

Promotion of the bicycle in a city of public transport

IMPACTS video conference
March 18th 2021

Rupert Wimmer
Traffic and urban space.



Public transport in Zurich

Factors of success

Excellent and dense supply
(covering of city area and timetable)

Organisation of traffic

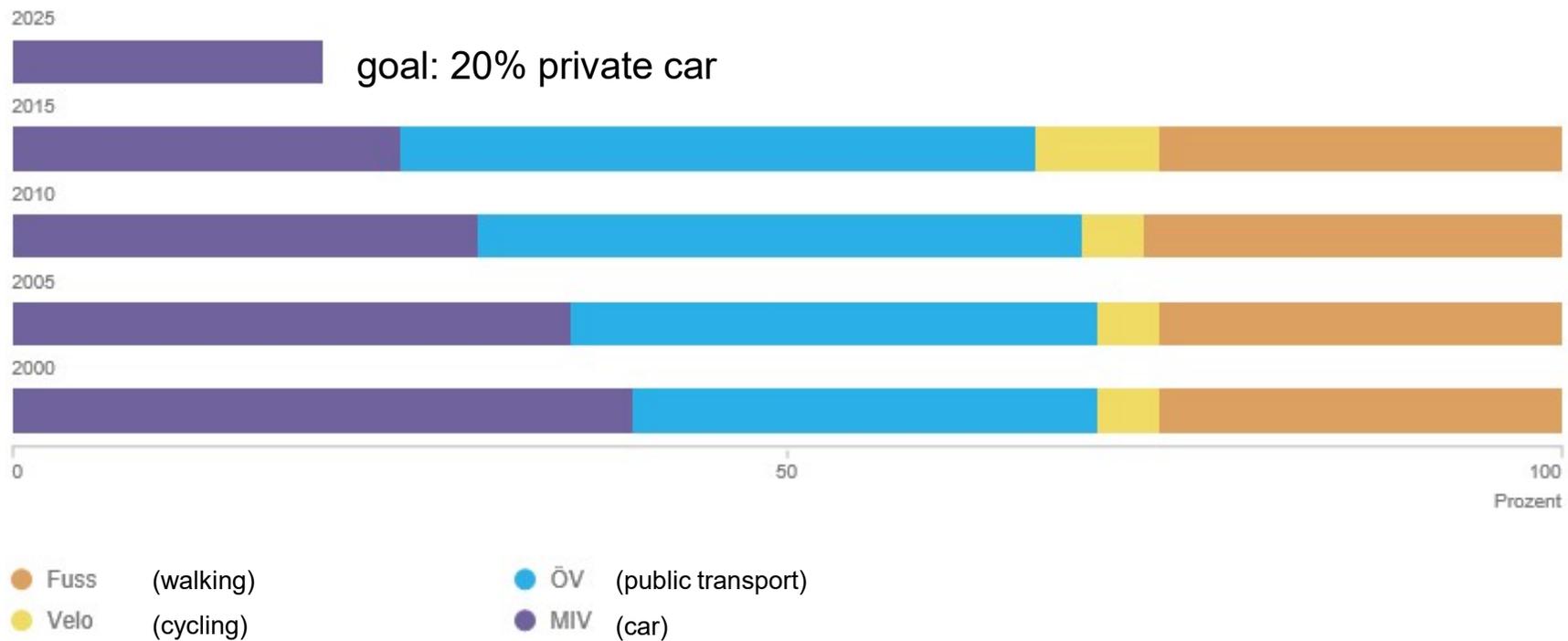
Separate lanes for public transport

Priorisation of public transport
at traffic lights



modal split

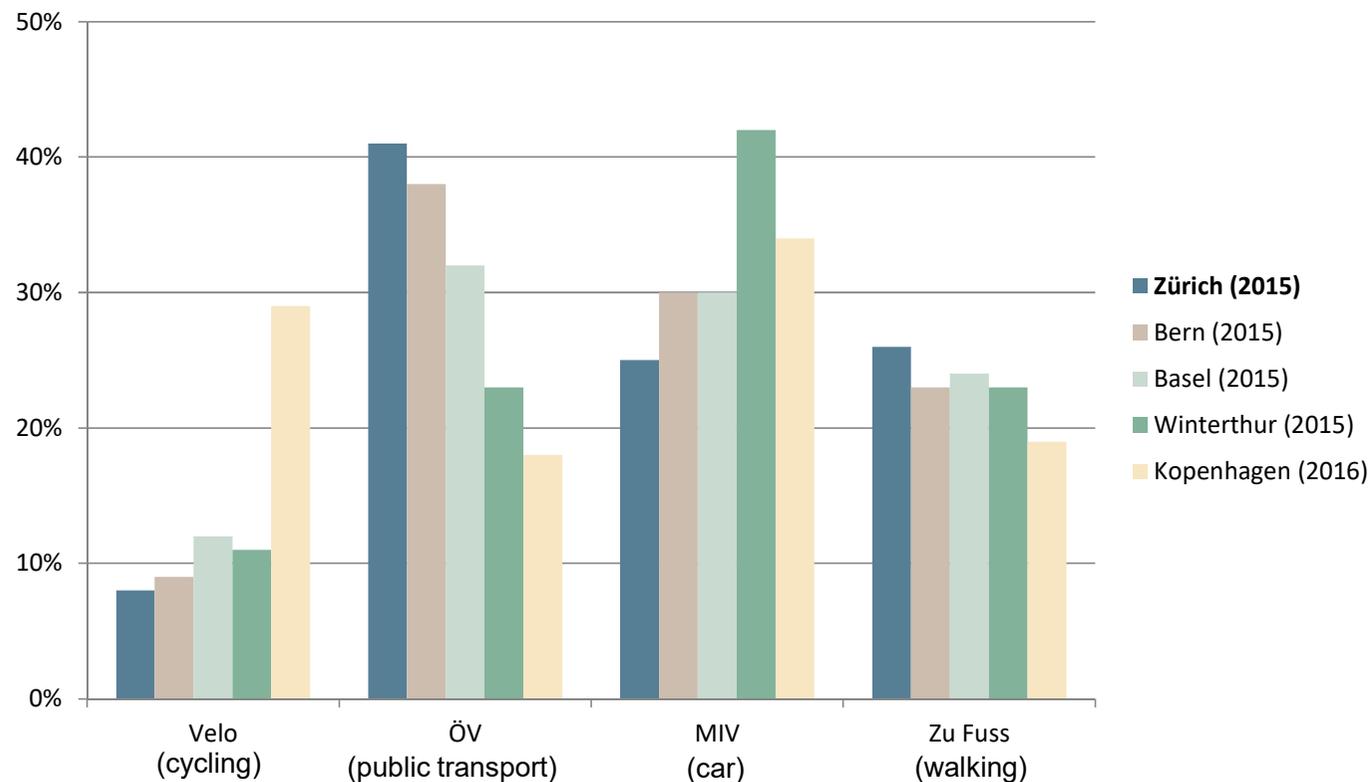
development



modal split

comparison with other cities

Modalsplit-Anteile nach Anzahl Wege (Territorialprinzip)



