Traffic Planning in Zurich to Promote High Quality of Life

Welcome to Delegation of Netherlands
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Stadt Zürich
Tiefbauamt

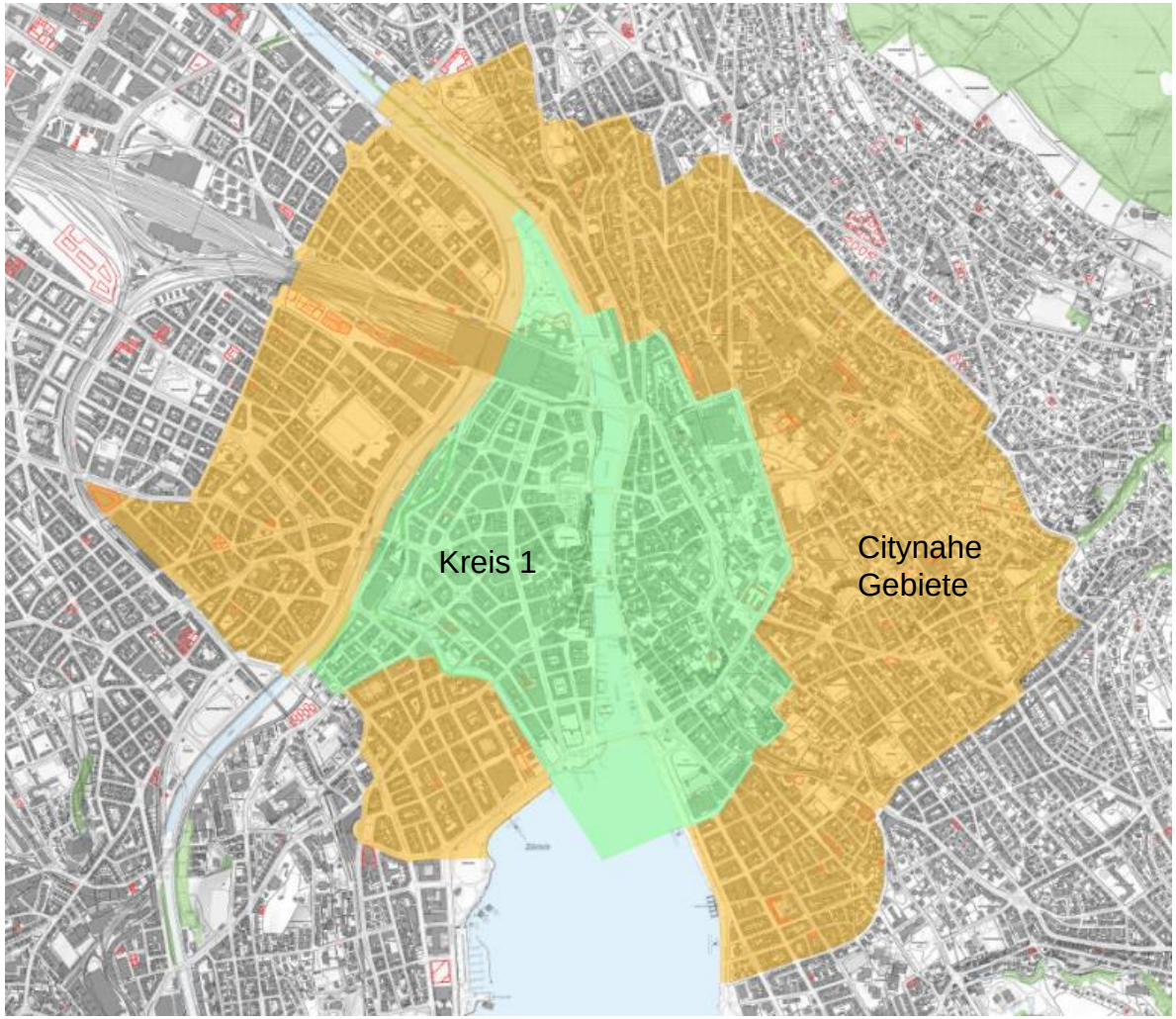
Christina Spoerry, Leiterin Stab Verkehr + Stadtraum

Mobilität und Räume für Menschen

Sechseläutenplatz – a historic place

Sechseläutenplatz – a new urban space

Historic compromise:
enables upgrad of spaces for pedestrians



- 1:1 compensation for street parking lots into underground car parks
- Upgrade urban areas in the city centre
- Reference: Number of parking spaces in the year 1990: ≈ 7600 parking lots

Sechseläutenplatz –
bevor and after re-organization and re-building

Theaterplatz/Sechseläutenplatz,
März 2009

Theaterplatz/Sechseläutenplatz, Februar 2014:
Umgestaltung Platz, Verlegung der Parkplätze ins Parkhaus Opéra

