

City of Munich – New developments in cycling promotion since Velo-city 2007	
Author: Name, Forename	Mentz, Horst and Lonhard, Michael
Contact Details: Institution, Postal Address, E-mail	<p>Mr. Horst Mentz City of Munich, Department of Urban Planning and Building Regulation Blumenstrasse 28 b D-80331 Munich Germany E-Mail: horst.mentz@muenchen.de</p> <p>Mr. Michael Lonhard City of Munich, Department of Public Construction – Civil Engineering, Division of Road Construction and Cycling Infrastructure Friedenstrasse 40 D-81671 Munich Germany E-Mail: michael.lonhard@muenchen.de</p>

Basic Facts about Munich

Munich has a population of over 1.3 million and is Germany's third biggest city. In 2002, 39% of the trips were done by car, 29% on foot, 22% by public transport and 10% by bike. This means that about 60 per cent of all movements of the Munich population were done by environmentally friendly modes of transport (public transport, cycle and pedestrian traffic). Munich has always been a city of public transport, no doubt. And the public transport system has been continuously extended in previous decades. In the last ten years, bicycle traffic has increased a lot which goes to prove that Munich is a city that lends itself for cycling and public transport.

Review Velo-city 2007

Velo-city 2007 – presented by the City of Munich, the German Federal Ministry of Transport, Building and Urban Affairs and the European Cyclists' Federation – turned out to be a tremendous success. Almost 1000 delegates from 50 countries attended.

The conference entitled "From Vision to Reality" was an outstanding success providing inspiration to all delegates attending. But it was also a great success for Munich itself.

Velo-city stimulated discussions on bicycle transport policy and bicycle promotion far beyond the conference halls. The local, regional, national and international media reported on Velo-city which helped to bring up the theme "Cycling" and "Bicycle Policy" on political and public agendas. The strong response by the media showed that Velo-city conferences have indeed the potential to make an impact on public discussion. And Velo-city 2007 was instrumental for us to further increase the share of bicycle traffic in Munich.

To be sure, the conference stimulated bicycle promotion in Munich far beyond 2007, providing additional impetus to the development of Munich's pro cycling strategy.

The conference scheme as a whole has given strong impulses to international visitors.

Through the conference theme and inter-conference transfers and cycling tours the delegates were also enabled to gather technical solutions for daily cycling, apart from experiencing the recreational value of local cycling routes and the lively cycling climate in and around Munich.

As a result of the already stepped-up preparation in the run-up phase with the realisation of many projects, new visions emerged among the local cycling specialists as well as with local stakeholders and politicians.

What's new since Velo-city 2007?

Progress in the different fields of cycling infrastructure in Munich

Signposting for Bicycle Traffic

After in-depth conceptual preparations and consultations we were able to launch our new signposting programme for our network of cycle routes in 2007. The first three cycle routes were provided with the new signposting system which was completed until the Velo-city 2007.

The 80cm-signposts which are clearly visible in the road-space are indicating long-distance and close-range destinations with detailed distances.

The previous signposting system for cycle routes was set up in a purely star-like manner, radiating from the centre. With the new signposting system this network was further completed and many of the individual routes were interconnected.

Our main aim was to connect the inter-city bicycle routes even beyond city boundaries and link them with the bicycle routes of the region round about Munich. In addition, regional long-distance cycle tracks were integrated in the inner-city signposting system.

By the summer of 2009, already 70 per cent of the ca. 350 km route network will be signposted. With this step the envisaged completion by 2010 is almost within reach.

Supplementary measures to turn the new system into an integrated overall signposting concept are a number of large-scale general overview boards, information leaflets, the integration of the routes in the municipal bicycle map and an internet presentation which will be updated after completing the signposting.

The greatest challenge was to create close-meshed interconnections within the close-meshed urban signposting network which is put up on selected location points and was meant to blend with the visual appearance of the cityscape. Time-consuming detailed plannings requiring profound knowledge of local conditions assured a high level of quality.

The public acceptance of the new signposting system is positive throughout. Apart from the addressees proper, the cyclists, pedestrians and in particular tourists are also benefiting from the close-meshed indication of destinations and distances which are a great help in facilitating orientation.

Infrastructure - Structural Changes, Construction Measures

Cycling facilities will continue to be provided in spots where they are considered to be essential under objective aspects of traffic safety and where the required space is available.

Within the course of road space conversions, existing cycle paths are renewed, broadened and updated provided they are still required.

At some important spots in the network of arterial roads significant improvements can only be implemented if political majorities are found in the required process of reallocating roads and public areas.

