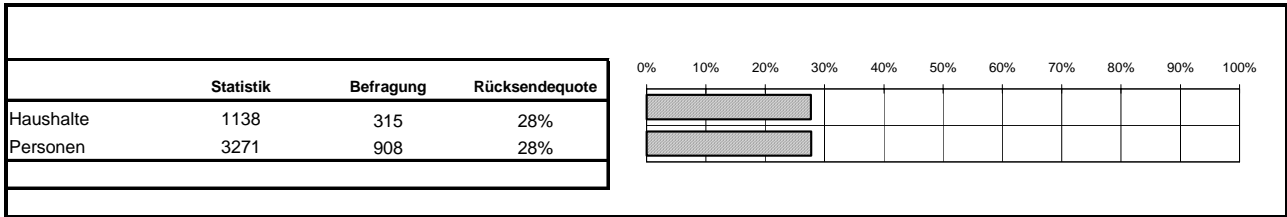
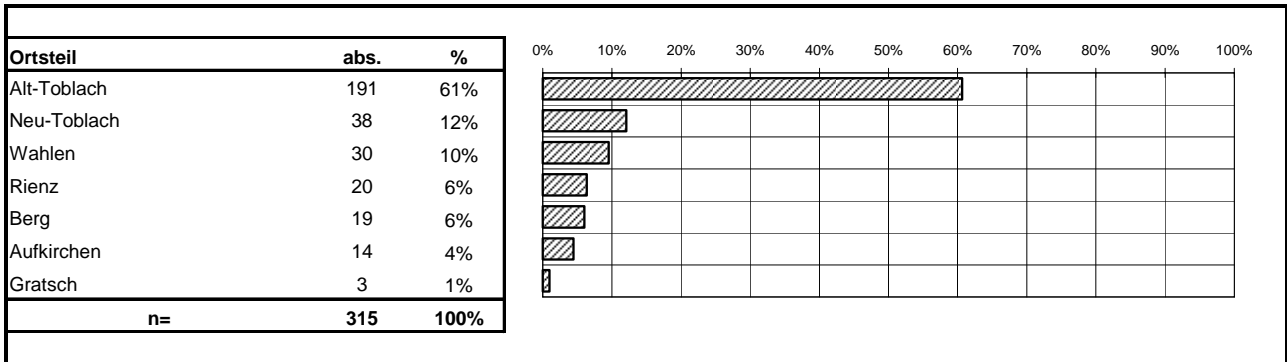


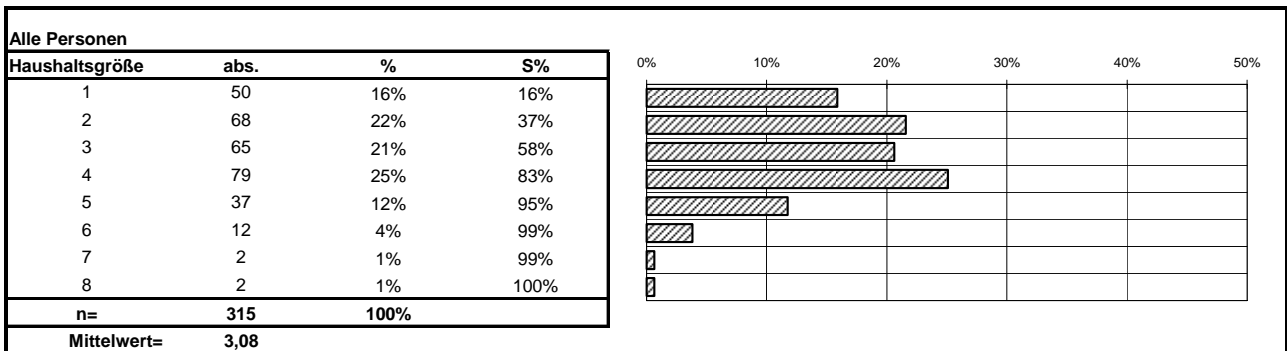
## Rücksendequote der Haushaltsbefragung



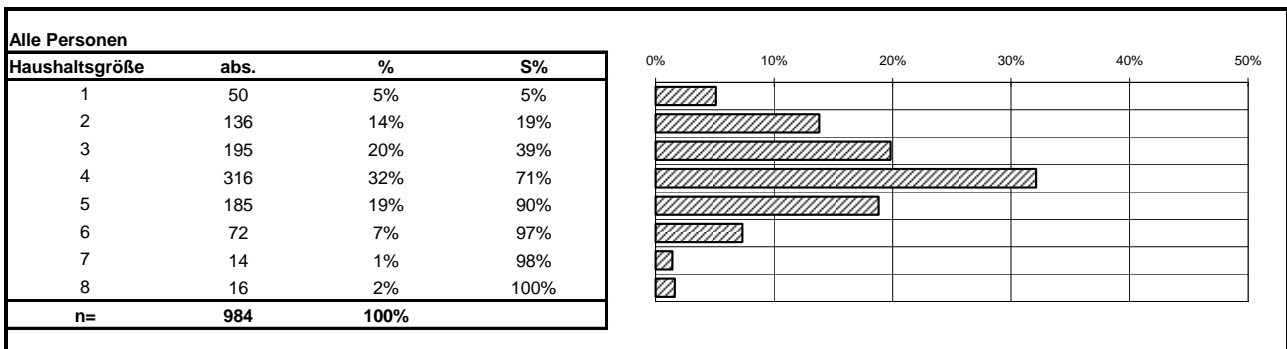
## Verteilung der Fragebögen nach Ortsteilen



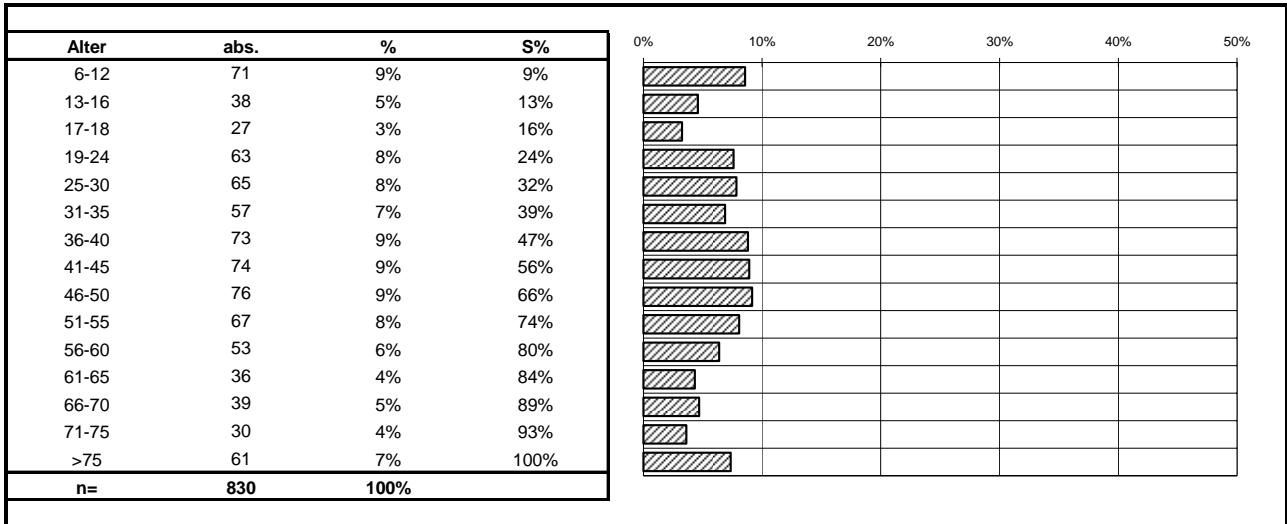
## Haushaltsgröße



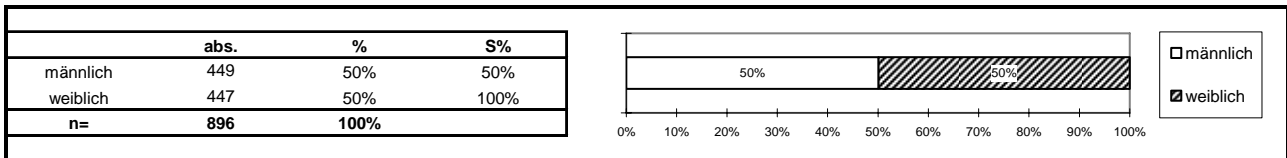
## Personenanteil je Haushaltsgröße



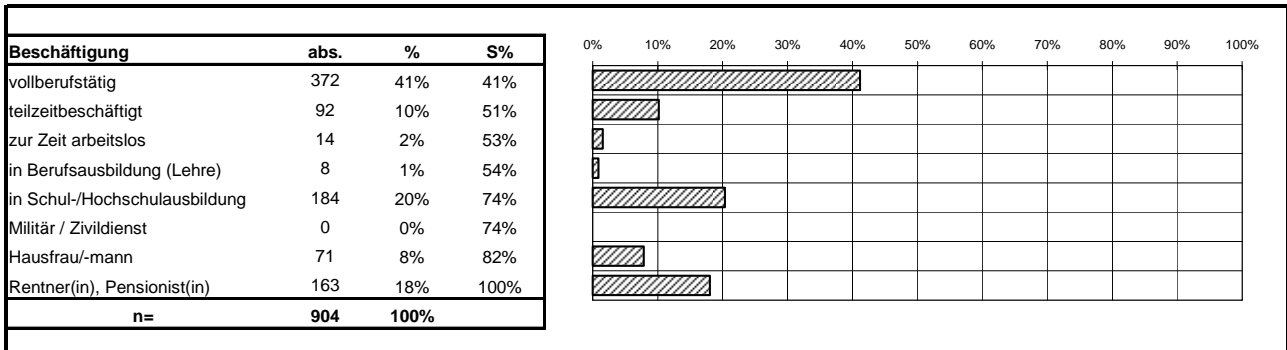
## Altersverteilung



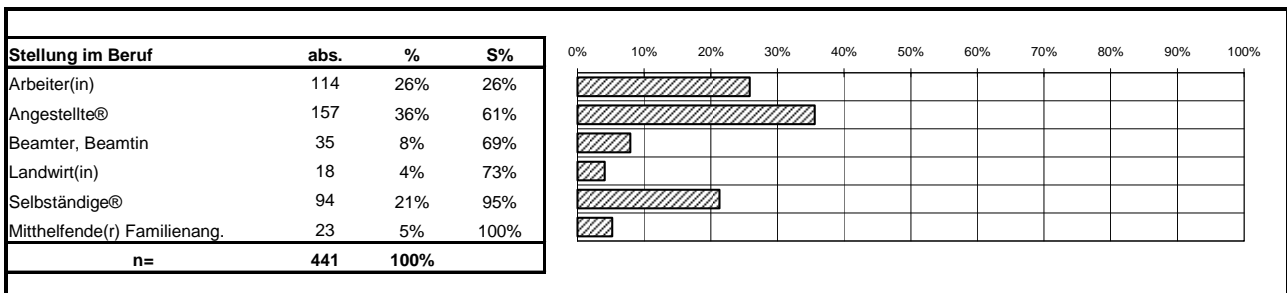
## Geschlecht der Befragten



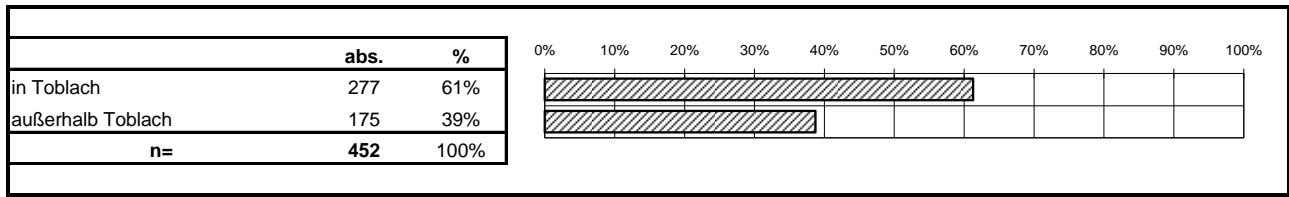
## Berufstätigkeit



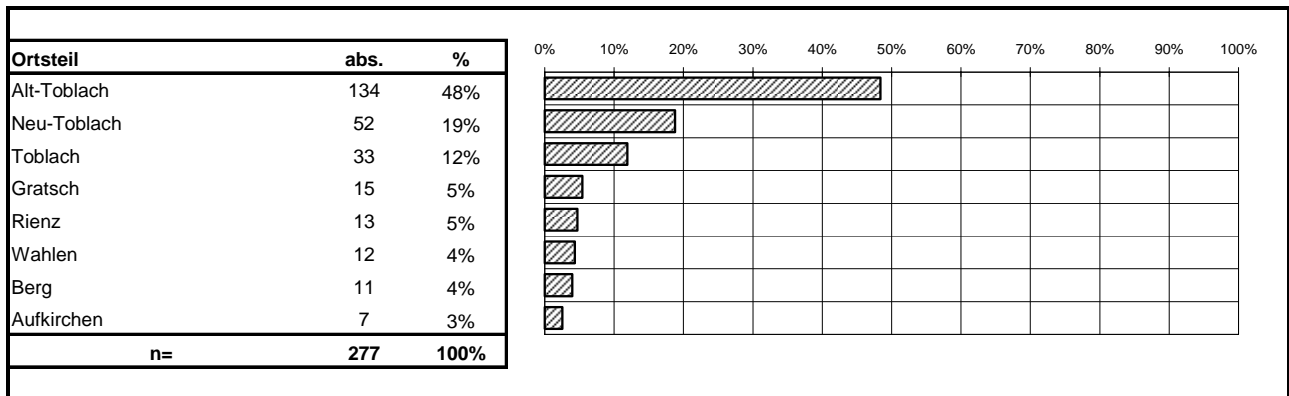
## Stellung im Beruf



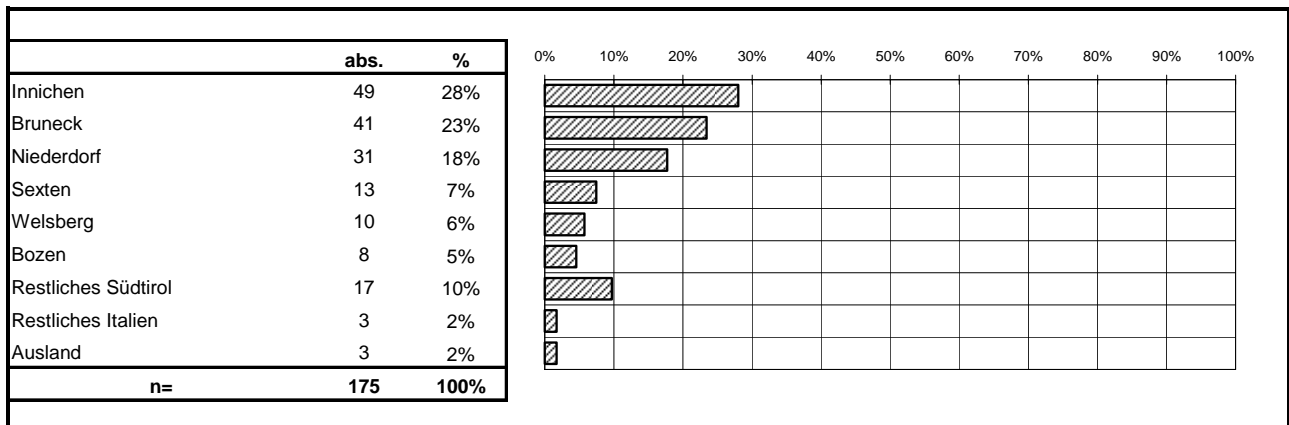
## Arbeitsort



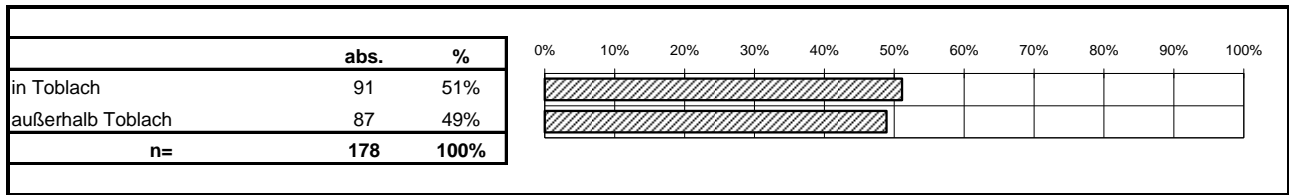
## Arbeitsort in der Gemeinde nach Ortsteilen



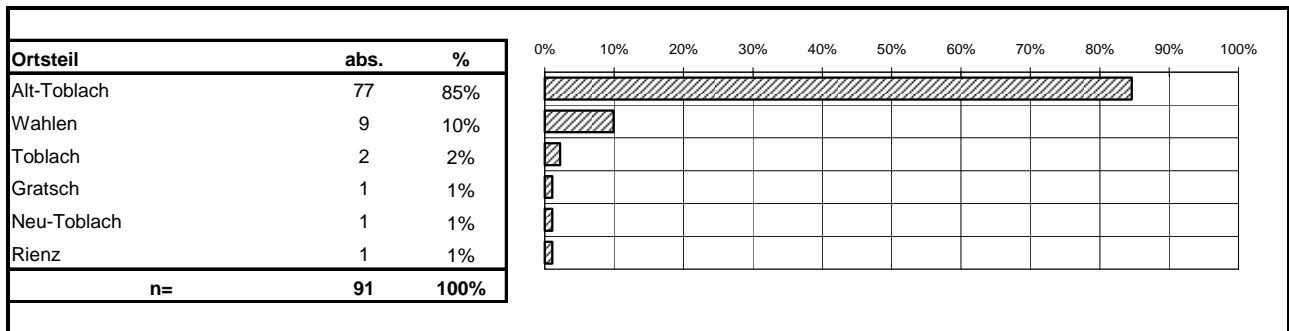
## Arbeitsort außerhalb der Gemeinde



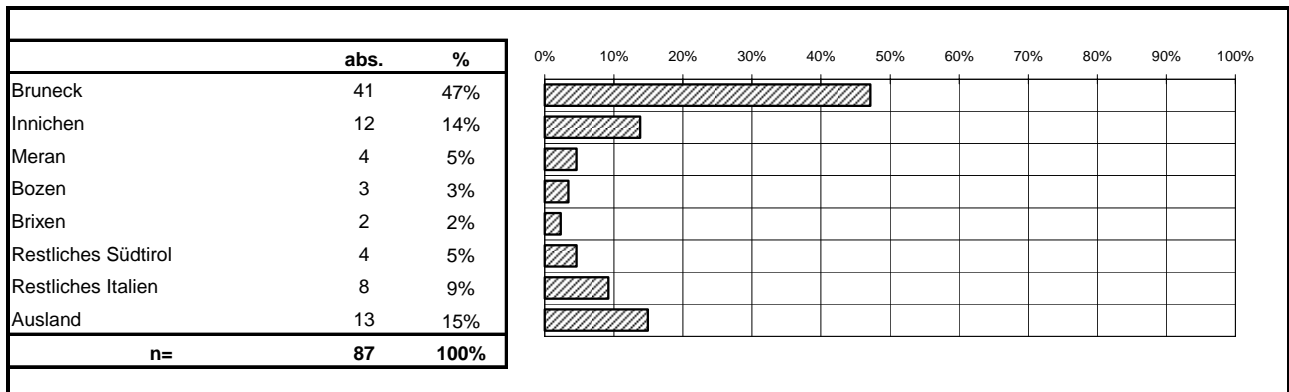
## Ausbildungsort



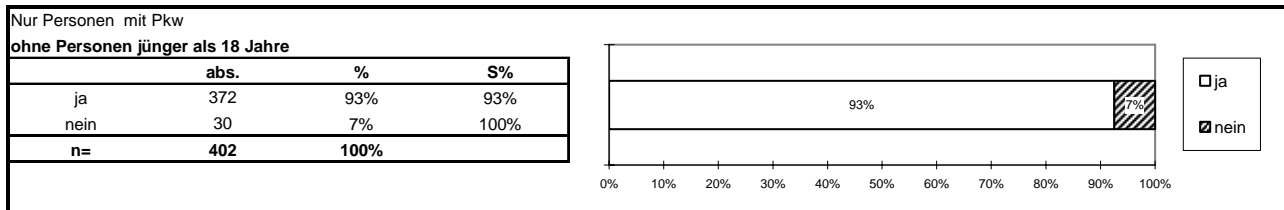
## Ausbildungsort in der in der Gemeinde nach Ortsteilen



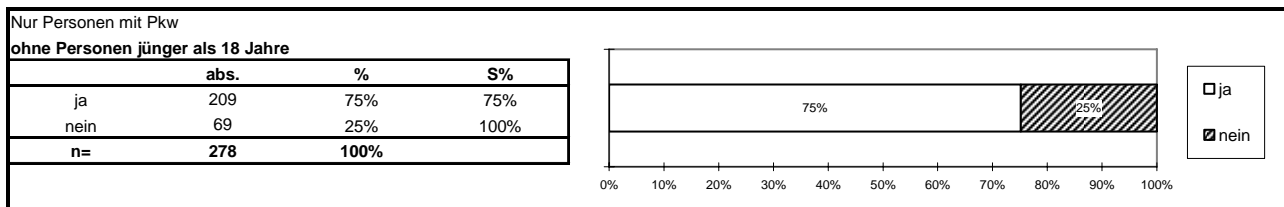
## Ausbildungsort außerhalb der Gemeinde



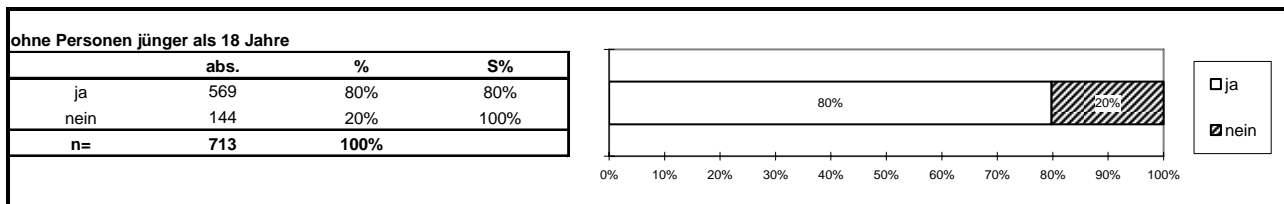
## Parkplatz am Wohnort



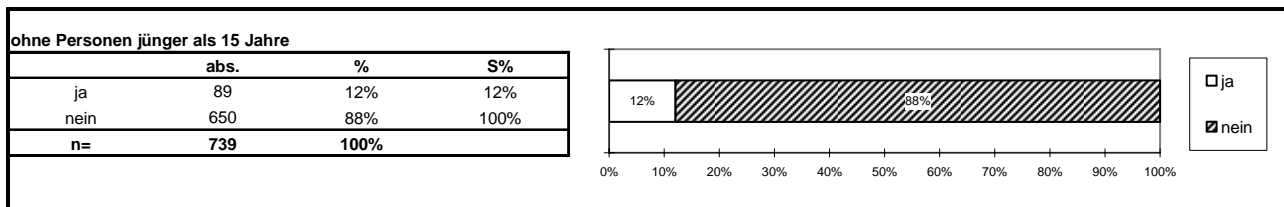
## Parkplatz am Arbeitsplatz



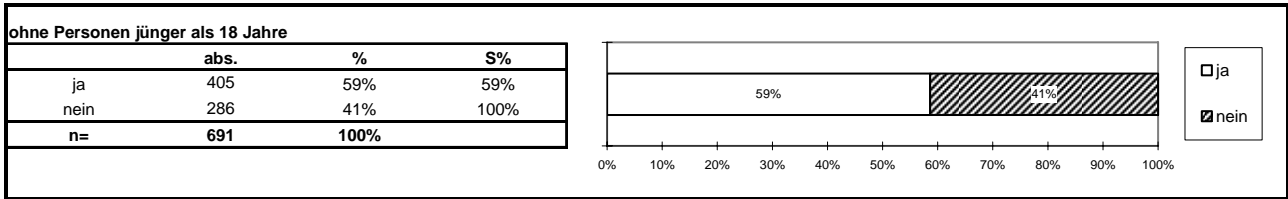
## Führerscheinbesitz - PKW



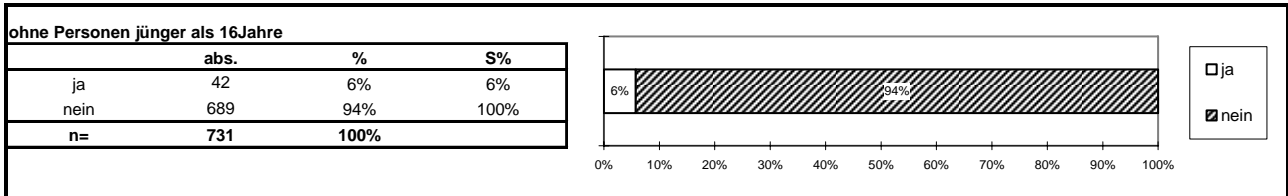
## Führerscheinbesitz – Einspuriges Kfz



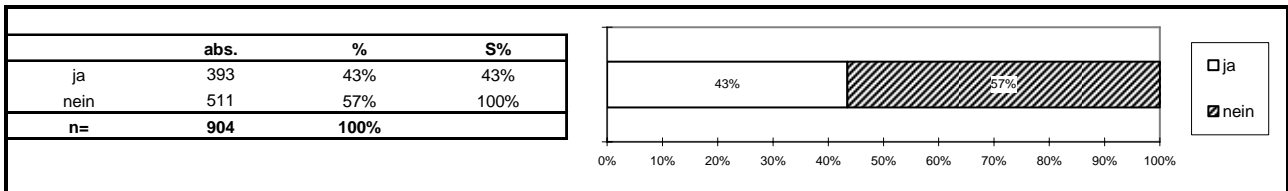
## PKW-Besitz



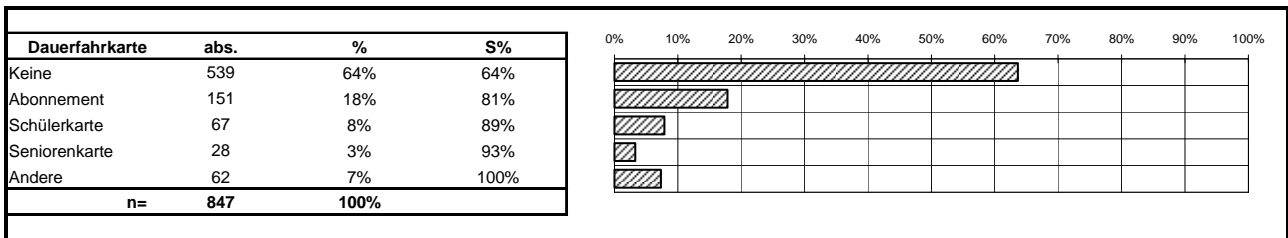
## Besitz eines einspurigen Kfz



## Besitz eines Fahrrads



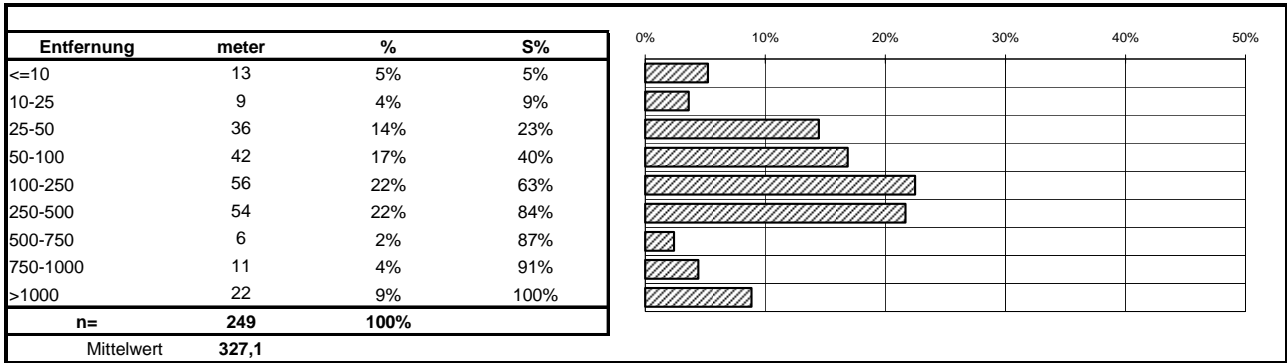
## Besitz einer Dauerfahrkarte für öffentliche Verkehrsmittel



