MUNICH BICYCLE REFERENDUM (RADENTSCHEID)

Initiators

Supporters

Handover of the signatures to the Lord Mayor. 33.000 signatures were necessary, we stopped the collection at ~80.000 signatures for each of the 2 referendums.

July 2019

REQUIREMENTS OF THE MUNICH BICYCLE REFERENDUM

MUNICH BICYCLE REFERENDUM QUALITY

Quality of Bicycle Lanes

On municipal roads dedicated to bicycle traffic with high motor vehicle traffic or permissible speeds above 30 km/h, there are **structurally protected bicycle lanes**.

- These have a minimum usable **width of 2.30 meters** per direction of travel, plus lateral safety clearances.
- The surface of the bicycle lanes is **flat, continuous** (without curbs) and **colored**.
- Bicycle lanes are structurally designed to **impede access by motor vehicles**.
- If possible, bicycle traffic facilities are **maintained all year round** (snow plowing).

RADENTSCHEID MÜNCHEN

MUNICH BICYCLE REFERENDUM PRIORITY NETWORK

Seamless and efficient Bicycle Priority Network

- A seamless network of **visually highlighted** priority bicycle routes connects **all city districts**, any **bicycle expressways**, and **important public places** (e.g., universities, long-distance train stations, cultural institutions).
- Bicycle priority routes are defined as **connected bicycle facilities** with **flat surfaces**.
- Bicycle priority routes allow for **short travel times** with little time lost and few stops, as well as **high volumes of bicycle traffic**.

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MUNICH BICYCLE REFERENDUM INTERSECTIONS

Design of Intersections and Junctions

At intersections, junctions and driveways, municipal roads are designed in such a way that:

- there are **clear lines of sight** for and to bicycle traffic, and
- motor vehicles can only **turn slowly** if possible.

At traffic lights, bicycle lanes are structurally designed in such a way that:

- the bicycle traffic light has a yellow phase, and
- there is sufficient space for bicyclists waiting at the light to cross.

When a bicycle lane crosses a non-priority street or a driveway (for private property or commercial property), the bicycle lane **is built flat (level)**, without any change in height.

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MUNICH BICYCLE REFERENDUM
BICYCLE PARKING

Expansion of Bicycle Parking

Throughout the city, there are easily accessible parking facilities where bicycles can be locked to a stationary frame.

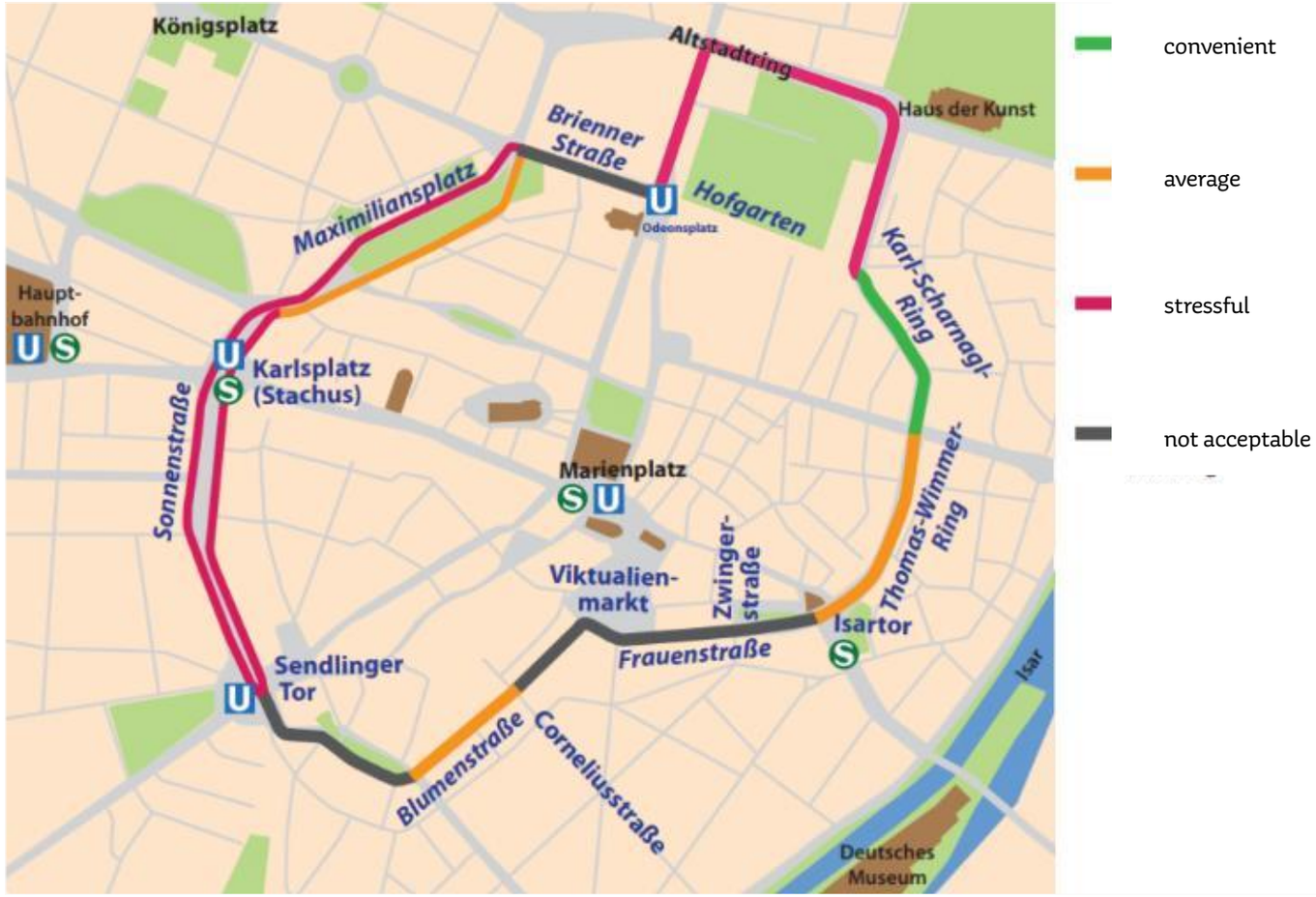
- The parking facilities also offer space for **cargo bikes** and **children's trailers**.

