Cycling and (or ?) Trams
Can we support both?

Experiences from Berne, Switzerland

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A few words about Bern…
A few words about Bern…

- Capital of Switzerland
- 130,000 inhabitants
- 150,000 commuters
A few words about Bern…

Not ideal conditions for cycling…

• Very hilly: many ups and downs
• UNESCO World Heritage
  ➞ cobble stones
  ➞ conservation is very important
Modal Split of trips

- 26% by public transport
- 12% by bike
- 32% by foot
- 30% by car
A few words about biking in Bern…

How we support biking

Departement for cycling and pedestrian traffic

• 2 persons
• 1.2 millions CHF per year

➢ The goal is to double the amount of biking
How we support biking in Bern…

*Increase the amount of public bike-parkings (now 10’000)*
How we support biking in Bern…

Open all one way streets for the bike-counterflow
How we support biking in Bern…

Bike «fast» lanes are planned – also with green waves for cyclists
How we support biking in Bern…

More clearly signed bike lanes
How we support biking in Bern…

A new cycling bridge over the Aare valley
How we support biking in Bern…

Public bike sharing system

soon also in Bern…
How we support biking in Bern…

**Public bike sharing system in Bern**
Will this be enough to double the amount of bike trips?

Could we do more?

And in which field?

Where is the most potential?
Some facts…

Money
for biking: 1.2 Mio/year
for public transport: 55 Mio/year

Public parking
for biking: 10’000 => 10’000 m²
for cars: 25’000 => 250’000 m²
What is the reason why you do NOT use your bike in the city?
Public transport is so good: 89 %

Rain and bad weather: 74 %

Car and motorbike is easier: 60 %

The bike gets stolen: 58 %

Afraid of falling and safety: 50 %

Don’t want to sweat: 45 %

Too many hills: 44 %
Excellent public transport system
Bern, as many other cities, planned (still plans) to expand the tram system.

The main discussions were: (and still are):

- Tram stops
- Tram tracks
- Traffic lights for trams
Tram stop – cycle way behind the tram stop:

- it’s going up, cyclists are slow
- works very well
- best case: but just in one spot in Bern (lack of space)
tram stops and cycling…

Tram stop – cycle way behind the tram stop:

- Example from Heidelberg in Germany
- Clearly divided between pedestrians and cyclists to avoid conflicts
tram stops and cycling…

Most tram stops:
- Not enough space behind the stop
- Bikes are on the road
- For handicapped people
  ⇒ high curbs necessary

Compromise:
Height curb: \( h = 24 \text{ cm} \)
Distance track – curb: \( d = 90 \text{ cm} \)
The distance is most important!
tram tracks and cycling…

Crossing the tracks can be very challenging for cyclists

⇒ No track crossing under 30 degrees

Solution:

⇒ Bikes go to the right to get a better crossing angle

– but not always possible
tram tracks and cycling...

⇒ Cyclists use the sidewalk
- No problems when there are not many pedestrians

Sometimes with a special traffic light for cyclists
special tracks and cycling...

Special tracks for bikes => System «STRAIL»

- No more grooves along the tracks
- Trial operation in Geneva
- Cyclists are happy with the system
- But the public transport tram company is not so happy…
- Until now limited range (only on straight tracks)
Roundabouts in Bern have traffic lights to speed up the trams

– Often cyclists have to wait without reason

– These red lights are not accepted by the cyclists

⇒ Passage for bikes

Works very well without problems
traffic lights and cyclists...

⇒ Cyclists and pedestrians have to wait a long time

Traffic lights for trams to speed up the public transport
traffic lights and cyclists...

...and wait and wait and wait...
traffic lights and cyclists...

...and then you go...

...but it’s still red
Conclusion

Promoting public transport is necessary and good
⇒ But don’t forget the cyclists 😊

...or...
Thanks for your patience!