



# Welcome

Exchange on Mobility Transition / Transportation Summit  
City strategy and specific examples

# Introduction



**Jeff Marengwa**

Head of the Office for Mobility and Civil Engineering

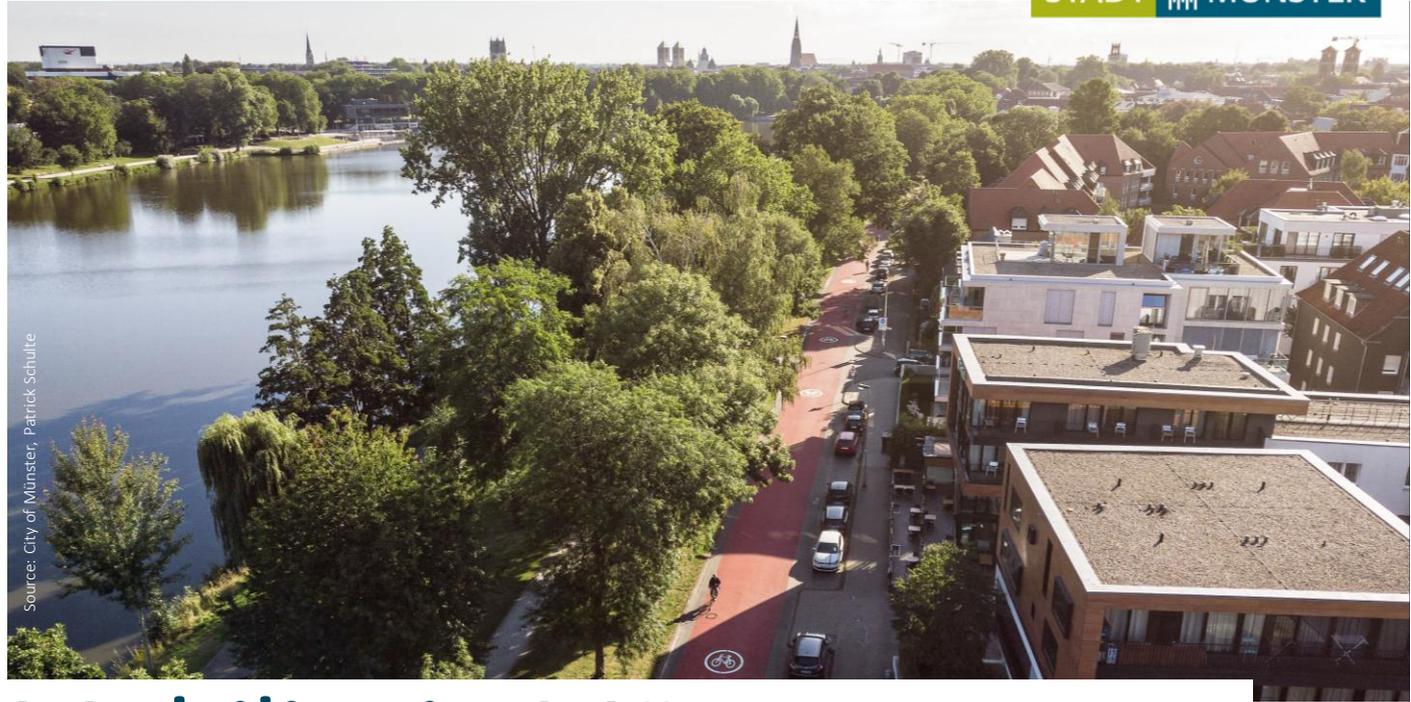


**Max Stewen**

Cycling planner in the Bicycle Office  
Office for Mobility and Civil Engineering

## Responsibilities of the Office for Mobility & Civil Engineering:

- Planning, building & maintaining the roads and engineering structures
- Planning, building & maintaining the city's drainage and sewage system
- 400 employees

