



## The “Velo-Offensive”

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## Berne - Bicycle capital of Switzerland

Dear people of Berne,

We are lucky to live in a city which is one of the cities with the highest quality of life in the world. Given the growth in population and traffic, a city-friendly mobility policy has top priority. This report shows how the Municipal Council intends to actively promote the bicycle alongside public transport and pedestrian traffic.

Berne is the capital of Switzerland - therefore it is only logical that our city should also lead the way on transport policy. The future belongs to cities with attractive public spaces – and those will be the pedestrian and bicycle cities. The bicycle is the ideal means of transport for the city. It is fast, cheap, good for the environment, keeps you healthy and represents an urban lifestyle. Our vision is a town where the bicycle is the obvious means of transport for children and young people as well as for older people.

By 2030, the Municipal Council intends to increase the proportion of bicycle traffic in the city to 20 percent. This aim is a quantum leap for Berne and requires a great common effort. And this is what the “Velo-Offensive” stands for. The gain in quality of life is worth this effort.

Berne, 2 December 2015



Ursula Wyss,  
Director for Civil Engineering, Transport and City Greenspace



## 1 Summary

The Municipal Council of the City of Berne wants to increase the proportion of bicycle traffic<sup>1</sup> from 11 to 20 percent in the year 2030. In order to achieve this, it has launched the "Velo-Offensive". Berne shall become the "bicycle capital" of Switzerland. The measures for promoting cycling should be better coordinated than they already are and combined with an effective programme, with the involvement of the population. Increasing the proportion of bicycles to 20 percent is a quantum leap, which requires the use of all synergies.

The strategy and the measures of the “Velo-Offensive” were initially compiled in a cross-directorate administrative process. In a second phase it will be further developed in a broad participation process and gradually implemented.

This report shows what the “Velo-Offensive” is, what internal preparatory work has already been done and how the Municipal Council perceives the continuing process. The report serves as the basis for political debate in the Municipal Council<sup>2</sup> and the planned participation process outside the administration.



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<sup>1</sup> The percentages refer to the modal split share of the *city traffic* (i.e. the number of journeys made by the city population broken down according to modes of transport; the expression is to be differentiated from the expression "total traffic", which refers to all journeys made in the city area - that is also by commuters).

<sup>2</sup> The Municipal Council handles the implementation programme for pedestrian and bicycle traffic promotion (RFFV) and decides on major individual measures (measures > Fr. 150,000.00).

## 2 Introduction

The city of Berne has an excellent and highly demanded public transport system. On the other hand, the proportion of bicycle traffic has persistently stayed at approximately 11 per cent<sup>3</sup> for years. Because public transport is reaching the limits of its capacity at peak times, alone it can not sustainably and in a city-friendly way meet the increasing need for mobility<sup>4</sup>. For this reason, most of the expected additional traffic needs to be absorbed by the bicycle. In 2030 the proportion of bicycle traffic in the city of Berne should be about 20 percent.

This is an ambitious target. But it is feasible, as examples from other cities show. Copenhagen managed to increase the proportion of bicycle traffic from 30 percent to 36 percent in six years, despite adverse conditions (wind, weather, increasing number of car owners, opening of a new metro). Munich almost doubled its proportion of bicycle traffic within 10 years. Even in major American cities such as New York, where until recently no one would have thought it possible, the bicycle is today an integral part of the cityscape.

The cities have one thing in common: they all have a strong political will to create a better quality of life, more safety in the urban environment and a health-oriented lifestyle. And everywhere, the increase of the proportion of bicycle traffic went hand in hand with the blossoming of an actual "bicycle culture". Based on the experiences of these and other cities, the Municipal Council therefore wants to break new ground beyond "classical" infrastructure support (bicycle routes, bicycle parking, bicycle rental system, etc.).

The greater involvement of the population, a stronger focus on services and support measures related to cycling and bicycle promotion among children and young people are crucial in addition to the improvement of cross-administrational co-operation. Bicycle promotion among children and young people is of particular importance, because for quite some time now, bicycle usage has been declining among this important target group.

The “Velo-Offensive” will not only solve challenges of traffic policy: Cycling is also health-promoting and thus takes into consideration a social trend. 30 minutes of daily activity already reduces the risk for a multiplicity of common health problems. Anyone who regularly uses a bicycle in everyday life does not then have to sacrifice valuable leisure time for their health.

Chapter 3 of this report outlines the strategy for making Berne the "bicycle capital" of Switzerland in 15 years. Chapter 4 summarises the internal administrative preparatory work already carried out. Chapter 5 outlines the next steps, namely the inclusion of the population within the framework of a participation process. Chapter 6 discusses the “Velo-Offensive” action planning. Chapter 7 addresses the financing. In the Appendix to this report, there is a full supplementary compilation of the current and planned activities of the “Velo-Offensive”.

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<sup>3</sup> Cf. Footnote 1

<sup>4</sup> The draft for the 2nd Regional Total Traffic and Settlement Concept (RGSK) for Berne-Mittelland (report from 9 April 2015) expects a total traffic increase of almost 20 percent in the period from 2012 to 2030.

### 3 On the way to the "Bicycle Capital"

#### 3.1 Initial position

Berne is still far from being a "proper" bicycle city - let alone the "bicycle capital" of Switzerland. In spite of the fact that the people of Berne spoke out in favour of a reinforcement of pedestrian and bicycle traffic in 1999 with the adoption of the regulations on the promotion of pedestrian and bicycle traffic (RFFV), and meanwhile numerous individual measures have been implemented. And even though the City Council has since adopted numerous proposals for more bike-friendly policies and also the Municipal Council has repeatedly spoken out in favour of it in its legislative policy.

The initial position is paradoxical: Berne is actually an ideal city for cycling. The distances are short. In inner-city traffic, the bicycle is often the fastest and most efficient means of transport. The urban landscape is attractive and encourages you to cycle.



The hills are manageable. In any case, they are no greater obstacle to cycling than the strong winds in the traditional cycling strongholds of Copenhagen or Amsterdam. Even the weather tends to be better than in many cycling cities, with an average of 126 days of rain per year.

Yet what Berne is missing is the implicitness of cycling. Only a few people in Berne regularly use their bicycle for the journey to work, to school, to university, when going shopping or going out. According to a survey, a whole 52 percent of the population never travel by bicycle in the city. Overall, only about 11 percent of all routes are travelled by bicycle - although one-third of all travelled routes are under 3 kilometres, so in the best cycling distance.

There are many reasons for the self-imposed abstinence of many potential cyclists. There are subjective and objective reasons, simple and less simple, sound and less sound. There is no lack of analyses and studies that explain why the bicycle is *not* used. What is missing is an effective overall policy that leads *more* people to use bicycles.

In short, the situation today can be summarised as follows: One section of cyclists - the experienced cyclists, including the "wild" ones who barely abide by traffic rules - has "fought" for its place in city traffic, sometimes also at the expense of an orderly, respectful and relaxed coexistence. Other potential cyclists - from the careful to the "anxious" cyclists, including many families with chil-

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dren or senior citizens - still too often feel uncomfortable and insecure in today's citytraffic<sup>5</sup>: From the perspective of surveyed respondents, the high accident risk is one of the most mentioned reasons for the abandonment of cycling.

The cycling infrastructure was not able to keep pace with the demands on a bicycle-oriented culture of mobility. There are no consistent, safe and attractive inner-city cycling connections; there is a lack of parking facilities, notably in the area around the railway station. The daily "battle" has partially damaged the image of cyclists among the remaining traffic users (pedestrians, car drivers, public transport staff). The poor image in turn hinders the emergence of a cycling culture which would incorporate the bicycle as the implicit means of transport for young and old in all life situations.

Measures to improve the situation for cyclists are seen as incoherent and uncoordinated - sometimes there is talk of it being a "patchwork". Promoting cycling, according to the frequently heard accusation, is only a sideline issue in day-to-day administration and is treated as a downstream "technical" problem. The fact is: A cross-directorate and cross-administrational focus on a common goal is missing and the interplay of regulatory measures and private commitment is only in its infancy.

With the "Velo-Offensive", this starting position, which is showing a downward spiral despite well-intentioned ideas, will be broken down and a trend reversal brought about. And new paths will be beaten. In addition to the previous focus on infrastructure and development measures - which gain importance against the background of the desired shift - the focus will be on interdisciplinary cooperation of the administration, the involvement of the popula-

tion and the promotion of a Bernese bicycle culture. These are aspects that have proved to be key factors for increasing the proportion of cyclists in successful cycling cities. In particular, it is important to persuade children and young people to increase their bicycle use. Bicycle use has been declining in this target group for quite some time - a trend that it is important to break.

A first step was made with the launch of the internal administration process in the autumn of 2014. Now, the "Velo-Offensive" will be brought to the outside world. Along with politics and the population, a broad-based programme for promoting cycling in the next 15 years will be formulated.



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<sup>5</sup> The division of cyclists into the "experienced", "wild", "careful", and "anxious" cyclists harks back to a study by the London Department of Transport from 2010, which investigated the behaviour of cyclists in both the urban and rural environment.

### 3.2 Initiatives of the “Velo-Offensive”

Berne should invite you to cycle. Beyond those circles that already today regularly ride bicycles, new target groups who previously did not use the bicycle as a daily means of transport should increasingly be encouraged to cycle. The people who are already regular cyclists should also not be neglected, but rather be able to benefit just as much from the development of the infrastructure and new services and support measures.

