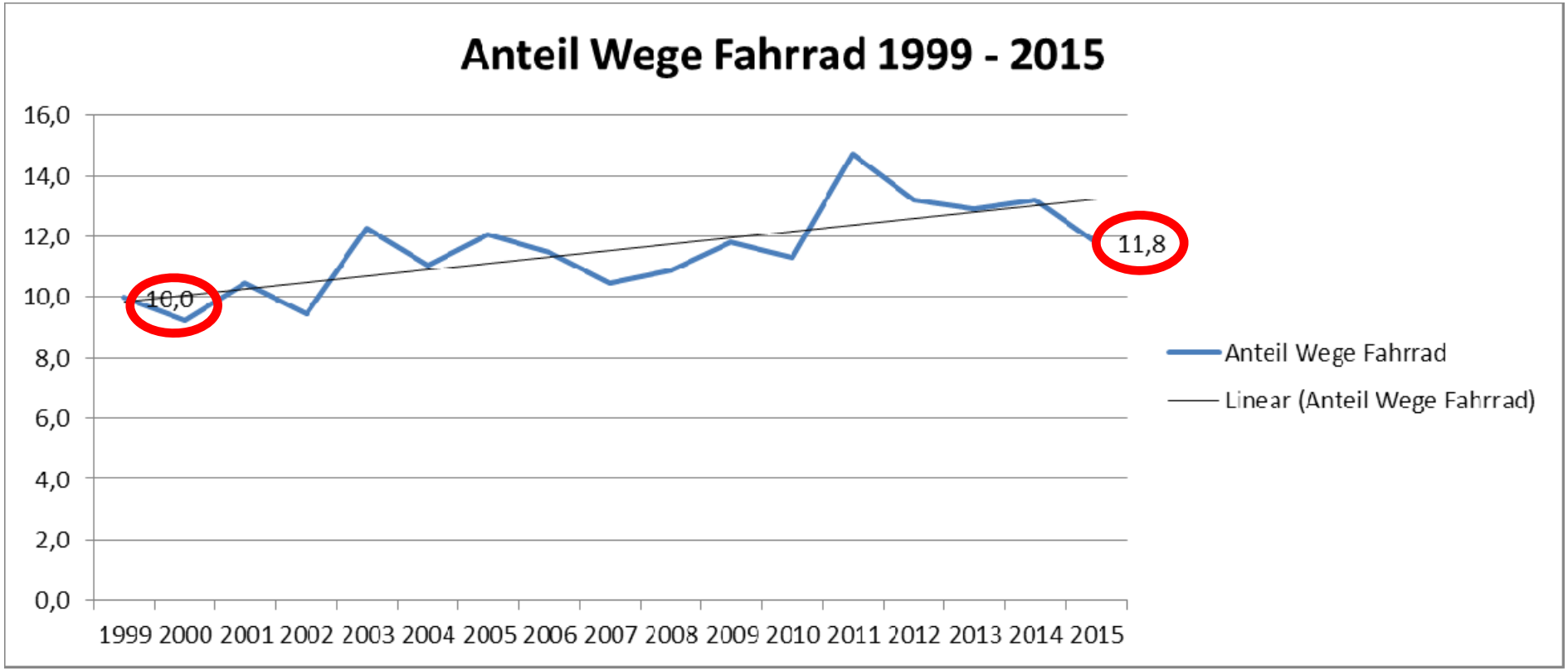
Brauchen wir eine Revolution der Infrastruktur?