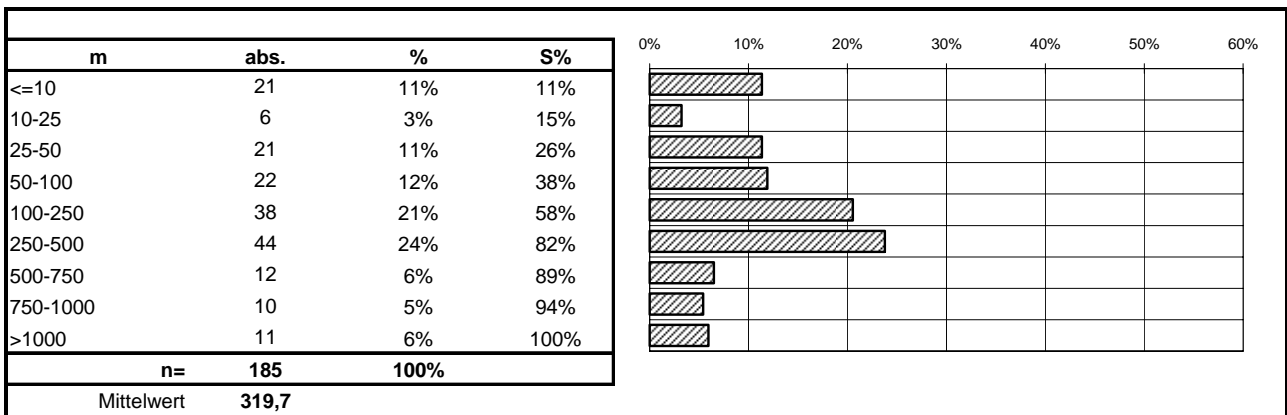
## Fahrzeugbesitz nach Altersklassen

Alter		PKW			Mot. Einsp.			Fahrrad			ÖPNV Ausweis		
		abs.	%	S%	abs.	%	S%	abs.	%	S%	abs.	%	S%
7-12	ja	0		0%	0			40	100%	11%	42	60%	5%
	nein	0		0%	0			0	0%	11%	28	40%	8%
13-16	ja	0		0%	0			23	100%	17%	33	87%	12%
	nein	0		0%	0			0	0%	17%	5	13%	13%
17-18	ja	0		0%	4	80%	8%	20	100%	23%	27	100%	16%
	nein	0		0%	1	20%	9%	0	0%	23%	0	0%	16%
19-24	ja	27	87%	6%	7	100%	23%	34	100%	32%	32	51%	20%
	nein	4	13%	7%	0	0%	23%	0	0%	32%	31	49%	24%
25-30	ja	39	100%	17%	6	100%	34%	29	100%	40%	27	42%	27%
	nein	0	0%	17%	0	0%	34%	0	0%	40%	38	58%	32%
31-35	ja	44	98%	27%	2	67%	38%	24	100%	46%	12	21%	33%
	nein	1	2%	27%	1	33%	40%	0	0%	46%	45	79%	39%
36-40	ja	52	96%	40%	6	86%	51%	32	100%	55%	20	28%	41%
	nein	2	4%	40%	1	14%	53%	0	0%	55%	52	72%	48%
41-45	ja	55	98%	53%	2	40%	57%	40	100%	66%	27	38%	51%
	nein	1	2%	54%	3	60%	62%	0	0%	66%	45	63%	56%
46-50	ja	53	98%	66%	7	78%	75%	41	100%	77%	30	39%	60%
	nein	1	2%	66%	2	22%	79%	0	0%	77%	46	61%	65%
51-55	ja	41	98%	76%	2	67%	83%	24	96%	84%	21	31%	68%
	nein	1	2%	76%	1	33%	85%	1	4%	84%	46	69%	74%
56-60	ja	33	97%	84%	1	100%	87%	17	100%	89%	17	32%	76%
	nein	1	3%	85%	0	0%	87%	0	0%	89%	36	68%	80%
61-65	ja	17	100%	89%	0	#DIV/0!	87%	13	100%	92%	10	28%	81%
	nein	0	0%	89%	0	#DIV/0!	87%	0	0%	92%	26	72%	84%
66-70	ja	22	92%	94%	0	0%	87%	8	100%	94%	11	28%	86%
	nein	2	8%	94%	1	100%	89%	0	0%	94%	28	72%	89%
71-75	ja	12	100%	97%	1	100%	91%	13	100%	98%	11	38%	90%
	nein	0	0%	97%	0	0%	91%	0	0%	98%	18	62%	93%
>75	ja	10	83%	100%	2	40%	94%	5	63%	99%	17	28%	95%
	nein	2	17%	100%	3	60%	100%	3	38%	100%	44	72%	100%
<b>n=</b>		<b>420</b>			<b>53</b>			<b>367</b>			<b>825</b>		

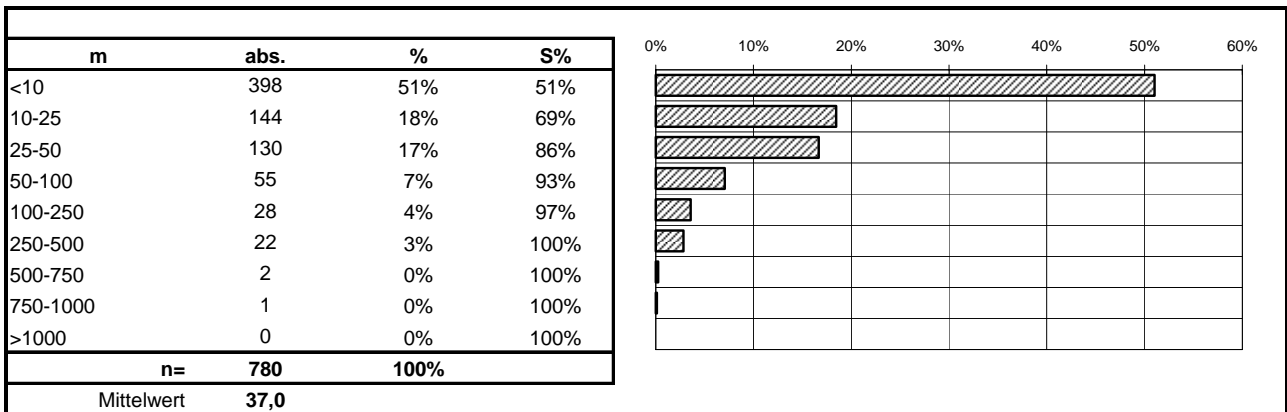
### Haltestellenentfernung vom Wohnort



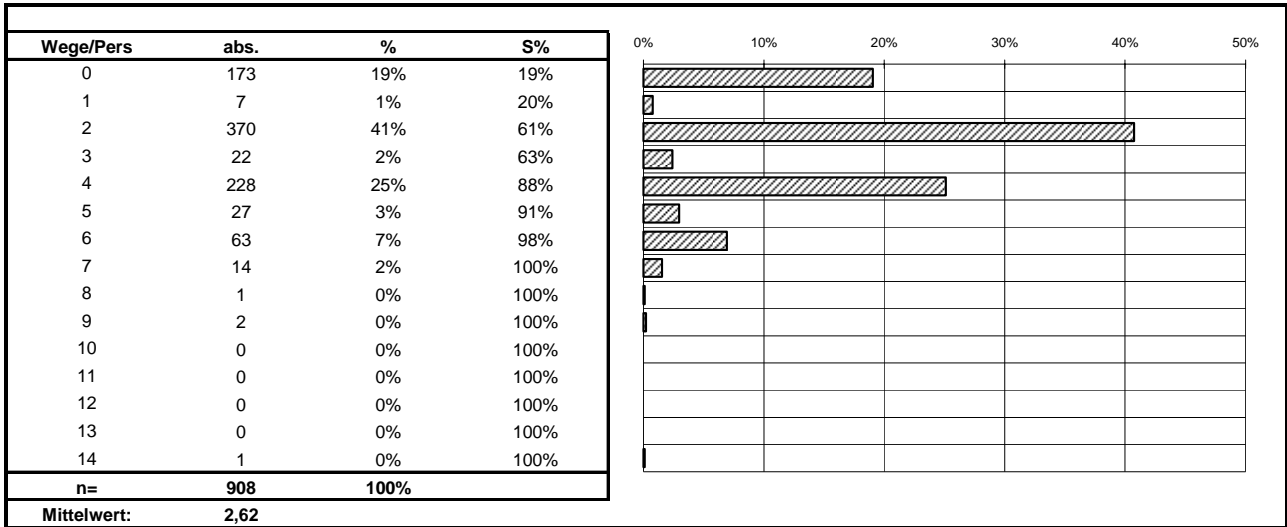
### ÖPNV-Wege am Stichtag nach der Entfernung zur Haltestelle



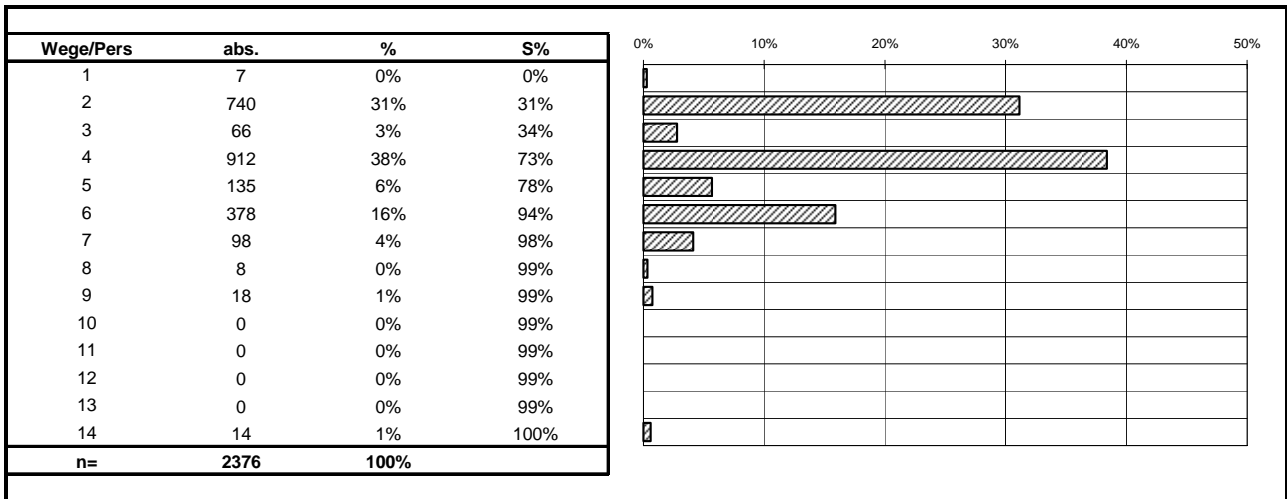
### IV-Wege am Stichtag nach der Entfernung zum geparkten PKW



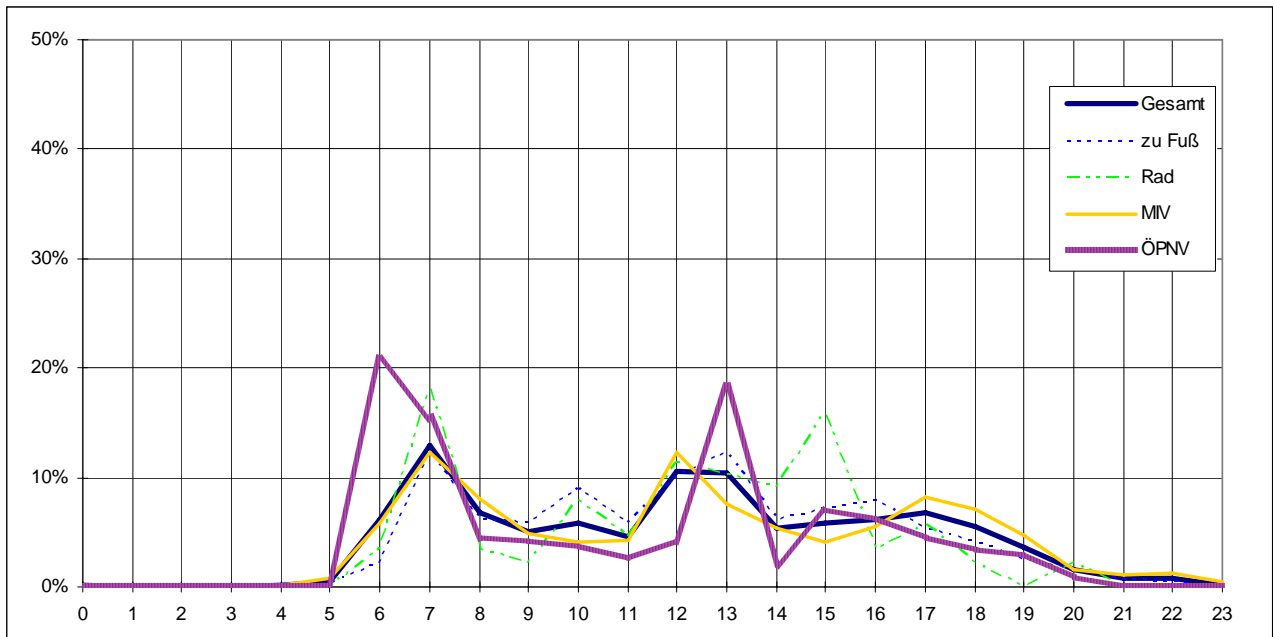
## Wege pro Tag und Person



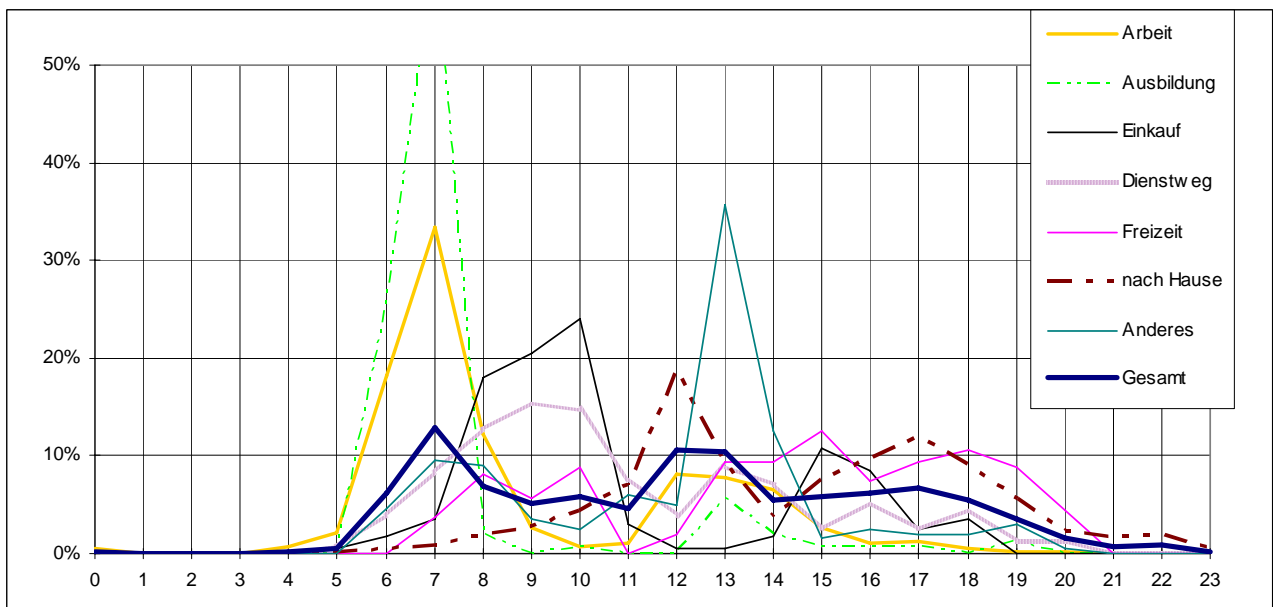
## Wegeanteil je Wegekette



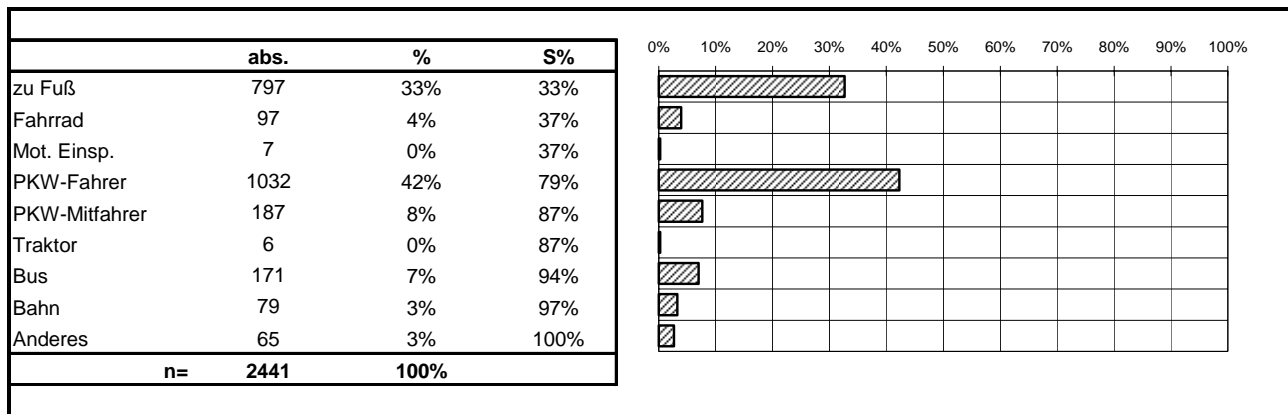
## Relative Tagesganglinie nach Verkehrsmittel



## Relative Tagesganglinie nach Reisezwecken



## Wege nach Hauptverkehrsmittel



## Verkehrsmittelwahl nach Reisezwecken

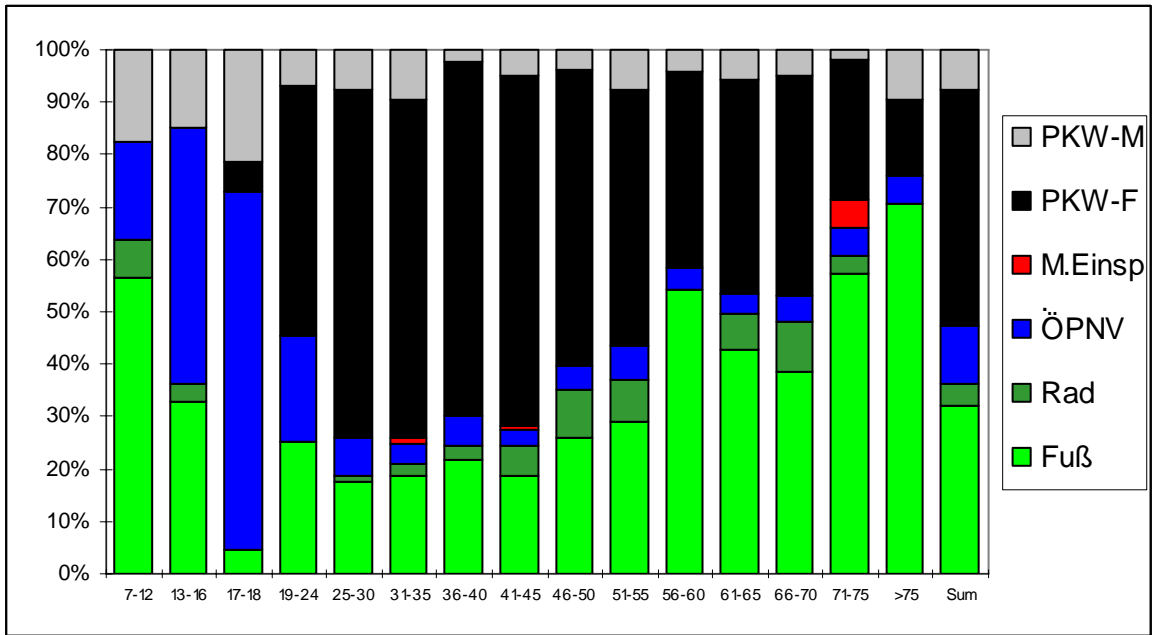
	Zu Fuß	Fahrrad	Mot. Einspurige	PKW-Fahrer	PKW-Mitfahrer	ÖPNV
<b>Gesamt</b>	32%	4%	0%	45%	8%	11%
<b>Arbeit</b>	17%	7%	0%	69%	2%	5%
<b>Dienstweg</b>	26%	3%	0%	57%	9%	5%
<b>Ausbildung</b>	39%	2%	0%	5%	10%	45%
<b>Einkauf</b>	44%	4%	1%	36%	5%	10%
<b>Freizeit</b>	45%	6%	1%	34%	11%	3%

## Verteilung der Wege nach Altersklassen und Verkehrsmittel

Gesamt

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	107	14	0	0	33	36	<b>190</b>
z%	56,32%	7,37%	0,00%	0,00%	17,37%	18,95%	
s%	15,31%	14,43%	0,00%	0,00%	19,88%	15,06%	8,66%
<b>13-16</b>	29	3	0	0	13	43	<b>88</b>
z%	32,95%	3,41%	0,00%	0,00%	14,77%	48,86%	
s%	4,15%	3,09%	0,00%	0,00%	7,83%	17,99%	4,01%
<b>17-18</b>	3	0	0	4	14	45	<b>66</b>
z%	4,55%	0,00%	0,00%	6,06%	21,21%	68,18%	
s%	0,43%	0,00%	0,00%	0,41%	8,43%	18,83%	3,01%
<b>19-24</b>	40	0	0	76	11	32	<b>159</b>
z%	25,16%	0,00%	0,00%	47,80%	6,92%	20,13%	
s%	5,72%	0,00%	0,00%	7,72%	6,63%	13,39%	7,25%
<b>25-30</b>	27	2	0	103	12	11	<b>155</b>
z%	17,42%	1,29%	0,00%	66,45%	7,74%	7,10%	
s%	3,86%	2,06%	0,00%	10,46%	7,23%	4,60%	7,07%
<b>31-35</b>	31	4	2	107	16	6	<b>166</b>
z%	18,67%	2,41%	1,20%	64,46%	9,64%	3,61%	
s%	4,43%	4,12%	28,57%	10,86%	9,64%	2,51%	7,57%
<b>36-40</b>	48	6	0	150	5	13	<b>222</b>
z%	21,62%	2,70%	0,00%	67,57%	2,25%	5,86%	
s%	6,87%	6,19%	0,00%	15,23%	3,01%	5,44%	10,12%
<b>41-45</b>	45	14	2	160	12	7	<b>240</b>
z%	18,75%	5,83%	0,83%	66,67%	5,00%	2,92%	
s%	6,44%	14,43%	28,57%	16,24%	7,23%	2,93%	10,94%
<b>46-50</b>	59	21	0	129	9	11	<b>229</b>
z%	25,76%	9,17%	0,00%	56,33%	3,93%	4,80%	
s%	8,44%	21,65%	0,00%	13,10%	5,42%	4,60%	10,44%
<b>51-55</b>	57	16	0	96	15	13	<b>197</b>
z%	28,93%	8,12%	0,00%	48,73%	7,61%	6,60%	
s%	8,15%	16,49%	0,00%	9,75%	9,04%	5,44%	8,98%
<b>56-60</b>	77	0	0	53	6	6	<b>142</b>
z%	54,23%	0,00%	0,00%	37,32%	4,23%	4,23%	
s%	11,02%	0,00%	0,00%	5,38%	3,61%	2,51%	6,48%
<b>61-65</b>	45	7	0	43	6	4	<b>105</b>
z%	42,86%	6,67%	0,00%	40,95%	5,71%	3,81%	
s%	6,44%	7,22%	0,00%	4,37%	3,61%	1,67%	4,79%
<b>66-70</b>	32	8	0	35	4	4	<b>83</b>
z%	38,55%	9,64%	0,00%	42,17%	4,82%	4,82%	
s%	4,58%	8,25%	0,00%	3,55%	2,41%	1,67%	3,78%
<b>71-75</b>	32	2	3	15	1	3	<b>56</b>
z%	57,14%	3,57%	5,36%	26,79%	1,79%	5,36%	
s%	4,58%	2,06%	42,86%	1,52%	0,60%	1,26%	2,55%
<b>&gt;75</b>	67	0	0	14	9	5	<b>95</b>
z%	70,53%	0,00%	0,00%	14,74%	9,47%	5,26%	
s%	9,59%	0,00%	0,00%	1,42%	5,42%	2,09%	4,33%
<b>Summe</b>	<b>699</b>	<b>97</b>	<b>7</b>	<b>985</b>	<b>166</b>	<b>239</b>	<b>2193</b>
z%	31,87%	4,42%	0,32%	44,92%	7,57%	10,90%	

