Unit 3: The role of walking and cycling in reducing congestion

Module 3.4: Example: FLOW in Munich

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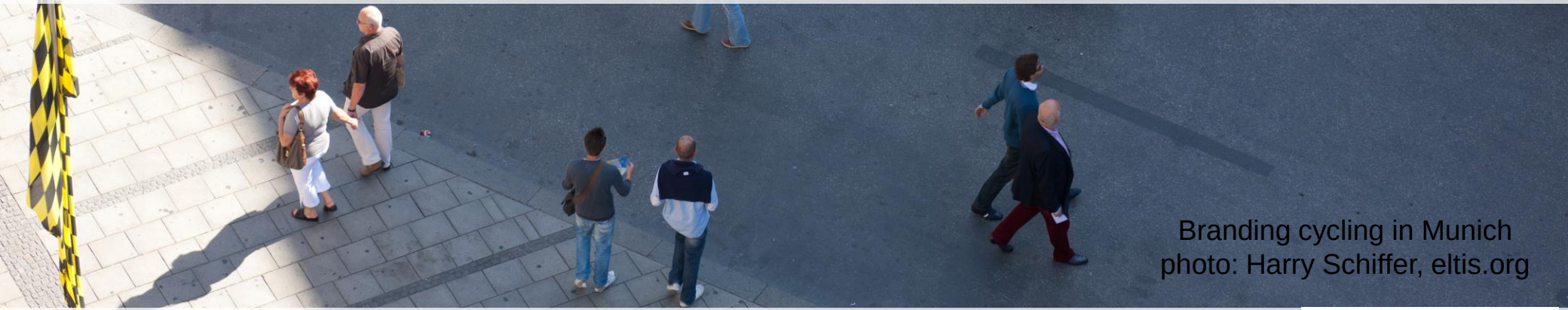

Branding cycling in Munich
photo: Harry Schiffer, eltis.org

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 635998

Introduction

Munich, located in southeastern Germany, is the country's third largest city and the capital of the state of Bavaria. The city is seeing continuous growth and forecasts 200,000 new residents by 2030. This growth poses immense challenges and crucial questions for the city: How to maintain affordable housing? How to resolve space conflicts? How to avoid social polarisation? How to maintain accessibility and functioning transport systems? How to densify and intensify usage of space while retaining quality of life?

The FLOW measures in Munich aim at creating better public places by reallocating space to pedestrians and cyclists. Modelling activities focus on the reorganisation of road space with the aim of improving conditions for pedestrians (e.g. street crossings, car speed reductions, shared space elements) and cyclists (new cycle lanes, signal programmes etc.) without increasing car congestion.

