METROBASEL

BASEL LAND CITY

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METROBASEL

BASEL LAND CITY

ETH STUDIO BASEL

WINTER 2006/07

PROF. JACQUES HERZOG PROF. PIERRE DE MEURON

THOMAS HUBER SEBASTIAN PATER

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CONTEXT

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STRAIGHT THROUGH THE HEART

THE CENTER OF METRO-BASEL IS JAMMED - MOST OF THE TRAFFIC FLOWS RIGHT TRHOUGH THE CITY. A NORTHERN BYPASS IS NOT WORKING PROPER-LY, YET. THE SOUTHERN BYPASS IS TRAPPED IN PLANNING FOR OVER 40 YEARS. AND THE NUMBER OF TRANSIT TRAFFIC IS INCREASING.

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NORTHERN BYPASS A98/A861

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A 98 WEIL AM RHEIN

A 861 RHEINFELDEN

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THE NORTHERN BYPASS - BLOCKED

2006 - THE NORTHERN BYPASS IS FINISHED AND OPEN FOR PUBLIC TRAFFIC IN MARCH - THE BYPASS SHOULD HANDLE ONE THIRD OF THE TRANSIT TRAFFIC - BUT THE CUSTOMS HAVE A SPECIAL SYSTEM (TRANSITO) - AN ELECTRONICAL DEVICE WHICH HAS TO BE INSTALLED IN EVERY TRUCK FIRST. THE „NOLLINGER BERG TUNNEL“ HAS A SPECIAL SAFETY SYSTEM THAT AVOIDS TRAFFIC JAMS IN IT - SO ONLY A CERTAIN NUMBER OF TRUCKS CAN PASS THROUGH AT A TIME. AND BECAUSE OF THE CLOSING OF 3 CUSTOM OFFICES IN THE CLOSE REGION, THE LOCAL TRANSIT TRAFFIC NOW CONCENTRATES ON THE TWO CUSTOM STATIONS LEFT - WEIL AM RHEIN / BASEL AND RHEINFELDEN / WARMBACH.

WILHELM STALDER
HEAD OF THE ZOLLKREISDIREKTION BASEL

„ZOLL WIRD ZU EINSPARUNGEN GEZWUNGEN“
„SCHLIESSUNG DER GRENZÄMTER RIEHEN-LÖRRACH, RIEHEN-WELLSTRASSE, RHEINFELDEN STADT“
„WIR RECHNEN MIT EINER DEUTLICHEN VERKEHRSVERLAGERUNG VOM GRENZÜBERGANG BASEL-WEIL AUTOBAHN HIN ZUR NEUEN ZOLLANLAGE RHEINFELDEN-WARMBACH“
„DARAUS RESULTIERENDE RÜCKSTAUS AUF DER A 861 IN DEUTSCHLAND UND DER A3 IN DER SCHWEIZ“
„ZOLLABFERTIGUNGEN MIT MÖGLICHST KUNDENFREUNDLICHEN VERFAHREN ERLEICHTERN“
„VERLAGERUNG DER ABFERTIGUNGEN VON DEN ÄMTERN IN DIE FIRMEN“

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NORTHERN BYPASS - FINISHED IN MARCH 2006

CONSTRUCTION TIME	1997-2006
DISTANCE COMPLETE	23 KM
AVERAGE COST / KM ROAD	5.0 MIO EUR

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SOUTHERN BYPASS - DENIED

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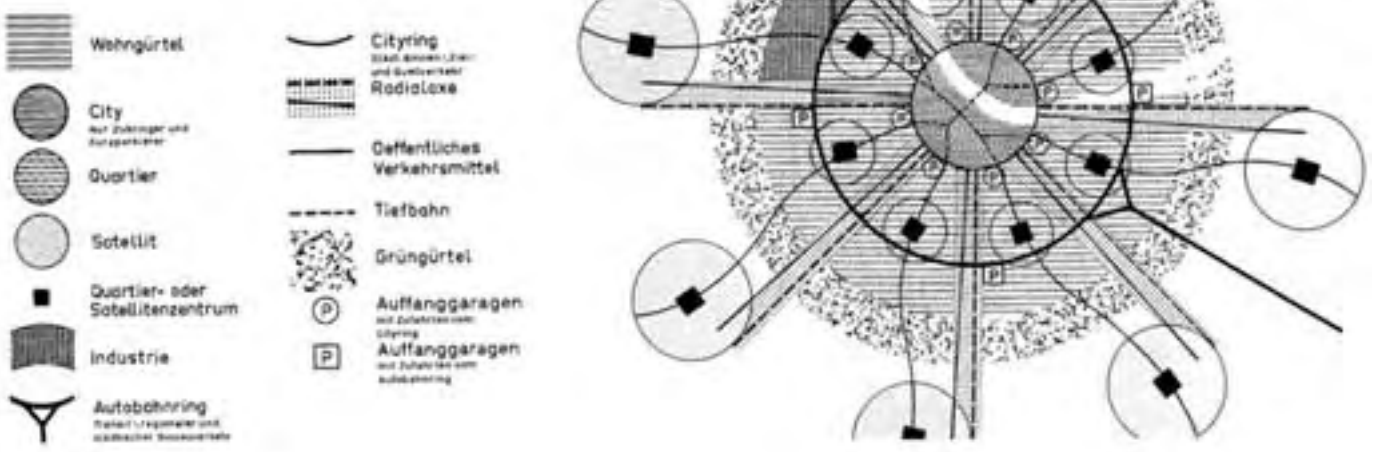
„SÜDUMFAHRUNG“ - OVER 40 YEARS OF PLANNING

CHRONICLE OF A PLANNING

IN 1958, THE CITY OF BASEL STARTED A MASTERPLAN FOR THE GROWING TRAFFIC . PROF. LEIBBRANDTS PLAN WAS REJECTED IN 1962 AND THE „GESAMTPLAN DER FACHVERBÄNDE“ - A COMMITTEE OF ENGINEERS, ARCHITECTS AND CITY PLANNERS INTRODUCED THE RING SYSTEM TO THE CITIZENS OF BASEL IN 1963. THEREFORE THE FIRST PLAN FOR THE „SÜDUMFAHRUNG“ EMERGED IN 1964. SINCE THEN, IT APPEARED AND DISAPPEARED SEVERAL TIMES.
IN THE 1980-IES, AFTER THE OIL-CRISIS OF THE 70-IES, A GROWING NUMBER OF OPPNONENTS AND A „VOLKSABSTIMMUNG“ IN 1983, THE PLANNING WAS „COMPLETELY“ DECLINED. 2003 THE RAPP-INFRA GROUP WAS HIRED TO ESTABLISH A NEW PLANNING FOR THE ROAD WITH SEVERAL VARIATIONS FOR ITS REALIZATION. IN 2006 - THE PLANNING WAS AGAIN IN HARD OPPOSITION TO THE PUBLIC AND WILL PROPABLY NOT PASS THROUGH THE „VERNEHMLASSUNG“ OF THE „KANTONALER RICHTPLAN 2006 - BASEL LAND“, WHICH WILL BE FINISHED IN EARLY 2007.

FROM THE CITY CENTER THROUGH THE SUBCENTERS TO THE SATELLITE CITIES ON THE COUNTRYSIDE - THE IDEAL SYSTEM
1963 GESAMTPLAN DER FACHVERBÄNDE / SCHEMATIC ILLUSTRATION OF AN IDEAL TYPE OF CENTRAL CITY.



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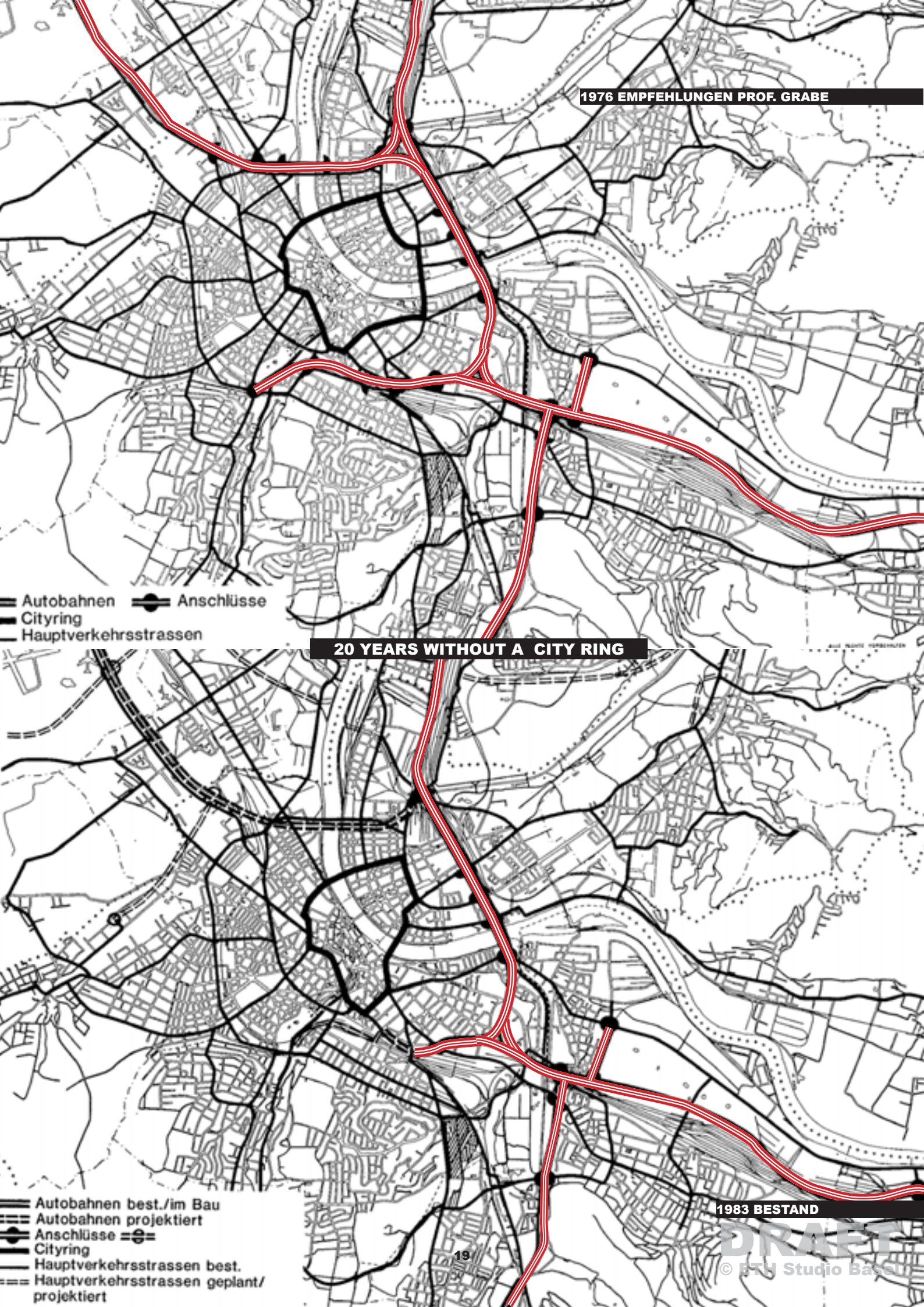

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1964 - THE SOUTHERN BYPASS

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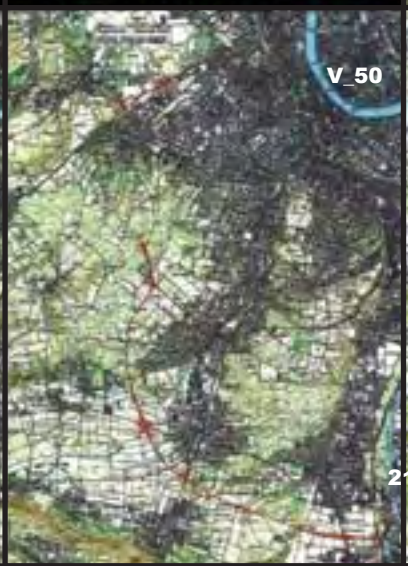
2003 - CASE STUDY BY RAPP INFRA

IN 2003 RAPP INFRA, A BASEL BASED OFFICE FOR INFRASTRUCTURAL PLANNING WAS HIRED TO DO A CASE STUDY FOR THE „SÜDUMFAHRUNG“ INCLUDING TRAFFIC MODELS AND CALCULATIONS. THE STUDY INCLUDED 12 VARIATIONS OF THE ROAD WITH DIFFERENT CHARACTERS AND COSTS AND A PROPOSAL FOR A TRAIN-CONNECTION ALONG THE VALLEYS. THE VARIATIONS 10 AND 11 WHERE FOCUSED ON A FAST CONNECTION BETWWEEN AESCH AND BASEL, VARIATION 20,21, AND 22 WHERE SLOWER AND ON THE SURFACE, FOLLWOING THE NATURAL LANDSCAPE OF THE LEIMENTAL, VARIATION 30,31 AND 32 WHERE A MIX OF BOTH, NO. 40, 41 AND 42 WHERE MAINLY UNDERGROUND THROUGH TUNNELS FROM ALLSCHWIL TO AESCH AND VARIATION NO. 50 IS THE ONE WHO WAS SELECTED TO MOVE INTO THE „KANTONALER RICHTPLAN 2006 - BASEL LAND“: MEDIOCRE AMOUNT OF CONNECTING POINTS, MEDIOCRE VELOCITY AND MEDIOCRE ESTIMATED COSTS: 1,17 BILLION SWISS FRANKS



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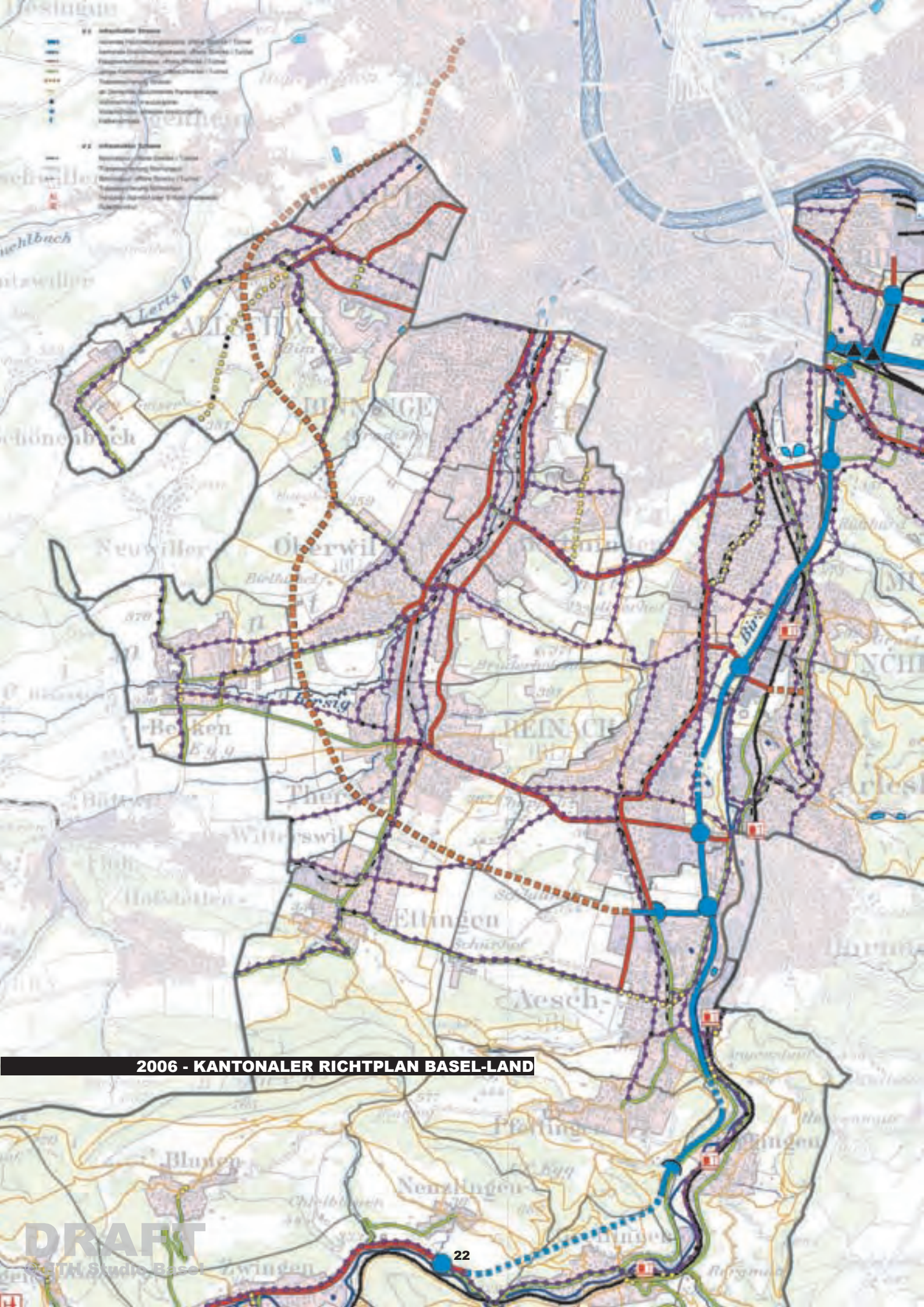

2006 - KANTONALER RICHTPLAN BASEL-LAND

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Zwischen Aesch und Reinach soll die von Allschwil her kommende Südumfahrung mit der H18 verbunden werden.

