City of Munich
Department of Mobility

2035

The mobility strategy for the City of Munich

muenchenunterwegs.de

MÜNCHEN UNTERWEGS

Thinking ahead for the city

Photo: LHM/MOR, Marienhagen/John

Contents

Legal notice

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Dear residents of Munich,

We have taken a big step in implementing the transport transition: The Munich City Council has adopted the draft of the Mobility Strategy 2035, which aims to make our city a better place to live in for everyone.
There is no dispute that action is needed. We definitely want to avoid worsening congestion of the transport system with permanently blocked roads, overcrowded public transport and problems on too narrow cycle paths and footpaths.

I want you all to be as safe as possible whilst on the move! And last but not least, we need to significantly reduce the impact of pollution and noise in the city in order to achieve a better quality of life for everyone.

That is why we have set ourselves ambitious goals: By 2025, at least 80 percent of the traffic in the Munich city area should consist of emission-free cars, buses and trains, as well as pedestrian and bicycle traffic. Traffic is also expected to be climate-neutral by 2035.

Much has already been done. New underground, tram and bus lines have been built or are in progress. The network of cycle paths is being massively expanded. With our "Vision Zero" measures, we are doing everything possible to avoid any more people being killed on Munich's streets.
We have combined all our administrative powers with the Department of Mobility. The Mobility Strategy 2035 addresses all this preparatory work and takes a systematic approach that will best help us achieve the goals of the transport transition.

We can only do this if everyone pulls together. The federal and state governments need to make massive improvements in the financing of public transport and make important legal decisions. It can only be achieved with close partnership-based cooperation with the region. And we need your support for what we can do as a city!

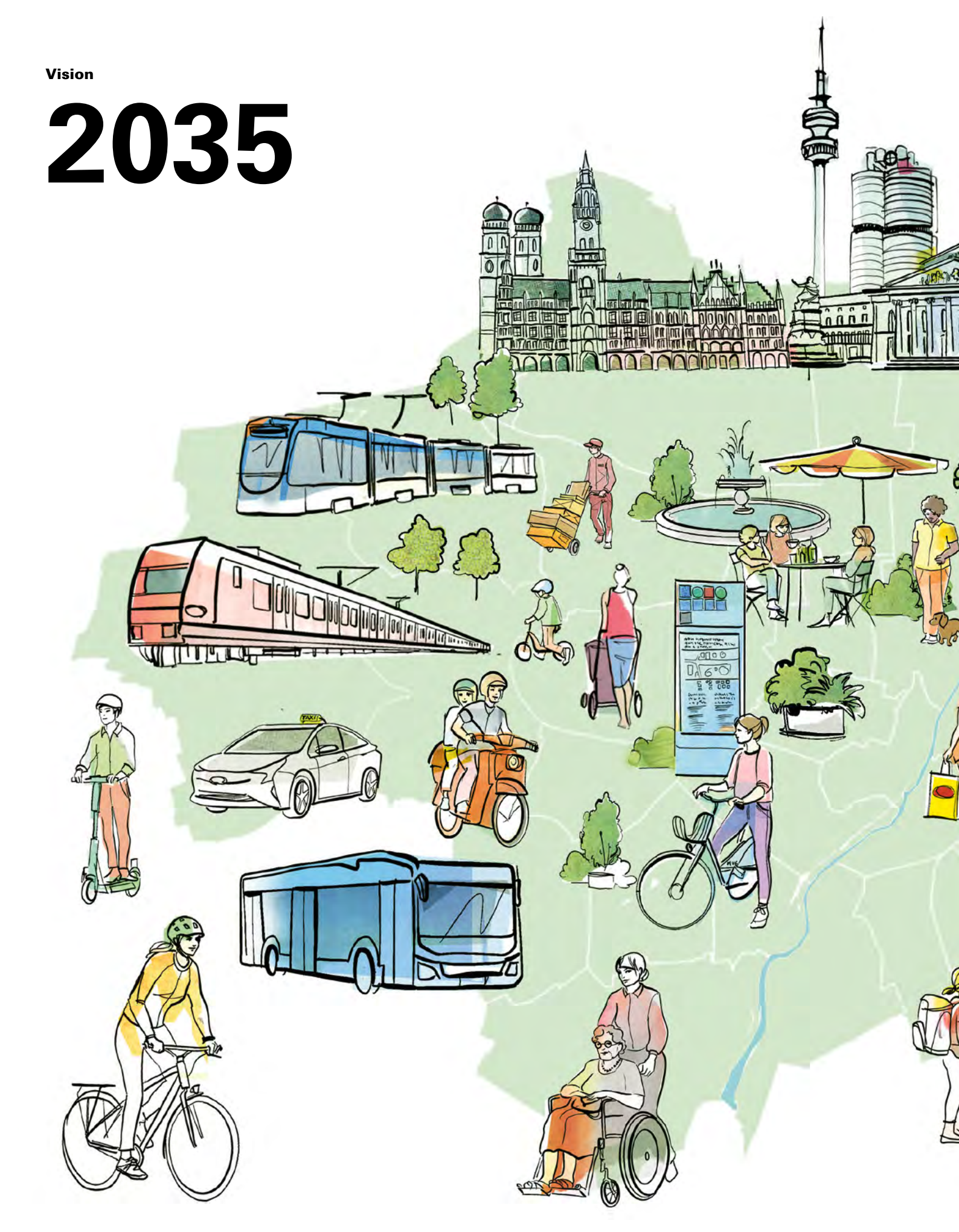
I therefore cordially invite you to discuss with us and to participate actively in the development of tomorrow's mobility.

Your Lord Mayor Dieter Reiter

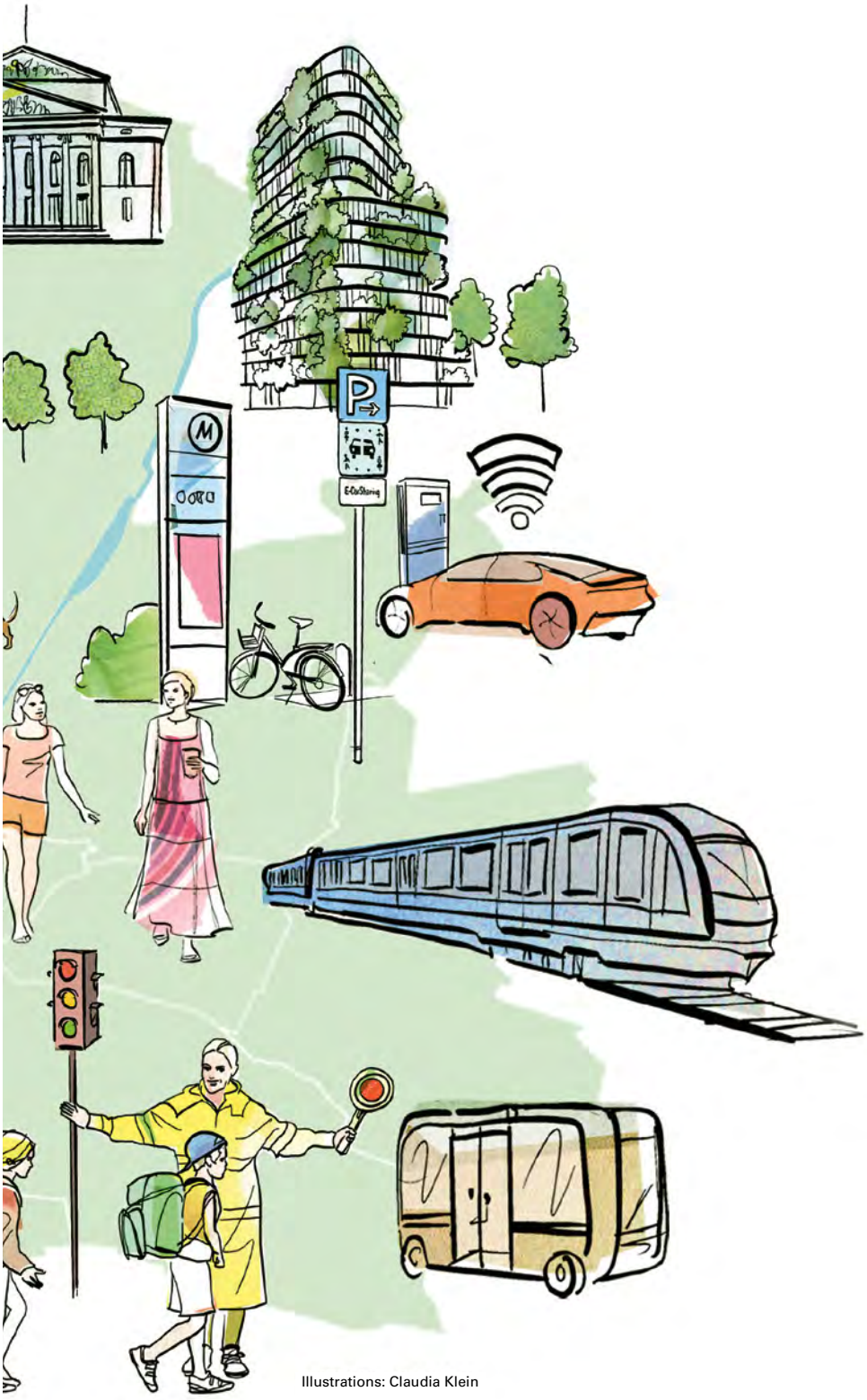
Photos: LHM/MOR, Marienhagen/John

Vision

2035



Munich is creating a transport transition. With a strong Mobility Strategy 2035 for a city that is pleasant to live in.