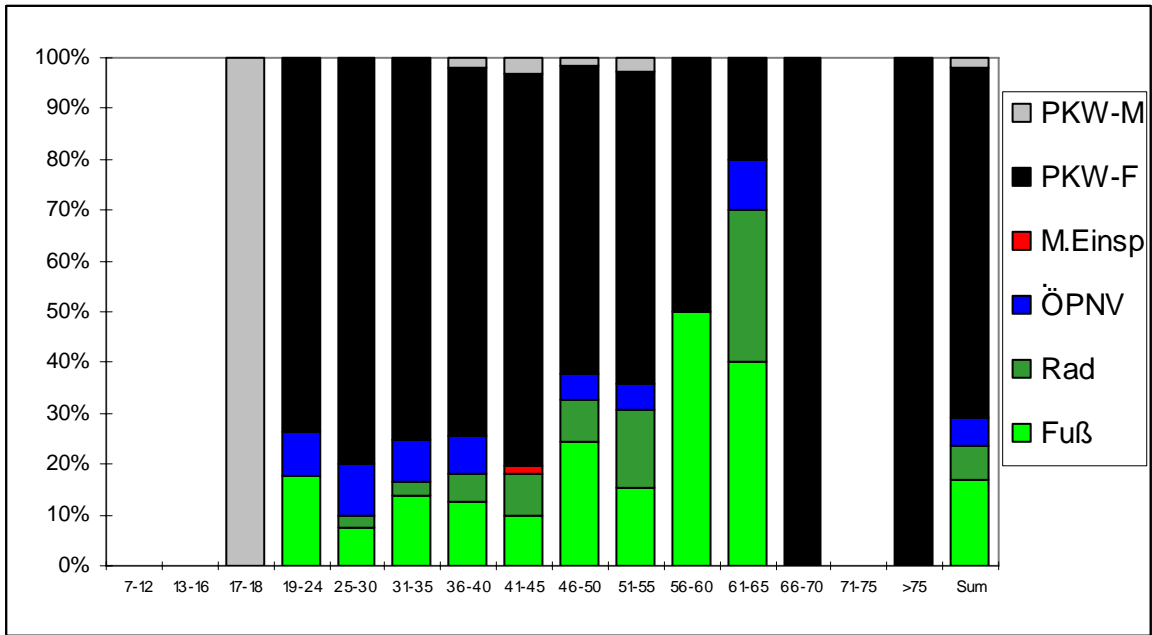
Gesamt



Arbeit

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
<b>13-16</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
<b>17-18</b>	0	0	0	0	2	0	<b>2</b>
z%	0,00%	0,00%	0,00%	0,00%	100,00%	0,00%	
s%	0,00%	0,00%	0,00%	0,00%	28,57%	0,00%	0,55%
<b>19-24</b>	6	0	0	25	0	3	<b>34</b>
z%	17,65%	0,00%	0,00%	73,53%	0,00%	8,82%	
s%	9,68%	0,00%	0,00%	9,96%	0,00%	15,00%	9,32%
<b>25-30</b>	3	1	0	32	0	4	<b>40</b>
z%	7,50%	2,50%	0,00%	80,00%	0,00%	10,00%	
s%	4,84%	4,17%	0,00%	12,75%	0,00%	20,00%	10,96%
<b>31-35</b>	5	1	0	27	0	3	<b>36</b>
z%	13,89%	2,78%	0,00%	75,00%	0,00%	8,33%	
s%	8,06%	4,17%	0,00%	10,76%	0,00%	15,00%	9,86%
<b>36-40</b>	7	3	0	40	1	4	<b>55</b>
z%	12,73%	5,45%	0,00%	72,73%	1,82%	7,27%	
s%	11,29%	12,50%	0,00%	15,94%	14,29%	20,00%	15,07%
<b>41-45</b>	6	5	1	47	2	0	<b>61</b>
z%	9,84%	8,20%	1,64%	77,05%	3,28%	0,00%	
s%	9,68%	20,83%	100,00%	18,73%	28,57%	0,00%	16,71%
<b>46-50</b>	15	5	0	37	1	3	<b>61</b>
z%	24,59%	8,20%	0,00%	60,66%	1,64%	4,92%	
s%	24,19%	20,83%	0,00%	14,74%	14,29%	15,00%	16,71%
<b>51-55</b>	6	6	0	24	1	2	<b>39</b>
z%	15,38%	15,38%	0,00%	61,54%	2,56%	5,13%	
s%	9,68%	25,00%	0,00%	9,56%	14,29%	10,00%	10,68%
<b>56-60</b>	10	0	0	10	0	0	<b>20</b>
z%	50,00%	0,00%	0,00%	50,00%	0,00%	0,00%	
s%	16,13%	0,00%	0,00%	3,98%	0,00%	0,00%	5,48%
<b>61-65</b>	4	3	0	2	0	1	<b>10</b>
z%	40,00%	30,00%	0,00%	20,00%	0,00%	10,00%	
s%	6,45%	12,50%	0,00%	0,80%	0,00%	5,00%	2,74%
<b>66-70</b>	0	0	0	4	0	0	<b>4</b>
z%	0,00%	0,00%	0,00%	100,00%	0,00%	0,00%	
s%	0,00%	0,00%	0,00%	1,59%	0,00%	0,00%	1,10%
<b>71-75</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
<b>&gt;75</b>	0	0	0	3	0	0	<b>3</b>
z%	0,00%	0,00%	0,00%	100,00%	0,00%	0,00%	
s%	0,00%	0,00%	0,00%	1,20%	0,00%	0,00%	0,82%
<b>Summe</b>	<b>62</b>	<b>24</b>	<b>1</b>	<b>251</b>	<b>7</b>	<b>20</b>	<b>365</b>
z%	16,99%	6,58%	0,27%	68,77%	1,92%	5,48%	

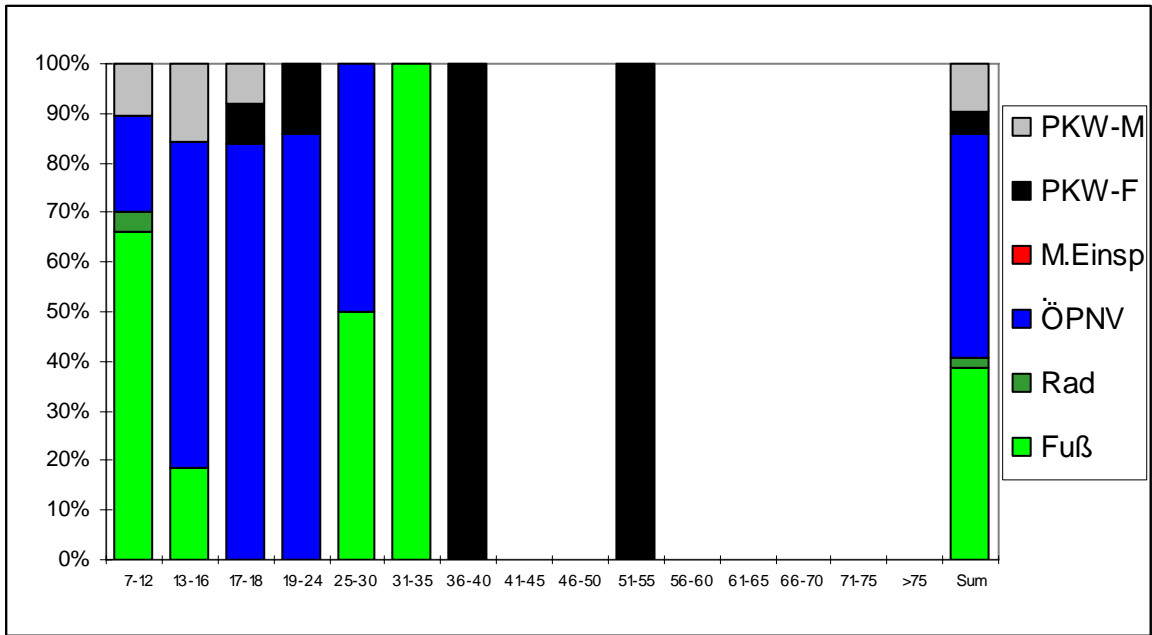
# Arbeit



## Ausbildung

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	51	3	0	0	8	15	<b>77</b>
z%	66,23%	3,90%	0,00%	0,00%	10,39%	19,48%	
s%	85,00%	100,00%	#DIV/0!	0,00%	53,33%	21,43%	49,68%
<b>13-16</b>	6	0	0	0	5	21	<b>32</b>
z%	18,75%	0,00%	0,00%	0,00%	15,63%	65,63%	
s%	10,00%	0,00%	#DIV/0!	0,00%	33,33%	30,00%	20,65%
<b>17-18</b>	0	0	0	2	2	21	<b>25</b>
z%	0,00%	0,00%	0,00%	8,00%	8,00%	84,00%	
s%	0,00%	0,00%	#DIV/0!	28,57%	13,33%	30,00%	16,13%
<b>19-24</b>	0	0	0	2	0	12	<b>14</b>
z%	0,00%	0,00%	0,00%	14,29%	0,00%	85,71%	
s%	0,00%	0,00%	#DIV/0!	28,57%	0,00%	17,14%	9,03%
<b>25-30</b>	1	0	0	0	0	1	<b>2</b>
z%	50,00%	0,00%	0,00%	0,00%	0,00%	50,00%	
s%	1,67%	0,00%	#DIV/0!	0,00%	0,00%	1,43%	1,29%
<b>31-35</b>	2	0	0	0	0	0	<b>2</b>
z%	100,00%	0,00%	0,00%	0,00%	0,00%	0,00%	
s%	3,33%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	1,29%
<b>36-40</b>	0	0	0	2	0	0	<b>2</b>
z%	0,00%	0,00%	0,00%	100,00%	0,00%	0,00%	
s%	0,00%	0,00%	#DIV/0!	28,57%	0,00%	0,00%	1,29%
<b>41-45</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>46-50</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>51-55</b>	0	0	0	1	0	0	<b>1</b>
z%	0,00%	0,00%	0,00%	100,00%	0,00%	0,00%	
s%	0,00%	0,00%	#DIV/0!	14,29%	0,00%	0,00%	0,65%
<b>56-60</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>61-65</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>66-70</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>71-75</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>&gt;75</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>Summe</b>	<b>60</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>70</b>	<b>155</b>
z%	38,71%	1,94%	0,00%	4,52%	9,68%	45,16%	

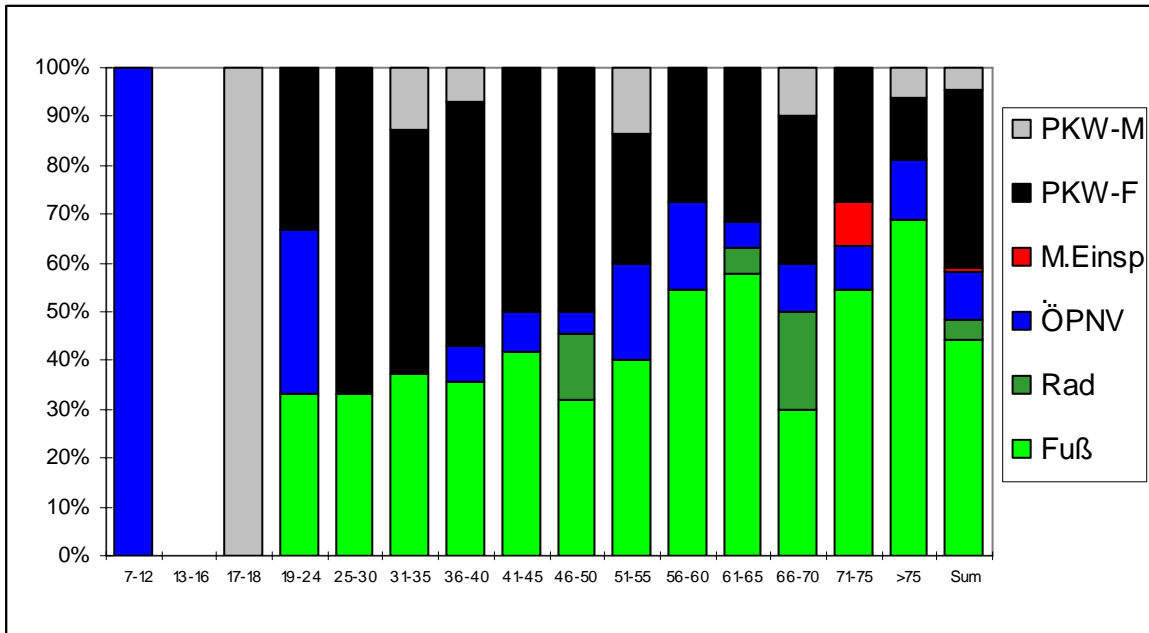
# Ausbildung



## Einkauf

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	0	0	0	0	0	1	<b>1</b>
z%	0,00%	0,00%	0,00%	0,00%	0,00%	100,00%	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	6,67%	0,67%
<b>13-16</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%
<b>17-18</b>	0	0	0	0	1	0	<b>1</b>
z%	0,00%	0,00%	0,00%	0,00%	100,00%	0,00%	
s%	0,00%	0,00%	0,00%	0,00%	14,29%	0,00%	0,67%
<b>19-24</b>	1	0	0	1	0	1	<b>3</b>
z%	33,33%	0,00%	0,00%	33,33%	0,00%	33,33%	
s%	1,52%	0,00%	0,00%	1,85%	0,00%	6,67%	2,01%
<b>25-30</b>	2	0	0	4	0	0	<b>6</b>
z%	33,33%	0,00%	0,00%	66,67%	0,00%	0,00%	
s%	3,03%	0,00%	0,00%	7,41%	0,00%	0,00%	4,03%
<b>31-35</b>	3	0	0	4	1	0	<b>8</b>
z%	37,50%	0,00%	0,00%	50,00%	12,50%	0,00%	
s%	4,55%	0,00%	0,00%	7,41%	14,29%	0,00%	5,37%
<b>36-40</b>	5	0	0	7	1	1	<b>14</b>
z%	35,71%	0,00%	0,00%	50,00%	7,14%	7,14%	
s%	7,58%	0,00%	0,00%	12,96%	14,29%	6,67%	9,40%
<b>41-45</b>	5	0	0	6	0	1	<b>12</b>
z%	41,67%	0,00%	0,00%	50,00%	0,00%	8,33%	
s%	7,58%	0,00%	0,00%	11,11%	0,00%	6,67%	8,05%
<b>46-50</b>	7	3	0	11	0	1	<b>22</b>
z%	31,82%	13,64%	0,00%	50,00%	0,00%	4,55%	
s%	10,61%	50,00%	0,00%	20,37%	0,00%	6,67%	14,77%
<b>51-55</b>	6	0	0	4	2	3	<b>15</b>
z%	40,00%	0,00%	0,00%	26,67%	13,33%	20,00%	
s%	9,09%	0,00%	0,00%	7,41%	28,57%	20,00%	10,07%
<b>56-60</b>	6	0	0	3	0	2	<b>11</b>
z%	54,55%	0,00%	0,00%	27,27%	0,00%	18,18%	
s%	9,09%	0,00%	0,00%	5,56%	0,00%	13,33%	7,38%
<b>61-65</b>	11	1	0	6	0	1	<b>19</b>
z%	57,89%	5,26%	0,00%	31,58%	0,00%	5,26%	
s%	16,67%	16,67%	0,00%	11,11%	0,00%	6,67%	12,75%
<b>66-70</b>	3	2	0	3	1	1	<b>10</b>
z%	30,00%	20,00%	0,00%	30,00%	10,00%	10,00%	
s%	4,55%	33,33%	0,00%	5,56%	14,29%	6,67%	6,71%
<b>71-75</b>	6	0	1	3	0	1	<b>11</b>
z%	54,55%	0,00%	9,09%	27,27%	0,00%	9,09%	
s%	9,09%	0,00%	100,00%	5,56%	0,00%	6,67%	7,38%
<b>&gt;75</b>	11	0	0	2	1	2	<b>16</b>
z%	68,75%	0,00%	0,00%	12,50%	6,25%	12,50%	
s%	16,67%	0,00%	0,00%	3,70%	14,29%	13,33%	10,74%
<b>Summe</b>	<b>66</b>	<b>6</b>	<b>1</b>	<b>54</b>	<b>7</b>	<b>15</b>	<b>149</b>
z%	44,30%	4,03%	0,67%	36,24%	4,70%	10,07%	

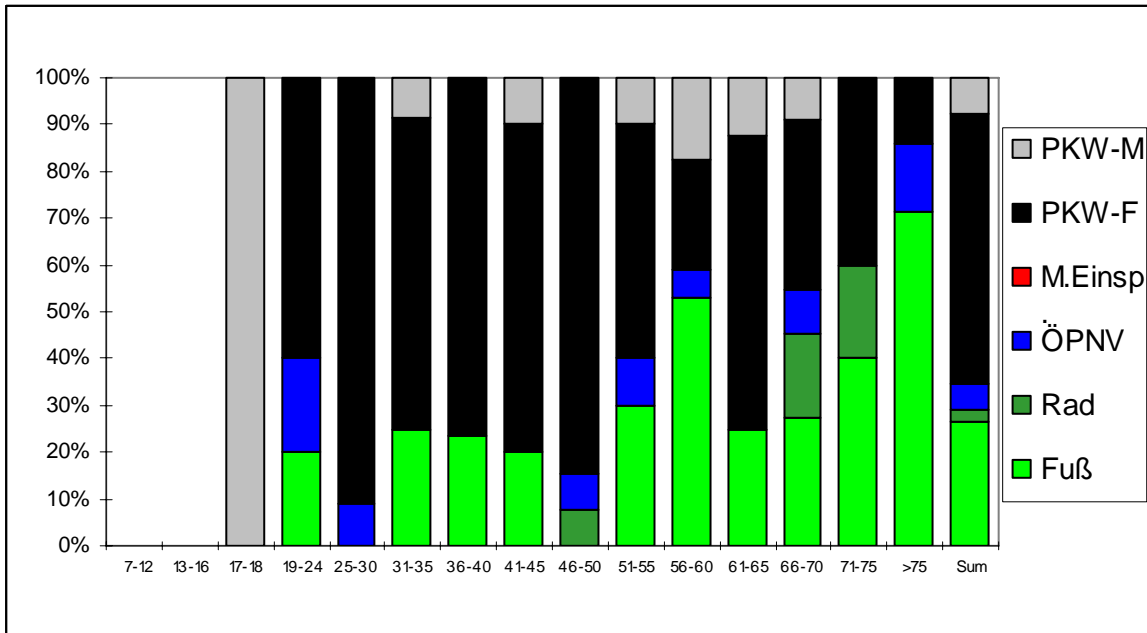
# Einkauf



## Dienstweg

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	0	0	0	0	2	0	<b>2</b>
z%	0,00%	0,00%	0,00%	0,00%	100,00%	0,00%	
s%	0,00%	0,00%	#DIV/0!	0,00%	15,38%	0,00%	1,34%
<b>13-16</b>	0	0	0	0	0	0	<b>0</b>
z%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
s%	0,00%	0,00%	#DIV/0!	0,00%	0,00%	0,00%	0,00%
<b>17-18</b>	0	0	0	0	1	0	<b>1</b>
z%	0,00%	0,00%	0,00%	0,00%	100,00%	0,00%	
s%	0,00%	0,00%	#DIV/0!	0,00%	7,69%	0,00%	0,67%
<b>19-24</b>	1	0	0	3	0	1	<b>5</b>
z%	20,00%	0,00%	0,00%	60,00%	0,00%	20,00%	
s%	2,56%	0,00%	#DIV/0!	3,53%	0,00%	12,50%	3,36%
<b>25-30</b>	0	0	0	10	0	1	<b>11</b>
z%	0,00%	0,00%	0,00%	90,91%	0,00%	9,09%	
s%	0,00%	0,00%	#DIV/0!	11,76%	0,00%	12,50%	7,38%
<b>31-35</b>	3	0	0	8	1	0	<b>12</b>
z%	25,00%	0,00%	0,00%	66,67%	8,33%	0,00%	
s%	7,69%	0,00%	#DIV/0!	9,41%	7,69%	0,00%	8,05%
<b>36-40</b>	4	0	0	13	0	0	<b>17</b>
z%	23,53%	0,00%	0,00%	76,47%	0,00%	0,00%	
s%	10,26%	0,00%	#DIV/0!	15,29%	0,00%	0,00%	11,41%
<b>41-45</b>	4	0	0	14	2	0	<b>20</b>
z%	20,00%	0,00%	0,00%	70,00%	10,00%	0,00%	
s%	10,26%	0,00%	#DIV/0!	16,47%	15,38%	0,00%	13,42%
<b>46-50</b>	0	1	0	11	0	1	<b>13</b>
z%	0,00%	7,69%	0,00%	84,62%	0,00%	7,69%	
s%	0,00%	25,00%	#DIV/0!	12,94%	0,00%	12,50%	8,72%
<b>51-55</b>	6	0	0	10	2	2	<b>20</b>
z%	30,00%	0,00%	0,00%	50,00%	10,00%	10,00%	
s%	15,38%	0,00%	#DIV/0!	11,76%	15,38%	25,00%	13,42%
<b>56-60</b>	9	0	0	4	3	1	<b>17</b>
z%	52,94%	0,00%	0,00%	23,53%	17,65%	5,88%	
s%	23,08%	0,00%	#DIV/0!	4,71%	23,08%	12,50%	11,41%
<b>61-65</b>	2	0	0	5	1	0	<b>8</b>
z%	25,00%	0,00%	0,00%	62,50%	12,50%	0,00%	
s%	5,13%	0,00%	#DIV/0!	5,88%	7,69%	0,00%	5,37%
<b>66-70</b>	3	2	0	4	1	1	<b>11</b>
z%	27,27%	18,18%	0,00%	36,36%	9,09%	9,09%	
s%	7,69%	50,00%	#DIV/0!	4,71%	7,69%	12,50%	7,38%
<b>71-75</b>	2	1	0	2	0	0	<b>5</b>
z%	40,00%	20,00%	0,00%	40,00%	0,00%	0,00%	
s%	5,13%	25,00%	#DIV/0!	2,35%	0,00%	0,00%	3,36%
<b>&gt;75</b>	5	0	0	1	0	1	<b>7</b>
z%	71,43%	0,00%	0,00%	14,29%	0,00%	14,29%	
s%	12,82%	0,00%	#DIV/0!	1,18%	0,00%	12,50%	4,70%
<b>Summe</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>8</b>	<b>149</b>
z%	26,17%	2,68%	0,00%	57,05%	8,72%	5,37%	

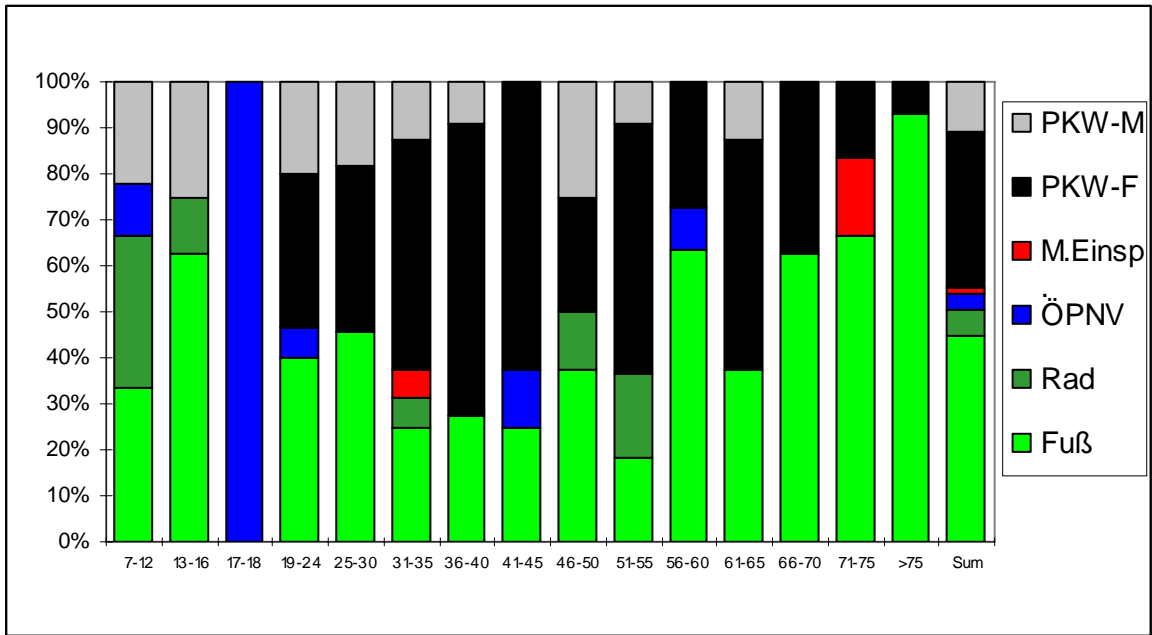
# Dienstweg



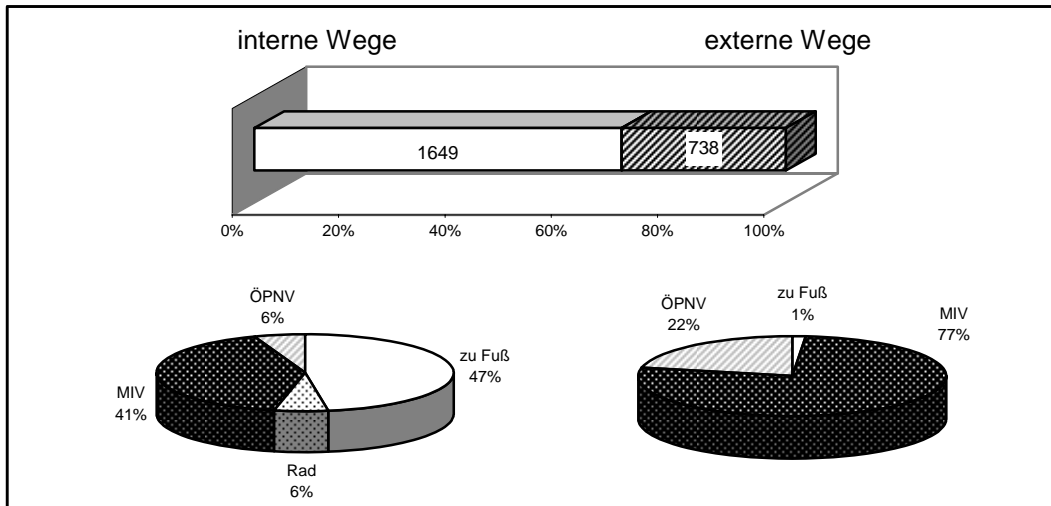
## Freizeit

Alter	Fuß	Rad	M.Einsp.	PKW-F	PKW-M	ÖPNV	Summe
<b>7-12</b>	3	3	0	0	2	1	<b>9</b>
z%	33,33%	33,33%	0,00%	0,00%	22,22%	11,11%	
s%	4,62%	37,50%	0,00%	0,00%	12,50%	20,00%	6,21%
<b>13-16</b>	5	1	0	0	2	0	<b>8</b>
z%	62,50%	12,50%	0,00%	0,00%	25,00%	0,00%	
s%	7,69%	12,50%	0,00%	0,00%	12,50%	0,00%	5,52%
<b>17-18</b>	0	0	0	0	0	1	<b>1</b>
z%	0,00%	0,00%	0,00%	0,00%	0,00%	100,00%	
s%	0,00%	0,00%	0,00%	0,00%	0,00%	20,00%	0,69%
<b>19-24</b>	6	0	0	5	3	1	<b>15</b>
z%	40,00%	0,00%	0,00%	33,33%	20,00%	6,67%	
s%	9,23%	0,00%	0,00%	10,20%	18,75%	20,00%	10,34%
<b>25-30</b>	5	0	0	4	2	0	<b>11</b>
z%	45,45%	0,00%	0,00%	36,36%	18,18%	0,00%	
s%	7,69%	0,00%	0,00%	8,16%	12,50%	0,00%	7,59%
<b>31-35</b>	4	1	1	8	2	0	<b>16</b>
z%	25,00%	6,25%	6,25%	50,00%	12,50%	0,00%	
s%	6,15%	12,50%	50,00%	16,33%	12,50%	0,00%	11,03%
<b>36-40</b>	3	0	0	7	1	0	<b>11</b>
z%	27,27%	0,00%	0,00%	63,64%	9,09%	0,00%	
s%	4,62%	0,00%	0,00%	14,29%	6,25%	0,00%	7,59%
<b>41-45</b>	2	0	0	5	0	1	<b>8</b>
z%	25,00%	0,00%	0,00%	62,50%	0,00%	12,50%	
s%	3,08%	0,00%	0,00%	10,20%	0,00%	20,00%	5,52%
<b>46-50</b>	3	1	0	2	2	0	<b>8</b>
z%	37,50%	12,50%	0,00%	25,00%	25,00%	0,00%	
s%	4,62%	12,50%	0,00%	4,08%	12,50%	0,00%	5,52%
<b>51-55</b>	2	2	0	6	1	0	<b>11</b>
z%	18,18%	18,18%	0,00%	54,55%	9,09%	0,00%	
s%	3,08%	25,00%	0,00%	12,24%	6,25%	0,00%	7,59%
<b>56-60</b>	7	0	0	3	0	1	<b>11</b>
z%	63,64%	0,00%	0,00%	27,27%	0,00%	9,09%	
s%	10,77%	0,00%	0,00%	6,12%	0,00%	20,00%	7,59%
<b>61-65</b>	3	0	0	4	1	0	<b>8</b>
z%	37,50%	0,00%	0,00%	50,00%	12,50%	0,00%	
s%	4,62%	0,00%	0,00%	8,16%	6,25%	0,00%	5,52%
<b>66-70</b>	5	0	0	3	0	0	<b>8</b>
z%	62,50%	0,00%	0,00%	37,50%	0,00%	0,00%	
s%	7,69%	0,00%	0,00%	6,12%	0,00%	0,00%	5,52%
<b>71-75</b>	4	0	1	1	0	0	<b>6</b>
z%	66,67%	0,00%	16,67%	16,67%	0,00%	0,00%	
s%	6,15%	0,00%	50,00%	2,04%	0,00%	0,00%	4,14%
<b>&gt;75</b>	13	0	0	1	0	0	<b>14</b>
z%	92,86%	0,00%	0,00%	7,14%	0,00%	0,00%	
s%	20,00%	0,00%	0,00%	2,04%	0,00%	0,00%	9,66%
<b>Summe</b>	<b>65</b>	<b>8</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>5</b>	<b>145</b>
z%	44,83%	5,52%	1,38%	33,79%	11,03%	3,45%	

