



City perspective: Improving bicycle traffic in Greifswald

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interreg-baltic.eu/project/sumpsforbsr

Interreg
Baltic Sea Region



Co-funded by
the European Union



Universitäts- und Hansestadt
Greifswald



SMART GREEN MOBILITY

SUMPs for BSR





Fig. 2: Greifswald

Agenda



Outline of Greifswald



What is Greifswald planning to do in the #SUMPsforsBSR project?



How it is linked to SUMP Greifswald?



What is the expected impact and the role of data collection?



Challenges & solutions - What we learned so far?

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Outline Greifswald

Modal Shift

“In terms of the proportion of bicycle traffic in the distances travelled, Greifswald is even the national leader.”

Federal Managing Director of the ADFC, Burkhard Stork

“Greifswald is the secret bicycle capital in Germany.”

Former spokesperson ‘Radentscheid Rostock’,
Marie Heidenreich

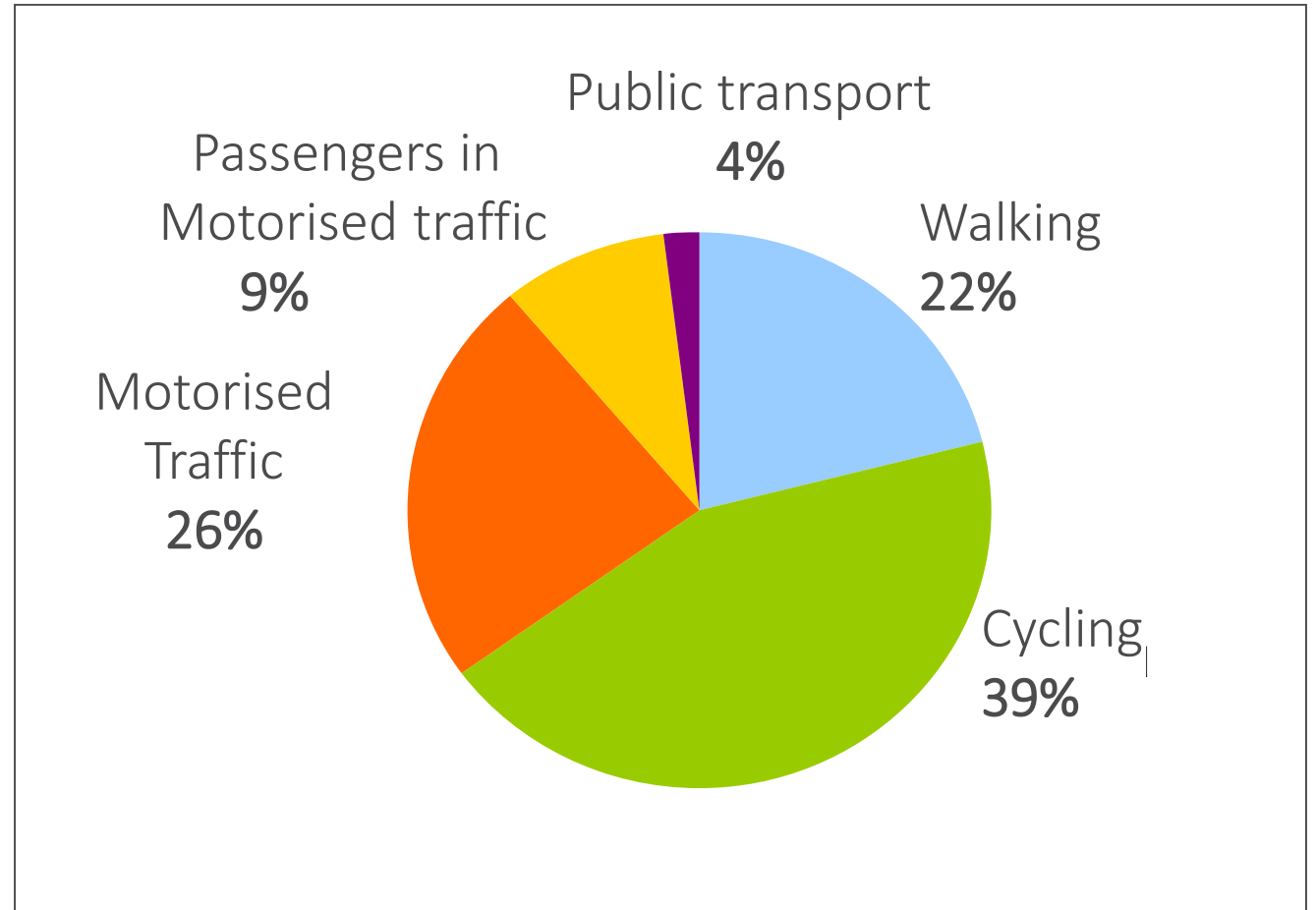


Fig. 3: Modal shift Greifswald

Outline Greifswald

Major Regional Centre

- North-East Germany
- Shares with Stralsund (distance: 35 km)
- compact city structure: area 51 km²
- Population 60.000 / Density 1.200/km²
- takes a number of functions for its region: supply, education, medical care, working
- important employer, e.g. University, medical centre
- high proportion of students (1/5 of the population)
- “City of short distances”

