

The Munich Bicycle Development Concept

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Summary

For a city with more than 1.3 million inhabitants the share of bike users (Modal split in 1997:13% by bike) in Munich is considerable. But we are working at a further improvement to reach a modal split of 20 % bike traffic.

To reach this aim we are developing bicycle plans for Munich.

Since 1990 the new bike policy is no longer focusing on the construction of cycle paths, but we are rather developing a whole network of interconnected cycle routes.

The cycle routes are providing for people who are cycling to work or school every day, but also for recreational activities. Most cyclists prefer cycling away from the motorized traffic, in zones of 30 km speed limit and through park areas etc.

We now have made a new plan with the aim to complete our network of bike routes linking up with the recreational bike routes, the Bavarian cycling routes and the bike paths along the main roads.

Other things we do.

To increase the popularity of cycling, the municipality offers free bicycle maps for Munich. Furthermore we discuss our bike plans with the local ward committees in the individual neighbourhoods of Munich.

Whenever we have signposted a new bike route, the Major will hold a press conference to provide information to the public about the new bike routes. This information is available permanently in public libraries and the tourist information centre.

We have a good climate for bikers in our city:

In the spring of 2000 the "call-a-bike" service was introduced in Munich. This is a private company which makes available bikes in the city at nearly all public phone boxes.

Other companies offer city tours by bike in Munich.

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1. Facts and figures about the City of Munich

Munich is the capital city of Bavaria situated in the southern part of Germany.

The city of Munich has a population of 1.3 million.

The city itself is very suitable for bikers and people on foot

Although Munich is not far away from the alpine region, the only slopes to be found are the high banks of river Isar.

Munich's core city is very compact indeed. The diameter is ca. 1.5 km.

The "Mittlerer Ring" (circular ring road) is a major beltway in Munich's road network system. Within the range of the circular ring road (diameter ca. 6 km) you will find most workplaces, educational and cultural facilities as well as the shopping activities and commerce.

Here one third of Munich's population is living.

This following figure shows the development of modal split in the years 1982 to 1997.

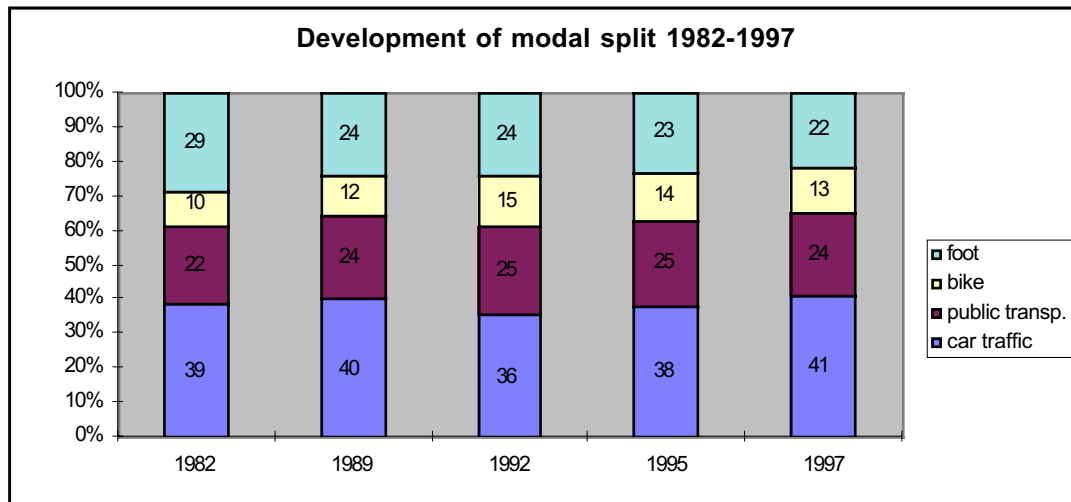


Figure 1

A basic policy of the City of Munich is to promote all environmental-friendly modes of transport.

As you can see most people in Munich have a pronounced environmental awareness.

More than half of all trips are done on foot, by bike or public transport.