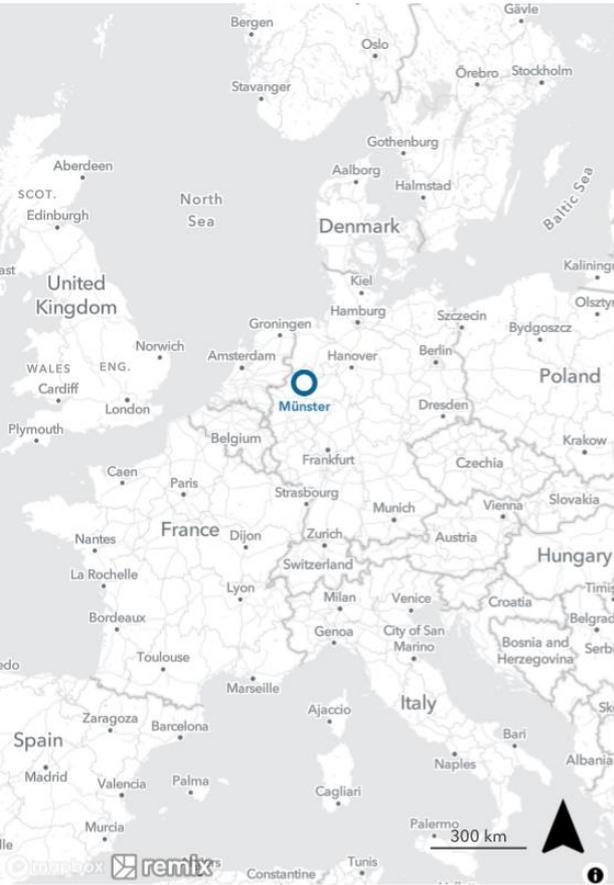


Source: City of Münster, Patrick Schulte

# Mobility in Münster

Max Stewen | Cycling planner in the bicycle office

Department for mobility & civil engineering | City of Münster



Federal State

North Rhine-Westphalia

Seat of the district government

Population

319 441 inhabitants

Population density

1,054 inhabitants per km<sup>2</sup>

2,733 inhabitants per mi<sup>2</sup>

Surface

302.9 km<sup>2</sup> / 116,9 mi<sup>2</sup>

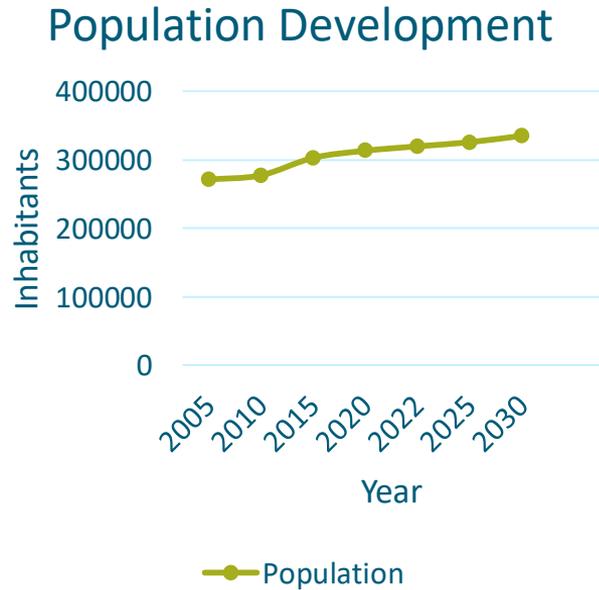
Topography

Flat terrain

Highest point 98m above sea level

Lowest point 38m above sea level

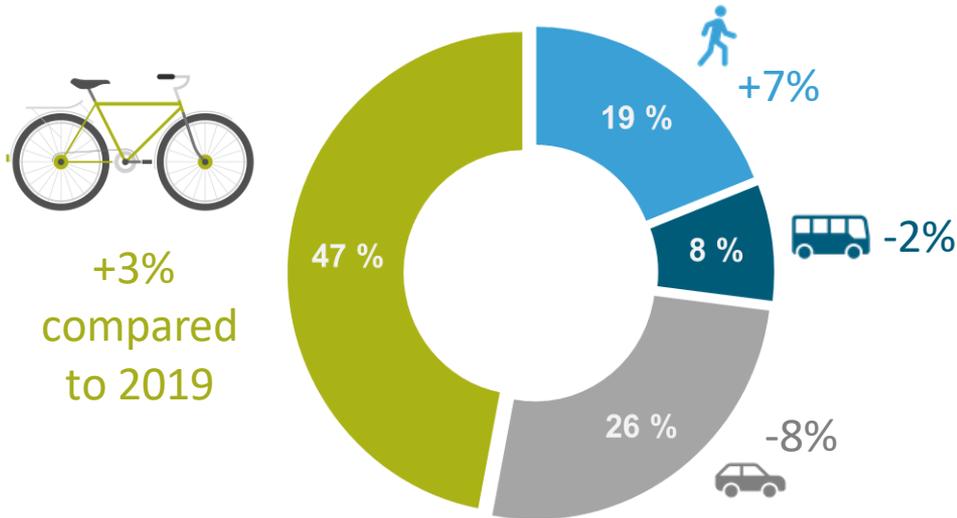
# The Mobility Challenges of Münster



- Münster is a growing city
- Climate change
- Quality of life and stay
- (Re-)allocation of space & different claims of use
- Road safety

# Modal Split

Choice of transport within Münster  
(2022):



Choice of transport commuter traffic  
(2022):

- ~ 75 % of the trips beyond the city limits are still made by car
- Only 20 % of the trips beyond the city limits are made by public transport (bus & train)

# Our Strategy - Masterplan Mobility Münster 2035+

Why?



A wide range of offers in a growing city generate traffic



The existing transport infrastructure is reaching its limits



current climate targets are forcing a rethink

# Our Strategy - Masterplan Mobility Münster 2035+

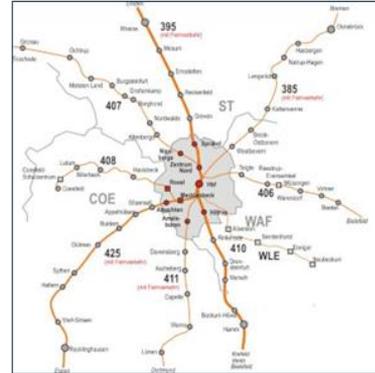
Basic idea: No longer view traffic separately by network...