Südumfahrung soll gestrichen werden

Baudirektorin Elsbeth Schneider will Linienführung doch nicht in den Richtplan aufnehmen

«Diese Strasse würde mir weh tun»

Baudirektorin Elsbeth Schneider befürchtet aber, dass die Südumfahrung nötig wird

<< Die Natur hat verloren >>

Umweltorganisationen kritisieren kantonalen Richt

Eine Rute für die unartige Regierung

Südumfahrung Die «IG Südumfahrung Nein» wehrt sich gegen die Aufnahme der Strasse in den Richtplan

Widerstand gegen die Südumfahrung

Die meisten Unterbaselbieter Gemeinden kritisieren das Projekt – Allschwil ist empört

Streit über Umfahrung

Baselbieter Gemeinden bekämpfen Milliardenprojekt

ALLSCHWIL Die Unter

Eine U-Bahn fürs Leimental?

KÜHNE PLÄNE. Als Alternative zum

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OPPONENTS OF THE PLANNED ROAD

BNV

Basellandschaftlicher Natur- und Vogelschutzverband

Stimmfreigabe NEIN

SP

WWF

LES VERTS GRÜNE

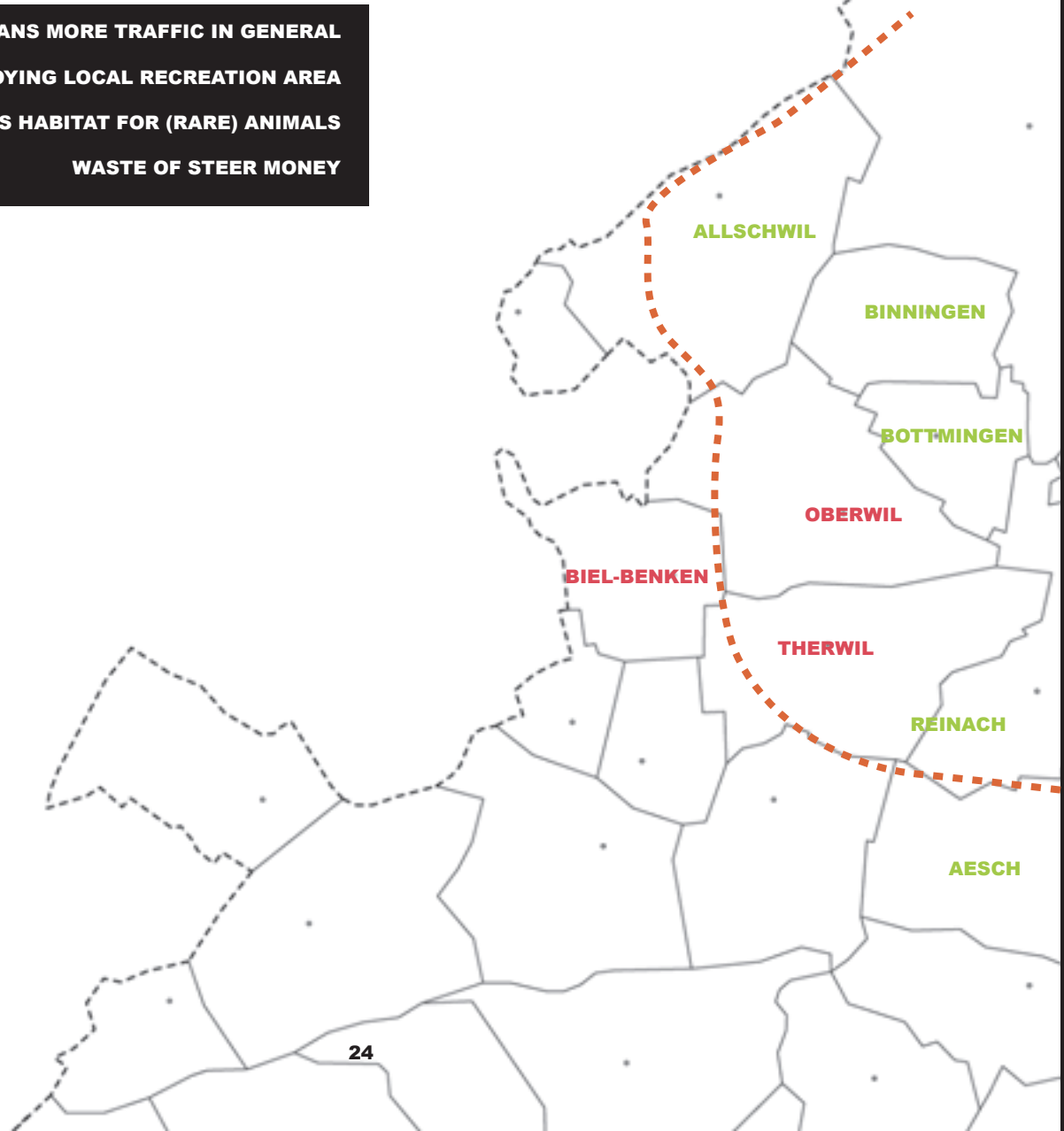
IG VELO BEIDER BASEL

MORE ROADS MEANS MORE TRAFFIC IN GENERAL

DESTROYING LOCAL RECREATION AREA

LESS HABITAT FOR (RARE) ANIMALS

WASTE OF STEER MONEY



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SUPPORTERS OF THE PLANNED ROAD

KOMITEE

PRO SÜDUMFAHRUNG

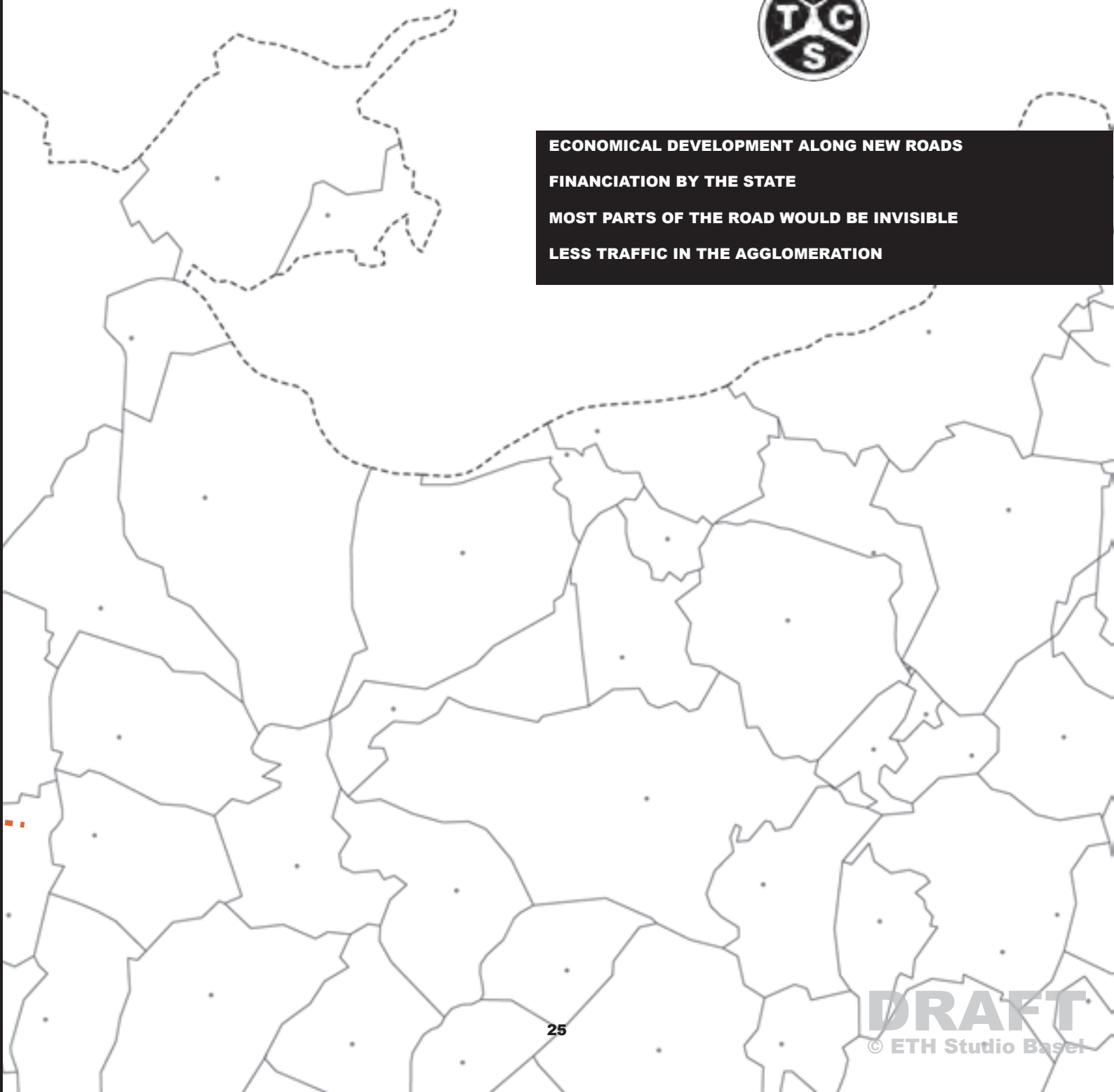
SVP

Die Partei des Mittelstandes

FDP

Wir Liberale

TCS



ECONOMICAL DEVELOPMENT ALONG NEW ROADS

FINANCIATION BY THE STATE

MOST PARTS OF THE ROAD WOULD BE INVISIBLE

LESS TRAFFIC IN THE AGGLOMERATION

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ANALYSIS

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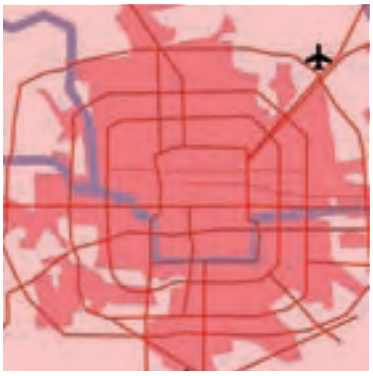
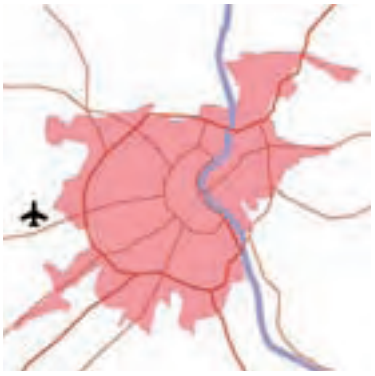
BEJING_CHINA
POPULATION 15.224.750
RINGLENGHT_(7TH) 80_KM

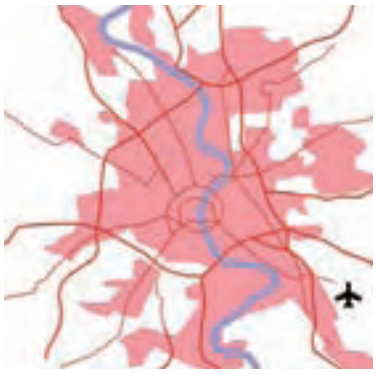


PARIS_FRANCE
POPULATION 11.570.000
RING LENGHT 64_KM

BORDEAUX_FRANCE
POPULATION 250.000
RINGLENGHT 56_KM



COLOGNE_GERMANY
POPULATION 950.000
RING_LENGHT 45_KM



MUNICH_GERMANY
POPULATION 1.300.000
RINGLENGHT 70_KM

0 5 10km

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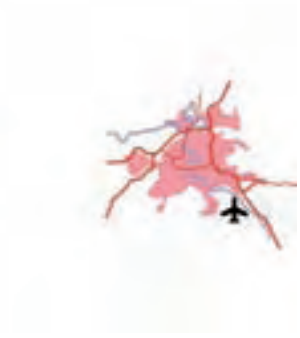
COPENHAGN, DENMARK
POPULATION 520.000

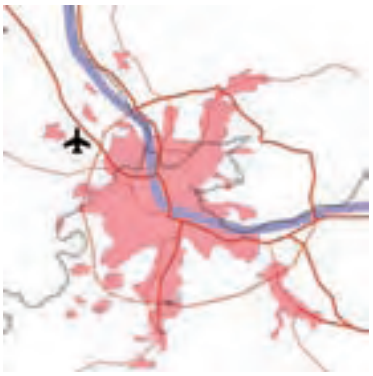
ZURICH, SWITZERLAND
POPULATION 370.000

GENEVE_SWITZERLAND
POPULATION 185.000

BERN_SWITZERLAND
POPULATION 127.000



BASEL_SWITZERLAND
POPULATION 190.000
BYPASSLENGHT 25_KM



CAN BASEL BE A RING CITY? LIKE IT GREW IN THE PAST WITH RINGS - CENTURY BY CENTURY. HOW DO OTHER CITIES LOOK HANDLE THE PROBLEM COMPARED TO BASEL, AND IS A RING IN AFTERWARDS POSSIBLE IN A DEMOCRATIC SYSTEM? OR IS ANOTHER POLITICAL SYSTEM NECESSARY TO MAKE SUCH HUGE CHANGES TO BECOME REALITY?

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A_TOPOGRAPHY

METROBASEL IS SOURROUNDED BY THREE MOUNTAINCHAINS: IN THE EAST - THE SCHWARZWALD WITH THE FELDBERG, IN THE SOUTH - THE DELEMONT AND THE JURA MOUNTAINS - AND IN THE WEST - THE SUNDGAU IN FRONT AND THE VOSGES IN THE BACK.

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0 750 1500 3000 M
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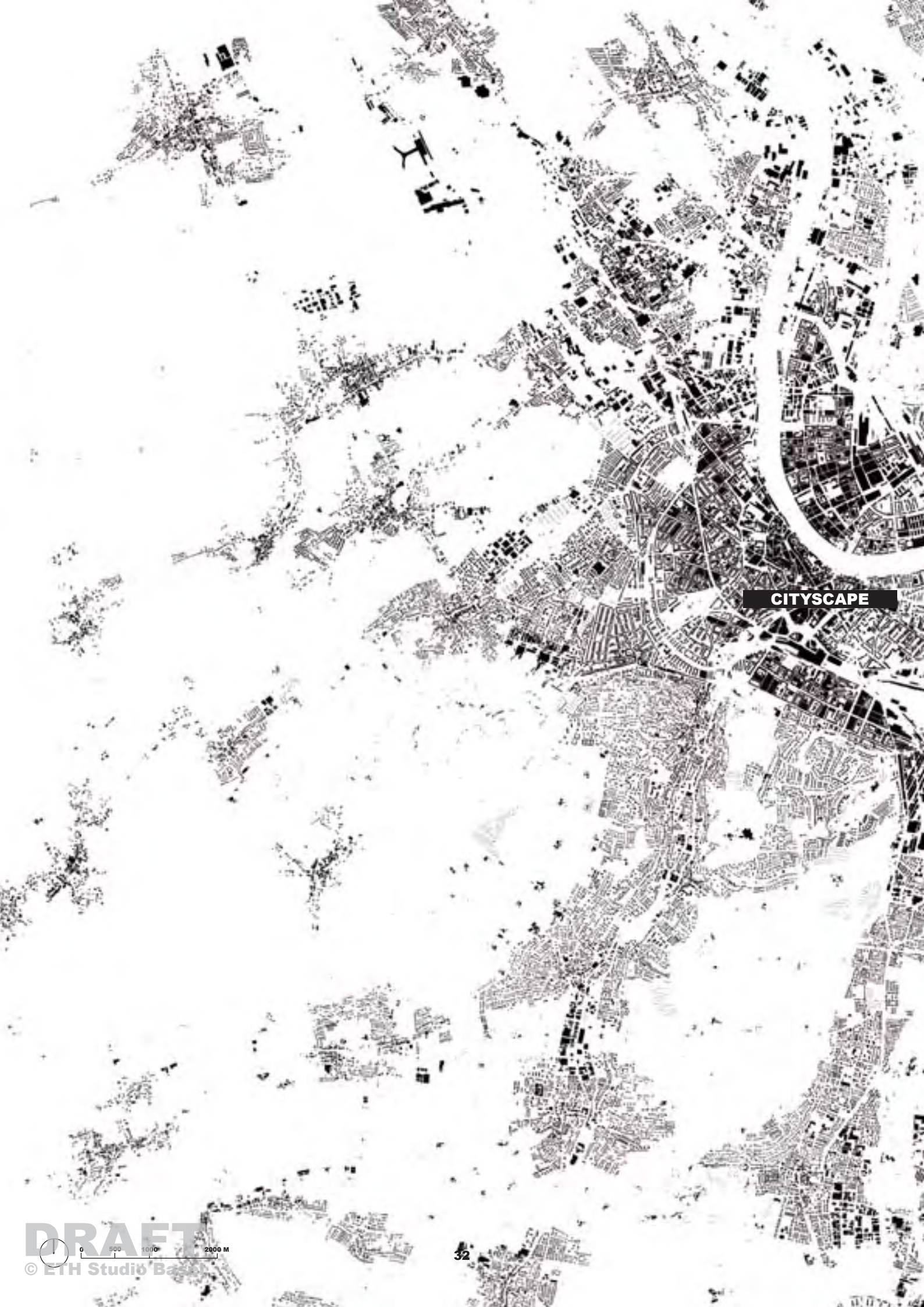

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B_DENSITY

THE PLAN SHOWS THE DENSITY OF THE BUILT SPACE OF BASEL STADT AND ITS SOURROUNDING COMMUNES.
THE DENSER IT GETS, THE MORE URBAN IT IS. THE LIGHTER IT GETS - THE MORE SUBURBAN... THE TO TWO SPACES FADE INTO ANOTHER IN THIS AREAS. THE BORDERS BETWWEN THE CITYSCAPE AND THE LANDSCAPE FADES OUT.