Burkhard Stork, Bundesgeschäftsführer

adfc
Allgemeiner Deutscher Fahrrad-Club

Radverkehrsanteil

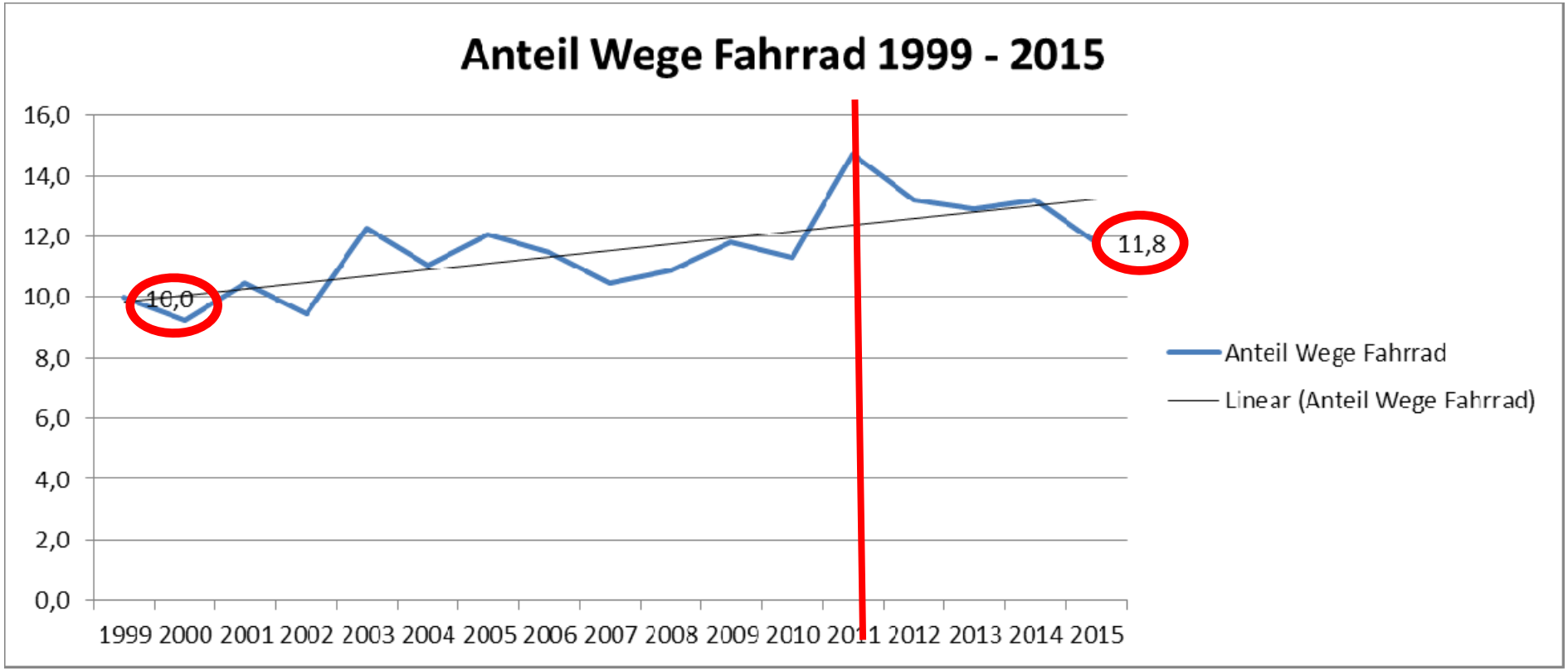


Alle Daten nach KIT MOP

Radverkehrsanteil

- 1999 – 2015: +0,1125 % Radverkehrsanteil modal Split/Wege pro Jahr
- Ziel Bundesregierung (NRVP): 15 % Radverkehrsanteil modal Split/Wege
- Bei 11,8% Ende 2015 und +0,1125 %: 28,44 Jahre
- 10. Mai 2043 (gegen 8 Uhr morgens)

