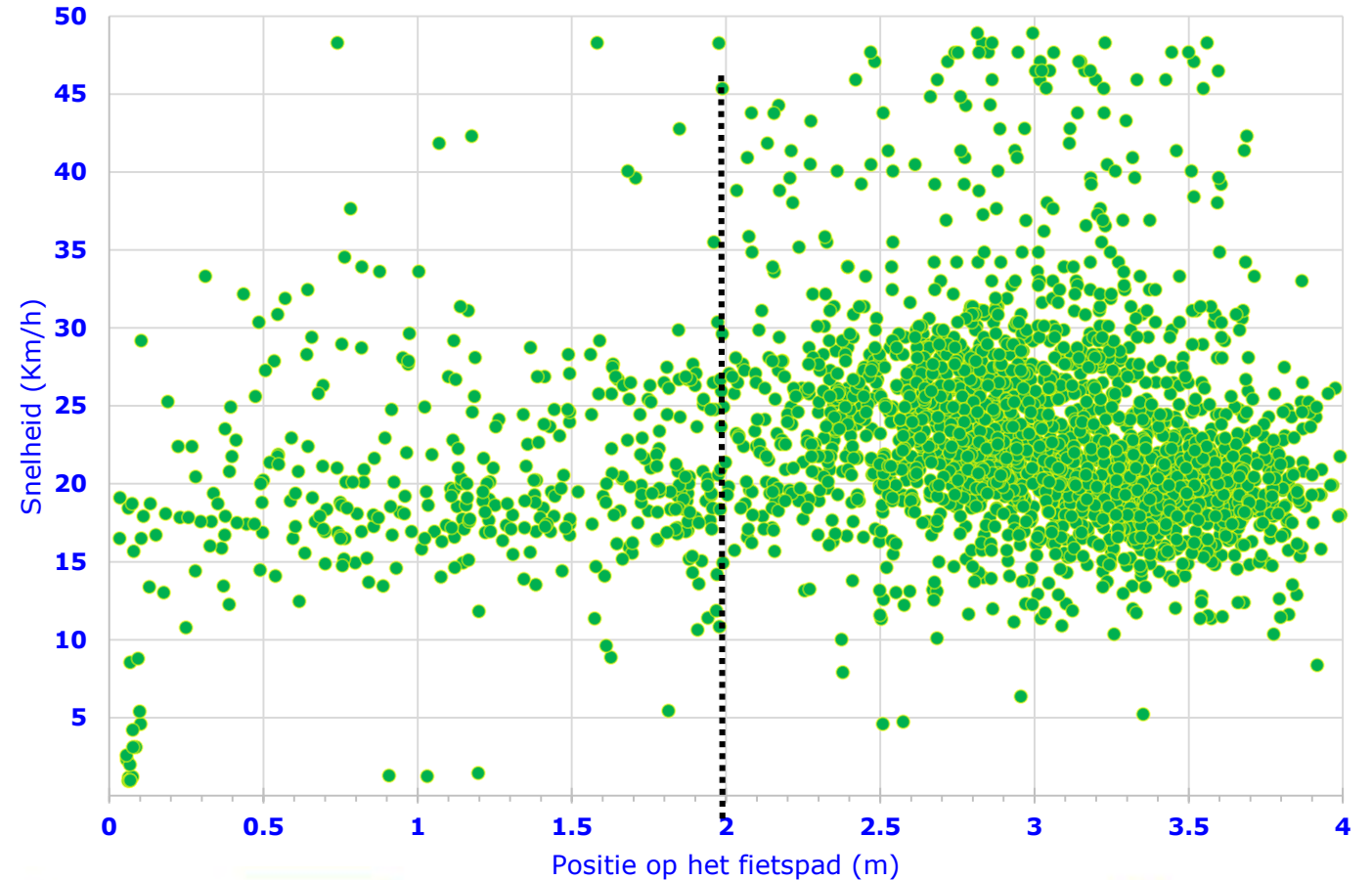


# Results

# location 3 - 4 meter

- Mechelen >>> Antwerpen
- Fase 1: 2.793 m
- Fase 2: 2.686 m
- Fase 3: 2.726 m