LANDSCAPE

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BURGUNDERPFORTE/SPALENTOR/

UNTERRHEIN/ST.JOHANNSTOR

/BLÄSITOR/UNTERRHEIN

BIRSIGTAL/STEINENTOR

A E S

C_SETTLEMENT ALONG THE VALLEYS

BASEL IS NOT A PLANNED CITY - IT IS A CITY THAT HAS GROWN OVER SEVERAL CENTURIES FROM ITS CENTER - THE MÜNSTER - ALONG ITS VALLEYS: THE NIEDERRHEIN, THAT CONECTS BASEL TO COLOGNE AND THE NORTH SEA; THE OBERRHEIN FROM THE LAKE OF CONSTANCE; THE ERGOLZTAL TO LUCERNE AND THE ST. GOTTHARD, THE FRENKENTAL TO BERN, , THE BIRSTAL TO GENEVE, THE BURGUNDERPFORTE ALL ALONG TO PARIS, THE WIESENTAL AND THE BIRSIGTAL ARE THE LOCAL VALLEYS.

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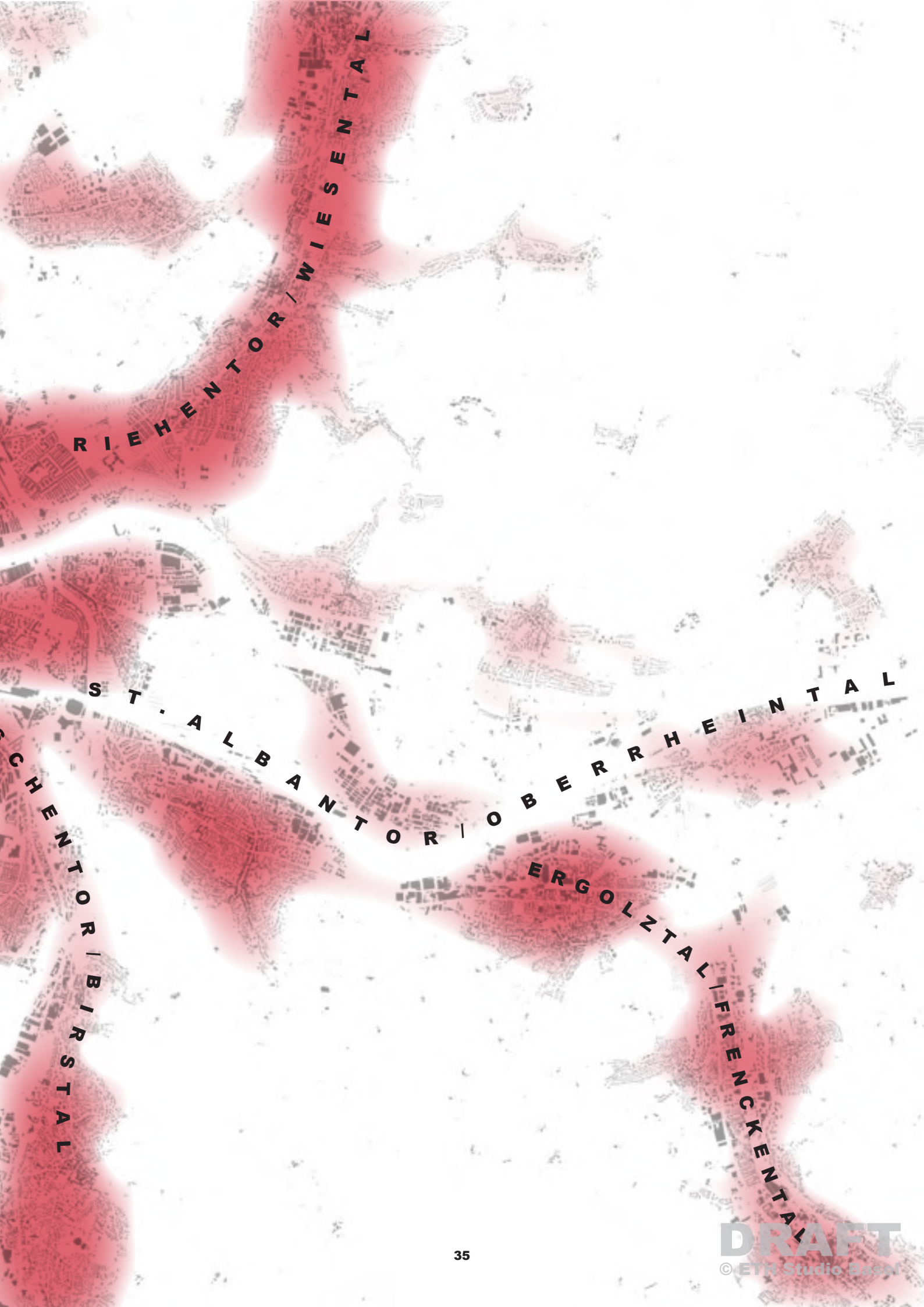

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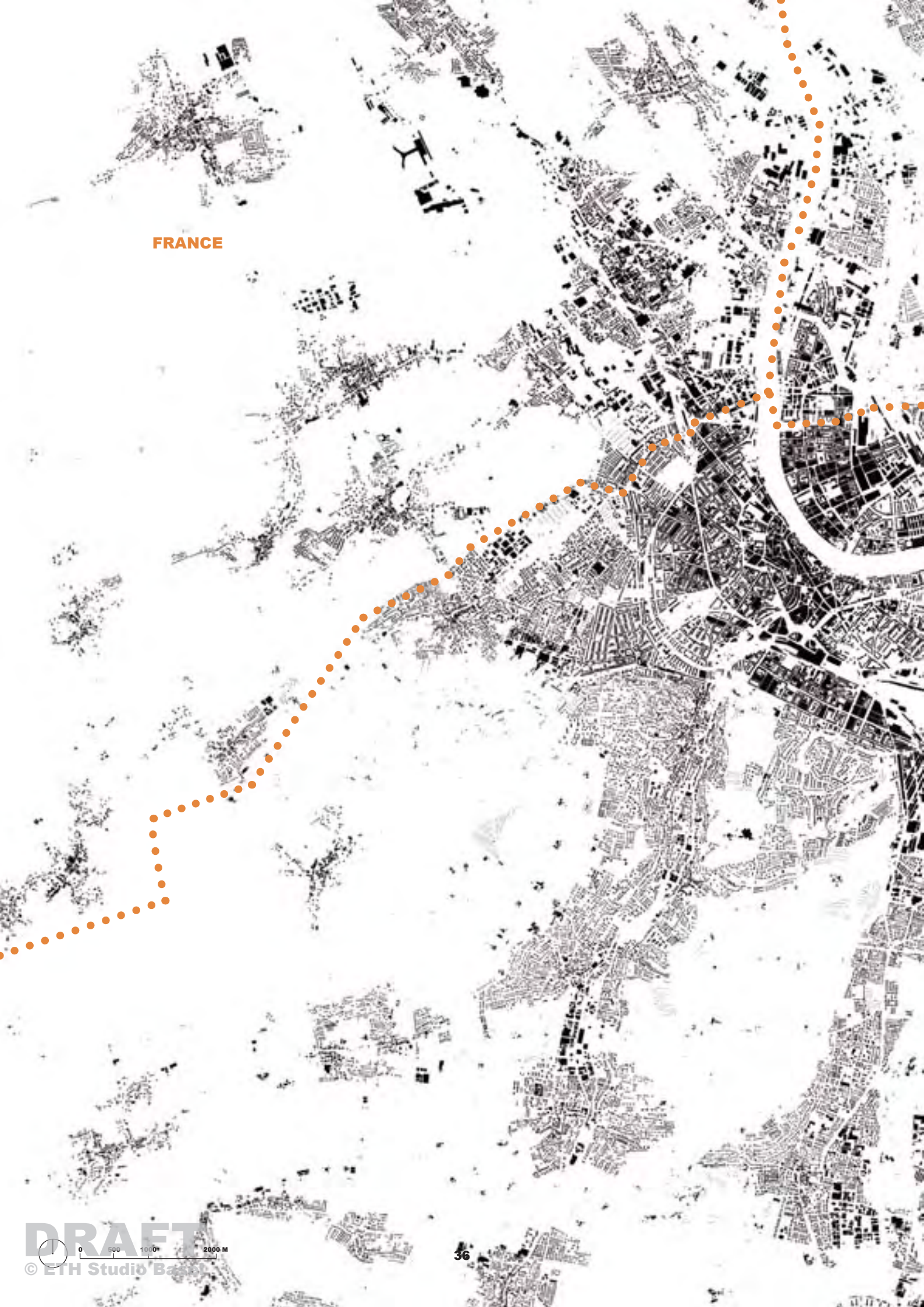

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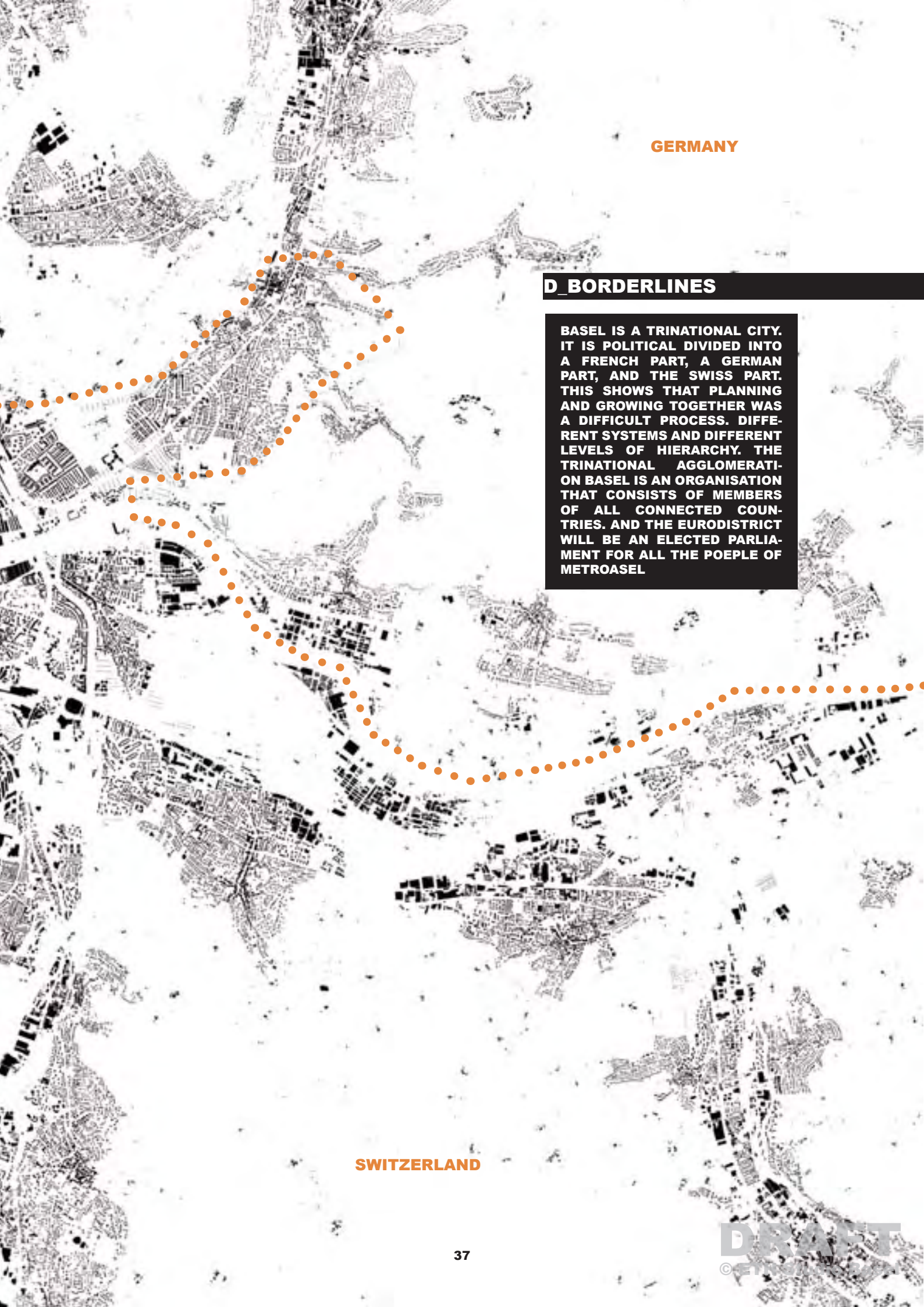

D_BORDERLINES

BASEL IS A TRINATIONAL CITY. IT IS POLITICAL DIVIDED INTO A FRENCH PART, A GERMAN PART, AND THE SWISS PART. THIS SHOWS THAT PLANNING AND GROWING TOGETHER WAS A DIFFICULT PROCESS. DIFFERENT SYSTEMS AND DIFFERENT LEVELS OF HIERARCHY. THE TRINATIONAL AGGLOMERATION BASEL IS AN ORGANISATION THAT CONSISTS OF MEMBERS OF ALL CONNECTED COUNTRIES. AND THE EURODISTRICT WILL BE AN ELECTED PARLIAMENT FOR ALL THE POEPLE OF METROASEL

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E_LAKES & RIVERS

THE RHINE IS A RIVER OF AN IMPORTANT SCALE IN THE MAP OF EUROPE AND IST CULTURAL HISTORY. THE ROMANS, THE GERMANS, THE CELTS, THE FRENCH, THE ALLIED NATIONS. IT WAS NATURAL BORDER FOR MOST OF THE CENTURIES. AND THERE WHERE IT IS CHANGING ITS DIRECTION FROM EAST-WEST TO SOUTH-NORTH. THERE WHERE IT SWITCHES ITS NAME FROM THE UPPER RHINE TO THE LOWER RHINE IS THE HEART OF METROBASEL. IN THE CENTER OF EUROPE. SEVERAL SMALLER RIVERS FEED IT ON THE WAY THROUGH METROBASEL

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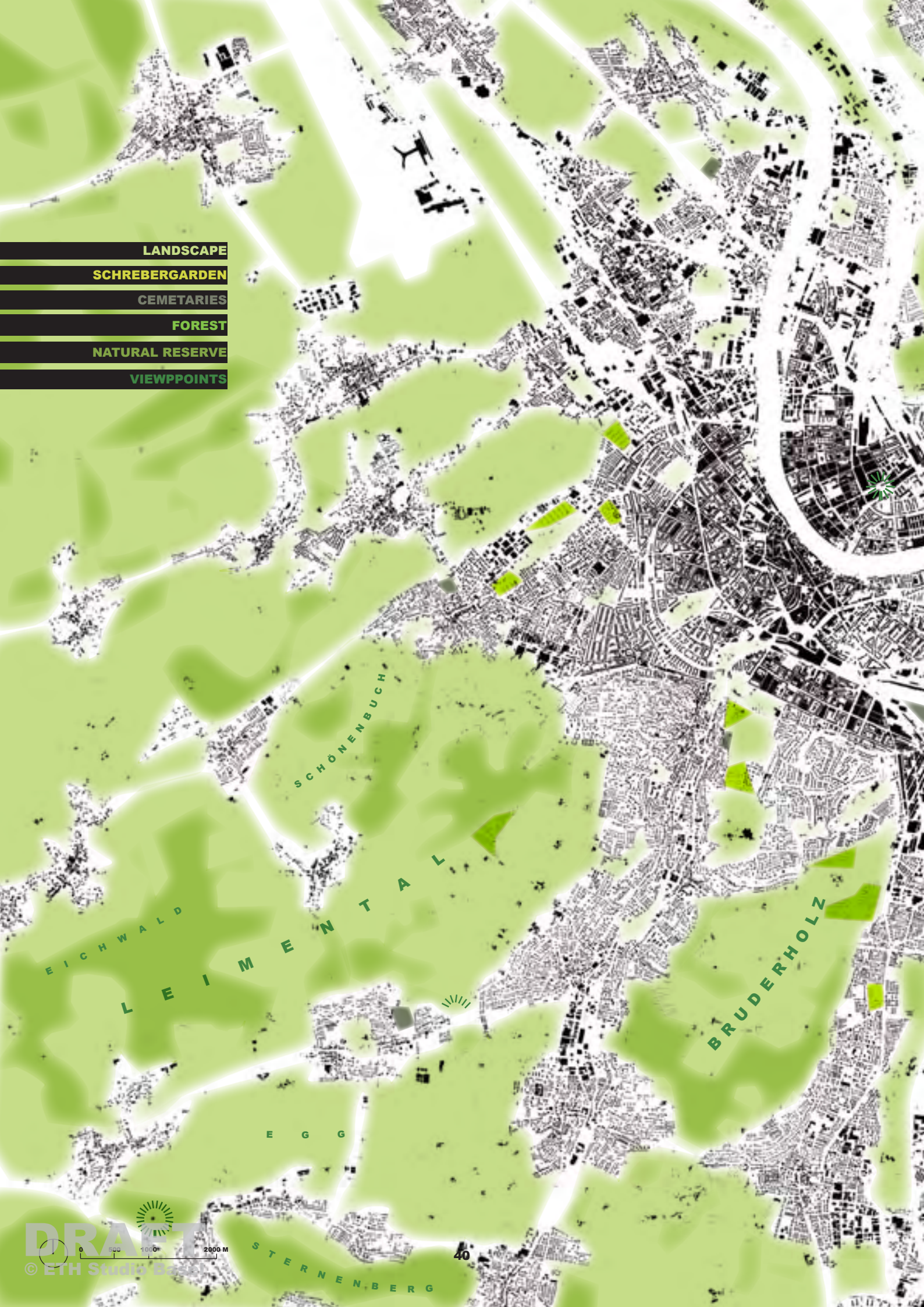
LAKES
PUBLIC POOLS
RIVERS
WIESACH
STAUSEE_RAURICA
UPPER_RHINE
ERGOLZ

DRAFT



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F_LANDSCAPE

METROBASEL IS FAMOUS FOR ITS BIG PLAYERS IN LIFE SCIENCE, ART AND PUBLISHING - AND FOR ITS SITUATION AT THE RHINE. ALL IN ALL, METROBASEL IS A CITY THAT IS BASED ON A NETWORK OF RECREATIONAL ZONES AND ECOLOGICAL HABITATS FOR A NATURAL ENVIRONMENT. A NETWORK OF GARDENS, PARKS, HILLS, VALLEYS, FORRESTS, VIEWPOINTS. CYCLING PATHS, HIKING TRACKS, AND NUMEROUS NATURAL HABITATS OF RARE SPECIES.