#### Promoting a sustainable mobility culture

The umbrella initiative of the “Velo-Offensive” is the development of a sustainable mobility culture. This requires measures aimed at the inclusion of population and traffic users, in addition to tangible improvements in the area of infrastructure and an attractive range of services around cycling.

Many proposals for action from the administrative internal working groups are heading in this direction - such as the "Cycling and mobility culture" work group managed by the urban environment office or the "bicycle and public transport together" work group in cooperation with Bernmobil. They range from training, awareness-raising activities for the co-operation of cycling and public transport, to the promotion of the image and attractiveness of bicycle riding, to a "cycling initiative" modelled on successful cycling cities<sup>6</sup>.

#### Attractive and safe bike transport infrastructure

Notwithstanding the importance of communicative action: A sustainable change in the culture of mobility can not be achieved this

*alone*. Without safe and attractive bicycle routes, sufficient parking opportunities, supporting services and other offerings around cycling, communicative efforts are misguided.

The improvement of the infrastructure remains the central concern of the urban cycling promotion policy. The vision of the “Velo-Offensive” provides for a generously built, consistent, safe and attractive network of bicycle links in Berne, from and into the centre and between the districts. Images from other cycling cities such as Copenhagen, Munich and Amsterdam awaken associations with wide bicycle boulevards in the most attractive settings, continuous bicycle lanes for fast commuter traffic with consistent cycling priority and generously-sized bicycle lanes, three meters wide, and more.



<sup>6</sup> In a survey in Munich, 13 per cent of those interviewed identified the campaign as the reason why they use the bicycle more frequently than in the past. In Heidelberg, 80% of respondents rated the local campaign as "good" to "very good".



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For such visions also to become reality in Bern, there need to be coordinated efforts. Experience shows that changes in the transport infrastructure require patience. It is all the more important that the "Velo-Offensive" focuses not only on the "big hit", but at the same time quickly and pragmatically provides for continuous improvements.

In the internal administrative work, therefore, the emphasis was not only on the long-term planning, but also quickly actionable measures. Ad hoc measures will not be sufficient to achieve the shift target. A broad-based long-term programme is needed. The key features of this programme are outlined in this report and will be clarified now in the next phase, taking into account policy and population and condensed into an actual overall policy.



### **The vision: Berne as the "bicycle capital" for everyone**

The vision for the "Velo-Offensive" sees Berne as the "bicycle capital" of Switzerland. The bicycle is recognised as an effective pillar of urban mobility and will be funded accordingly. In 2030, the proportion of bicycles in urban traffic shall be 20 percent. You can get an idea of the vision from the following pictures:

- The bicycle is omnipresent in the streets. Cyclists populate the urban landscape throughout the year. Both residents of Berne and visitors perceive Berne as a distinctive bicycle city. Berne encourages people to cycle.
- Cycling in the city of Berne is fast, easy, and equally safe and attractive for experienced as for less experienced cyclists. Parking is possible without any problems. The cycling infrastructure is accordingly developed (attractive, safe and consistent cycle routes, sufficient parking facilities).
- There is a respectful, relaxed co-existence of all road users. Cyclists enjoy a positive image, are welcome, and not just tolerated. Also weaker road users - pedestrians and inexperienced cyclists - feel safe and secure on Berne's streets.
- The bicycle is the obvious means of transport for young and old, in all walks of life. The residents of Berne cycle to work, University, shopping, to concerts, to the nursery and when going out. The bicycle is part of the Bernese lifestyle. Cycling is fun, healthy, "cool" and saves money.

### 3.3 Key activities of the “Velo-Offensive”

The “Velo-Offensive” is both a strategy and a programme for the promotion of cycling over the next few years: It outlines a vision ("bicycle capital Berne"), formulates a specific objective (20 per cent traffic share for bicycles by 2030) and shows how the goal can be achieved with co-ordinated action.

The “Velo-Offensive” is based on bicycle promotion in accordance with the regulations for the promotion of pedestrian and bicycle traffic (RFFV), however understands these to be part of an overall programme. The programme is based on the experiences from other cycling cities and includes the following key points:

1. **Infrastructure:** the right "hardware" - a safe and attractive bicycle transport infrastructure is the prerequisite for getting more people onto bicycles. Infrastructure quality affects people's attitudes and behaviour, and promotes the co-existence of road users - if it is consciously structured. A bicycle-friendly transportation infrastructure is the physical embodiment of an active cycling culture.
2. **Services and support measures:** They make cycling more convenient and more attractive. They facilitate the transition for potential cyclists and are a demonstration of respect to regular cyclists. Overall they contribute to creating a vibrant bicycle culture in Berne.
3. **Children and young people:** Bicycle use by children and adolescents has fallen sharply in recent years. At the same time, this group is actually the future of cycling: If the proportion of bicycle traffic is to be increased in the longer term, future generations need to be introduced to cycling early and be "committed" to it for the long term. Therefore, promoting cycling among children and adolescents within the context of the cycling campaign is one of its main priorities.

4. **Bicycle culture:** Investment in infrastructure alone is not enough. Only a vibrant cycling culture makes a bicycle-friendly city a real "cycling city". Together with a good infrastructure the bicycle culture is at the beginning of a change towards an overall sustainable mobility culture.

An important part of bicycle culture is the respectful, relaxed co-existence of road users. Promoting bicycle culture is an independent key focus of the “Velo-Offensive” and makes a substantial contribution to achieving the shift target.

5. **Role of the administration:** The interdisciplinary, cross-directorate planning and implementation of measures to promote cycling and the perception of leadership and role model functions are key factors for a successful promotion of cycling. They also guarantee the quality, efficiency and effectiveness of the measures and have an impact on the attitude and behaviour of the population.
6. **Inclusion of the population:** The inclusion of population and stakeholders is essential for an effective promotion of cycling. It improves not only the quality and effectiveness of measures, but also promotes their acceptance, and contributes to building a vibrant bicycle culture.

In order for the “Velo-Offensive” to achieve its goals, it needs concerted action in all priority areas, whereby, judging from the experiences of other cities, the inclusion of the population plays an important role.

### 3.4 Implementation of the “Velo-Offensive”

The “Velo-Offensive” will be implemented in three phases:

- **Phase 1** was initiated by the Municipal Council in October 2014 and has meanwhile been completed. In addition to internal preliminary administrative work, it especially included the improvement of internal administrative co-operation. This co-operation in the form of cross-directorate working groups will also be continued in the second phase.
- **Phase 2**, which lasts from autumn 2015 until the end of 2017, includes on the one hand the implementation of the emergency measures defined internally by the administration. On the other hand, the external participation process takes place in this phase, with which the population is included in the design of the “Velo-Offensive”. This is an intensive phase, during which the broadly outlined long-term programme of future bicycle promotion will be clarified and consolidated. The result is a technically and politically broad-based programme of measures for the period until 2030 - an actual overall policy. Measures should also already be implemented at the same time. These concern projects that are already planned, such as the first bicycle main routes, the new bicycle stations, the bicycle rental system or specific improvements within the framework of the promotion of pedestrian and bicycle traffic in accordance with RFFV. In addition, the respective decisions of the financially competent institution are required.
- **Phase 3** starts from 2018. It marks the end of the intensive phase and the beginning of the "courant normal" - the implementation of the long-term programme aimed at achieving the shift target of 20 percent bicycle share by 2030. The Municipal Council shall decide on the initiation of the long-term measures at the end of phase 2.



## 4 Internal administrative preparatory work

### 4.1 Analysis of the initial position

In the first half of 2014, the Directorate for Civil Engineering, Transport and City Greenspace conducted an analysis of the present situation in relation to bicycle traffic in the city of Berne, and in it outlined the vision and objectives for the direction of cycling promotion policy over the next ten to fifteen years<sup>7</sup>. An increase in the share of bicycle traffic in the city to 20 percent by 2030 is formulated as a target.

The target value is derived on the one hand from transport political necessity, to absorb the additional traffic forecast as a result of the expected population growth. On the other hand the target is based on an assessment of the untapped potential, if successful, for encouraging still largely "bicycle-abstinent" target groups to increase their use of bicycles as a daily means of transport.

Bicycle promotion should no longer - as is sometimes the case these days - be perceived as “random”, but rather be at the centre of inter-agency administrative thinking and, by involving politics and population, be developed into general policy and implemented.

### 4.2 Internal administrative kick-off

The Municipal Council of the city of Berne acknowledged the strategic planning of the “Velo-Offensive” at the end of 2014. In this context, it approved proposed approach according to which the

“Velo-Offensive” was first to be consolidated in an internal administrative, cross-directorate process (phase 1), before launching the external process involving broad segments of the population (phase 2).

### 4.3 Workgroups

In the winter period of 2014/2015, various cross-directorate workgroups were launched under the auspices of the Directorate of Civil Engineering, Transport and City Greenspace (transportation planning), which dealt with the promotion of bicycle traffic



<sup>7</sup> “Velo-Offensive”. First step: Administrative internal process; Basis for discussion" (available at [www.bern.ch/velo-offensive](http://www.bern.ch/velo-offensive))

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from different points of view. The workgroups will also continue to exist in the external phase of the "Velo-Offensive".

It will be their task to prepare the themes and activities involved in the public participation, as well as integrate the feedback from the participation into the future administrative work.

The designation and composition of the working groups will shape the main areas of the "Velo-Offensive" - not yet fully defined at the beginning of the process. The working groups have partly emerged from ongoing co-operations and planning. Thus the topic of cycling and public transport has already been addressed in a joint workgroup of Bernmobil and the city of Berne and now continued in this new framework. The same applies to the workgroup "bicycle routes".