And the share of bike traffic in the totality of transport movements, including seasonal fluctuations, is still rising.

In 1997, the share of bicycle traffic amounted to about 13%.

For a big city like Munich this is an impressive figure.

In the longer term, the City of Munich aims at a further increase of bike traffic and hopes to achieve 15-20%

This is to be achieved by quantitative and qualitative improvements of the existing network of bike lanes and a combination of other measures.

2. Plans to improve bicycle traffic in Munich

2.1. The integrated network of cycle paths

The Urban Planning Department of the City of Munich works out strategies and concepts to achieve improvements in this field.

In former times it was all about the construction of cycle paths and recreational bike routes for leisuretime activities.

In 1990, a private planning office was asked to develop an integrated network of cycle paths for Munich.

Guideline Principles were:

- to create inner-city bike lanes linking one quarter of town with another, offside arterial motorways
- to develop a comprehensive network of bicycle lanes integrating all parts of the city including significant focus and destination points of bike traffic (subcentres, schools, workplaces, railway stations) as well as
- establishing a closed route system of cycle paths utilizing existing sections of the bicycle network with the aim of creating a strongly differentiated network of bike lanes with main and secondary bike routes, recreational routes and network extensions

2.2. Realization

In 1993 the Munich City Council voted to spend an additional amount of 4 million Deutschmarks p.a. to top off the existing bikeway budget.

Since that time the network of bike lanes is in the process of continual improvement as we go along.

The Department of Building Construction has implementation plans for further development

of bicycle lanes.

Particular attention is paid to cost-efficient measures like routing the bike traffic on existing lanes in road sections with a speed limit of 30 km/h.

An alternative way of creating new cycle paths is to mark off sections on existing road lanes to be reserved for bike traffic. We practice this method wherever feasible.

This method was facilitated by the amendment of the Federal Road Act of 1997 which was changed with the aim of finding new solutions for bike traffic.

Furthermore, we are utilizing all possibilities in cases where the surface of existing roads needs to be renewed, e.g. major road works, subway construction sites.

The bike routes are also provided with signposts.

At present, 11 main routes are indicated by signposts leading from the city centre into various town quarters. Five further radial bike routes and two circular bike routes are in planning.