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©GTA

G_INDIVDUAL TRAFFIC

BASEL IS AN IMPORTANT KNOT IN THE NET OF THE EUROPEAN STREET SYSTEM. THE E35 CONNECTS THE PORTS OF THE NORTH SEA (AMSTERDAM, ROTTERDAM) TO THE MEDITERRANEAN AND IS ONE OF THE MOST FREQUENTED NORTH-SOUTH TRANSIT ROUTES THROUGH EUROPE. THE E60 CONNECTS THE ATLANTIC (BREST) WITH THE BLACK SEA (ISTANBUL).
THE IMPORTANT LOCAL STREETS ARE IN A SYSTEM OF RADIAL AND TANGENTIAL ROADS WITH THE CITY OF BASEL AS A CENTER. THE RADIAL ROADS OFTEN FOLLOW THE VALLEYS. THE TANGENTIAL CONNECT THE RADIAL STREETS TO EACH OTHER.

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0 500 1000 2000 M

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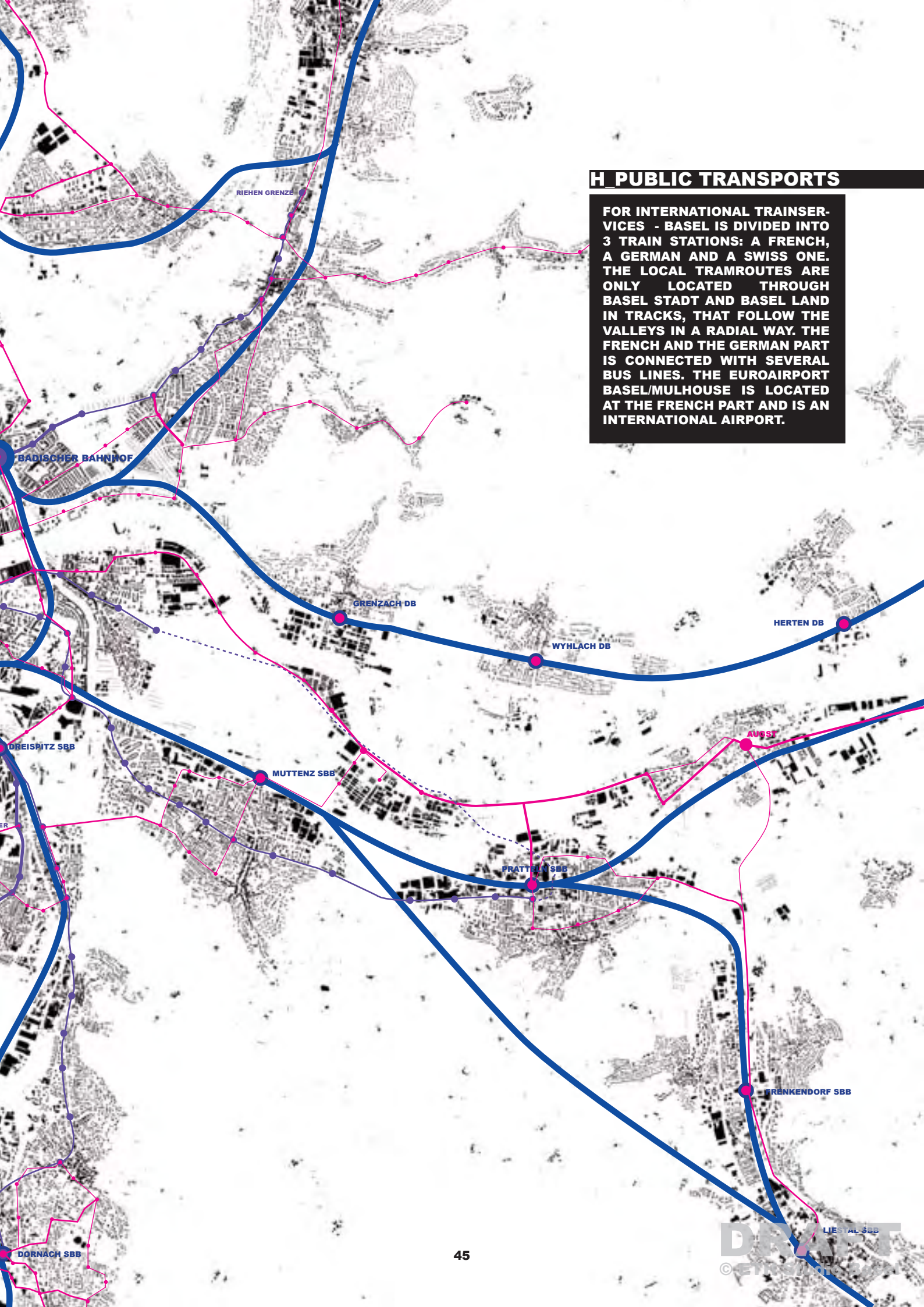

H_PUBLIC TRANSPORTS

FOR INTERNATIONAL TRAINSERVICES - BASEL IS DIVIDED INTO 3 TRAIN STATIONS: A FRENCH, A GERMAN AND A SWISS ONE. THE LOCAL TRAMROUTES ARE ONLY LOCATED THROUGH BASEL STADT AND BASEL LAND IN TRACKS, THAT FOLLOW THE VALLEYS IN A RADIAL WAY. THE FRENCH AND THE GERMAN PART IS CONNECTED WITH SEVERAL BUS LINES. THE EUROAIRPORT BASEL/MULHOUSE IS LOCATED AT THE FRENCH PART AND IS AN INTERNATIONAL AIRPORT.

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I_INDUSTRY / LOGISTICS

BASEL - KNOWN FOR ITS PHARMACEUTICAL INDUSTRY LIKE ROCHE AND NOVARTIS - TWO OF THE MOST FAMOUS NAMES IN BASEL.
THE LOWER RHINE CONNECTS BASEL WITH THE NORTH SEA - BASEL HAS GOT SIX SMALLER PORTS - A PLANNING TO CONCLUDE THEM ALL INTO ONE RIVER PORT IS DONE BY ETH STUDIO BASEL.
THE EUROAIRPORT MULHOUSE IS AN INTERNATIONAL AIRPORT WITH BOTH, TOURSITIC AND LOGISTIC CAPACITIES.

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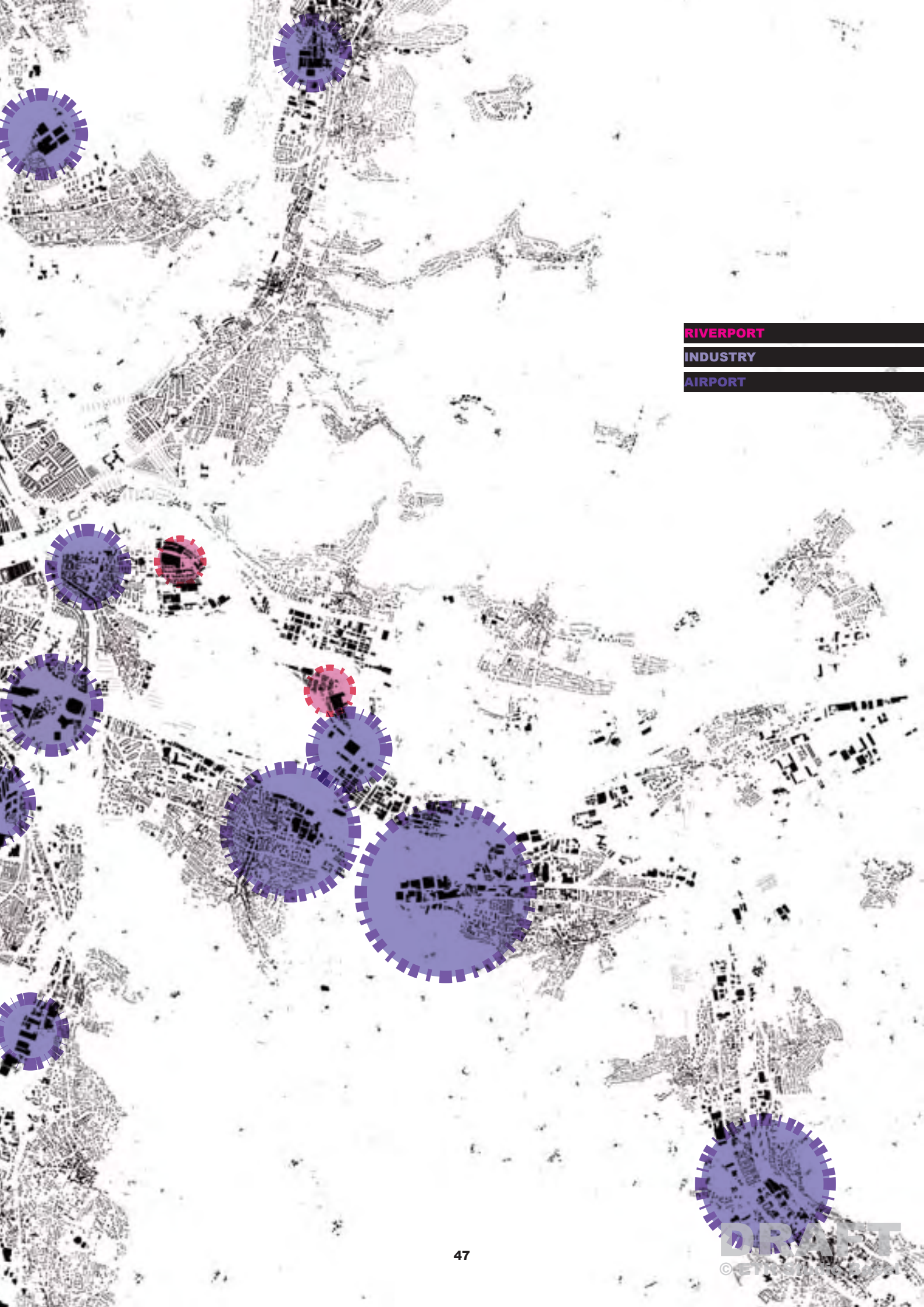

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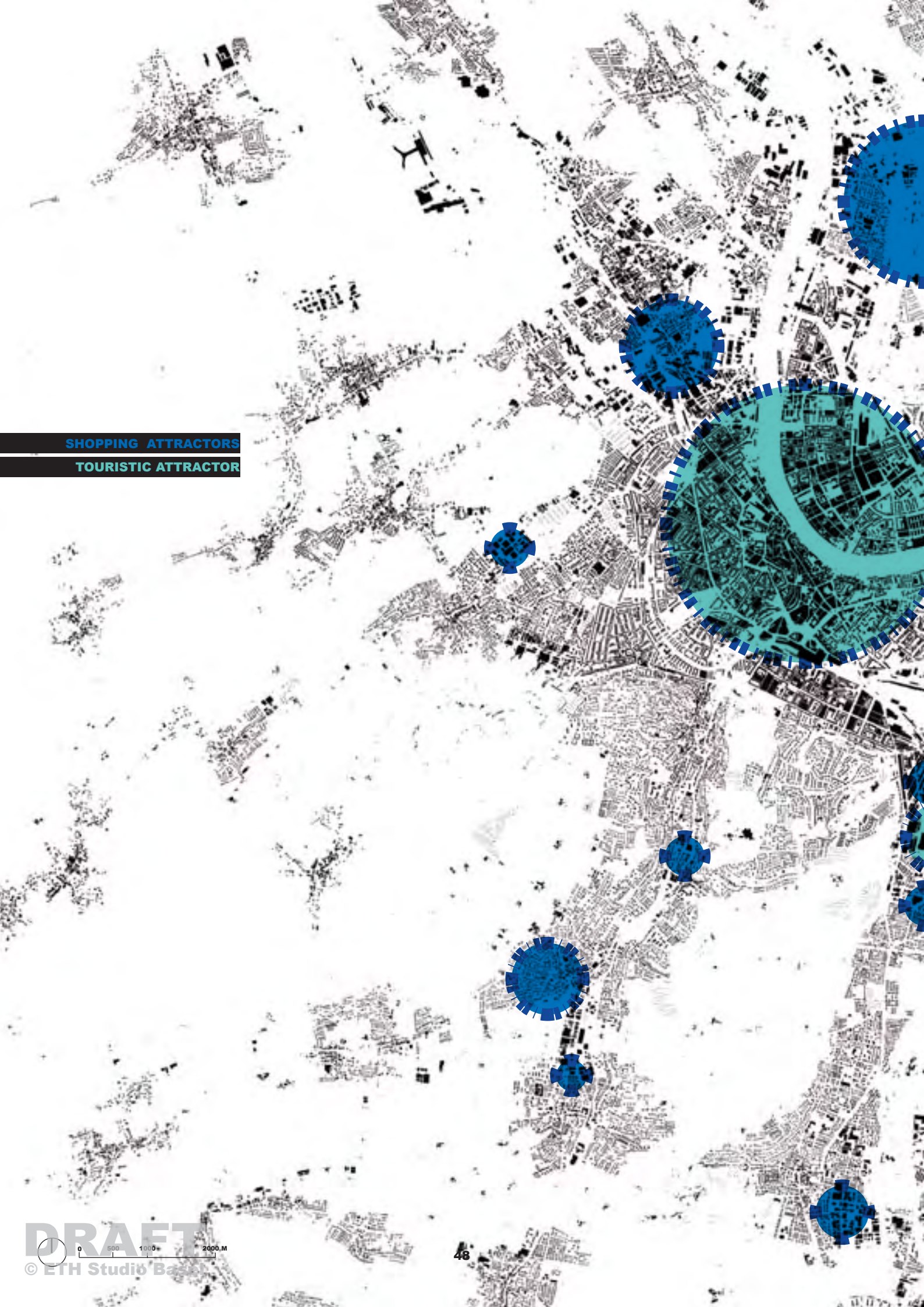

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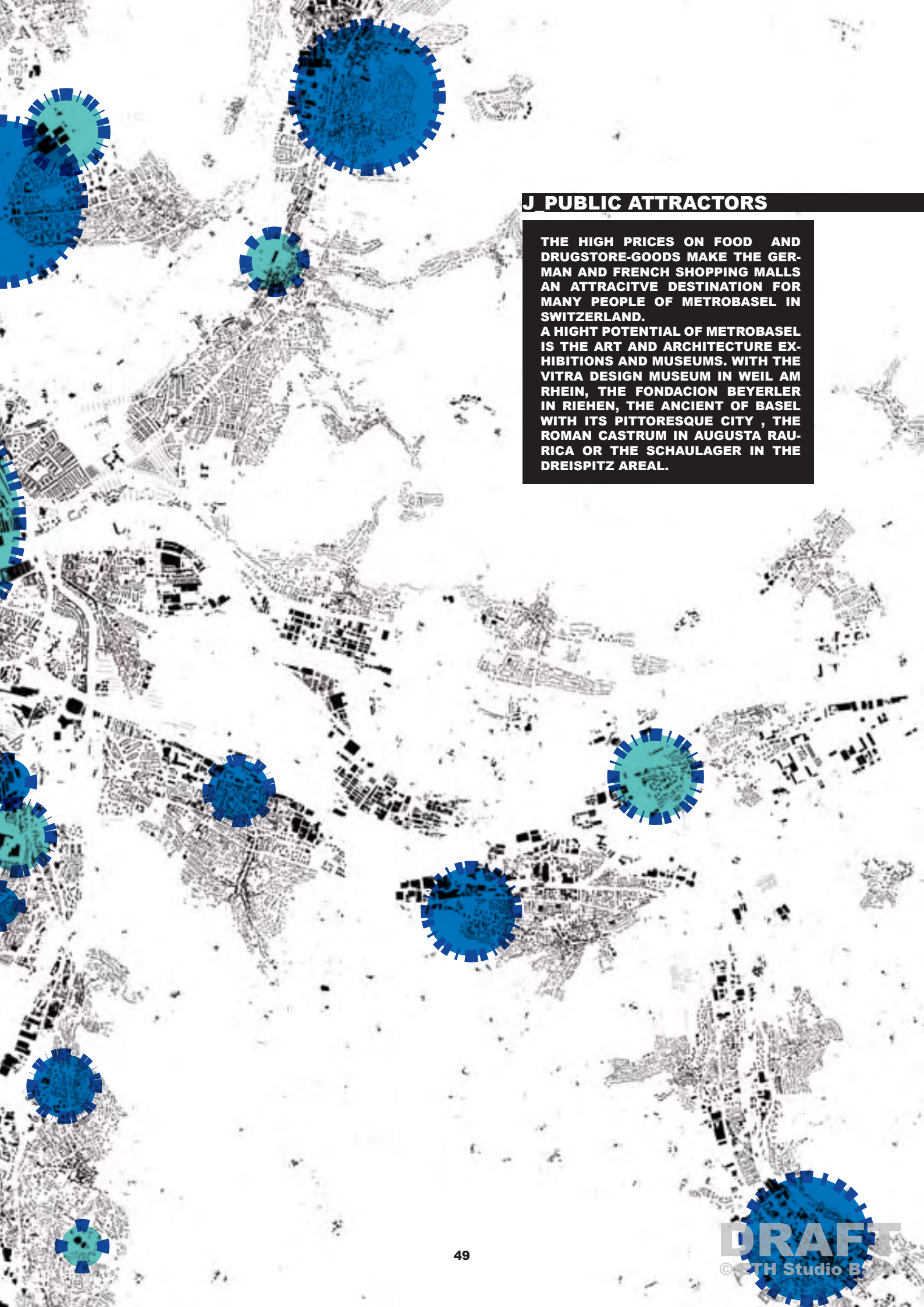

J_PUBLIC ATTRACTORS

THE HIGH PRICES ON FOOD AND DRUGSTORE-GOODS MAKE THE GERMAN AND FRENCH SHOPPING MALLS AN ATTRACITVE DESTINATION FOR MANY PEOPLE OF METROBASEL IN SWITZERLAND.
A HIGHT POTENTIAL OF METROBASEL IS THE ART AND ARCHITECTURE EXHIBITIONS AND MUSEUMS. WITH THE VITRA DESIGN MUSEUM IN WEIL AM RHEIN, THE FONDACION BEYERLER IN RIEHEN, THE ANCIENT OF BASEL WITH ITS PITTORESQUE CITY , THE ROMAN CASTRUM IN AUGUSTA RAURICA OR THE SCHAULAGER IN THE DREISPITZ AREAL.