Hereafter, the workgroups and their activities will be briefly introduced. The new measures drawn up by the workgroups have been included in the list of measures of the "Velo-Offensive" (see Appendix). More detailed summaries of the work and results of the individual workgroups can be found in a synthesis report on the internal administrative process<sup>8</sup> as well as in the final reports of the various workgroups<sup>9</sup>.

The intermediate results of the workgroups were presented and discussed at regular internal administration midday events. This facilitated the exchange of ideas and the mutual understanding of the objectives of the "Velo-Offensive".

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<sup>8</sup> "Preparation for the "Velo-Offensive". Synthesis report of the internal administrative process" (report of the "Velo-Offensive" steering group of July 2015, available on [www.bern.ch/velo-offensive](http://www.bern.ch/velo-offensive))

## The "cycling and mobility culture" workgroup.

The "cycling and mobility culture" workgroup is under the leadership of the Office for the Environment (Directorate of Security, Energy and the Environment) and includes among others representatives of transport planning, the Mayor's Office, the Office for Sports and Bernmobil. The workgroup has dealt with the question of which factors encourage a sustainable, bicycle-friendly mobility culture and develops concrete proposals for action based on this.

The workgroup identifies three "pillars", on whose success a successful bicycle promotion depends:

- People, with their preferences and their behaviour: Cycling should be experienced as part of a modern, progressive lifestyle. The communication will convey appropriate positive messages.



<sup>9</sup> Final reports of the workgroups (available on [www.bern.ch/velo-offensive](http://www.bern.ch/velo-offensive))

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- The infrastructure: The infrastructure needs to be developed. Cycling must be quick and convenient, safe and attractive, parking must be possible without any problems. The development of the infrastructure should have value added through communication.
- Co-operation: a relaxed, respectful co-existence is the foundation of a sustainable mobility culture, cycling must acquire a positive image.

Based on their analysis, the workgroup developed a variety of proposals for action which should promote the development of a cycling and mobility culture in Berne. Thereby the role model function of the administration is of great importance. Proposals are aimed in this direction, such as the establishment of an internal administrative cargo-bike system, the commitment of the Municipal Council through "Bike-to-work" or raising awareness among their own employees. In addition measures were also considered that reach the general public and are aimed at a long-term change in the culture of mobility.

In its conclusion, the workgroup indicates that a culture can neither be prescribed nor brought about quickly. Berne, however in the opinion of the workgroup, offers ideal conditions for the emergence of a genuine Bernese bicycle culture. But a lot of patience, and a good interaction between measures in the field of infrastructure and communication are needed.

### The "services and support measures" workgroup

The workgroup under the direction of the Office of Sport comprises members from various administrative areas, including the Office for Education, Youth Welfare Office, health service, transport planning, centre for integration and Bernmobil.

Even before the theme "services and support measures" is analyzed, the workgroup notes that as a prerequisite for all further

measures, the cycling infrastructure must be improved and greater road safety must be created. Only building on this, can services and support measures achieve their full impact.

In the short term the workgroup sees great potential for measures aimed at the employees of the city. There, with relatively little effort, a lot can be achieved with measures that serve to appreciate cyclists, with communication measures, with improving "own" infrastructure (parking, showers, changing cabins) and targeted services.

Also, certain services can easily be made available to other groups, including school children, young people, the migrant population, senior citizens, to the entire city population. The proposed measures are mainly aimed at encouraging would-be cyclists and beginners. Thereby, children and young people are a priority target group, because bicycle use has been declining among them in recent years. In order that a proportion of bicycle traffic of 20 per cent can be achieved by 2030, a trend reversal in this target group is necessary.



One service that will play an important role in the future is the planned bicycle rental system. The City Council granted a planning loan in July 2015 and subsequently, the contract for the operation of a bicycle rental system was able to be publicly advertised. If everything goes according to plan, the rental system can begin operation in 2017.

### The "bicycle routes" workgroup

The bicycle network of the city of Berne will be gradually expanded and optimised. To this end, a feasibility study "Bicycle main routes with a higher standard" was carried out in a working group under the auspices of the Office of Civil Engineering<sup>10</sup>. The future network will, in addition to the radial routes examined in the study (connections between the centre and all districts), also contain tangential connections and routes away from the main traffic routes and thus create ideal conditions for safe and attractive cycling.

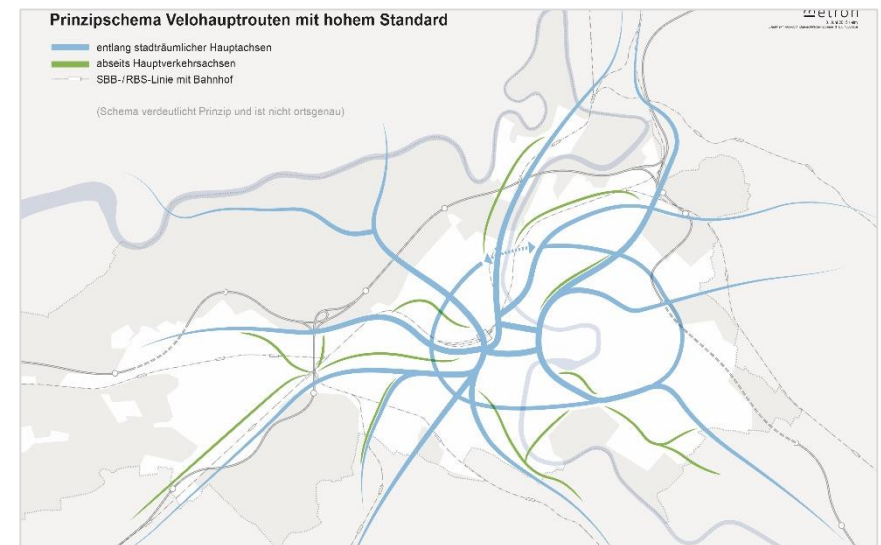
The planned network expansion is based on the applicable cantonal and regional structure plans, and is also included in the current draft of the regional settlement and overall traffic concept RGSK II and the key documents of the city development concept STEK 2015. The bicycle main routes should have the following characteristics:

- Consistency: coherent and uninterrupted infrastructure
- Directness: direct link between destinations
- Attractiveness: focus on memorable and attractive urban spaces (no "back roads")
- Demand: well-known and well used routes
- Objective and subjective safety: as a basic requirement for all routes.

<sup>10</sup> available at [www.bern.ch/velo-offensive](http://www.bern.ch/velo-offensive)

The "Wankdorf main cycling route" is planned as the first key project. It should go into operation by the middle of 2016. The City Council adopted a corresponding loan application in October 2015. Now more bicycle main routes are planned and prioritised under the auspices of traffic planning. There are also ongoing talks with neighbouring communities, to ensure an optimum connection to their bicycle network. From the work in progress, more loan applications will follow in due course.

The planned pedestrian and bicycle connection Breitenrain-Länggasse plays a central role, closing an important gap in the regional and urban cycling network. This is a project under the auspices of the Office of Civil Engineering. The major bicycle links via Bahnhofplatz, in particular the network gap between Schauptatzgasse and Bubenbergrplatz, as well as the Bubenbergrplatz-Hirschengraben area, will be improved within the framework of the project Future Berne Station (ZBB). The Municipal Council aims to realise the majority of the future cycling network by 2030.



### The "Bicycle parking" workgroup

The situation concerning bicycle parking will be a challenge in light of the increase of the proportion of bicycles in the City of Berne. There are already today around 1,000 parking spaces too few in the area of the station: 3,500 parked bicycles<sup>11</sup> stand against approximately 2,500 parking spaces. According to the forecasts of the city development concept STEK 2015, the demand will significantly increase until 2030. With it the ongoing expansion project of the railway station (Future Berne Station (ZBB)) is also required. In the area of the station, the situation is especially precarious, but also elsewhere, in the old town or in the districts, the situation is not optimal. The creation of additional bicycle parking spaces as soon as possible is therefore a high priority.

For this purpose, the subject was addressed within the framework of an own, cross-directorate workgroup. Under the direction of Transport Planning, the City Planning Office, the Civil Engineering Office (including overall co-ordinator for the city in the ZBB project), the cantonal police, Bernmobil and the management of the bicycle stations of Berne were represented in the workgroup. The workgroup had to deal with complex conditions and conflicts of interest with regard to the use of space. It thereby concerns the question, among other things, of which applications, which benefit cycling, should have precedence in the context of the overall space utilization.

In dealing with the parking situation, the workgroup encountered difficulties with the area around Bahnhofplatz, because it has the most urgent need for action, but also the biggest challenges. Further areas of activity have been identified in the implementation standards for parking spaces, the conversion of car parking

spaces into bicycle parking spaces as well as the management of the parking areas.

There is consensus that solutions in the station perimeter are strongly linked to the utilisation concept of the station and to the ongoing ZBB planning. The station utilisation concept from 2008 regulates all uses in the perimeter of Bahnhofplatz. From the perspective of promoting cycling, the perimeter of the utilisation concept is today too narrowly defined. Also, bicycle parking is dealt with (too) little. A rapid revision of these rules of use therefore seems appropriate and should be addressed quickly within the framework of the "Velo-Offensive". In the meantime, there is a need for pragmatic, fast effective solutions, which are jointly developed and implemented by the administrative bodies concerned.