Illustrations: Claudia Klein

What could Munich look like in 2035?
The streetscape will be reconfigured!

- Places to stroll and take a break will be created in many places where cars used to drive and park. Private cars will barely be used. People will get to their destination much faster and more conveniently by bus and train.
- More and more cyclists will enjoy the ride on wide and safe cycle paths criss-crossing through the city.
- Mobility will be socially just, accessible and not exclude anyone.
- Mobility hubs throughout the city will make it easy to switch from public transport to a variety of shared mobility services.
- A dense network of electrical charging stations will make it easy to do without internal combustion engines.
- Munich's streets will be safe and there won't be any more fatal traffic accidents.
- Modern and intelligent traffic management will ensure that traffic flows smoothly.
- Digitalisation and modern technologies will even enable autonomous driving in electric cars.
- Commercial transport and delivery vehicles will also pass through the city quickly: helping to protect the environment and the climate. You will have access to more space by switching the population from avoidable car trips to more attractive, space-saving services.
- Districts of the city will be designed in such a way that there is no need for people to have their own car. Residents will be able to reach everything more easily in their own surrounding area and will have access to sustainable mobility services.
- Flexible on-demand services will offer convenient access to the underground and S-Bahn suburban railway networks wherever there is no station nearby.
- And last but not least: Munich will achieve its climate protection goals, the streets and squares will have become much greener and there will be cleaner air.

Interview

Space for people

Silja Hoffmann is a professor at the University of the Bundeswehr Munich. She does research on intelligent and multimodal transport systems. She is very positive about the opportunities for the transport transition in Munich.

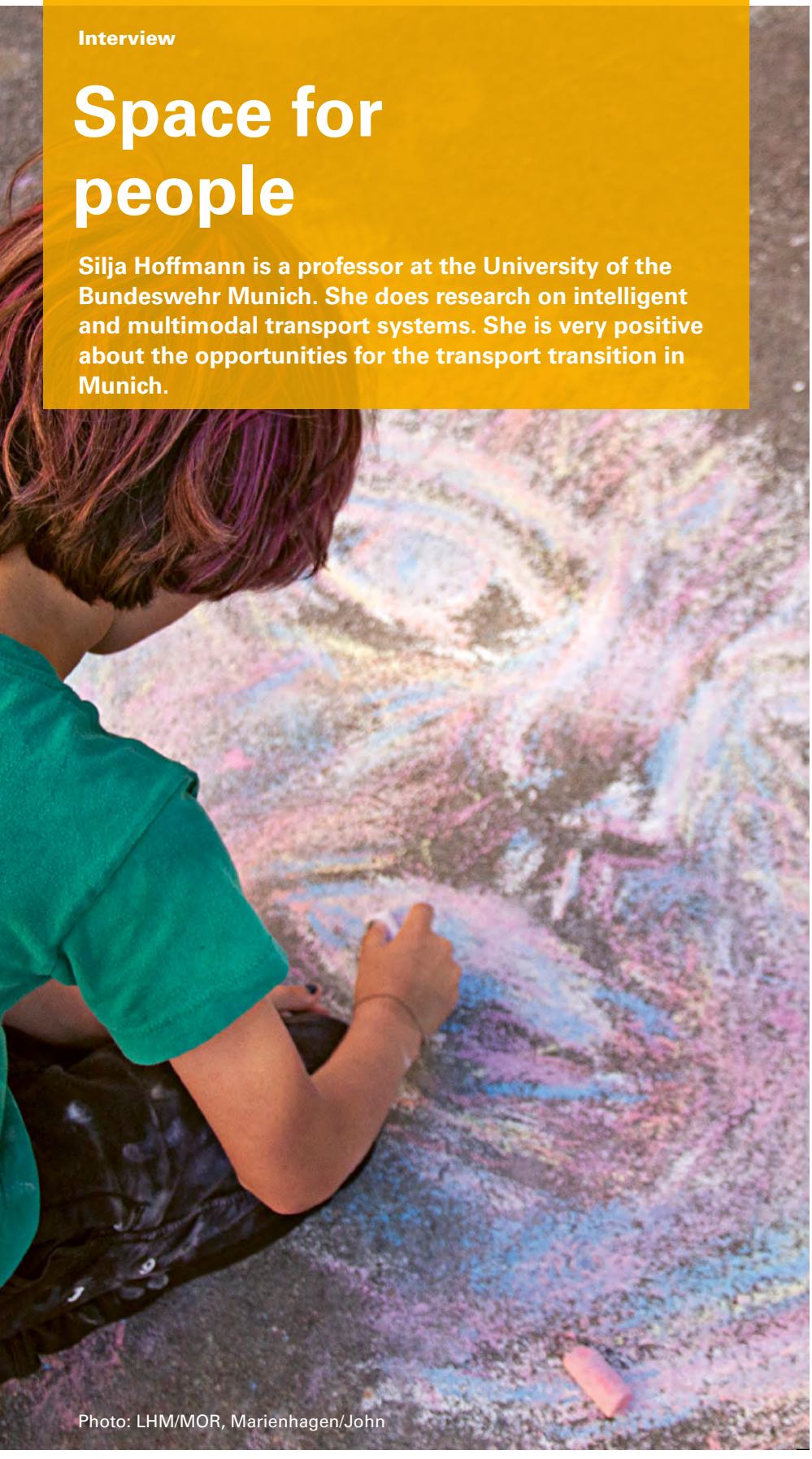


Photo: LHM/MOR, Marienhagen/John

In your opinion, what is the most important thing for the success of the transport transition in Munich?
Starting and doing something! Not only in Munich, but throughout Germany, more and more people want sustainable mobility. We should take advantage of this and in particular promote more space-efficient transport. We need to distribute the limited space that we have in the big cities more equitably.

Which means of transport use the least space per person and which use the most?
By far the least space is used by pedestrian traffic as well as buses and trains. But only if they are well utilised. A bus with only one or two passengers is not efficient. Bicycles come after buses and trains. People who travel in their own cars need the most space – and most of all when they are driving alone in them.

So is the expansion of the bus and train network and more space for pedestrian and bicycle traffic the solution?
Definitely. Munich must further expand its public transport and the bicycle infrastructure as well as the pedestrian infrastructure. The only question that arises is where the space for this comes from. This can only be done if you take away space from the private car traffic. All the alternatives to private cars also need to be combined and offered to residents from a single source that is easy to use. The keyword is "multimodality".

Cars also use up a lot of space when parking. Should parking be more expensive?
On average, cars are stationary for 23 hours a day. Residents can park all year round for an administration fee of 30 euros. This is extremely cheap if you compare it to square metre prices in Munich city centre. The parking space should be better utilised. Streets redesignated as pavement cafés during the coronavirus pandemic

demonstrated how pleasant it can be to live in cities. Space for people and not vehicles.

How can the city convince residents not to drive?
I am not a fan of prohibiting things, but rather of providing incentives. There are almost as many non-motorists in Munich as there are motorists. If we make ecomobility more attractive, people will be able to reach their destination faster than by car. This is the best argument.

The city cannot decide freely on transport policy, because it is the responsibility of the federal and state government. What needs to change?
Cities must not be considered in isolation; transport must be organised nationally. Many general conditions are determined by the federal and state government. There is a need for action here: The financing of public transport must therefore be improved. And cities should be allowed to set their own prices for parking or driving. Another example is the current company car policy, which results in an insanely large number of large, tax-financed company cars travelling on the roads. Most people would not buy these types of vehicles if they had to pay for them themselves. This will lead to a technologically very new fleet of vehicles and could also promote electromobility. However, these financial incentives still need to be reconsidered at national level.

What do you recommend to cities with regard to the federal and state governments? And what can they do themselves?
Cities need to address their requirements with the federal government and the state as amicably and collectively as possible. A very good option is to redesignate public space – and from time to time at traffic lights – in favour of ecomobility. And they should try out a lot more, making them a pioneer for other cities.