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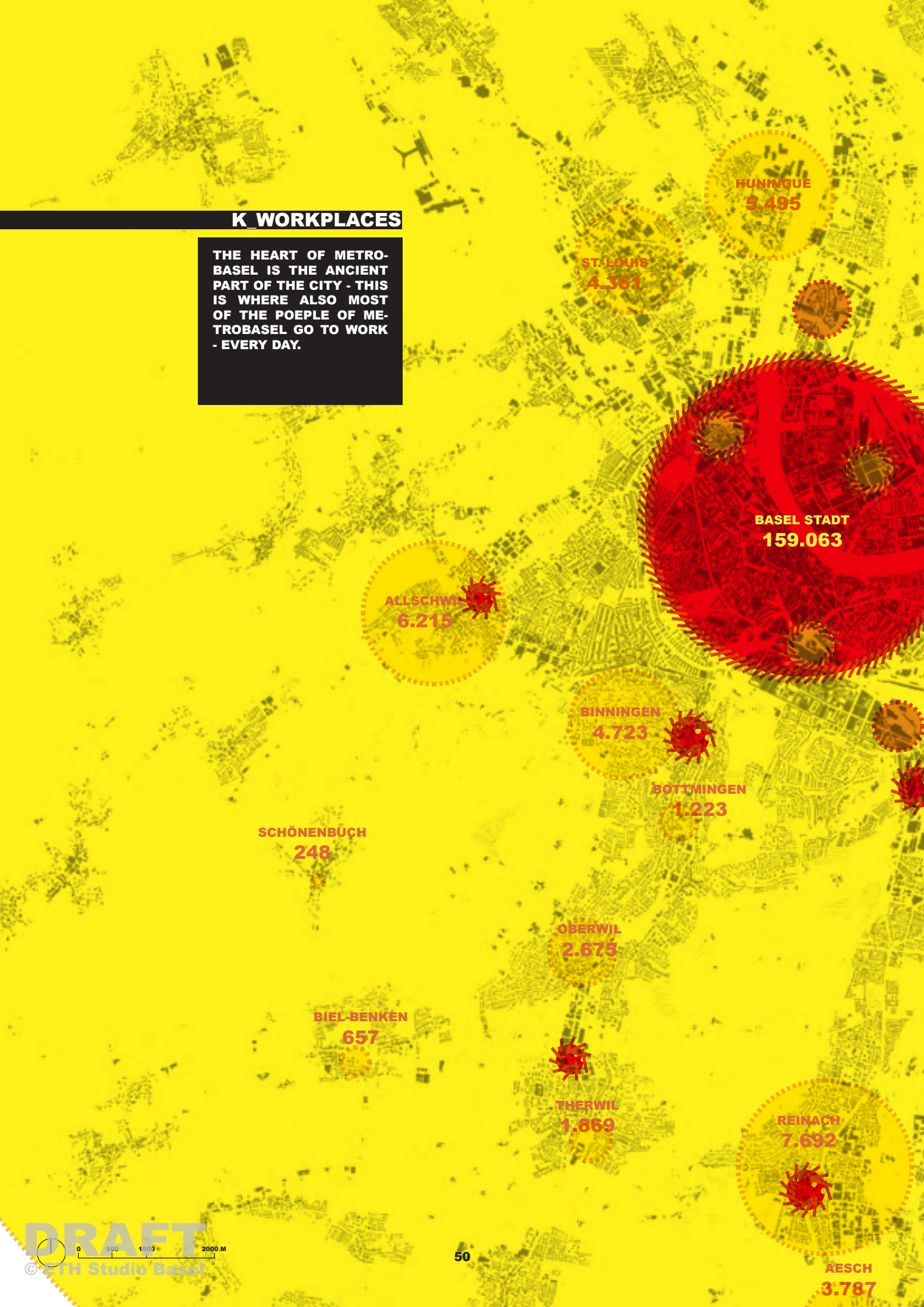
K_WORKPLACES

THE HEART OF METRO-BASEL IS THE ANCIENT PART OF THE CITY - THIS IS WHERE ALSO MOST OF THE POEPLE OF METROBASEL GO TO WORK - EVERY DAY.



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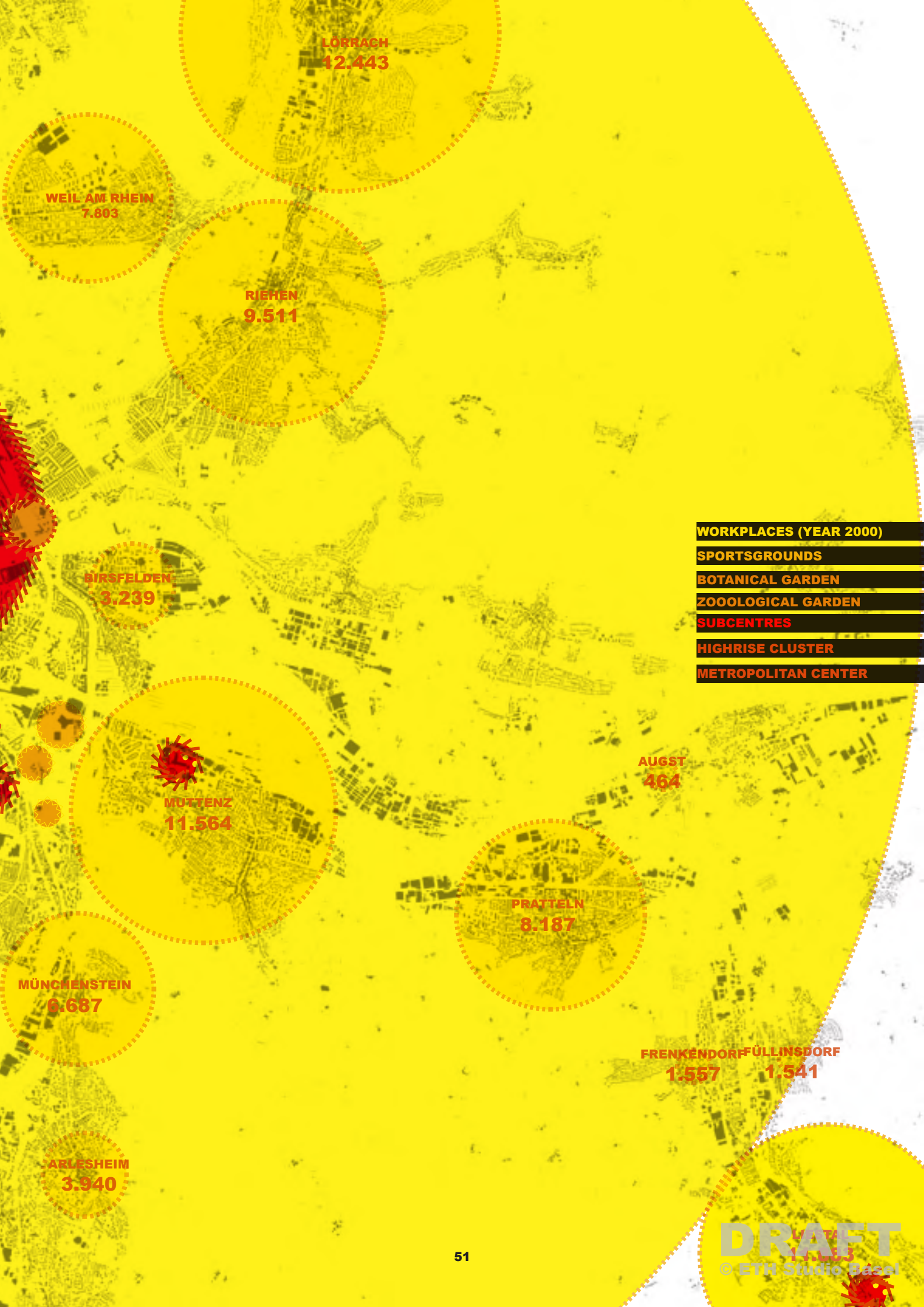

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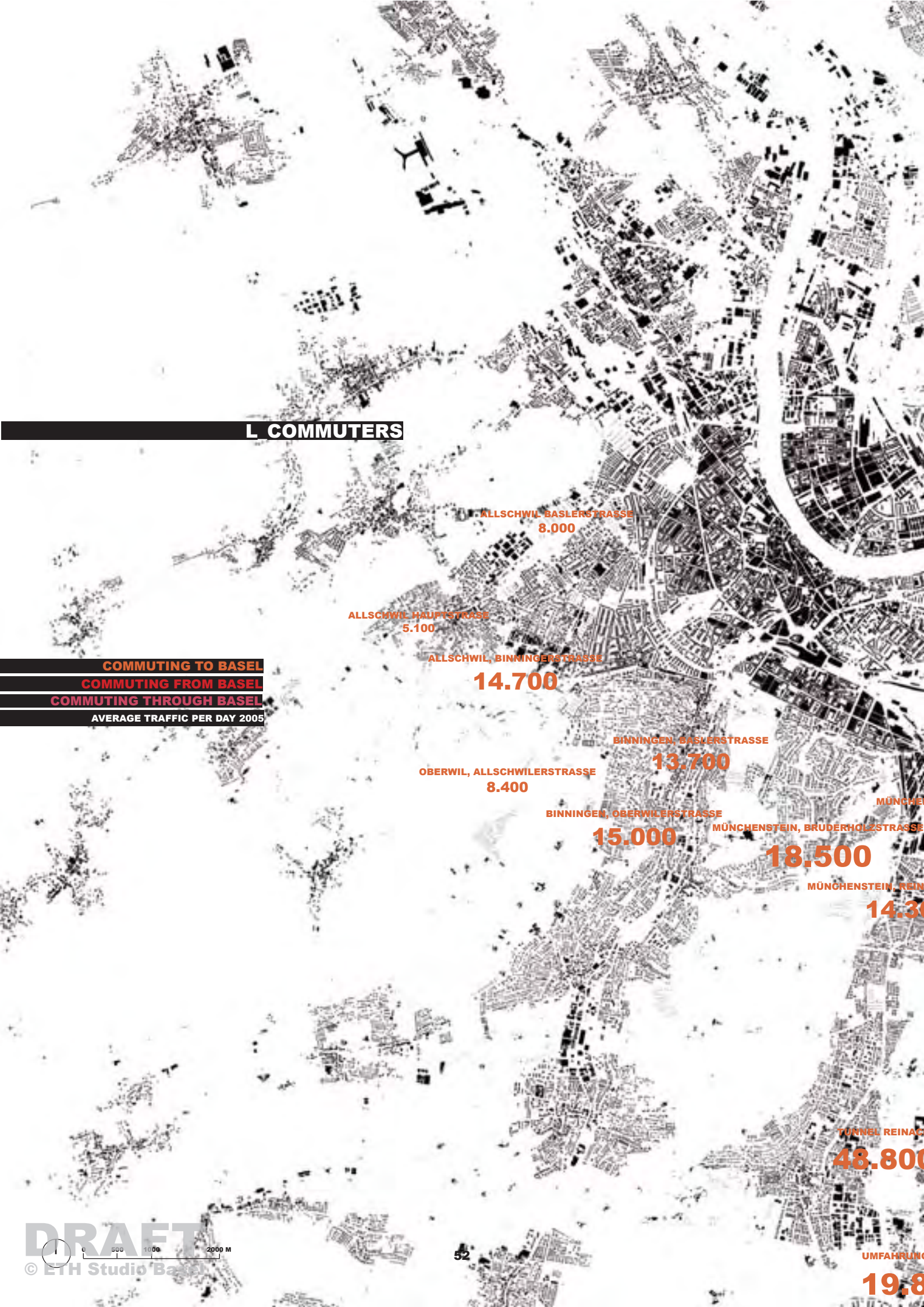

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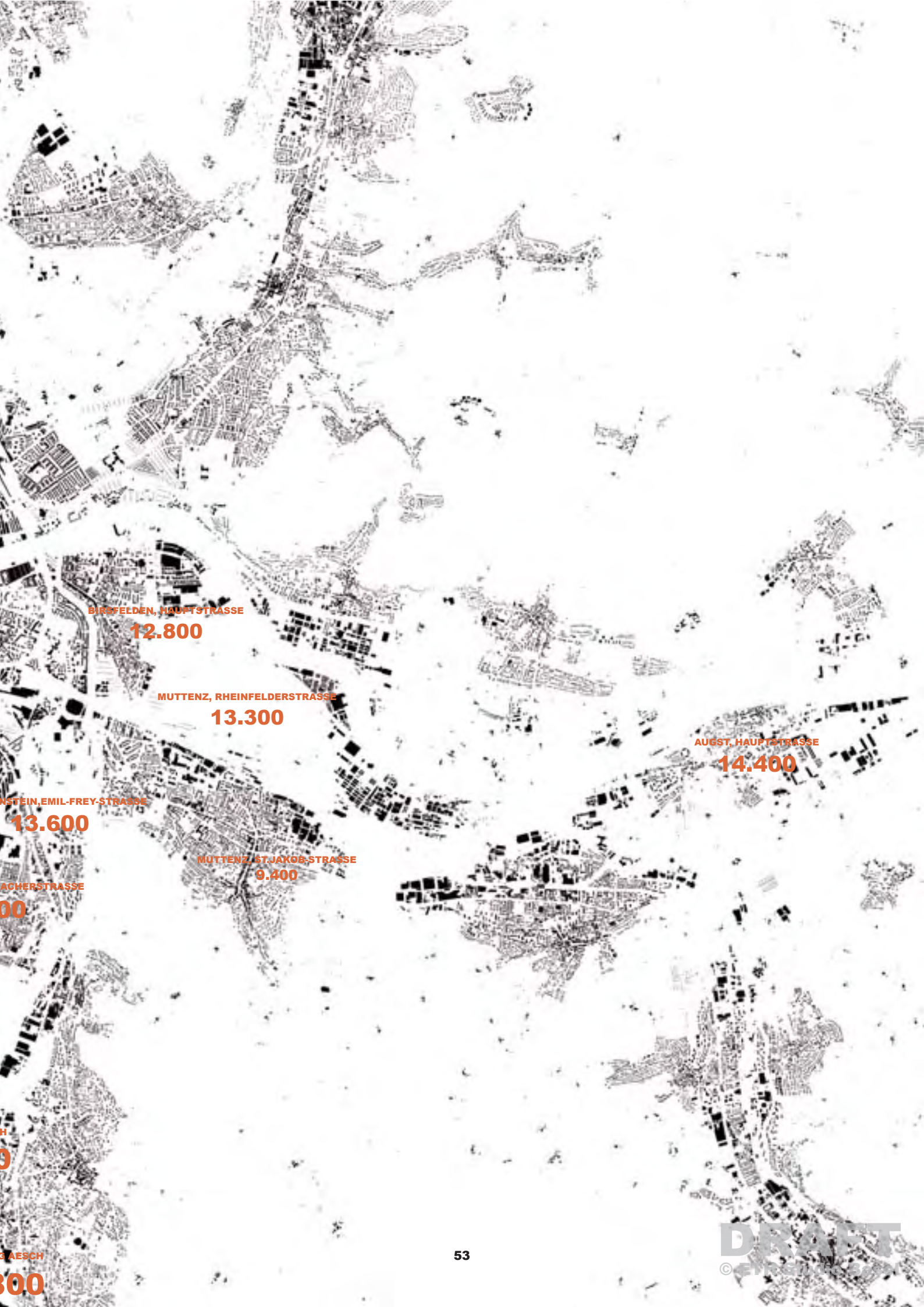
BIRSFELDEN, HAUPTSTRASSE
12.800
MUTTENZ, RHEINFELDERSTRASSE
13.300
AUGST, HAUPTSTRASSE
14.400
13.600
MUTTENZ, ST.JAKOB-STRASSE
9.400

