



Biking in Berlin 2020

Ragnhild Sørensen

Who are we?



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- activist mobility NGO, privately funded by members
- initiated a bicycle referendum in 2016
- negotiated the first German „mobility law“, which prioritises walking, cycling and public transport over cars in Berlin
- sparked additional referendums in 40 German cities







changing cities



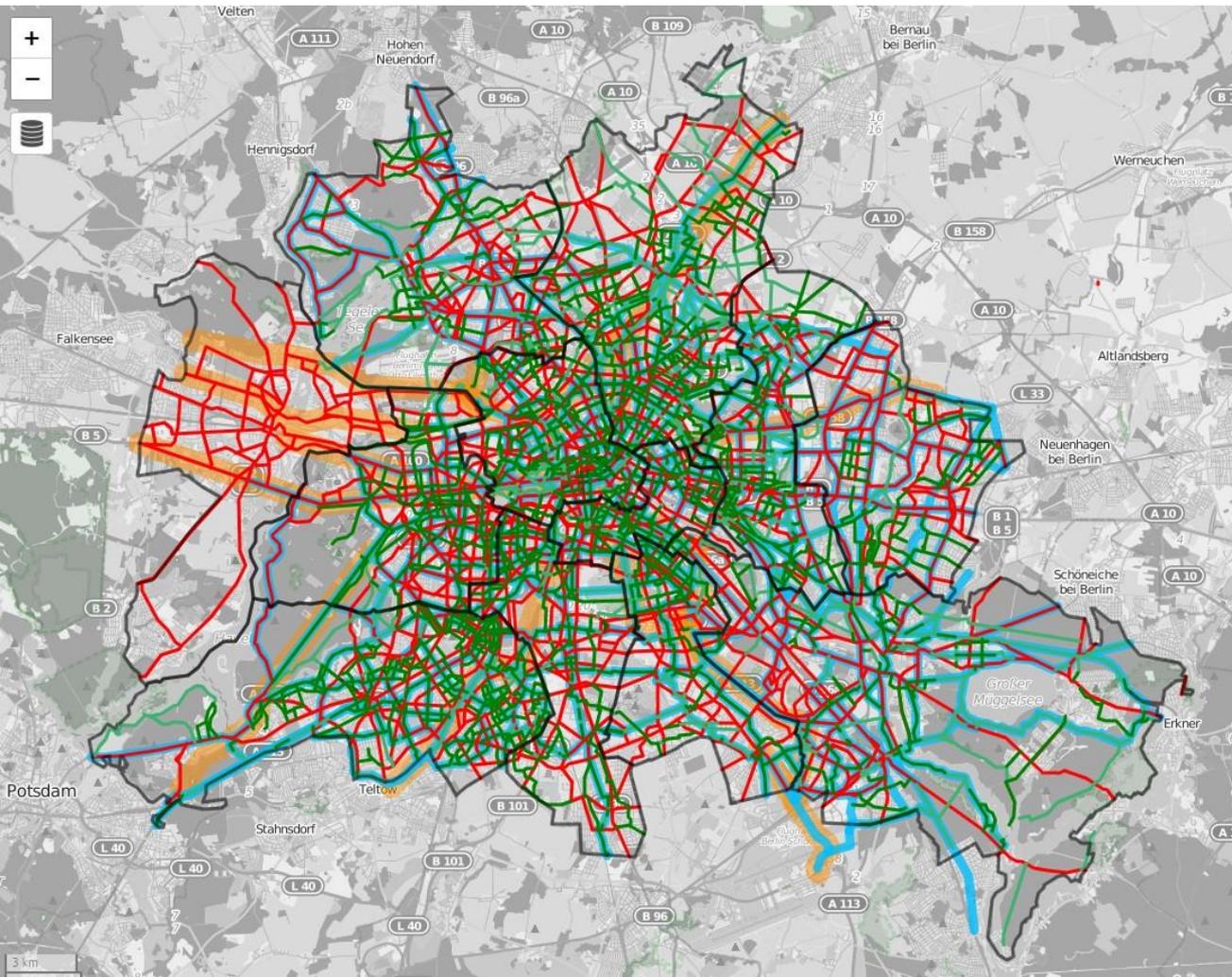
The Berlin Mobility Law



The Berlin Mobility Law



- cycling road system



The Berlin Mobility Law



- cycling road system
 - protected bike lanes on all main roads
- (1,400 km)