Münsterhof –
bevor and after re-organization and re-building

Münsterhof vor Umgestaltung: ein Parkplatz

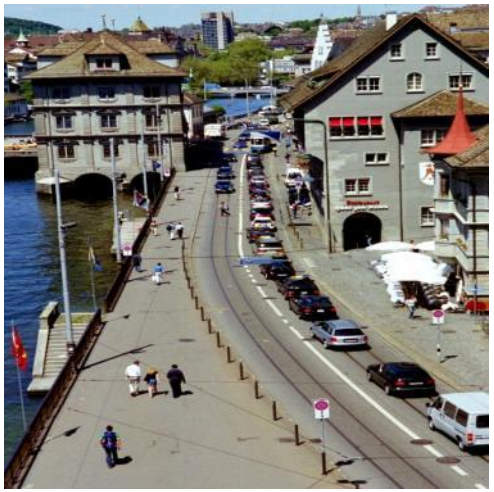
Münsterhof 2016: Umgestaltung Platz, Verlegung der Parkplätze ins Parkhaus Opéra

Re-Gaining and Upgrading of river area in the City

Parkdeck über der Sihl, 2004

Sihl, Mai 2005: Eröffnung Parkhaus Gessnerallee ermöglicht den Abbruch des Parkdecks über der Sihl und die Aufhebung von 250 Strassenparkfeldern in der Innnenstadt