Road network



Bus network



Rail network



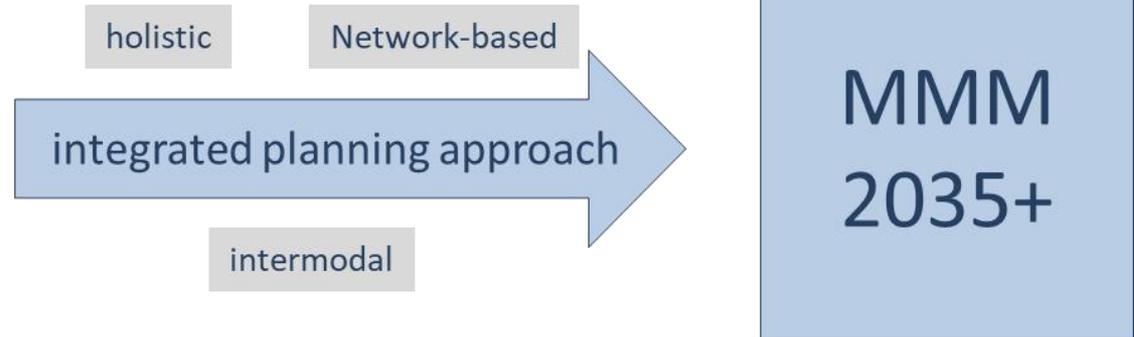
Bicycle network



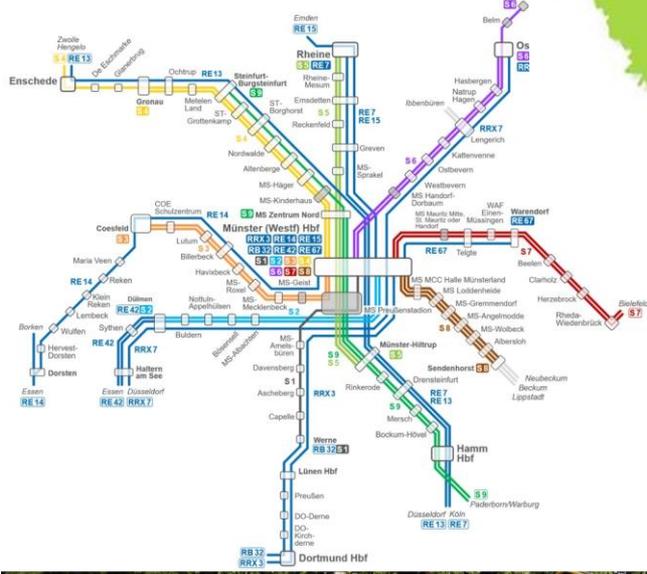
Sectoral transport planning: separate consideration of the networks

# Our Strategy - Masterplan Mobility Münster 2035+

...but approach mobility planning in an integrated way!

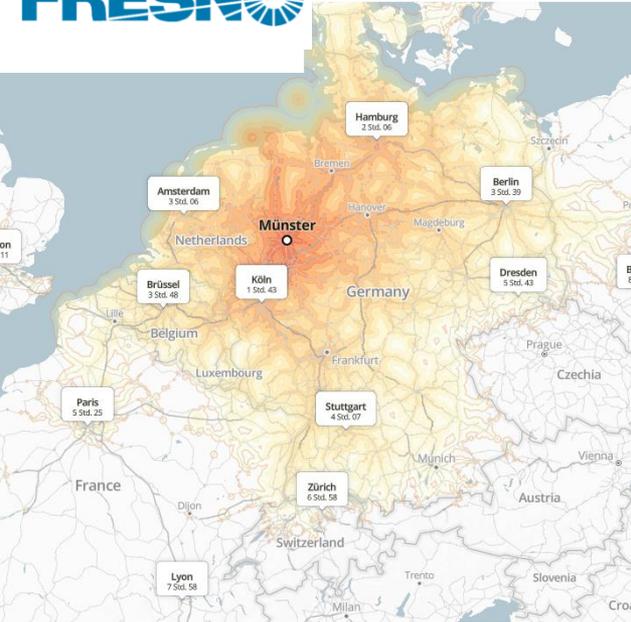






# Public Transport - Projects





# Focus: Münster Central Station

- Transfer point to all parts of the city, to Europe, Germany & the region
  - Various long-distance trains (EC, IC, ICE)
  - 14 regional train routes (RB, RE)
  - City bus & regional bus services