The Berlin Mobility Law



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 - cycle superhighways for commuters
(100 km)



changing cities

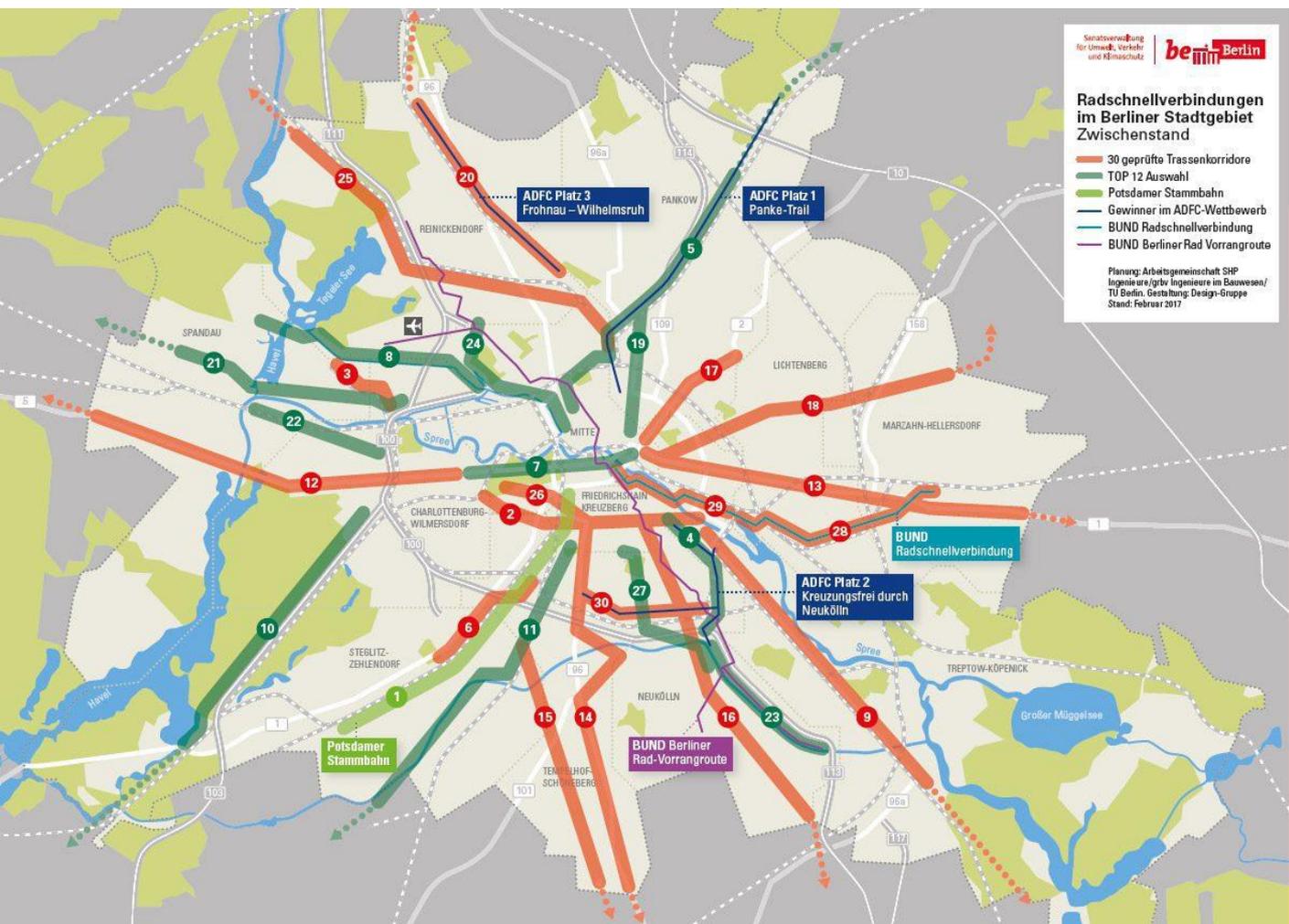
Senatsverwaltung
für Umwelt, Verkehr
und Klimaschutz