With what projects do you see Munich as a pioneer?
The new road safety concept "Vision Zero" is great; it no longer accepts people being killed in road traffic and works specifically on improvements. Systematic communication at muenchenunterwegs.de addressing important target groups, such as new residents, to support them in their mobility planning, is a model for many other cities. I believe that the new strategy, the expansion of the public transport network, the implementation of the Radentscheid cycling initiative for a better cycling infrastructure and now also the new sharing concept, will set an example in Germany and Europe.

Munich is planning new, self-sufficient districts, especially on the outskirts of the city. What opportunities do you see here?
This is about offering alternatives: short distances within the district, good connections to buses and trains, and sharing services that enable people to live without their own car. This should also be possible on the outskirts of the city.

And how does this work in the city centre?
Offering alternatives – even there. Using space in a different way: more paths and bicycle storage facilities, better shared mobility services. More care sharing parking so you that you don't have to look for long before you find the next car.

Is it not more cost-effective to share than have your own car?
Unfortunately, we rarely calculate what a private car costs us per trip. We spend a lot of money to ensure the constant availability of a car. We conducted a survey in Schwabing in the summer of 2021: It concluded that most people only use their car to go on trips at the weekend. You could spend a lot of money on alternatives.

What contribution can science make to the transport transition?
There are many new ideas for modern mobility. Research and pilot projects help cities to decide on the course they should take in the future. The City of Munich is involved in a variety of projects, including one that I am working on. In "Move Regio M", we want to find out how to develop a common understanding of mobility across regional boundaries of responsibility and therefore achieve a shift in commuting towards sustainable mobility.

And what about autonomous driving projects?
In the case of private cars, autonomous driving will not solve our traffic problems. There is no change in space efficiency just because you do not drive yourself. But robotic taxis or autonomous sharing vehicles could make a big contribution. They make public transport more individual and individual transport more public. We are coming from both sides to become more efficient.

To what extent will the city go with its mobility strategy?
That is the wrong question. It is not about all-or-nothing, the main thing is to address and work on the matter. Everything that is started helps. It is important for success that the residents are informed and involved. We need to make people understand why sustainable mobility is important to us all. The transport transition will only work if everyone is involved.

Univ.-Prof. Dr.-Ing. Silja Hoffmann
Professor for Intelligent, Multimodal Transport Systems, University of the Bundeswehr Munich

"I am driven by the spirit of discovery"

Rita Igelmann (75) has lived in Neuharlaching since 1954 and uses public transport almost daily. Even though the Munich-born resident appreciates the great freedom of movement in her native city, she still has some suggestions for improvement up her sleeve.

Photo: Ellen Verick

Ms. Igelmann, how do you travel through the city?
Ideally by underground. The underground is usually relatively punctual because it operates independently of the above-ground transport. And I always get a seat because the terminus of the U1 line is right on my doorstep. Occasionally, I also travel by bus or tram. And sometimes I still get on my bicycle. But in view of the crazy traffic in Munich, I find cycling quite dangerous.

So you're still fully mobile.
Yes, I use public transport every other day. I take the underground to the city centre for shopping or to the doctor. And I take the S-Bahn or the train when I go hiking. I used to be a tour guide and I still have the spirit of discovery. When I am in the city, I always go to the information centre in the Alte Hof former imperial residence and get leaflets about the area of the city. They are very handy. I read them on the underground and mark everything that I want to see. Last time I visited the district of Schwanthalerhöhe. A very interesting district with many localities and a lovely beer garden behind the Bavaria statue.

What suggestions for improvement would you have?
I would like the buses to be more punctual and run more often. You can clearly see that there are currently not enough drivers. And it would be good if some of the many construction sites were eventually dismantled again at some point. The extension of the U5 line to Pasing, for example. But I also hope that pressure will be taken off the main line by several of these bypass lines. Oh, and they could have saved money on the expensive seat coverings on the underground trains. They get dirty much too quickly.

Do you easily get anywhere you want to go?
Yes, I'm still able to walk well. I take the lift to the underground platform, which works well. Especially since they installed a newer and faster model. But for people with walking frames or walking disabilities, it is often not so easy. For example, if the bus is unable to drive close enough to the curb for some reason - as is often the case - it will be really difficult to lift a walking frame over the gap and the difference in height between the pavement and the bus is too big. And at the bus stop opposite my front door, there was no display panel for the bus journey times for a long time. Old people in particular want to know when a bus is expected to arrive and why it is delayed. I am pleased that one was installed a few days ago. Not everyone has a smartphone.

Do you have a smartphone?
Yes, and my nephew even installed this MVGO mobility app for me. But the font is too small for me and I can barely read it.


Photo: Ellen Verick

Clear the way!

Local public transport is a decisive factor in the implementation of the transport transition in Munich. The more attractive the bus, train and tram services are, the more residents will use them to travel from A to B and will not travel in their own car. That is why the city is significantly expanding its entire network.

Faster by bus

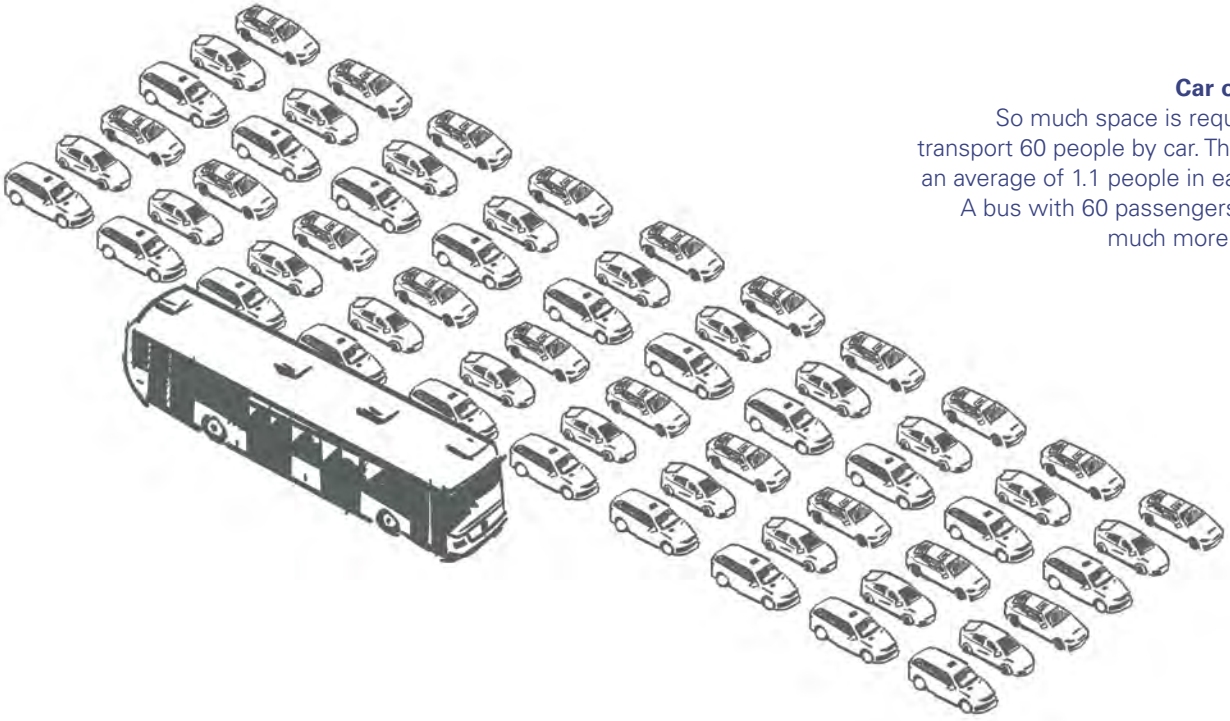
Buses do not travel on rails, but on the road, and often like cars, are stuck in traffic jams. In 2018, the City of Munich decided to speed up bus traffic to make it faster for passengers to reach their destination: by setting up bus lanes, improving traffic light systems, and by providing adequate lane widths and eliminating bottlenecks. Since the end of 2023, there have been 15.2 kilometres of bus lanes, 2.7 kilometres more than in 2021. 840 out of a total of more than 1,100 traffic lights have been optimised for bus traffic. Further improvements will follow in the coming years. For example, new bus lanes will be marked up throughout the city, and at junctions, separate right-turn lanes will be set up for buses. Better coordination of traffic lights will also be continued.

Photo: LHM/MOR, Marienhagen/John

Photo: LHM/MOR, Marienhagen/John

Accessibility throughout Munich

Passengers with limited mobility should also be able to travel as conveniently as possible by bus and train. This is not just for 2035, but already a declared resolution of the state capital and Munich Transport Company. 96 of the 100 underground stations are accessible by lift. At the end of 2023, 107 of the 150 Munich S-Bahn stations were accessible, which corresponds to a share of 71 percent. The buses are low-floor buses with wide entrances, lifts or folding ramps that can be adapted to the curb heights of the bus stops. The trams approved in the Munich network meet all the required requirements for accessibility (except for the almost historic Class P tram). Step-free boarding into the tram is currently only possible using lifts. The reconstruction of the stations is expensive, but it is planned to be implemented in the coming years. The range of orientation aids for people with a visual or hearing impairment is also being continuously expanded.