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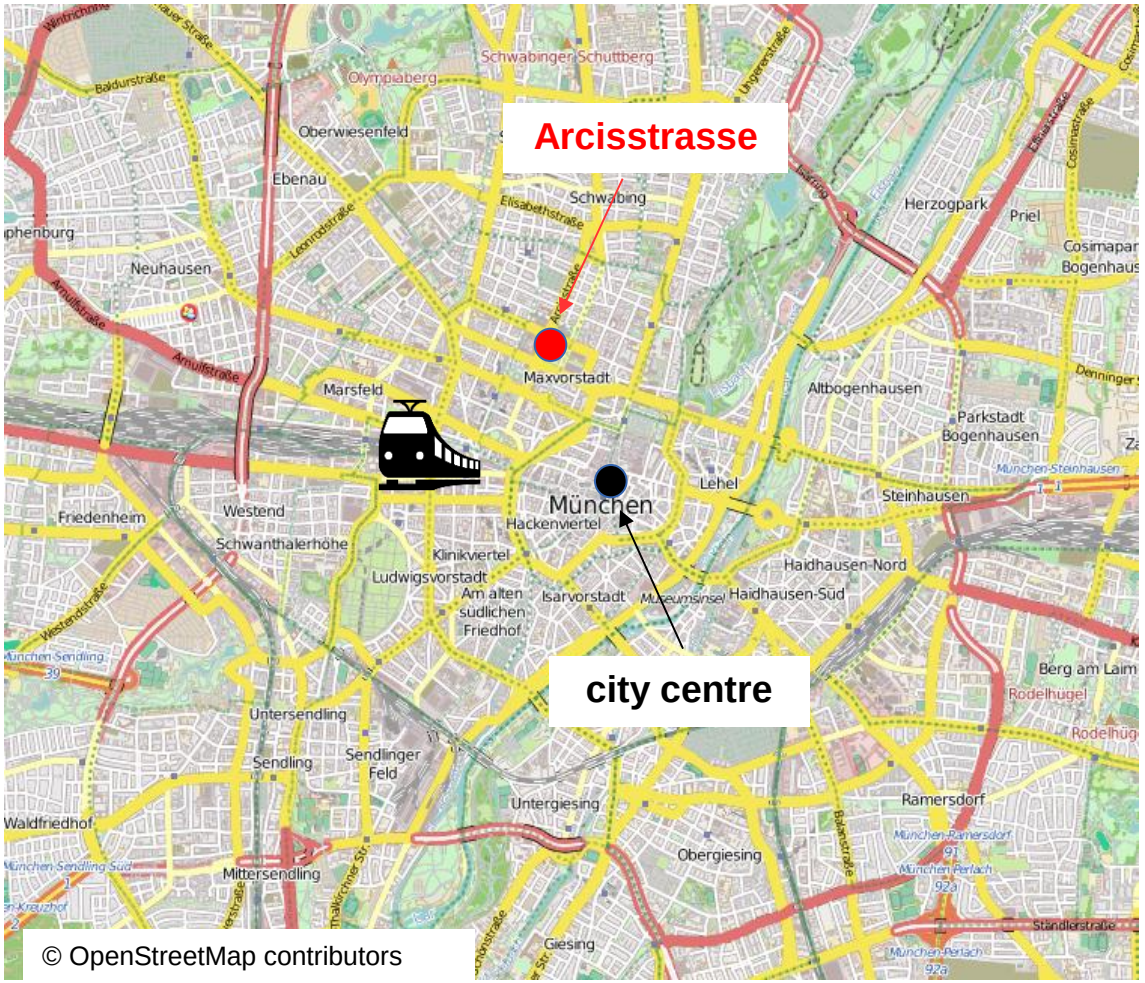
Munich measure site: Arcisstrasse, Art District project



- Arcisstrasse is categorised as a major urban arterial
- Traffic volumes are moderate but expected to increase due to a new traffic scheme to approximately 10,000 veh/day
- Cycling is partially on-street and partially on sidewalks

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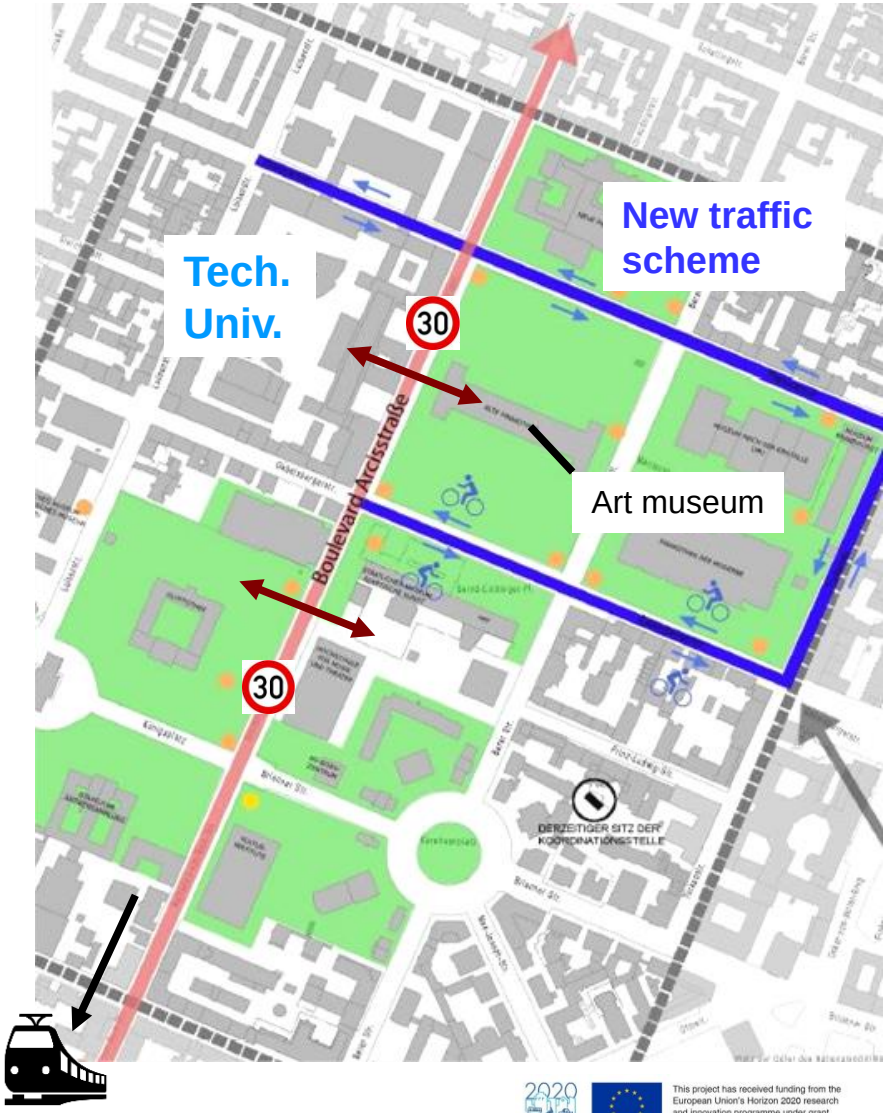
Art District Development Stategy