Radschnellverbindungen im Berliner Stadtgebiet Zwischenstand

- 30 geprüfte Trassenkorridore
- TOP 12 Auswahl
- Potsdamer Stammbahn
- Gewinner im ADFC-Wettbewerb
- BUND Radschnellverbindung
- BUND Berliner Rad Vorrangroute

Planung: Arbeitsgemeinschaft SHP
Ingenieure / gtv Ingenieure im Bauwesen/
TU Berlin, Gestaltung: Design-Gruppe
Stand: Februar 2017



The Berlin Mobility Law



- cycling road system
 - protected bikelanes on all main roads (1,400 km)
 - cycle superhighways for commuters (100 km)
 - bicycle infrastructure on secondary roads





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- vision zero

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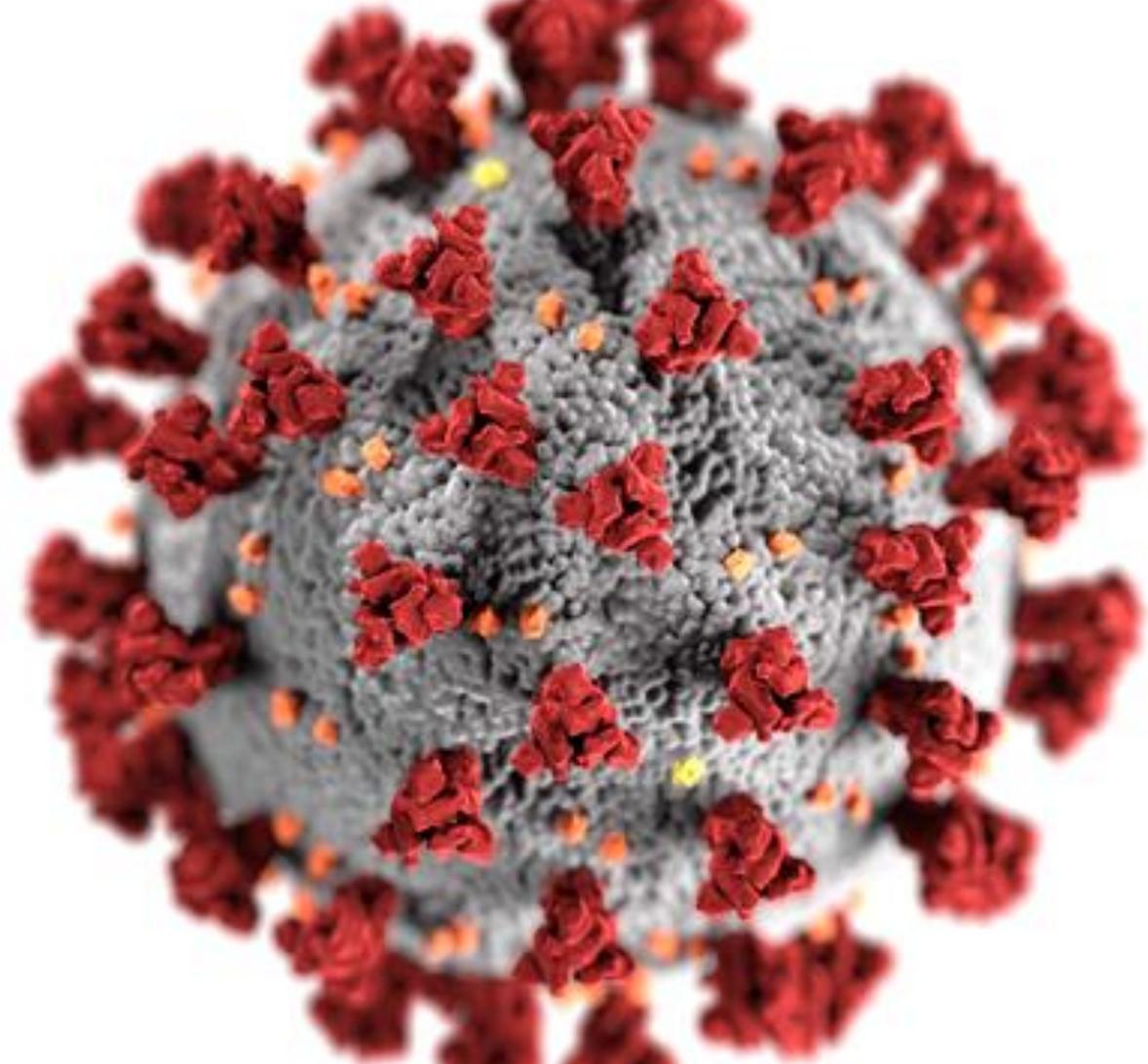