Long planning processes



BEFORE

20,000 cars / day
950 cars / hour

AFTER

No through traffic

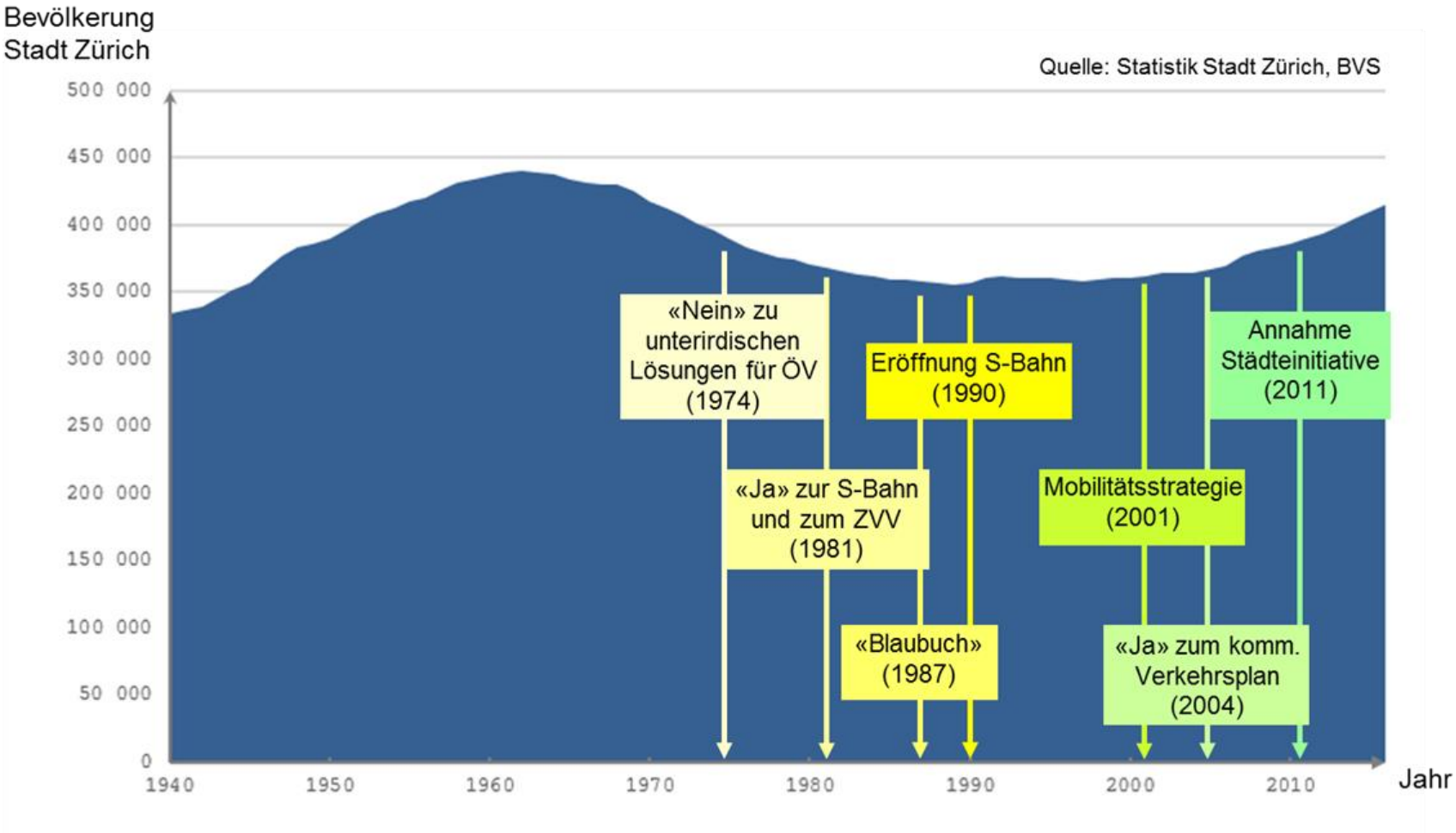
150 cars / hour

Limmatquai: 30 years

1963 First study for upgrading pedestrian zone
1987 Voters vote down two submissions for blocking the Limmatquai
1999 Voters accept the declassification of the Limmatquai
2002 Voters accept measures for bypass routes (CHF 1.75 million)
2003 Administrative Court denies appeal to stop the project
2004 Blocking of the Limmatquai for through traffic
2005 City Council approves financial commitment (CHF 14 million) for upgrading the Limmatquai
2006 Opening of the redesigned Limmatquai after nine months of construction

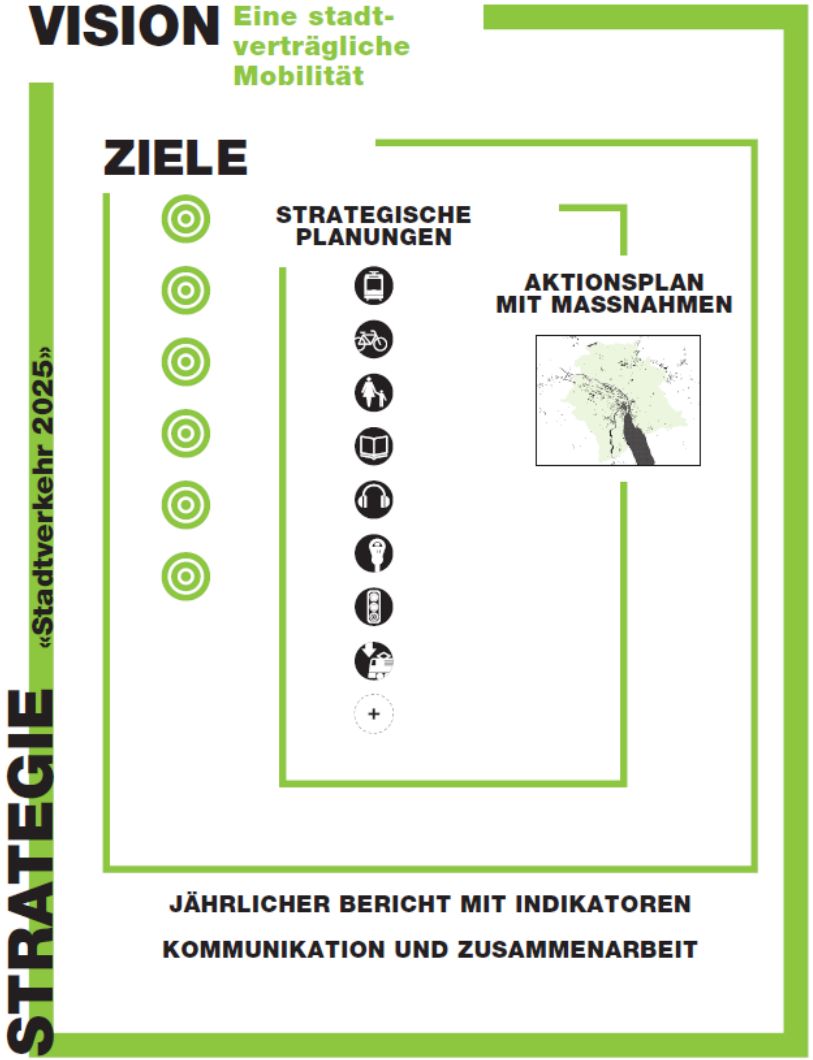
Mobility Strategy:
Based in the Past – Focused on the Future

Traffic Planning shapes Quality of Urban Life



Strategic Approach

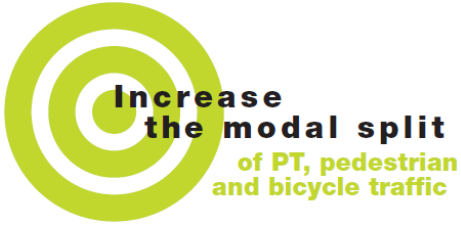
- Vision:
  Mobility compatible with the city
- Six goals set the targets
- «Strategic planning» concepts for all relevant themes are central components to implement the strategy
- «Plan of action» with specific measures to set priorities



Goals

Quantitative: 60 million additional passengers on the Zurich Public Transport (VBZ) Network by 2025; doubling of the number of trips made by bicycle by 2025.

Quantitative: The new construction and expansion of high-capacity and main traffic arteries is allowed only under the condition that this does not increase the capacity of the overall street network for motorised private transport; the number of parking spots is capped in the range of the historic compromise (status in 1990).