The Art District Development Strategy (2010/2011) includes:

- improvements of urban space and green areas
- a new traffic scheme (including the conversion of two-lane one-way streets to two-way streets)
- *Arcisstrasse Boulevard* as a main connection within the Art District and towards the main railway station



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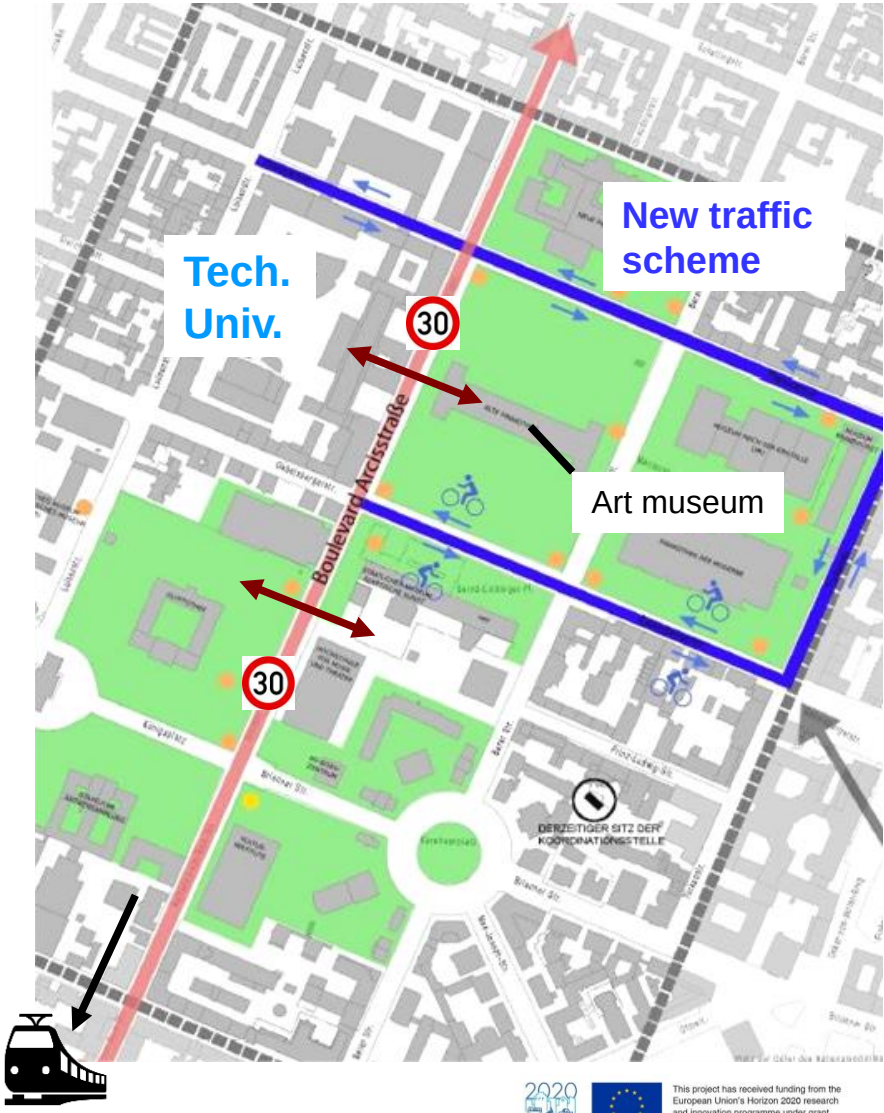
Art District citizen participation

