



## Kommunaler Spitzenverband in Deutschland und Europa

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## PREFERENCE OF BICYCLE LANES – A MIDDLE GROUND BETWEEN ROADS AND SIDEWALK AREAS

workshop on planning & Implementation of bicycle use in cities

5 – 6 January 2016 in Tel Aviv

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You can't spell velo without love

Do we see Towns and Cities technical point of view or political point of view?

The use of the roads' cross section  
 problems  
 solutions

The use of the roads' cross section I

Guidelines for planning urban roads (RASt)

Specific guidelines for different types of urban roads

- main roads
- access roads

Contain different design tasks

- neighbourhood road
- rural main road
- commercial street and main commercial street
- linkage road
- industrial / commercial area road
- roads with no buildings
- "entry"-roads

Adaption to real situation always possible by range of standards

in general partition 30:40:30 (sidewalk areas/road)

## The use of the roads' cross section I

Suggestions for bicycle traffic installations (ERA)  
 complementing RASt

Stand alone bike lane 2,00 (1,60m)

Regular bike lane 1,85 m

Bike lane on road 1,50 m (1,25 m)

shared pedestrian and bike lane 4,00 m/3,00 m (2,50 m)

Source: VIA e.G, Köln (planning cooperative)

## The use of the roads' cross section

Formerly

RASt

traffic point of view

liveability of cities point of view

Use of cars defines width of road

design of public places  
 determined by needs of town  
 development

rest for sidewalk areas (walking,  
 Cycling, trees ...

rest for car lanes

## The use of the roads' cross section II

Main advantage: Assignment of space to traffic mode

Use of roads by bicycles regulated by Road Traffic Regulation (StVO):

Bicycles need to use the road.  
 Unless:

Specific hazard of accidents that is larger than usual  
 when participating in traffic  
 then: obligation to use an ordered ("stand alone")  
 bike lane (Radweg)

**Cycling on sidewalks**  
 Conflict with pedestrians  
 Accidents to be expected  
 Uncomfortable  
 frightening



mandatory  
bike lane  
is a legal attribute  
not a factual one



**Bike lane on roads**  
Cheap  
Safe  
Many cases of application



Bike lane on roads

are perfect for scarce public space

Care about  
safety  
lengthways essential




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**safety  
 lengthways  
 requires  
 safety margin**



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**Safety at  
 Crossroads or  
 T-junctions**



Federal statistic office in Germany 2014/15:  
 2/3 of (bicycle) accidents within towns and municipalities with injuries happen at crossroads, T-Junctions and driveways

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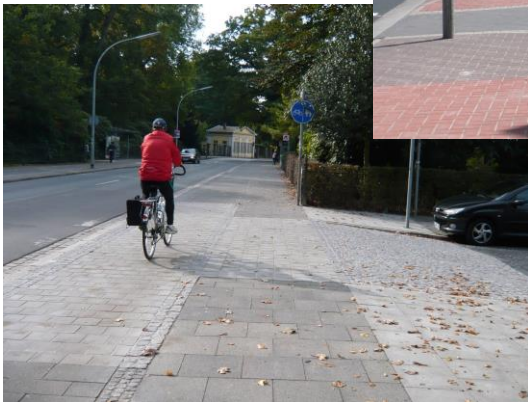
### Safety at Crossroads T-junctions



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### Safety at Crossroads or T-junctions



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## Conclusion

Guidelines for road planning shifted from

- optimize motorized traffic to
- respect and fulfil mobility and claims to make use of public spaces by all road users/ residents

Use of guidelines is only as good as the moving spirit

Bike lanes on the road can be

- efficient in using space
- safe

To evolve their positive effects, bike lines need to be communicated, realized in a proper way and enforced by traffic controls.

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**Thanks for your patience and attention!**

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