Quantitative: Increase the percentage of PT, pedestrian and bicycle traffic as a share of overall traffic by 10 points.

Quantitative: Reduction of CO_2 emissions by 2050 to one tonne per person per year.

Quantitative: In the City of Zurich in 2025, fewer than 1000 individuals will be injured in the street network.

How is the achievement of goals measured?

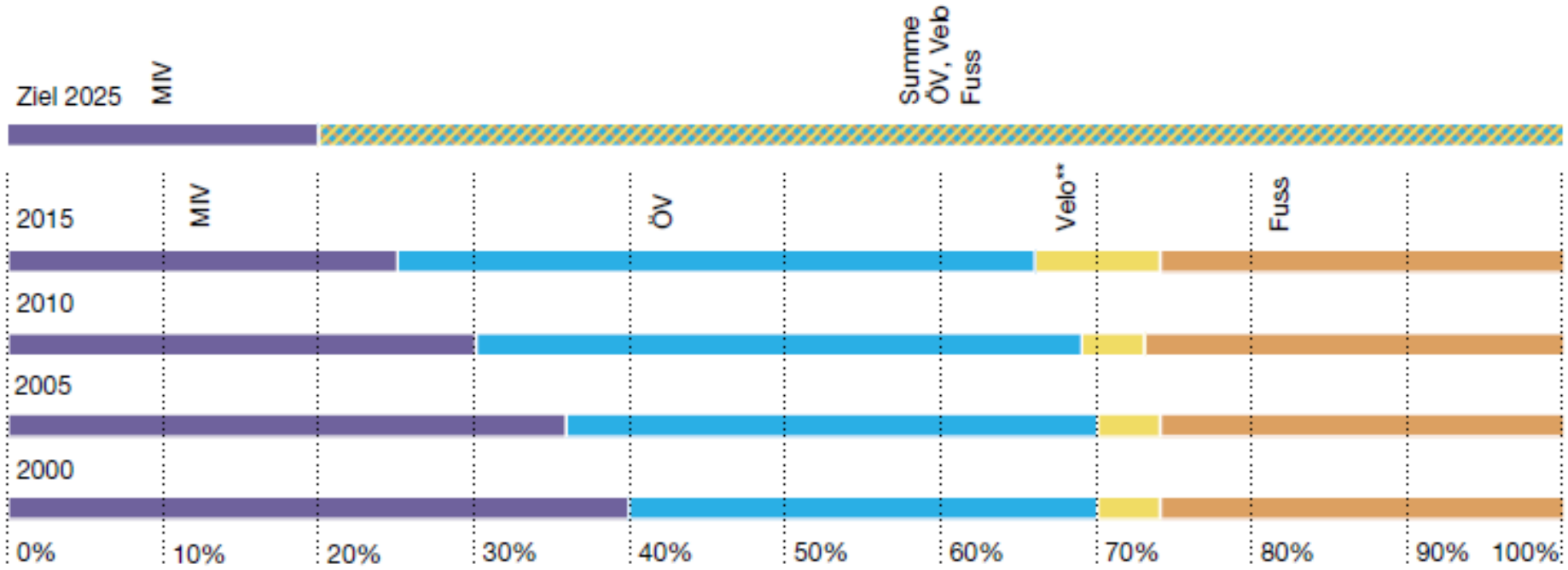
- 17 indicators follows the development of the programme
- Starting point 2012
- Annual reporting