Car or bus?
So much space is required to transport 60 people by car. There are an average of 1.1 people in each car. A bus with 60 passengers saves much more space.

More S-Bahn lines

The main line of the Munich S-Bahn is an artery and bottleneck at the same time. In order to take the pressure off this line, a second main line is being built over a stretch of around ten kilometres between the stations Laim in the west and Leuchtenbergring in the east. While today around 950 trains pass through the centre of the city every day, after the expansion there will be at least 1,200. In theory, the capacity could even be increased to 2,000. The centrepiece of the line is a seven-kilometre-long new tunnel that connects the main station and the east station.

Photo: coco194/iStock

Photo: LHM/MOR, Marienhagen/John

More tram lines

Many Munich residents appreciate the traffic-free, above-ground tram ride with a view of the city. A further advantage: The tram has been running on pure electric power for more than 100 years and contributing to reducing exhaust and CO_2 emissions. Four new tram lines are also being planned: The West Tangent will run for 8.25 kilometres from Aidenbachstraße to Romanplatz and connect the districts of Schwabing, Neuhausen, Laim, SendlingWestpark, Hadern and Obersendling. The Munich North tram line is intended to open up the Bayern-Kaserne development area, amongst others. The St. Emmeram tram line is intended to connect to the Johanniskirchen S-Bahn station. The planning for an additional eight routes is also being pursued with high priority: For example, a tram link from the main station heading north to Feldmoching and Milbertshofen/am Hart or a new line from Ramersdorf to Neuperlach. In addition, an interregional line to Dachau will be considered.

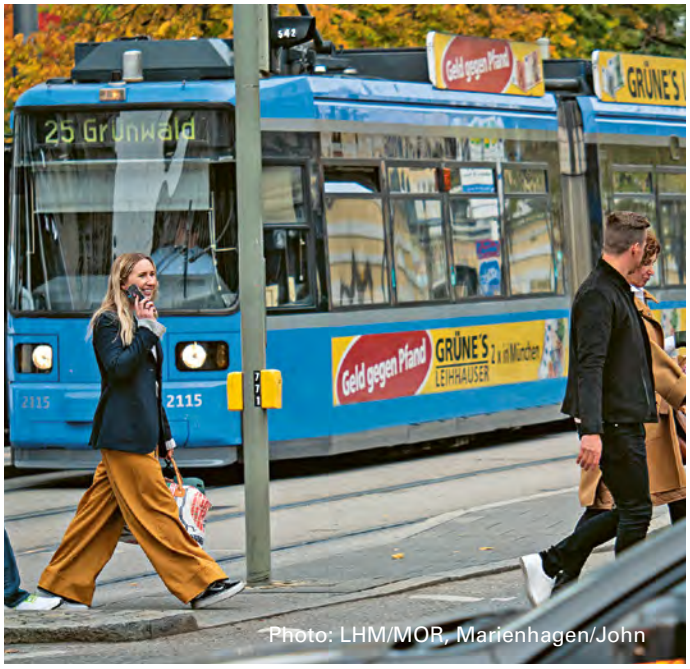


Photo: LHM/MOR, Marienhagen/John

More underground lines

For more than 50 years, the underground in Munich has proven to be a fast and convenient means of transport. On 19 October 1971, the then Lord Mayor Hans-Jochen Vogel opened the twelve-kilometre U6 line from Kieferngarten to Goetheplatz via Marienplatz in time for the 1972 Olympic Games. Today, under normal circumstances, a good one million people travel on around 100 kilometres of line between 100 underground stations. And there are more to come: The U5 line will be extended to Pasing and later to Freiham. The U4 line will run from Arabellapark to the northeast and connect a new development area to the underground network. The U9 will be a completely new line: However, the 10.5-kilometre-long link will run through the city centre from Dietlinden to Implerstraße at the earliest in the 2030s and will then also take pressure off the U2, U3 and U6 lines.

Photo: LHM/MOR, Marienhagen/John

Torsten Belter
Head of Strategic Mobility Planning, Department of Mobility

Our goal is that 30 percent of all routes in the city are covered by bus and train. That doesn't sound much, since we are already at 24 percent. But the city is growing fast, so more and more people are on the move. Even if we wanted to maintain the status quo, we would have to carry more and more passengers. The second main line will take the pressure off. However, it is generally a very lengthy process to extend the S-Bahn and underground network. Tram lines can be realised a little faster, and attempts are also being made to increase the capacity on the existing lines by way of new trams. Buses must bear the main burden of the short-term increase. This is why, in addition to other express lines, a fast-track bus programme is in place: even more bus lanes, but also traffic light systems that give buses priority over other road users. This may make bus travel even more attractive.

Bicycle infrastructure and road safety

Making the transition!

The "Radentscheid München" citizens' initiative for a better cycling infrastructure and the Mobility Strategy 2035 aim to expand and make bicycle traffic in Munich safer. But how do cyclists assess the current situation in the state capital?

If you ask Caro Wirth why she gets on her electric bike every morning to cycle the approximately twelve kilometres from Aubing to her workplace in Infanteriestraße, the answer is clear. "Only with my bicycle can I plan exactly when and where I will arrive. By car, you sit in traffic jams everywhere, and you cannot always rely on the S-Bahn or underground," states the special educational needs teacher. Of course, she is not wrong about this, at least as far as car traffic is concerned. Munich commuters sat in traffic for many hours in 2023.
This makes it all the more important that more people switch to bicycles in the future, which is the only way to actually achieve the transport transition.

The good news: New cycle paths, amongst other things, have made it possible for more people to switch to bicycles in recent years. This also refers to the strips on large multi-lane roads in the city centre, where car lanes have become permanent cycle paths. This small success shows: If the infrastructure is correct, the switchover will work. For example, the currently six bicycle counting stations in the city recorded significantly more cyclists than in the same period in the previous three years using a sensor installed under the road surface. In Munich, about 17 percent more cyclists were counted in 2023 than in 2019.

One of the people who were undoubtedly regularly recorded there is Caro Wirth – and not only on her way to work. For the Wirth family, the bicycle has long since become the number one means of transport. "We have a car, but it's in the underground car park most of the time," stated the mother of three. Commuting, trips, shopping – everything can be done by bicycle, and if need be, we can connect up a trailer.
"Actually, we can use it to get everything," states Wirth.
Sounds perfect. But it is not quite as rosy. In 2021 and 2022, a total of eight cyclists died in accidents. The city has launched the "Vision Zero", which aims to avoid any more serious

Photo: LHM/MOR, Marienhagen/John

Photo: LHM/MOR, Marienhagen/John

"I can only plan where and when I will arrive when travelling on my bicycle."

injuries and road deaths in Munich in the future (see the infobox on page 15). Currently, Caro Wirth prefers her son to ride on the pavement rather than on cycle paths directly on the road. Even if the greatest danger for cyclists comes from car traffic, Wirth monitors another development with concern:
"Electric bicycles have resulted in significantly higher speeds on the cycle paths."
For the special educational needs teacher, it is important for even more people to realise that bicycles are not just a pastime, but also a means of transport. After all, bicycles are not only used in sunny weather. And it can be dangerous, especially in winter. When Caro Wirth is on the "bicycle highway" between Nymphenburg Palace Park and the main route, she is annoyed if the cycle path is not cleared properly. In order to make cycling safer in winter, the city has significantly increased the frequency at which cycle paths are cleared. In the 2023 winter season, the Building Office also launched a pilot project with the preventive use of pre-wetted salt or brine on seven cycle paths in conjunction with effective snow and slush clearance. From the 2024/25 winter season onwards, the Building Office will also be testing the use of new snow clearing units with brine spraying on structured cycle paths. Otherwise, Caro Wirth has fun on her bicycle: "I enjoy being able to cycle past stationary cars or let my mind wander."
And what needs to change in the future to ensure that more Munich residents can enjoy cycling? In addition to topics such as further bicycle highways, more bicycle storage facilities (especially for cargo bikes), separate left-hand turn lanes or better traffic light systems, Caro Wirth's list also includes a request that not only the city, but everyone can work on: more consideration.
"If all road users were a little more considerate towards each other, then this would already be a big gain," states Wirth.

The Altstadt-Radlring Cycle Path

is one of the key requirements of the Radentscheid citizens' initiative for a better cycling infrastructure and was adopted by the city council in 2019 following a public petition. By 2025, the intention is that there will be a circular cycle path with a minimum width of 2.30 metres - usually 2.80 metres - around the city. The sections in Blumenstraße, Lenbachplatz, Maximiliansplatz, Von-der-Tann-Straße and ThomasWimmer-Ring have already been completed.
The intention is not only to encourage more frequent bicycle use for short inner-city routes. In a second step, it will also serve as a hub for the planned cycle highways into the surrounding area and bring these main traffic axes together in the city centre.