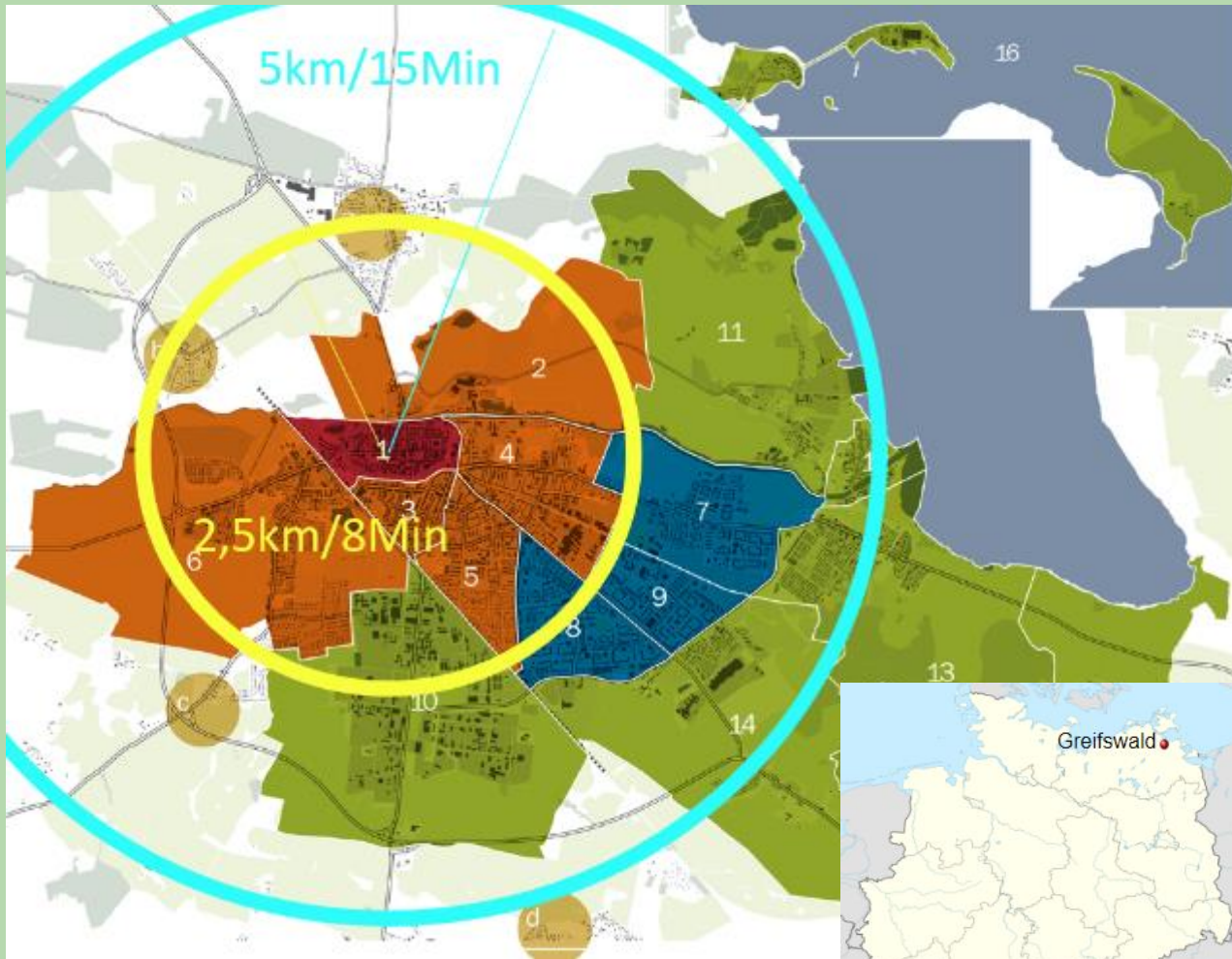


Fig. 4: Greifswald city area and distance by bike



Fig. 5: Map of Greifswald



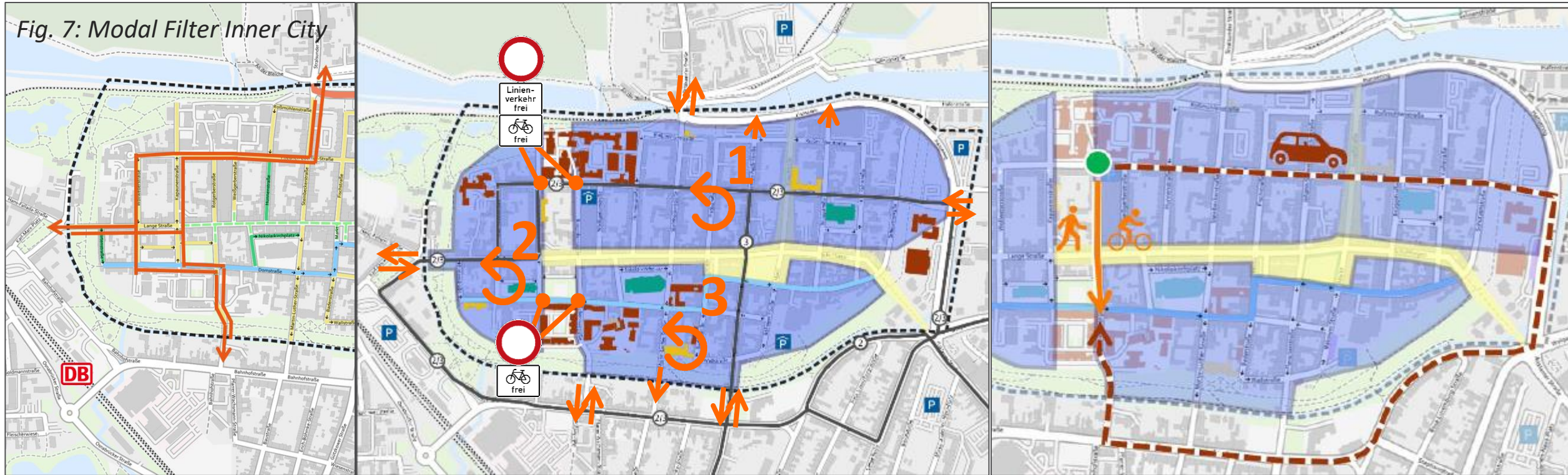
Fig. 6: Greifswald Inner City Friedrich-Loeffler-Street

#SUMPsforBSR project

Improve Local transport by Installing a Modal Filter in the Inner City + seperate green light phase for bicycle traffic at intersection of high importance

#SUMPsforBSR project

Modal Filter in the Inner City



average daily traffic
volumes 3,500 motor
vehicles –Inner city
as short cut

installing the modal
filter: Reduce of 1/3
of the motorized
traffic

Cycling and walking as active
mobility are more attractive

#SUMPsforBSR Project

Modal Filter



Fig. 8: Visualization of the modal filter

How it is linked to SUMP Greifswald?

