



Vancouver – Rasanter Wandel zur Fahrradmetropole durch konsequenten Stadtumbau

ADFC-Fachtagung 2018

„Moderne Radverkehrsinfrastruktur für alle Mobilitätsbedürfnisse“

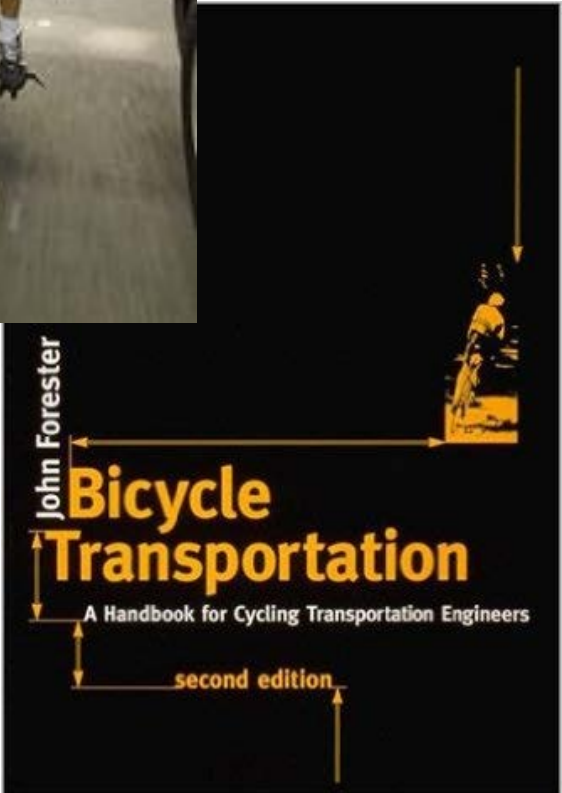
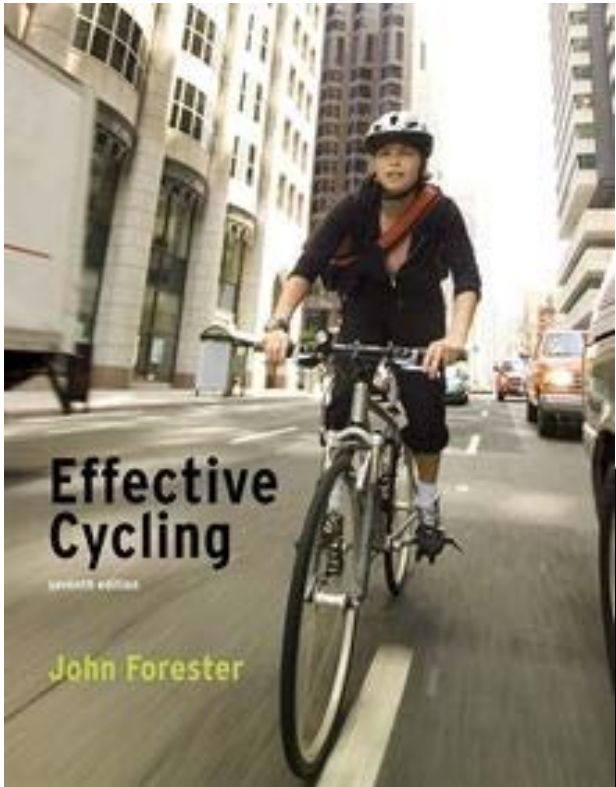
Bonnie Fenton

Rupprecht Consult Forschung und Beratung

Einflüsse bis in die 90er



John Forester:
nordamerikanischer Guru
des “vehicular cycling” (wie ein
Auto im Verkehr verhalten)





Einflüsse der 2000er



Foto: Bonnie Fenton



Aus Lateinamerika – Ciclovía



By MacAllenBrothers - CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=806389>

Neue Einflüsse: Leitsatz „8-80 Cities“



   [Newsletter](#) [Contact Us](#)

HOME WORK ABOUT BLOG RESOURCES



8 80 cities are communities built for people.

www.880cities.org/index.php

<http://www.880cities.org/index.php>

Neue Einflüsse: „Build it for Isabella“

BIG JUMP PROJECT



Building on the momentum of our completed cities radically reimagine their bicycling infrastructure and communities nationwide into a better future.

