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## **"The better you ride, the more you walk The better you walk, the more you ride"**

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### **Abstract**

I am deeply convinced that the European idea of city life and urban quality is living and dying with the presence of pedestrian in the public space (homage to Jean Jacobs).

And we have to take in consideration from that point of view not only the city centre but the whole metropolitan area including “suburbia”.

We do need much more than one pedestrian focus area highlighting historical monuments, shopping, bars and action. What we need is a well designed network of pedestrian oriented focus areas, all over the city linked to walking-friendly facilities and very well interconnected with the stops and stations of public transports.

Based on the Swiss micro census 2000 we can give the following figures<sup>1</sup>:

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<sup>1</sup> other interesting figures based on Swiss Micro census 2000 average walking distance per year 623 km (of 14'000 km)  
people with car always available: 3 % walking in % of total yearly distance  
people who can organize a car: 5 % walking in % of total yearly distance  
people without car: 9 % walking in % of total yearly distance

one car trip generates 0.2 walking stages  
one public transport trip generates 1.8 walking stages

The relation is 1 : 9 and the synergy between walking and public transports is obvious. And as well the conclusion that the interfaces between the network of walking and the network of public transports and the level of quality (supplied) of the networks become critical.

That's why we have to take in consideration in all urban planning processes of all the levels in the urban area the focus areas and networks of both: walking and public transport. We can't limit pedestrian planning to just one focus area in the centre. And we don't have to be afraid to put some limits to car traffic in terms of speed, occupation of space and capacity.

We need area specific but coherent and citywide approaches. We have in a pragmatic way (but not oriented on a clear strategy) to catch every possibility to go ahead, even if the single steps are small.

Some examples to that:

Zurich Wollishofen: Rebuilding of tramstop "Morgental" 4 lanes to 2 lanes (cars behind tram) and more space for pedestrians.

Bologna: Commuter train system. Systematic access and interface program for 73 railway stations in the Province of Bologna.

Zurich West: Football Stadium and shipping mall: Reduction of car traffic with "limited car trip approach" (Fahrtenmodell) from 4.6 mio. trips/year to 2.5 mio. trips/year.

Zurich West: Pfingstweidstrasse: From Highway 3+3 lanes to boulevard 2+2 lanes with pedestrian crossings, tramway (with priority) and large walkway (10 m)

Zurich General: High level of supply and demand in public transports based on tram bus and commuter railway (S-Bahn). Modalsplit (main trip average year) 28% walking (stages 50%) 7% cycling 37% public transport 28 car and motorbike

## **Biography**

Willi Hüsler (1945)

Company: IBV, W. Hüsler AG – CH- Zurich

Certified Engineer Swiss Federal Technical University ETH/SVI

Advisory and research activities in the areas of traffic and municipal construction with emphasis on public transportation, freight transportation, and private traffic which is amenable to city life.

The most important activities of recent years:

- Advice / planning in Switzerland and Europe (Germany, Italy, Austria, Portugal)
- Chairman of the research activity COST C6
- Swiss Delegate in the COST committee “Urban Civil Engineering”
- Lecturer at the University of Venice and Rome