



Cycling Promotion in Switzerland – the example of Basel

Antje Hammer

**Mobility Strategy
Department of Public Works and Transport
Canton of Basel-Stadt**



Canton of Basel-Stadt

Situation

Border triangle of France / Germany / Switzerland, intersected by the River Rhine

Inhabitants (2012)

Canton of Basel-Stadt = 3 municipalities, 193'000 (City of Basel 170'000)
Share of foreign nationals: 34%

Area

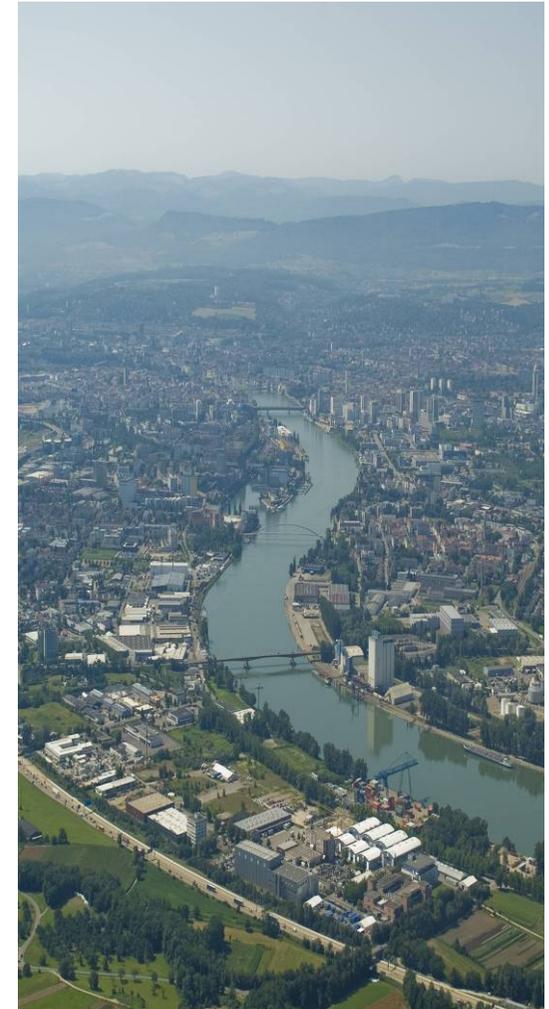
37 km²

Structure

High-density area (7000p/km²)