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?

<http://peopleforbikes.org/green-lane-project/build-it-for-isabella/>



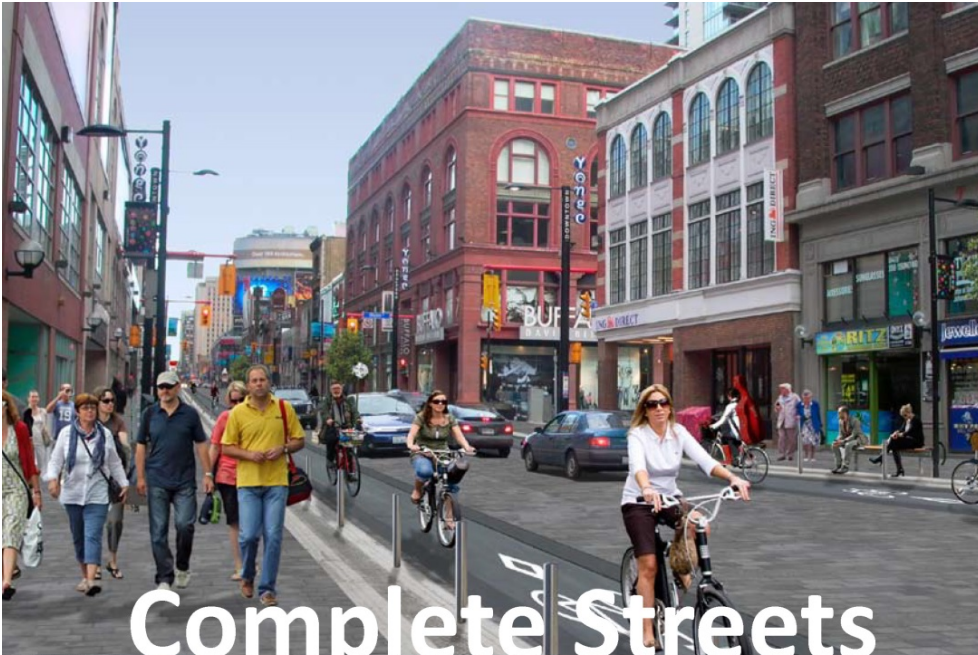
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- TAKE ACTION
- GET LOCAL
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- JOIN

GREEN LANE PROJECT

The Green Lane Project is a PeopleForBikes program that helps U.S. cities build the sort of bike lanes that everyone can enjoy using: [protected bike lanes](#).


We select leading cities around the country and connect them with the skills and support they need to plan and rapidly install connected, low-stress bike networks on their existing streets.

„Complete streets“



Complete Streets by Design

Toronto streets redesigned for all ages and abilities



Complete Streets



tcat toronto centre for active transportation



Clean Air Partnership

<http://completestreetsforcanada.ca/complete-streets-design>

„AAA“ Infrastruktur

All Ages and Abilities (AAA)