The ZBB-planning is important, because the creation of a sufficient number of underground parking facilities is only possible in



<sup>11</sup> In accordance with bicycle counting by the employees of the bicycle stations in the autumn of 2014. All the bicycles at the stations were counted, as well as on and around the parking spaces.



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this context - in close cooperation with the SBB, the RBS and the canton. The handling of this topic at a purely urban level therefore falls short.

The workgroup plans possibilities for action in various areas and proposes a series of corresponding measures for further development. They are partly inspection orders, and partly also pragmatic measures for improving the parking situation. The measures are to be substantiated and, if necessary, supplemented within the context of the external process.

### **The "technical, planning and legal aspects" workgroup**

This workgroup under the direction of the Civil Engineering Office deals with infrastructure issues on different altitudes. In addition to the Civil Engineering Office, the City Planning Office, Transport Planning, and Bernmobil are also represented in the workgroup. In addition, outside experts and experts on specific topics and issues were interviewed.



The activities of this workgroup are focused on one of the central issues of the "Velo-Offensive": How can a secure, fast, convenient and attractive cycling infrastructure be created in Berne, as much for the practiced and experienced cyclists as for the cautious, still to be persuaded target groups? To this end, it has created a comprehensive overview and carried out a thematic structuring, which serves as a basis for the elaboration of actual measures. The various topics were merged into seven thematic areas:

- A) Bicycle management / bicycle routes
- B) Cycle traffic and light signalling system
- C) Bicycle management at stopping points
- D) Bicycle-friendly tram tracks
- E) Bicycle-friendly kerbs
- F) Special rules for bicycle parking in the lower old town
- G) Legal bases

In particular the subject area "bicycle management / bicycle routes" includes aspects that are of great importance in the context of the "Velo-Offensive". One subject is the distinctiveness of the main bicycle routes. Cyclists and drivers of MIT should be able to recognise these routes equally well. Another issue is so-called "bicycle paths". These are high-quality routes off the main routes on district streets with a 30 kmh speed limit and limited priority for drivers coming from the right.

Such routes are important especially for inexperienced cyclists. In this context, the execution of a pilot study is planned in co-operation with the federal government. Other, security-related issues are cycling around construction sites, cycling when cars are turning off or the arrangement of the winter service (snow removal).

One particular subject area is the legal bases. The planning and design of the transport infrastructure is subject to a variety of regulations and standards. In light of the "Velo-Offensive", it is important to show, with which bases there is a need for modification

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or where modifications are at all possible. Within those ranges, where the basic conditions are unchangeable until further notice, the question arises as to what leeway there is for pragmatic solutions.

The topic "pragmatism in traffic planning" is every now and then a central aspect in the subject area "legal bases". In accordance with the assessment of the workgroup, today too often one tries to implement planning as "perfectly" as possible. This can paradoxically lead to the fact that ultimately solutions arise which are merely mediocre for everyone, while potentially very good solutions for the majority of the road users are made impossible. From the point of view of the workgroup, it is increasingly important to try out innovative and creative solutions, before the focus is set on comprehensive standardization and perfection. This applies especially at an early stage, as is the case in Berne, measured by the objectives of the "Velo-Offensive". It is important to create possibilities in Berne for testing solutions from other countries and cities, for example in the form of pilot projects, and to adapt them to the local conditions.

In summary, the "technical, planning and legal aspects" workgroup has dealt with an important cross-sectional field for the entire "Velo-Offensive". It has prepared an overview of the framework conditions and requirements for the "Velo-Offensive", outlined the need for action, and elaborated a programme for further action.

### **The "cycling and public transport together" workgroup.**

The efforts to improve the co-existence of cycling and public transport date back to the time before the "Velo-Offensive". Accordingly, the preparatory work is relatively well developed. The workgroup can rely on a comprehensive analysis of the situation, which shows necessity for action in the construction area and in the behaviour of road users (public transport staff and cyclists).

The workgroup proposes different measures aimed at raising awareness and behaviour of road users, including an awareness-raising campaign. This is intended to encourage a "defensive" traffic behaviour and understanding of each others perspective. For the planning of the awareness-raising campaign, the workgroup considers a participation would be meaningful for the situation analysis.



The workgroup focused on the co-existence of cycling and public transport. There are three reasons for this: firstly the already advanced preparatory work, secondly the proven necessity for action

and thirdly the views that it is possible to achieve effective improvements relatively quickly in this area.

In the context of the entire “Velo-Offensive”, the “co-existence” also concerns the co-existence of bicycle and MIT, bicycle and pedestrian and the co-existence of bicycle and bicycle (experienced and “wild” cyclists vs. “cautious” and “nervous” cyclists, using e-bikes). These aspects were also taken up by the “cycling and mobility culture” workgroup and lend themselves to further consolidation in the context of external participation.

## 5 Further procedure / participation

After the internal phase, the “Velo-Offensive” is now to be implemented step by step incorporating groups external to the administration. The approach includes the following stages:

- Implementation of execution-ready emergency measures, priority implementation of measures from the already ongoing planning of pedestrian and bicycle traffic promotion.
- Continuation of the interdisciplinary and cross-directorate internal co-operation, continuing work of the workgroups in adapted form.
- Preparation and execution of external participation processes (cf. Chapter 5.3), further development and clarification of measures in the key activities of the “Velo-Offensive”, implementation of accompanying measures in the area of awareness-raising and bicycle culture (among other things developing a cycling initiative).

### 5.1 Emergency measures

The “Velo-Offensive” is aimed at a medium-to long-term effect. Nevertheless, it is important that measures to improve the cycling situation be implemented rapidly and continuously. The action list in the Appendix shows which measures will be implemented on which time scale.

### 5.2 Internal administrative co-operation

The internal co-operation and organisational form used within the context of the preparation for the “Velo-Offensive” has proved successful. The cross-directorate co-operation has initiated much mutual understanding and a positive momentum. Thus, experiences

## The “Velo-Offensive”

have been confirmed from other cycling cities where they have managed to achieve the synergies and the necessary thrust to realize the ambitious promotion objectives. This co-operation should therefore be continued as a central pillar of the “Velo-Offensive” and developed into an actual overall policy.

The project organisation, with the staffing of the project committees, the respective managements and external support of the works have proved successful in this context. With the continuation of this project organisation, time and financial resources can be saved and the collected knowledge retained.

### 5.3 Participation process

The inclusion of the population and stakeholders is the core element of the "intensive phase" of the “Velo-Offensive”, at the end of which a broad-based programme of measures will exist with an overall policy for the period up to 2030. The experiences from cycling cities such as Copenhagen and Munich show that effective cycling promotion must take place in close co-operation with the population and the stakeholders and affected groups. Thus, it is ensured that the measures envisaged by policy and administration are properly prioritised, tailored to the needs of the road users and implemented efficiently.

The inclusion of broader groups also contributes to the emergence of a vibrant bicycle culture based on mutual respect, which is an important prerequisite for the sustainable increase of cycling. In particular the following groups should be involved:

- Interest groups from the transport sector (Pro Velo, VCS, TCS, ACS, SBB, Bernmobil, etc.)
- Political parties
- District commissions and agencies
- Economic agencies (HIV, Entente Bernoise, etc.), possibly larger employers, industry representatives in the "bicycle" sector.
- Bordering municipalities, region, Canton, Federal (specialist departmental level), capital region of Berne
- Other affected or involved groups, e.g. also parents councils, youth and children's organisations, council for senior citizens, etc.

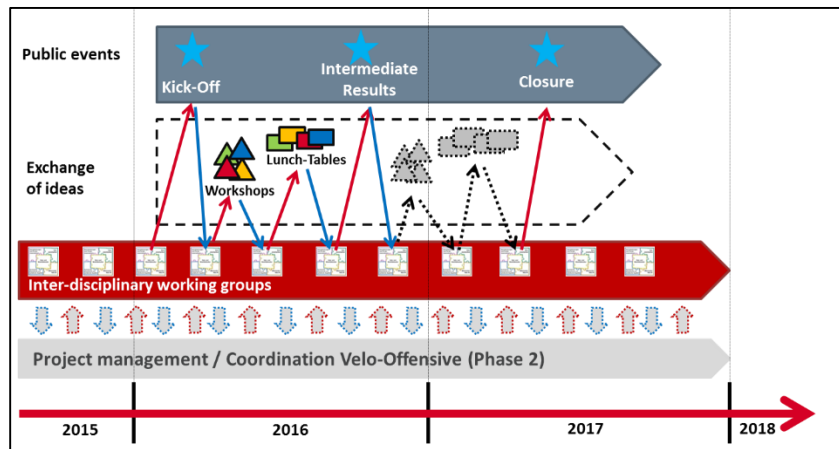
During the internal preparation of the “Velo-Offensive”, the cross-directorate workgroups engaged with central aspects of cycling promotion from a superordinate perspective. In the context of the participatory process, these workgroups, together with the project management of the “Velo-Offensive”, will prepare the topics and issues which should be handled with the external partners involved in the process.



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Good internal preparatory work is necessary so that the participatory process is efficient and result-oriented. In the context of participation, measures to promote cycling should be optimised, where necessary supplemented and consolidated. This is the only way to ensure that the programme for the future promotion of cycling is widely accepted and effectively implemented.

The participation process is structured as follows:



*Participation in the “Velo-Offensive” lasts from early 2016 to mid-2017. In addition to three public events, it includes workshops and lunch events at which thematic issues can be discussed in depth.*

There is a starting event (spring 2016), an interim orientation (autumn / winter 2016) and a closing event (summer / autumn 2017). At these events, basic principles and results of the intermediate steps will be presented first and foremost. The events however also serve to collect general feedback, which can be used for the downstream work.