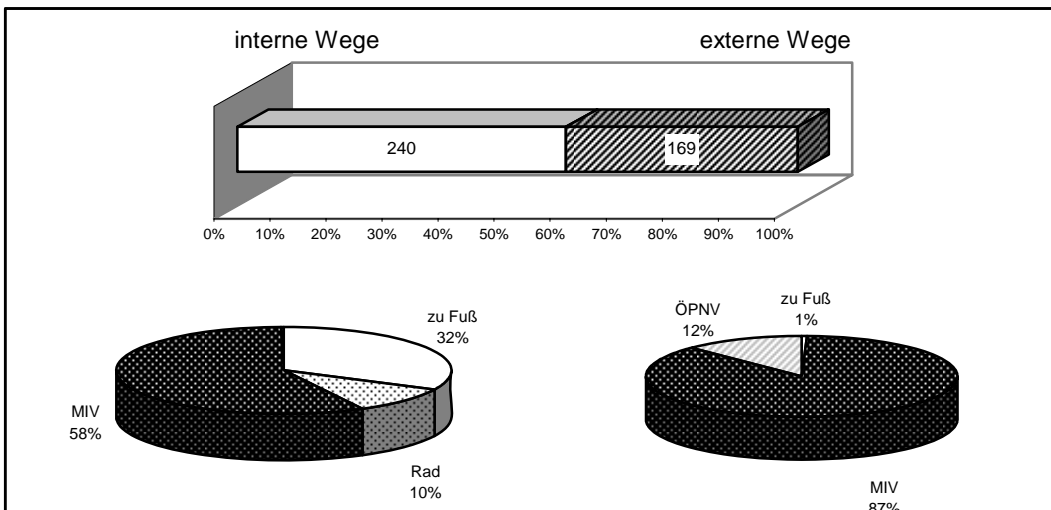
# Freizeit



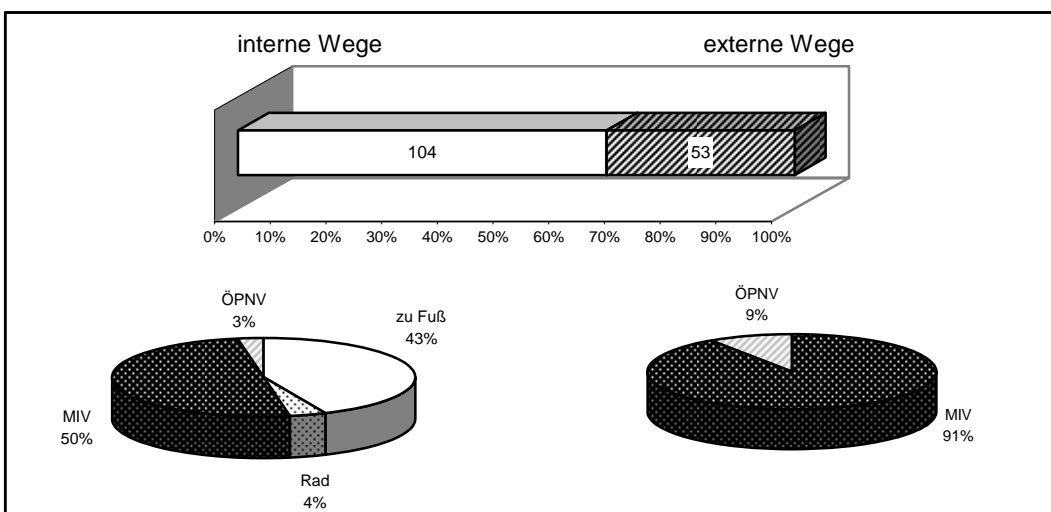
### Verkehrsmittelwahl bei externen und internen Wegen. Gesamt



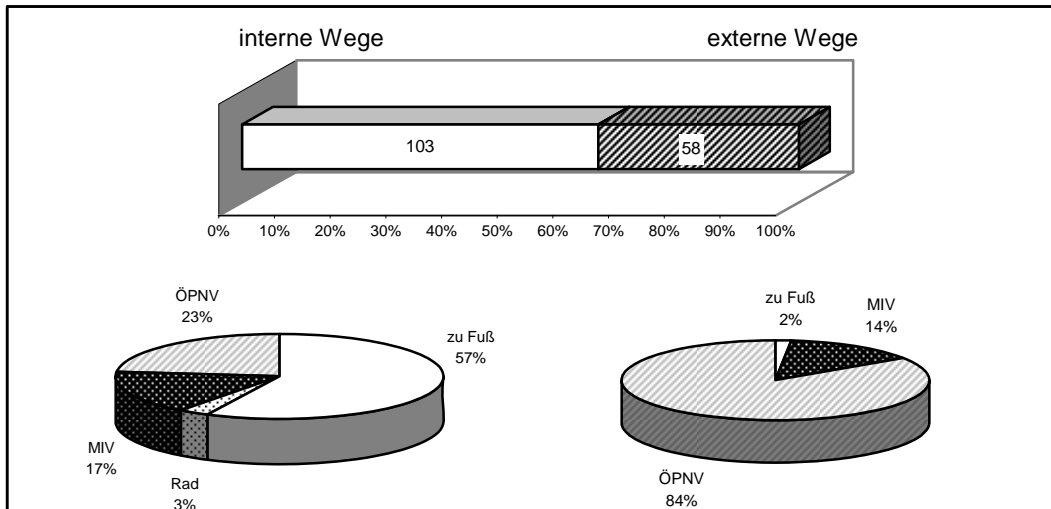
### Verkehrsmittelwahl bei externen und internen Wegen. Reisezweck Arbeit



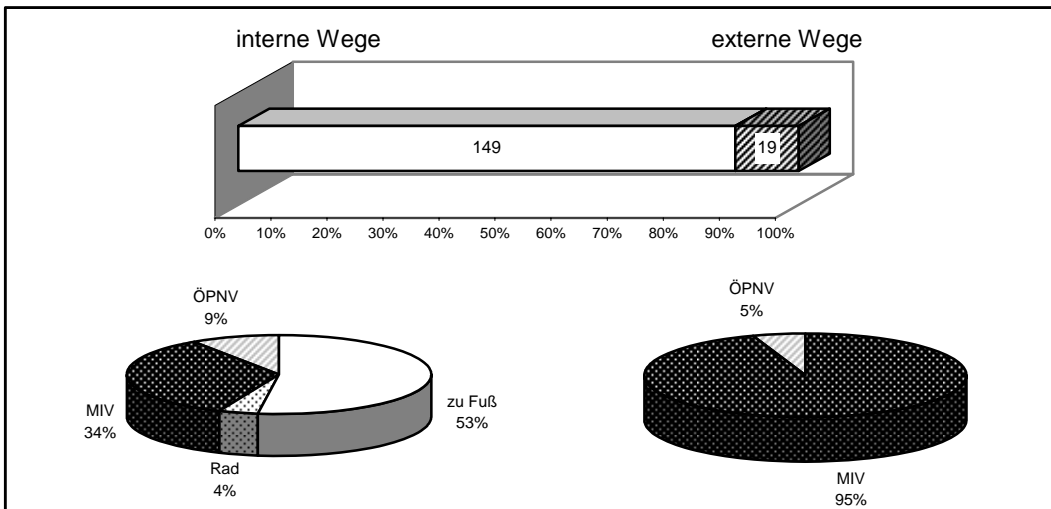
### Verkehrsmittelwahl bei externen und internen Wegen. Reisezweck Dienstweg



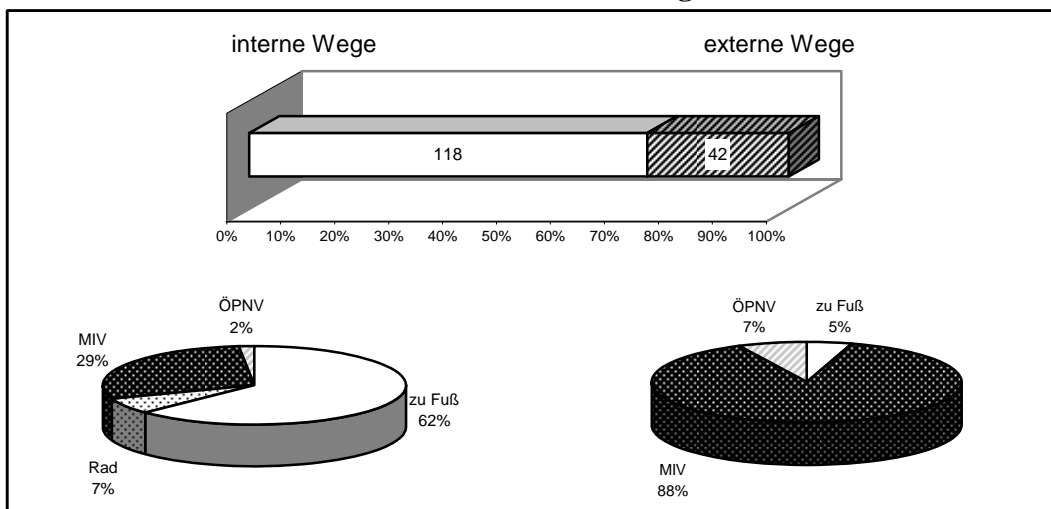
### Verkehrsmittelwahl bei externen und internen Wegen. Reisezweck Ausbildung



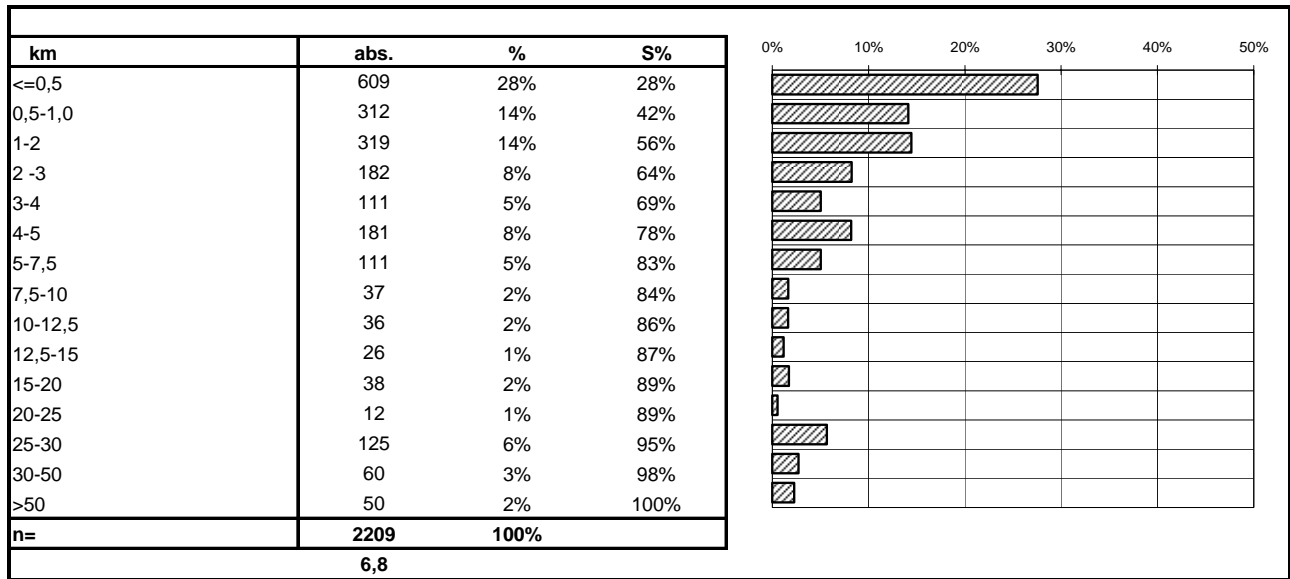
### Verkehrsmittelwahl bei externen und internen Wegen. Reisezweck Einkauf



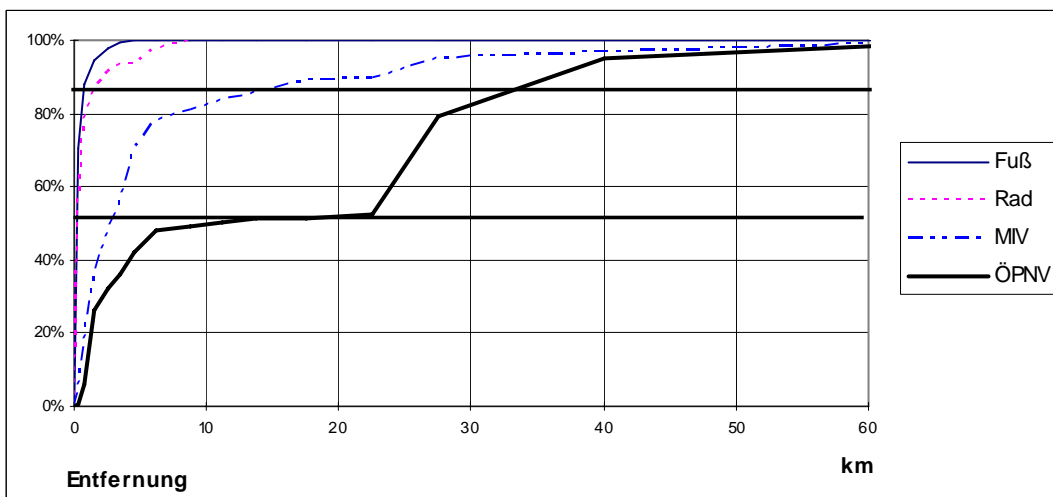
### Verkehrsmittelwahl bei externen und internen Wegen. Reisezweck Freizeit



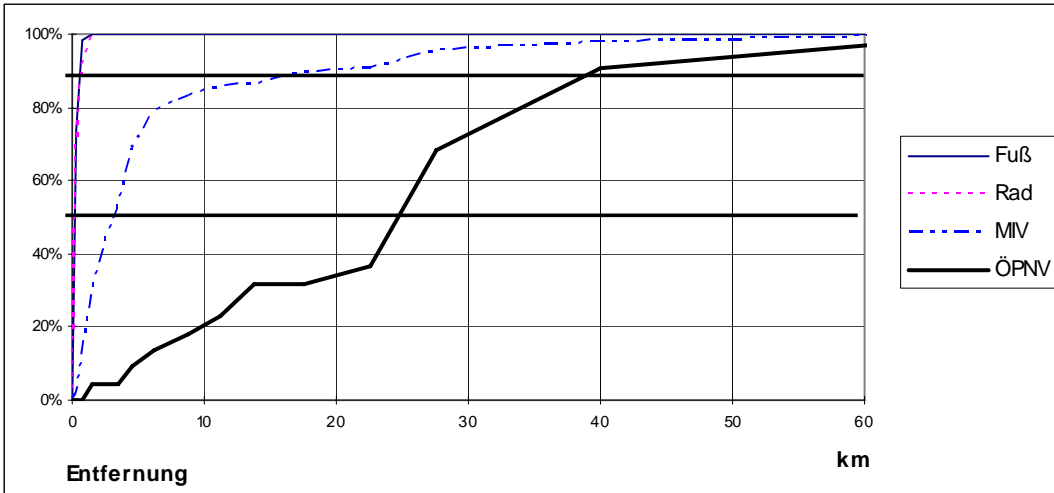
## Verteilung der Wege nach Reiseweiten



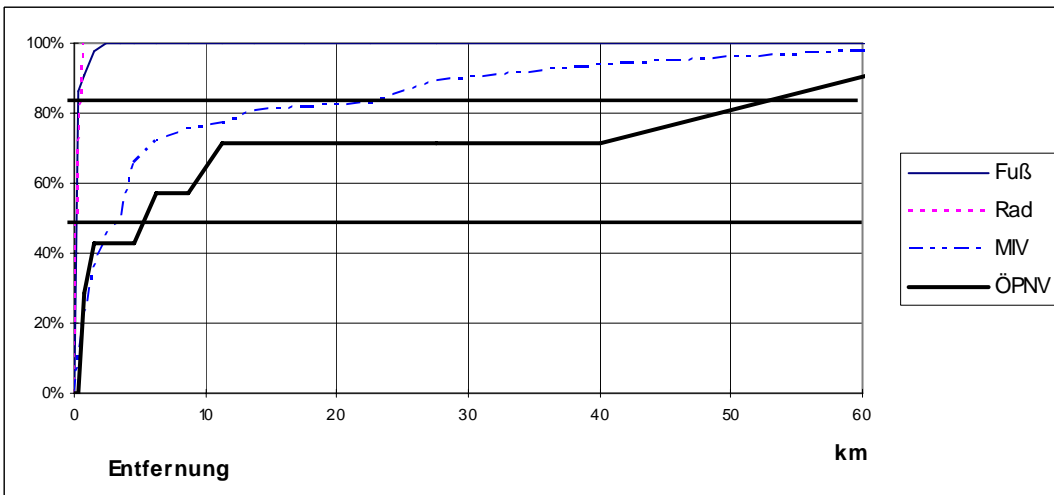
## Reiseweite nach Verkehrsmittel. Reisezweck Gesamt



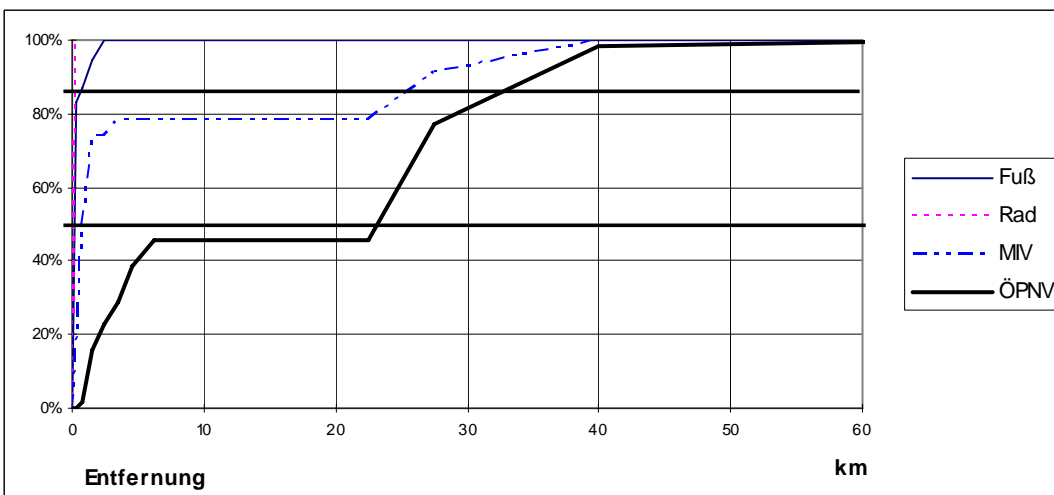
### Reiseweite nach Verkehrsmittel. Reisezweck Arbeit



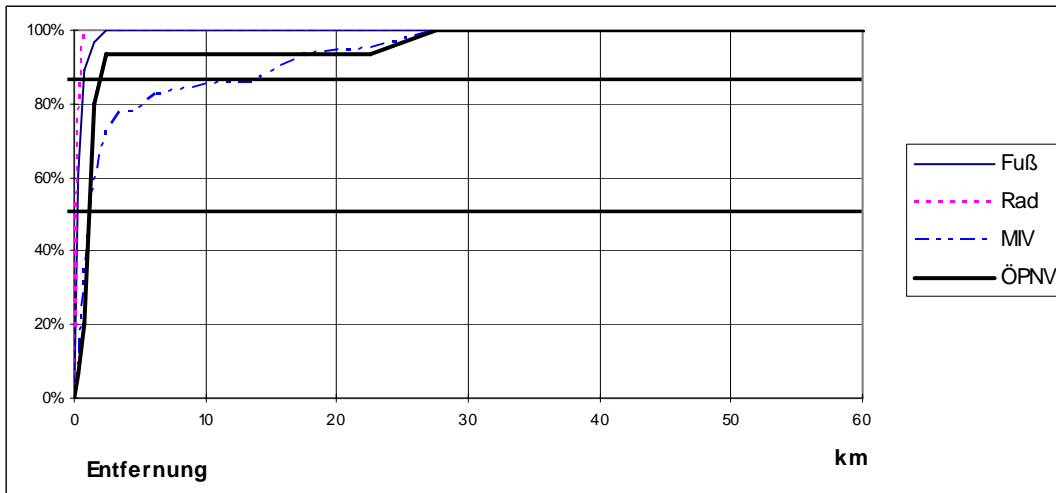
### Reiseweite nach Verkehrsmittel. Reisezweck Dienstweg



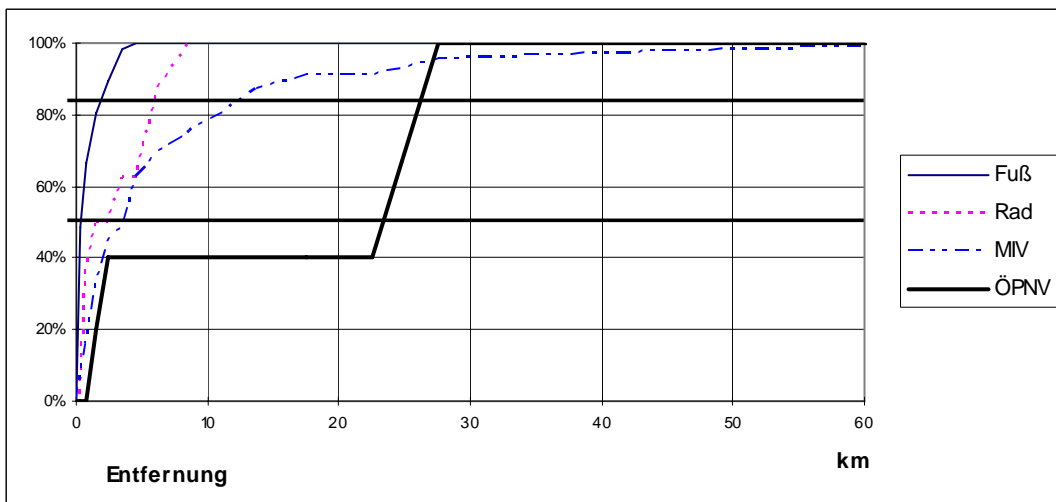
### Reiseweite nach Verkehrsmittel. Reisezweck Ausbildung