Important public places (see Goal 2) and public transport hubs have bicycle parking facilities that protect from **theft and vandalism** and offer **shelter from the weather** as far as possible.

Repair equipment and **charging stations** for e-bikes as well as **luggage storage** is also provided.

RADENTSCHEID MÜNCHEN

MUNICH CITY CENTER BICYCLE RING (BICYCLE REFERENDUM #2)



The referendum mainly concerned a request that the city build a bicycle path that completely encircles the city center (route shown on the left).

- With **wide** and **safe** bike lanes:
  - Standard width of 2.80 meters
  - Minimum width of 2.30 meters per direction of travel plus lateral safety clearances,
  - Structurally designed to impede access by motor vehicles.
- The goal: Snappy, relaxed cycling for everybody.
  - With safe bike lanes more people will ride bikes.
  - This helps to reduce air pollution and noise, and
  - Improves everyone's health.

- A further goal is to **connect the radial cycle routes to the city center**.
  - The bicycle ring will function as a central hub for the planned high-speed cycle routes to the surrounding areas
  - The bicycle ring will join the main traffic axes around Munich's city center.

ADMINISTRATIVE ACTION

since 07/2020 Current Projects

since 09/2020 Guideline

since 12/2020 Bicycle Network

since 02/2021 Bicycle Parking

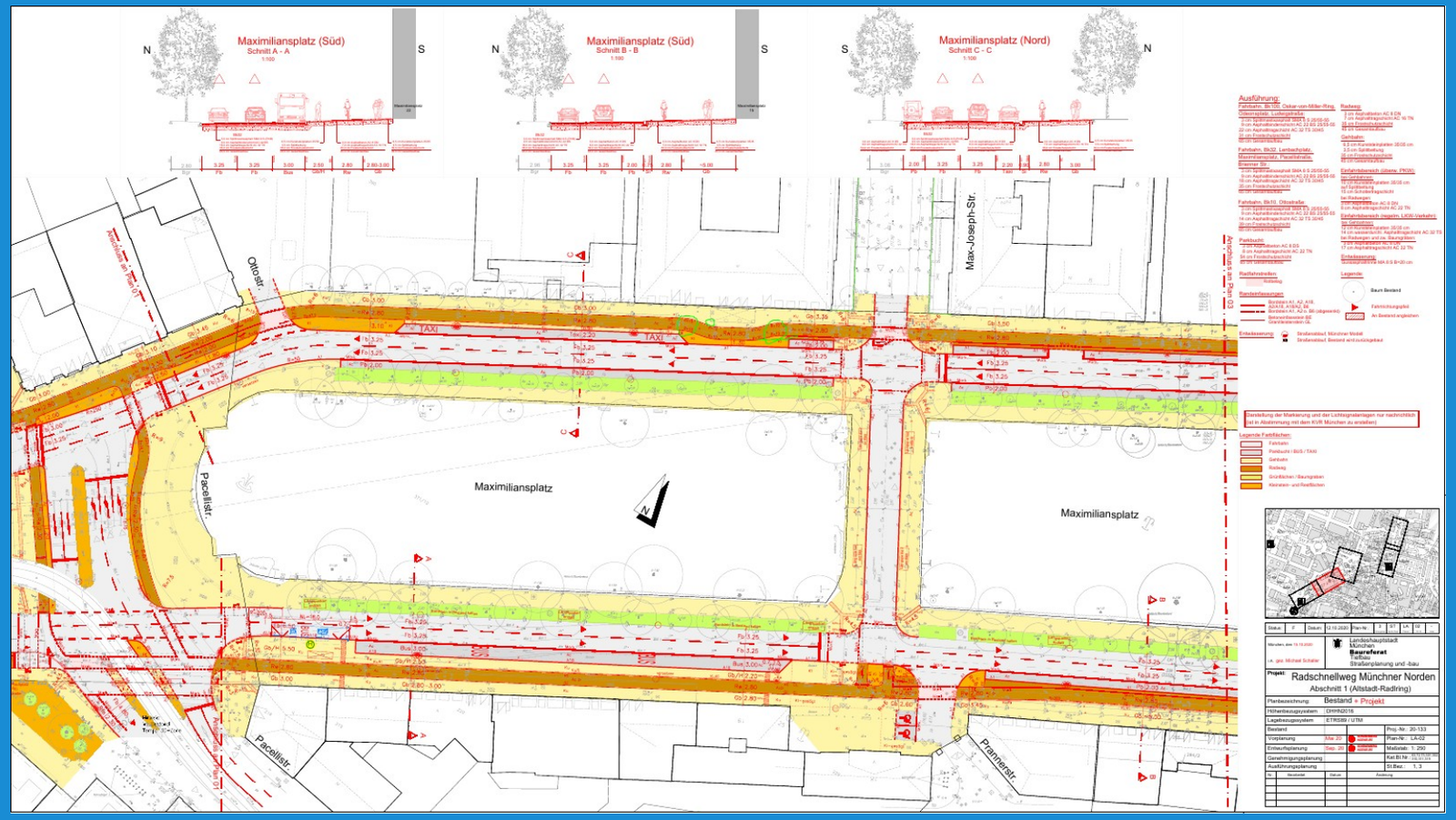
PopUp Bike Lanes

Protected Bike Lanes

The Lord Mayor has asked the administration to implement the bicycle referendum **in cooperation with representatives of the Munich Bicycle Referendum.** Therefore, **four** working groups have been initiated by the administration, each of which meets about once a month.

CURRENT PROJECTS

Discussion of projects which started before the successful Munich Bicycle Referendum



- discussion of more or less last-minute changes to current projects to adapt to the requirements of the Munich Bicycle Referendum
- some skills required to read the CAD drawings with many layers

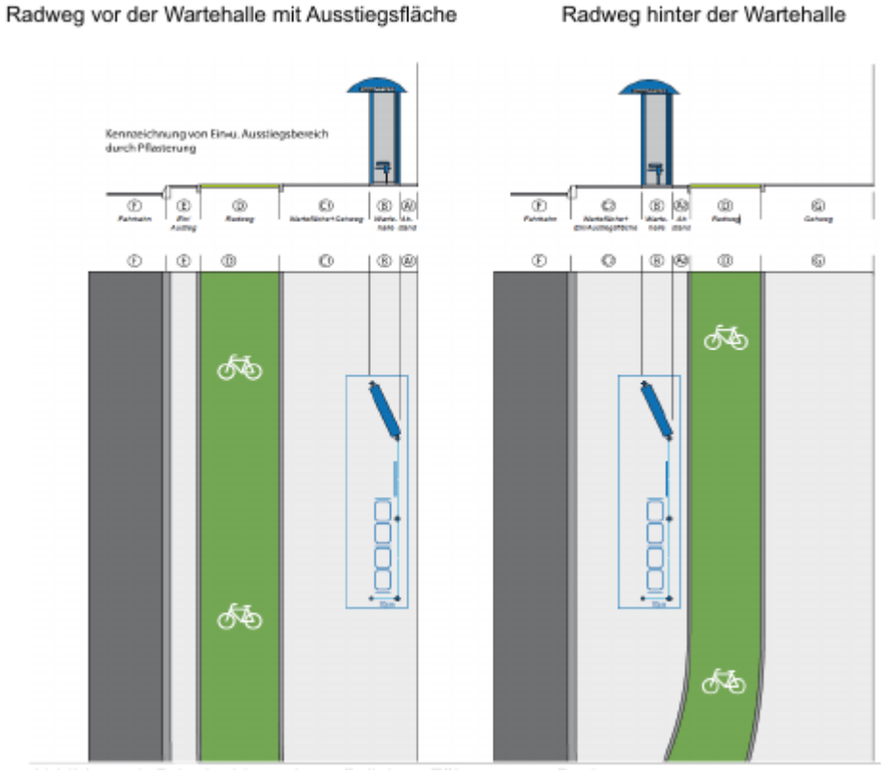
GUIDELINE: COLORED SURFACE (OPEN)