An in-depth handling of individual issues and measures is only possible to a limited extent within the framework of the public events. For this to happen however, subject-specific workshops

take place in smaller groups in which the stakeholders can discuss in more detail concrete issues and measures with the representatives of the internal working groups. For this there are the lunchtime events on selected topics.

They are open to all interested parties and serve as "sounding boards" for proposals and solutions from the workshops and workgroups.

## 6 Measures

During the preparation of the “Velo-Offensive”, over one hundred different measures were discussed and compiled, which are to be implemented in the next few years for the promotion of bicycle traffic and bicycle culture in Berne. This list is not exhaustive, because in the planned participation process, further measures can be added. Conversely, it is conceivable that certain activities will be cancelled.

In the Appendix to this report, there is an action list, which is divided into four superordinate blocks:

- A) Larger investment projects:** These concern large-scale projects like the main bicycle routes, the pedestrian and bicycle link Breitenrain-Länggasse, the bicycle renting system or the development of the bicycle stations. These concern measures which must be submitted to the City Council or even the people for approval of their funding requirements.
- B) General cycling infrastructure:** In this section are medium-sized and smaller infrastructure measures, which benefit bicycle traffic (and partly also pedestrians). These concern to a large extent individual measures, which can be implemented within the context of the promotion of pedestrian and bicycle traffic (RFFV) and require no separate loan decisions. Likewise in this section is a set of inspection measures, which

were compiled by the “technical, planning and legal conditions” workgroup and will be worked on in more detail during the coming process.

- C) Bicycle parking:** This section contains measures in connection with the improvement of the situation of bicycle parking spaces. It thereby concerns an aspect of the infrastructure, with which a special need for action exists - in particular in the area of the station. With the shift of traffic towards the bicycle, a significantly increased demand for bicycle parking spaces will develop in the next years. A majority of this must be covered by the development and new building of bicycle stations. Beyond that, however, it also needs pragmatic solutions with above-ground parking possibilities. The solutions are to be co-ordinated closely with the project Future Berne Station (ZBB).
- D) General bicycle promotion:** The last section contains measures, which go beyond standard infrastructure improvement. Here, in addition to the superordinate measures like the planned participation or the bicycle initiative, there are also measures which aim at bicycle use by children and young people, as well as further services and supporting measures, sensitization measures or internal administrative measures.

The list contains on the one hand measures, which will be continuously and properly processed, decided on and implemented. On the other hand it involves measures that are to be discussed, prioritized and implemented within the framework of the planned participation process. It is inherent in all measures that they be presented to the respective responsible financial body for decision at the appropriate time. They are therefore deemed still not decided.

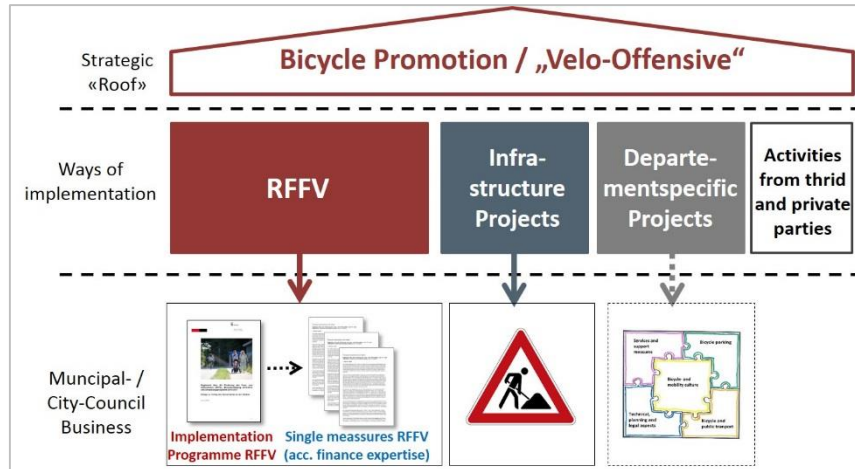
## 7 Funding

Measures which serve cycling, and thus bring the city of Berne closer to a bicycle share of 20 percent, fall under the strategic umbrella of the “Velo-Offensive”. Even private activities can be included that act in this direction. However, they would only be listed in the list of actions of the “Velo-Offensive” if there is a designated need for co-ordination with the official activity recognised by all sides. Private activities are an important and highly welcome pillar of the “Velo-Offensive”. One need only think, for example, of companies that provide their employees with service bicycles.

When it comes to public finance, the “Velo-Offensive” is based on three pillars. The majority of the measures is financed in accordance with regulations on the promotion of pedestrian and bicycle traffic (RFFV). For this reason cross-references to the implementation programme of the pedestrian and bicycle traffic promotion are indicated in the list of actions of the “Velo-Offensive” (column “Cross reference to MN RFFV”). Approximately 1.25 million Swiss francs (including personnel and material costs for the pedestrian and bicycle traffic specialist unit) are available to Transport Planning for the RFFV measures. If these are not exhausted, there will be a deposit in the special financing at the end of the year. In the reverse case, a withdrawal from special financing takes place. By the end of 2014, the special financing assets amounted to approximately 1.86 million Swiss francs. In the course of the “Velo-Offensive”, the level of deposits should be continuously returned to a lower level. In this way more funds can be provided for promoting cycling in the next two years, without the municipal budget

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being additionally burdened and without compromising the promotion of pedestrian traffic. Specifically, 3.2 million Swiss francs from the special financing RFFV should be used by the end of 2017.



*Financing of the “Velo-Offensive”: The majority of the measures is financed in accordance with regulations on the promotion of pedestrian and bicycle traffic (RFFV). The financing of infrastructure measures benefiting bicycles is made by planning and investment loans (investment calculation).*

The ordinary financial competence applies for measures, which are financed via RFFV. For measures, whose costs exceed a certain amount, a loan request must be submitted to the Municipal Council or City Council. With the measures for the “Velo-Offensive”, this applies for example to the planned participation process or the bicycle initiative.

The financing of infrastructure measures benefiting bicycles is made by planning and investment loans (investment calculation). Here, supported by the agglomeration programme, considerable contributions can also be expected from federation and canton. For bicycle-specific projects planned until 2030, a share of the cost is expected from the city amounting to approximately 70 million Swiss francs. Also the urban budget will not be additionally

burdened by it - the financing is secured in the many years-long investment budgeting of the Municipal Council.

The financing of smaller directorate-specific projects takes place on the current account of the respective directorates in the context of the granted budgets. Altogether approximately 0.5 million Swiss francs are planned for this by the end of 2017.

## The “Velo-Offensive”

### Appendix : “Velo-Offensive”: Overview of ongoing and planned measures

The listed measures are on the one hand measures which will continually be properly handled, decided on and implemented. On the other hand, they are measures which should be discussed, prioritised and implemented within the framework of the planned participation process. One characteristic of all these measures is that they must all be submitted to the respective financially competent body for decision at the appropriate time. The Municipal Council has in this respect not decided on the measures, but rather acknowledged them as a basis for further action.

#### A - Larger investment projects

In the city of Berne, there are currently several large-scale projects in planning, that may have a direct or indirect impact in favour of bicycle transport. The decision making is left to the relevant competent authorities, depending on the type and status of the projects. The financing takes place via the corresponding investment loans (depending on the projects with different cost dividers between city, federation, canton, and/or third parties). The funds required for the implementation are provided in the investment planning of the city of Berne.

No. M.	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Investment costs Totally until 2030 (Portion of city)	Financing	Cross reference to MN RFFV
A1	<b>Implementation main bicycle routes</b> Planning and commissioning of 15 main bicycle routes by 2030	from 2016 (Planning ongoing)	TAB	-	8.1 million	Financing by federation, canton, city; Share of the cost for city approximately 1.1 million Francs per route (estimate), 7 of 15 main bicycle routes in the context of ordinary road reorganisations, thus without auxiliary investments ("costs that would be incurred anyway). Loan for the first Wankdorf main bicycle route was approved in October 2015 by the City Council. Financing basic research via RFFV.	2.5
A2	<b>Pedestrian and cycle link Breitenrain-Länggasse</b> Closing the network gap in the cycle network, planning and implementation	after 2017 (Planning ongoing)	TAB	193,500	7.0 million	Financing by federation, canton, city; Share of the cost for city approximately 7.0 million Francs (estimate). Financing share of costs for city for the planning work via RFFV (in accordance with town councillor resolution from September 2014).	2.6
A3	<b>Realisation of bicycle stations</b> Schanzenpost (+1000 seats), Schanzenbrücke (+140 places), more stations in the area of the station, wankdorf, Ausserholligen, Uni, island, city centre	from 2016 (Planning ongoing)	ISB	-	17.0 million	Financing by federation, canton, city; Share of the cost for city approximately 17.0 million Francs (estimate).	3.1, 3.2, 3.10
A4	<b>Pedestrian and cycle gangway Ausserholligen</b> New pedestrian and bicycle traffic link in Europaplatz	after 2017 (Planning ongoing)	SPA, TAB	-	1.8 million	Financing by federation, canton, city; Share of the cost for city approximately 1.8 million Francs (estimate).	2.8
A5	<b>Implementing bicycle rental system</b> Implementation by private providers (tenders 2015, results open)	2017 (Planning ongoing)	VP	-	0.2 million	Financial contribution of city primarily through operating grants (Income statement); Amount open and depending on the tendering procedure. Financial planning partly via RFFV.	5.2
				<b>Expenditure city Income statement 2015 (2nd HY) - 2017</b>		The city-share for the above listed investment-projects is about 34 million Francs. Additionally there will be around 2 million Francs annually for bicycle measures in context of road construction projects and about 6.5 million Francs for further bicycle projects until 2030. Therefore, in the investment plan of the city of Berne there is in total a 70 million Francs budget for the extension of the bicycle infrastructure until 2030	
				<b>Expenditure RFFV / income statement (major investments)</b>	193,500.00		

#### B - Bicycle traffic infrastructure general (excl. major investment projects / bicycle parking)

In addition to the major projects, small and medium-sized measures aimed at improving the bicycle transport infrastructure will be constantly planned and implemented. The financing of these measures mainly comes from the budget of the promotion of pedestrian and bicycle traffic (RFFV) or - as far as it concerns investments - via the investment account (various bicycle projects, bicycle measures within the framework of road projects). In the following overview, the measures are divided into cross-location, location-specific and preliminary work on different transport planning issues. Measures for bicycle parking are listed separately in section C.