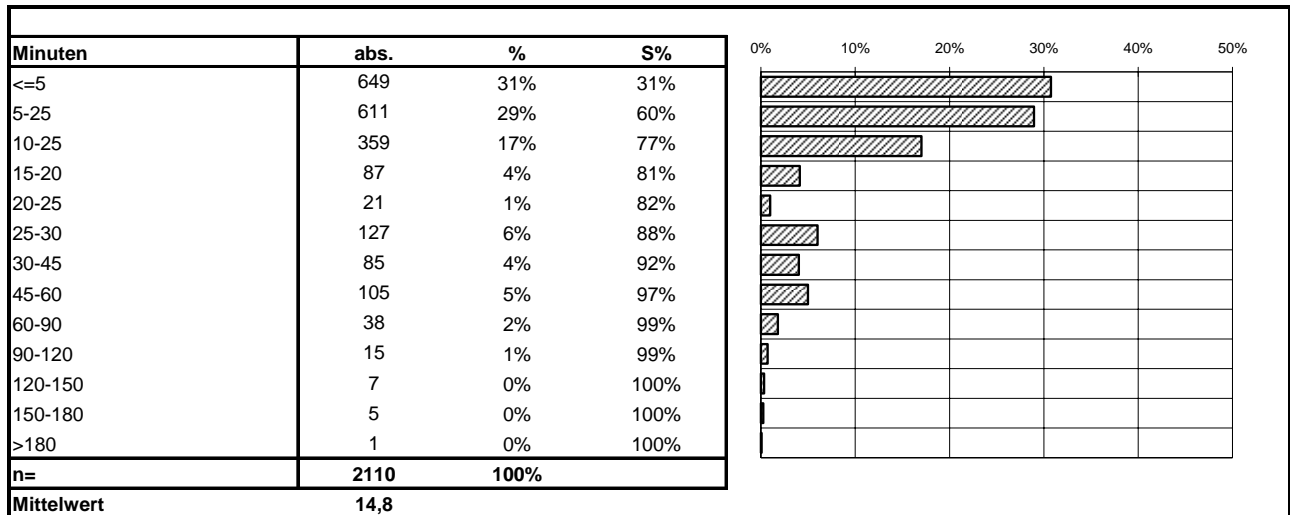
### Reiseweite nach Verkehrsmittel. Reisezweck Einkauf



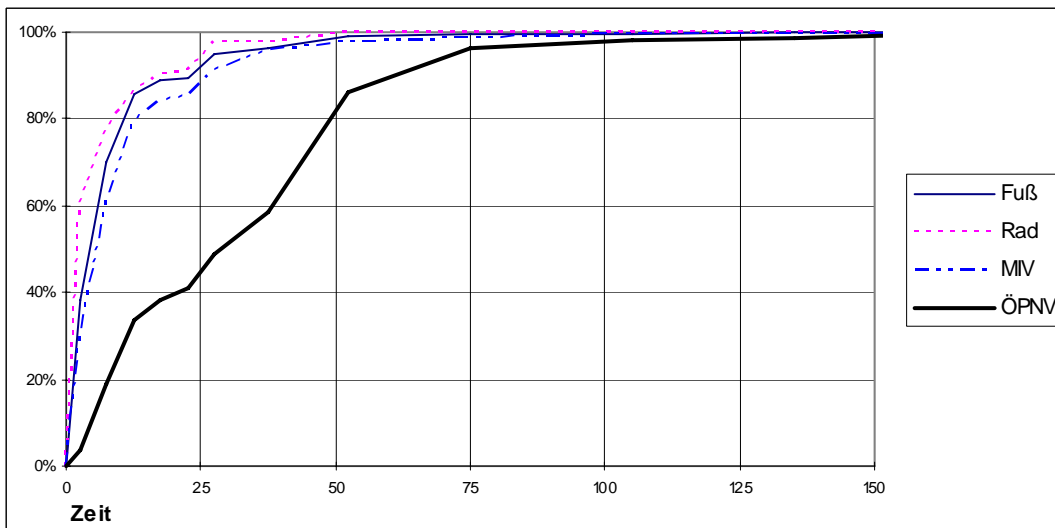
### Reiseweite nach Verkehrsmittel. Reisezweck Freizeit



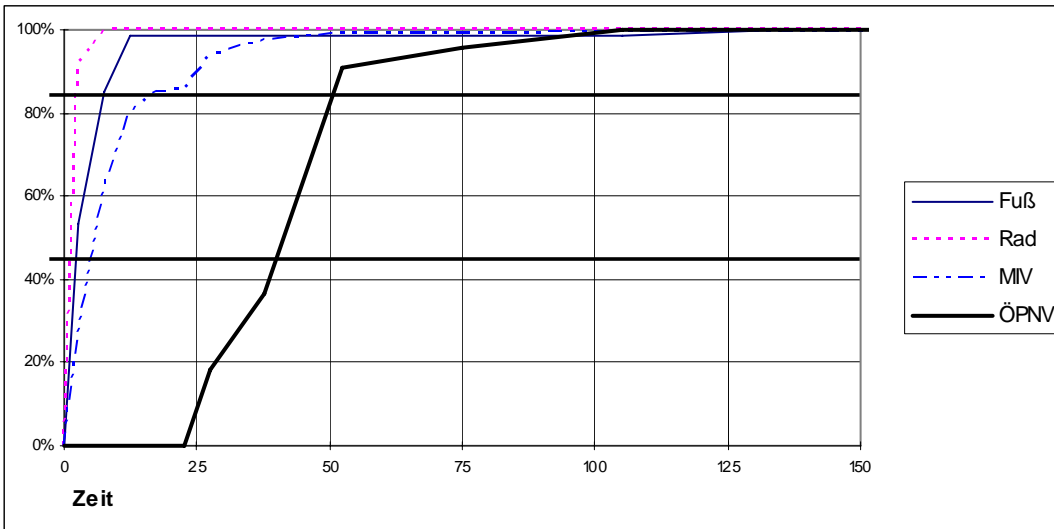
## Verteilung der Wege nach Reisezeiten



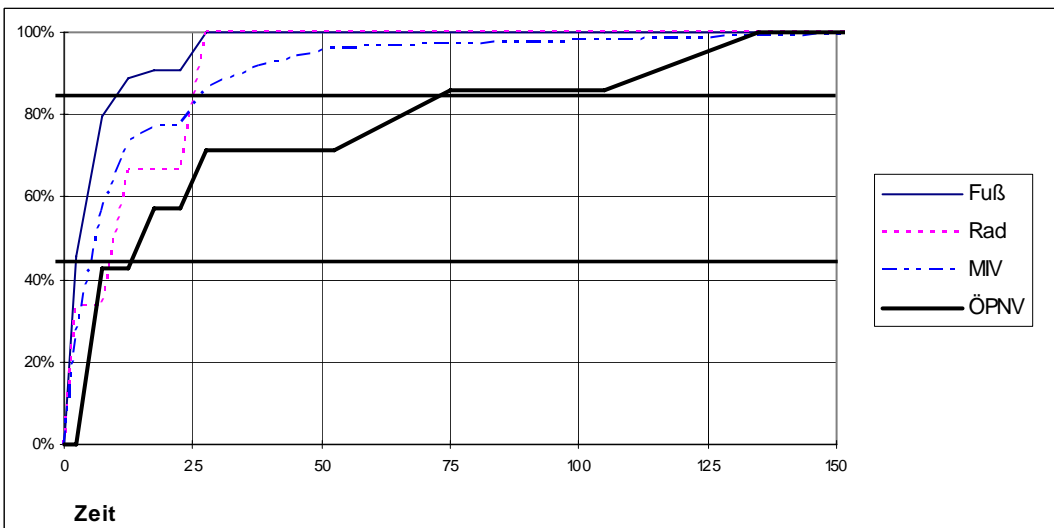
## Reisezeit nach Verkehrsmittel. Gesamt



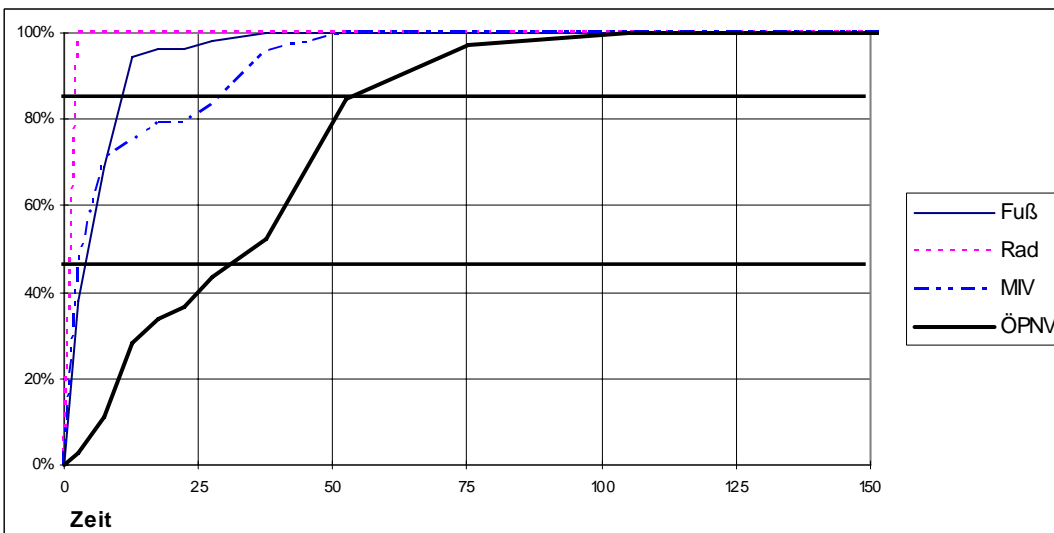
### Reisezeit nach Verkehrsmittel. Reisezweck Arbeit



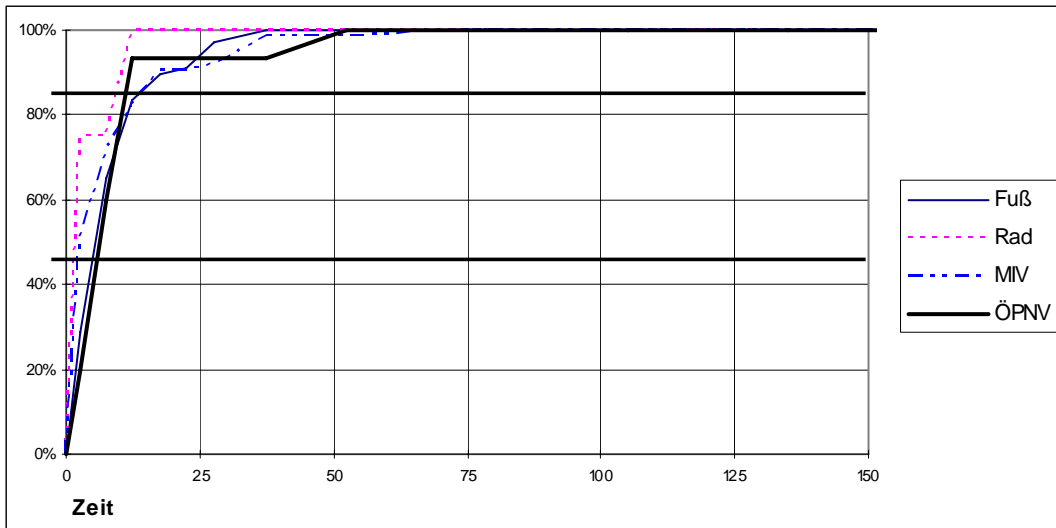
### Reisezeit nach Verkehrsmittel. Reisezweck Dienstweg



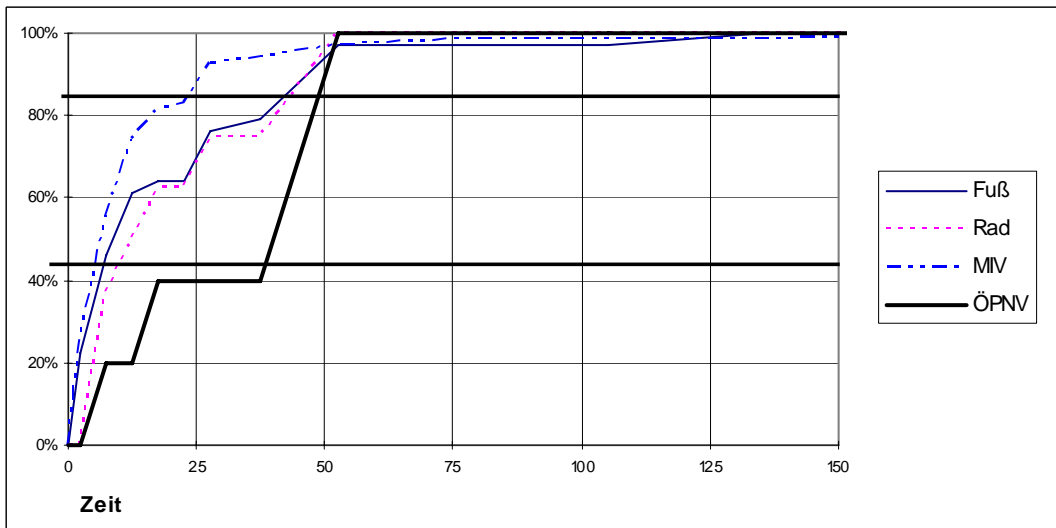
### Reisezeit nach Verkehrsmittel. Reisezweck Ausbildung



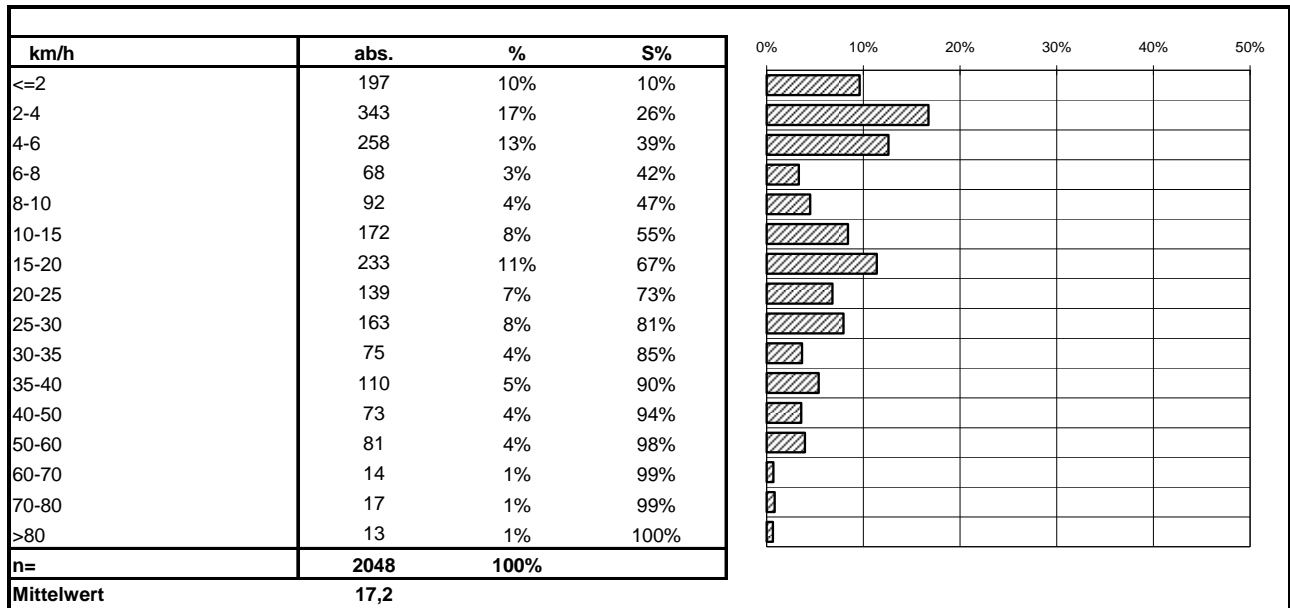
### Reisezeit nach Verkehrsmittel. Reisezweck Einkauf



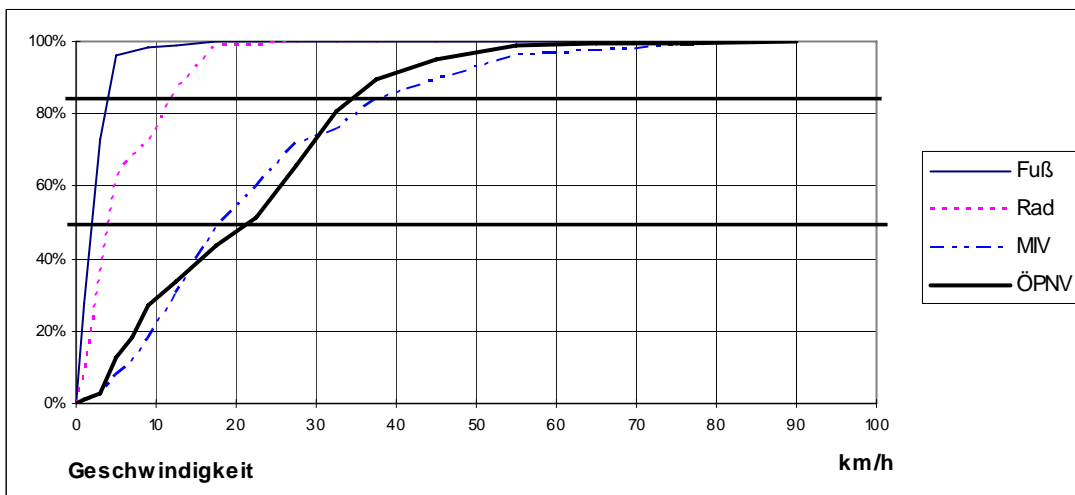
### Reisezeit nach Verkehrsmittel. Reisezweck Freizeit



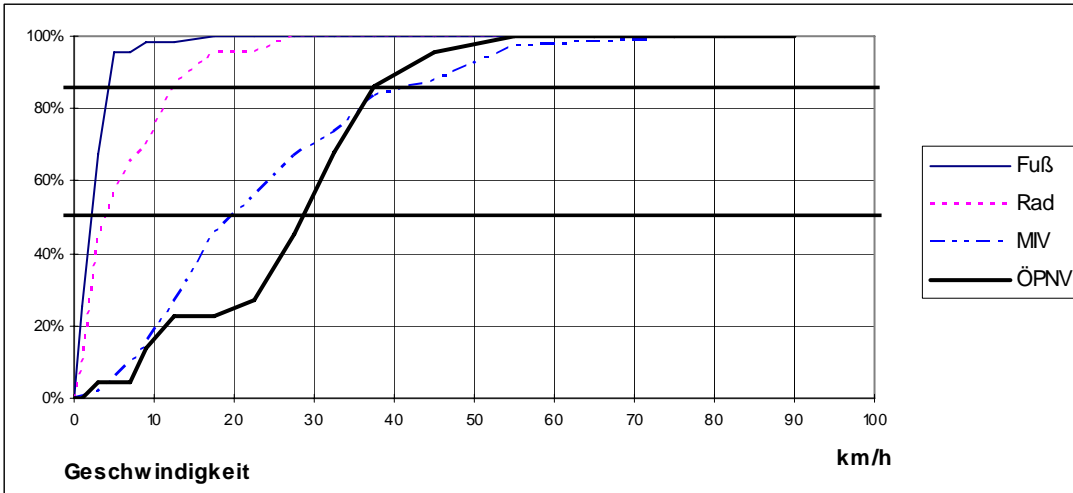
## Verteilung der Wege nach Reisegeschwindigkeiten



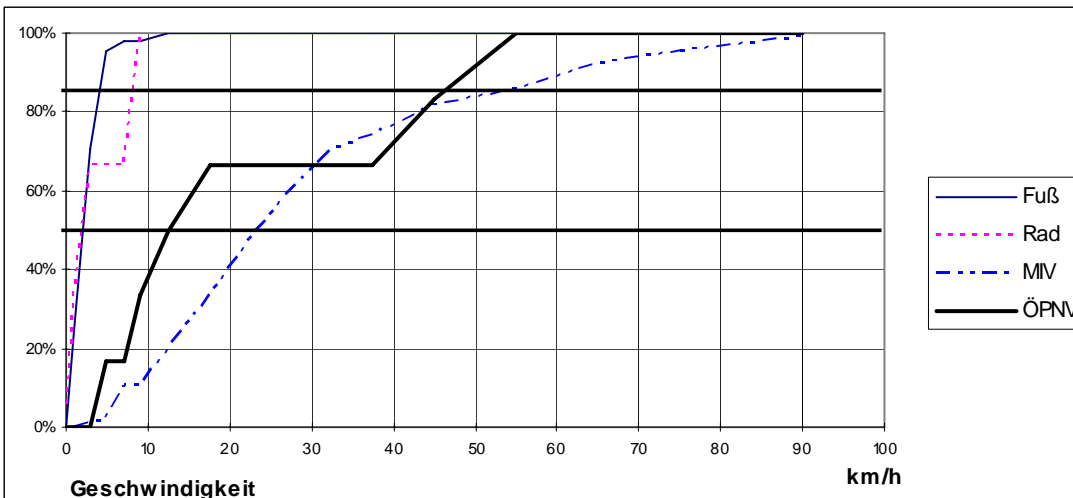
## Reisegeschwindigkeit nach Verkehrsmittel. Gesamt



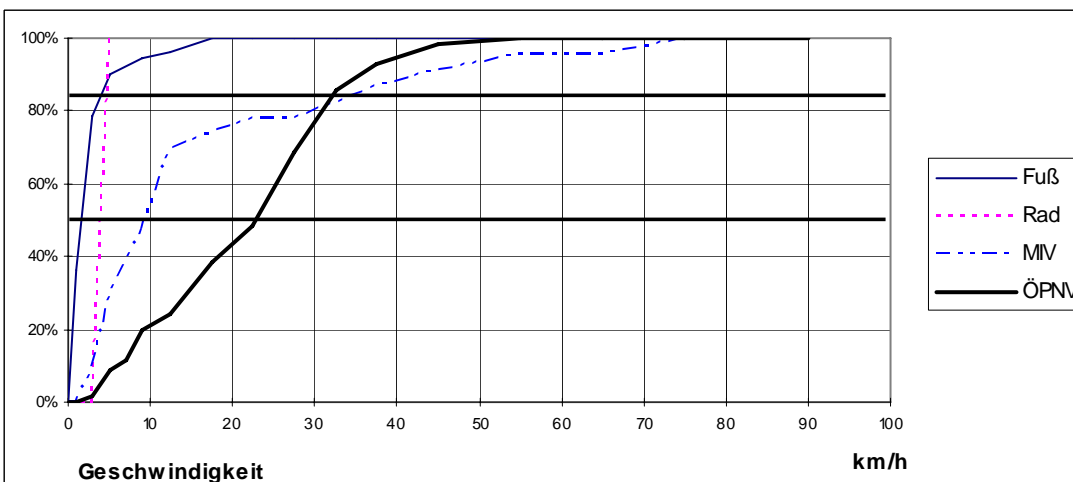
### Reisegeschwindigkeit nach Verkehrsmittel. Reisezweck Arbeit



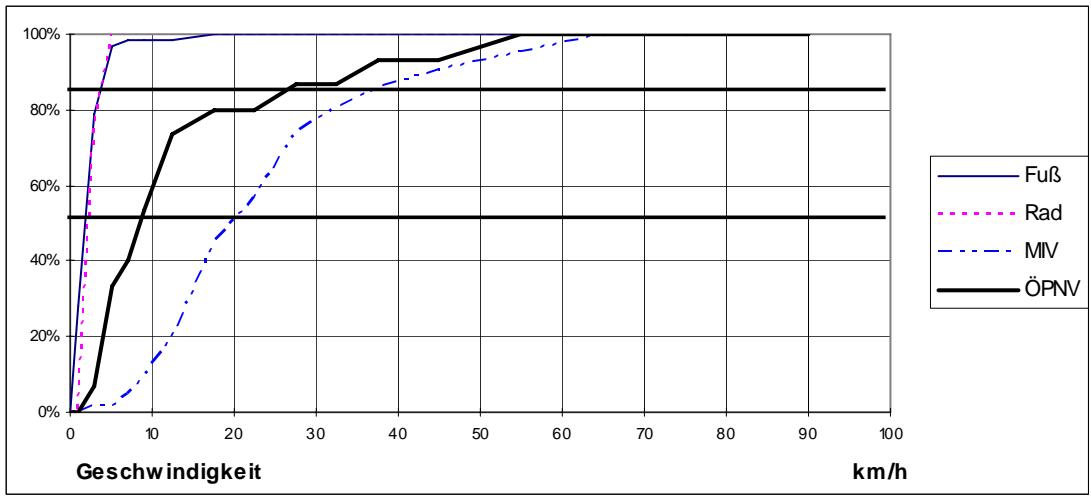
### Reisegeschwindigkeit nach Verkehrsmittel. Reisezweck Dienstweg



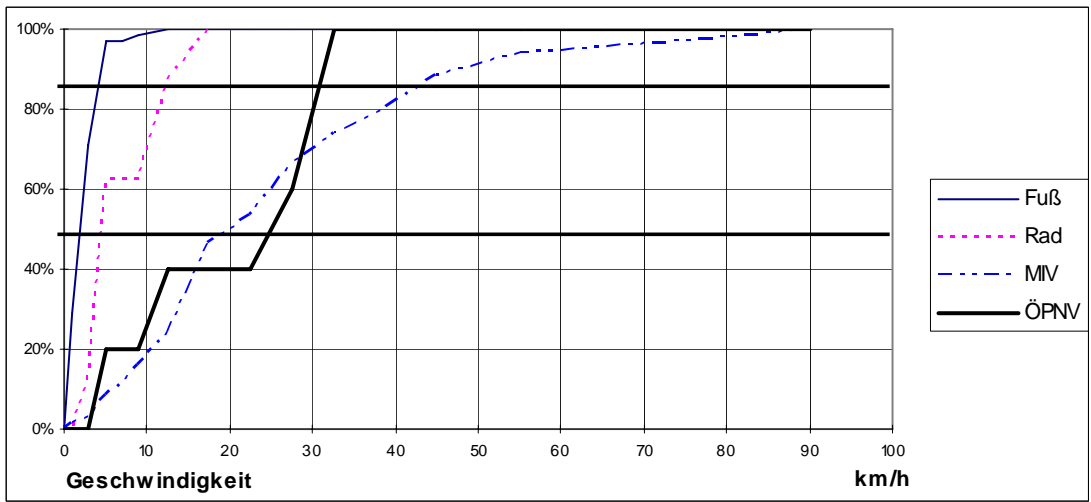
### Reisegeschwindigkeit nach Verkehrsmittel. Reisezweck Ausbildung



### Reisegeschwindigkeit nach Verkehrsmittel. Reisezweck Einkauf



### Reisegeschwindigkeit nach Verkehrsmittel. Reisezweck Freizeit



## Transportiertes Gewicht. Alle Wege

kg	abs.	%	S%
0	1584	77%	77%
0-5	289	14%	91%
5-10	101	5%	96%
10-15	24	1%	98%
15-20	12	1%	98%
20-25	1	0%	98%
25-50	15	1%	99%
50-75	2	0%	99%
75-100	5	0%	99%
>100	15	1%	100%
<b>n=</b>	<b>2048</b>	<b>100%</b>	