Vision Zero

In 2022, there were 39,863 traffic accidents recorded by the police throughout the city of Munich – nine of which were fatal accidents. This is why the question arises: How can Munich's streets become safer? In 2018, the city council approved "Vision Zero". The goal here is to have no deaths and serious injuries in road traffic. The Department of Mobility has now implemented initial measures to make the vision become a reality.

"Through a fundamental improvement to the data situation and a clear prioritisation of the key actions, we have already succeeded in implementing many important measures to improve the road safety situation. The focus is on the particularly vulnerable road users such as cyclists and pedestrians," says Matthias Mück, road safety coordinator for Munich state capital.

Safe routes to school: The digital portal with routes to school helps parents find the best route to school for their child. The map shows zebra crossings, traffic lights or the locations of school crossing patrol officers. Another portal with routes to school for cyclists shows the signposted bicycle network, cycle paths and 30 km/h zones. In addition, the city is organising projects that enable children and young people to be taught traffic competence and develop an awareness of safe and sustainable mobility.

Safe cycling and walking: The administration has identified and categorised the 50 most hazardous junctions in the city. Approximately half of all junctions have either been improved or are currently at the planning stage. The dedicated right-turning lanes for car traffic are dangerous for cyclists and pedestrians. Here, the Department of Mobility has developed a step-by-step concept to check junctions and, if necessary, to reconfigure or remove them.

Photo: LHM/MOR, Marienhagen/John

Since 2018

Munich has been focusing on "Vision Zero", so that paths for cyclists and pedestrians in particular are safer.

Dr. Florian Paul
Bicycle Traffic Officer,
Department of Mobility

The conclusion that can be drawn from the current situation is:
We need more space – for even more cycle paths, for more bicycle storage facilities and safer junctions.
The coronavirus pandemic, in which there were few alternatives to cycling as a leisure activity, has shown many people that you can get to work easily on an electric bicycle. More and more people have bicycles and use them. That's why we want to make cycling even safer and more attractive. The wide range of different types of bicycles – from cargo bikes and touring bikes with child trailers to road bikes – means that there not only needs to be more cycle paths but also that they need to be wider. This is a measure that is primarily taken at the expense of car traffic because we have to get rid of parking spaces or redesignate the traffic lanes. And yet motorists also benefit from these changes. For one thing in the short term: The safer development of junctions brings with it a structure that exonerates failures and helps to avoid accidents. In the long term, we want to enable even more people to switch to environmentally friendly means of transport and only those people who unavoidably need their vehicle travel by car. This will immediately balance out the traffic situation on the roads.

Photo: Cora Curtius

Quality of life in Munich

Munich, make space!

What makes a city pleasant to live in? Three young Munich residents tell us why Munich is special for them and what they want for their home city.

Where do you like to spend time in Munich? What role does public space play for you?
Karla: We all like using public space. The Isar river area is a meeting place, as is Baldeplatz or Thalkirchen.
Marinus: Theresienwiese meadow or English Garden – but as soon as you get further into the city centre, there is not much space for us.

Do you feel accepted as young people?
Marinus: It varies. Some people are happy for us that we are finally able to get out and about after the coronavirus pandemic. We are too loud for others.
Karla: If there are only a limited number of places and many different people meet there without any controls, there is always potential for conflict. **Jule:** I think it is important that someone is there to look out for us.

But some of us also lack confidence. For example, many people do not regard the police as a protective body, but as a law enforcement agency that controls us and does not take our needs seriously.

Do you feel safe?
Marinus: I feel safe as a man.
Karla: But I do too! The nice thing about Munich is that everyone knows everyone and you know your way around. I feel that we are good at looking out for each other when we are out and about.

What makes public space attractive to you?
Jule: What I find so nice about it is the community aspect: Everyone can join in, it's a community thing.
Marinus: Good accessibility is definitely important. And if it's colder or raining, you need to be able to get shelter somewhere.

People instead of cars
In the 1970s, cars were the extent of urban planning – Munich has long since moved on from this.
The "Altstadt für alle" (Old town for everyone) project envisages a meeting place for everyone. The public space in the heart of Munich must be redesignated for this purpose.
Space should be places where residents like to spend time. There are plans for a pedestrian-friendly and low-traffic old town offering a better quality of life for Munich residents.
Summer streets provide the opportunity to meet and play right on your doorstep.
Pavement cafés and parklets are popular meeting places. From April to October some parking spaces can be redesignated and in winter they are again available for cars.

What do you miss in Munich?
Karla: It is difficult if you want to do something but you don't have any money. There used to be lots of concerts in the Schlachthofviertel district, but unfortunately not anymore. If you want to go out without spending any money, you can walk, play table tennis or go to any basketball court. I can't think of any other places where we can meet without going to an event – especially when the weather is cold.
Jule: I also find it a pity that so many places are linked to alcohol consumption and partying. Alternatives would be great, especially for people who don't want to do this.
Marinus: What I miss is places and facilities where we can not only go but also get involved. Where we can just be ourselves. And most leisure activities cost far too much.

What kind of meeting places do you want for young people in the city?
Marinus: I find the Isar area between Wittelsbach and Reichenbach Bridges perfect. There should be more of these places so that you can spread out better and get out of the way of certain groups.
Jule: The ideal thing would be a building with a large garden offering something for everyone. Just like the KUBU centre for children and young people at the Glockenbach stream, where everyone is welcome and looks out for each other. It is also good if there are local contacts who can communicate and help with problems.

And what should Munich specifically do to make you feel more at ease in your city?
Jule: It would be nice if Munich would allow us more space so that we feel welcome in our own city.
Marinus: Exactly, space needs to be created. It would be cool if you could apply to the city with a concept for public space.

How do you travel through the city?
Marinus: We are very lucky that we can really get anywhere in an hour or less by public transport or bicycle.
Karla: Yes, you really don't need a car in Munich. I also think it's great that the underground should run at night in the future.


Photo: Cora Curtius

Ronald Benke
Pedestrian Traffic Officer,
Department of Mobility

Whether you are strolling, hiking or walking: Pedestrian traffic is mobility for everyone. Walking is easy and possible without a large financial budget – from the first steps of a baby right through to old age. Walking also strengthens physical and mental health and protects the climate and the environment. But, like other forms of mobility, walking also requires a good infrastructure based on accessible, inclusive, gender-appropriate and socially fair planning and design.
The aim and basis of the pedestrian strategy is the "City of short distances". Munich is a compact and well-equipped city. About a quarter of the journeys in the city are a maximum of one kilometre long. Today, almost every fourth journey is made on foot. We want to ensure that in future all the destinations required on a daily basis are reachable within ten minutes on foot or by bicycle.

Electomobility and commercial transport

Business powered by electricity

Wolfgang Nelhiebel is the owner of an electrical engineering company. Three-quarters of his vehicle fleet are powered by electric motors.

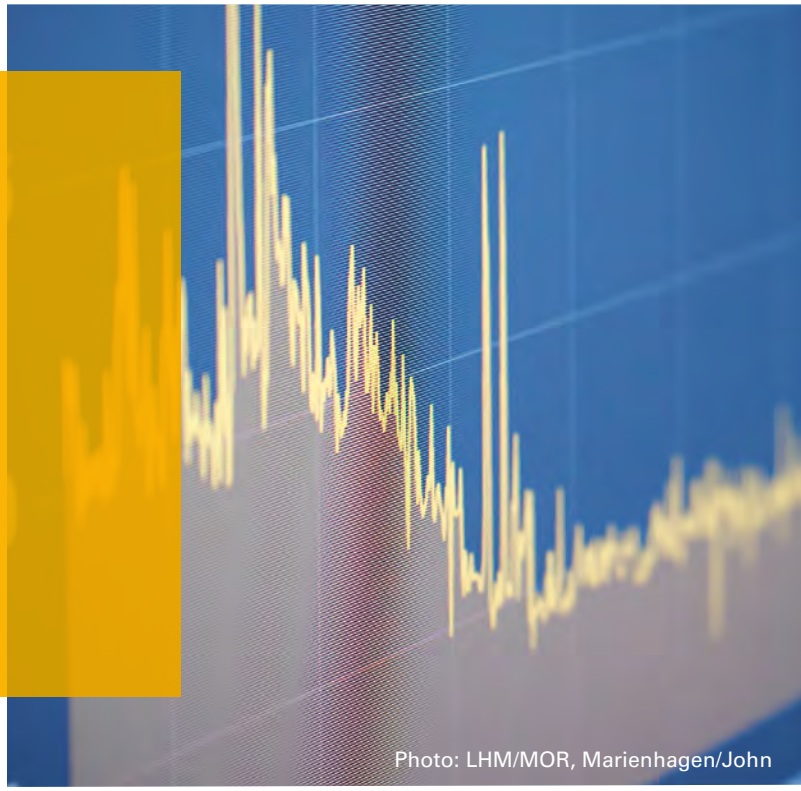


Photo: LHM/MOR, Marienhagen/John

Wolfgang Nelhiebel has an electric car – and has done for quite a long time. Since he saw his first electric car at a trade fair in 2013, he has been a fan of this drive technology. After a test drive, he ordered the car straightaway on the trade fair stand. "My wife thought I was crazy and wanted me to return the car. That changed when she saw the car. In the following years, Nelhiebel then converted a large part of his company's fleet to electric vehicles. Now around three quarters of his 70 company fleet are electric vehicles. The company with locations in Freiham and Riem has around 120 employees and specialises in building services engineering, automation and event technology. The businessman from the Aubing district of Munich explains his motivation in this way: "I like to drive through my home country knowing that I am not doing damaging it. Nobody wants to breathe in exhaust emissions.