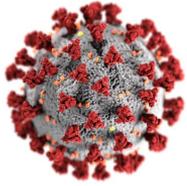
- cycling road system
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 - bicycle infrastructure on secondary roads
- vision zero
- expansion of public transport

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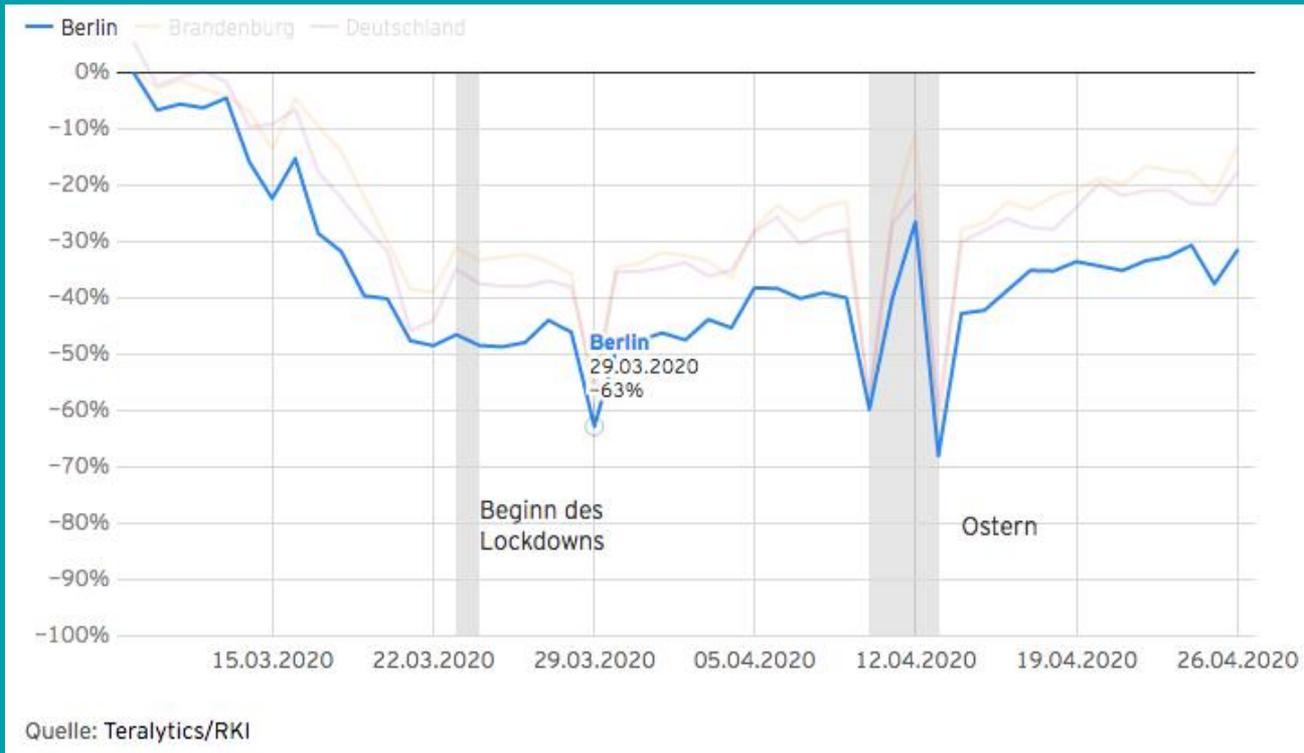