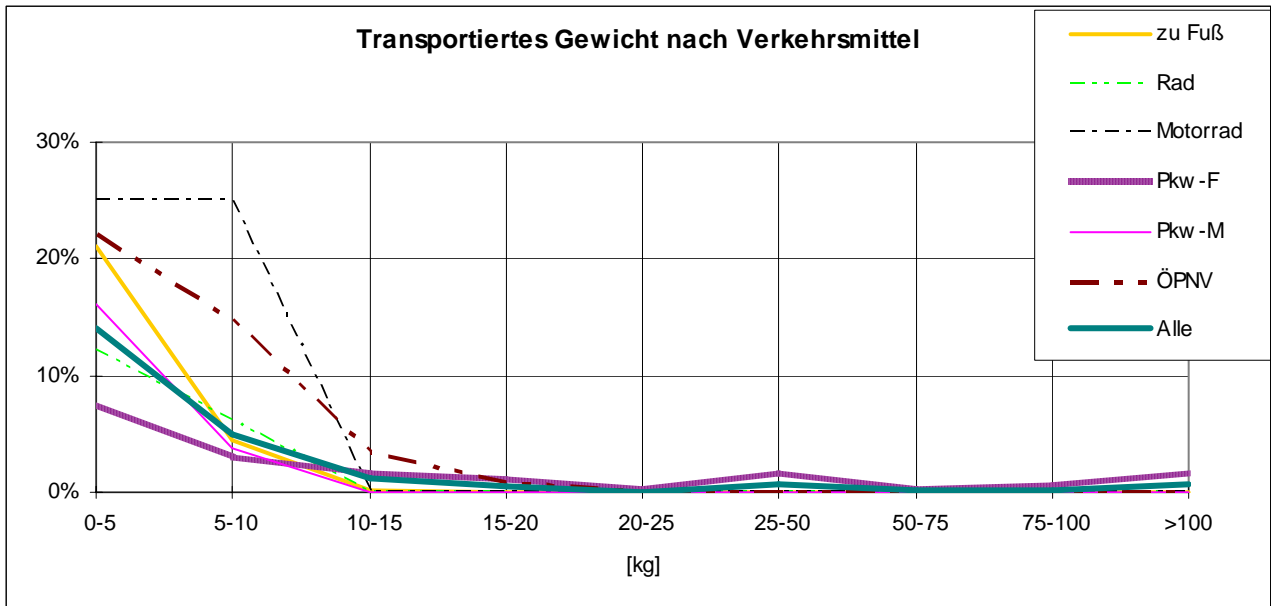
## Wege nach transportiertem Gewicht und Verkehrsmittel

kg	abs.						
	zu Fuß	Rad	Motorrad	Pkw-F	Pkw-M	ÖPNV	Alle
0	467	67	2	783	130	135	1584
0-5	132	10	1	69	26	51	289
5-10	28	5	1	27	6	34	101
10-15	1	0	0	15	0	8	24
15-20	0	0	0	10	0	2	12
20-25	0	0	0	1	0	0	1
25-50	0	0	0	15	0	0	15
50-75	0	0	0	2	0	0	2
75-100	0	0	0	5	0	0	5
>100	0	0	0	15	0	0	15
<b>n=</b>	<b>628</b>	<b>82</b>	<b>4</b>	<b>942</b>	<b>162</b>	<b>230</b>	<b>2048</b>

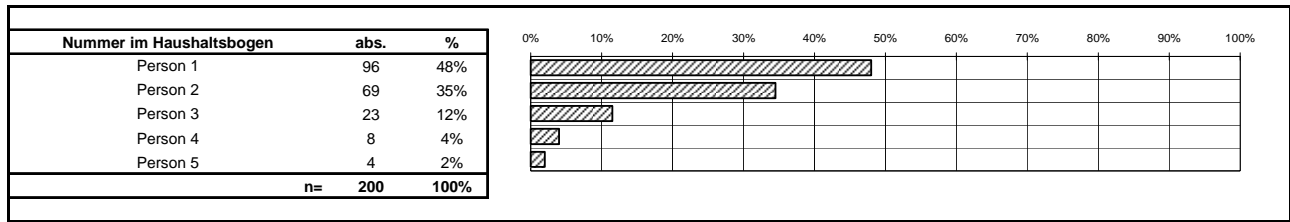
kg	%						
	zu Fuß	Rad	Motorrad	Pkw-F	Pkw-M	ÖPNV	Alle
0	74,4%	81,7%	50,0%	83,1%	80,2%	58,7%	77,3%
0-5	21,0%	12,2%	25,0%	7,3%	16,0%	22,2%	14,1%
5-10	4,5%	6,1%	25,0%	2,9%	3,7%	14,8%	4,9%
10-15	0,2%	0,0%	0,0%	1,6%	0,0%	3,5%	1,2%
15-20	0,0%	0,0%	0,0%	1,1%	0,0%	0,9%	0,6%
20-25	0,0%	0,0%	0,0%	0,1%	0,0%	0,0%	0,0%
25-50	0,0%	0,0%	0,0%	1,6%	0,0%	0,0%	0,7%
50-75	0,0%	0,0%	0,0%	0,2%	0,0%	0,0%	0,1%
75-100	0,0%	0,0%	0,0%	0,5%	0,0%	0,0%	0,2%
>100	0,0%	0,0%	0,0%	1,6%	0,0%	0,0%	0,7%
	<b>100,00%</b>	<b>100,00%</b>	<b>100,00%</b>	<b>100,00%</b>	<b>100,00%</b>	<b>100,00%</b>	<b>100,00%</b>

## Wege nach transportiertem Gewicht und Verkehrsmittel



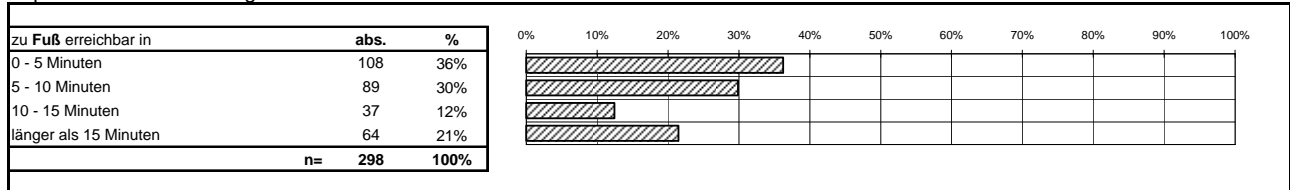
# Fragen an die Bevölkerung zu Problemen der Verkehrsorganisation

## Wer hat die Fragen beantwortet?

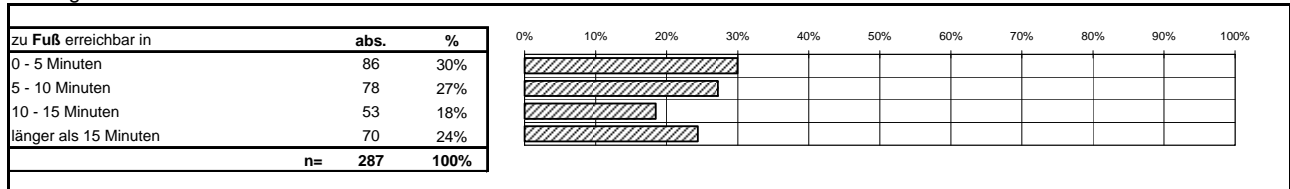


## In der Nähe der Wohnung zu Fuß erreichbare Einrichtungen

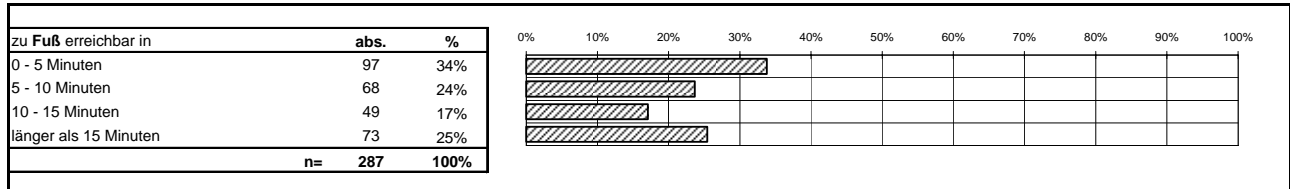
### Supermarkt/Lebensmittelgeschäft



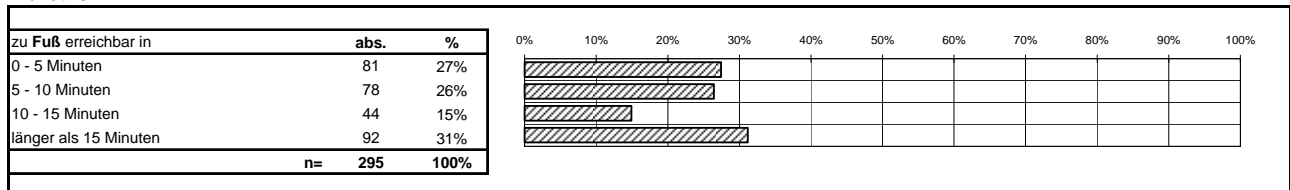
### Kindergarten



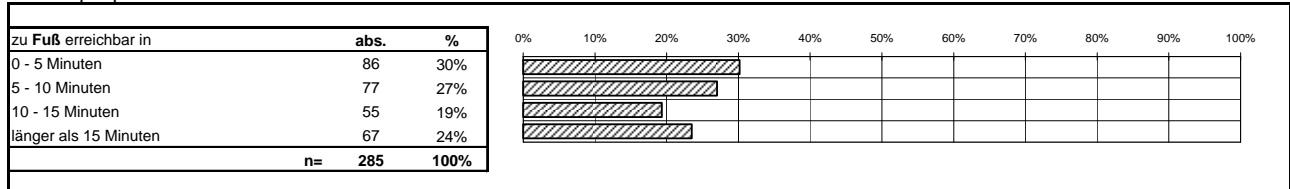
### Schule



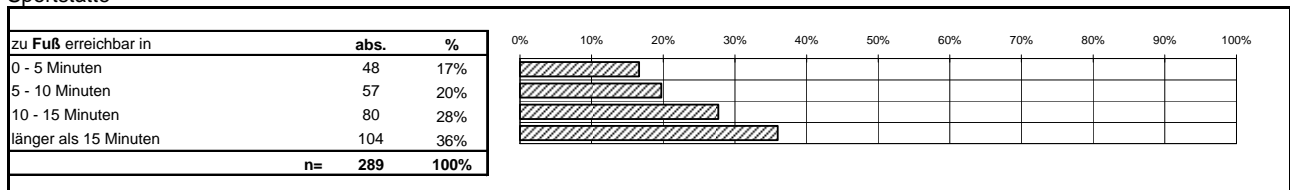
### Bibliothek



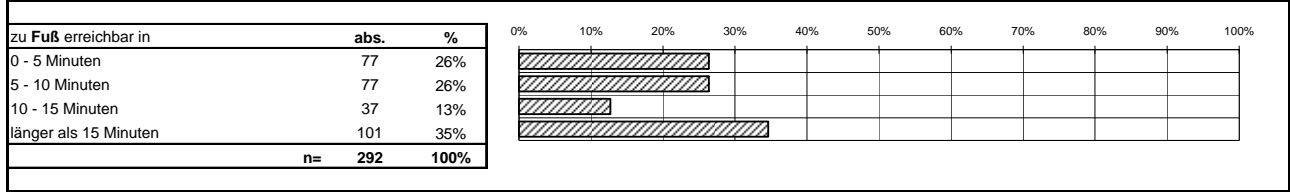
### Kinderspielplatz



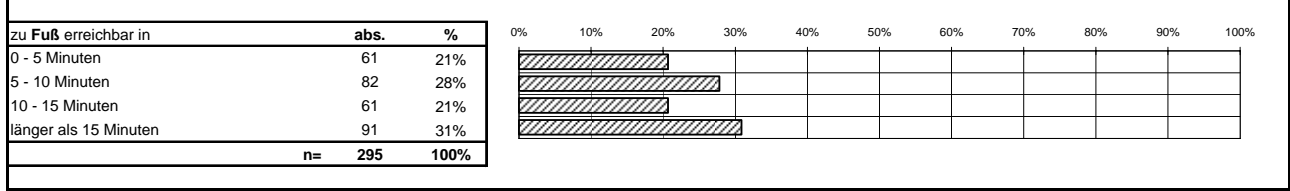
### Sportstätte



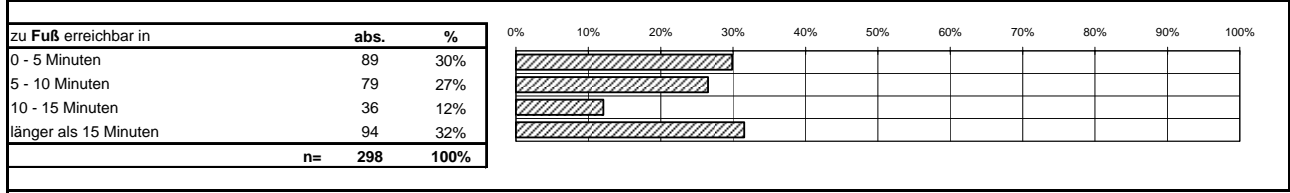
Arzt



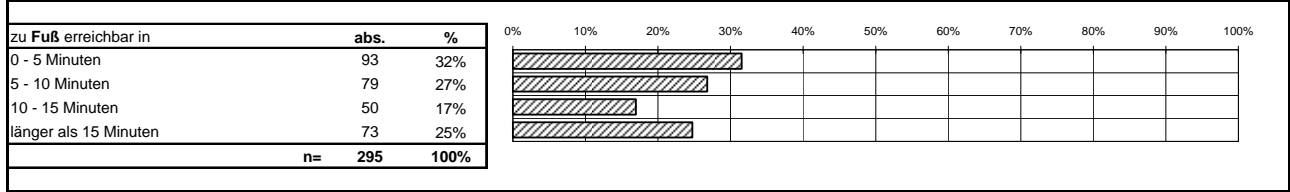
Apotheke



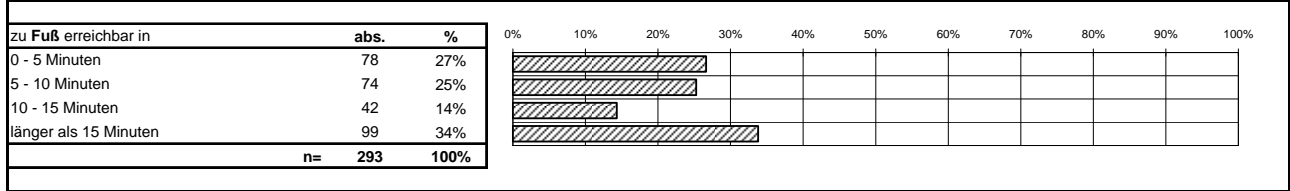
Postamt



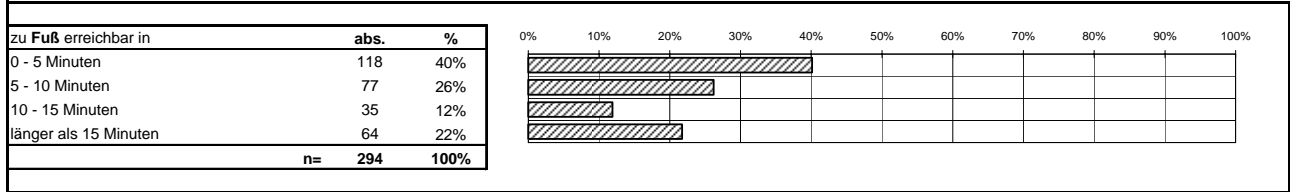
Bank



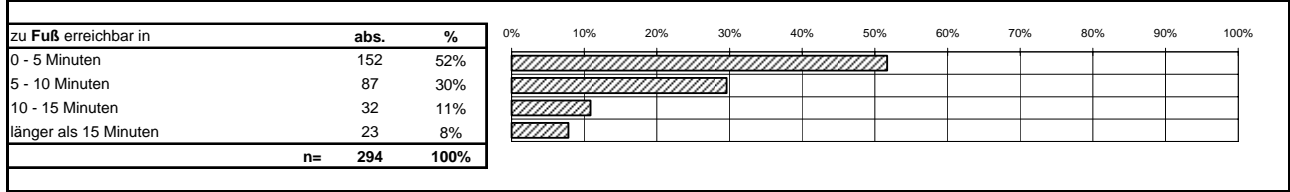
Gemeindeamt



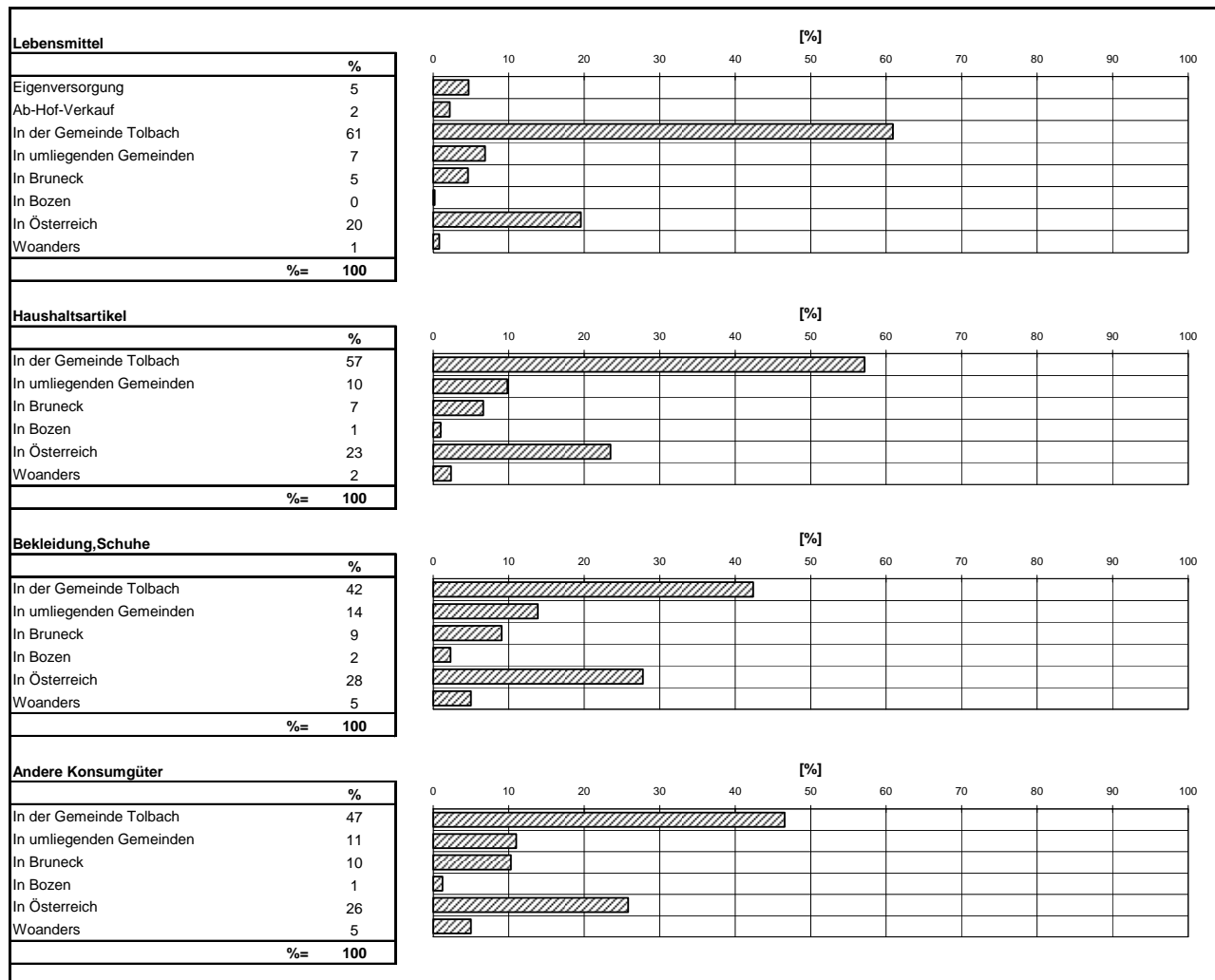
Kirche



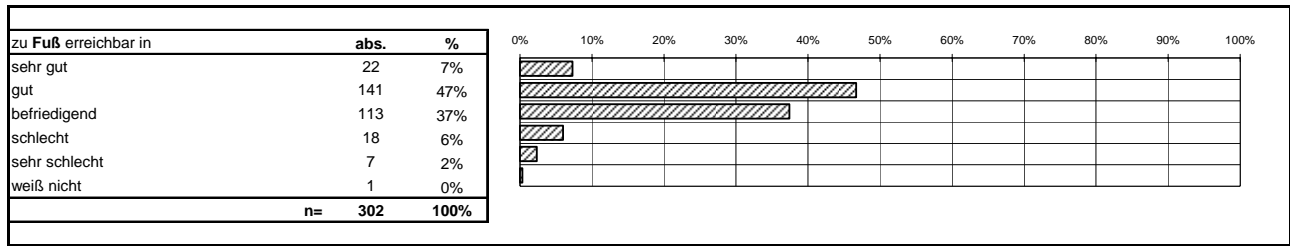
Gaststätte



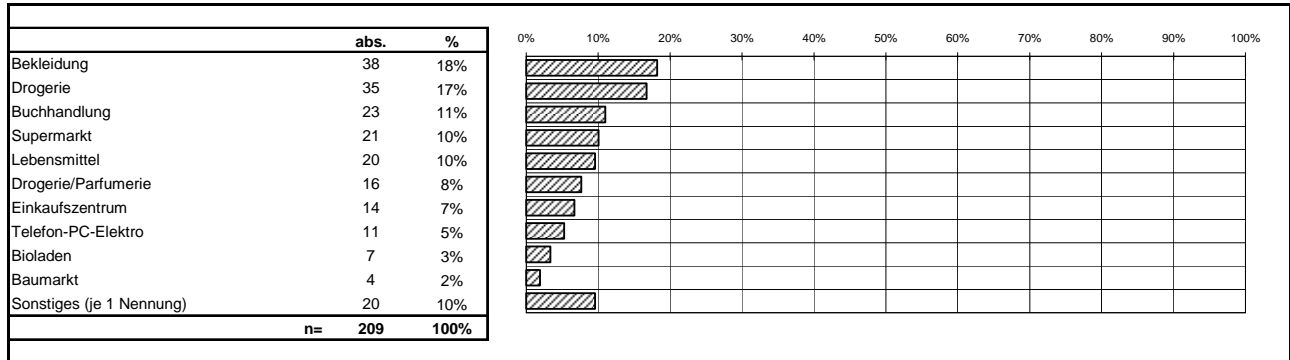
# Bezugsquellen ausgewählter Warengruppen



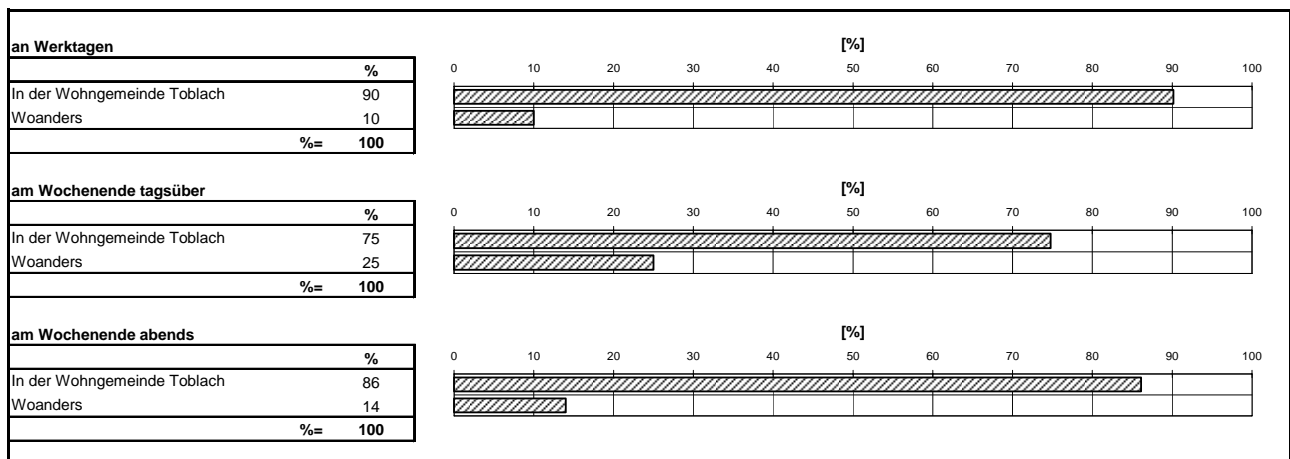
## Wie bewerten Sie die Marktgemeinde Toblach als Einkaufsort?



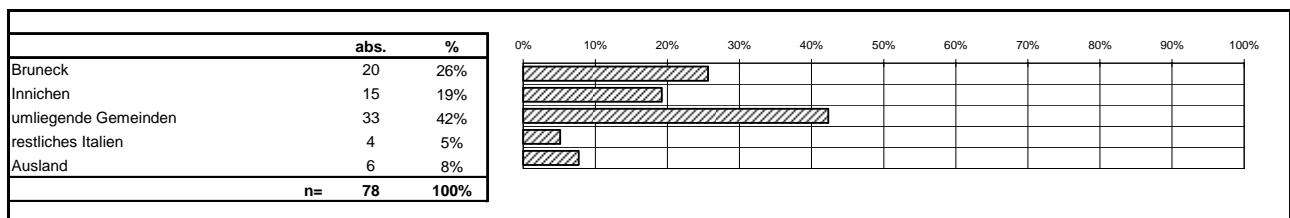
## Welche Geschäfte fehlen in Toblach?