Range anxiety is unfounded.

His employees initially reacted sceptically like his wife, but that was also a long time ago.

"The cars have become better and better, especially in terms of range. Our employees travel to construction sites in other cities without any problems – and none of them has been left with an empty battery," confirms Nelhiebel. However, switching a whole company fleet to electromobility does not work without new processes. Nelhiebel's business has reconfigured the entire fleet management to this end. In the past, every employee had a designated vehicle, and that was usually great. Tradespeople like to take their entire set of tools with them and as much material as possible. Today, the following question is asked depending on the job: What do we need to take with us? How far is it? And do we have time to load up the vehicle if

Photo: LHM/MOR, Marienhagen/John


Photo: LHM/MOR, Marienhagen/John

needed? The appropriate vehicle is assigned once these questions are answered. A tracking system also provides information on the location and charging status of the vehicles. The scheduling team also knows which car it can send off with a full battery for ad hoc jobs. "The data collected in this way also helps me to get rid of the very last traces of range anxiety in my team," states the company boss.

Lower costs, fewer repairs

Nelhiebel also wants to overcome other prejudices against electric cars. For example, that the batteries would degrade after a few years: "Our oldest electric car is more than ten years old and still runs perfectly. So far, we have not had any major technical problems with any of our vehicles. Quite the contrary, the maintenance costs of the fleet have fallen significantly with the switch to electricity. Compared to the combustion engine, many components in an electric motor are less susceptible to wear. Nelhiebel estimates that he saves roughly 300,000 euros per year compared to when his fleet was made up of solely combustion engines.

Cheap electricity on the company's own fast charging stations

However, fewer repairs, cheaper insurance prices, reduced greenhouse gas emissions and no car taxes alone are not enough to achieve such a large sum. According to Nelhiebel, this is mainly due to the electricity that is much cheaper for him than the fuel from the petrol station. Wolfgang Nelhiebel has installed six fast-charging stations and 15 wallboxes in the underground car park on his company premises. Much has been done in recent years in this area too: "At first we had charging columns with a peak output of 50 kilowatt hours, today they have an output of 150. When our technicians come in each morning, they fill up their vehicle in 20 minutes," states Nelhiebel. He produces electricity to a large extent with his own PV plant, but also receives electricity from the municipal facilities for periods when it is dark or there is little sunlight. All in all, his fleet with this mix is cheaper to run than with diesel or petrol.

A new business model

This is not the only cost advantage that Nelhiebel draws from his fast-charging stations: "My charging stations are available to the public and I sell my electricity at a profit. This is particularly worthwhile with the energy from the PV plant. Nelhiebel already recoups the cost of generating around 10 cents per kilowatt hour by selling emission certificates. With his six loading stations, he generates a turnover of around 4,000 euros per month. Nelhiebel also convinces other industrial companies how worthwhile a charging infrastructure can be. In his company, 18 employees are exclusively involved in the sale and installation of charging infrastructures.

"This is an emerging sector. More and more companies have recognised the benefits of electromobility and are upgrading their fleets.

Electromobility is worthwhile

So everything is just perfect? Not quite. As a fan of electromobility, Wolfgang Nelhiebel is frustrated by the fact that sales of electric cars in Germany have collapsed so much. One reason for this is the to-ing and fro-ing with the state subsidies.

People would have lost confidence and prefer to procrastinate about their purchase of an electric vehicle. In general, he finds that subsidies are not the right way to advance sustainable technologies anyway:

"Whenever subsidies are offered, there is an upturn. And whenever subsidies are removed, this leads to a downturn." What he wants instead? That people are better informed and realise that electromobility is worthwhile even without any subsidy.

Photo: Green City

Photo: LHM/MOR, Marienhagen/John

Space instead of parking spaces

On average, cars are parked for 23 hours a day. In other words, they are stationary units rather than vehicles. A large part of the time spent travelling in Munich is spent looking for a parking spaces, because parking spaces are scarce. The goal of the Mobility Strategy 2035 is therefore to promote transport that takes up less space: buses and trains, bicycles, footpaths and sharing services.

It will not be possible to manage without cars completely in the future. Therefore, the space that cars require for parking needs to be well planned and distributed. The City of Munich is therefore promoting the construction of car parks for residents and park-and-ride and park-and-bike facilities. Mobility points throughout the city area offer access to attractive alternatives to your own car in designated car parks, such as car and bike sharing and e-scooters to rent. An additional instrument is parking licence areas. Wherever parking space is scarce, residents should be able to apply for parking permits if they don't have a private parking space. The prices for parking should in future correspond to the high value of the public space in Munich. However, the city is dependent on the Free State of Bavaria for this decision.

The vision for the future is a digital parking management system where car drivers can book a parking space in advance. This would not only reduce the traffic looking for a parking space, but also offers a good prospects for tradespeople or delivery drivers. The booking system could give them priority, and it would also allow the establishment of mobile delivery zones tailored to the current needs.

What can be done about the constant traffic congestion?

Very simply: fewer cars. Nobody should be forced to give up their car. Retail, restaurant and commercial businesses are dependent on their own vehicles and delivery traffic anyway. Buses also sit in traffic jams. To ensure that they can adhere to their timetable, the city has already optimised traffic light systems for bus traffic and has set up extra bus lanes where they can travel faster. More are planned.

The city's traffic control centre is responsible for managing traffic in Munich: The centre's staff monitor almost all of the more than 1,100 traffic lights as well as all tunnels. They also have a view of many streets in the city thanks to the around 700 cameras. For example, they ensure that traffic light systems for commuters are as fast as possible: In the morning, there is optimal coordination of all traffic lights and road users coming into the city, and the same applies when they are leaving the city in the evening.

In order to make public transport more efficient and fit for the future, the city is working together with partners from research and industry on the use of automated buses, bus platforms and on-demand vehicles. The MINGA research project creates the technical, legal, financial and organisational framework conditions for the use of such driverless transport systems. In addition to testing the vehicles through the streets, questions are also analysed as to how the range of vehicles can be integrated into the existing mobility ecosystem and how their automated use in public transport can have a positive effect on Munich's road traffic.

Dr. Christiane Behrisch
Commercial Transport Officer, Department of Mobility

Managing delivery traffic sensibly is a major challenge. In some cases, the vehicles are forced to park on pavements or in a second row, which restricts road safety and also the flow of traffic. That is why we are systematically expand the loading, delivery and service areas throughout the city. At the same time, we support logistics specialists in switching their deliveries to electric cargo bikes – for example, by helping them find suitable areas for micro depots. In August 2023, we were able to open our first bicycle logistics hub with five logistics partners. For residential areas, we have the vision to proactively address the burden of delivery traffic. We are currently working on a pilot project to build a network of provider-neutral parcel boxes. From there you can pick up and send your parcels within walking distance. If you are not able to walk or expect large shipments, you can of course still have them delivered to your doorstep.

Shared mobility and multimodality

Life also works without owning a car

The all-time ready family taxi or the high-tech colossus with every knick-knack: All this impresses the technophile Tom Drux. But he doesn't want to buy his own car. His motto is to use a car rather than own one. The 62-year-old has been a car sharer since 1999.


Photo: LHM/MOR, Marienhagen/John

Tom Drux initially had quite pragmatic reasons to cope without a car of his own. "There was hardly any parking space in Haidhausen, the district in which I live. The daily search for a parking spot became torturous, and even financially, my time as a car owner was anything but fun: Maintenance costs increased, although the car was used less and less frequently. The father man routinely tackled his everyday life with his two sons by bicycle. In the late 1990s, he eventually launched his personal mobility transition, sold his car, which he had also shared with a friend, and became a staunch car sharing user.