Movement to promote bicycle

change of city constitution by referendum

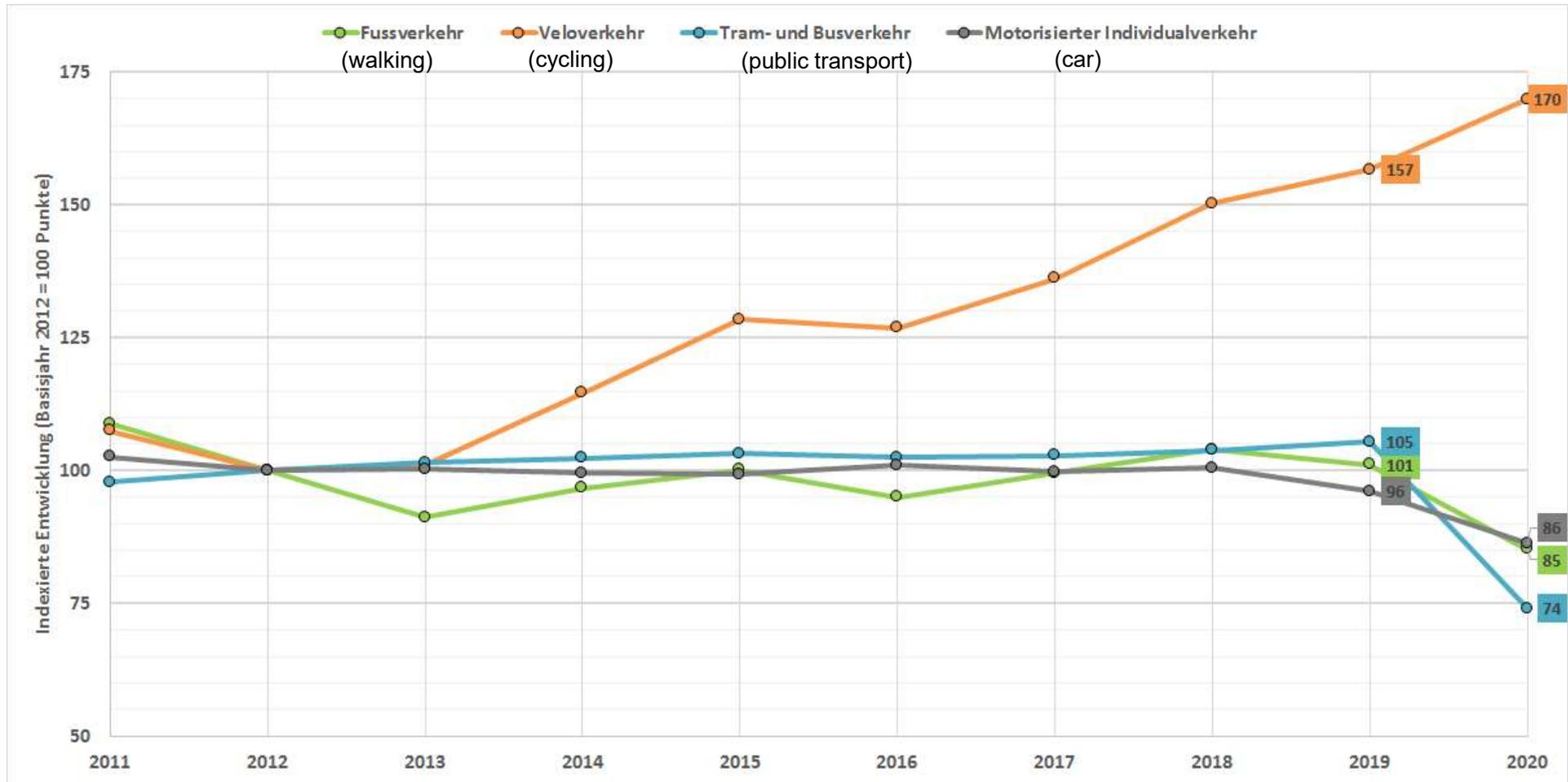
A network of bicycle streets

- at least 50km
- in principle without cars
- as a route with priority
- within 10 years