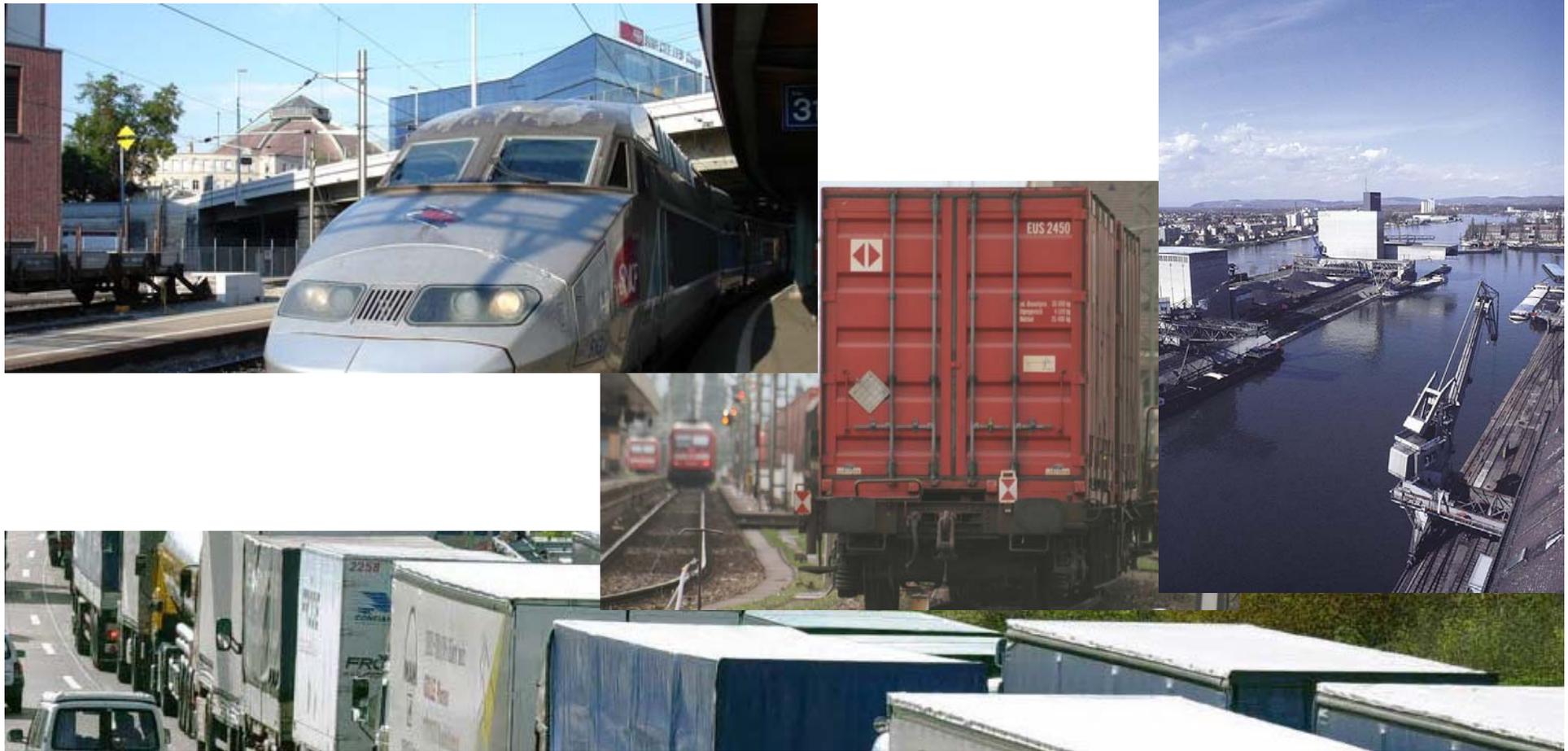
City of Basel

Centre town of agglomeration with half a million people and of wider region Tri-Rhena (around 2 Mio. inhabitants)



Canton of Basel-Stadt

International turntable of passenger and freight traffic



Basel - a high dense cycling city

- densely populated: 6'800 persons/km
- 87,5% of the 24km² of Basel are settlement area or used for traffic purposes
- City of short distances, narrow streets, small squares, shared spaces, city centre with dense historic building structures
- Cycling City

Modal Split of the inhabitants of the City of Basel 2010

pedestrians	cyclists	public transport	motorised private transport
37%	16%	27%	18%



Photo: Andy Scherer



Basel - Transport system

- Important (inter-)national crossroads
- Dense local public transport network (bus, tramway, regional train system)
- Dense bicycle network, pedestrian zones in city centre
- Traffic calmed zones in residential areas
- Right-hand traffic



Modal choice: high demand for public transport

- Motorisation: 352 cars/1000 persons (2010)
- Basel-Stadt: 55% of households without a car (2010)
- Modal split public transport in NW-Switzerland: 37% (2010)
- 53% of the population owns season-ticket (2010)
- But: modal split lower for cross-border trips