##### B.1 - Cross-location measures

No. MN	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
B 1.1	<b>Main bicycle routes:</b> Conclusion basic research (incl. solutions in the centre)	ongoing	VP	53,200	RFFV; Loan decision Municipal Council (November 2015); Total costs 2013 - 2016 amounting to Fr. 146,000.-	2.7
B 1.2	<b>Main bicycle routes:</b> Concepts and preliminary studies for various individual routes (incl. solutions in the centre)	from 2017 (Planning ongoing)	VP	100,000	RFFV; Sum from single projects	2.20
B 1.3	<b>Winter services main bicycle routes:</b> pilot operation (5 years on 2 routes)	2016 / 2017 (Planning ongoing)	TAB	310,000	Financing via income statement TAB (contingent credit for operating costs; 1.55 million for 5 years, start anticipated from winter 2016/2017), 290,000.- on investment account (vehicles)	2.19
B 1.4	<b>Bicycle rental system</b> Concept work, execution tender procedure for private providers	2017 (Planning ongoing)	TAB	39,800	Remainder planning loan Fr. 150,000.- for public tender in accordance with City Council resolution from July 2015 (total 300,000.-, half borne by RFFV/investment account)	5.2
B 1.5	<b>Monitoring bicycle traffic:</b> Counting the bicycle traffic; Replacement of old bicycle counting points and Development of the bicycle counter network (14 locations), incl. support and monitoring of the bicycle counter network	ongoing	FFV	29,700	RFFV; Sum from single projects	1.17



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**B - Bicycle traffic infrastructure general (continued)**

**B.1 - Cross-location measures (continued)**

No. MN	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
B 1.6	<b>Phased traffic lights (Grüne Welle) for cyclists:</b> Conclusion of feasibility study for introduction Phased traffic lights on main transport axes	Ongoing	FFV	2,500	RFFV	2.10
B 1.7	<b>Phased traffic lights for cyclists:</b> Preliminary studies for individual sections	ongoing	FFV	94,200	RFFV; Sum from single projects	2.11
B 1.8	<b>Small measures road safety:</b> Various measures for improvement of road safety for pedestrians and cyclists: red marking of bicycle lanes, safeguards at zebra crossings, etc.	ongoing	FFV	30,000	RFFV	4.2
B 1.9	<b>Small measures for the optimisation of pedestrian and bicycle links:</b> Opening smaller one-way streets for oncoming bicycle traffic, abolition of driving bans, improvement of pedestrian and bicycle links	ongoing	FFV	30,000	RFFV	2.12
B 1.10	<b>Campaigns for road safety:</b> Campaigns to increase the road safety of pedestrian and bicycle traffic (predominately BFU campaigns)	ongoing	FFV	33,500	RFFV; Sum from single projects	4.3
B 1.11	<b>Introduction of bicycle streets:</b> Participation in the pilot project of Astra	2016 / 2017	FFV	40,000	RFFV	2.21
B 1.12	<b>Revision of the structure plan for bicycle transport from 2009</b>	after 2017	VP		-RFFV	1.29

**B.2 Location-specific measures**

No. MN	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
B 2.1	<b>Bollwerk-Schützenmatte-Lorrainebrücke:</b> Clarifications for the improvement of the bicycle management (according to the order of the City Council from October 2015) and implementation of emergency measure	ongoing	FFV, TAB	23,900	RFFV	4.4
B 2.2	<b>Könizstrasse:</b> Introduction of two-way bicycle lanes	ongoing	VP, TAB	30,000	RFFV	2.22
B 2.3	<b>Cycle development of Wankdorf area (preliminary study)</b>	ongoing	VP, TAB	30,000	RFFV	1.18
B 2.4	<b>Monbijou- / Schwarztorstrasse:</b> Feasibility study on the optimisation of the traffic light system for pedestrian and bicycle traffic at the Monbijoustrasse / Schwarztorstrasse crossing (preliminary study)	ongoing	FFV	5,400	RFFV	4.5
B 2.5	<b>Bernstrasse:</b> Preliminary study for planning a bike passage at intersection of Bernstrasse / Bethlehemstrasse (secured with traffic lights)	ongoing	FFV	4,700	RFFV	2.13
B 2.6	<b>Sulgeneckstrasse:</b> Preliminary study on introduction of oncoming bicycle traffic in direction Marzili	ongoing	FFV	49,000	RFFV	2.14
B 2.7	<b>Bernstrasse underpass:</b> Technical support for planning of bicycle lanes in both directions through the underpass under the motorway (decision making by ASTRA)	ongoing	Astra		-Astra	4.6
B 2.8	<b>ZEB Wylerfeld, separation:</b> Technical support of the track expansion in the area of Wankdorf between 2016-2022; pedestrian and bicycle traffic management during construction phase (traffic concept)	ongoing	SBB		-SBB	4.7
B 2.9	<b>Speichergasse:</b> Introduction of oncoming bicycle traffic	2016	FFV	30,000	RFFV	2.23
B 2.10	<b>Freiburgstrasse:</b> Preliminary study for the planning of a new pedestrian and bicycle path link	2016 / 2017	FFV	32,000	RFFV	2.15
B 2.11	<b>Viktoriastrasse:</b> Introduction of two-way bicycle lanes	2016	FFV		-RFFV; in connection with pavement rehabilitation	2.24
B 2.12	<b>Ostring - Thunplatz:</b> Improvement of bicycle management (within the context of total renovation)	after 2017 (Planning ongoing)	TAB/VP		-Open	2.25

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**B - Bicycle traffic infrastructure general (continued)**

**B.2 Location-specific measures (continued)**

No. MN	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
B 2.13	<b>Thunstrasse West:</b> Improvement of bicycle management (preliminary study in connection with track renovation)	after 2017 (Planning ongoing)	VP		-Open	2.26
B 2.14	<b>Monbijoustrasse:</b> Improvement of bicycle management (within the context of total renovation)	after 2017 (Planning ongoing)	VP		-Open	2.27
B 2.15	<b>Schwarztorstrasse:</b> Introduction of oncoming bicycle traffic (professional support by the FFV specialist unit)	after 2017 (Planning ongoing)	TAB		-Open	2.9

**B.3 Review of technical, planning and legal conditions\***

No. MN	Measure	Planned realisation	Decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
B 3.1	Distinctiveness of main bicycle routes	2016 / 2017	TAB		-RFFV	2.28
B 3.2	Review of guidelines for red markings	2016 / 2017	TAB		-RFFV	4.9
B 3.3	Review guidelines for bicycles at construction sites	2016 / 2017	TAB		-RFFV	4.110
B 3.4	Review of bicycle management when cars are turning off (preliminary study)	2016 / 2017	FFV		-RFFV	4.11
B 3.5	Review of the quality of cycle lanes (preliminary study)	2016 / 2017	FFV		-RFFV	4.12
B 3.6	Review of obstacles for cyclists in the street space (preliminary study)	2016 / 2017	FFV		-RFFV	4.13
B 3.7	Review of "green" times calculation	2016 / 2017	TAB		-RFFV	2.29
B 3.8	Possibilities of bicycle traffic prioritisation	2016 / 2017	TAB		-RFFV	2.30
B 3.9	Location of registration loops	2016 / 2017	TAB		-RFFV	2.31
B 3.10	Bicycle transport and tram stops (preliminary study)	2016 / 2017	FFV		-RFFV	4.14
B 3.11	Drainage at tram stops	2016 / 2017	TAB		-RFFV	4.15
B 3.12	Review track height of tram tracks	2016 / 2017	TAB		-RFFV	4.16
B 3.13	Bicycle-friendly tram tracks	2016 / 2017	TAB		-RFFV	4.17
B 3.14	Bicycle-friendly kerbs	2016 / 2017	TAB		-RFFV	4.18
B 3.15	Co-ordination of cycling and Equal Opportunities for People with Disabilities Act (BehiG)	2016 / 2017	TAB		-RFFV	1.26
B 3.16	Standardisation of planning and design process	2016 / 2017	TAB		RFFV	1.24
B 3.17	Optimisation of planning processes in the specialist department of pedestrian and bicycle traffic as well as in transport planning	2016 / 2017	FFV		RFFV	1.25
				Expenditure city Income statement 2015 (2.HY) - 2017		961,400.00

\* Aufwand RFFV / Erfolgsrechnung (Infrastruktur ohne grössere Investitionsvorhaben / Veloparkierung)

The financial means for the adaption are included in measure D 1.2 (credit request over CHF 750,000 for the implementation of the participation process)

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### C - Bicycle parking:

The improvement of the bicycle parking situation is one of the primary challenges. There is already a deficit of parking possibilities today, particularly in the area of the station. Demand will increase by about 10,000 additional parking spaces by 2030 after the implementation of the “Velo-Offensive”. Some of this will be provided within the context of infrastructure projects (MN A3; bicycle stations). Further measures are listed hereafter (divided into location-independent and location-specific measures).