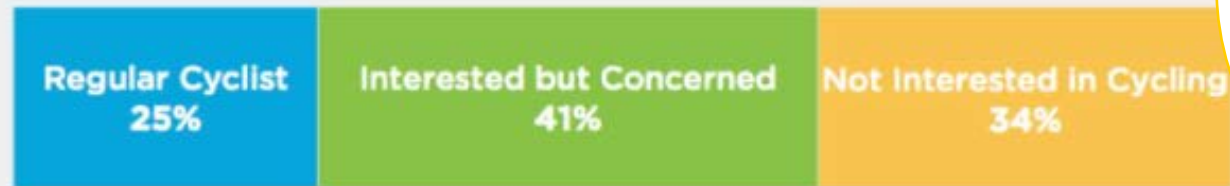


Reduce car speed and volume



Physical separation

Riding a bicycle should not require bravery



Many people are interested in cycling but afraid of motor vehicle traffic

Source: TransLink market research for Metro Vancouver. "Regular cyclists" were defined as those who take at least one bicycle trip per week in at least one season. "Interested but concerned" includes "occasional cyclists" (18% of residents) who cycle 1-3 times per month in at least one season, "infrequent cyclists" (19%) who cycle at least once per year, and "potential cyclists", who do not currently cycle but are interested in taking