

Walking and cycling in Zurich: challenges and best practices

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Stadt Zürich
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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**

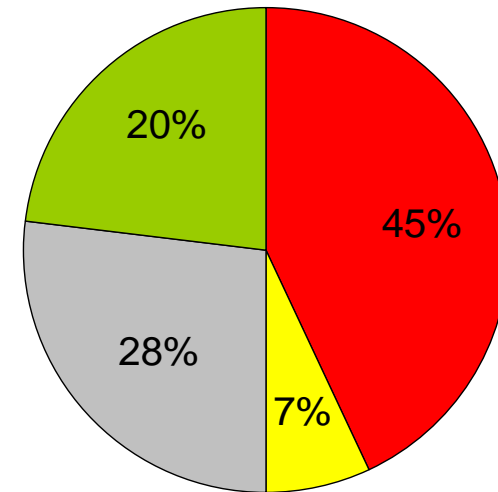
a pedestrian- and cycling-friendly city

- 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):

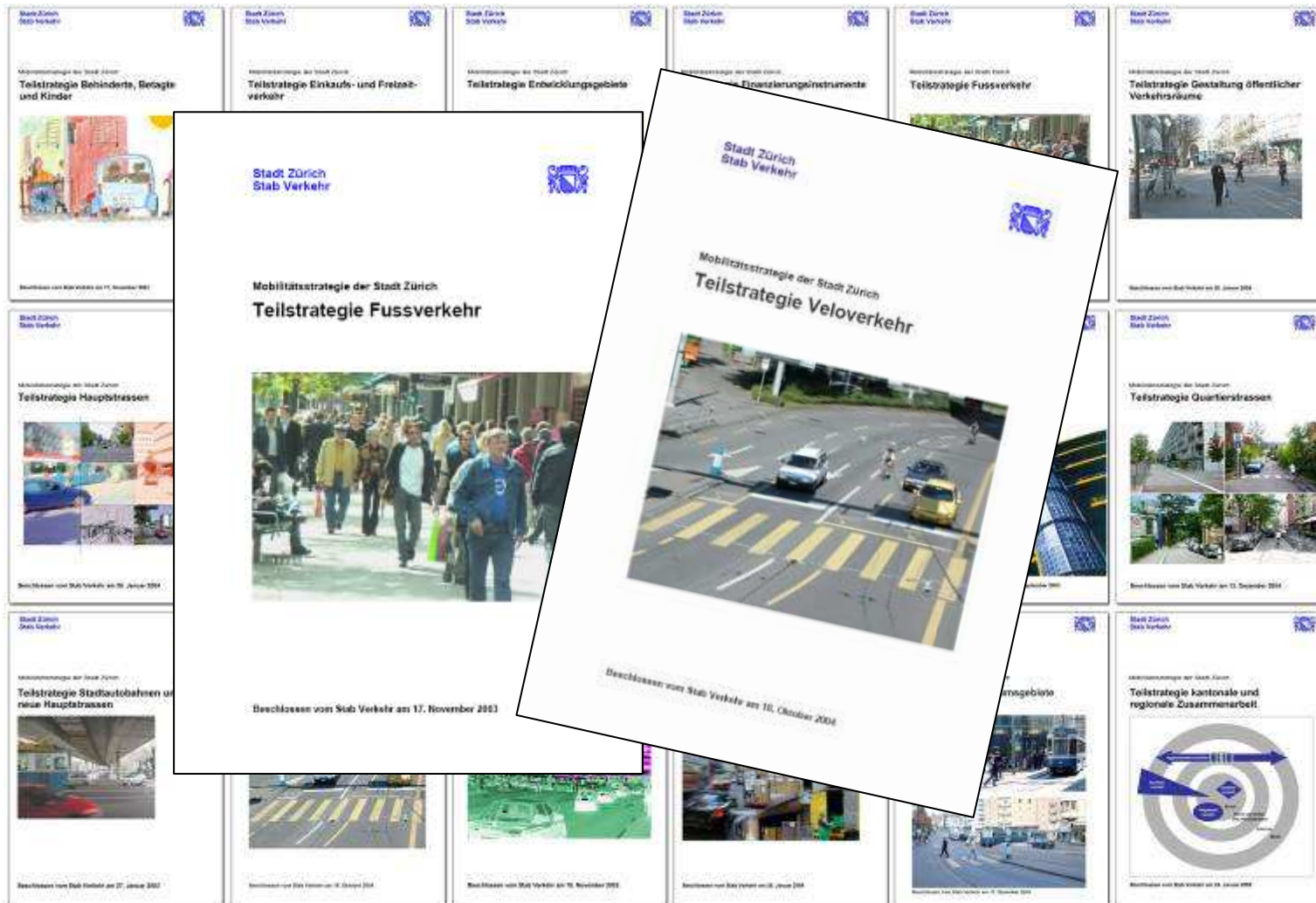
- on foot: 45%
- by bike: 7%
- public transport: 28%
- motorised traffic: 20%



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

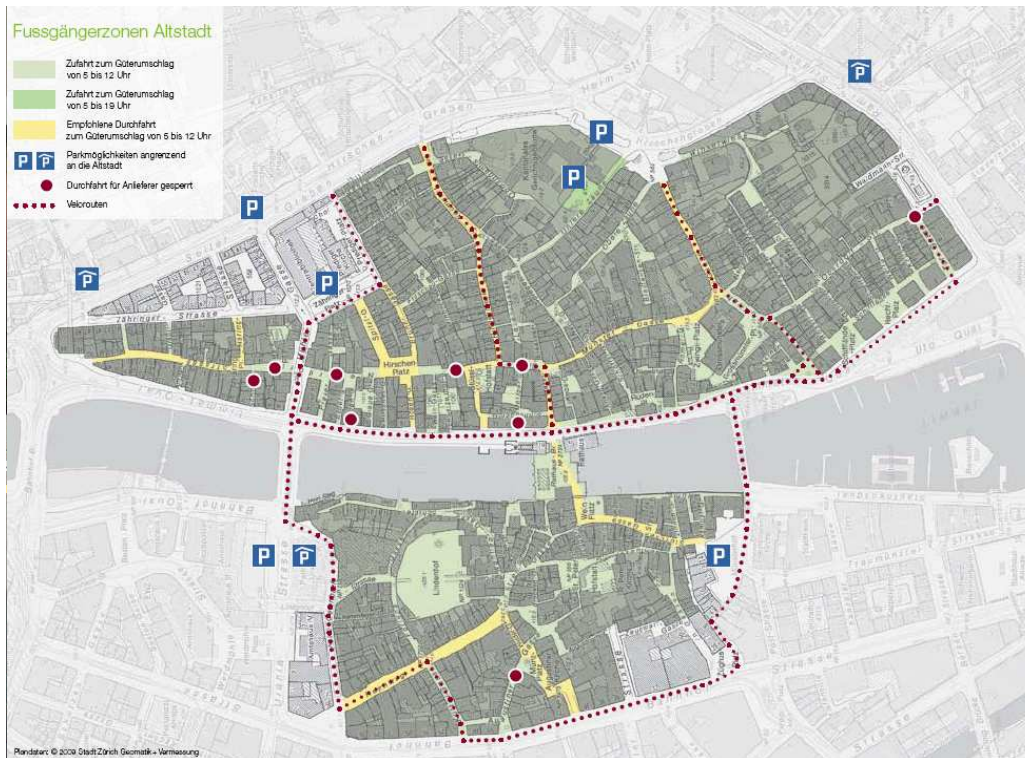
strategic scale: opening one-ways for cyclists



- 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!