Car sharing is now booming in the city. On the one hand, there are providers who rent cars linked to districts and stations for a membership fee with good interest rates. This model is particularly useful for planned trips such as leisure or excursions. In the last 20 years, Drux has used vehicles like this not only for weekend trips with the children, but also for shopping trips. His verdict: "Car sharing is ideal for this. The billing is calculated using a combination of time and mileage, which varies according to vehicle type. From small cars to comfortable family cars and vans, there is a wide range of accessories including luggage carriers and child seats. Bookings are made today through an app. Customers pick up the key from a defined safe. "A bit cumbersome, but feasible," confirms Drux based on his experience. Companies like Miles, Share Now, Sixt share and CarVia rely on easier, spontaneous rentals without a fixed rental station: so-called free-floating. An app provides information about available cars that are parked freely and without any fixed stations in the city area and also at Munich airport. The vehicles can be booked for minutes, hours, days and even weeks. Some providers also offer the possibility to reserve vehicles in advance. Access to the car works through the provider's app. The billing is based on minutes or mileage rate depending on the provider. There are also hour and day packages that simplify the billing. The available rates can be viewed in the app at the time of booking. One way rides are especially suitable for free-floating.

Drux is thrilled that the state capital is now increasingly expanding car sharing, because up until now the majority of individualists have felt targeted according to Drux. By 2026, the aim is to create up to 1,600 parking spaces and, station-based car sharing in particular is to be extended to the outskirts of the city. The combination of car sharing with other shared mobility services, such as cargo bikes, electric motor scooters, e-scooters, on-demand services and combined access to mobility hubs, as well as of course buses and trains, offers an attractive mix that becomes competitive compared to a private car. Ideally, this mix will be able to be booked through one app and billed using an easy-to-understand subscription model with fixed rates. This will not only avoid lengthy searches, but eventually also the decision about having your own car – for pure convenience.

Diverse mobility

By 2026, the state capital would like to open up to 200 mobility hubs throughout the city, thus establishing visibility and access to shared mobility services.
In 2014, the first of these hubs was opened at Münchner Freiheit square, and there are now around 50 distributed throughout the city. The following services are provided depending on the location: car sharing, bicycle sharing, e-scooter sharing and of course the link to the S-Bahn, underground, trams or buses. There is often also a taxi stand, public car park, charging columns and bicycle storage facilities in the immediate vicinity.
Some shared mobility services at the mobility hubs are flexible. This means that you can decide for yourself where to park the rented vehicle after use. Others are linked locally to the mobility hubs. Borrowed vehicles must be returned to their original location.

Photo: LHM/MOR, Dobner/Andermann

132 people
on average use a car sharing vehicle. Every shared vehicle replaces up to 20 private cars.

Christoph Helf
Head of
New Mobility and
Innovation,
Department of Mobility

The principle of creating alternatives to the car applies throughout the city. However, in the newly emerging districts it is easier to establish innovative approaches because they can be taken into account at the planning stage rather than being integrated afterwards. The mobility needs of people have changed enormously not only in terms of quantity but also in terms of quality. Speed, convenience, flexibility and reliability are required at all times of the day and night. That is why we need attractive and networked mobility services with a variety of bicycle types, car sharing and also micromobility in order to enhance the entire public transport system. This makes it possible to effectively supplement the line connections, timetables and gaps in the transport network and to increase spatial and functional flexibility. In order to create networked services and to realise the great potential for transferring from private cars to more environmentally friendly means of transport, the Department of Mobility has developed a shared mobility sub-strategy, thus establishing the first stage for an expansion of the services. As a city, for example, we need to offer funding programmes to ensure that this wide range of services is available even where it is not economically viable for the providers at the outset. Access to anywhere in the city needs to be as convenient as if you were travelling in your own car.

Photo: LHM/MOR, Marienhagen/John

Mobility concepts for new districts

New approaches

A new district for more than 25,000 Munich residents is being built in Freiham. A key pillar of the planning: the new environmentally friendly, sustainable and energy-efficient mobility concept.

Freiham is Munich's largest new development area. By 2035, a new district will be built on an area covering 350 hectares on the western outskirts of the city. Construction work has not even begun on some construction plots, but the district manager Reinhold Petrich has been in his office in the centre of Freiham for a long time. On behalf of the Office for Urban Planning and Building Regulations, he acts as an intermediary providing an interface between the city administration, residents and the various builders involved in this project – including any questions, requests and ideas related to the key issues of mobility. How, why and where are we going? All answers to these questions have been included in the mobility concept for all the construction plots in the entire district. "We are helping to get the mobility concept off the ground," states Petrich.

From his office, the district manager takes ten minutes to walk to Freiham S-Bahn station in the south and 14 minutes to Aubing S-Bahn station in the north. There are also plans for an underground connection and a dense network of bus lines. However, the good public transport links are only one component of the mobility concept, which is to greatly reduce motorised individual transport (MIT). The aim is that only 25 percent of all routes journeys will be travelled by car in the future – an ambitious target in view of the location on the outskirts of the city.

Instead, priority will be given to cyclists, pedestrians and public transport. This requirement played a major role not only in the allocation of construction sites, but also in the rental of some apartments it is a prerequisite for the tenants to relinquish their own car. "Mobility houses" are planned instead of the classic underground car parks for the second realisation phase in the district. This is intended to be a hub for individual transport. But alternative mobility services can also be located there. In principle: The route to the nearest (cargo) bike should always be slightly shorter than the route to the nearest car. This will create a traffic-free district with a better quality of life for all residents

The key to the success of the mobility transition in Freiham is that shopping for daily needs and cultural, educational and social establishments will be quickly and easily accessible. The infrastructure is intended to reflect the ideal of a "city of short distances". In order to be able to really keep the distances short, there will be numerous alternative ways and means besides an attractive footpath and bicycle path infrastructure to make the residents mobile.

Electric bicycles, cargo bikes and bicycles can be rented for a shopping spree. Access to shared mobility services should also be possible for all residents at any time.

Reinhold Petrich knows that mobility is progressing with breathtaking speed. He therefore assumes that the mobility concept for Freiham will be further developed and adapted after 2035. The new districts in Munich are in a sense the laboratory for tomorrow's mobility. "There are no traditional approaches here. We want to exploit this openness. For me, new districts such as Freiham are the innovation drivers for the mobility transition for the whole of Munich," states Petrich.

Photo: LHM/MOR, Marienhagen/John

Garden city of the future

Living without cars on your doorstep? This is no longer utopia, but in many places in Munich the immediate future. In the planned Eggarten residential development in Feldmoching, for example, a model project for cooperative housing construction, green energy and sustainable mobility will be realised in the coming years. 4,800 people will live in this development, which is expected to be built from 2025 onwards by a joint venture of private construction contractors and cooperatives.
Alternative mobility services and a climate-friendly energy supply are at the top of the list in the ongoing overplanning of the former royal pheasant garden in the north of the city. An intelligent infrastructure, alternative mobility services and good connections to the buses and trains should make private cars unnecessary. The aim is create a largely car-free district. Instead of parking spaces and streets, children should be able to play between the houses, residents should be able to create gardens or simply spend their free time there. This "Garden City of the 21st Century" will show that dense built-up areas and a lot of space are not mutually exclusive. The means to this end are "neighbourhood garages" located at the entrances of the district with a significantly reduced amount of parking space and a mobility hub, which are supplemented by decentralised stations for alternative means of transport of all kinds. One factor for the success of the transport transition in the Eggarten residential development is the participation, ideas and commitment of the builders and future residents.

Hannah Dahlmeier
Head of District Management and Project Development, Department of Mobility

In Munich, the Mobility Strategy 2035 has a direct impact on the development of new districts. We want to ensure that growth in the city is acceptable for all of us – people, the environment, the climate and the economy. Even though our city is changing and space is becoming more scarce, it is important to preserve Munich's high quality of life.
Munich has long since reached its limit with regard to individual car traffic, resulting in a lack of space, noise and pollution, as well as increased CO_2 emissions. In order to meet these challenges, we have a complex task of developing district-related alternatives within the scope of integrated urban and transport planning. These include an expanded public transport network, safe cycle paths and footpaths, and a variety of electromobility services, which are made attractive through efficient sharing and rentals.
The planning of new districts offers a unique opportunity to promote low-traffic or even car-free living from the outset. Through a high-quality and sustainable transport infrastructure, we can ensure that ecomobility is the faster, more convenient and more cost-effective choice. Early integration of mobility concepts in new urban developments is important for this, accompanied by intensive communication with the inhabitants and continuous evaluation and learning from measures already implemented. We rely on solutions that enable sustainable mobility for all residents in new districts.

Column

Only together!

The transport transition is a massive undertaking. It can only succeed in and around Munich if the city and the surrounding area pull together.

Photo: Preston/unsplash

Heinrich Heine wrote: "Between art and beer, Munich is situated like a village between hills." Since the 19th century many things have changed: The distances have become ever larger due to increasing mobility, and the pull of the state capital has become ever greater. The former village is now part of a metropolitan region with more than six million inhabitants.