up cycling. Those "not interested in cycling" currently do not own or have access to a bicycle and say they are not interested in cycling at all in the future.

„Ein Fahrrad zu fahren sollte keinen besonderen Mut verlangen.“

Subjektive und objektive Sicherheit

“Cycling in Cities” Opinion Survey

N=1400
in Großraum Vancouver

16 Arten von Radführung, 73
Faktoren, die zum
Radfahren anregen oder
davon abschrecken

“Bicyclists’ Injuries & the Cycling Environment” Case-Crossover Study

N=690
in Vancouver & Toronto

15 Arten von Radführung,
andere Routeneigenschaften

Stimmen sie überein?

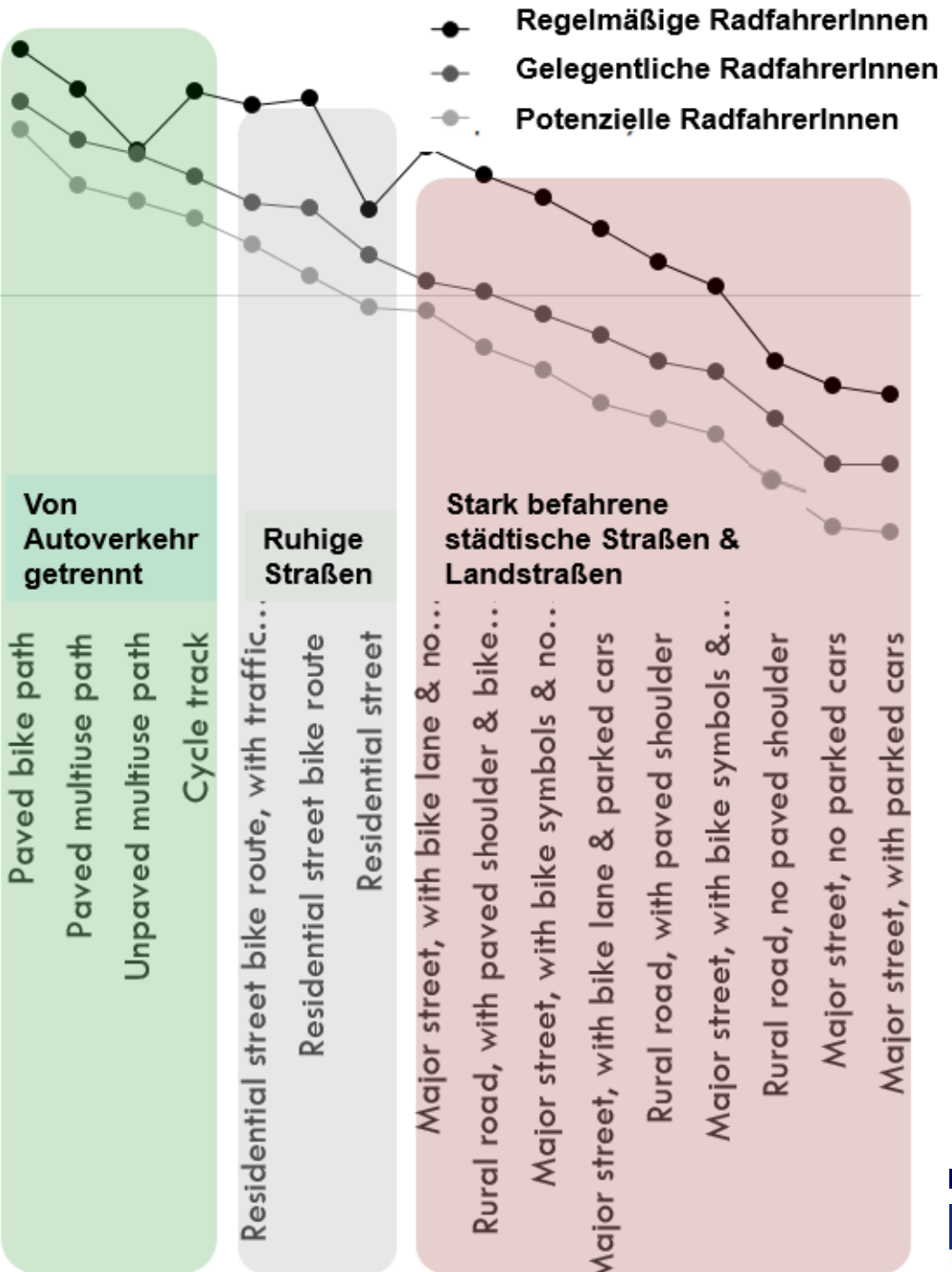
Motivation (Studie 1)