*Data: Urban audit
2012/modelisation*



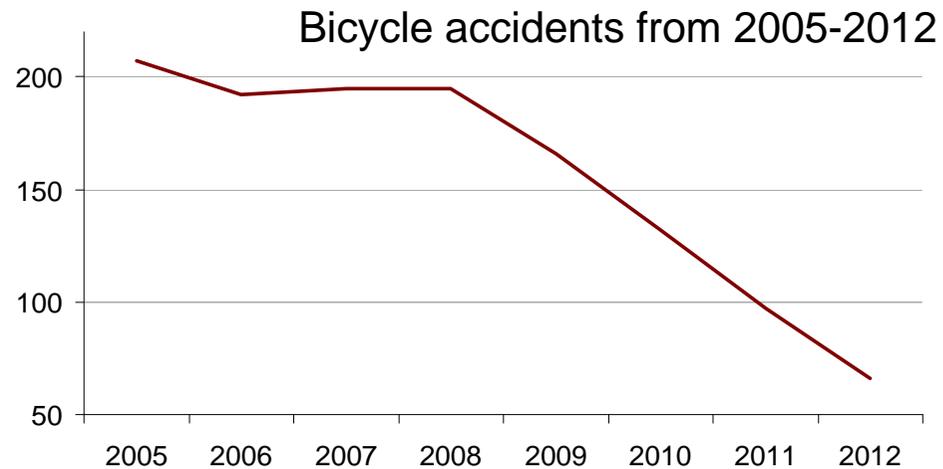
Department of Public Works and Transport
Canton of Basel-Stadt

Statistics: cycling in Basel

- Availability of bicycles:
 - 1,5 bicycles per household



- Bicycle accidents:
 - 66 (2012)



- Bicycle thefts:
 - 2417 (2010)
 - 1500 thefts/100'000 persons



Legal basis

Constitution of the Canton of Basel-Stadt

- Encouraging and coordination of a sustainable, economical and energy-saving mobility
- Priority of Public transport
- Lobbying for an attractive agglomeration transport system





