Pedestrian and bicycle traffic

On average, Berliners make four out of ten journeys on foot or by bicycle. The importance of non-motorized transportation facilities in urban traffic planning is correspondingly high. To reflect this importance, as well as further improve the quality of life in the city, Berlin has its own independent strategies for pedestrian and cycle traffic. 340 new pedestrian crossing facilities have been created in the Berlin road network since 2001. Above all else, pedestrian crossings have been constructed to improve the safety of those traveling on foot.
Meanwhile, well over 1,000 km of cycling facilities have been provided for cyclists in Berlin. Of these, 662 km are purpose-built bike paths and 174 km are pavement markings (lanes) for cyclists. The effects are clearly apparent. For years, traffic surveys have continually shown increasing figures for cycle traffic at numerous locations. In the downtown area, inhabitants even make more journeys on foot than they do by car.

Further information can be obtained on pedestrian traffic at www.stadtentwicklung.berlin.de/verkehr/politik_planung/fussgaenger www.stadtentwicklung.berlin.de/verkehr/mobil/fuss

on bicycle traffic at www.stadtentwicklung.berlin.de/verkehr/politik_planung/rad www.stadtentwicklung.berlin.de/verkehr/mobil/fahrrad

on a route planner for cyclists at www.bbbike.de
Crosswalks (‘zebra crossings’) (2012)
### Construction projects for safe pedestrian crossings

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<tbody>
<tr>
<td>Pedestrian crossings</td>
<td>12</td>
<td>20</td>
<td>20</td>
<td>36</td>
<td>27</td>
<td>32</td>
<td>14</td>
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<td>Centre islands</td>
<td>14</td>
<td>8</td>
<td>5</td>
<td>9</td>
<td>9</td>
<td>8</td>
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<td>Road narrowing at crossings</td>
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<td>6</td>
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<td>8</td>
<td>7</td>
<td>5</td>
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Source: Senate Department for Urban Development and the Environment of the State of Berlin

### Facilities for cyclists

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<tbody>
<tr>
<td>Purpose-built cycling paths (in km)</td>
<td>600</td>
<td>625</td>
<td>630</td>
<td>650</td>
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<tr>
<td>Cycling lanes on roads (in km)</td>
<td>50</td>
<td>65</td>
<td>90</td>
<td>125</td>
<td>153</td>
<td>174</td>
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<td>Joint pedestrian and cycling paths (in km)</td>
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<tr>
<td>Cycling paths marked on pavements (in km)</td>
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<tr>
<td>Pavement open to cyclists (in km)</td>
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<tr>
<td>Co-use of bus lanes (in km)</td>
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<td>70</td>
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<td>Roads with right of way for bicycles (number)</td>
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<td>3</td>
<td>5</td>
<td>11</td>
<td>16</td>
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</tbody>
</table>

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Bicycle traffic systems (2012)

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH
Bicycle traffic at selected counting points

Relative change in per cent (2004 = 100%)


Bicycle traffic since 1951

Relative change in per cent (2004 = 100%)

Development in Berlin (West)

Development in Berlin as a whole

Large bicycle traffic census

Bicycle counts 1994

Monthly traffic census

Cycle route signage (2013)

Source: Senate Department for Urban Development and the Environment of the State of Berlin
Bike and Ride facilities (2012)

Parking spaces in Bike and Ride facilities:
- ≤ 30: 30 to < 50
- ≤ 50: 50 to < 100
- ≤ 100: 100 to < 200
- ≥ 200

Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH
Bike and Ride facilities in the city centre (2012)

Parking spaces at Bike and Ride facilities

- 30 to < 50 — U-Bahn
- 50 to < 100 — S-Bahn
- 100 to < 200 — Regional railway
- ≥ 200

Source: BVG Berliner Verkehrsbetriebe AG; S-Bahn Berlin GmbH; Senate Department for Urban Development and the Environment of the State of Berlin
Content processing: LK Argus GmbH