#### C.1 Cross-location measures

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
C 1.1	<b>Improvement of bicycle parking at schools and administration</b>	ongoing	HSB	250,000	RFFV; GRB (No. 2015-109) of 28.01.15; Sum of individual projects	3.11
C 1.2	<b>Small measures for bicycle parking:</b> Improve city-wide bicycle parking; specific measures (e.g. on request of population)	ongoing	FFV	35,000	RFFV	3.3
C 1.3	<b>Public bicycle parking concept:</b> Developing a concept for Bicycle parking for the whole city of Berne	ongoing	FFV	3,300	RFFV	3.4
C 1.4	<b>Hotspots with bicycle collections:</b> New bicycle parking spaces for elevated locations with bicycle collections (whole city area)	ongoing	FFV	45,000	RFFV; Sum from single projects	3.5
C 1.5	<b>Bicycle parking in superstructures</b>	ongoing	FFV	-	RFFV	3.6
C 1.6	<b>Usage test of surrounding basements:</b> Aarberggasse, Hirschengraben, Schwesternhaus) or introduction of silo systems (Heiliggeistkirche Ost, Burgerspital)	2016	VP	5,000	RFFV	3.13
C 1.7	<b>Cycling wardens:</b> Intensification of the bicycle wardens and service (e.g. Tyre pumps, removing unclaimed bicycles, etc.)	2016 / 2017	Bicycle stations	80,000	RFFV	3.14
C 1.8	<b>Chaining posts:</b> Commissioning of the public design group with the development of a standard for UNESCO compatible chaining posts	2017	VP	10,000	RFFV	3.12
C 1.9	<b>Demonstration of parking areas:</b> Signing / marking of parking areas, Distribution of cards / flyers with parking facilities at the station, at best app with information re. free parking spaces	2017	VP	10,000	RFFV	3.15
C 1.10	<b>Bicycle parking in the district centres:</b> Bicycle parking in the district centres to be improved (preliminary study)	after 2017	VP	-		3.16
C 1.11	<b>Standards for parking spaces:</b> Marking of parking areas, parking duration and directions to the parking spaces	after 2017	VP	-		3.17
C 1.12	<b>Possibility of additional parking spaces:</b> Examination of various blue zone parking and delivery areas across the city for their capacity	after 2017	VP	-		3.18

#### C. 2 Location-specific measures

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
C 2.1	<b>Upper old town:</b> Upgrade existing parking spaces with chaining posts	ongoing	FFV	30,000	RFFV	3.7
C 2.2	<b>Milchgässli:</b> Review additional parking facilities, including checking roofing	ongoing	VP	5,000	RFFV	3.19
C 2.3	<b>Wallgasse, Genfergasse:</b> Enlargement of existing parking areas	ongoing	VP	4,000	RFFV	3.20
C 2.4	<b>Bicycle parking spaces in front of hospital (Burgerspital):</b> Marking of 100 new bicycle parking spaces (implemented)	ongoing	FFV	1,900	RFFV	3.8
C 2.5	<b>Milchgässli bicycle station:</b> Improvement of access	ongoing	VP	5,000	RFFV	3.21

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**C - Bicycle parking: (continued)**

**C.2 Location-specific measures (continued)**

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
C.2.6	<b>Bollwerk altstadtseitig, Schanzenbrücke:</b> Installation/renewal of Parking systems in parking areas	2016	VP	25,000	RFFV	3.22
C.2.7	<b>Maulbeerstrasse:</b> Additional roofed parking areas from replacement of PW-PP with bicycle parking spaces	2016	VP	15,000	RFFV	3.23
C.2.8	<b>Genfergasse, Burgerspital Ost:</b> Installation of additional chaining posts	2016	VP	10,000	RFFV	3.24
C.2.9	<b>Perimeter of station:</b> Revision of utilisation concept incl. extension to Bubenberglplatz and Seilerstrasse as well as introduction of two-fold perimeter (close and far)	2016	VP	20,000	RFFV	3.32
C.2.10	<b>Perimeter of station:</b> Revision of parking regimes in particular within the area of the station, in order to develop as uniform and well understandable a regime as possible (distinction between short-term parking possibilities and longer-term parking); incl. extension of perimeter to Bubenberglplatz and Seilerstrasse	2016 / 2017	VP/KA/KaPo	10,000	RFFV	3.25
C.2.11	<b>Perimeter of station:</b> Inspection order for the creation of additional parking areas	2016 / 2017	VP	20,000	RFFV	3.26
C.2.12	<b>Sport and leisure facilities:</b> Additional bicycle parking/development infrastructure in direct proximity to building entrances of sports sites, on complexes such as Wyler and Marzili open-air swimming pools	2016 / 2017	Office for Sport with ISB	10,000	RFFV	3.27
C.2.13	<b>Lower old town:</b> Review chaining post regulation	after 2017	Bicycle parking workgroup	-	RFFV	3.28
C.2.14	<b>Bollwerk SBB-side:</b> Installation/development parking system: double level Systems if necessary with roofing	after 2017	VP	-	RFFV	3.29
C.2.15	<b>SBB-Parking:</b> Examination of possible locations for roof terrace parking for the benefit of bicycle parking spaces	after 2017	VP	-	RFFV	3.30
				Expenditure city Income statement 2015 (2nd HY) - 2017		
Expenditure RFFV / income statement (Bicycle parking)				594.200.00		

## The "Velo-Offensive"

### D - Bicycle promotion general (without infrastructure)

In addition to the improvement of the cycling infrastructure, the accompanying measures gain central importance for bicycle promotion within the context of the "Velo-Offensive". Experiences from other successful bicycle cities show that the improvement of the infrastructure is an indispensable condition for a noticeable increase of the share of bicycle traffic, but that it is not yet sufficient on its own. In this "non-technical" context, in particular the planned participatory process plays a central role in the Berne "Velo-Offensive" (see MN D 1.2).

#### D.1 Superordinate measures

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
D 1.1	<b>Website of Specialist Department of Pedestrian and Bicycle Traffic (FFV):</b> Review on the occasion of relaunch City of Berne Internet	ongoing	FFV	14,900	RFFV	1.19
D 1.2	<b>Participation process "Velo-Offensive":</b> Preparation / implementation administrative internal process and participation	Participation from 2016	GPL	750,000	RFFV; Loan decision of Municipal Council November 2015 (Fr. 150,000 for preparation); In loan decision of City Council required (implementation participation process)	1.27
D 1.3	<b>Sub-brand of "Velo-Offensive":</b> Developing a sub-brand for the "Velo-Offensive" according to CD of the City of Berne	2016	GPL	15,000	RFFV	5.8
D 1.4	<b>Bicycle initiative:</b> Content planning / submission (preparing City Council submission)	2016	GPL	30,000	RFFV; Municipal Council decision	5.9
D 1.5	<b>Annual report on pedestrian and bicycle traffic:</b> Annual report on the development of Pedestrian and bicycle traffic in the city of Berne	2016 / 2017	FFV	30,000	RFFV	1.28
D 1.6	<b>Bicycle initiative:</b> Implementation (initiative start 2017)	2017	GPL	500,000	RFFV; Loan application to SR autumn 2016 (total loan)	5.9

#### D.2 Measures benefiting children and adolescents; Health promotion

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
D 2.1	<b>bike2school:</b> "bike to work" for students	ongoing	Pro Velo Switzerland (Environment Office)	4,500	Environment Office (100%)	5.10
D 2.2	<b>Study on the use of bicycles by students of the city Berne:</b> Analysis of bicycle usage among children and young people.	2016	Office for Sport in Co-operation with internal offices of the city administration and external organizations	30,000	RFFV	1.3
D 2.3	<b>Offer BikeLoop in the Bremgartenwald:</b> officialising and signposting by the 6 km long circular course for mountain bikes	2016	Office for Sport	10,000	RFFV	5.11
D 2.4	<b>Cycling courses:</b> within the framework of voluntary school sport, in day schools, for inexperienced cyclists, senior citizens, employees of external larger companies, population... Safe cycling also in the city	2016 / 2017	Office for Sport, BSS, partners such as Bermobil	25,000	RFFV/Office for Sport (Fr. 10,000.-)	5.12
D 2.5	<b>Pumptrack:</b> ideal element for movement promotion, at the same time social meeting place	2016 / 2017	Office for Sport, City Greenspace, Youth welfare office	45,000	RFFV/Office for Sport (Fr. 5,000.-)	5.13
D 2.6	<b>Improvement of accessibility and infrastructure of district areas and meeting places for young people:</b> Ensuring good accessibility (bicycle paths, bicycle routes) and parking possibilities in district areas and meeting places for young people	2016 / 2017	Transport Planning		-RFFV (costs not yet determined)	5.14
D 2.7	<b>Cycling offers for children and young people:</b> In the context of Kids Courses run by the office for sport, there will be additional cycling courses for students	2016 / 2017	Office for Sport in Co-operation with Office of Education		-Office for sport (costs not yet determined)	5.15
D 2.8	<b>Cycling offers for children and young people during holidays:</b> Development of cycling offer in existing holiday areas	2016 / 2017	Office for sport possibly in co-operation with youth welfare office		-Office for sport (costs not yet determined)	5.16