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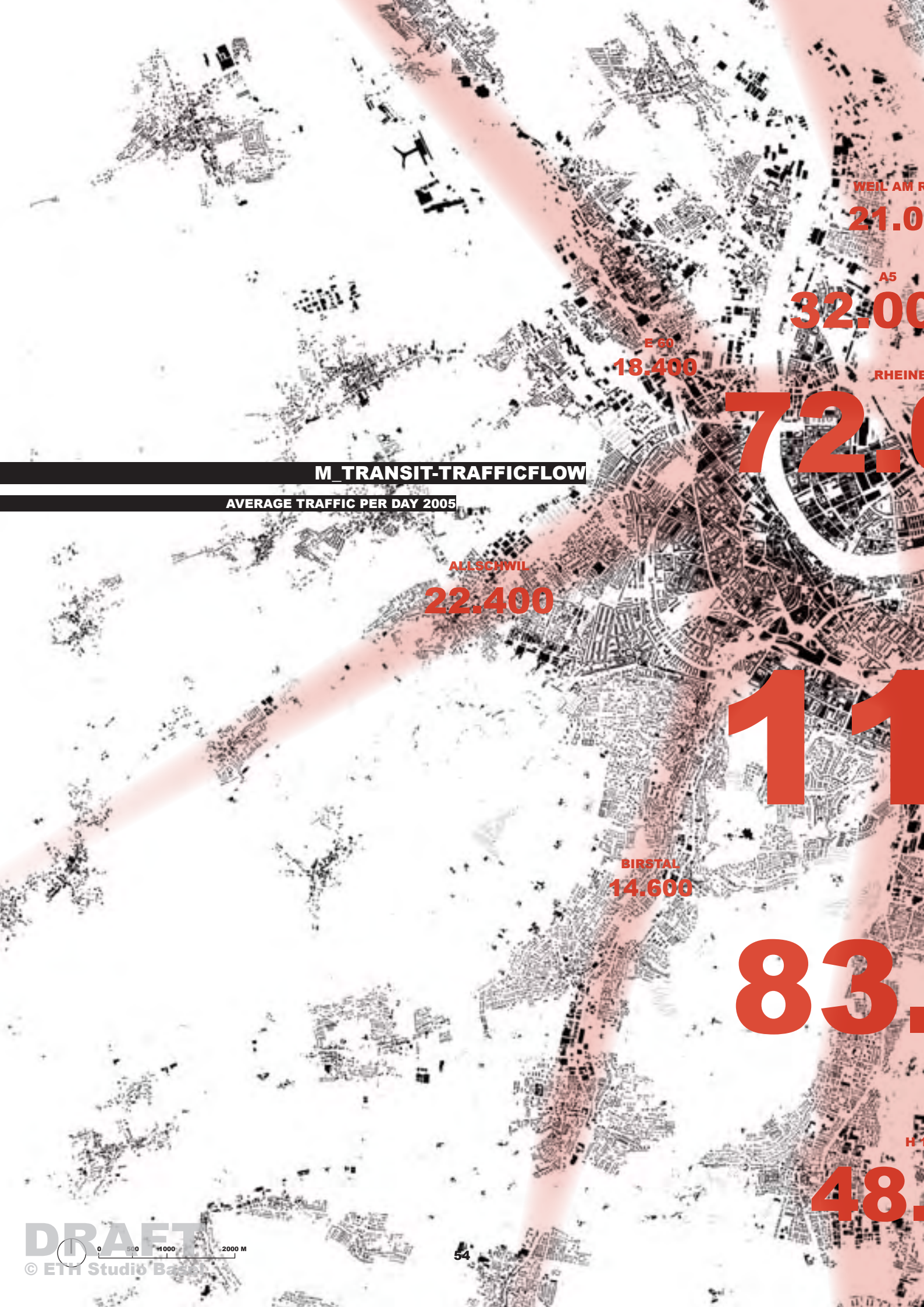

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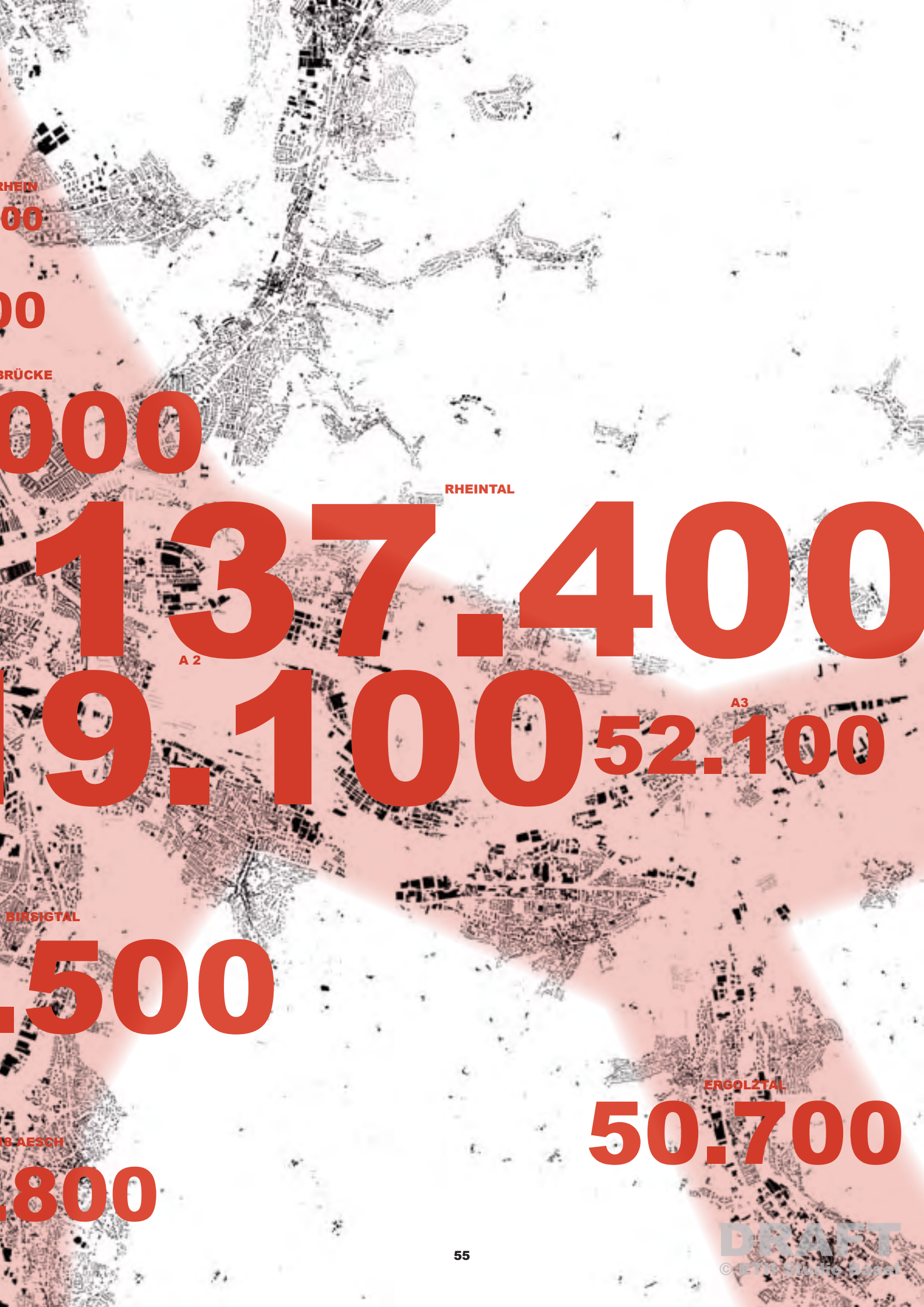

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VISION

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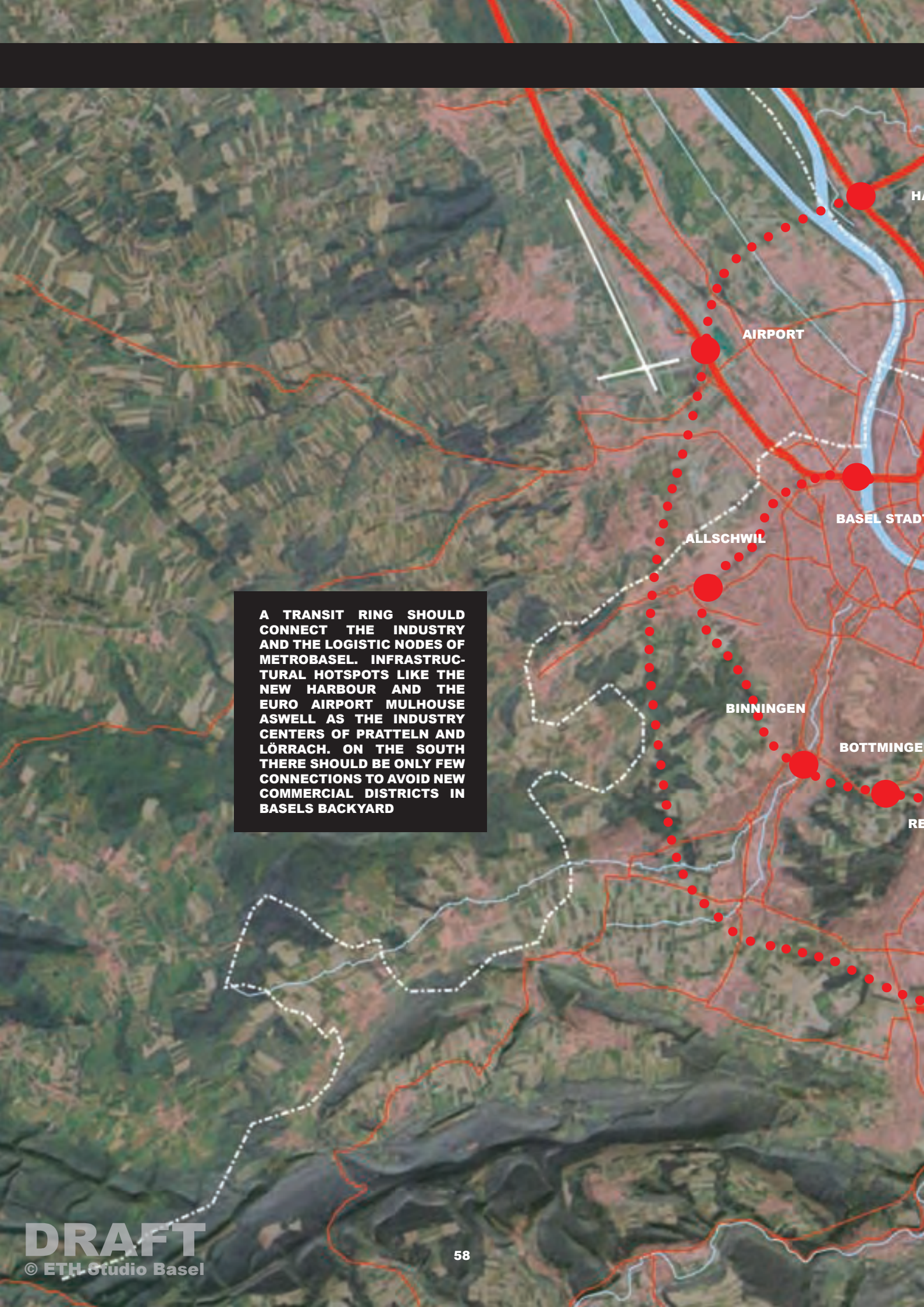

A TRANSIT RING SHOULD CONNECT THE INDUSTRY AND THE LOGISTIC NODES OF METROBASEL. INFRASTRUCTURAL HOTSPOTS LIKE THE NEW HARBOUR AND THE EURO AIRPORT MULHOUSE ASWELL AS THE INDUSTRY CENTERS OF PRATTELN AND LÖRRACH. ON THE SOUTH THERE SHOULD BE ONLY FEW CONNECTIONS TO AVOID NEW COMMERCIAL DISTRICTS IN BASELS BACKYARD

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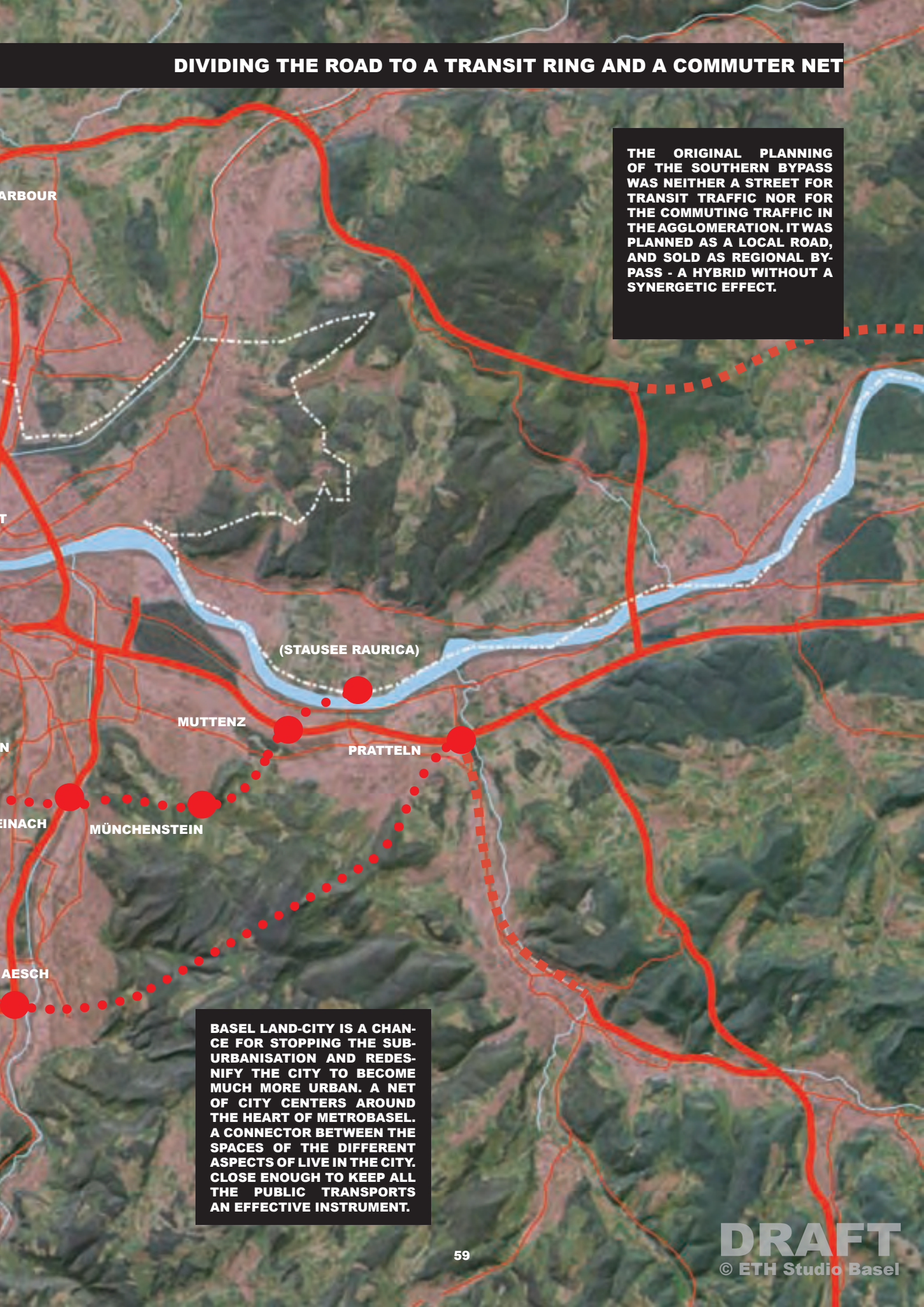
DIVIDING THE ROAD TO A TRANSIT RING AND A COMMUTER NET



THE ORIGINAL PLANNING OF THE SOUTHERN BYPASS WAS NEITHER A STREET FOR TRANSIT TRAFFIC NOR FOR THE COMMUTING TRAFFIC IN THE AGGLOMERATION. IT WAS PLANNED AS A LOCAL ROAD, AND SOLD AS REGIONAL BY-PASS - A HYBRID WITHOUT A SYNERGETIC EFFECT.

BASEL LAND-CITY IS A CHANCE FOR STOPPING THE SUB-URBANISATION AND REDESNIFY THE CITY TO BECOME MUCH MORE URBAN. A NET OF CITY CENTERS AROUND THE HEART OF METROBASEL. A CONNECTOR BETWEEN THE SPACES OF THE DIFFERENT ASPECTS OF LIVE IN THE CITY. CLOSE ENOUGH TO KEEP ALL THE PUBLIC TRANSPORTS AN EFFECTIVE INSTRUMENT.