## Mechelen >>> Antwerpen - Fase : 1 N 2.750



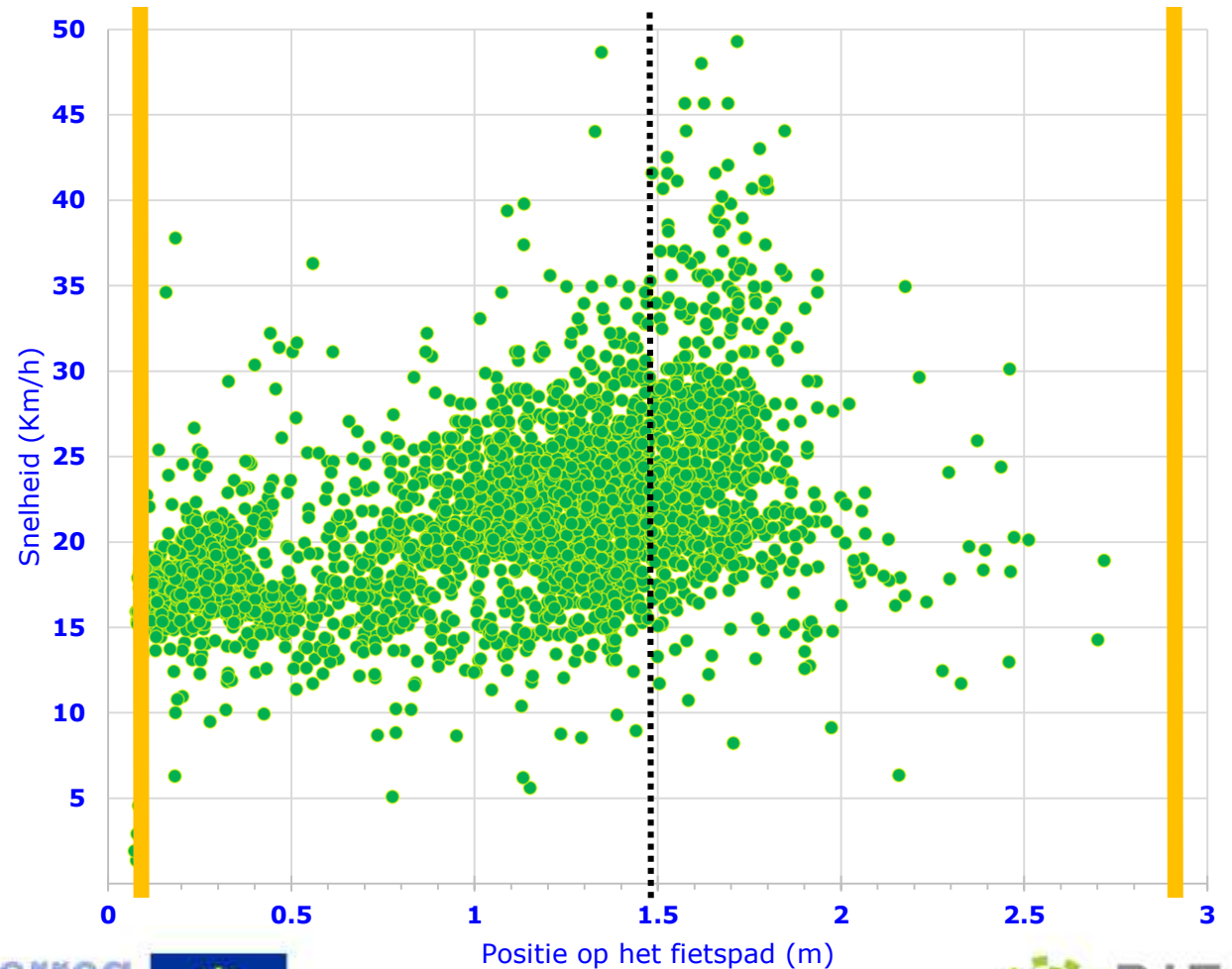




# Location 2: 3m curved

- Antwerpen >>> Mechelen
  - Fase 1: 1.139 m
  - Fase 2: 1.108 m
  - Fase 3: 0.974 m