Bicycle Planning in Basel

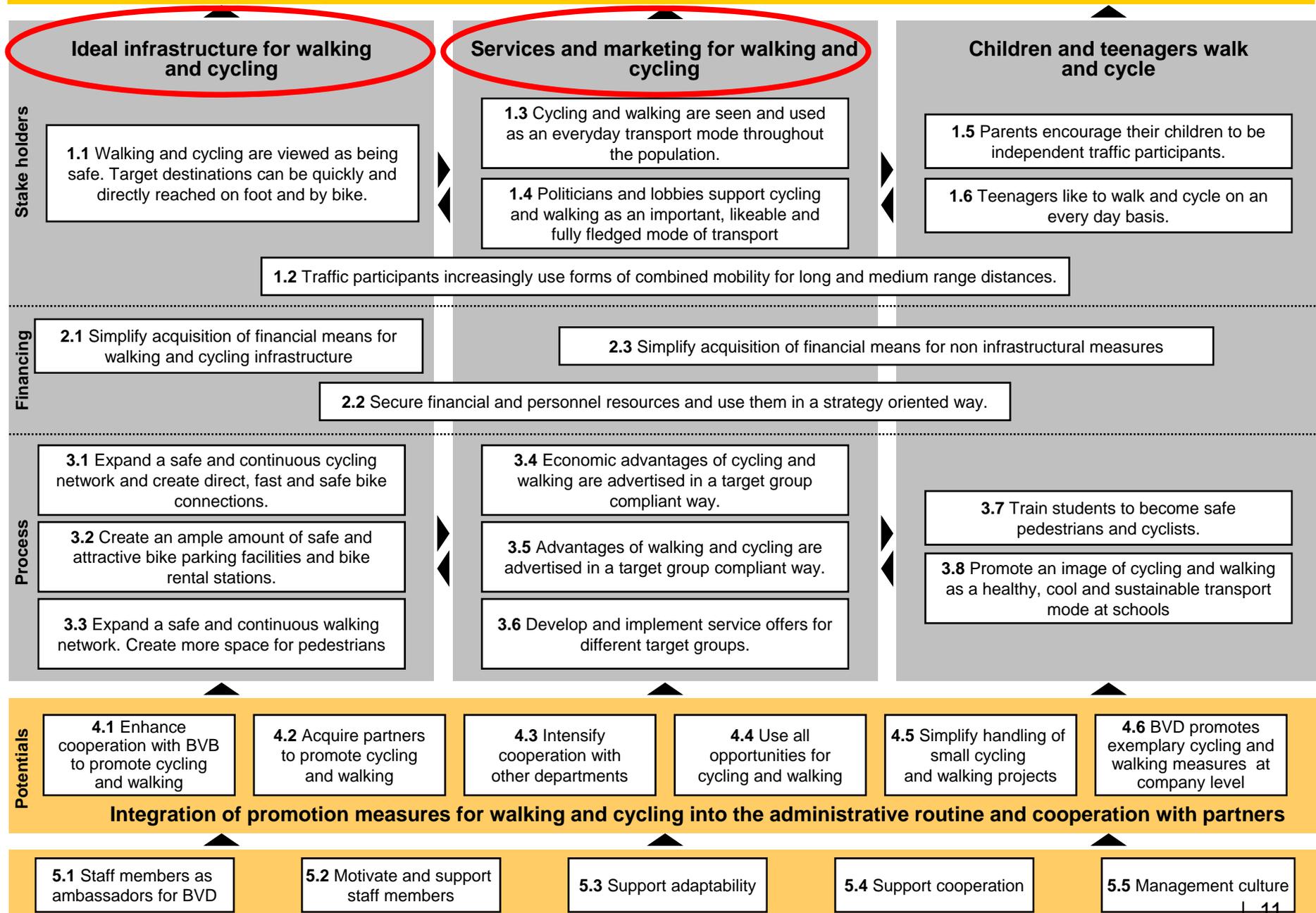


Global credits for planning and realization

- 1. global credit 1988-2005: 25 Mio CHF
 - 2. global credit 2006-2010: 8 Mio CHF
 - 3. global credit 2011: 10 Mio CHF
 - 4. global credit 2014:???
-
- Projects exclusively for – small projects for - cyclers and pedestrians, not in combination with other planning and construction needs
 - Decision by the gouvernement, not the parliament



Our vision: Basel, the most bike and pedestrian friendly city in Switzerland!



Strengths of cycling policy

- Bicycle traffic on political agenda for more than 30 years
- Integrated part of overall mobility
- Clear definition of cycling network and of necessity of further bicycle measures on main streets
- Cantonal standards and demands
- Directive plan on cycling policies and concepts with an overview of cycling measures
- Efficient financing model
- Defined regulation concerning cost responsibility



Cycling promotion – infrastructure

Standards for cycling infrastructure in Switzerland:

- federal traffic law: general traffic rules, behaviour rules, scope of signals, etc.
- federal manuals and guide lines
- national engineering standards
- manuals and studies from national associations
- National observational researches
(Kernfahrbahnen: <http://www.kernfahrbahn.ch/>)
- cantonal standards, often mandatory for civil services
- local instruction, varying



Cycling promotion – infrastructure

Standards for cycling infrastructure in Basel:

- determined in the directive plan for bicycle traffic, in process!
- Directive plan:
 - cycling network
(basic network and commuter routes)
 - quality demands
(planning, realisation, maintenance and operation)
 - standards for cantonal infrastructure
(principle of bicycling routing, minimum dimensions, etc.)
- Directive plan binding for administration



Realized measures – infrastructure

- Network of bicycle lanes that total 150 km (93 miles)
- Separate bicycle lanes on main streets
- Mitigation of dangerous crossings
- Creating and improving the overall bicycle parking situation
- Bicycle parking at the main train station



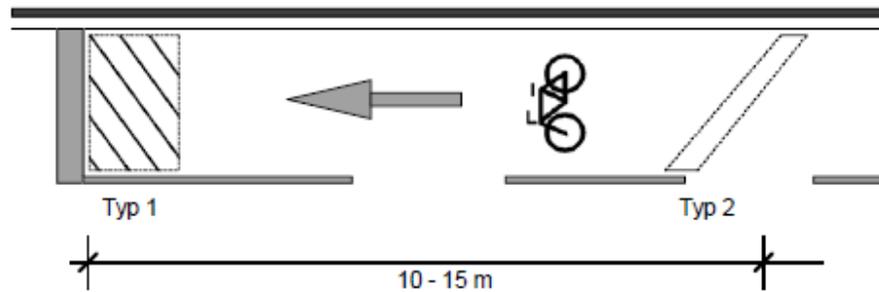
Realized measures – operational

- Introduction of reduced-traffic areas (30 km/h = 18 miles/h)
- Traffic restrictions in the city centre
- Bus lanes with bicycle admittance
- One-way streets with two-way bicycle traffic
- Indirect left turn for bicycles at traffic lights
- Sign posting of leisure routes