## Münster Central Station – Promotion of inter- and multimodality

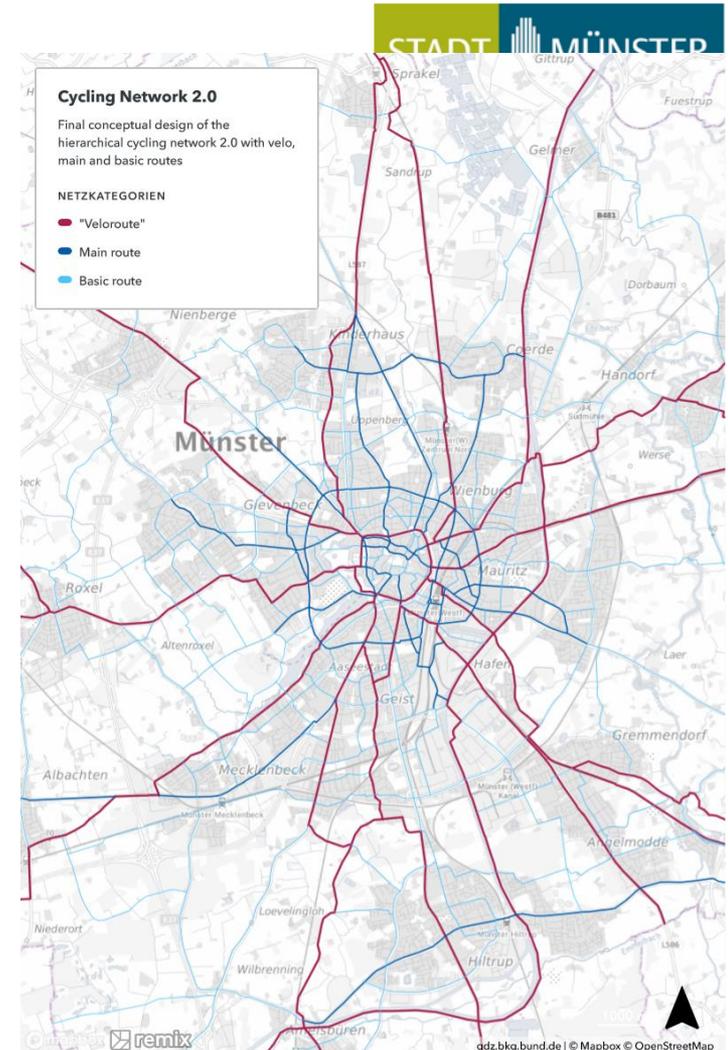


# Cycling in Münster - Goals

Sources: City of Münster



- ❑ cycling share of 50 %
- ❑ continuous, systematic and hierarchical "Cycling Network 2.0"
- ❑ Make cycling faster, safer & more comfortable
- ❑ Maintain & improve cycling infrastructure



Source: Own illustration with remix

## "Velorouten" (velo routes)

- Development of a network of routes for daily use between Münster's city centre, the outer suburbs and surrounding municipalities.
- Timely expansion of 14 routes that are predominantly based on existing ones
- Qualified, homogeneous standard of development for all routes



Velo routes  
in Münster's  
surrounding region  
Source: City of  
Münster

**VELO  
ROUTE**

— Velo routes  
— Supplementary Routes



The "Promenade"  
will be the inner-city circular junction  
between the "Velorouten"

Source: City of Münster



Sources: Wikipedia, Bundesanstalt für Straßenwesen (BASt)



Source: City of Münster

**1990:** First cycle street was established as a part of a pilot project

- max. 30 km/h 
- Cycling next to each other is allowed
- Optional: Cars & motorcycles allowed, but must be subordinate to cyclists

First generation cycle streets do not meet modern standards anymore and cause conflicts

