

## Major Square Traffic Calming Program – Zurich

This program's objective is to improve livability in major squares while maintaining or improving their transportation functions. Zurich takes a comprehensive and multidisciplinary approach including:

- Improve operation of public transit by re-locating transit stops to more convenient locations, fine-tuning transit priority improvements as well as renewing track and signaling systems.
- Reduce street space while maintaining traffic capacity through careful channelization and traffic signal timing.
- Add traffic calming improvements including creating cul-de-sacs and building traffic tables to reduce and slow-down traffic entering the neighborhood streets.
- Improve bicycle and pedestrian connections through square.
- Expand sidewalks and add amenities such as trees, fountains, and benches.



Example: Zurich Schaffhauserplatz Reconstruction



Major roadway plan (left figure) from canton of Zurich conflicts with pedestrian-oriented zones (right figure: shaded) from city of Zurich.

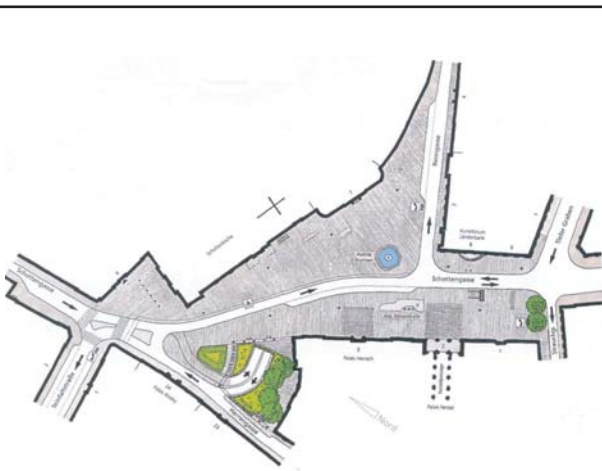
## Parking Control and Replacement Programs

All interesting and attractive cities have parking problems; one key to improving urban transportation is to control parking. All three cities have introduced parking control programs to reduce congestion, encourage environmentally friendly forms of transportation (e.g. public transit, bicycling, walking) and to increase livability. Controls include residential parking programs and parking fees. In many cities underground parking garages have been built as a compromise for removing surface parking to implement traffic calming or open space programs.



## Arterial Traffic Calming – Seftigenstrasse - Bern

The project included construction of traffic circles, a center median, narrowed traffic lanes, widened sidewalks, and careful transit station placement. Traffic moves more slowly through the area than before, but more efficiently. Traffic volumes and travel times have remained approximately the same before and after the project. The center median and adoption of shared (public transit and private traffic) lanes helped make it much easier for pedestrians to cross the street and consequently made the area more attractive for shopping. Pedestrian traffic increased by 11% and bicycle traffic increased 56%.



## Public Area Improvement Program – Vienna

Vienna's approach is similar to Zurich's and includes: careful traffic engineering to ensure that the transportation system continues to function well, high quality urban design, and attention to details. Many of the squares include improved access to public transit as well as underground parking – using a coordinated approach to reduce project costs and impacts.