Plan of Action

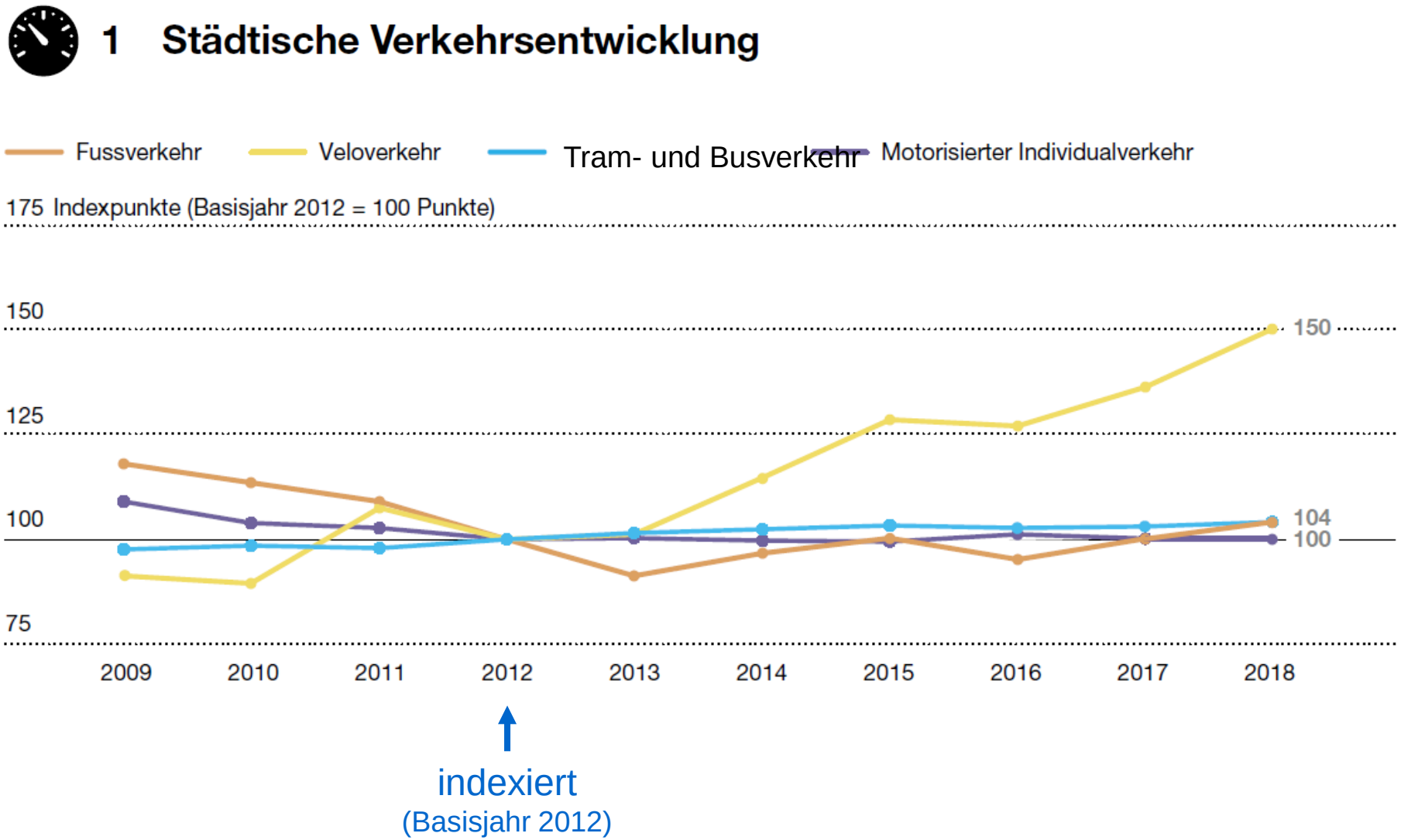
Ambitious goal to reach within 10 years

Municipal Code, Art. 124

The target is to increase the percentage of **public transportation, pedestrian and bicycle traffic** within the overall volume of traffic in the City of Zurich **by at least 10 percentage points within 10 years** after Art. 2^{quinquies} has gone into effect. Here the decisive factor consists of the routes travelled within the city limits as a part of overall traffic. To achieve this, the City of Zurich will take the necessary measures.



Traffic in the City of Zurich



Public Transport is the Backbone

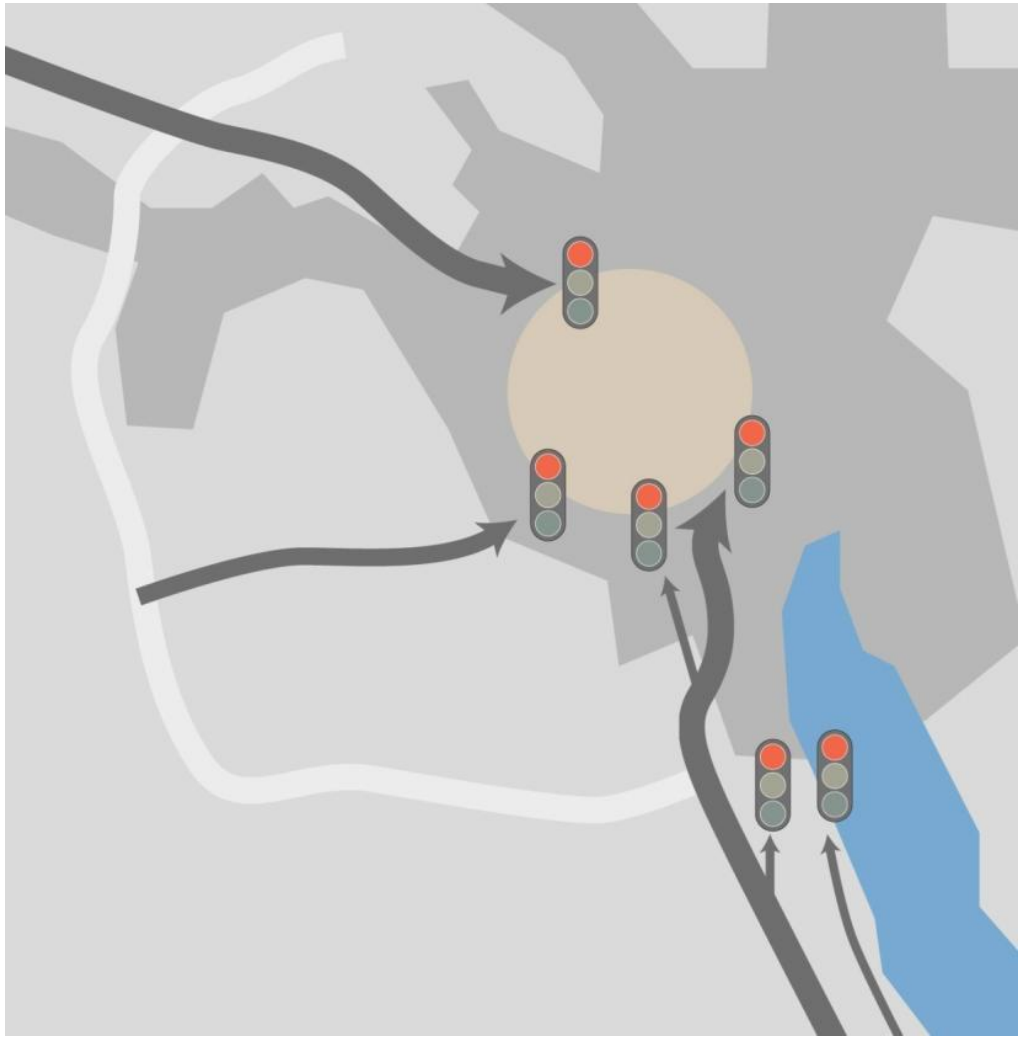
Durchmesserlinie, Bauarbeiten im HB Zürich