Radverkehrsanteil



Alle Daten nach KIT MOP

Rushhour 1977
Nationaal Archief

Amsterdam 1977

Kopenhagen 1973

Rushhour 1973
Quelle: vintag.es

Dorsten, 1960er

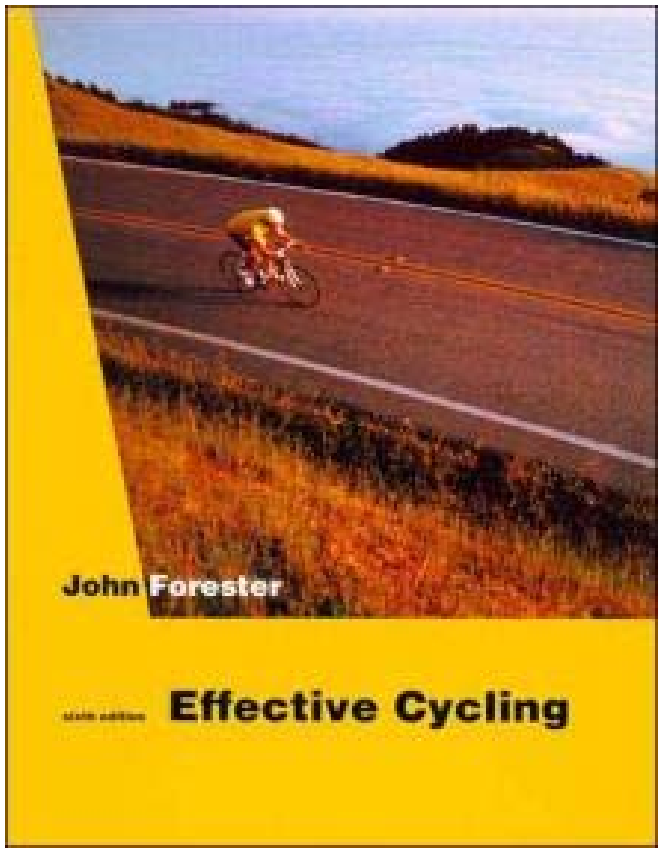
Dorsten 60er Jahre
Quelle: Dorsten-Lexikon.de