Traffic control – induction detectors

- Bicyclists mostly have their own recording means



Traffic control – bicycle traffic lights

- Two-way bicycle traffic at crossroads



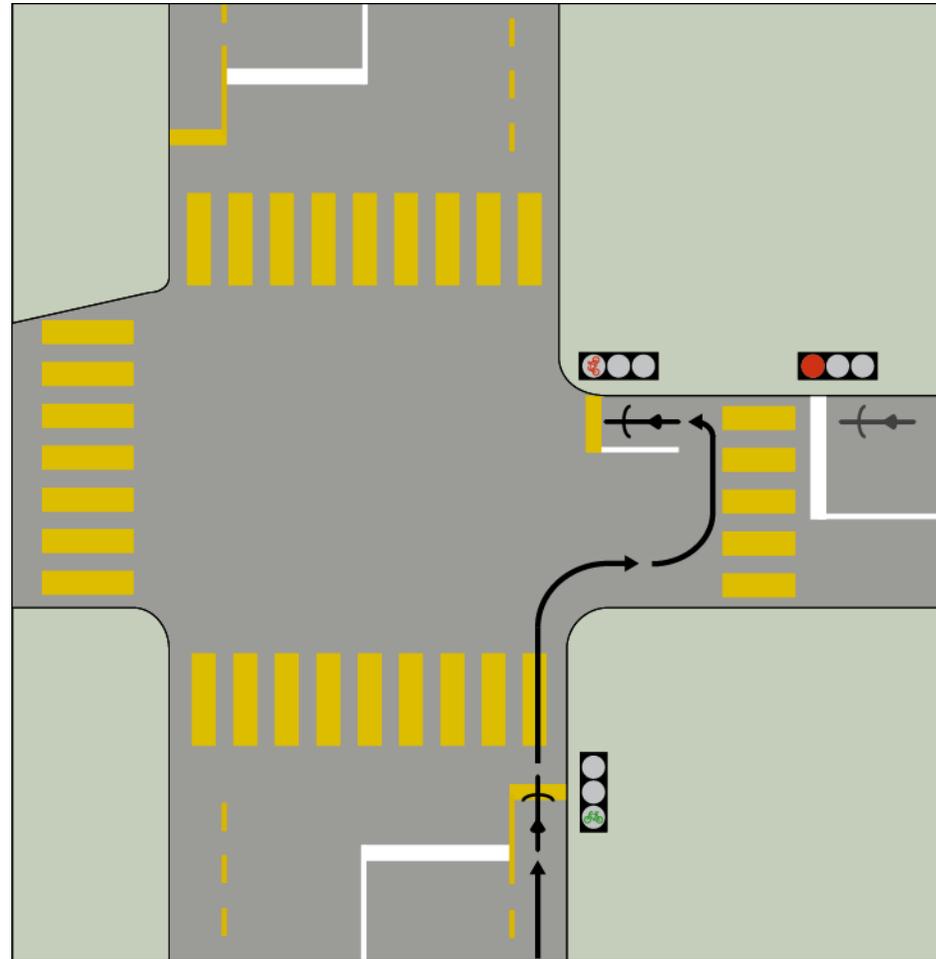
Traffic control – indirect left turn

- Special features for cyclists
- used at crossroads where it is not possible to turn left directly by moving into the left-hand lane
- used at crossroads where cyclists are permitted to turn left while other road users are not
- also used as second possibility to turn left and crossing the junction on a save way



Traffic control – indirect left turn

A cyclist taking an indirect left turn:



Cycling promotion – infrastructure

Sign posting:

- Regulated in binding national standards



One-way streets

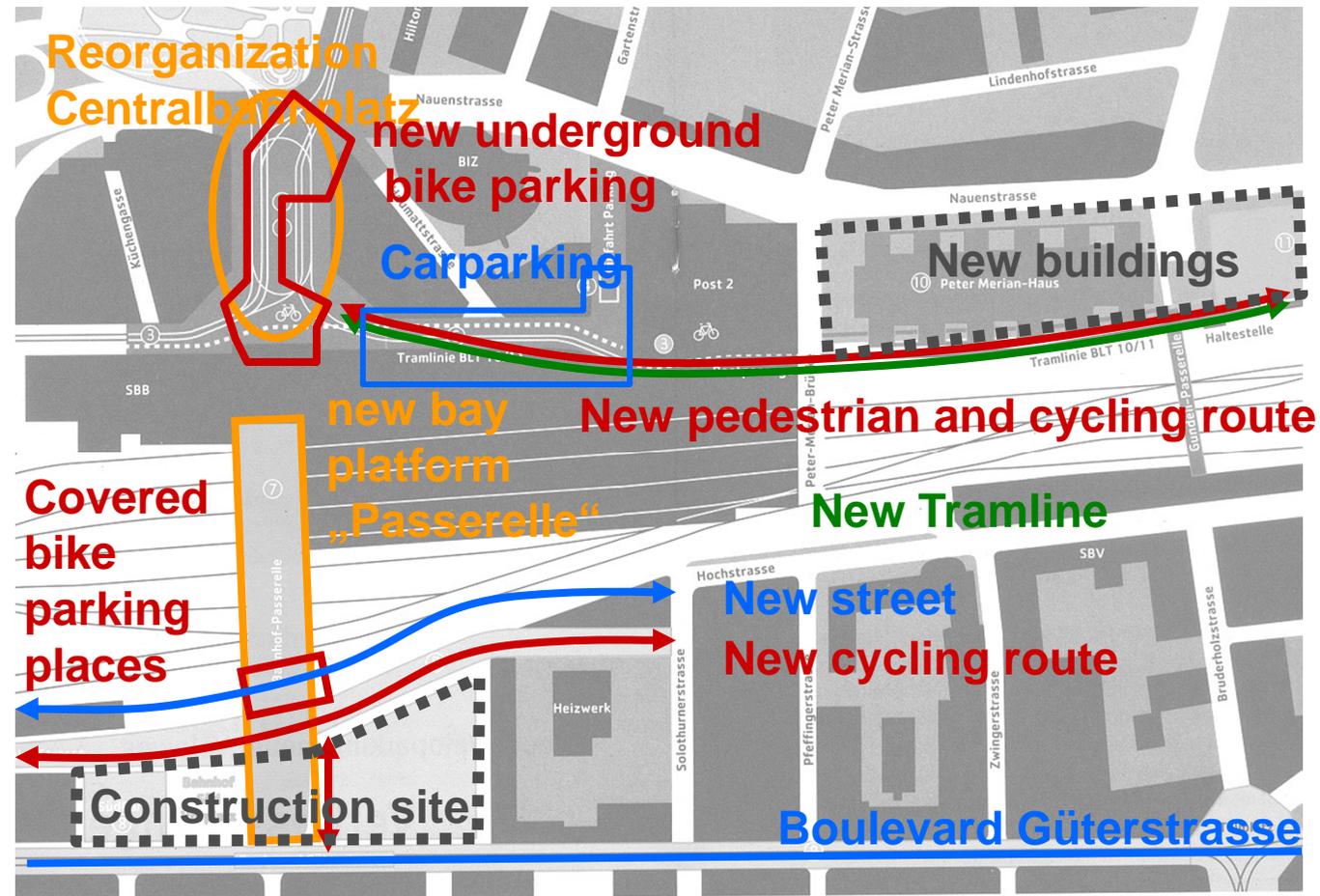
- Number of sections of one-way streets: 656
- Realised oncoming bicycle traffic: 480



