

Abstract

This work deals with the cycle network of the city of Friedrichshafen, especially of its city centre. The aim is, to improve their existing cycle network from the high base level they already have. It should become a comfortable, coherent and safe cycle network, in order to increase the modal share for cycling.

After the analysis of the traffic sources und targets of the city centre of Friedrichshafen, a radial ring system was chosen as the access system which should be implemented. The Friedrichstraße is the central east-west axis, to which the radial streets are connected. A coherent ring does not exist yet. After the inventory of the existing cycle network on the main axis, shortcomings were identified and solutions suggested. To connect residential, study and work locations a „Velo-Ring“ around the core city is planned. For that, streets and paths, which would be possible for everyday traffic to ride on, were examined. Finally the conditions of the crossing points of the Velo-Ring with the radial streets were reconsidered and supplemented or improved if needed.

Another task of this work was to examine different variants to redesign the Friedrichstraße. The main aim was to separate the bicycle path from the footpath and improve the quality of the experience on the street by, for example, widening the pavements. For that the street was divided into two sectors. For each sector, different variants were discussed. It turned out that in sector 1 a reduction from three to two lanes is necessary. In the respective variants improvements for the everyday cyclists as well as for the leisure cyclists were made.

The last question to be answered in this work is whether the realization of a cycle highway on the abandoned railway in the east of the city centre of Friedrichshafen is meaningful. After describing the currently discussed requirements for cycle highways, on the one hand, it can be assumed that the planned cycle highway would comply with them. On the other hand upon examining the cyclist potential and the travel time saved on the 2 km section, the meaningfulness is less significant.