GUIDELINE: RESULTS

Types of bicycle lanes

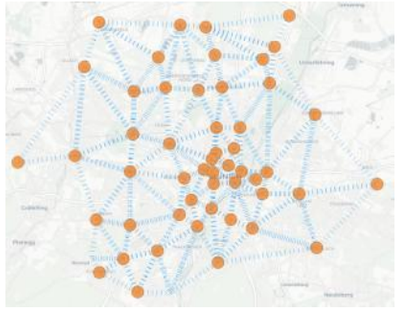
Width of bicyle lanes; proportional narrowing

Shaping at bus/tram stops

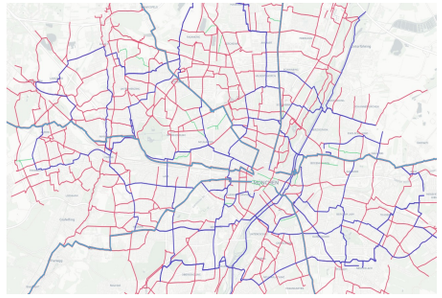


BICYCLE NETWORK

- Bicycle priority routes allow for **short travel times** with little time lost and few stops, as well as **high volumes of bicycle traffic**.



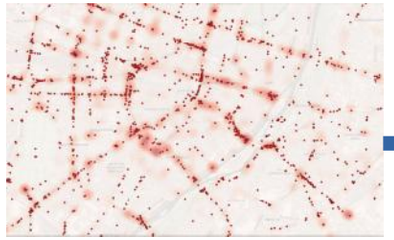
1 Centers



2 Current Network

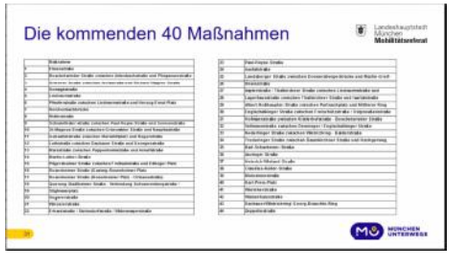
2a Current Coverage

3a Determine Quality



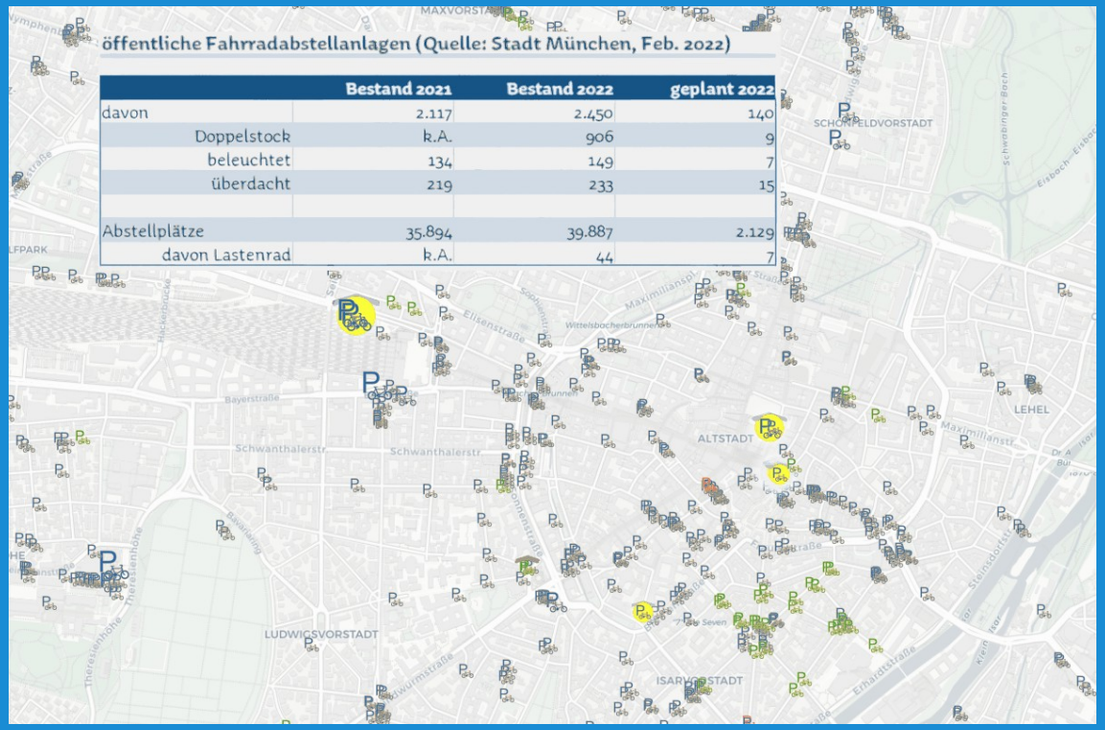
3b Consider accident and danger locations