Bicycle and pedestrian bridges



Masterplan „EuroVille“ Basel: improving the situation around the main station

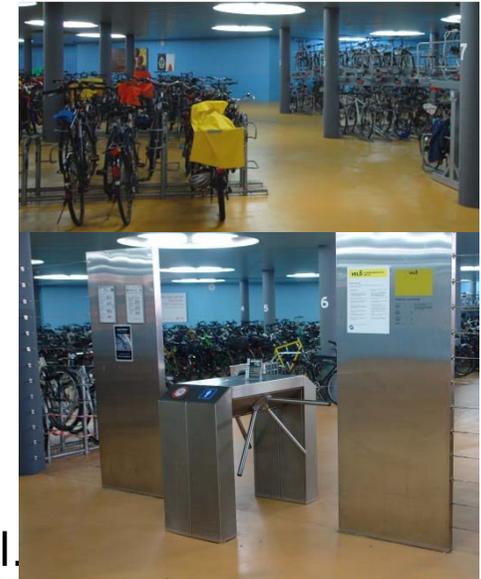


Bike Infrastructure around the main station



Bicycle parking at the main train station Basel SBB

- All over 4'000 bike parking places in and around the main station
- Capacity of 1'220 bicycles (opened in 2002) now 1'700 bicycles): overloaded.....second bike parking scheduled.
- Part without charge / Part not free of charge: free for the first 1/2h, 1CHF/24h, 60CHF/year
- Construction costs 11 Mio CHF maintenance costs 700'000 CHF/year
- Personal control 24h/24h
- Separate entrances from all directions
- Additional infrastructure: tyre inflators, places for specific bikes, charging stations, lockers, showers, bike repair / rental.



Bicycle parking at train station St. Johann

- Smaller train station in the north of Basel: enterprises with many french commuters
- Opened in 2009
- Capacity of 300 bicycles
- Construction costs 1.5 Mio CHF
- Lower maintenance costs: controlled by video
- Separate entrances from all directions



Bike Parking in Basel

Ca. 19'500 places
of public bike
parking places in
the Canton of
Basel-Stadt

Photo: Daniel Conde an David Peltzer

Cycling promotion – «Basel on the way»

Family Brand: Promotion of sustainable mobility in Basel
«Basel on the way»



**BASEL
UNTERWEGS**
schlau ans Ziel





Kanton Basel-Stadt

Velostadtplan Basel und Umgebung



**BASEL
UNTERWEGS** →
schlau ans Ziel

— Veloverbindungen auf Strassen mit wenig Motorfahrzeugverkehr

== Veloverbindung auf verkehrsreichen Strassen Tempo 50/50+ mit Velomassnahmen*

== Veloverbindung auf verkehrsreichen Strassen Tempo 50/50+ ohne Velomassnahmen*

→ ← Unterführung/Tunnel



Velostation



Veloverleih



Basel Tourismus Information



Öffentliche Toilette



Spital/Klinik



Hallenbad



Freibad/Gartenbad



Vitaminresurs

- City cycling map (actualised in 2011)
- Languages: German, English, French
- Online: www.stadtplan.bs.ch/geoviewer/

—●— Tramlinie mit Haltestelle

→ Einbahnstrassen auch für Velo

→ Weiterführende Richtung (nur am Kartenrand)

Verkehrsreiche Strassen mit Tempo 50/50+

Allgemeines oder zeitweise Fahrverbot für Velos



Routen der Schweizer Velowander- und Bikewege (Details siehe Rückseite)



Dreiland-Radweg



Eurovelo-Route Nr. 6



Rheintal-Radweg



Südschwarzwald-Radweg



Cycling promotion – fairness-campaign

Campaign: “Fair Traffic”

Goppeloni! Guet gmacht!

- Initial situation
 - in urban space numerous requirements of road users may collide
 - behaviour can cause reciprocal interferences
- Project objectives
 - all road user are equal partners
 - focus on fairness, not on safety
 - name conflicts and reduce fronts
 - not dunning or educational



www.fair-im-verkehr.ch



Thank you for your attention