Einweihung Glattalbahn 3. Etappe am Bahnhof Stettbach, 2010

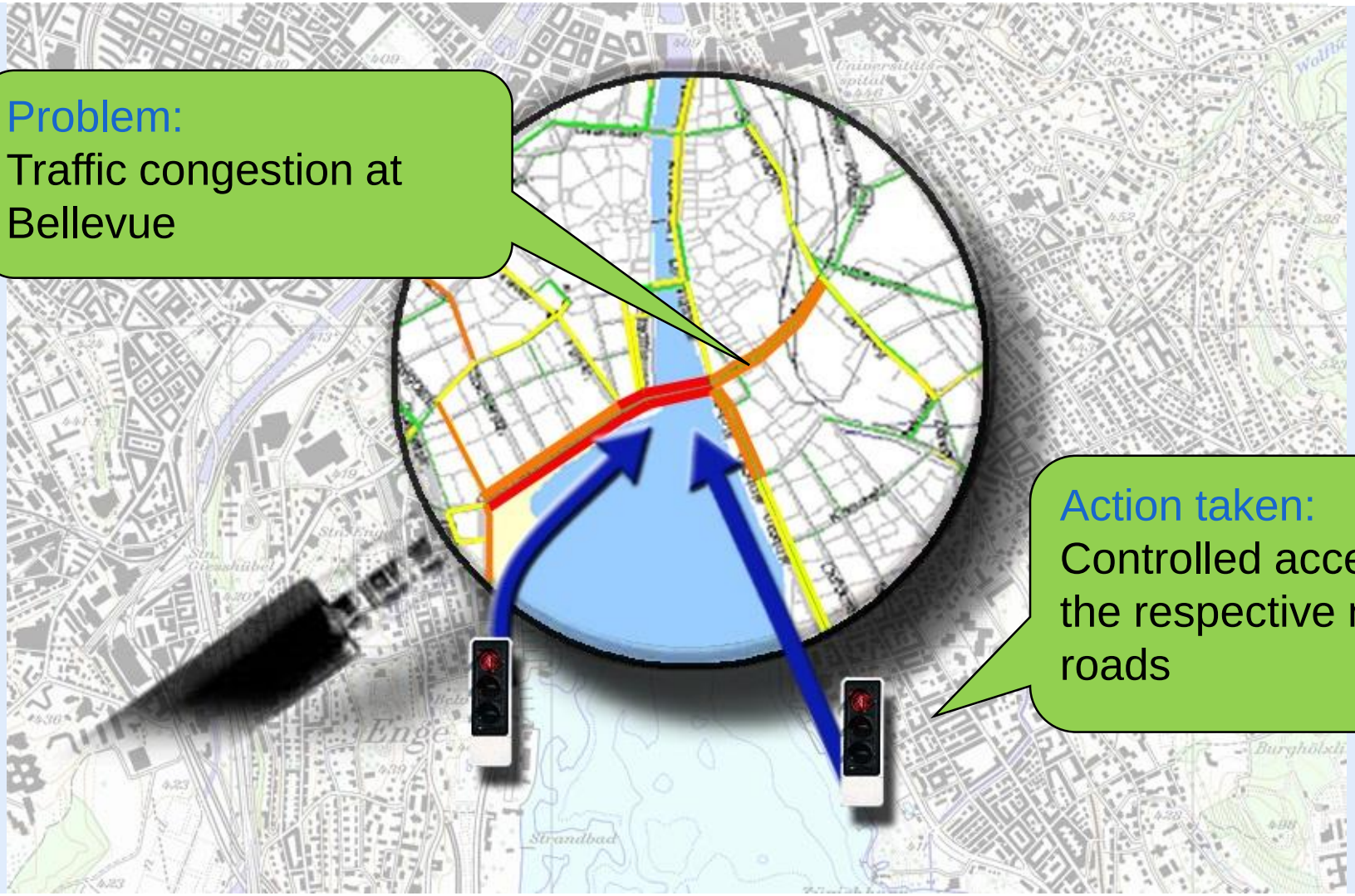
Tramverbindung Hardbrücke (Visualisierung), Inbetriebnahme 2017