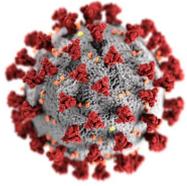
- cycling road system
 - protected bikelanes on all main roads (1,400 km)
 - cycle superhighways for commuters (100 km)
 - bicycle infrastructure on secondary roads
- vision zero
- expansion of public transport
- completion by 2030



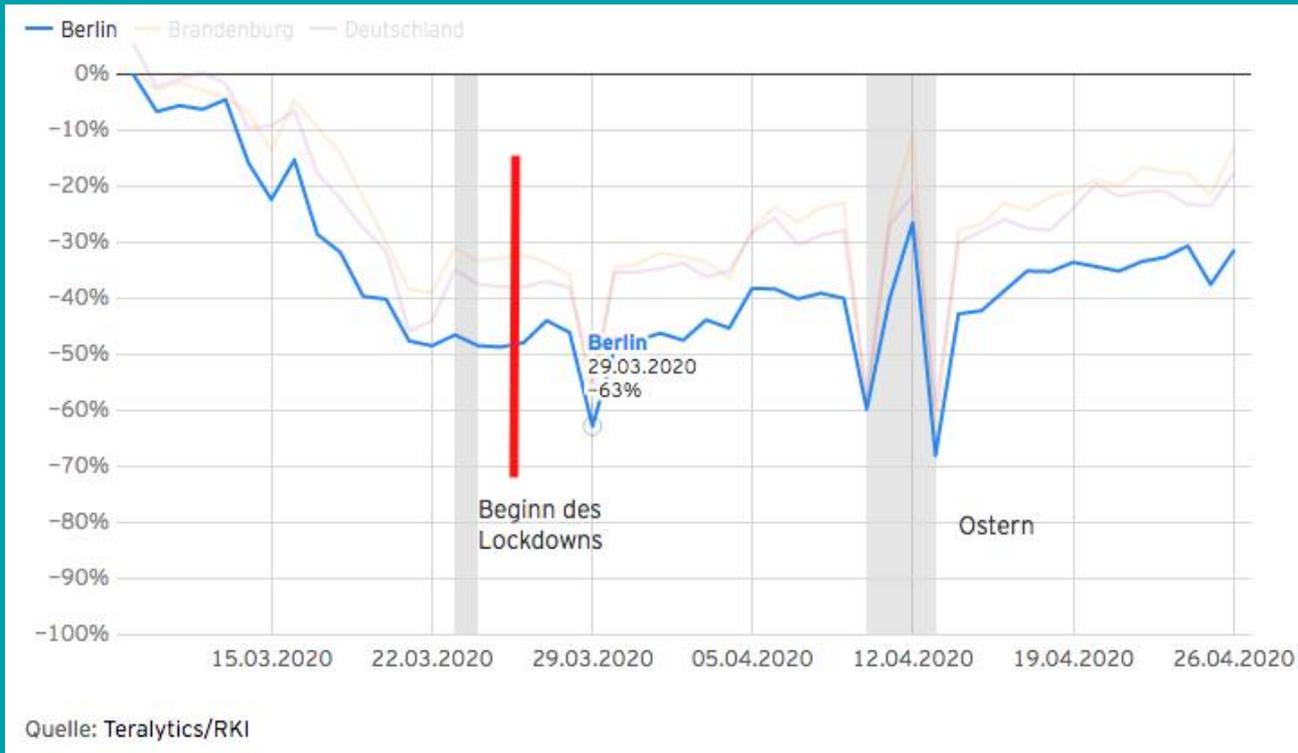


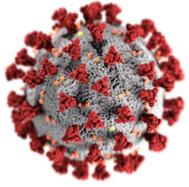
Change in Mobility





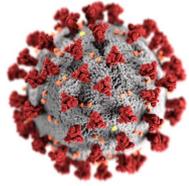
Change in Mobility





Pop-up-bikelanes



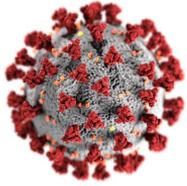


Pop-up-bikelanes



- cooperation between citizens and administration



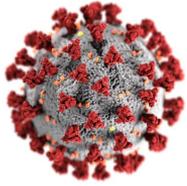


Pop-up-bikelanes



- cooperation between citizens and administration
- social distancing = more space