Bürgergutachten (“Citizen experts”) joined the process in 2013-2014. A workshop was developed with citizens that resulted in development guidelines and suggestions for measures in various fields of action. The traffic and mobility suggestions included:

- traffic calming for better quality public space
- improvements for pedestrians and cyclists, especially pedestrian crossings
- better wayfinding for pedestrians



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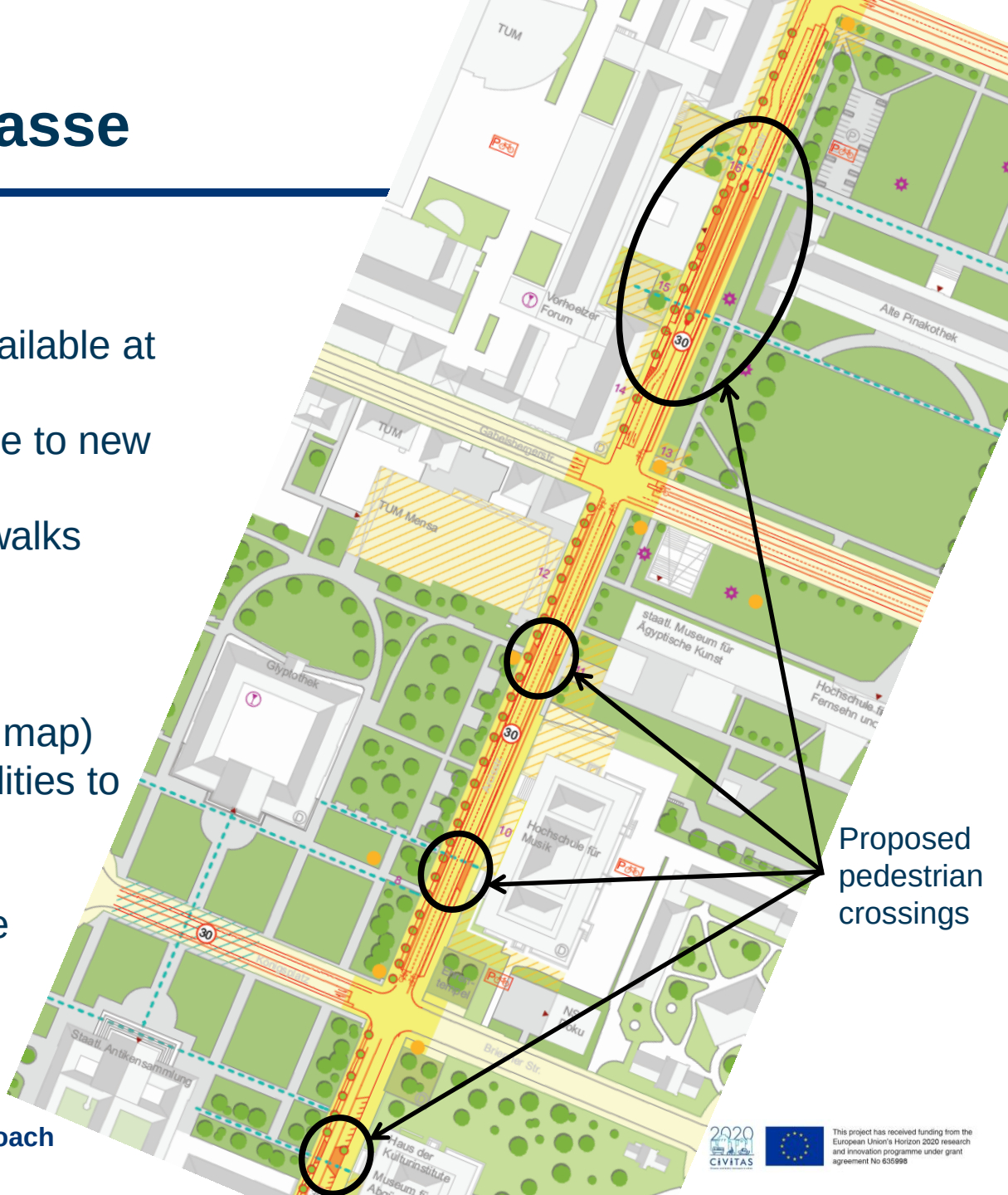
Measures at Arcisstrasse

