

Citizens' Petition „Radentscheid Aachen“ (Bicycle Referendum Aachen)

DISCLAIMER: This is an unofficial translation of the German-language signature list. Only the German text is legally binding. Only the German list can be signed.

The signatories call for the citizens of the city of Aachen to be asked the following question in a referendum:

Shall the city of Aachen implement the following 7 transport policy objectives during the upcoming 8 years?

Rationale

- We want a liveable city in which all people can move around safely and free of conflict. Therefore, we need a swift expansion of bicycle infrastructure.
- Better infrastructure for cyclists reduces traffic jams, stress, noise and pollution in public spaces. Safety for cycle and pedestrian traffic must be prioritised over traffic throughput.
- The proportion of bicycle traffic has been stagnant at about 11 % for years. In many places in the city, cycle routes are inadequate and hazardous. Fear and insecurity keep many people from riding a bicycle.
- We expect that Radentscheid Aachen will lead to more relaxed interactions, a healthier urban climate, affordable mobility and more quality of life for everyone.

1: Consistent, dense network of cycle paths

Within a year, a consistent, dense route network between and within the districts is planned. The main cycle connections of this network are continuous, fully illuminated, low-gradient, and structurally separated from pedestrian traffic. As specified in the current Recommendations for Cycle Infrastructure (ERA 2010), 90 % of the citizens should live within a distance of 200 m to the main cycle connections. Each year, 10 km of these main cycle connections are built, preferably in side streets.

2: Design safe junctions

Junctions are designed with a priority of safety and rapid progress for pedestrian and cycle traffic. This concerns new constructions as well as major reconstructions.

2.1: Large signalled junctions

Each year, three junctions are reconstructed as follows: Cyclists get dedicated traffic lights and forward waiting zones separated by protective islands within the field of vision of motor vehicle drivers; the stop line for cyclists is located directly at the crossing lane. The protective islands reduce the turn radius of motor vehicles and lead to ideal visibility between motor vehicle, pedestrian and cycle traffic. Waiting times are minimised by demand-controlled traffic lights. Junctions are prioritised for reconstruction if they are of special importance for the cycle route network, have a high traffic volume or high risk potential.

2.2: Junctions and driveway accesses

Every year, 15 junctions are reconstructed as follows: At intersections of main and secondary roads, sidewalks and cycle tracks maintain their levels when crossing the secondary road. The same principle is applied when creating new or rebuilding existing driveway accesses.

3: Safe cycle paths on main roads

Every year, 5 km of cycle paths are built along main roads. They are 2.30 m wide and act as an uninterrupted connection between two junctions. Barriers protect them from being used by motor vehicles for driving, stopping or parking. The cycle paths are created without any reduction in space for pedestrian traffic and public transport and are structurally separated from these as well.

4: Design footpaths and cycle paths in a continuous and uniform manner

New or reconstructed cycling surfaces can be clearly distinguished from the rest of the road by their red colour (e.g. coloured asphalt), even at intersections. The surface material has a good grip at all points, with the lowest possible rolling resistance. Footpaths and cycle paths are structurally separated from each other. Footpaths and cycle paths which have the right of way are continued on the same level and are clearly highlighted both visually and structurally.

5: Extensively expand bicycle parking spaces

- a) 2,500 spaces in guarded bicycle parking garages at train stations with high commuter traffic,
- b) 2,500 covered, illuminated spaces at other train stations and train stops,
- c) 5,000 places on bicycle racks outside and 5,000 places inside Alleenring.

6: Online collection and prompt remedy of defects

An online portal enables the reporting of deficiencies in the pedestrian and cycle path network. Both reported defects and those identified by the city can be viewed publicly with date of receipt, map position, classification of the defect, photo, dates of planned and actual repair.

7: Promoting the shift in transportation consistently and transparently

Every year, a written report on the state of implementation of the objectives and the municipal acquisition of (cycling) transport funding is published and discussed in citizens' forums and political committees.

Cost estimate of the administration of the city of Aachen according to § 26 par. 2 s. 5 GO NRW: € 91,177,800 for an 8-year period.

The construction of cycling infrastructure is usually supported by various funding programmes. Radentscheid Aachen estimates a total funding rate of 50 - 70% for the measures listed here. After deducting this funding, an annual burden of € 3.4 to 5.7 million is expected for the budget of the city of Aachen.

Authorised representatives

Jan van den Hurk, Jakobstraße 28, 52064 Aachen

Steffen van Bergerem, Veltmanplatz 2, 52062 Aachen

The authorised representatives shall be entitled to make amendments in order to substantiate the admissibility of the citizens' petition, provided these amendments are of a purely editorial and non-contentual nature, and to jointly withdraw the citizens' petition up to the day before the announcement of the referendum. If parts of the petition are inadmissible or become obsolete, my signature shall continue to apply to the remaining parts.

Signature list (all Germans and EU citizens aged 16 and over who are entitled to vote and who have their primary residence in Aachen are entitled to register)

Table columns:

- Last name, first name
- Date of birth
- Street, house number
- Zip code
- City (must be Aachen)
- Date
- Signature
- Please leave blank

To make your vote count, a signature line must be filled out completely. Please do not use ditto marks (") even if the content is the same as in the line above your entry.

Please send the list to Radentscheid Aachen, Postfach 10 16 06, 52016 Aachen, or hand it in at one of the collection points listed on www.radentscheid-aachen.de.