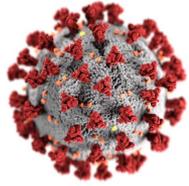


Pop-up-bikelanes



- cooperation between citizens and administration
- social distancing = more space
- drop in public transport usage = increase of bike traffic



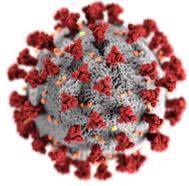


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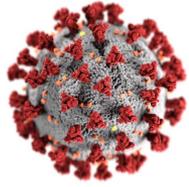
- cooperation between citizens and administration
- social distancing = more space
- drop in public transport usage = increase of bike traffic
- Berlin mobility law guarantees protected bikelanes on all main roads until 2030



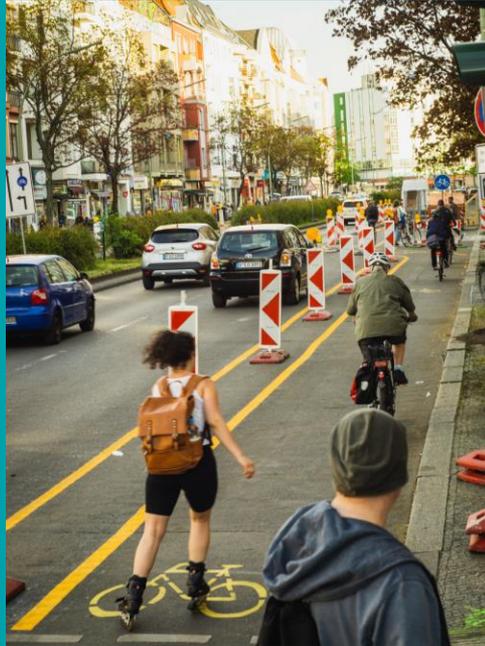


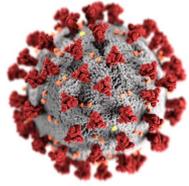
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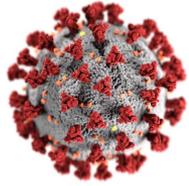
Pop-up-bikelanes 22 km





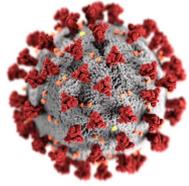
Temporary road closures





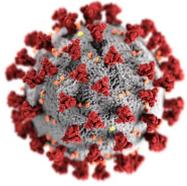
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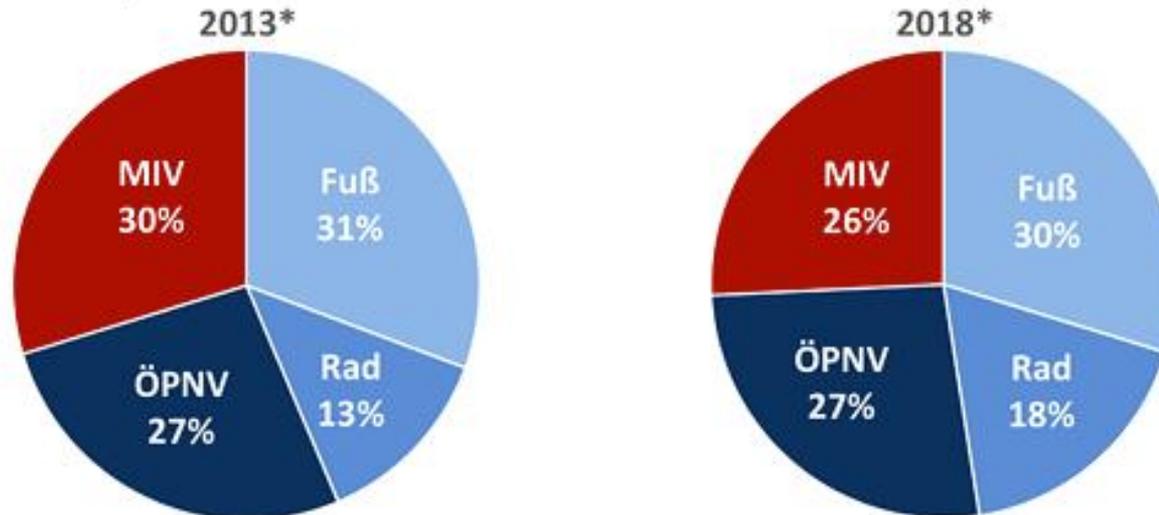