Problems:

- Pedestrian crossings are only available at intersections
- Loss of pedestrian green time due to new traffic scheme
- Cycle lanes are partially on sidewalks
- Bicycle parking is on sidewalks

Main goals:

- Better pedestrian crossings (see map)
- Continuous on-street cycling facilities to improve pedestrian conditions
- Gaining space for a qualitative improvement of the public sphere



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Highlight: median for pedestrians and cyclists

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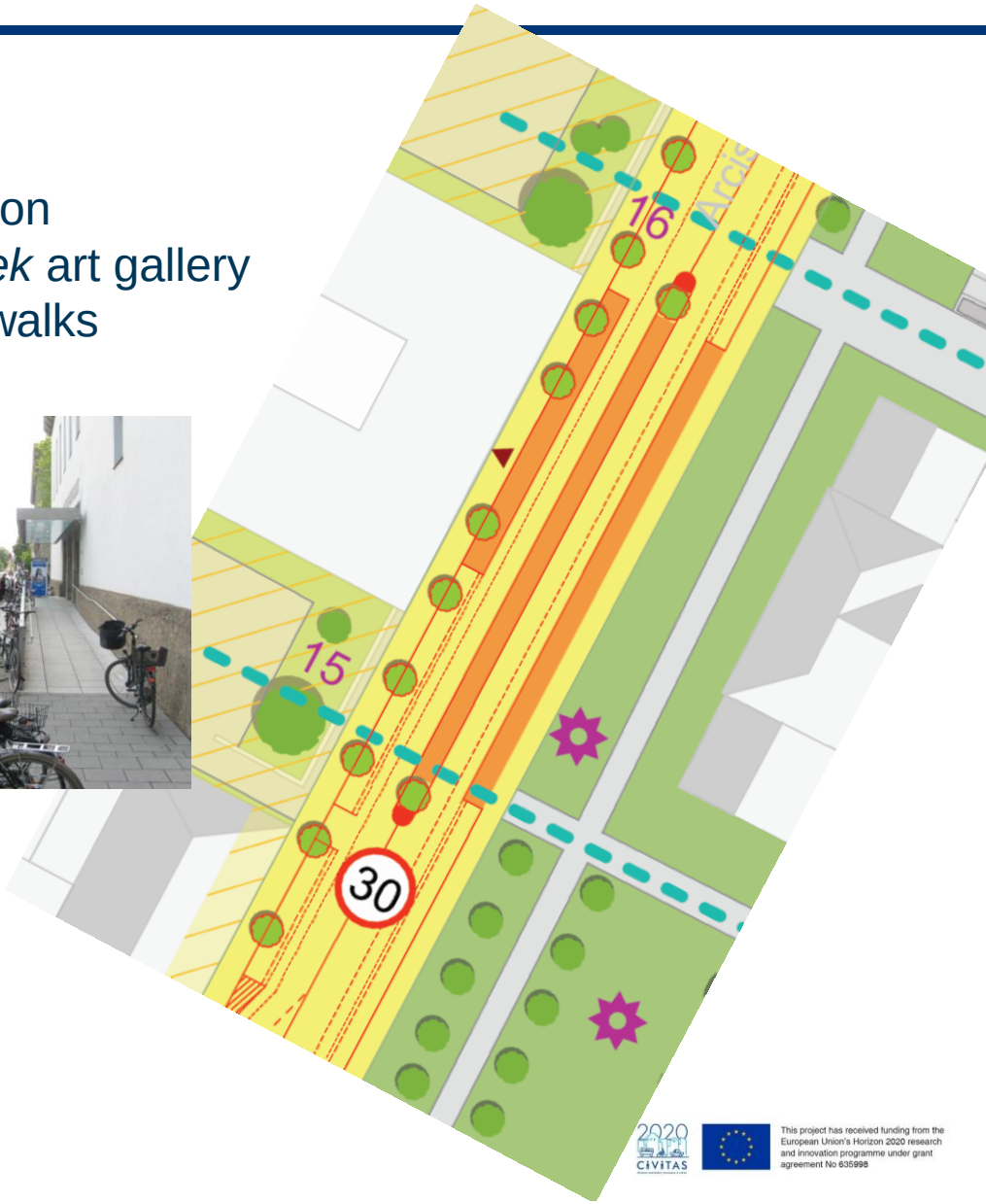
Problems:

- No crossing facilities at a prominent location between the university and *Alte Pinakothek* art gallery
- Massive amounts of bike parking on sidewalks



Main goals:

- Better pedestrian crossings
- Improved cityscape and urban quality

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Building up the model

The model offers a visualisation of the possible future of Arcisstrasse, including the improved pedestrian crossing, which is helpful in the decision-making process.

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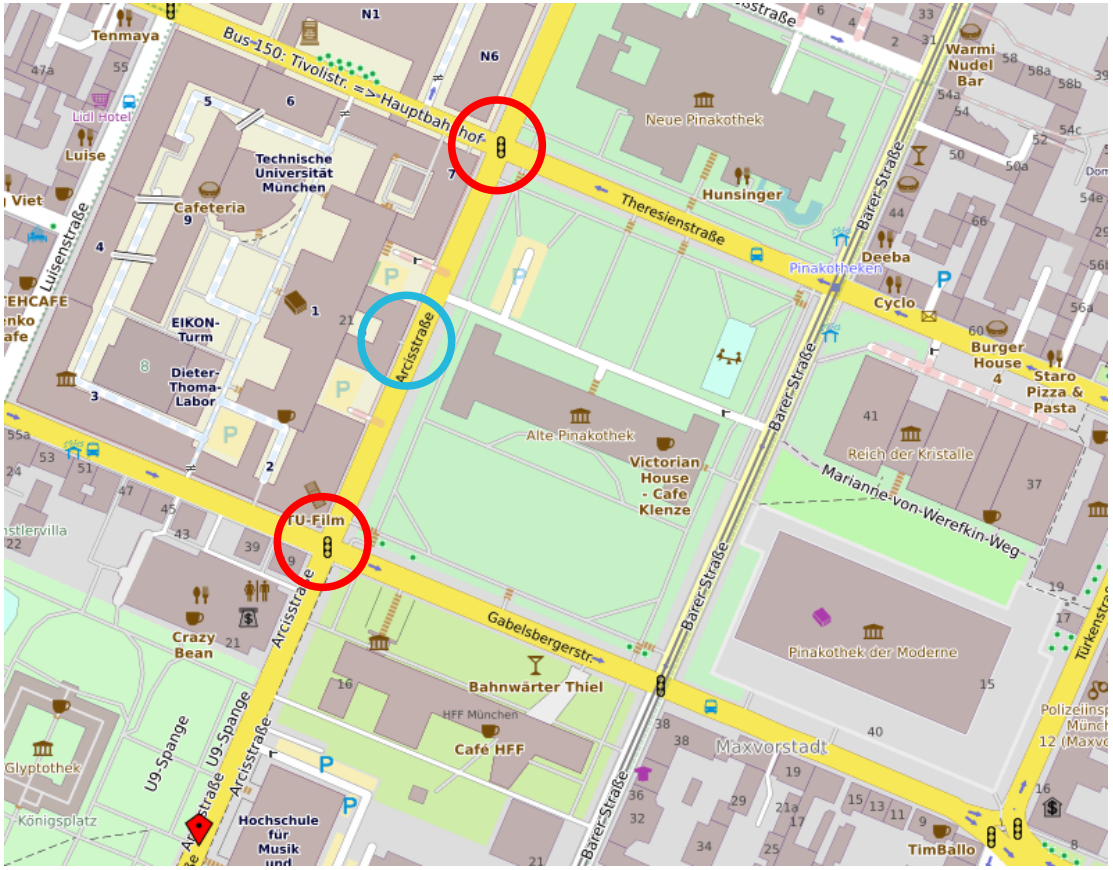
Assessing impacts on congestion

- At the red circles, the effects of the new traffic scheme at junctions are being assessed.
- Crossing measures being assessed



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Task 3.4

Have you learned anything from the Munich example that might apply to your local context?

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