Key actives: Promote pedestrian traffic and quality of stay



Fig. 9: Marked Square 1980s



Fig. 10: Marked Square early 1990s



Fig. 11: Marked Square 2020

Mobility and public space through the Ages

#SUMPsforBSR project

Expected impact and the role of data collection

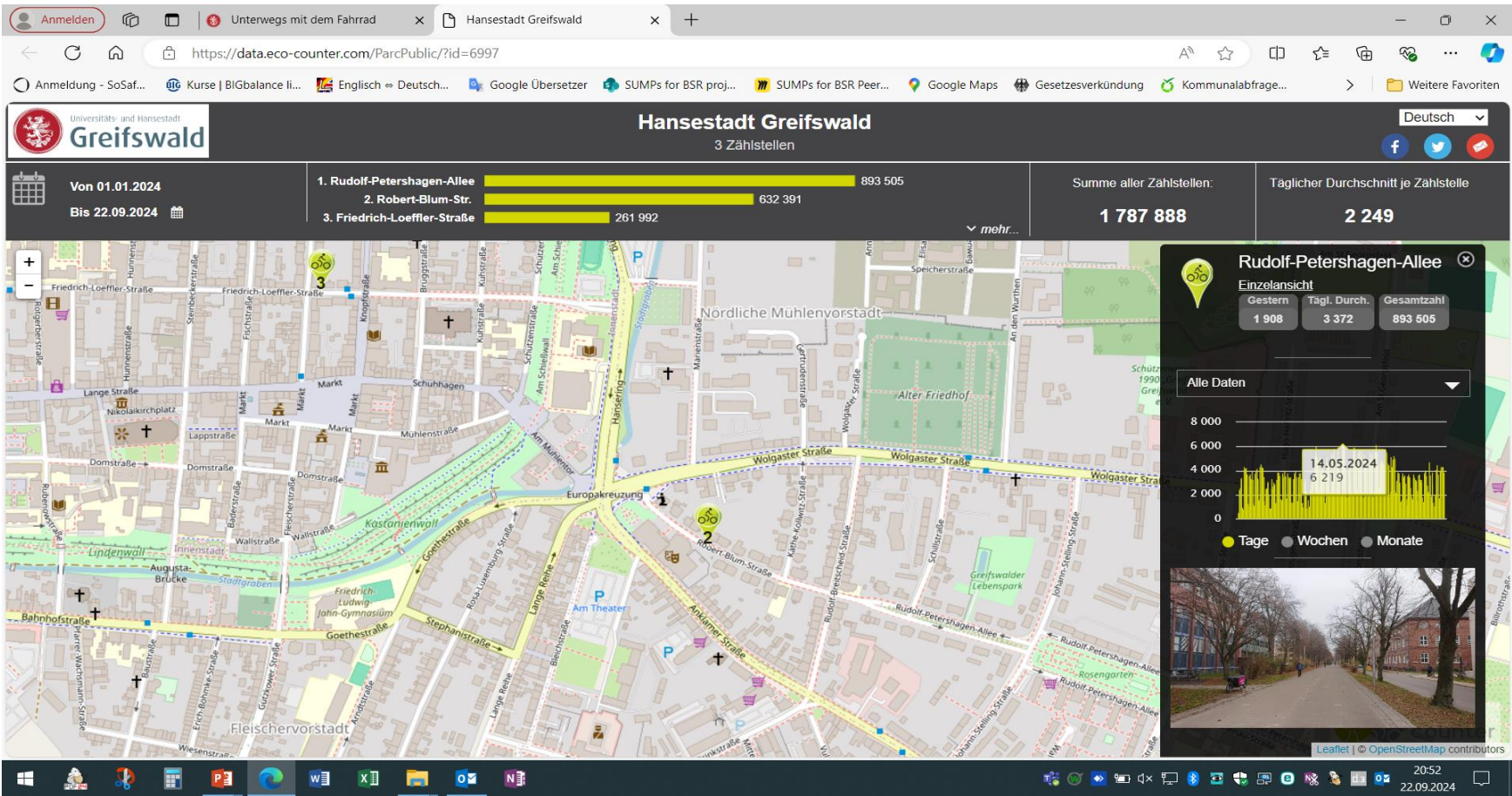


Fig. 16: counter for bicycle traffic

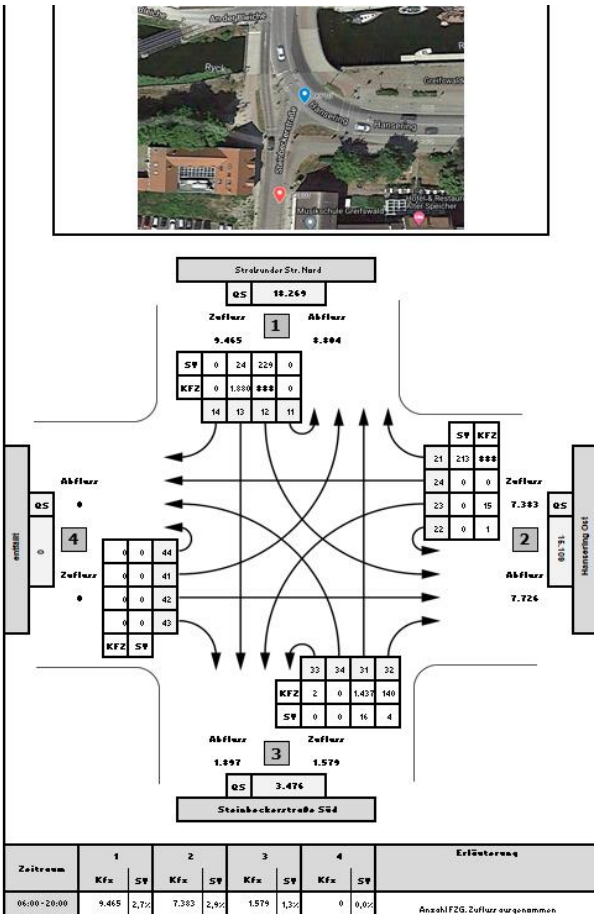


Fig. 17: traffic counter

#SUMPsforBSR project

Challenges & solutions - What we learned so far?

- ✓ coordination of important actors inside the municipality
- engage stakeholders and target groups
- ✓ Coordination with monument protection authority
- high pressure from politicians and public

Communication

Create acceptance.

Find solutions together ###



„No-entry bans for cars in Greifswald city centre“

„Greifswald drivers beware: Vehicles will no longer be allowed to drive in these places“

Fig. 18: Daily newspaper



Contacts

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SUMPs for BSR project, co-funded by the Interreg BSR programme, is supporting transition to sustainable urban mobility planning.



Figures

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