- New tram lines connections to urban developement areas, e.g. Tram Zürich West, Glattalbahn, Limmattalbahn
- Suburban Railway System (S-Bahn): Continuouse Upgrade of Infrastructure; new station/tracks at Main Station Zurich
- Trams and Buses: Preference given to PT at traffic lights; separate lanes
- High quality service: Tight schedule; On-time performance; Convenience and simple accessibility

Traffic Management



Traffic management
Adaptive traffic management

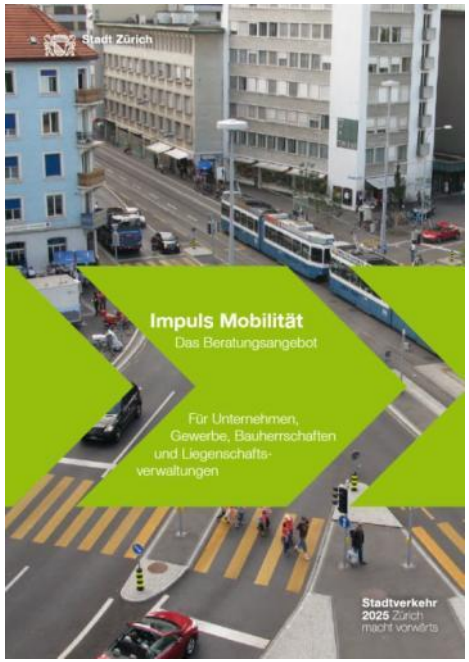


Speed reduction (30 km/h): Slow speed to inhance quality of live in neighborhoods (saftey, noise reduction,…)

Cycling

Mobility Management: Consulting and Education

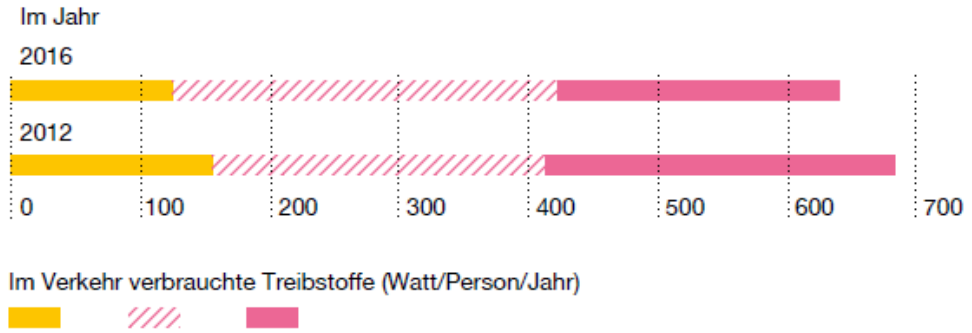
«Impuls Mobilität»
for companies, investors, real estate companies, …



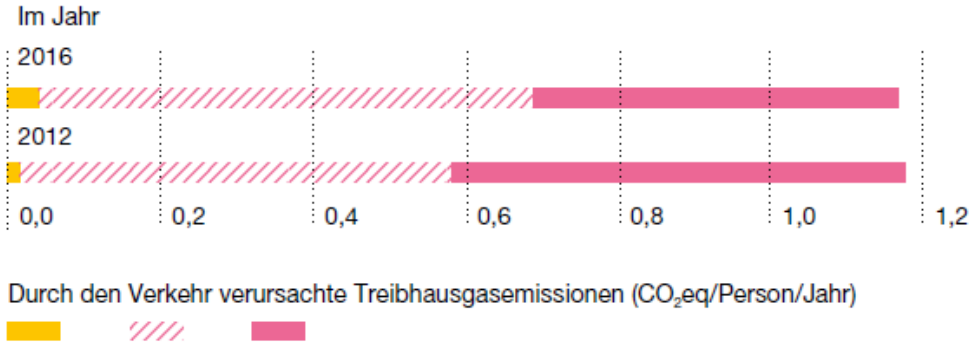
«Mobilität verstehen – MobXpert»
und **«Mobilität erleben»**
for schools and young adults

