(No) stop at red lights?

How cyclists and passengers get along at Basel’s tram stops

VELO-CITY 2017, ARNHEM-NIJMEGEN
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Modal Share

- Car: 18%
- Walking: 37%
- Public Transport: 27%
- Bicycle: 16%

80% eco-friendly transport*

* figures rounded, inhabitants city of Basel, source: «Mikrozensus Mobilität und Verkehr», 2010
Transport Policy

Cantonal Constitution:
The government enables and co-ordinates a safe, economic, environmentally appropriate and energy-saving transport. Public transport is given priority.

Cantonal Cycling Masterplan:
Basel’s vision: Best cycling city in Switzerland within the next 10 years.
European Concept for Accessibility

- mandatory for 10%
- necessary for 40%
- comfortable for 100%
Target State vs. Actual State

- Tram tracks
- Kerb/tram stop

- Target: 27cm above and 72cm below
- Actual: 8cm above and 80cm below
Local Conditions
Local Conditions
Red Light Infringement

94%
Conflicts 6:00 - 20:00

- 1'400 passengers
- 700 cyclists
- 6 conflicts
- 0 reported accidents

- cyclists ≈ 1%
- passengers ≈ 0.5%
Perception of Safety

„I feel safe or rather safe.“

- cyclists  \(\approx 84\%\)
- passengers  \(\approx 66\%\)
Criterias

- **cycling route**, stop in lateral position
- available **width of 6m**
- or at least 5m if <500 pedestrians a day
- moderate **passenger volume <3‘000 a day**
Conclusion

pro‘s:
safe and comfortable for cyclist
barrier free access for all passengers

con‘s:
conflicts caused by cyclists
average perception of safety (passengers)

→ NOT a perfect solution – decision from case to case