Narrow roadway

poor recognisability of cycle street

Red roadway  
4 - 5 m

Dooring zone  
0,5 - 0,75 m

Parking on both sides



Source: City of Münster



Bismarckallee before ▲



Bismarckallee after ▲

Source: City of Münster



Parking on one side only

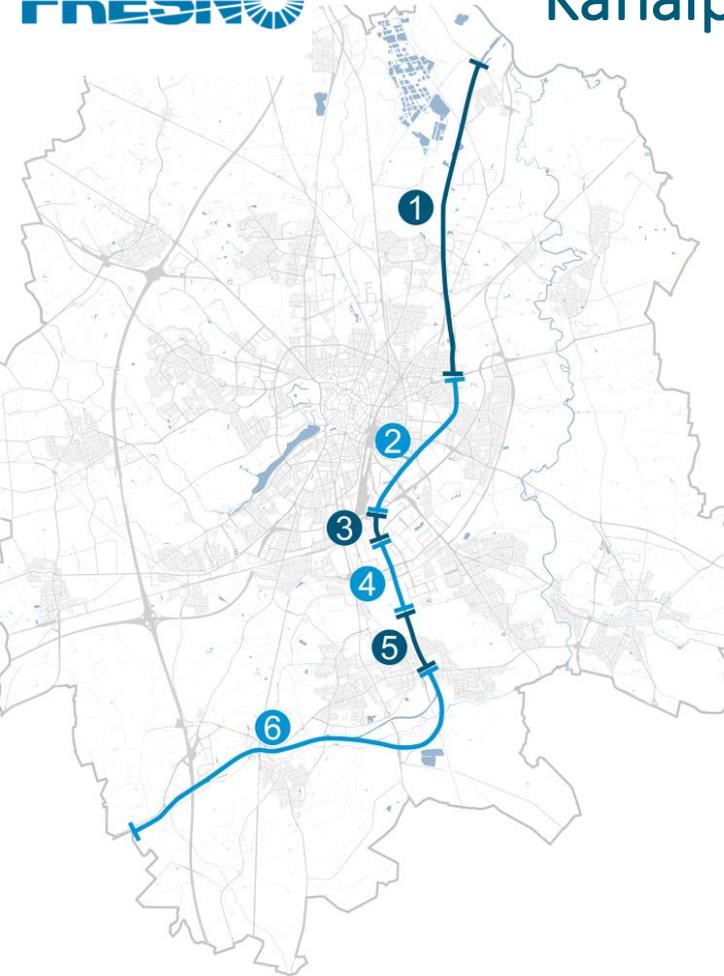


### Communication & participation are keys to success



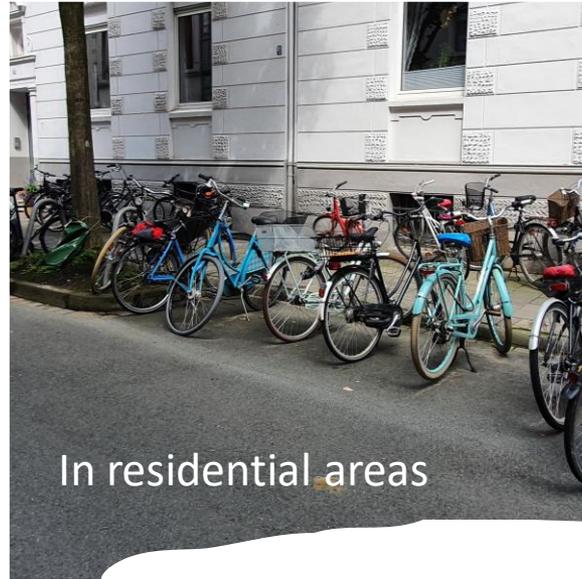
Sources: Jens Stachowitz Kommunalberatung

# "Kanalpromenade"



- ❑ Award winning expansion of the canal's service route to make it suitable for bicycles
  - Total length of 27 km across the city
  - asphalted surface
  - at least three meters wide
  - Road edge marking (narrow line)
  - adaptive lighting



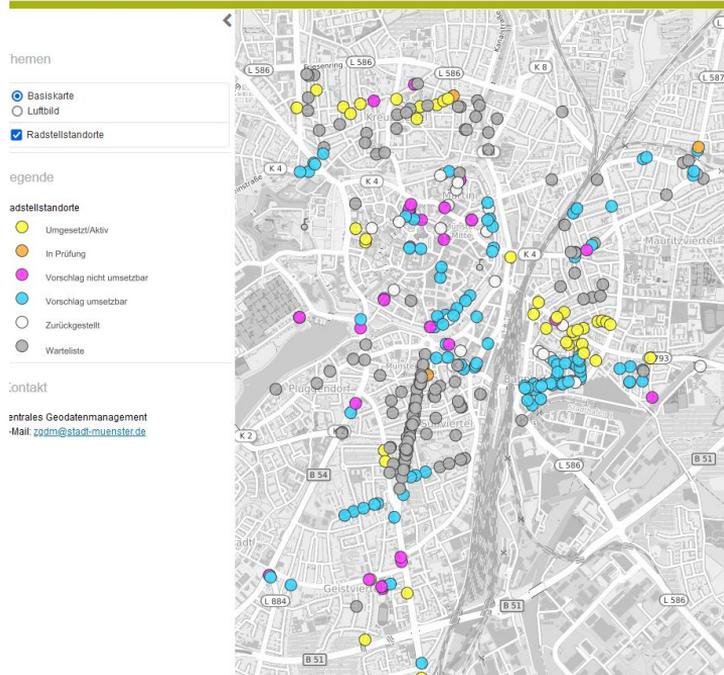


Bike-Parking - tailor-made solutions for every purpose

At the train stations in the districts

# Bike Parking - Location proposals via online participation

## 3000-Fahradstellplätze-Programm



Online map with suggestions and status

before



& after





## Question & Answer