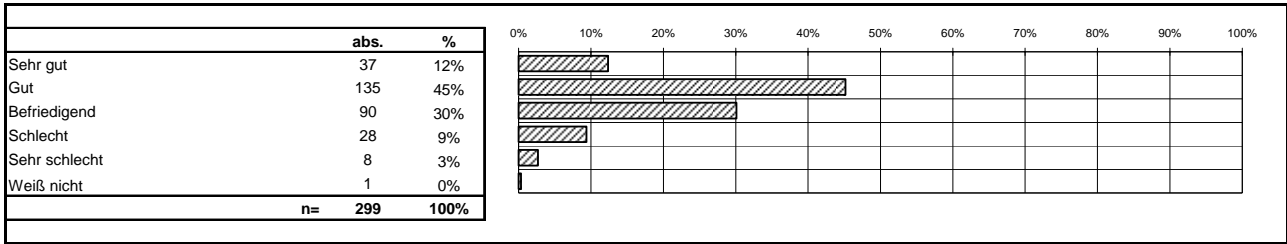
## Freizeit-Orte



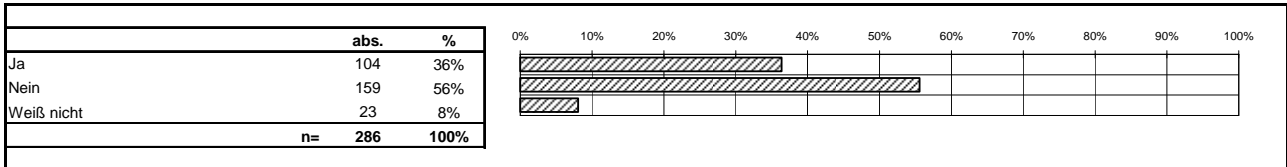
## Freizeit-Orte außerhalb von Toblach



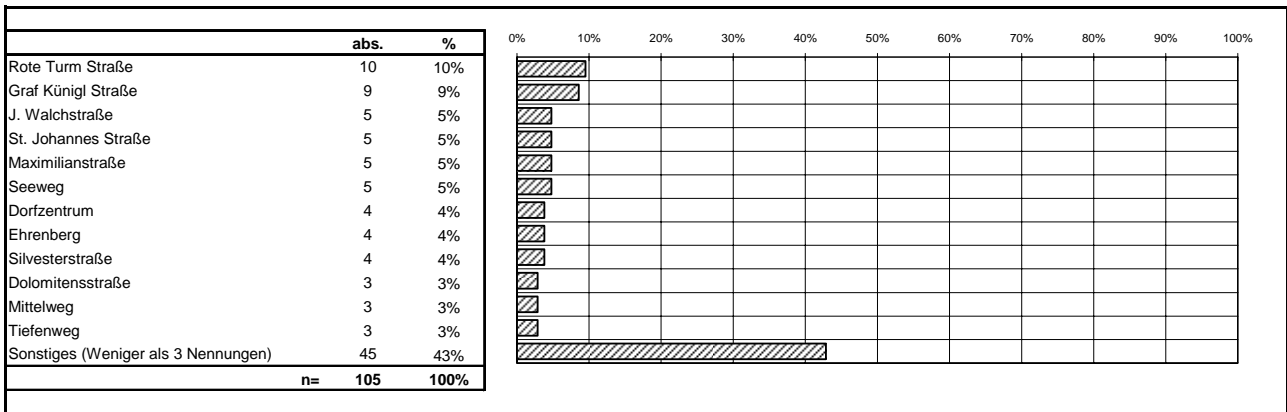
## Bewertung der Sicherheit für Fußgeher



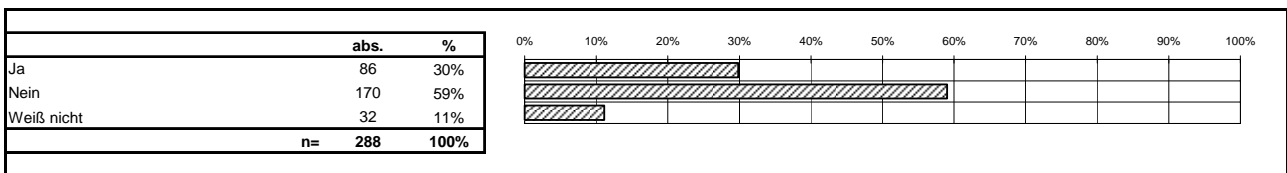
## Gefährdung der Fußgeher durch fehlende oder zu schmale Gehsteige



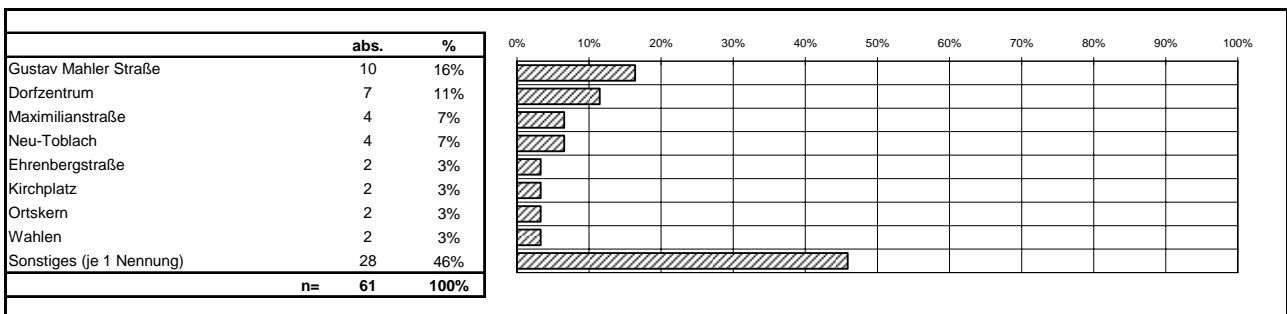
## Wo besteht eine Gefährdung der Fußgeher durch fehlende und/oder zu schmale Gehsteige?



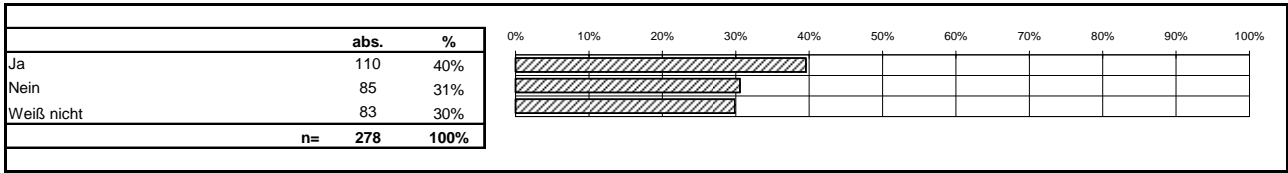
## Fehlen Zebrastreifen oder sind sie schlecht markiert?



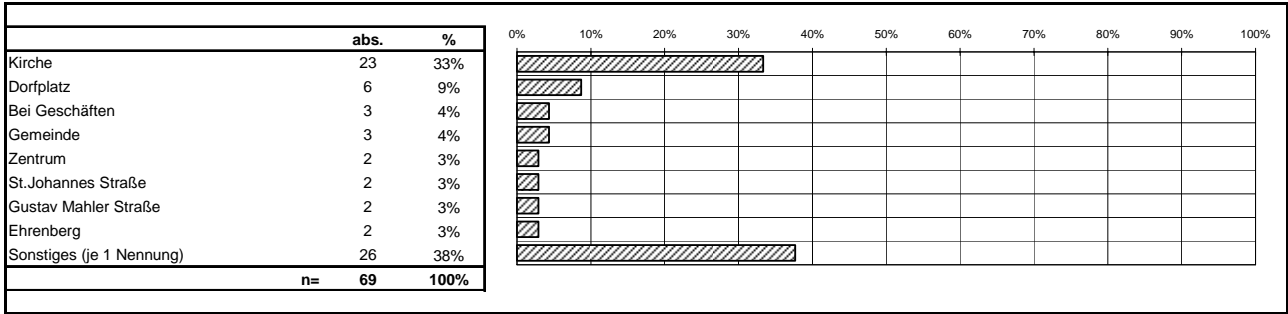
## Wo Fehlen Zebrastreifen oder sind sie schlecht markiert?



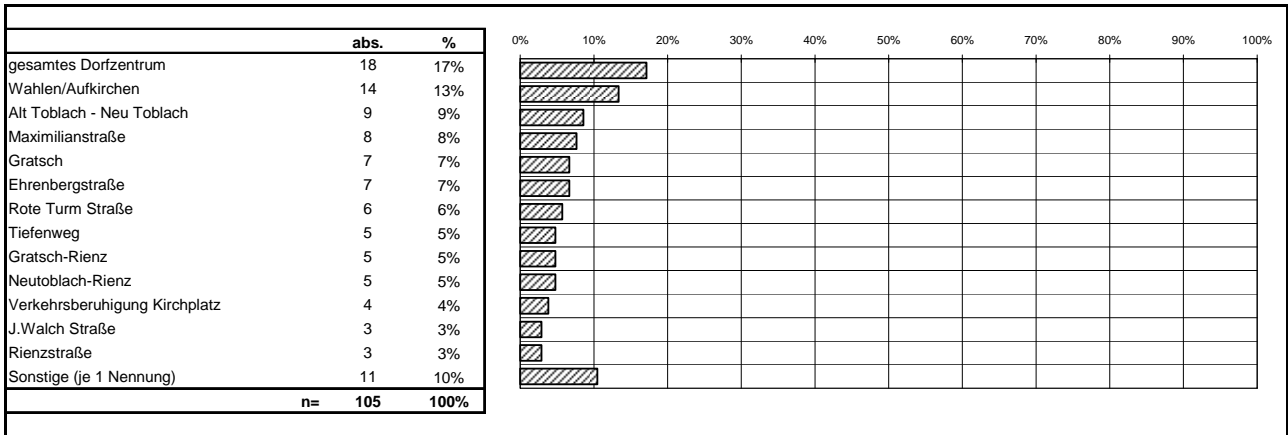
### Sind Kinderwagen oder Behinderte genügend berücksichtigt?



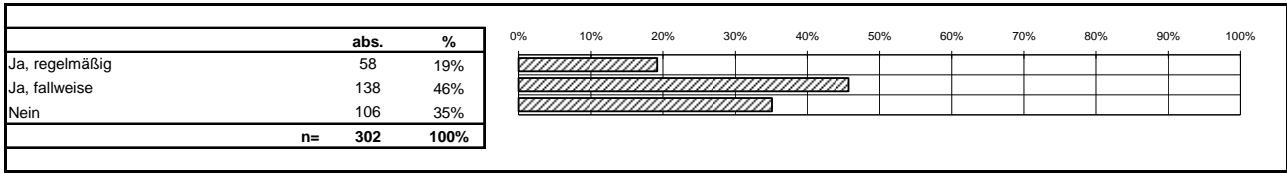
### Wo Sind Kinderwagen oder Behinderte ungenügend berücksichtigt?



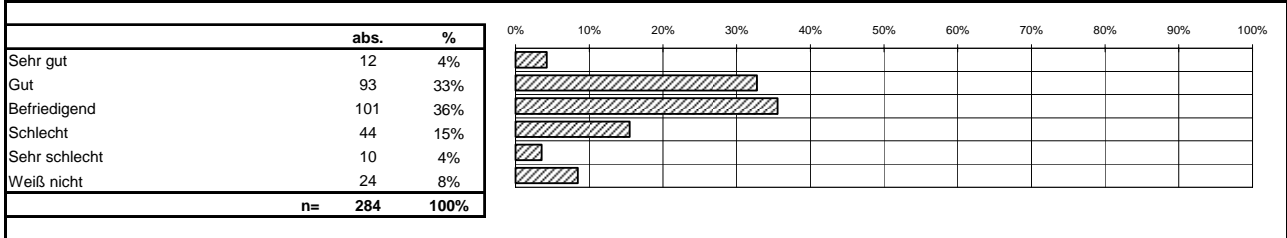
### Wo sollen Fußgeherverbindungen verbessert oder errichtet werden?



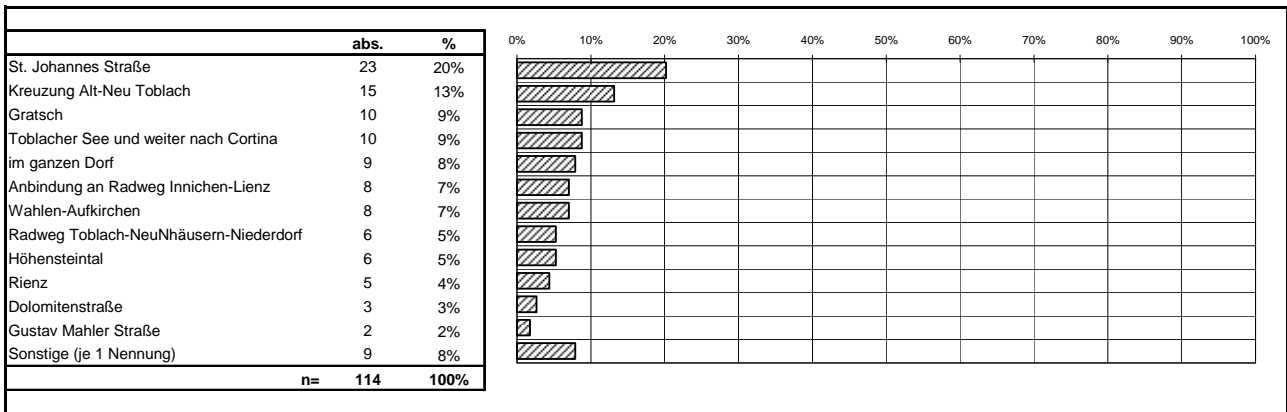
## Benutzen Sie das Fahrrad als Verkehrsmittel?



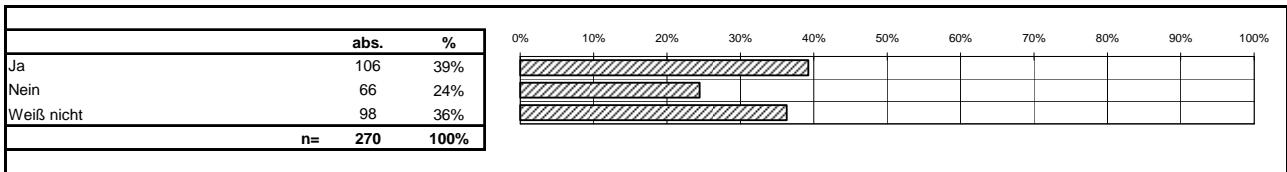
## Bewertung der Sicherheit für Radfahrer in der Gemeinde



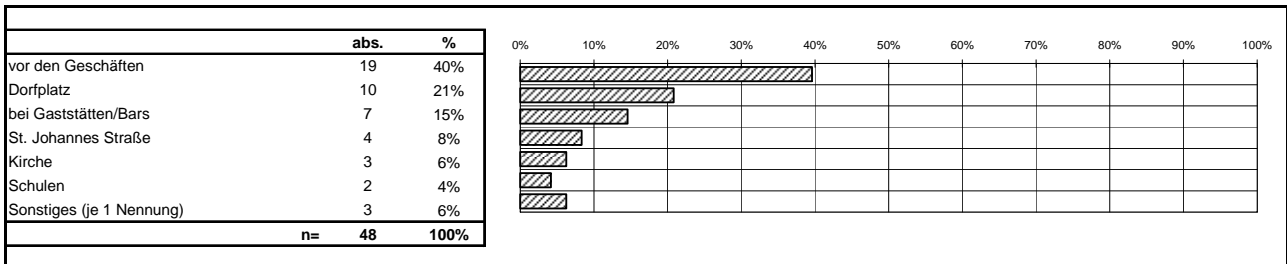
## Wo sind bestehende Radfahrmöglichkeiten zu verbessern oder verkehrssicher zu gestalten, bzw. wo ist die Errichtung von Radfahrwegen vordringlich?



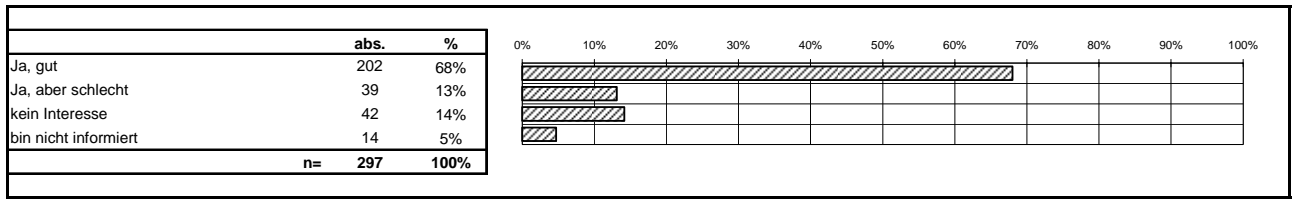
## Sind ausreichend Abstellmöglichkeiten für Fahrräder vorhanden?



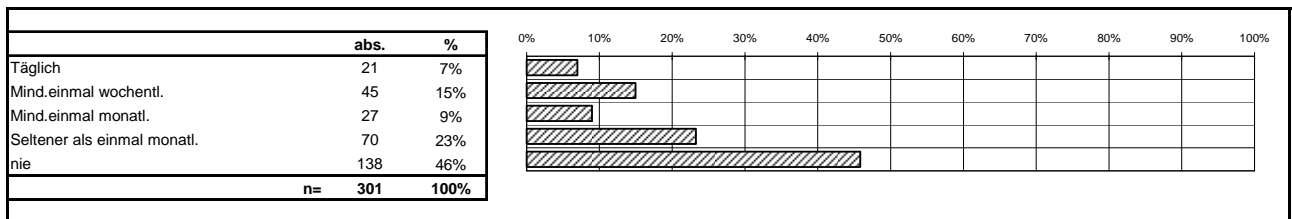
## Wo fehlen Abstellmöglichkeiten für Fahrräder?



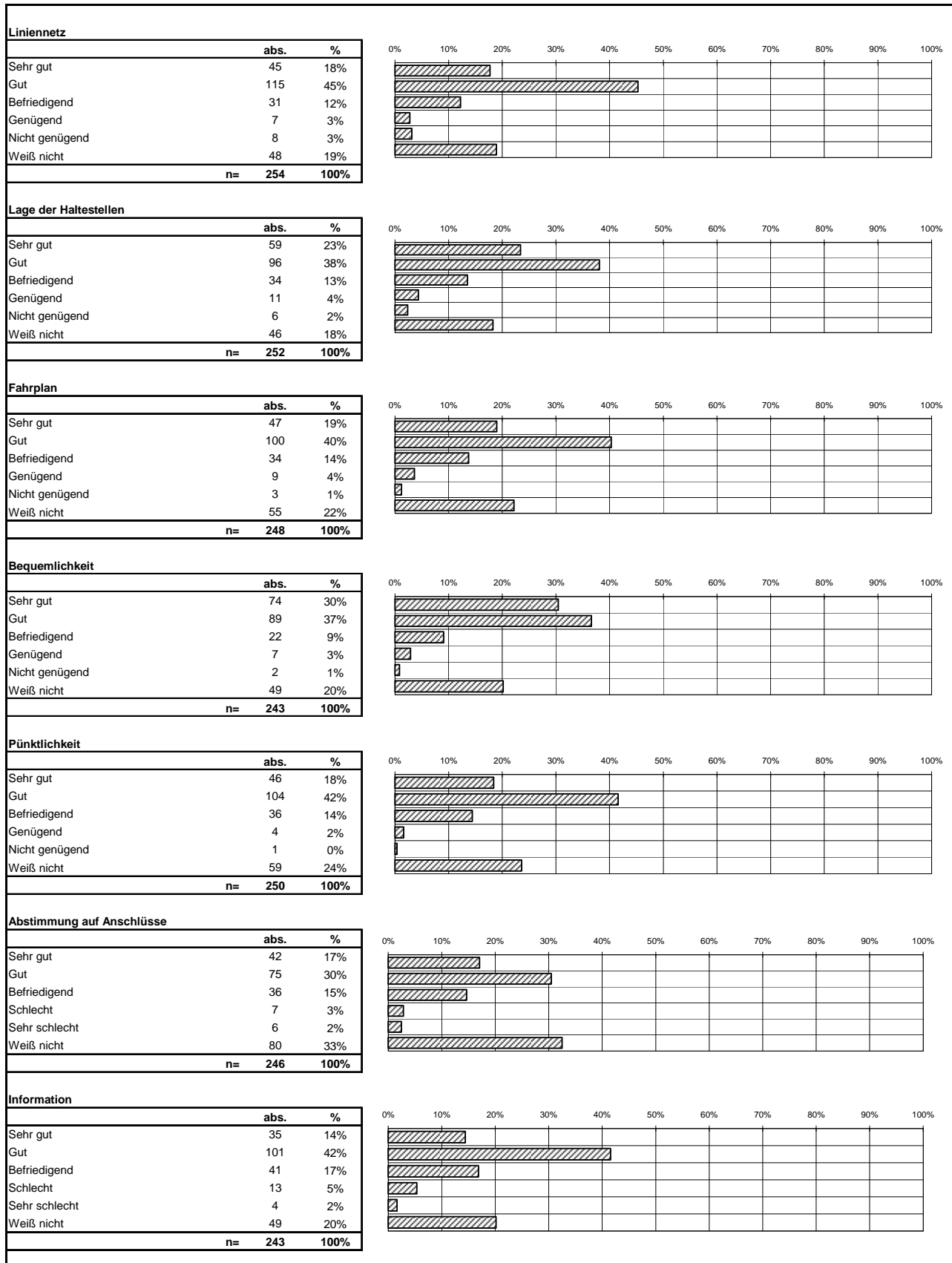
### Sind Sie über den CITYBUS der Gemeinde Toblach informiert?



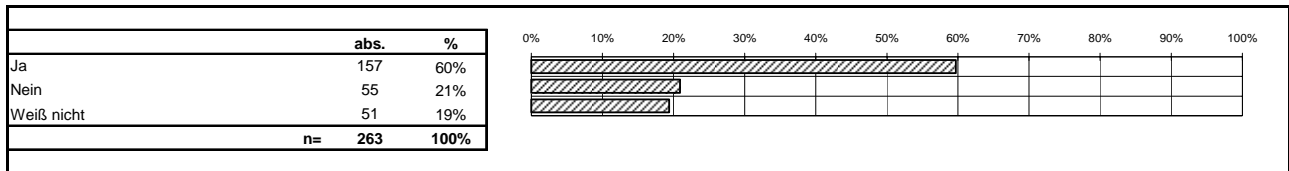
### Wie oft benutzen Sie üblicherweise den CITYBUS der Gemeinde Toblach?



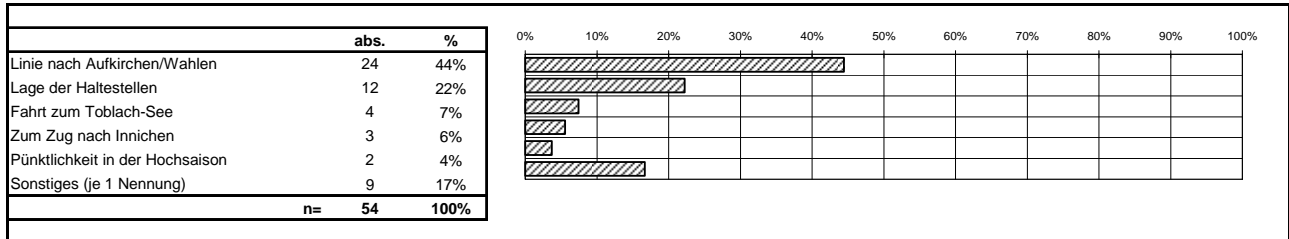
# Wie beurteilen Sie den CITYBUS der Gemeinde Toblach?



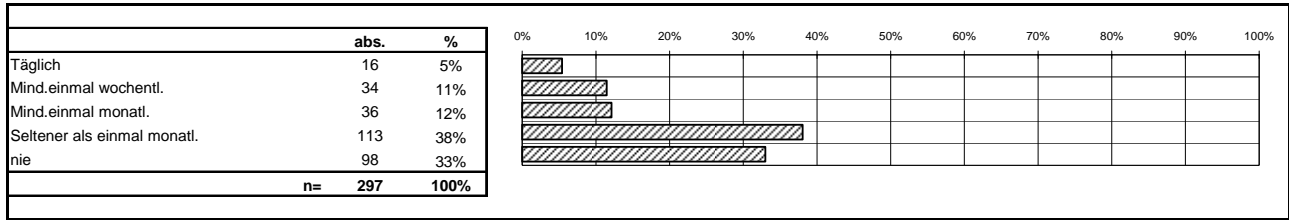
## Sind die CITYBUSVERBINDUNGEN für Sie ausreichend?



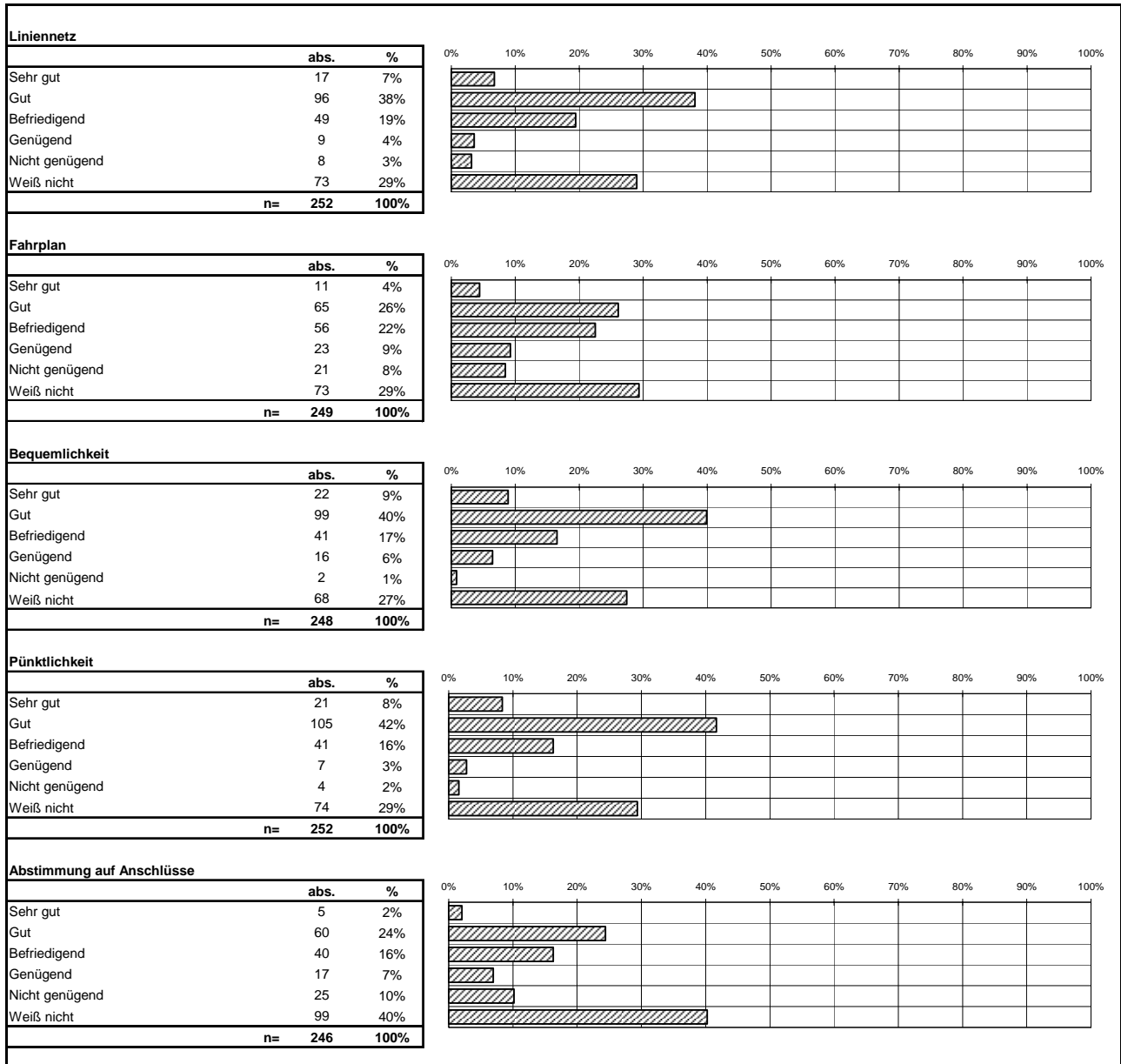
## Was sollte beim CITYBUS verbessert werden?