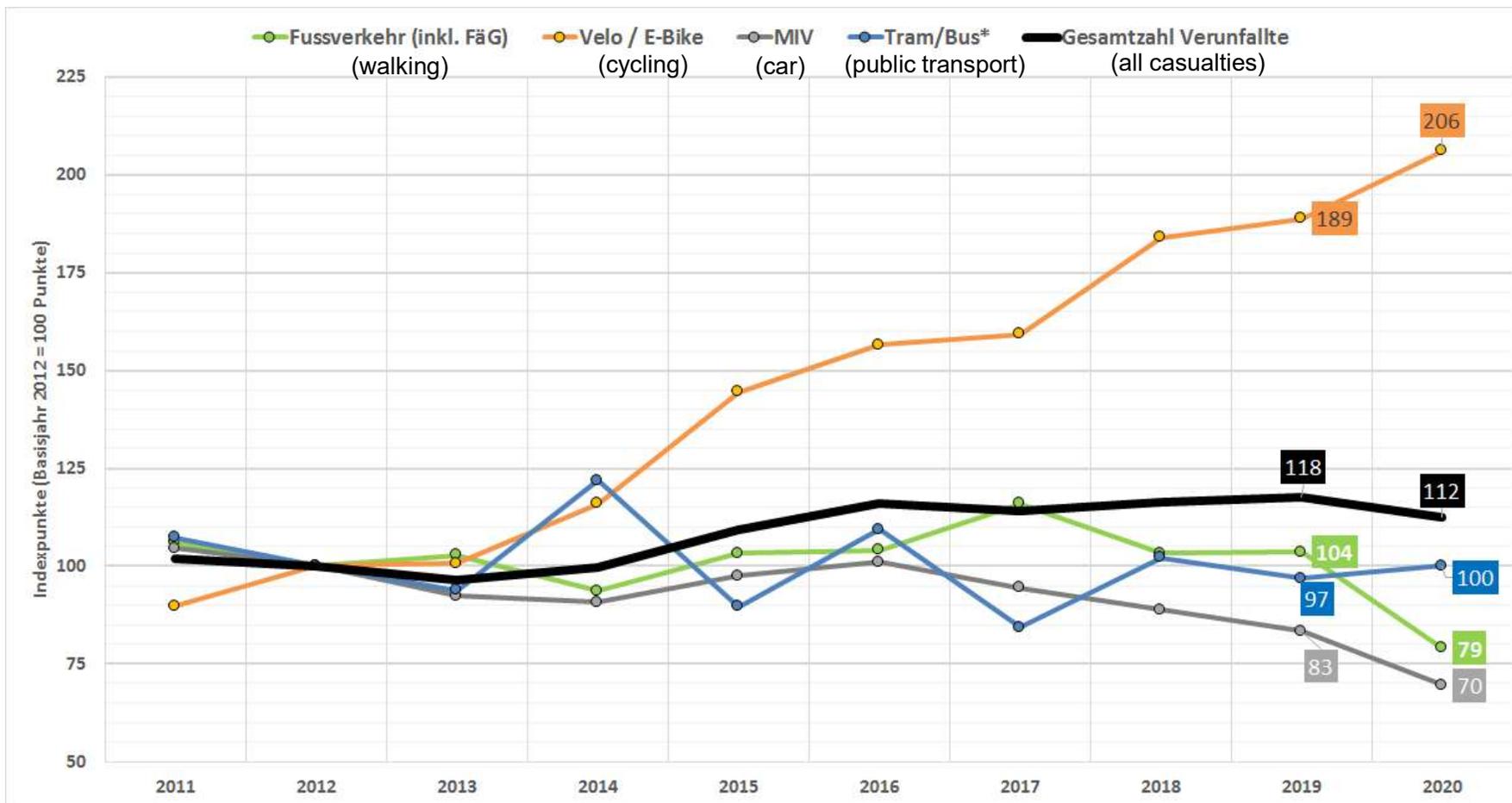
>70 % voted YES



increasing demand for cycling policy

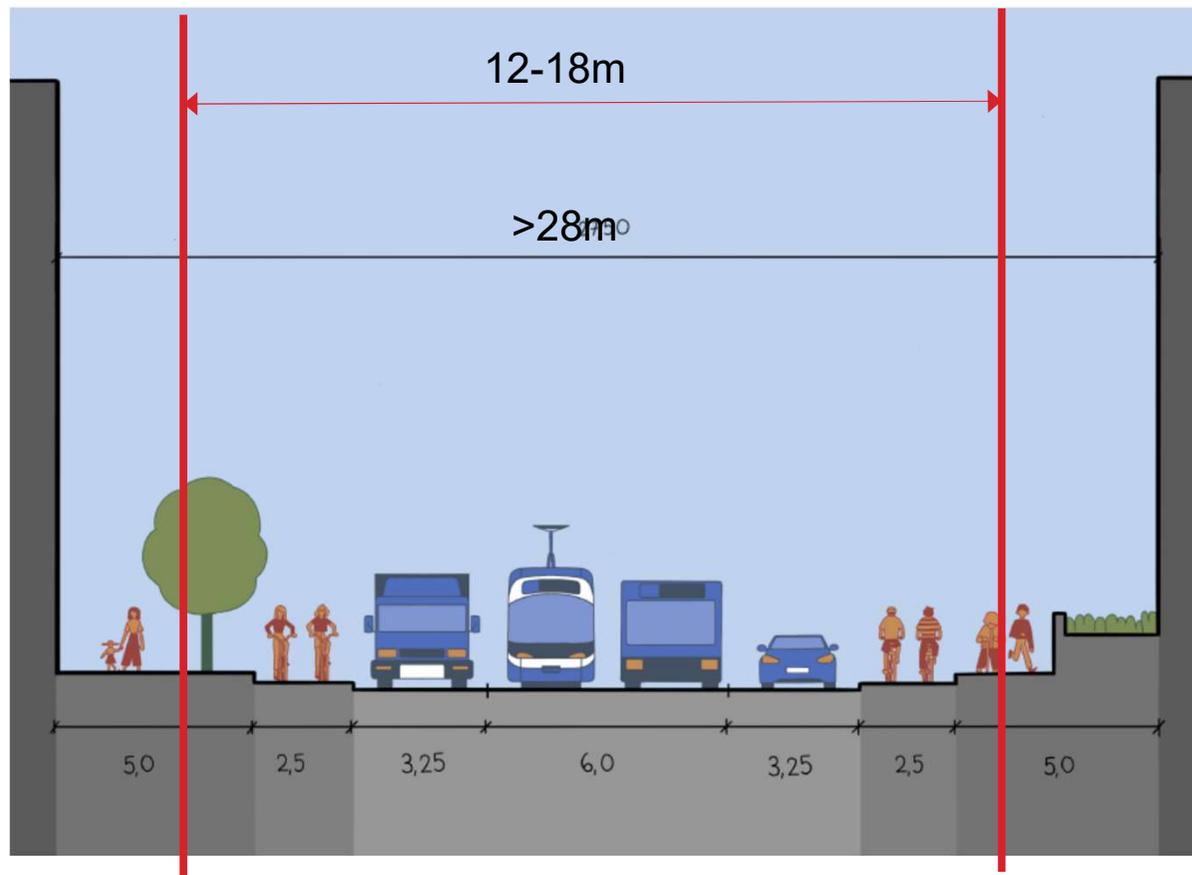


traffic safety



limited urban space

Simple addition of different demands not possible



new bicycle strategy

fields of action

bicycle route network



DURCHGEHENDES, SICHERES
UND SICHTBARES NETZ

S 1.1

Vorzugsroute als
neues Netzelement
einführen

S 1.2

Knoten sicher und
attraktiv gestalten

bicycle culture



POSITIVE
VELOKULTUR

S 2.1

Gegenseitige Rück-
sichtnahme fördern

S 2.2

Geschwindigkeiten
stadtverträglich ge-
stalten

integrated planning



INTEGRALE
PLANUNG

S 3.1

Integral und lösungs-
orientiert planen

S 3.2

Aktiv und positiv
kommunizieren

new bicycle strategy

Definition of routes for bicycles

network categories

Neue Netzkategorien



Netzkategorie	Sicher	Fahrfluss	Direkt	Komfort / Attraktivität	Umfeldqualität
Vorzugsroute	■ ■ ■	■ ■ ■	■ ■ □	■ ■ ■	■ ■ □
Hauptnetz	■ ■ ■	■ ■ □	■ ■ ■	■ ■ □	■ □ □
Basisnetz	■ ■ ■	■ □ □	■ □ □	■ □ □	■ ■ □

