BIKE INFRASTRUCTURE IN COPENHAGEN
Population 580,000
Area 86.20 km²

Vancouver Population 600,000
Area 114.97 km²
TRAFFIC ENTERING IN AND OUT OF THE CITY CENTER (24 HOUR WEEKDAY TRAFFIC 1970 - 2014)

- **Car Traffic**:
  - 1970: 120,090
  - 1980: 108,070
  - 1990: 122,080
  - 2000: 194,820
  - 2010: 221,330
  - 2014: 267,720

- **Bicycle Traffic**:
  - 1970: 463,500
  - 1980: 403,870
  - 1990: 408,020
  - 2000: 414,880
  - 2010: 375,940
  - 2014: 329,210

Legend:
- Green line: 24 hour weekday traffic: car
- Orange line: 24 hour weekday traffic: bicycle
**BREAK-DOWN OF JOURNEYS IN 2014**

- **Journeys to work and education in the City of Copenhagen**
  - Bicycle: 27%
  - Public transport: 23%
  - Car: 10%
  - Walking: 5%

- **Copenhageners' journeys to work and education in the City of Copenhagen**
  - Bicycle: 63%
  - Public transport: 17%
  - Car: 10%
  - Walking: 10%

**TARGETS STATED IN GOOD, BETTER, BEST. THE CITY OF COPENHAGEN'S BICYCLE STRATEGY 2011-2025**

<table>
<thead>
<tr>
<th>Year</th>
<th>Target 1</th>
<th>Target 2</th>
<th>Target 3</th>
<th>Target 4</th>
<th>Target 5</th>
<th>Target 6</th>
<th>Target 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>36</td>
<td>58</td>
<td>125</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td>36</td>
<td>53</td>
<td>97</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td>37</td>
<td>51</td>
<td>121</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>35</td>
<td>67</td>
<td>92</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>36</td>
<td>76</td>
<td>102</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>45</td>
<td>74</td>
<td>91</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>50</td>
<td>80</td>
<td>56</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2025</td>
<td>50</td>
<td>90</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Proportion of people who cycle to work/education (%)
- Proportion of cycling Copenhageners who feel secure (%)
- Cycling casualties (number per year)
- Proportion of PLUS network that has 3 lanes (%)
- Reduction in cycling travel time (%)
- Satisfaction with state of cycle tracks (%)
- Satisfaction with cycling culture's impact on urban life (%)

*Targets included in the City of Copenhagen's publication Eco-Metropolis. Our Vision for Copenhagen 2015.*
WALKING 3.5M
BIKING 3M
1M
PARKING 2M
DRIVING 3M MIN.
TRANSIT

BIKE LANES
Cycle track priority plan

338 kms of cycle tracks
+ 50 kms planned
18 kms of cycle lanes – none planned
Green cycle route plan

40 kms of green cycle routes
+ 70 kms planned.

GREEN BIKE LANES
BIKE FRIENDLY PUBLIC SQUARES: SUPERKILLEN
BIKE BRIDGES: NØRREBRO BRIDGE
THE CITY BIKE
COPENHAGENERS' SATISFACTION WITH BICYCLE PARKING FACILITIES

- 33% In town generally
- 79% At home
- 70% At work
- 25% At stations
- 26% At shops
**Proportion of Copenhageners who feel safe when cycling in Copenhagen**

- Safe: 74%
- Partially safe: 20%
- Unsafe: 6%

**What will make cycling Copenhageners feel more safe?**

- More space on cycle tracks: 13%
- More cycle tracks: 9%
- More cycle tracks away from motor traffic: 6%
- Greater consideration from other cyclists: 10%
- Greater consideration from motorists: 7%

**Targets Stated in Good, Better, Best. The City of Copenhagen’s Bicycle Strategy 2011-2025**

<table>
<thead>
<tr>
<th>Year (04)</th>
<th>Year (06)</th>
<th>Year (08)</th>
<th>Year (10)</th>
<th>Year (12)</th>
<th>Year (14)</th>
<th>Year (15)</th>
<th>Year (25)</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>36</td>
<td>37</td>
<td>35</td>
<td>36</td>
<td>45</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>58</td>
<td>53</td>
<td>51</td>
<td>67</td>
<td>76</td>
<td>74</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>125</td>
<td>97</td>
<td>121</td>
<td>92</td>
<td>102</td>
<td>91</td>
<td>56</td>
<td>34</td>
</tr>
</tbody>
</table>

- Proportion of people who cycle to work/education (%): *
- Proportion of cycling Copenhageners who feel secure (%): *
- Cycling casualties (number per year): *
- Proportion of PLUS network that has 3 lanes (%): 
- Reduction in cycling travel time (%): 
- Satisfaction with state of cycle tracks (%): 
- Satisfaction with cycling culture’s impact on urban life (%): 

*Targets included in the City of Copenhagen's publication Eco-Metropolis. Our Vision for Copenhagen 2015.
Du er cyklist nummer 3340 i dag af sammenlagt 1301739 Cyklister siden 15. juni 2009 på denne strækning.
ALTERNATIVE TRANSPORTATION
PLUSnet
In 2025 there will be a PLUSnet for cyclists in Copenhagen, consisting of chosen Green Routes, Bicycle Superhighways and the most congested Bicycle routes. The PLUSnet ensures a high level of quality for space, intersections and maintenance so that many cyclists can travel securely and comfortably at the tempo that suits each individual.

CONVERSATION CYCLING
On the PLUSnet, Copenhageners can converse with a friend or cycle next to their mum or dad without being disturbed by the bell ringing of people who want to get past. The goal is 3 lanes in each direction on 80% of the network (5 lanes in total on stretches where the cycle tracks are bi-directional).

WE'RE ON OUR WAY
The map shows the PLUSnet, examples of large-scale improvements that have been approved and other improvements between now and 2020 that have a high priority. The exact routes and capacity will be adjusted on an ongoing basis, based on traffic and city development.

EXAMPLES OF APPROVED PROJECTS
BRIDGES:
1. Bridge over Lyngbyvej and the coming Nordhavnvej
2. Cirkelbroen
3. Bryggerampen
4. Bridge across the Inner Harbour

STRETCHES:
Nørrebrogade (wider cycle tracks, among other projects)
Forum Route (Bicycle Superhighway)
Albertslund Route (Bicycle Superhighway)
Svanemølle Route (Green Cycle Route)
Nørrebro Route, Åbouen - Jagtvej (Green Cycle Route)


http://www.visitcopenhagen.com/copenhagen/copenhagen-city-bike-gdk495345

http://www.copenhagenet.dk/cph-history.htm

http://www.copenhagenize.com/2012/10/danish-180-tax-on-cars-is-rather.html


http://www.archdaily.com/286223/superkilen-topotek-1-big-architects-superflex

http://www.voleospeed.co.uk/2013/05/lessons-from-copenhagen.html

http://www.cycling-embassy.dk/2013/06/03/6995/


http://search.proquest.com/docview/222976091/fulltextPDF?accountid=14656


http://search.proquest.com/docview/1352007648/fulltextPDF?accountid=14656


http://search.proquest.com/docview/224885715/fulltextPDF?accountid=14656

"Copenhagen's City Bicycle Program." Institute of Transportation Engineers. ITE Journal 70.7 (2000): 22. ProQuest. 2 Oct. 2015


http://www.copenhagencyclechic.com

