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

- tube 4
- tube 1
- tube 2
- tube 3

Counting Device
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

Positie op het fietspad (m) vs Snelheid (Km/h)
Location 2: 3m curved

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

• 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 the 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:
Tina Caers
+32 3 240 50 57
tina.caers@provincieantwerpen.be
@tina_caers