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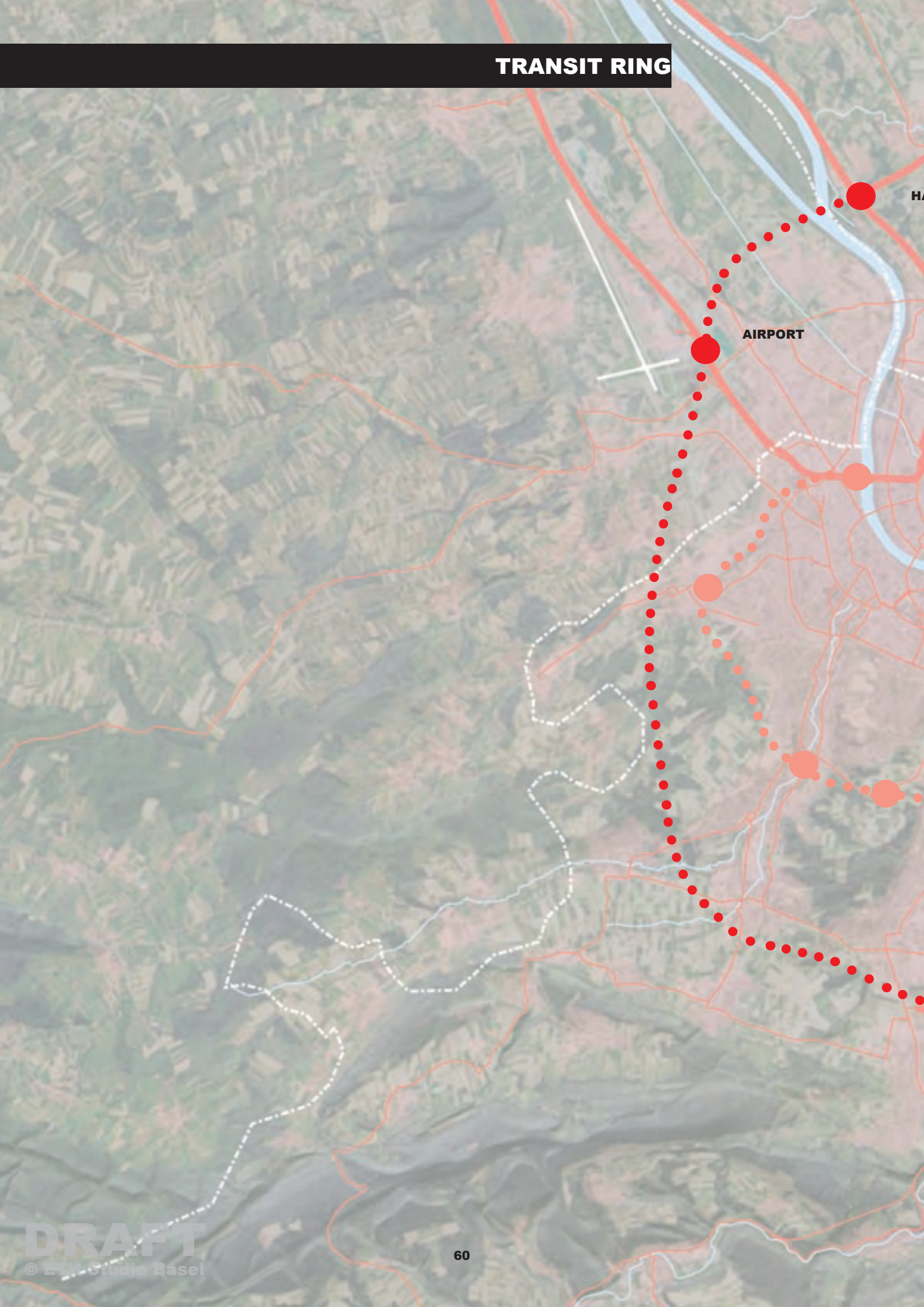
TRANSIT RING



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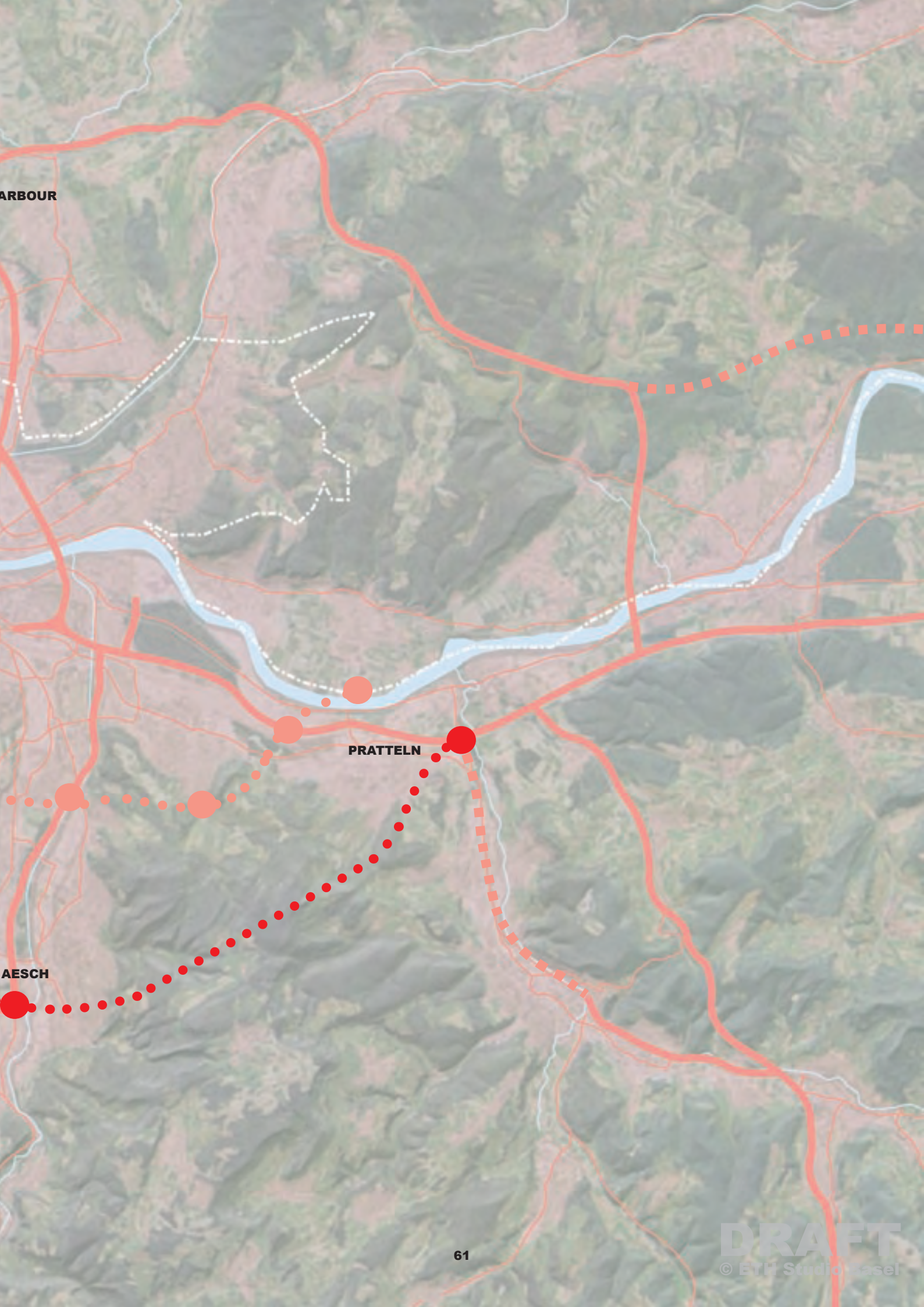

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RHEIN

HUNINGUE 240m AMSL

AIRPORT 260m AMSL

ST-LOUIS 270m AMSL

ALLSCHWIL 330m AMSL

OBERWIL 390m AMSL

BIEL-BENKEN 320m AMSL

BIRSIG

0

PROFILE

THE 30KM LONG SECTION ALONG THE ROUTE OF THE TRANSIT RING SHOWS THE MAXIMAL HEIGHT DIFFERENCE OF 420M - THIS MAKES TUNNELING NECESSARY IN THE PART OF THE ROAD BETWEEN AESCH AND PRATTELN.

THERWIL 320m AMSL

REINACH 310m AMSL

AESCH 300m AMSL

BIRS

ARLESHEIM 420m AMSL

WEISSENBERGFLUE 660m AMSL

PRATTELN 290m AMSL

RHEIN

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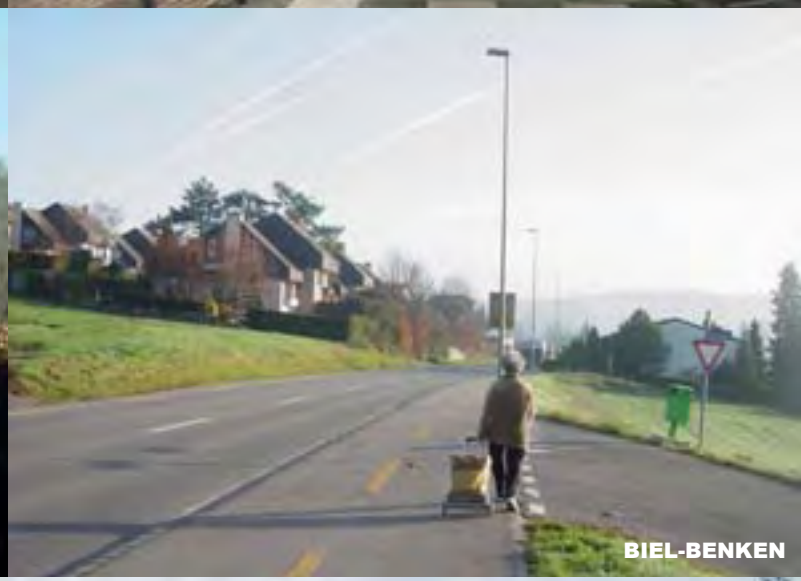
HUNINGUE

HUNINGUE

AIRPORT

ST-LOUIS

OBERWIL


BIEL-BENKEN

AESCH

AESCH

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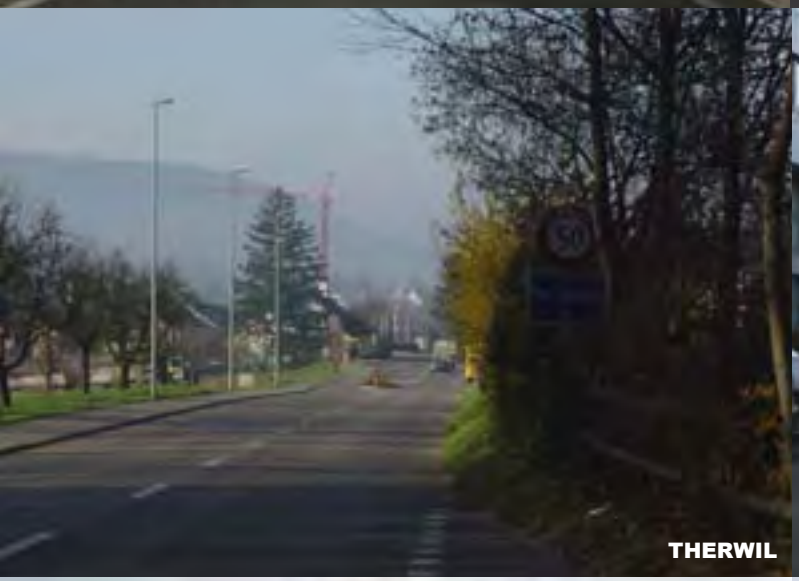
HUNINGUE

AIRPORT

ST-LOUIS

ALLSCHWIL



THERWIL

REINACH

ARLESHEIM

PRATTELN

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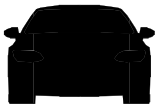
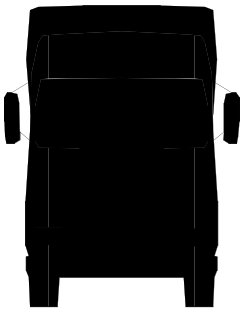
PEDESTRIAN - CROSSING POSSIBILITIES OFFERED BY BUILDINGS ABOVE THE ROAD OR BRIDGES. NO SPECIAL WALK ALONG THE ROAD.

BICYCLE - A SEPERATE „VELOWEG“ ACCOMPANIES THE 30km LONG ROAD IN MOST PART. MINIMUM WIDTH = 2.00m.



CAR - TWO MAIN LANES IN EACH DIRECTION SHOULD GUARANTEE FLOW OF TRAFFIC AND SECURITY. TRAFFICS JAMS ARE NOT EXPECTED. MINIMUM WIDTH = 3.25m.



LORRY - MOSTLY FOR TRANSIT USE. INTERNATIONAL TRANSPORTS HAVE NO LONGER TO PASS THE HEART OF BASEL STADT. MINIMUM WIDTH = 3.25m.

ANIMAL - GREEN BRIDGES AND TUNNELS ARE CROSSING THE ROAD IN EVERY ZONE OF A WILDLIFE CORRIDOR. TREES AND SHRUBS MAKE THEM NEARLY INVISIBLE.

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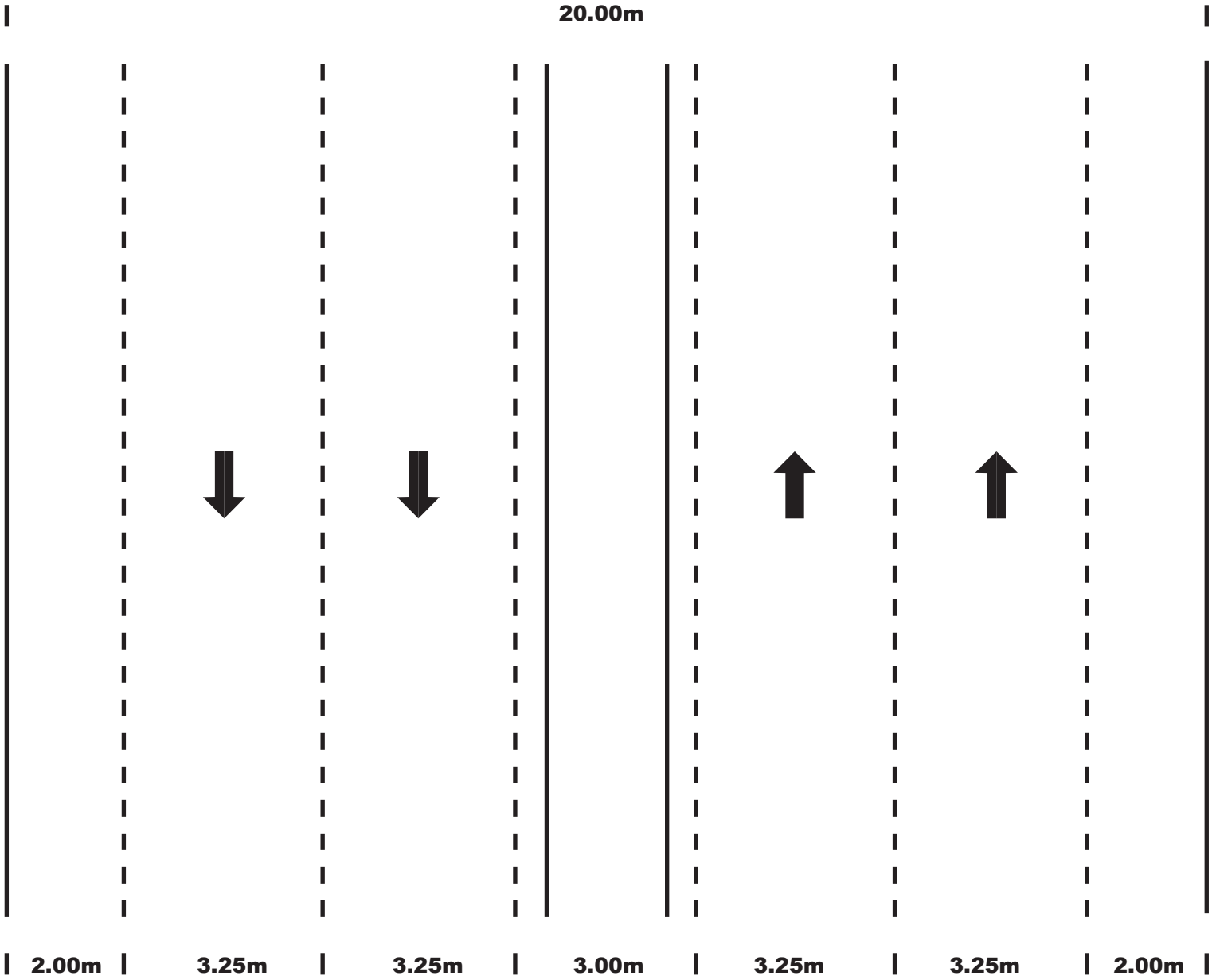

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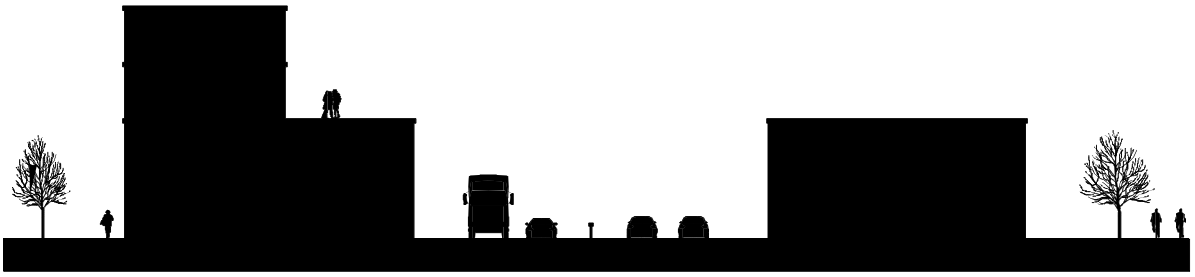