3c Consider bicycle traffic volume

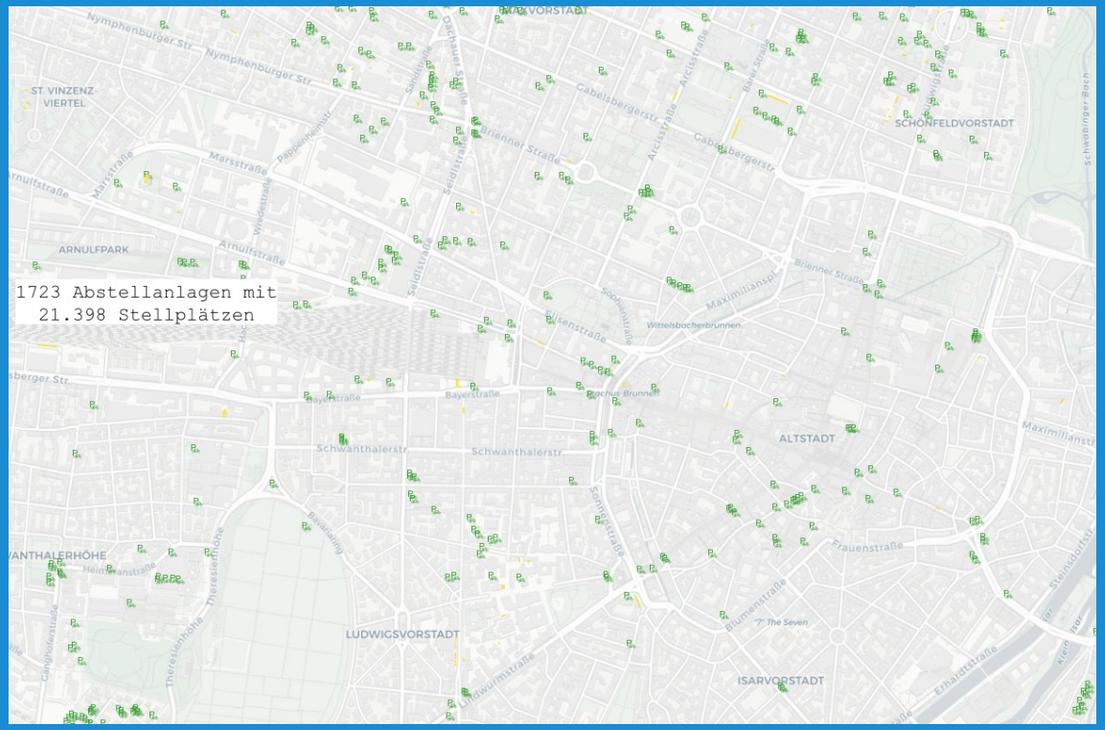


4 Create & implement measures

BICYCLE PARKING



City View



OpenStreetMap View

BICYCLE PARKING (IN PROGRESS)

Abbildung 10: Umsetzungsbeispiel Rahmenhalter für Fahrräder.
Quelle: © Baureferat (BAU-T1-VI-S-R), LHM.

Abbildung 11: Umsetzungsbeispiel Rahmenhalter mit integriertem Geländer für Fahrräder.
Quelle: © Baureferat (BAU-T1-VI-S-R), LHM.

Abbildung 12: Umsetzungsbeispiel Doppelstockparker mit Überdachung.

Abbildung 13: Umsetzungsbeispiel Doppelstockparker mit Überdachung.

Abbildung 14: Umsetzungsbeispiel Anlehnbügel (Modell München) für Fahrräder.
Quelle: © Baureferat (BAU-T1-VI-S-R), LHM.

Abbildung 15: Umsetzungsbeispiel Anlehnbügel (Modell München) für Lastenräder.
Quelle: © Mobilitätsreferat, LHM.