**Antwerpen >>> Mechelen**  
**Fase : 2** **N 3.034**



# Location 2: 3m curved

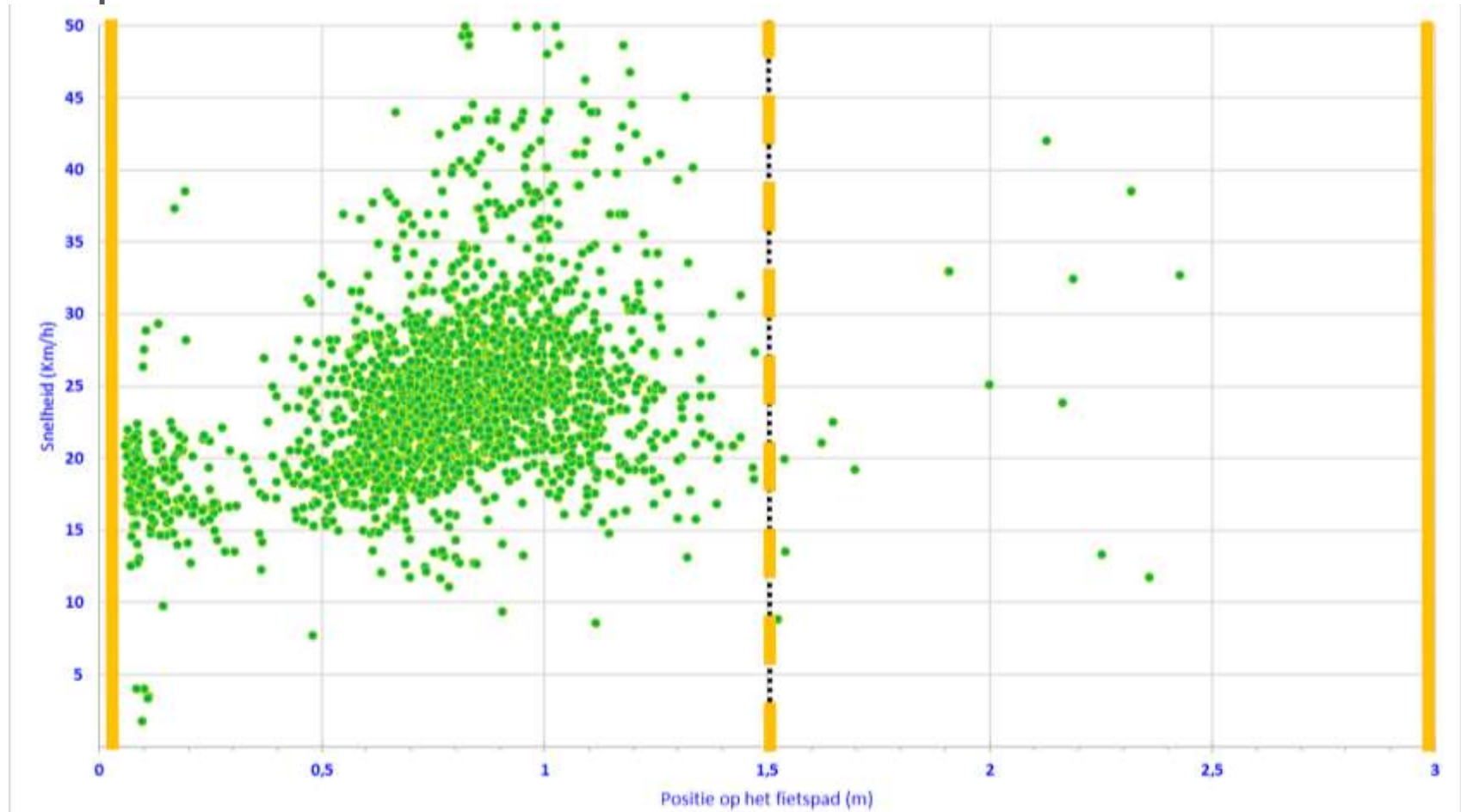
Antwerpen >>> Mechelen -  
Fase : 3 N 2.694

- Antwerpen >>> Mechelen
  - Fase 1: 1.139 m
  - Fase 2: 1.108 m
  - Fase 3: 0.974 m



# Location 1

- Mechelen >>> Antwerpen
  - Fase 1: 0.822 m
  - Fase 2: 0.835 m
  - Fase 3: 0.803 m



# Conclusion

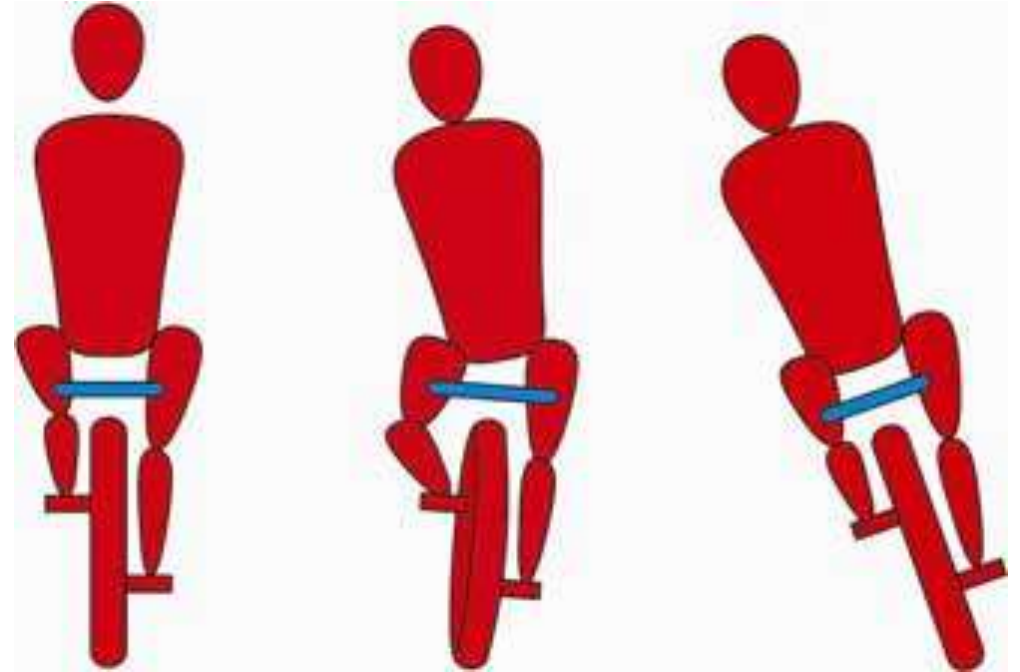
# Conclusion

- Lines 'push' cyclists in de right direction:
  - Cheap road safety measure
- Side lines:
  - Prevention single sided roadside accidents
  - Mow indicator



# Conclusion

- Centre lines keep cyclists on the right side:
  - Slopes
  - Curved tracks
  - Obstacles



Bron: <http://www.fietsica.be>

# Do you want to be part of the Cycle Data community?

## Contact me:

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