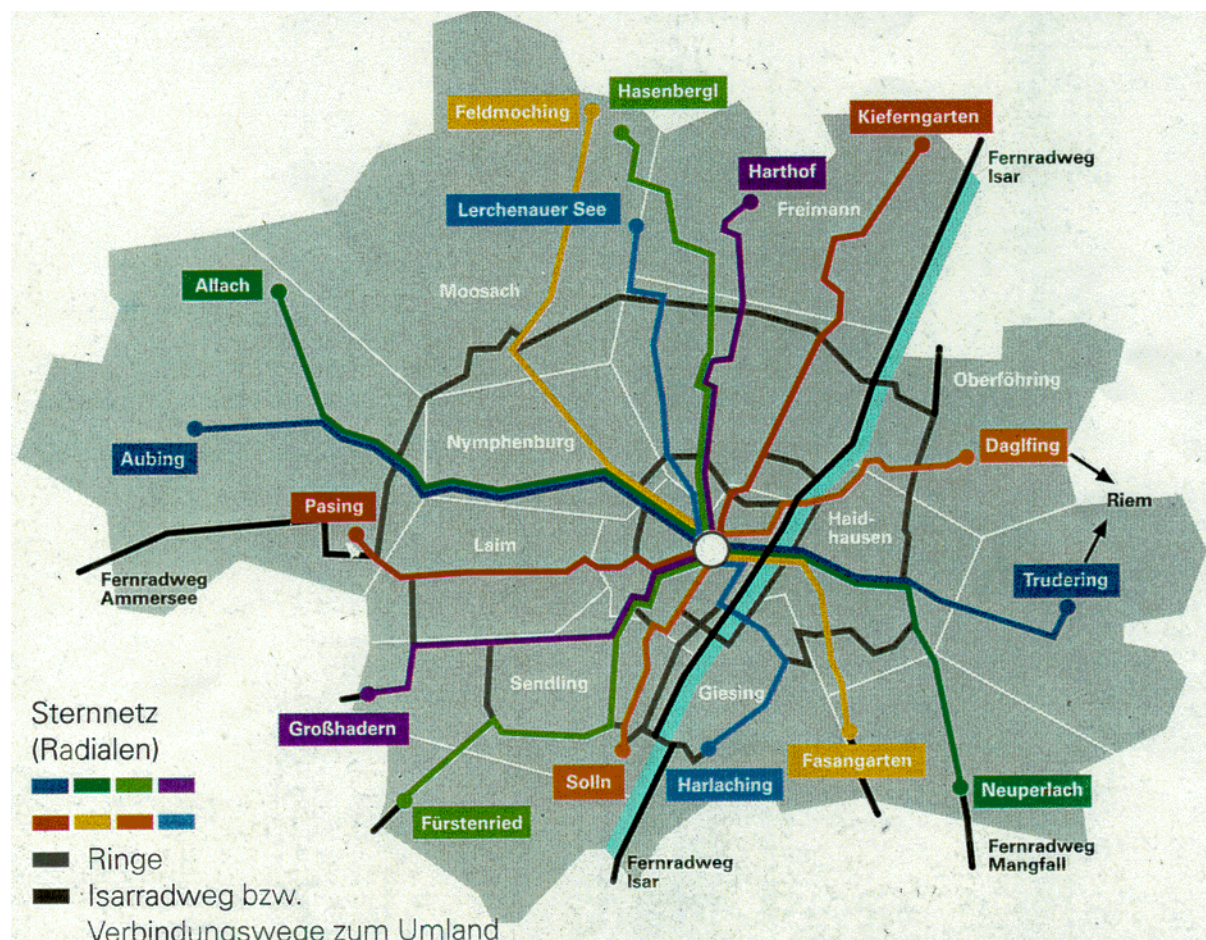


Figure 2

2.3. The new traffic development plan for bike traffic

At present we are also working at a new traffic development plan for bike traffic providing a link between the existing bicycle network and recreational bike lanes including the Bavarian longdistance bike routes and cycle paths alongside arterial roads.

A main point is to link bike traffic of the city with adjacent communities and towns. Bike routes are planned in close cooperation with these outlying communities.

3 kinds of bike routes are in the planning phase:

Main and secondary routes, as well as alternative bike routes.

Many routes, e.g. those leading through a city park are enjoying great acceptance by people cycling to work.

These bike routes which are frequently unlit during the dark hours of the day are supplemented by alternative routes which are not indicated by signposts, however, but which can be found in city bicycle maps.

3. Public Relations Work

This concerns p.r. work for the development of bike traffic.

In addition to the construction and indication of bike routes the city makes available free city bike maps indicating bike routes, bike parking facilities but also roads with heavy motor traffic.

All planning schemes for bike traffic are discussed with the corresponding city ward committees affected. Press conferences are also held with regard to all planning intentions, e.g. for the opening of new bike routes, for instance.



Figure 3

4. Bicycle parking

It is to be expected that parking a bicycle will be a problem in future.

Today we have already a great number of parking facilities for bikes at subway and transit stations.

This year the Munich City Council will approve a further extension of bike parking facilities.

At present we have in Munich a total number of 17 920 spaces and a further 8000 spaces are in preparation.

The following figure shows the development of bike parking facilities and parked bikes in Munich and the adjacent communities and towns.