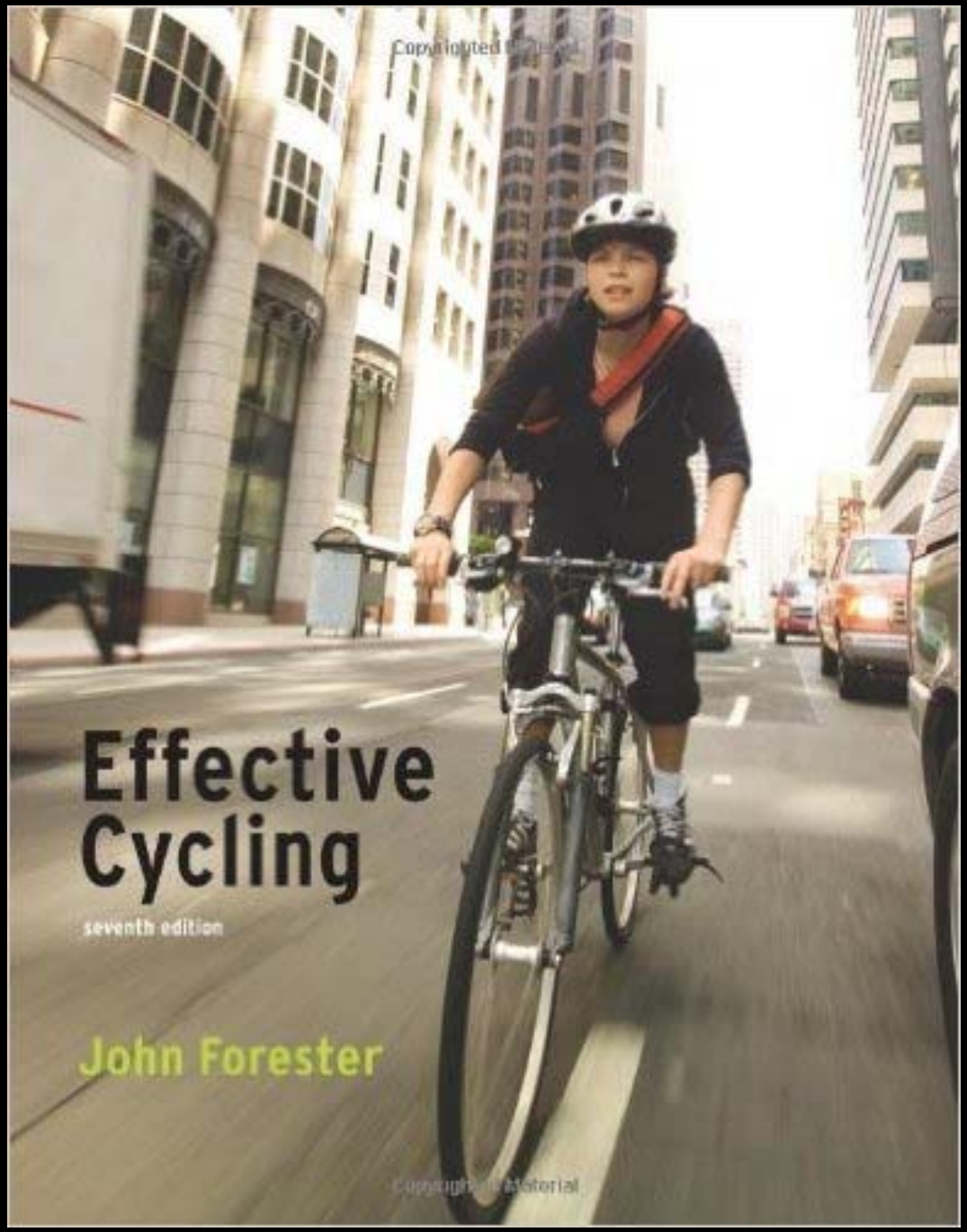
Berlin, 2017

© ADFC

USA

Ausweg: „vehicular cycling“, John Forester

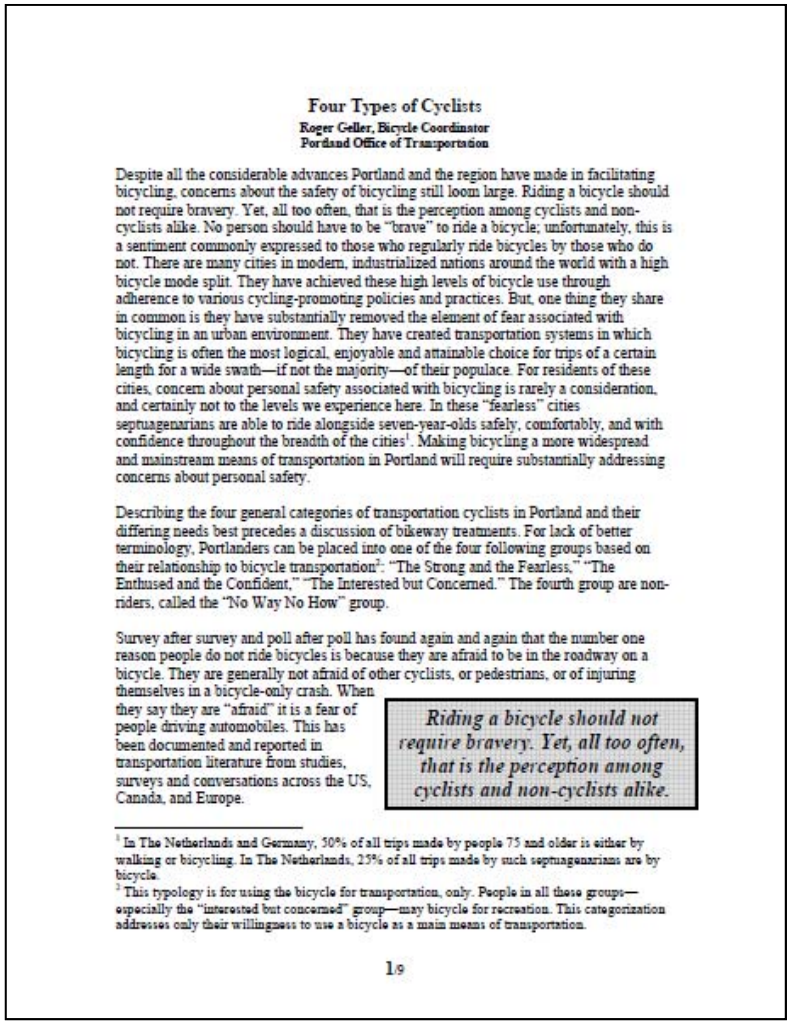



Effective
Cycling
seventh edition
John Forester

Adelaide, may 2014

©: ADFC

USA 2005: Wer fährt Rad?