Die Art der Führung ist wichtig



+

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Objektive Sicherheit (Studie 2)

Stark befahrene
Straßen

Getrennte Radfahrstreifen



Ruhige Straßen

Radroute mit
Verkehrsumleitungen

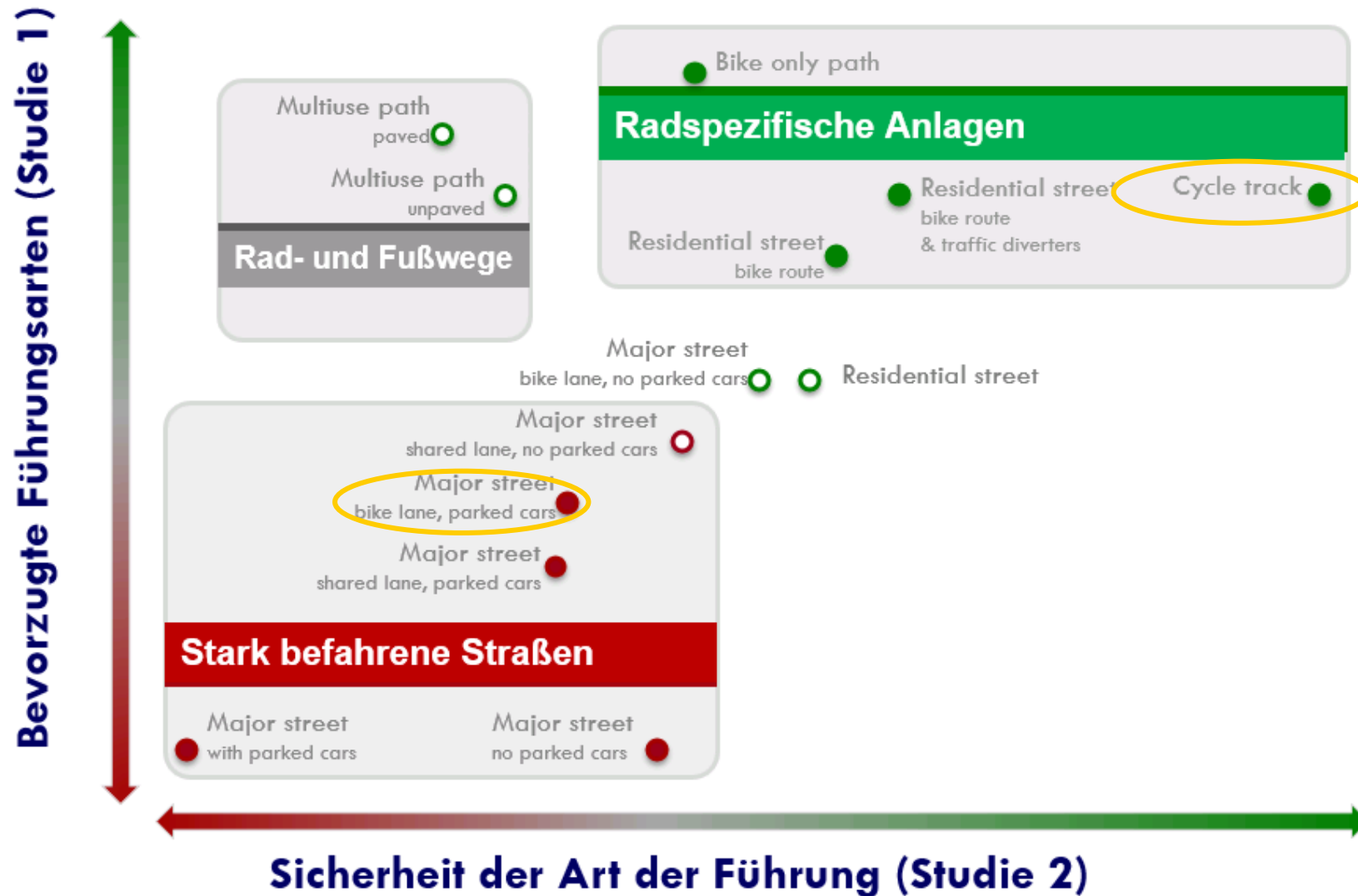


Off-street

von Fußweg getrennter
Radweg



Stimmen Präferenzen mit Sicherheit überein?





Stark befahrene Straße, geparkte Autos, Radfahrstreifen
Hält vom Radfahren ab. Weniger sicher.





