Walking and cycling in Zurich: challenges and best practices

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About my presentation

- Some general words about cyclists and pedestrians
- Some general words about walking and cycling in Zurich
- Some flashlights about…
  …small scale measures
  …strategic measures
  …big scale measures
  …and the endless topic of mixing pedestrians and cyclists
Pedestrians and Cyclists

They are the cityplanners darlings…
– because they are silent,
– cause no pollution,
– are space preserving
– and healthy

…but they are not the same!
– they have different users,
– various speed and dynamics,
– diverse behavior by changing directions
– and do not need the same space
a pedestrian- and cycling-friendly city

– has a dense net of routes for pedestrians and cyclists
– opens ground floors to public use
– closes underpasses and allows safe surface crossings
– makes possible that kids, elderly people and handicapped people may move around by themselves
– clears away obstacles
– has a cycling infrastructure for „rabbits“ and „turtles“…
– has pathways with a minimum width
Pedestrians and Cyclists in Zurich

Share of trips within the city (2005):
– on foot: 45%
– by bike: 7%
– public transport: 28%
– motorised traffic: 20%

Inhabitants-poll 2009:
– 63% of the pedestrians are pleased or very pleased
– 29% of the cyclists are pleased or very pleased
– (public transport: 91%, motorised traffic: 32%)
Walking and cycling: 2 out of 18 strategies
Zurich: integrated cycle-traffic

- city-compatible
- low costs
- improving acceptance
- a good solution…
small scale: Advanced stops for cyclists

- Cyclists can be seen
- eye-contact is the key to safe traffic
small scale: lowering of curbs at crossings

- no longer a obstacle for elderly people, handicapped people, buggies, …
- faster and safer crossing
small scale: crossing sidewalks for side roads

- clear right of way for pedestrians
strategic scale: opening one-ways for cyclists

- shortens trips for cyclists
- reduces illegal cycling on sidewalks

Beware: visibility and acceptance!
strategic scale: pedestrian zones

- protects pedestrians and inhabitants from traffic/noise
- stops parking and leaves more space for walking

Beware: make sure legal crossing by cycle is possible
Big scale: new connections

- expensive solutions, but big impacts are possible
- pro-active near developing areas
Big scale: new connections – mind the detail

- design vs. functionality
- much more traffic generated
- compatible to extensions
big scale: block motorised traffic and rebuild streets

- heavy traffic, tram
- 30-40% cyclists on sidewalks
big scale: block motorised traffic and rebuild streets

- today: only delivery, taxi, etc
- tram
- low curbstones (2cm)
- 4-8% cyclists on pathways
mixing pedestrian and cyclists: a timeless topic

- important bikepath between Lake Zürich and a main street
- on workdays during daytime no problem
- paving quite rough
mixing pedestrian and cyclists: a timeless topic

- sunny weekends or closing time…
- nobody (cyclists nor pedestrians) is happy

Beware: areas with mixed traffic might work but have to be chosen very carefully
Summary:

– It is worth doing much for pedestrians and cyclists
– they are not the same
– you can work small or big scale

Thank you for your attention!