The "Velo-Offensive"

**D - Bicycle promotion general (continued)**

**D.2 Measures benefiting children and adolescents; Health promotion (continued)**

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
D 2.9	<b>Creating protected areas for trying out and practising cycling:</b> By periodic employment of a mobile pumptrack as well as a traffic carpet and linked supply of bicycles and helmets to school buildings, children and young people shall learn to cycle better and have fun riding a bicycle.	2016 / 2017	Office for Sport	52,500	RFFV/Office for Sport (Fr. 7,500.-)	5.17
D 2.10	<b>Training course module sensitisation bicycle/public transport:</b> Creation of a one-hour training course module for children and young people	2017	Specialised department public transport	7,000	RFFV	5.18
D 2.11	<b>Bicycle rental / repair service at meeting places for young people:</b> Offer of a repair services and/or of bicycle repair courses for young people as well as practicing cycling using the mobile pumptrack at schools.	2017	Youth welfare office	7,000	RFFV	5.19

**D.3 Services and support measures**

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) – 2017	Financing	Cross reference to MN RFFV
D 3.1	<b>Preliminary study bicycle home delivery service:</b> Incorporating external partners or alternative financing, a preliminary study on the introduction of a bicycle home delivery service is planned in the city of Berne.	ongoing	FFV	7,000	RFFV	5.3
D 3.2	<b>carvelo2go:</b> bicycle sharing in Bernese districts, locations with district enterprises (bars, bookshop, Cafés), bicycles both for operational and private purposes	ongoing	Mobility academy (Environment Office)	10,000	Environment Office (100%)	5.20
D 3.3	<b>Velocity Guide:</b> Booklet with information on cycling for the year 2016 and other years (2014 and 2015 already appeared)	ongoing	FFV	24,000	RFFV	5.4
D 3.4	<b>On-line route planner:</b> Communication of the newly launched on-line route planner through installation into the App "Berne moves!" as well as by appropriate references in planned mobility concepts for sports sites	ongoing	VP (FVV), office for sport	15,000	Office for sport (100%)	5.22
D 3.5	<b>Bicycle pumps:</b> Establishment of bicycle pumps in public areas in the city Berne	ongoing	FFV	31,500	RFFV	5.5
D 3.6	<b>Bicycle phone:</b> reporting system for cyclists (in co-operation with Astra and other municipalities)	ongoing	Other	-	Astra	5.6
D 3.7	<b>Mobility management in enterprises:</b> Operational mobility optimisation through information and consultation, bicycle traffic thereby has a high value	ongoing	Environment Office, VP, SPA	80,000	Environment Office (100%)	5.23
D 3.8	<b>Mobility management in housing developments:</b> Consultancy services for urban housing projects, bicycle traffic thereby has a high value	ongoing	Environment Office, VP, SPA	-	Environment Office (costs still open)	5.24
D 3.9	<b>Support for new "new cyclists":</b> Accompaniment in the centre from experienced cyclists; facilitates entrance into bicycle mobility	2016	TVS / SUE (LA21, mobility consultation) / District commissions	5,000	Environment Office (100%)	5.25

The "Velo-Offensive"

**D - Bicycle promotion general (continued)**

**D.4 Sensitization measures, bicycle and mobility culture**

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
D 4.1	<b>Bike-to-work event:</b> Municipal Council form Bike-to-work teams	ongoing	SUE	low	Environment Office (100%)	5.26
D 4.2	<b>Bike4car:</b> Exchange campaign: car for e-bike free of charge for two weeks (additional receipt of a Mobility Test subscription for four weeks)	ongoing	Energy Switzerland / myblueplanet (Environment Office)	2,000	Environment Office (100%)	5.27
D 4.3	<b>Continuation of existing measures public transport/bicycle:</b> Continue/deepen for existing training offers (e.g. David and Goliath) with different measures like e.g. targeted subject selection	ongoing	Leader enterprise Bernmobil	12,500	RFFV	5.28
D 4.4	<b>Support contribution for bicycle fashion show</b>	ongoing	VP	25,000	RFFV	5.29
D 4.5	<b>Coverage of the bicycle events:</b> Awareness raising among the population on the subject of cycling at events; e.g. Tour de Suisse 2015, Move City (topics: joy of cycling, getting to know different bicycle "transport modes", safety and driving in traffic, especially for parents)	ongoing	BSS	30,000	Office for sport (100%)	5.30
D 4.6	<b>Installation of bicycle barometer:</b> Visibly counts the number of cyclists	2016	VP	30,000	RFFV	5.31
D 4.7	<b>"Spatial need campaign":</b> Presents the space-saving advantages of the bicycle	2016	VP and Mobility consultation	10,000	RFFV	5.32
D 4.8	<b>Improvement of cycling image:</b> Making the bicycle more prominent on regular occasions. Expand events that are already being implemented (e.g. car-free Sunday)	2016	Environment Office and others	20,000	RFFV / Environment Office (Fr. 5,000.-)	5.33
D 4.9	<b>Charm offensive:</b> Berne shows that it is serious about the "Velo-Offensive" and rewards exemplary behaviour e.g. with bicycle oil, chocolate, flowers, etc.)	2016	VP & Environment Office	10,000	RFFV	5.34
D 4.10	<b>Bicycle capital Berne:</b> Hang pictures of cyclists in Berne (Photo competition), students / children create posters related to Berne	2016	Environment Office	5,000	RFFV	5.35
D 4.11	<b>Respectful co-operation:</b> Heart stickers on the ground or on buses / trams to raise awareness of mutual respect (pedestrian, public transport & bicycle)	2016	VP	10,000	RFFV	5.36
D 4.12	<b>Situation analysis of public transport - bicycle:</b> Awareness raising, continuous update of the situation analysis regarding places of conflict / conflict maps (between public transport and cyclists) together with interest groups	2016 / 2017	VP / "Velo-Offensive"	20,000	RFFV	5.37
D 4.13	<b>Awareness campaign public transport / bicycle:</b> Executing original campaigns for the awareness-raising, preferably at "Hotspots"	2017	TVS	45,000	RFFV / Bernmobil (Fr. 40,000.-)	5.38
D 4.14	<b>Web presence public transport / bicycle:</b> Creating Web content on the topic of bicycle / public transport (incl. short films)	2017	TVS / Bernmobil	10,000	RFFV	5.39

The "Velo-Offensive"

**D - Bicycle promotion general (continued)**

**D.5 Internal administrative measures**

No. MN	Measure	Planned Realisation	decision making	Expenditure city Income statement 2015 (2nd HY) - 2017	Financing	Cross reference to MN RFFV
D 5.1	<b>Motivation for cycling:</b> Give-aways (e.g. courier bag) for members of the cycling community of the city of Berne	ongoing	Sports Office with BSS	10,000	RFFV / Office of Sport (each 50%)	5.40
D 5.2	<b>Analysis of the administration infrastructure</b> (showers, cloakrooms, etc. in the workplace) and prioritization with regard to implementation	2016 / 2017	ISB in co-operation with Sports Office and FFV	10,000	RFFV	3.31
D 5.3	<b>Award ceremony:</b> The best bicycle promotion measures in new planning enterprises will receive a prize	2016 / 2017	TVS	2,000	RFFV	5.41
D 5.4	<b>Creation of an incentive system</b> for cyclists in the city administration	2017	FPI / VP	10,000	RFFV	5.42
D 5.5	<b>Service bicycles in the city administration:</b> Use of planned bicycle rental system on special conditions for urban employees (implementation from 2017); Alternative: in the context of the development of an urban fleet management, the introduction of an e-bike fleet for the City Administration is sought (implementation from 2018)	from 2017	VP		-RFFV (costs still open)	5.43
D 5.6	<b>Pilot project cargo-bikes:</b> Within the framework of the municipal fleet management small commercial vehicles will be gradually replaced by cargo bikes in individual directorates.	after 2017	FPI in co-operation with VP and Environment Office		-RFFV (costs still open)	5.44
				<b>Expenditure city Income statement 2015 (2nd HY) - 2017</b>		
<b>Expenditure RFFV / income statement (cycling promotion, general)</b>				1,952,900.00		

Expenditure all categories (excl. investments)	Expenditure RFFV (VP income statement incl. special financing)			Expenditure Environ- ment Office Income statement 2015 (2nd HY) - 2017	Expenditure Sports Office Income statement 2015 (2nd HY) - 2017	Expenditure TAB Income statement 2015 (2nd HY) - 2017	City total Income statement 2015 (2nd HY) - 2017
	2015 (2nd HY)	2016	2017				
A - Larger investment projects	193,500.00	-	-	-	-	-	193,500.00
B. General infrastructure	320,400.00	229,032.00	110,034.00	-	-	310,000.00	961,400.00
C - Bicycle parking	184,200.00	272,016.00	142,017.00	-	-	-	594,200.00
D. General bicycle promotion	167,400.00	717,516.00	893,017.00	106,500.00	72,500.00	-	1,952,900.00
<b>TOTAL</b>	<b>865,500.00</b>	<b>1,218,564.00</b>	<b>1,145,068.00</b>	<b>106,500.00</b>	<b>72,500.00</b>	<b>310,000.00</b>	<b>3,702,000.00</b>
only RFFV (2015 2nd HY until 2017)	3,229,132.00						