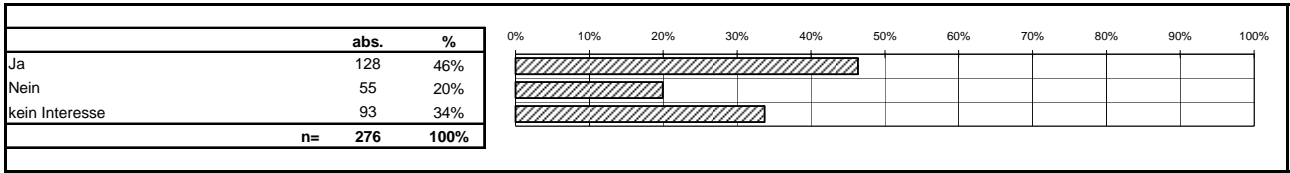
## Wie oft benutzen Sie üblicherweise öffentliche regionale Linienbusse?



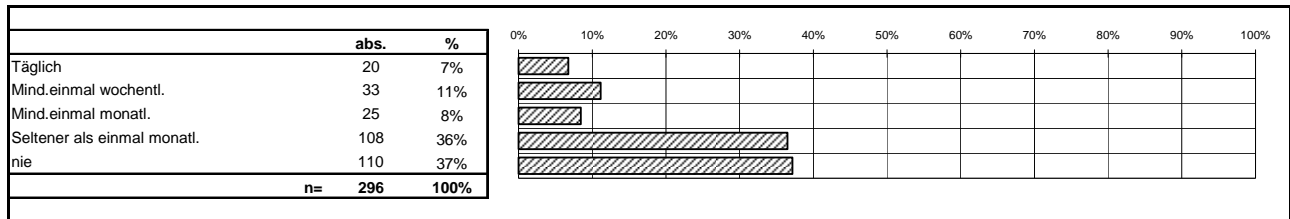
## Wie beurteilen Sie die öffentlichen regionalen Linienbusse?



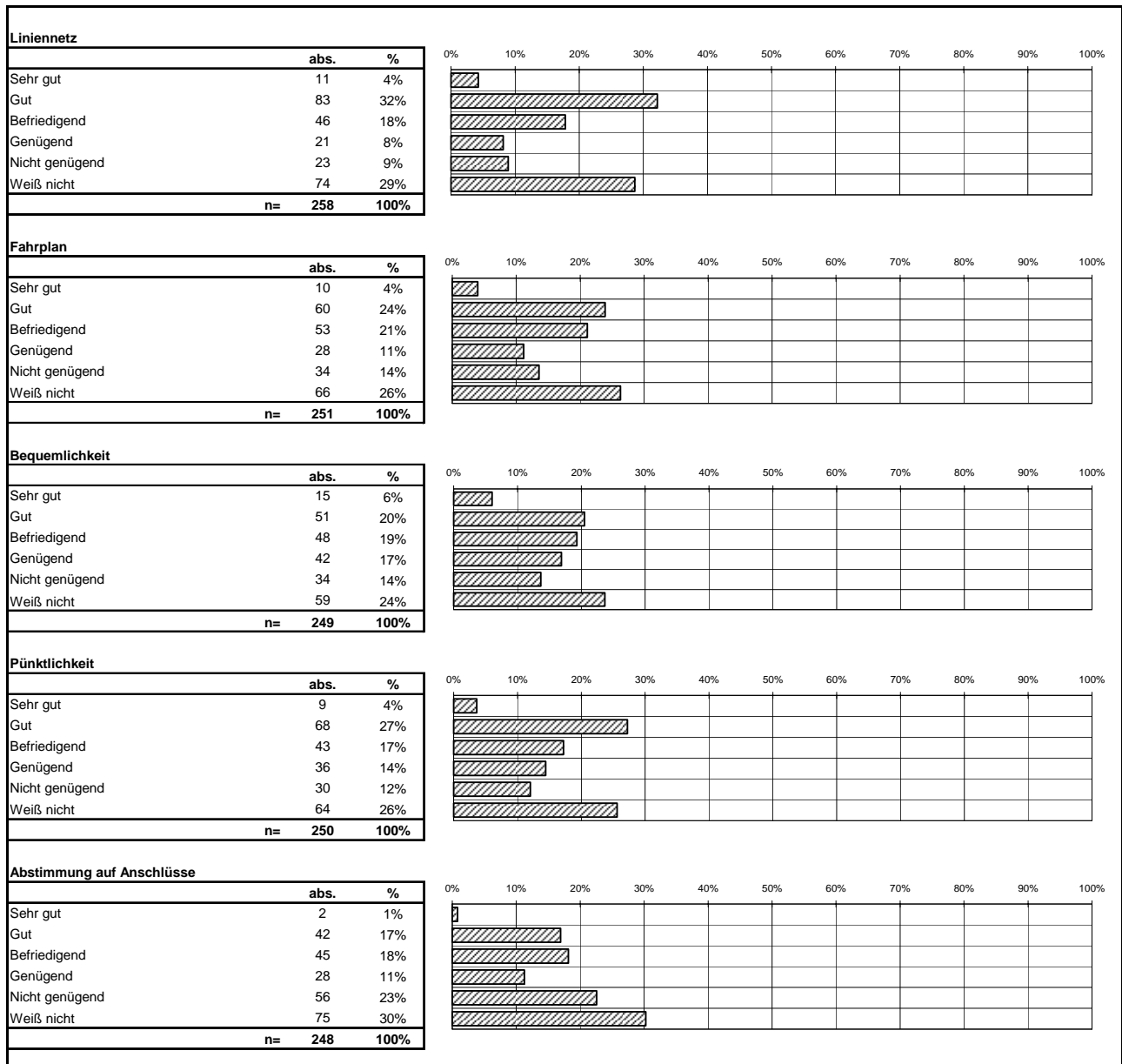
### Sind die Busverbindungen für Fahrten aus Toblach für Sie ausreichend?



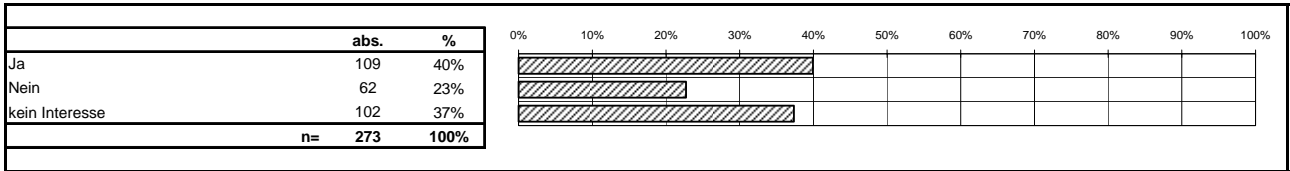
## Wie oft benutzen Sie üblicherweise die Bahn?



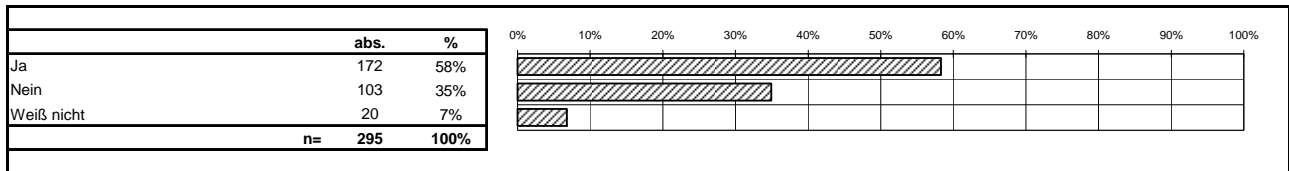
## Wie beurteilen Sie die Bahn?



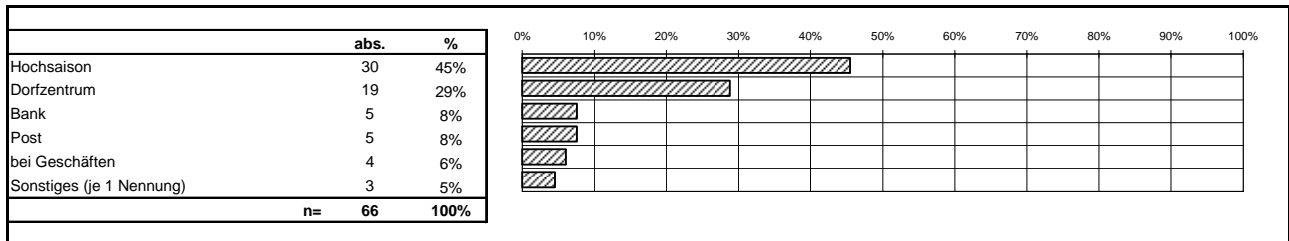
### Sind die Bahnverbindungen für Fahrten aus Toblach für Sie ausreichend?



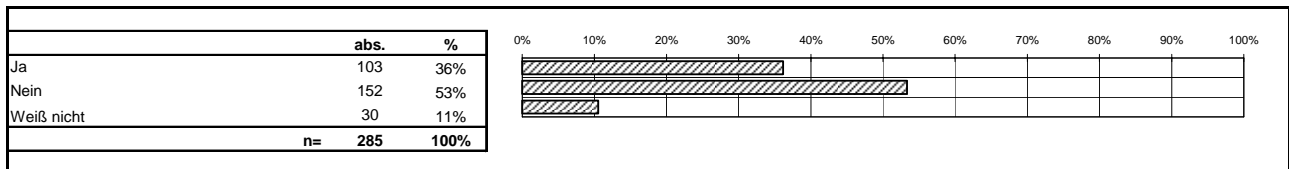
### Sind ausreichend öffentliche Parkplätze in der Gemeinde vorhanden?



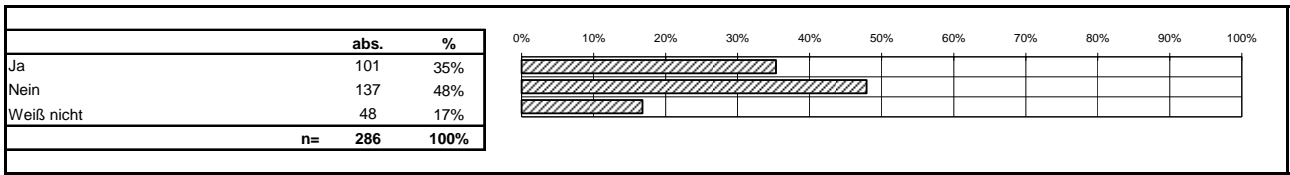
### Wo, bzw. wann fehlen öffentliche Parkplätze?



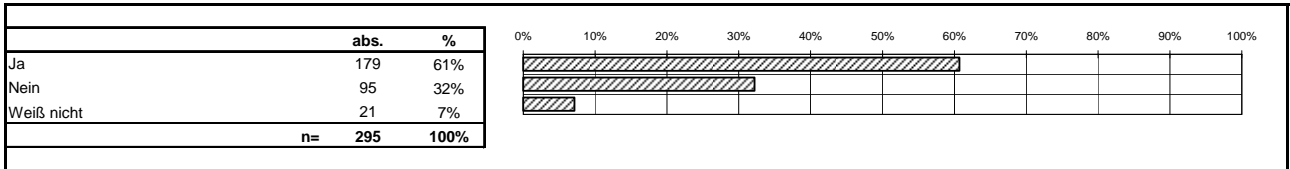
### Können Sie sich vorstellen, Ihr Auto nicht direkt bei der Wohnung, sondern auf einem bis zu 200 m entfernten Sammelparkplatz (-garage) abzustellen, um zur Verkehrsberuhigung in Ihrer Wohnumgebung beizutragen?



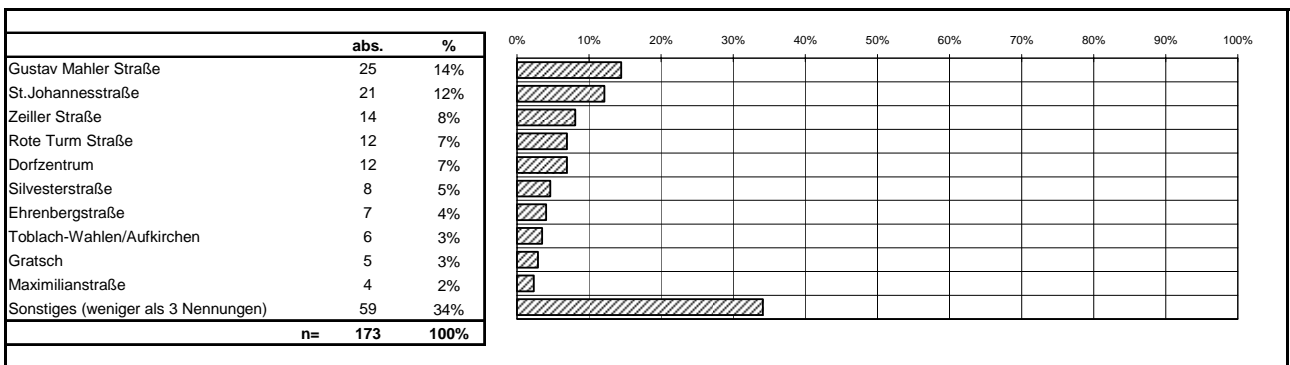
### Gibt es in der Gemeinde zuviel LKW-Verkehr in der Gemeinde?



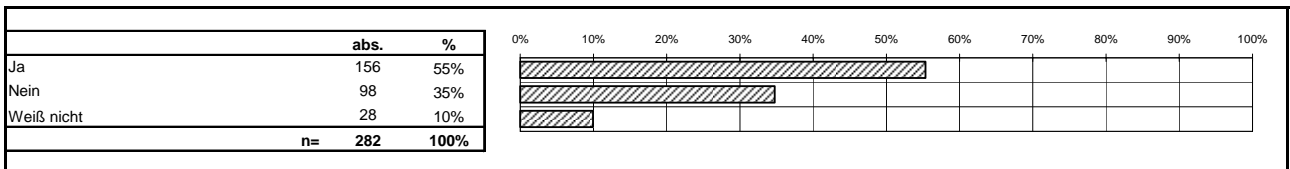
### Werden in der Gemeinde zu hohe Geschwindigkeiten gefahren?



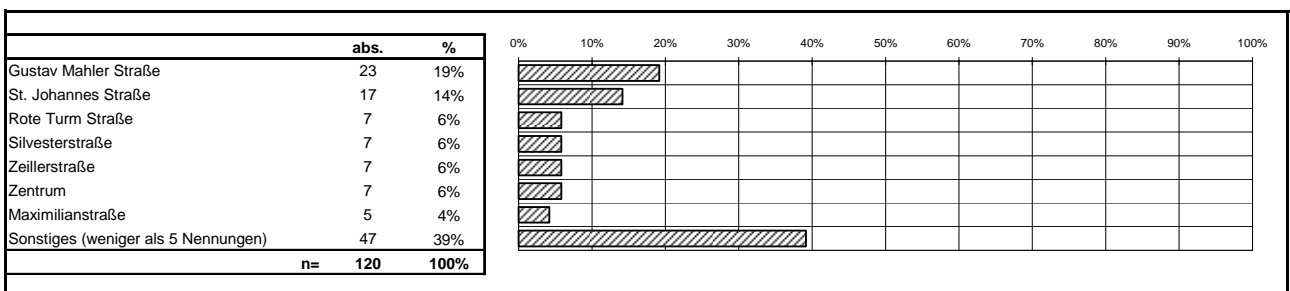
### Wo werden in der Gemeinde zu hohe Geschwindigkeiten gefahren?



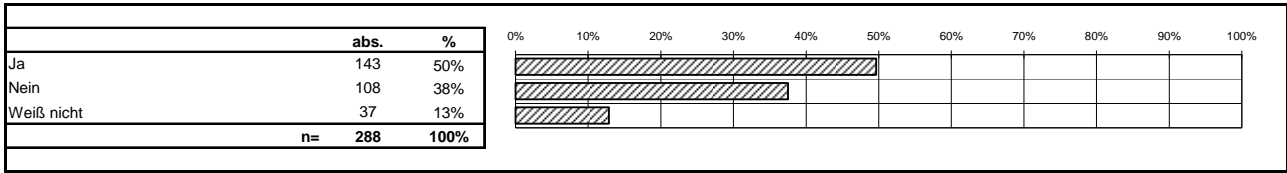
### Sollen geschwindigkeitsdämpfende Maßnahmen gesetzt werden?



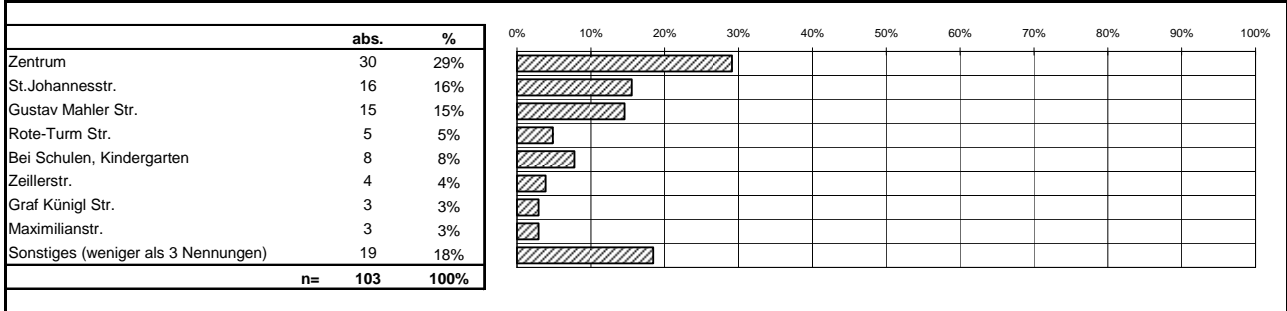
### Wo sollen geschwindigkeitsdämpfende Maßnahmen gesetzt werden?



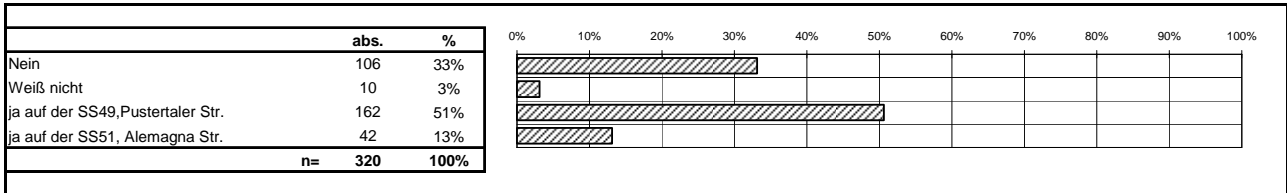
### Sollen Tempo-30-Zonen in Toblach eingerichtet werden?



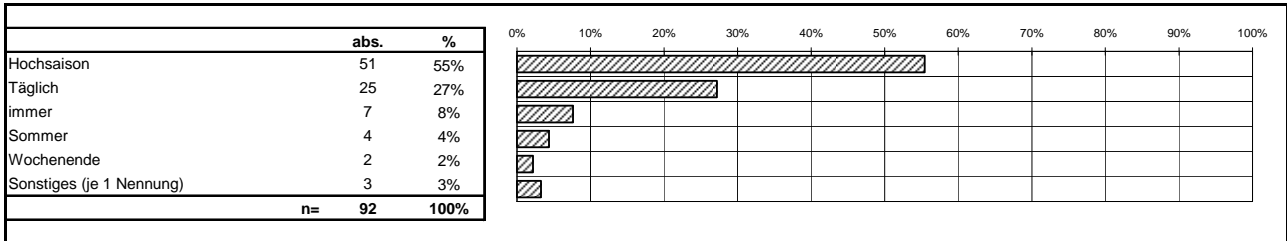
### Wo sollen Tempo-30-Zonen in Toblach eingerichtet werden?



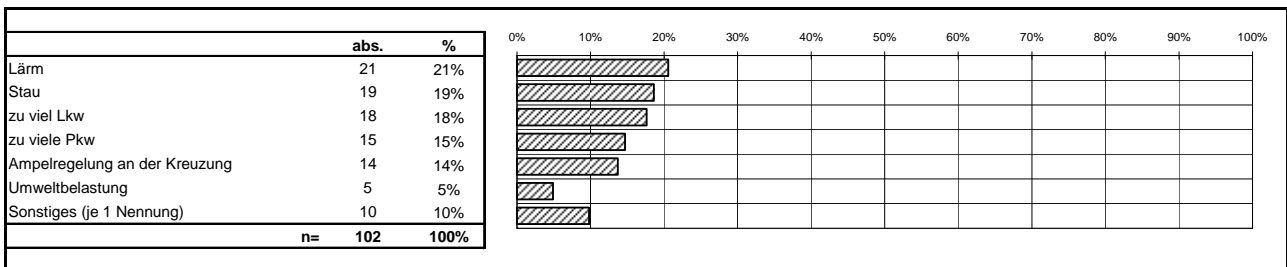
### Ist der Verkehr auf den Staatstraßen für Sie ein Problem?



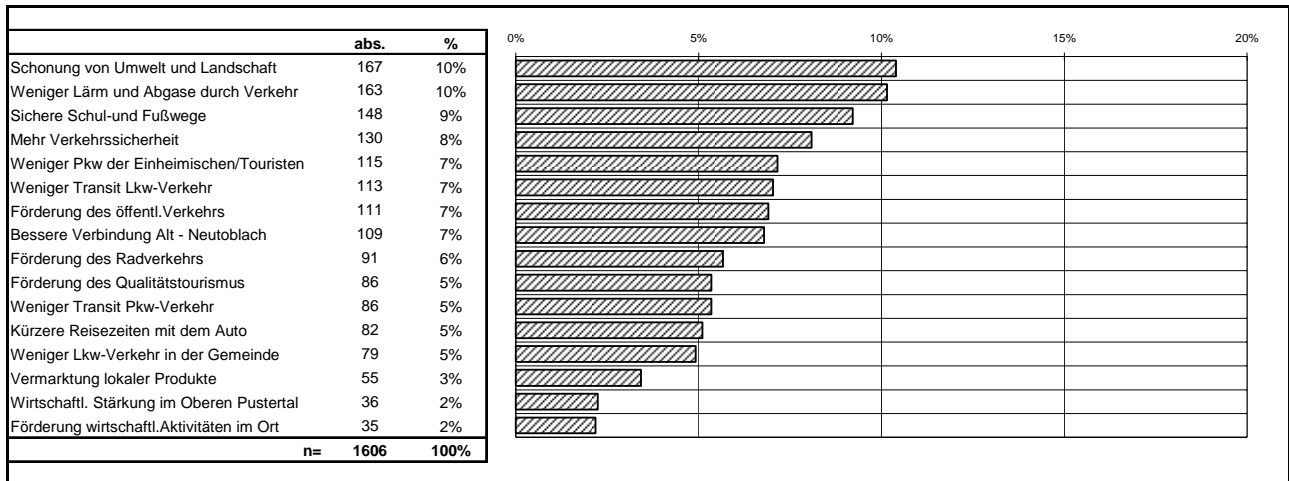
### Wie häufig ist der Verkehr auf den Staatstraßen für Sie ein Problem?



### Weshalb ist der Verkehr auf den Staatstraßen für Sie ein Problem?

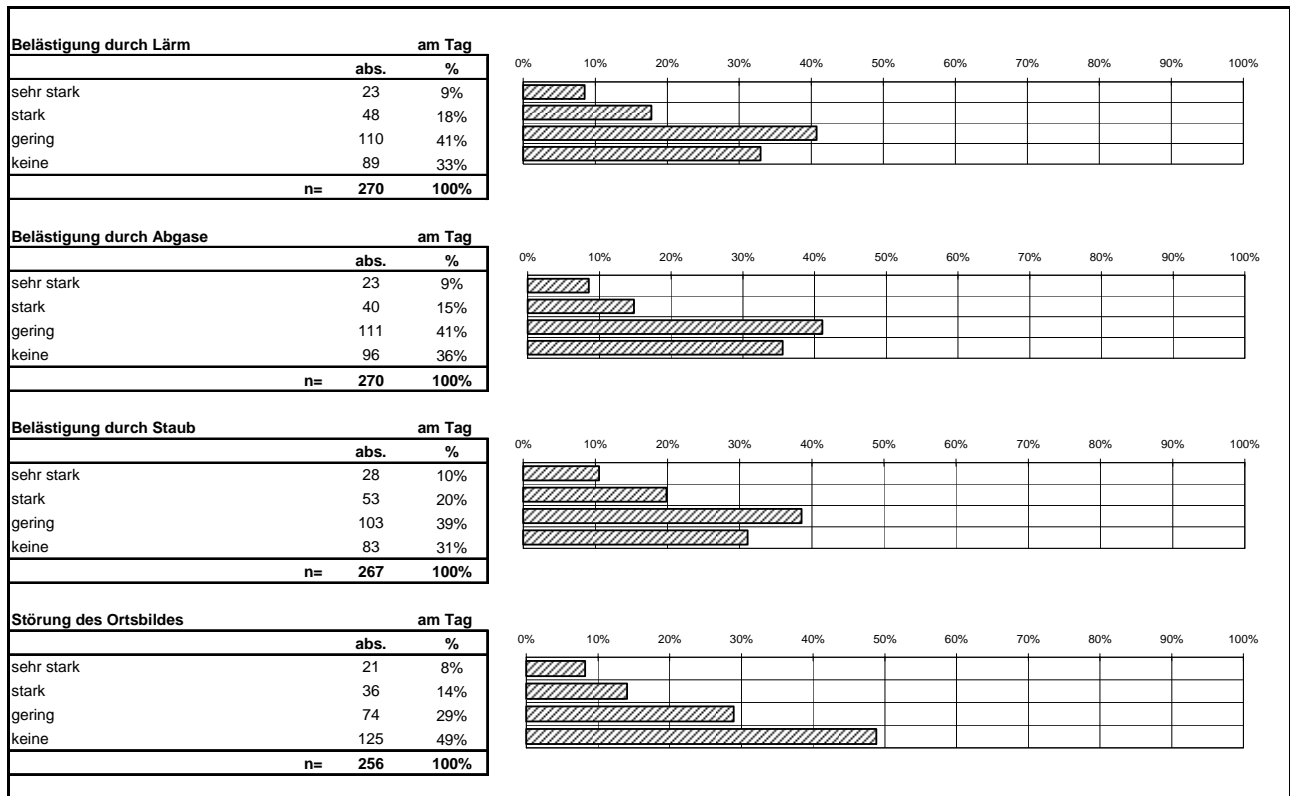


## Was erwarten Sie von einer Lösung des Problems des Verkehrs auf den Staatstraßen?



# Probleme am Wohnungsstandort durch den Autoverkehr

## Am Tag



## In der Nacht