bicycle streets

Continuous: partly on main roads

dense network: length 106km



bicycle streets

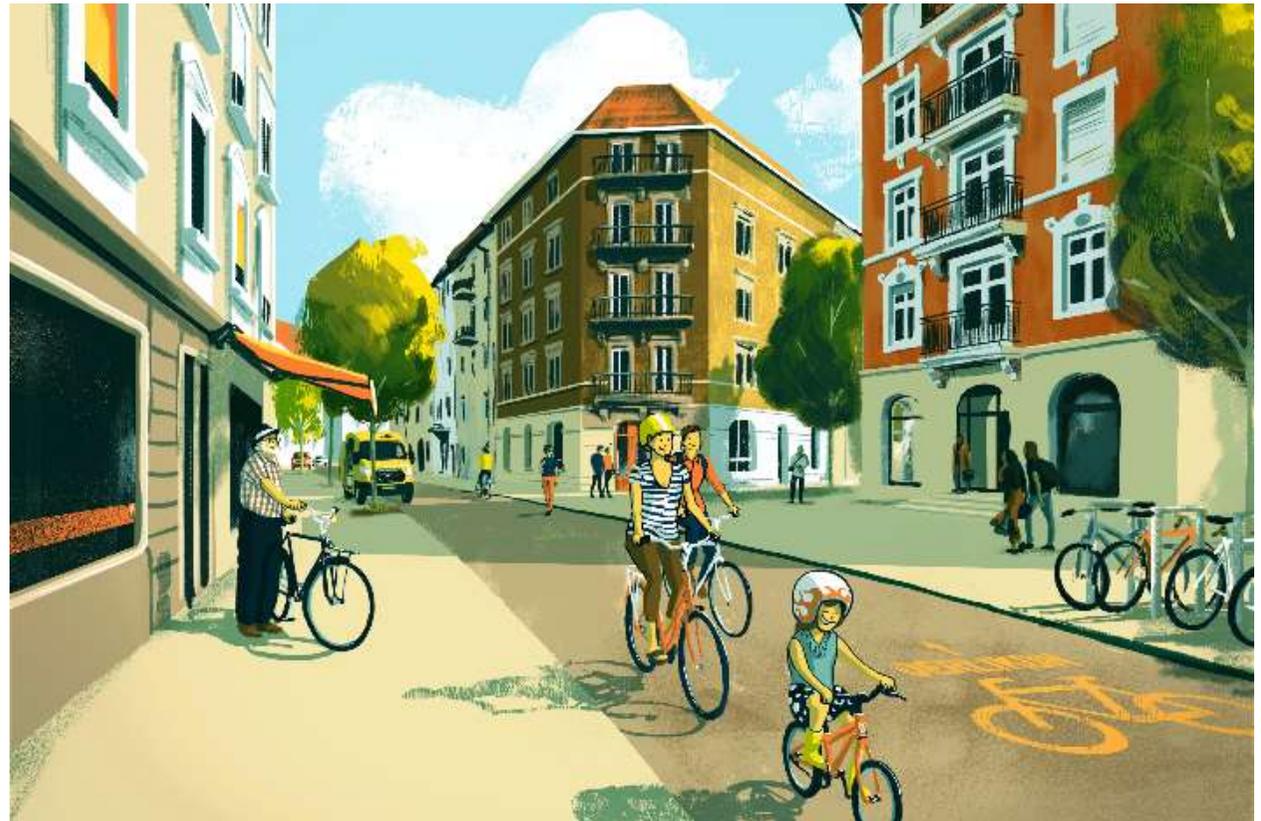
Elements of success

Continuous

Less car traffic

Priorisation at intersections

Markings on the streets



bicycle streets

first measures

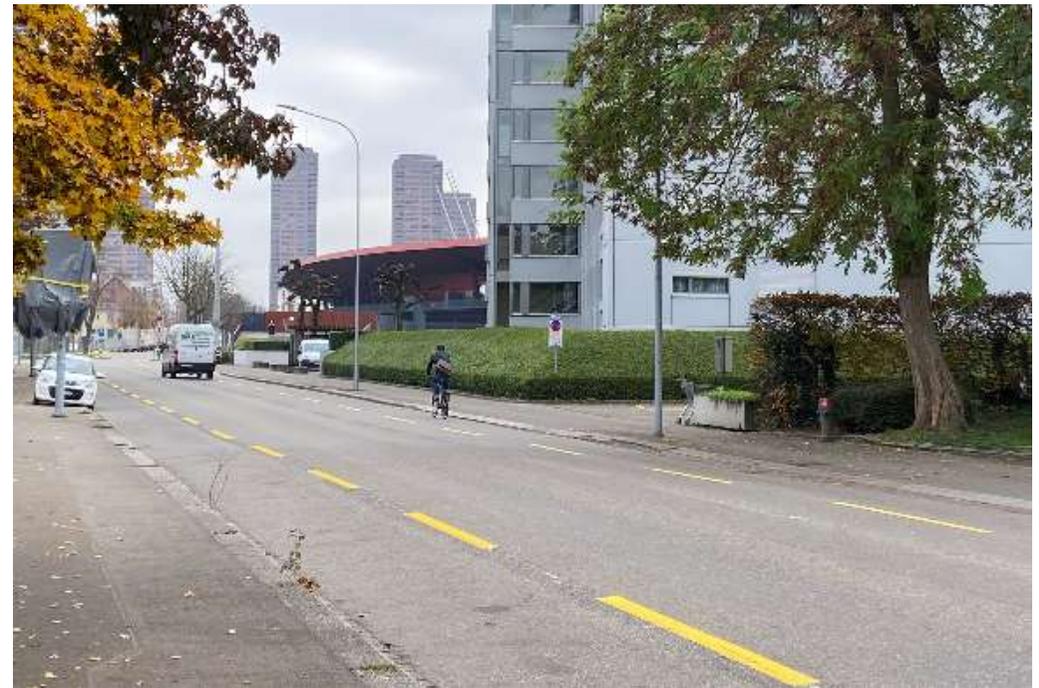


bicycle streets

first measures



Stadt Zürich
Tiefbauamt



Verkehr und Stadtraum, Vorzugsrouten, Rupert Wimmer
18. März 2021 | Seite 14

Questions

What to take care of?

High quality from the beginning vs. progress in stages?

Ban of car traffic vs. other restrictions (one way streets, interruption of through traffic)?

Priority at intersections versus city compatible speed (priority for vehicles coming from the right)?

Coloured pavement versus integration in urban environment?