Street-Design fürs Fahrrad – Lernen vom Newcomer USA?

RALPH BUEHLER, VIRGINIA TECH, USA
Radfahren in den USA?
Wegeanteil des Fahrrads in Europa und Nordamerika, 2009-2016

Source: Pucher, J., Buehler, R. (eds.) *City Cycling*. Cambridge, MA: MIT Press, 2012; Source: Data collected directly from national travel surveys and national statistical offices. Note: Differences in data collection methods, timing, and variable definition across countries and over time limit comparability of the modal shares shown.
Radwegeanteil für Arbeitswege in US Großstädten, 1990-2016

Radplanung für wen? (Geller/Dill Typologien)

Geller Schätzung

- Strong & Fearless: 7%
- Enthused & Confident: 6%
- Interested but Concerned: 60%
- No way no how: 33%

Dill Umfrage

- Strong & Fearless: 7%
- Enthused & Confident: 5%
- Interested but Concerned: 51%
- No way no how: 37%

„Wenn ich Fahrrad fahre, habe ich Angst von einem Auto angefahren zu werden“

<table>
<thead>
<tr>
<th>Category</th>
<th>Strongly Agree</th>
<th>Somewhat Agree</th>
<th>Somewhat Disagree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong &amp; Fearless</td>
<td>50%</td>
<td>12%</td>
<td>21%</td>
<td>18%</td>
</tr>
<tr>
<td>Enthused &amp; Confident</td>
<td>33%</td>
<td>41%</td>
<td>15%</td>
<td>6%</td>
</tr>
<tr>
<td>Interested but Concerned</td>
<td>45%</td>
<td>39%</td>
<td>6%</td>
<td>5%</td>
</tr>
<tr>
<td>No way no how</td>
<td>57%</td>
<td>30%</td>
<td>8%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Percentage Shares of Women and Age Groups in Portland for the Population and Geller’s Typology

Wahrgenommene Sicherheit und Qualität

– Rad- und Autofahrer in SF bevorzugen separate Einrichtungen (vs. gemischten Verkehr)—insbesondere mit physischer Trennung (Radspuren wurden auch positive bewertet, aber schwächer) (Sanders, R. 2016)

- 80% von 1605 Radfahrern aus Texas bezeichneten ihre Radeinrichtungen als unzureichend oder absolut ungenügend (Sener et al. (2009).

- 37% in von 566 Einwohnern Portlands bezeichneten fehlende Radeinrichtungen als einen Grund nicht (noch) mehr zu radeln (Dill & Voros (2007)


- ‘Near misses’ kommen öfters vor als Unfälle und spielen eine grösse Rolle in der Wahrnehmung (Sanders, 2015).

- Viele Studien zeigen die Sicherheit von ‘cycle tracks.’ Z. B. Teschke: “Of 14 route types, cycle tracks had the lowest risk.” (oder auch (Lusk et al., 2013; Lusk et al., 2011; NYCDOT, 2014; Winters et al., 2013))

Trend in Bike Paths and Lanes per 100,000 Population in Large North American Cities, 2000-2010
Problems with Bike Lanes

- Bike lanes used for car parking
- Bike lanes used for truck deliveries
- Dooring of cyclists
Buffered bike lanes offer some additional separation from motor vehicle traffic but without physical barriers.
Protected Bike Lanes on Pennsylvania Avenue in Washington, DC
Traffic - Protected Cycle Track on 9th Avenue, NYC

- 250 mi of new bike lanes and paths since 2005
- Doubling in bike trips
- Halving of cyclist fatalities from 28 to 14
Almost 20,000 daily bike trips over Portland bridges

Source: Raisman
A sharp increase in cycling safety in Portland as cycling levels rose is evident. The chart shows a 6-fold increase in bike trips and a 70% fall in crash rate. Source: City of Portland (2013).
Bike Lanes and Paths & Bike Commute Levels in DC

Standards

Memorandum

SENT BY ELECTRONIC MAIL

Subject: GUIDANCE: Bicycle and Pedestrian Facility Design Flexibility  Date: August 20, 2013

From: Glori M. Shepherd  Assistant Administrator for Planning, Environment and Realty

In Reply Refer To: HEPH-19

Walter C. (Butch) Winklerich, Jr.  Assistant Administrator for Infrastructure

Jeffrey A. Lindsey  Assistant Administrator for Operations

Tony T. Farn  Associate Administrator for Safety

To: Division Administrators

cc: Director of Field Services

This memorandum expresses the Federal Highway Administration’s (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the guidelines provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop and operationalize transportation networks, particularly in urban areas.
Cycle Tracks (Protected/Buffered Bike Lane)
Raised Cycle Tracks
Cycle Track at Intersection
Bike boxes in US and Canada

Foto: Gord Price
Protected Intersection

Corner safety islands have multiple roles: offering a protected place for bicyclists to queue when crossing and turning, and managing the speed of turning vehicles when permitted turn conflicts are allowed.

Special attention should be paid to the amount of deflection required for both pedestrians and bicyclists in advance of the intersection.

Radfahren in den USA!
US Radboom: Lehren für Deutschland

• Auch unter widrigen Bedingungen ist es möglich das Radfahren erfolgreich zu fördern;
• Umdenken bei Radplanern und Umschreiben der Regelwerke war/ist notwendig;
• Bau von Radinfrastruktur um eine größere Gruppe möglicher Radler anzusprechen;
  • nicht nur die ‘Strong and Fearless’
• Lehren aus dem Ausland (Erfahrungen in NL, DK (Copenhagen)) waren hilfreich
• Starkes Wachstum der Radforschung begleitet diesen Prozess;
• Deutschland hat viel radfreundlichere Rahmenbedingungen;
  • Radpolitik, Verkehrspolitik, Raumordnung, Verkehrsberuhigung etc.
Einige meiner Publikationen zum Thema Radfahren