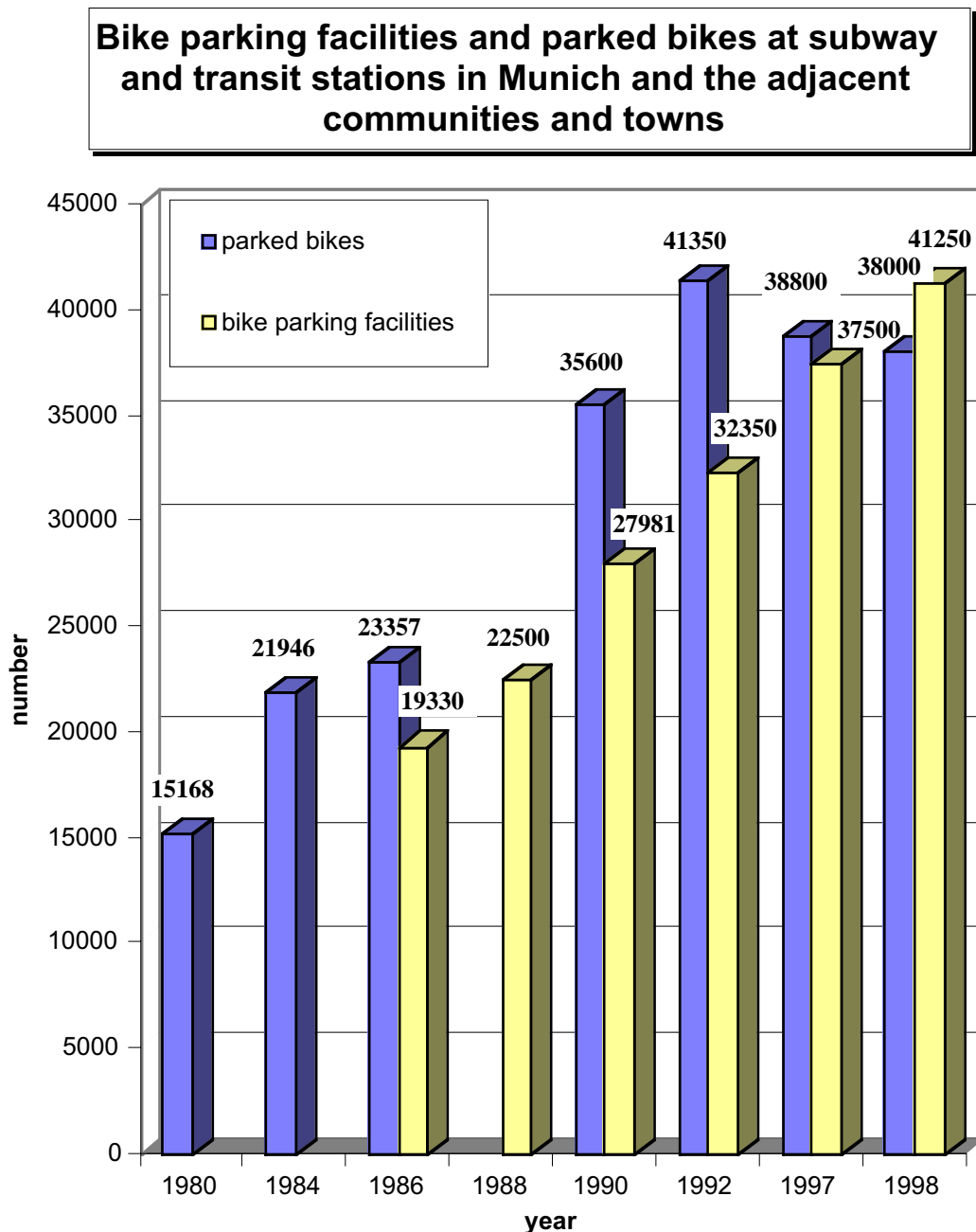


Figure 4.

The City of Munich is involved in a research project looking at possibilities of improving the access to public transport facilities for bikers.

At Munich`s central station we will set up parking facilities for some 800 bikes. Apart from bike parking facilities we will also offer a bike repair service and bike wash unit.

5. Private initiatives

Call-a-bike

In the spring of 2000 the “call-a-bike” service was introduced in Munich.

This is a private company which makes available bikes in the city at nearly all public phone boxes.



Figure 5

The bikes can be rented by phone and may be left at any other place within the city of Munich.

The system is well accepted and leads to better image for bikers.

Other companies offer city tours by bike in Munich or rickshas.