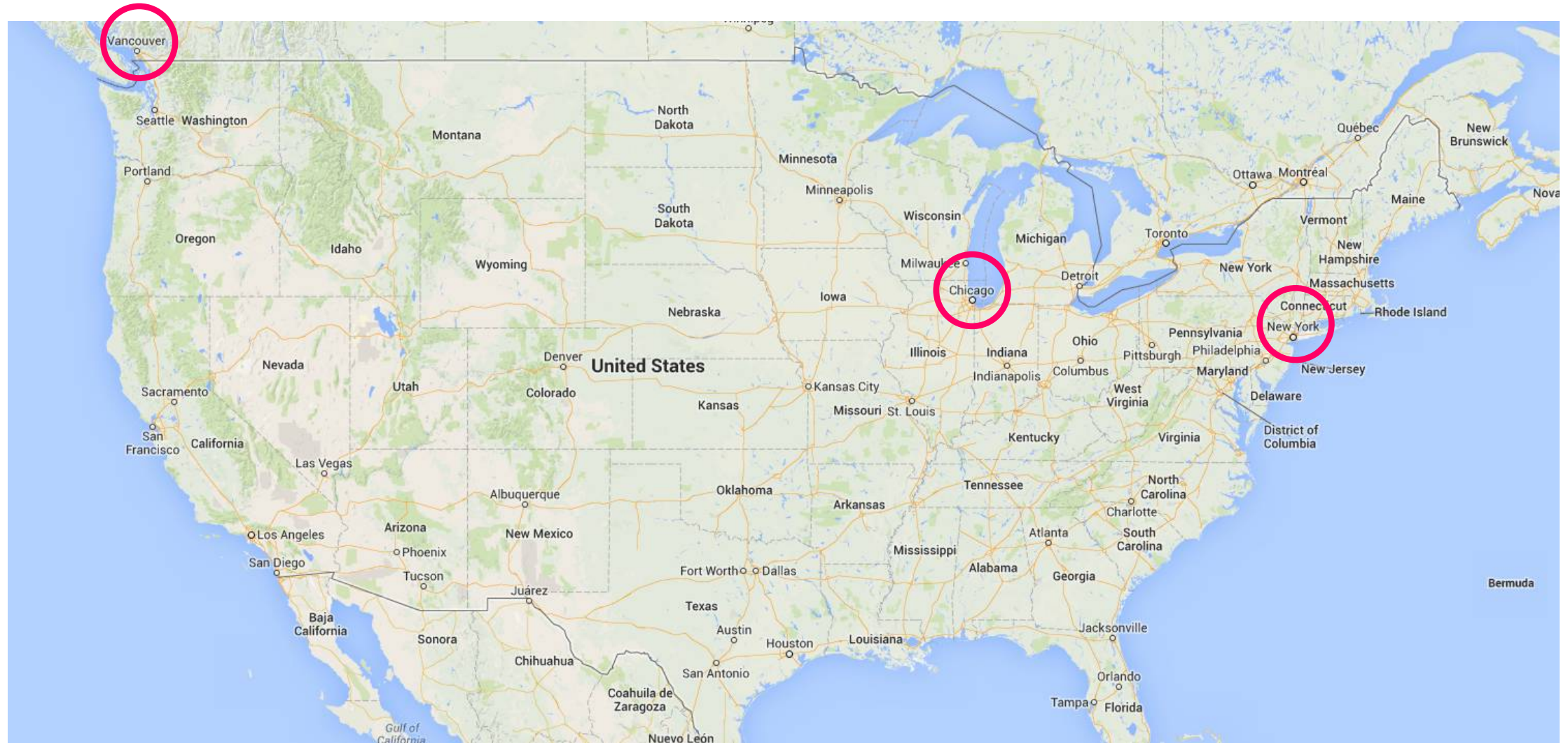
Stark befahrene Straße, getrennter Radfahrstreifen
Regt das Radfahren an. Am sichersten.



Foto Flickr: Paul Krueger



Fallstudien: Chicago, Vancouver und New York



Ein Plan





Führende Köpfe



„Die Rolle der Stadt ist es, das Zufußgehen und das Radfahren so sicher und bequem zu machen wie möglich.“



„Man kann nicht für eine start-up, high-tech Wirtschaft sein ohne auch für Fahrräder zu sein.“



„Wir müssen unsere Straßen genauso menschenfreundlich machen, wie wir Autobahnen autofreundlich gemacht haben.“



Mutige, spürbare Änderungen



Momentum Magazine, Foto: NYC DOT

New York (2007): “Hier geht das nicht. Wir sind nicht Kopenhagen.”

Anderswo in den USA (2013): “Hier geht das nicht. Wir sind nicht New York.”