Mobility in Berlin



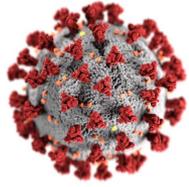
Modal Split – Gesamtverkehr der Berliner Wohnbevölkerung nach Verkehrsarten



* Angaben in Prozent, Werte gerundet. Werte über 100 rundungsbedingt.

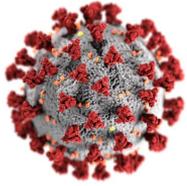
Modal Split - Gesamtverkehr der Berliner Wohnbevölkerung nach Verkehrsarten 2013 / 2018

Bild: SenUVK



Mobility in Berlin



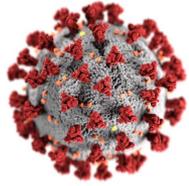


Mobility in Berlin



- increase: 26 % more bicyclists



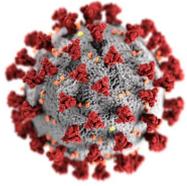


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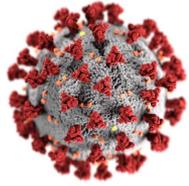


Mobility in Berlin



- increase: 26 % more bicyclists
- increase: car traffic
- high numbers of severe traffic accidents
 - 2019: 6 deaths
 - 2020: 14 deaths (Oct.)



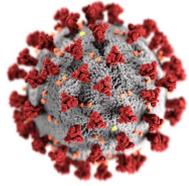


Safety



- 22 km PUBLs



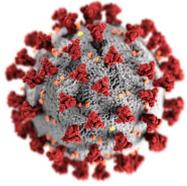


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- but: intersections were not changed



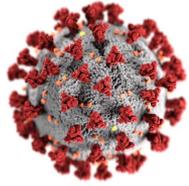


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- but: intersections were not changed
- car speed increased during lockdown



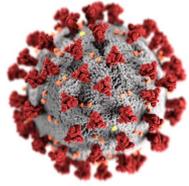


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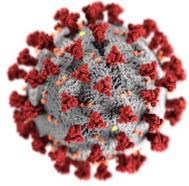
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- but: intersections were not changed
- car speed increased during lockdown
- 6/14 deaths caused by articulated lorries (right turn)





Opposition



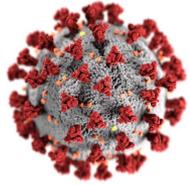


Opposition



- Alternative für Deutschland (AfD) filed a suit against the pop-up cycle lanes arguing that bike lanes are not relevant in a health context



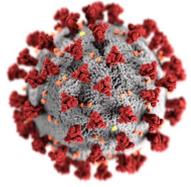


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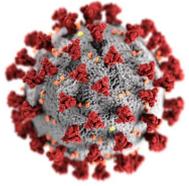
- Alternative für Deutschland (AfD) filed a suit against the pop-up cycle lanes arguing that bike lanes are not relevant in a health context
- the court ruled in favour of the plaintiffs...





Protest



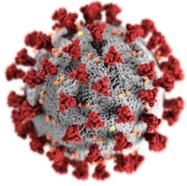


Protest



- conflict between local and national law



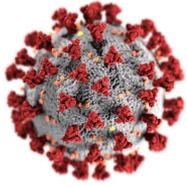


Protest



- conflict between local and national law
- the German Traffic Act: safety reasons justify bike lanes





Protest



- conflict between local and national law
- the German Traffic Act: safety reasons justify bike lanes
- the result of the pop-up bikelanes: clarification of how to define the future of bicycling in Germany





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