Four Types of Cyclists

Roger Geller, Bicycle Coordinator
Portland Office of Transportation

Despite all the considerable advances Portland and the region have made in facilitating bicycling, concerns about the safety of bicycling still loom large. Riding a bicycle should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike. No person should have to be "brave" to ride a bicycle; unfortunately, this is a sentiment commonly expressed to those who regularly ride bicycles by those who do not. There are many cities in modern, industrialized nations around the world with a high bicycle mode split. They have achieved these high levels of bicycle use through adherence to various cycling-promoting policies and practices. But, one thing they share in common is they have substantially removed the element of fear associated with bicycling in an urban environment. They have created transportation systems in which bicycling is often the most logical, enjoyable and attainable choice for trips of a certain length for a wide swath—if not the majority—of their populace. For residents of these cities, concern about personal safety associated with bicycling is rarely a consideration, and certainly not to the levels we experience here. In these "fearless" cities septuagenarians are able to ride alongside seven-year-olds safely, comfortably, and with confidence throughout the breadth of the cities[1]. Making bicycling a more widespread and mainstream means of transportation in Portland will require substantially addressing concerns about personal safety.

Describing the four general categories of transportation cyclists in Portland and their differing needs best precedes a discussion of bikeway treatments. For lack of better terminology, Portlanders can be placed into one of the four following groups based on their relationship to bicycle transportation[2]: "The Strong and the Fearless," "The Enthused and the Confident," "The Interested but Concerned." The fourth group are non-riders, called the "No Way No How" group.

Survey after survey and poll after poll has found again and again that the number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle. They are generally not afraid of other cyclists, or pedestrians, or of injuring themselves in a bicycle-only crash. When they say they are "afraid" it is a fear of people driving automobiles. This has been documented and reported in transportation literature from studies, surveys and conversations across the US, Canada, and Europe.

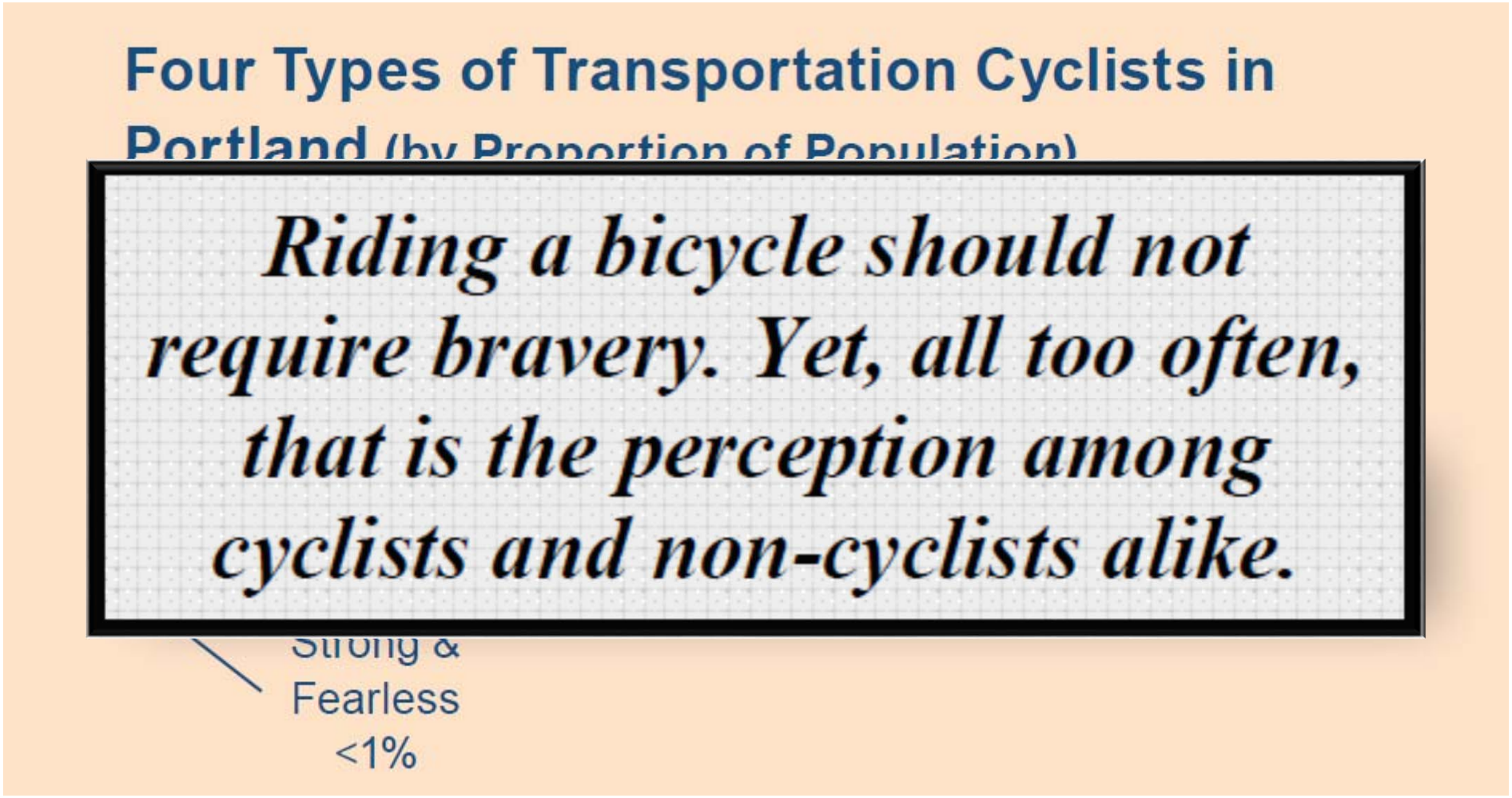
Riding a bicycle should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike.