Momentum Magazine, Foto: NYC DOT



Chicago





Vancouver



Burrard Bridge – der Kampf um Platz

- 1996
- 2005(1)
- 2005(2)
- 2006



2008
2009
2010



2017



Foto: Michael Glotz-Richter



Foto: Michael Glotz-Richter



Foto: Paul Krueger



Foto: Michael Glotz-Richter

Ein klares Ziel: The Greenest City



Foto: Michael Glotz-Richter



Foto: Michael Glotz-Richter

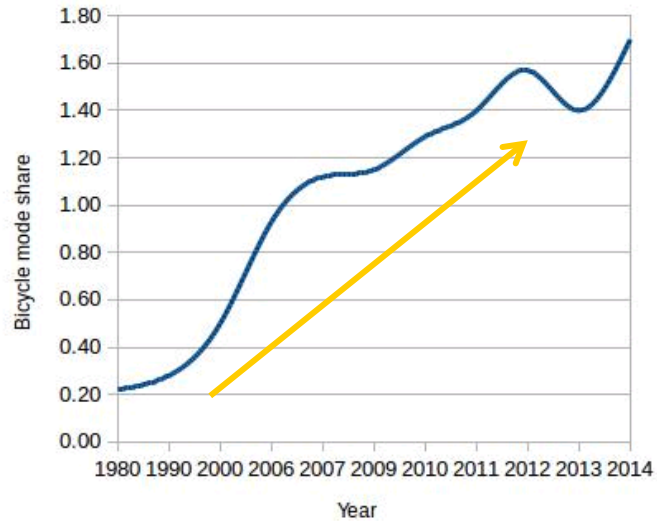


Foto: Bonnie Fenton



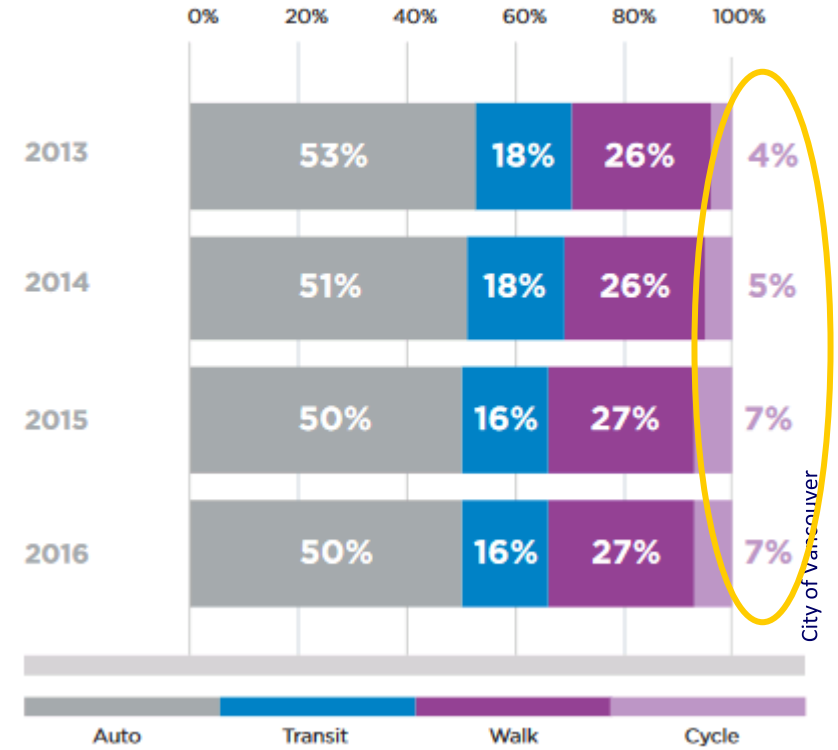
Wirkung

Chicago



Vancouver

Mode Share for All Trips



New York

+350% Growth
in daily cycling between
1990 and 2015

+80% Growth
in daily cycling between
2010 and 2015

+7% Growth
in daily cycling between
2014 and 2015

NYC DOT



Vielen Dank
für Ihre Aufmerksamkeit!
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Studien und Ressourcen

- <http://www.metrovancouver.org/events/community-breakfasts/Presentations/KayTeschke-March26.pdf>
- <http://cyclingincities-spph.sites.olt.ubc.ca/files/2012/06/WintersVeloCity2012Risk-Perceptions.pdf>
- <https://www.jtlu.org/index.php/jtlu/article/viewFile/943/912>
- <http://council.vancouver.ca/20160504/documents/pspc2-presentation.pdf>

Lektüre

- *The Death and Life of Great American Cities* (1961) – Jane Jacobs
- *Street Fight: Handbook for an Urban Revolution* (2016) – Janette Sadik-Khan
- *Happy City: Transforming Our Lives Through Urban Design* (2013) – Charles Montgomery
- *The High Cost of Free Parking* (2005) – Donald Shoup
- *Joyride: Pedalling Toward a Healthier Planet* (2010) – Mia Birk