If you keep this figure in mind, the following becomes clear: Traffic does not stop at the city boundaries. It must be conceived and planned on a regional and national level. And always in both directions. This is because there are many people from the surrounding communities head into the city every morning, but also many Munich residents who also work in the surrounding area. Not to mention the many people taking trips to the lakes and mountains at the weekend: Anyone who has already made their way to the Alps on a Saturday morning knows what I am talking about. This makes a project like the BergBus mountain bus service initiated by the DAV (German Alpine Club) all the more attractive. It has become a permanent service and since May 2024 has brought hikers into regions that are hard to reach by the public.

Without good cooperation with the surrounding communities and national partners, this is not possible. I would even go one step further: The stakeholders in the surrounding area play a crucial role in shaping the traffic transition together with the City of Munich. Fortunately, in addition to smaller projects such as the BergBus mountain bus service, we are also looking at major and longstanding partnerships: Within the framework of the European metropolitan region, the traffic pact for the Greater Munich region or the "Mobile Zukunft München" (Mobile Future Munich - MZM) alliance, we are working together to implement sustainable mobility solutions. And then of course there is also the International Building Exhibition (IBA), which runs under the banner "Space for Mobility" and will bring us innovative projects.

Commuting is one of 19 areas of action in our Mobility Strategy 2035. The aim is to expand the public transport and cycle path networks and make them more convenient to make it easier to switch away from your own car.

The fact that we are on the right track with this strategy is shown by the six percent decline in car sales in Munich between 2019 and 2023. However, it also needs faster decision-making processes and generous investments in sustainable transport services, an extensive cycle path network, more buses and trains, more flexible tariffs and new and shared mobility services to make it easier to switch away from cars in order to implement the transport transition together. Specific projects include the construction of the second main underground line, fast cycle paths such as the one from the city centre towards Garching and Unterschleissheim, and the ExpressBus-Ring bus service, which has connected the S-Bahn lines in the surrounding area since December 2021. Or the expansion of the operating area of MVV (Munich Public Transport), which simplifies the use of buses and trains in the Greater Munich region.

Only through improvements like this can we convince commuters to stop using their cars – because Munich is no longer a village.

Georg Dunkel
Head of the Department of Mobility of the City of Munich

Get involved!

Munich is already a city with good leisure and recreation opportunities. The Mobility Strategy 2035 has now been launched in order to make streets and public spaces even more attractive for everyone in the future.

Find out more about our Mobility Strategy 2035 and visit our social media channels, where you are invited to learn, discuss and contact us at all times. More information that is always up-to-date on the Department of Mobility's website.

Scan and get involved!

muenchenunterwegs.de/2035

MÜNCHEN UNTERWEGS

Mobility Strategy 2035 at a glance

The Mobility Strategy 2035 is the roadmap for the mobility transition in Munich. It serves to ensure the quality of life and public welfare in our city. It ensures truly sustainable mobility for all Munich residents and serves as a guideline for the politicians, administration and urban society as well as all interested parties and cooperation partners in the state capital.

Quality of life and general well-being
Quality of life and general well-being are the basic prerequisites for individual and collective life as well as entrepreneurial action. It is about mobility oriented towards people's needs in a city designed with people in mind.

Accessibility and quality of life
All people and goods should reach their destinations in the city quickly and safely. In addition, road space should not only serve traffic, but also provide a high quality of life.

Efficiency, safety and flow of traffic
These goals no longer apply primarily to car transport, but to all means of transport equally, and in case of doubt, to ecomobility as a priority. Public transport, bicycle and pedestrian traffic and sharing vehicles transport more people and goods in a given area, thus offering more efficient mobility in the city than private cars.

Other important goals
- Climate protection, climate adaptation, environmental compatibility and health
- Social justice, social participation, inclusion and accessibility
- Attractiveness of a location for companies
- Crisis stability
- Economic efficiency
- Quality of the mobility service: reliability, accessibility and convenience, amongst others

Specific quantitative and measurable goals
- By 2025, at least 80 percent of the traffic in the Munich city area should consist of emission-free cars, local public transport, as well as pedestrian and bicycle traffic.
- Traffic is expected to be climate-neutral by 2035.
- "Vision Zero": Nobody should die in road traffic.
- The share of all journeys take by public transport is expected to rise to 30 percent by 2030.

Approach
- Massive expansion of the public transport network, the provisions for bicycle and pedestrian traffic and the shared mobility services
- Coordination and consolidation of the services and easy usability from a single source (inter- and multimodality)
- Redesignation of road space and optimised traffic light systems in favour of ecomobility
- Low-traffic planning and restructuring of new development areas and existing districts
- Integrated planning for the city and region
- Strategic incentives for sustainable mobility behaviour
- Digitalisation

Decision criteria
- Space efficiency, road safety and travel time
- Environmental compatibility, social justice, economic efficiency
- Crisis stability, attractiveness of a location, quality of the services

Sub-strategies
In order to be able to actively implement the overriding goals and approaches, the development of numerous sub-strategies in the following areas is planned in the next few years:
- Road safety
- Public transport
- Pedestrian traffic
- Bicycle traffic
- Shared mobility
- Motorised individual transport and traffic control
- Management of the public (road) space
- Mobility concepts for districts
- Mobility for everyone: inclusion, gender and social justice
- Commercial transport
- Climate, the environment and resilience
- Region and commuter mobility
- Communication (including public relations, participation, education and advice)
- Digitalisation
- Financing
- Innovation

Transport transition: a better quality of life for all Munich residents

The Radentscheid citizens' initiative for a better cycling infrastructure and the underground and S-Bahn expansion: We are constantly talking about the fact that more services will be provided here soon. But why does it take so long before something really gets done?
The city would like to be quicker in this respect. But it has to coordinate with the federal government or the free-state, which often also provide financial support for the measures. The city alone could not finance new underground lines; this would be too expensive. Furthermore, large projects involve all those concerned: the district committees, tradespeople and residents. This process is time-consuming – but it is an important part of a vibrant democracy. And the planning does not happen overnight, but instead it is detailed and lengthy.

There is an increasing number of measures in favour of sustainable transport. Why do cars have less space within the planned measures?
Cars needs the most space – ten to twelve square metres – and are only occupied by an average of 1.1 people. Since more and more people are moving to Munich, we need to save space and not waste it. Otherwise, cars will soon sit in traffic jams all day. A bus, for example, can accommodate 60 people, but it takes up just as much space as about three cars.

The shift to electromobility improves the environmental balance. Why should car traffic be so restricted anyway?
The shift to electromobility helps to achieve climate protection goals. But electric cars are also not any more space-efficient than conventional cars. As more and more people are moving to Munich, but the space available on the streets is not increasing, it is becoming even more restricted on the streets. If there were fewer cars on the road, the people who rely on their cars would be better off.

Why are buses and trains so expensive? They offer too little and I travel far too long to get from A to B.
Munich Transport Company (MVG) employs numerous bus, tram and underground drivers. In addition, engineers, mechanics, planners, etc. The rail network must be maintained and the vehicles serviced. This costs a lot of money, but it is a good investment because all Munich residents benefit from it. That is why the city will continue to push ahead with the expansion.

I have a family with children and have to combine many journeys every day. For me, the car is no alternative. What is the city doing to change this?
The city is working to make cycle paths wider and therefore safer for children. The city council has decided to make upgrades to 40 streets. But car sharing will also become more convenient in the coming years. We are building up to 200 mobility hubs where you can rent cars, bicycles and even cargo bikes. 600 station-based car sharing vehicles and 1,000 free-floating parking spaces also offer the right vehicle in the right place for every requirement. Then you no longer need to find a parking space, you are guaranteed one.

Why are more and more car lanes being converted into cycle paths or bus lanes? Does this not make traffic jams even worse?
On many streets, there are only narrow cycle paths, where cyclists and pedestrians get in each others way. Buses also often sit in traffic jams. Since cycling, buses and trains are more space-efficient and environmentally-friendly than your own car, the city is increasingly focusing on giving priority to these means of transport. So that buses, trams and bicycles will soon be so attractive that most people will prefer to travel with them rather than being stuck in a traffic jam in their own car.

Couldn't you just let all the cars travel through the city in tunnels? Or on stilts? Why not go into the "third dimension"?
These are often great ideas, but they are difficult to implement in reality. Why? They are very expensive, you also need the space and sometimes they are not structurally possible. The underground runs under the ground and there are many supply lines. There are trees at height and cars would pass by windows on upper floors. This would certainly provide resistance in many places. In addition, tunnels or stilt solutions cannot replace the infrastructure required for accessibility: Footpaths, cycle paths and roads still need to be on every doorstep. The City of Munich always considers innovations very closely to find out whether they are feasible and whether they would really bring added value to the residents.

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