[1] In The Netherlands and Germany, 50% of all trips made by people 75 and older is either by walking or bicycling. In The Netherlands, 25% of all trips made by such septuagenarians are by bicycle.

[2] This typology is for using the bicycle for transportation, only. People in all these groups—especially the "interested but concerned" group—may bicycle for recreation. This categorization addresses only their willingness to use a bicycle as a main means of transportation.

Wer fährt Rad – und wie?

Wer fährt Rad – und wie?



I SUPPORT
ACTIVE TRANSPORTATION ALLIANCE
STEPHEN

Brauchen wir eine Revolution der Infrastruktur?

Burkhard Stork, Bundesgeschäftsführer

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Neue ADFC-Leitlinien Infrastruktur

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„To make more people bike more often“

Leitlinien des ADFC für sichere, zukunftsfähige Radverkehrsinfrastruktur

Der ADFC will, dass mehr Menschen Fahrrad fahren. Und dass mehr Menschen das Fahrrad häufiger nutzen, als sie es heute schon tun. Unser Ziel ist es, dass die Mehrheit aller Menschen das Fahrrad künftig ganz selbstverständlich als Alltagsverkehrsmittel verwendet, Kinder, ältere Menschen, Familien, Migrantinnen und Migranten eingeschlossen. Deswegen fordert der ADFC eine systematische Radverkehrsförderung. Dazu gehören eine intensive Öffentlichkeitsarbeit und Kommunikation sowie Serviceangebote und Dienstleistungen rund ums Radfahren. Entscheidender Faktor für mehr Radverkehr ist jedoch eine fahrradfreundliche Infrastruktur.

Leitlinien des ADFC für sichere, zukunftsfähige Radverkehrsinfrastruktur

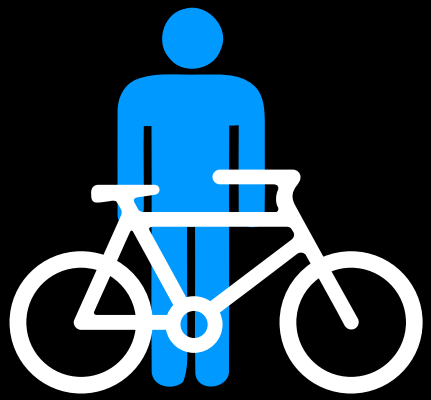
Radverkehrsplanung ist Angebotsplanung für eine kontinuierlich wachsende Zahl von Rad fahrenden VerkehrsteilnehmerInnen. Um dieser Herausforderung gerecht zu werden und die positiven gesundheitlichen und volkswirtschaftlichen Effekte, vor allem aber die Effekte von Radverkehr für die Lebensqualität

adfc

Aus den ADFC-Infrastruktur-Leitlinien:

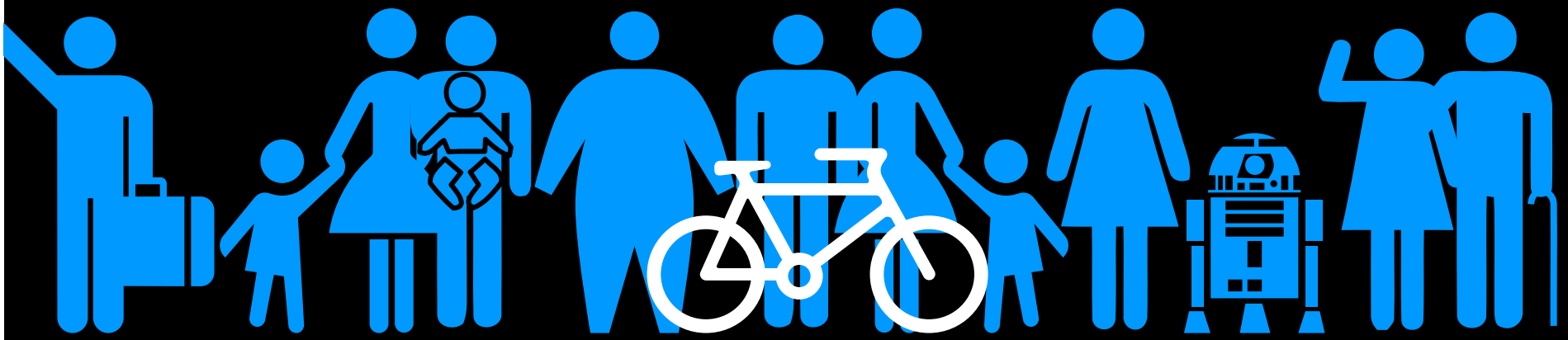
„Unser Ziel ist es, dass die Mehrheit aller Menschen das Fahrrad künftig ganz selbstverständlich als Alltagsverkehrsmittel verwendet, Kinder, ältere Menschen, Familien, Migrantinnen und Migranten eingeschlossen.“

International Transport Forum



OECD

International Transport Forum



OECD

BUILD IT FOR ISABELLA

#BuildItForIsabella

peopleforbikes

GREEN LANE PROJECT

BUILD IT FOR ISABELLA

ISABELLA: 12 YEARS OLD AND READY TO RIDE

Meet Isabella. Like most girls her age, she is exploring her independence. She just started 7th grade and loves doing cartwheels in the grass with her friends and sharing her life through Instagram. She is ready to travel her world by bike, but is the network ready for her? Isabella wants to bike to school, the library and the ice cream shop, but her mom worries about her getting across or along busy streets. Isabella likes to ride, but she's still small and her skills aren't fully developed. She's sometimes a little wobbly and it's hard for her to see over parked cars near intersections.

What does Isabella need to ride safely around her world?

- Are we planning low-stress, connected networks that work for Isabella?
- What if every project was designed with Isabella in mind?

If we build it for Isabella, wouldn't it work beautifully for the rest of us too?

8-80
Cities
Walking Cycling Public Places for all

"Adelaide City Council is working hard to create a City where people of all levels of cycling ability feel that they can cycle safely, and to make cycling the most convenient form of transport for local trips."

Adelaide, 2014

Aus den ADFC-Infrastruktur-Leitlinien:

„Nur echte Verkehrsberuhigung oder zukunftsfähige sowohl vom Kfz- als auch vom Fußverkehr getrennte Radverkehrsinfrastruktur dienen einem als sicher erlebten, zügigen und komfortablen Radverkehr.“

(Foto: Norbert Michalke, Bearbeitung: Rabea Seibert)

CAFE

© Jonathan Maus/BikePortland

Rushhour 2014
Quelle: bt.dk

Rotterdamn
© Hans Moor
urbancommuter.wordpress.com

Utrecht, 2014
© cu2030.nl

sfbike, flickr, CC BY-NC-ND 2.0

Mauerstraße
93 - 61
Jüdisches Museum
Checkpoint Charlie
1900m
500m
BÖGL
MALL OF BERLIN

© ADFC

© Doug Culnane
Crowize Vienne

Brauchen wir eine Revolution der Infrastruktur?

Burkhard Stork, Bundesgeschäftsführer

adfc
Allgemeiner Deutscher Fahrrad-Club

1. Wir brauchen eine Revolution in der Radverkehrsförderung!

2. Wir brauchen einen völlig anderen Einsatz der (erweiterten) Infrastruktur!

#BuildItForIsabella

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FAHRRADLAND DEUTSCHLAND. JETZT!

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FAHRRADLAND NORDRHEIN-WESTFALEN. JETZT!

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