



Department of Public Works and Transport

Canton of Basel-Stadt

(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



18%



37%



27%



16%

80% eco-friendly transport*

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



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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.



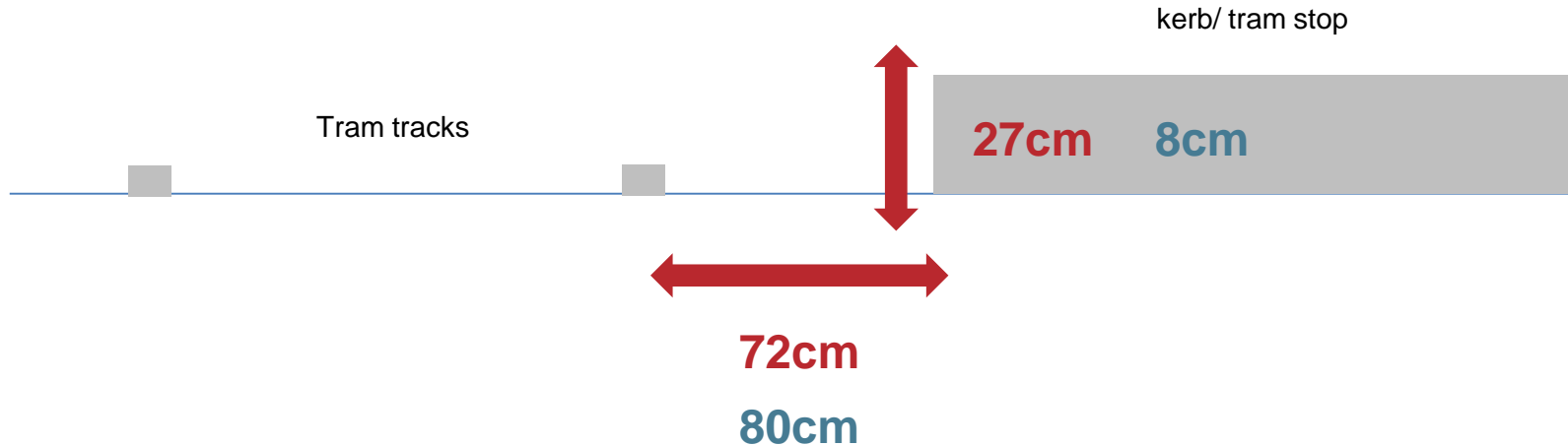
European Concept for Accessibility



- **mandatory for** **10%**
- **necessary for** **40%**
- **comfortable for** **100%**



Target State vs. Actual State





Local Conditions





Local Conditions





Red Light Infringement

94%





Conflicts 6:00 - 20:00

1'400 passengers



700 cyclists



6 conflicts



0 reported accidents

- **cyclists** $\approx 1\%$
- **passengers** $\approx 0.5\%$



Perception of Safety

„I feel safe or rather safe.“

- **cyclists** \approx **84%**
- **passengers** \approx **66%**





Criteria

- **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