In this process we maintain our basic philosophy according to which the best cycle path is the one which is not needed because bike traffic can compatibly run together with mixed traffic. In certain cases there is a reconversion of existing cycle paths, e.g. in 30-km zones for the benefit of broader

footways or green spaces, although these measures tends to meet opposition with a part of the population at first.

In the routing of cycle paths, road junctions are the most difficult spots, apart from the frequent lack of space. Here, innovative individual solutions are often required. This is best demonstrated by the example of Hultschiner Strasse. Here, a two-directional cycle path arriving from an underpass for pedestrians and cyclists must be connected to the intersection accomodating all traffic relations, to be fed into one-directional cycle paths at the far side of the complex.

Opening One-Way Streets, Bicycle Streets

Other visions which became reality in the last two years are a strong increase in the opening of one-way streets to contra-flow bicycle traffic and new bicycle streets.

In the meantime, about 25 per cent of all one-way streets are released for two-directional bicycle traffic. Our medium term objective is to increase this share to 50 per cent.

In addition, 16 bicycle streets were created in which cyclists are prioritized.

Even the selective termination of the compulsory use of cycle paths, partly even in busier roads, is gaining ground. In future, cyclists on these roads can decide whether they want to use the cycle paths alongside the road or use the traffic lane.

Bicycle Parking Facilities

Main objectives, amongst others, are an increase in adequate, preferably roofed bicycle parking facilities all over the city.

Apart from a number of smaller individual local locations with 10 - 20 parking spaces for bikes we are preparing several major Bike&Ride facilities at central intersections accomodating ca. 400 - 1000 parking spaces for bicycles.

The greatest obstacle to the further extension of local bicycle parking facilities, e.g. in densely populated residential quarters, is more and more a lack of adequate spaces.

In order to achieve a clear breakthrough here in coming years we need to enforce the interests of bike traffic more than in previous years against various other claims of usage in public space.

Effective improvements are only possible if we achieve a reallocation of traffic space in favour of bicycle traffic.

Marketing Campaign

To further increase the share of bike traffic in the modal split along with better road safety for cyclists a professional marketing is indispensable for the use of the bicycle. This constitutes an elementary part of bike traffic policy.

And this was also a central and concordant message at Velo-city 2007.

Marketing is meant to create an emotional desire for cycling, making it a point to also bring up the negative aspects like bad weather and risk of accidents.

As a further objective Munich is actually preparing a Europe-wide tender procedure for an exemplary marketing campaign for cycling promotion to foster the bicycle-friendly climate of Munich. The campaign which will follow an integrative and institutional concept will last for an unlimited period, it will be of great dimension, all-embracing and multimedia-based by using existing public relations tools. One of the first topics for the launch of the campaign in 2010 will be traffic safety and cooperation of the different traffic participants.

There is a continual revision of proven components of public relations work like the recently updated Munich City Bicycle Map. The new edition 2009 was ready for the start of the cycling season.

A calendar of events for all events related to cycling in Munich has developed into a very popular element of public relations work since its first publication in 2007. A new version of the calendar will be published every year in spring.

Steering Committee Bicycle Traffic

Based on the positive experiences in the preparation of the conference, a steering committee Bicycle Traffic, led by the highest political hierarchy level, Mayor Hep Monatzeder himself, and highly ranking decision makers of the different administrative departments was installed in 2007. In addition to the working group Bicycle Traffic which has already been successfully working together on a more technical level since the late 1970s, the new steering committee can develop and push forward new strategic directions in cycling promotion. The new committee is able to make fast operative decisions if necessary, and carry on the importance of cycling in Munich on a political level.

After the recent elections of the city council in 2008, the coalition agreement of the two leading parties has reconfirmed the continued boost for cycling as an important and environmentally-friendly mode of transport. Therefore an increase of the annual allowance from 1.5 m Euro to 4.5 m Euro was codified.

Munich a Bicycle-friendly Metropolis

In 2008, the first three of five anticipated permanent bicycle counting points were installed. The counters are situated at different points in the city centre and the outskirts.

In February 2009, employees of public transport companies went on strike twice. The counting results clearly revealed that many people were using their bicycles instead, although the weather was not really good. Compared to former counts the results were also showing an enormous increase in bicycle traffic in Munich.

The first long term analytical results of the received data are providing interesting insights in combination with the meteorological data about fluctuations in the dependence of seasonal and weather conditions. On the one hand, there seems to be a clear context between the average number of cyclists on workdays and temperature. On the other hand it can be seen that a high number of people are even cycling in bad weather conditions in wintertime.