2000 Watt Society

11 Primärenergiebilanz – Detailbetrachtung Verkehr*



12 Treibhausgasbilanz – Detailbetrachtung Verkehr*



Goals:

Reduction of energy consumption to 2000 Watts steady state per person

Reduction of CO_2 emissions to one tonne per person per year

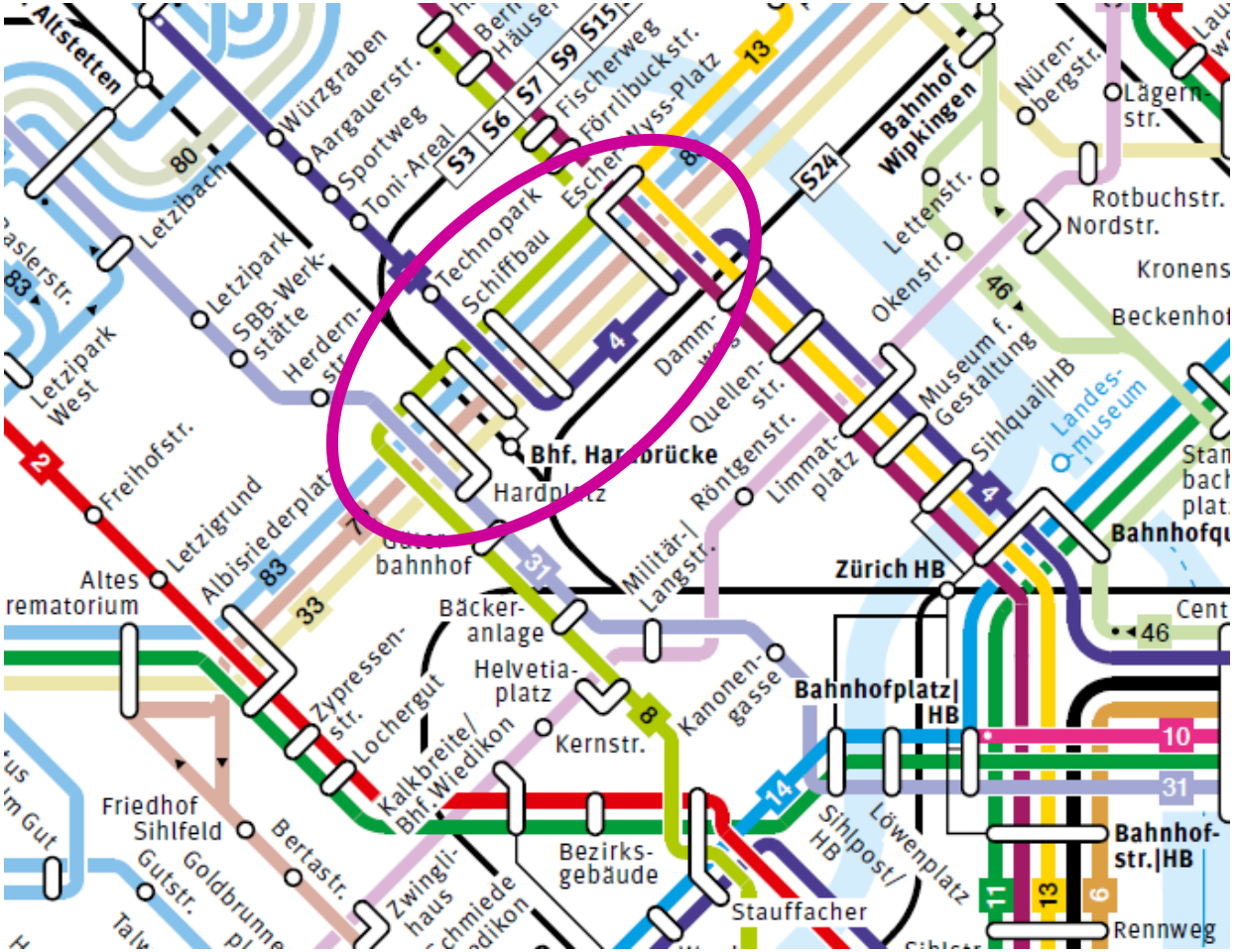
Source: Umwelt und Gesundheitsschutz Zürich, Unterwegs zur 2000-Watt-Gesellschaft, 2011

E-Mobility

- Beitrag zum Erreichen der 2000-Watt-Ziele und zur Reduktion der Luftschadstoff- und Lärmemissionen
- Verwendung von Strom aus erneuerbaren Quellen als Voraussetzung
- Trams und Trolleybusse erbringen bereits heute 83 % der Personenkilometer mit elektrischer Traktion
- Rasante Zuwachsraten bei E-Bikes
- Noch geringe Marktdurchdringung bei E-Autos

Hardbrücke

New connection: tram line 8 goes over the bridge



Hardplatz

- www.stadt-zuerich.ch/tiefbauamt
- www.stadtverkehr2025.ch