

World Transport Policy & Practice

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At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark, and Germany

Table 1. Traditional measures used in virutally all Dutch, Danish, and German cities to promote cycling

Extensive systems of separate cycling facilities

- Well maintained, fully integrated paths and lanes
- Connected off-street short-cuts, such as mid-block connections, and passages through dead ends for cars

Intersection modifications and priority traffic signals

- Advance green lights for cyclists
- Advanced cyclist waiting positions (ahead of cars) fed by special bike lanes facilitate safer and quicker crossings and turns

Traffic calming

- Traffic calming of residential neighborhoods via speed limit (30km/h) and physical infrastructure deterrents for cars
- "Home Zones" with 5 km/h speed limit, where cars must yield to pedestrians and cyclists using the road

Bike parking

- Large supply of good bike parking throughout the city

Coordination with public transport

- Extensive bike parking at metro, suburban, and regional train stations
- Bike rentals at train stations

Traffic education and training

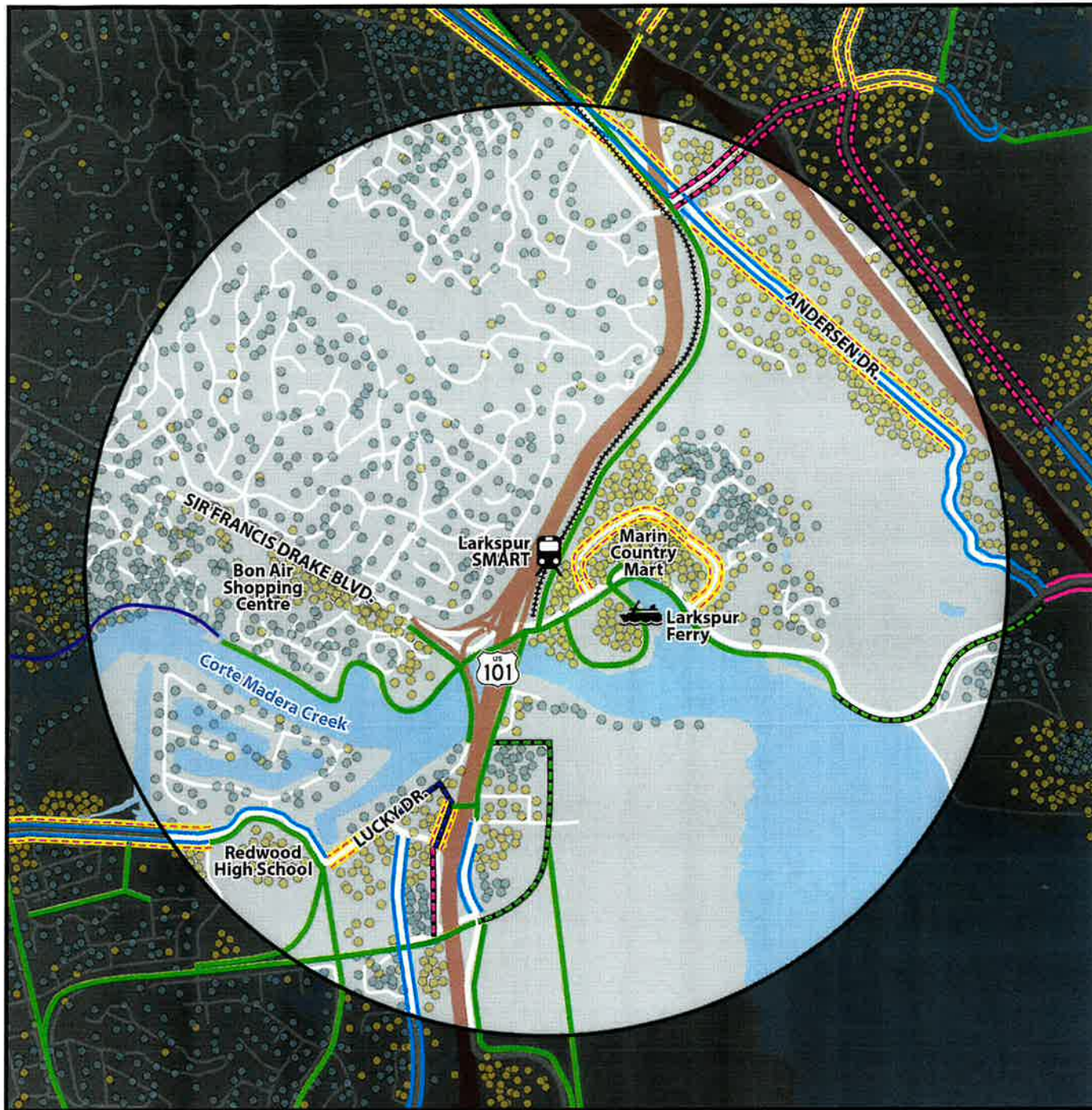
- Comprehensive cycling training courses for school children
- Special cycling training test tracks for children
- Stringent training of motorists to respect pedestrians and cyclists

Traffic laws

- Special legal protection for children and elderly cyclists
- Strict enforcement of cyclist rights by police and courts

Source: Information provided directly to authors by bicycling coordinators in the Netherlands, Denmark, and Germany.

SMART First-and-Last Mile Active Transportation Network



Larkspur SMART Station

LEGEND					
Existing Bikeways	Class I	Class II	Class III*	Class IV	
Planned Bikeways					SMART Railway
Recommended Bikeways					Population Density (1 dot = 10 people)
					Job Density (1 dot = 10 jobs)
	*Maps show only selected Class III routes				

SMART First-and-Last Mile Active Transportation Network



Downtown San Rafael SMART Station

LEGEND						
Existing Bikeways	Class I	Class II	Class III*	Class IV	SMART Railway	-----
Planned Bikeways	-----	-----	-----	-----	Population Density (1 dot = 10 people)	●
Recommended Bikeways	-----	-----	-----	-----	Job Density (1 dot = 10 jobs)	●
	*Maps show only selected Class III routes					

SMART First-and-Last Mile Active Transportation Network



Marin Civic Center SMART Station

LEGEND						
Existing Bikeways	Class I	Class II	Class III*	Class IV	SMART Railway	+++++
Planned Bikeways	-----	-----	-----	-----	Population Density (1 dot = 10 people)	●
Recommended Bikeways	-----	-----	-----	-----	Job Density (1 dot = 10 jobs)	●
	*Maps show only selected Class III routes					

SMART First-and-Last Mile Active Transportation Network



Novato Hamilton SMART Station

LEGEND	
Existing Bikeways	Class I Class II Class III* Class IV
Planned Bikeways	
Recommended Bikeways	
	SMART Railway
	Population Density (1 dot = 10 people)
	Job Density (1 dot = 10 jobs)
*Maps show only selected Class III routes	

SMART First-and-Last Mile Active Transportation Network



Novato Downtown SMART Station

LEGEND

Existing Bikeways	Class I	Class II	Class III*	Class IV	SMART Railway	-----
Planned Bikeways	-----	-----	-----	-----	Population Density (1 dot = 10 people)	●
Recommended Bikeways	-----	-----	-----	-----	Job Density (1 dot = 10 jobs)	●
	*Maps show only selected Class III routes					

SMART First-and-Last Mile Active Transportation Network



Novato San Marin SMART Station

LEGEND

Existing Bikeways	Class I	Class II	Class III*	Class IV	SMART Railway	-----
Planned Bikeways	-----	-----	-----	-----	Population Density (1 dot = 10 people)	●
Recommended Bikeways	-----	-----	-----	-----	Job Density (1 dot = 10 jobs)	●
	*Maps show only selected Class III routes					