Thus, the lowest average volume of cyclists on rainy and snowy winter days in February are approximately 20 per cent of the traffic volume on sunny summer days in July. In summertime the drop in the volume of cyclists on rainy days is considerably less than in winter months.

In order to check up cyclists' satisfaction with infrastructure and cycling conditions and to seek information about desirable further improvements, surveys of cyclists are taken every few years. The first survey was made in September 2008. At the three permanent counting points more than 400 interviews were done. More than half of the people surveyed were on their way to work or came from work. In summer, 88 per cent of the persons surveyed are using the bicycle daily, 48 per cent said they are regularly cycling even in wintertime. This confirms the results of the permanent counting points showing the great significance of the bicycle in everyday traffic.

75 per cent of the interviewees stated that Munich lends itself for cycling. Need of improvement is predominantly seen in the continued extension and maintenance of the cycle track network, the Bike&Ride offering and bicycle parking facilities in office and business areas.

Information on satisfaction with individual components of the cycling system are fed into the prioritisation for future measures with the municipality.

The results of the surveys as well as many positive comments are showing that the focused promotion of bicycle traffic has significantly improved conditions for cycling in recent years; the results are in line with the growing amount of bicycle traffic in the entire city area in recent years, especially even on workdays.

The New Munich Bicycle Master Plan

Nevertheless, there are some problems left to be solved. First of all, there is a lack of bicycle racks especially in the city centre and there are remaining gaps in the cycling network. As bicycle traffic is important to reach the objectives of Munich clean air act and to reduce carbon dioxide emissions, the City of Munich wants to further increase the use of bicycles. For that, the new strategic Bicycle Master Plan "Cycling in Munich" which is expected to be approved by the city council in may 2009, should push cycling promotion in Munich to a new level. Developed by the leading administrative departments headed by the new cycling steering committee the master plan is focused on different system components following the approach "Cycling as a System".

The aim of municipal traffic planning is a consistent and qualitatively demanding bike traffic system "from the doorstep to the destination". Therefore, it is necessary to develop and to implement an overall strategy on promotion of bicycle traffic integrated in all fields of municipal transport planning and urban development. Only if using the bike in the city is safe and great fun, more car users will be changing from the car to the bicycle, thus contributing to cleaner air and less noise for everyone. For the municipal traffic planning cycling has a high priority also with regard to the demographic change and the expected rising costs for motorized modes of traffic.

Reallocation of Roads and Public Areas

The main objectives, amongst others, include an increase in adequate, preferably roofed bicycle parking facilities all over the city, thus closing gaps in the network, improvement at intersections and marketing for bicycle traffic. In most cases, space for further improvement of parking facilities and road infrastructure for cyclists on public streets is not available. Therefore, such projects have to be realised in the future partly at the expense of space now used for car parking or driving. In such cases the municipality will analyse at first the existing usage claims of the road space. Afterwards priorities according to the overall municipal objectives have to be set to submit a proposal to the city council for a redistribution of road space.

The Structures of the Project

The new Master Plan "Cycling in Munich" looks at the total process of bicycle traffic planning ranging from the general objectives to the development of implementation criteria to the realization of individual measures.

In order to speed up necessary measures to promote bike traffic the cooperation of all actors involved is to be made more transparent and efficient.

This is to be ensured by an implementation concept and the following measures:

- A clear definition of responsibilities,
- The empowerment of cross-departmental teams to develop standardized implementation proceedings for individual areas,

- Providing additional manpower and financing,
- Development and implementation of an evaluation concept. The yardstick for the efforts of municipal cycling promotion is the satisfaction of the users expressed in surveys.

In addition, concrete indicators which are defined in quantity to measure the progress in the improvement of the overall cycling system is to be continually examined and checked. This is necessary to find out whether the implemented measures are suited to achieve the qualitative achievement of a demanding, comfortable and safe bicycle traffic system.

By the year 2015 the following criteria are applied:

- The share of bicycle traffic in the modal split rises at 3 per cent minimum as compared to 2008,
- In total, 2,400 additional bicycle stands are to be provided in public space,
- 2,000 additional Bike&Ride cycle stands will be sheltered,
- 300 one-way streets will be opened for contra-flow cycling,
- At the same time the annual number of killed and severely injured cyclists will go down, in spite of a rise in bicycle traffic.

Conclusion

We hope we were able to demonstrate that in the aftermath of Velo-city 2007 Munich is looking forward to a promising dawn in the further promotion of cycling as an environmentally-friendly means of transport for commuting and leisure purposes in the city.