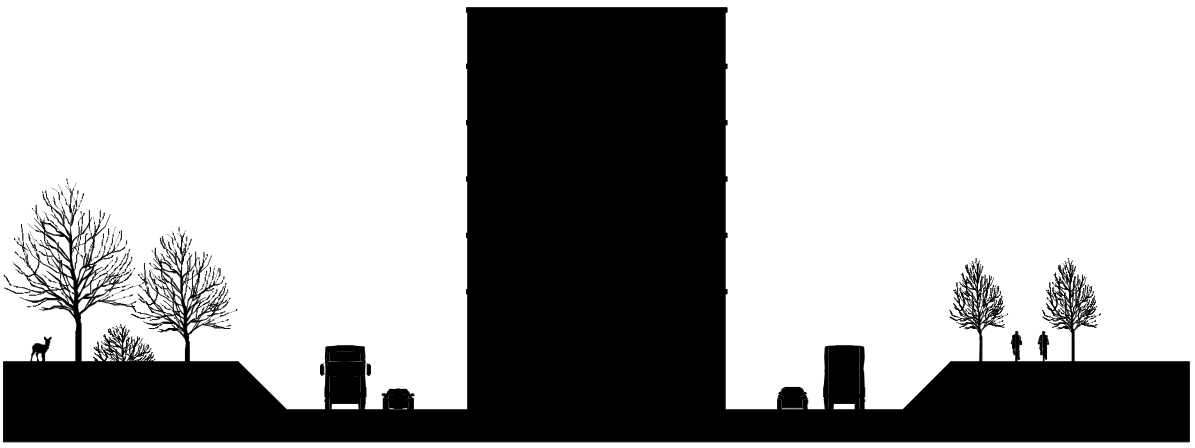

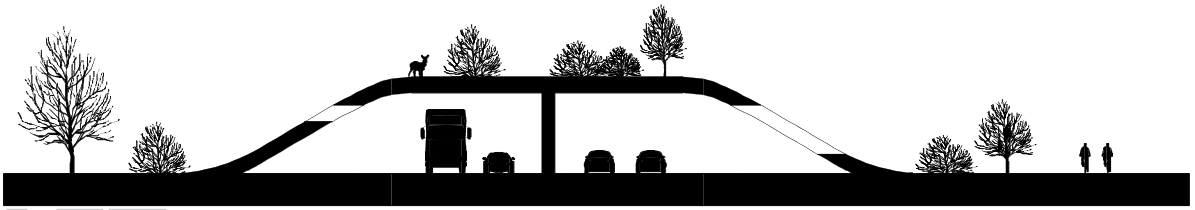

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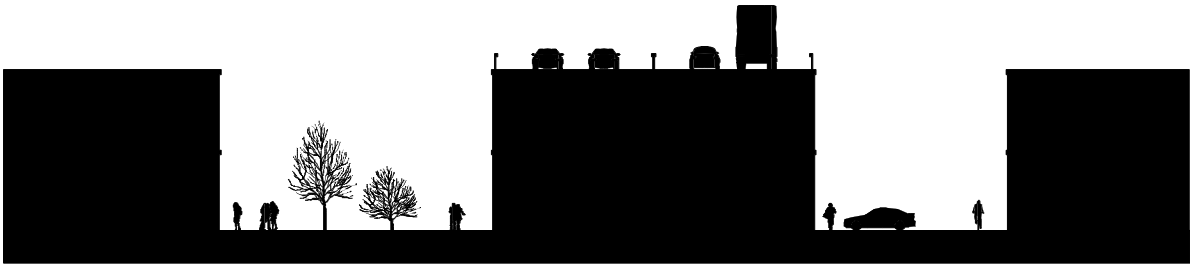
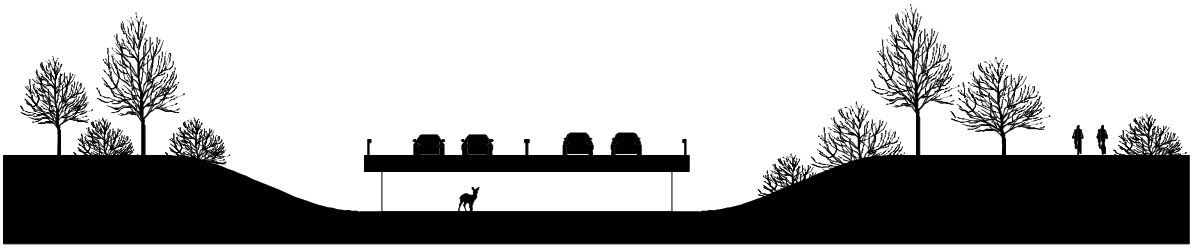
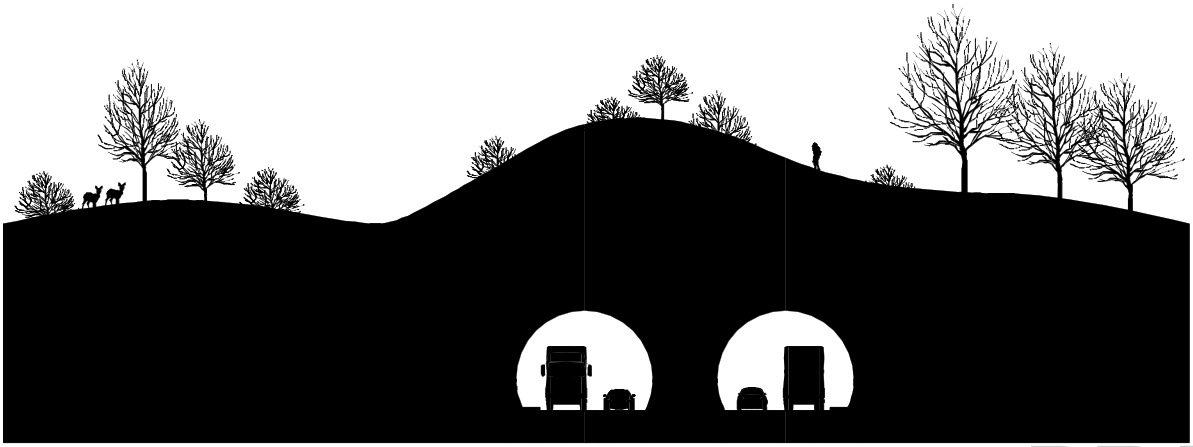
THE STREET IS INTERACTING WITH ITS ENVRIONMENT







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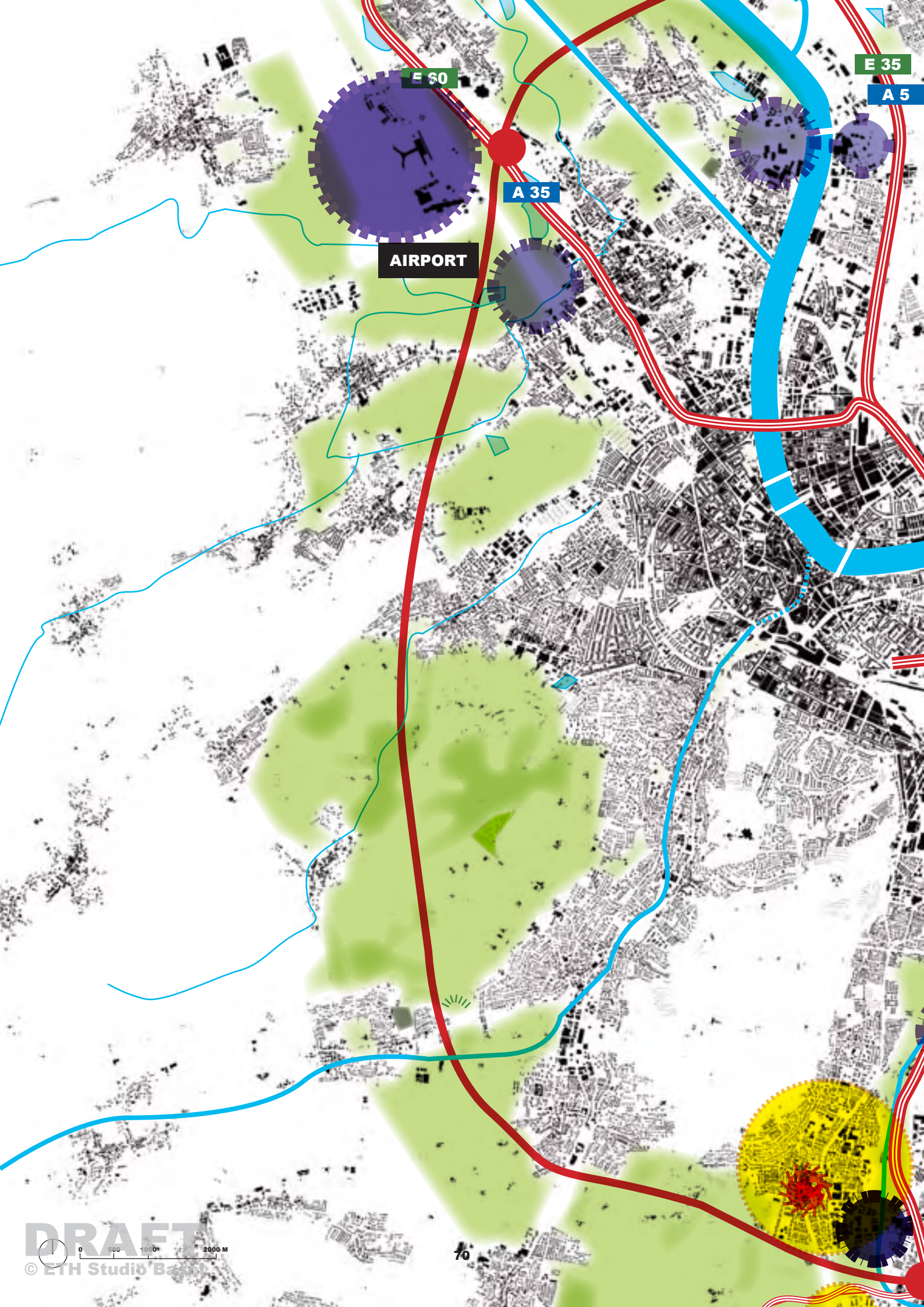

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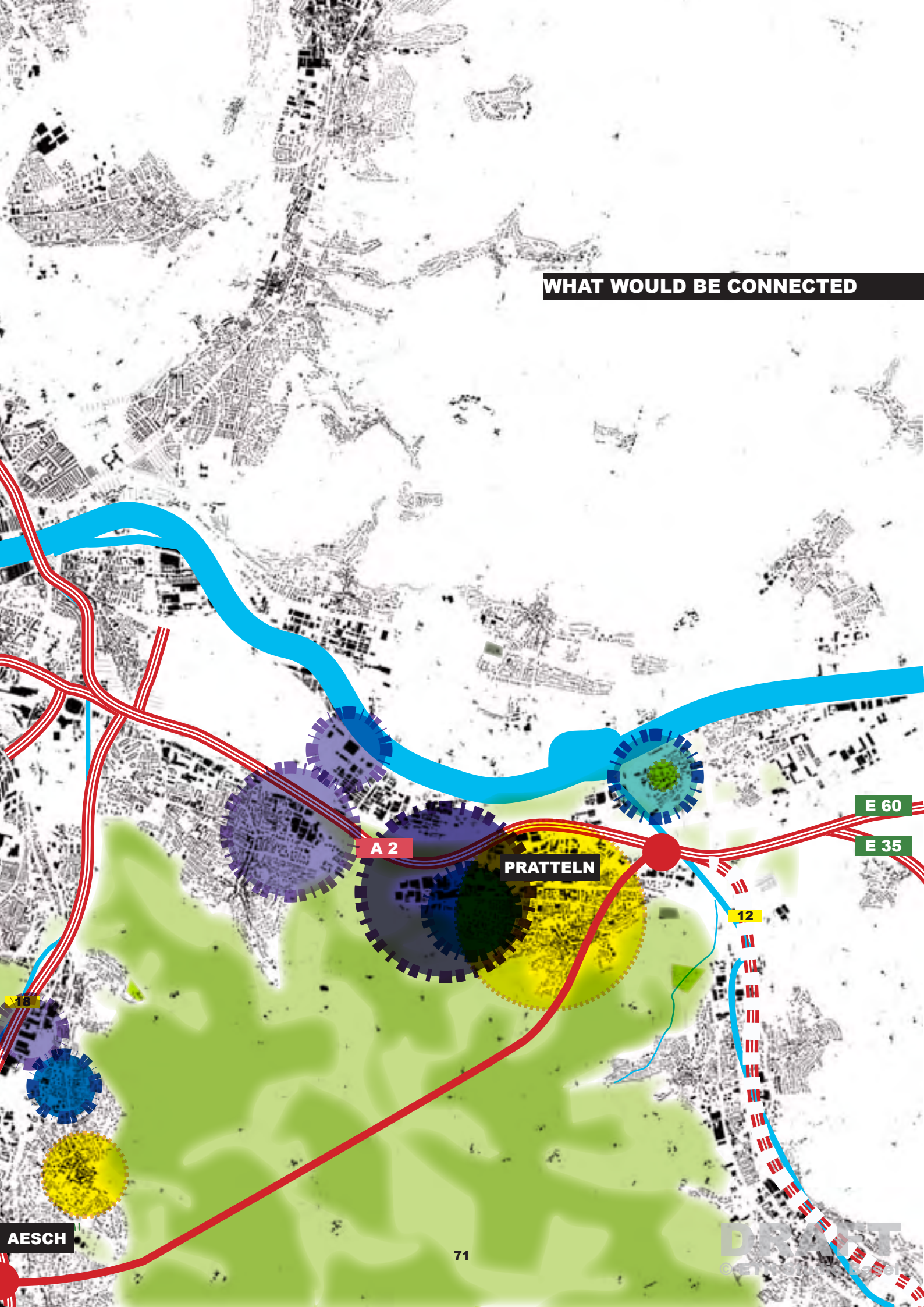
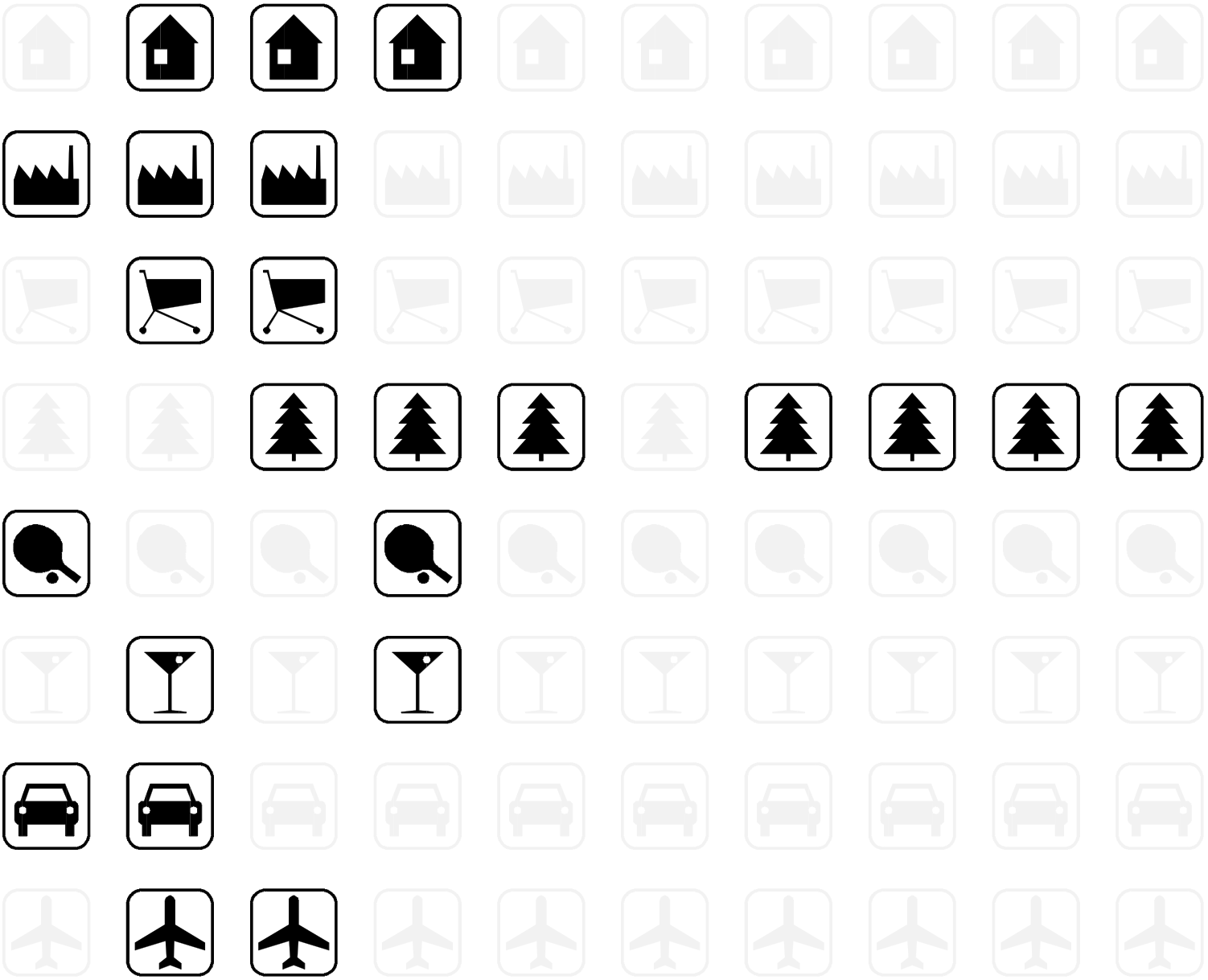

WHAT WOULD BE CONNECTED
A 2
PRATTELN
E 60
E 35
12
18
AESCH
DRAFT



RHEIN
HUNINGUE
AIRPORT
ST-LOUIS
ALLSCHWIL
OBERWIL
BIEL-BENKEN
BIRSIG

DRAFT
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THERWIL

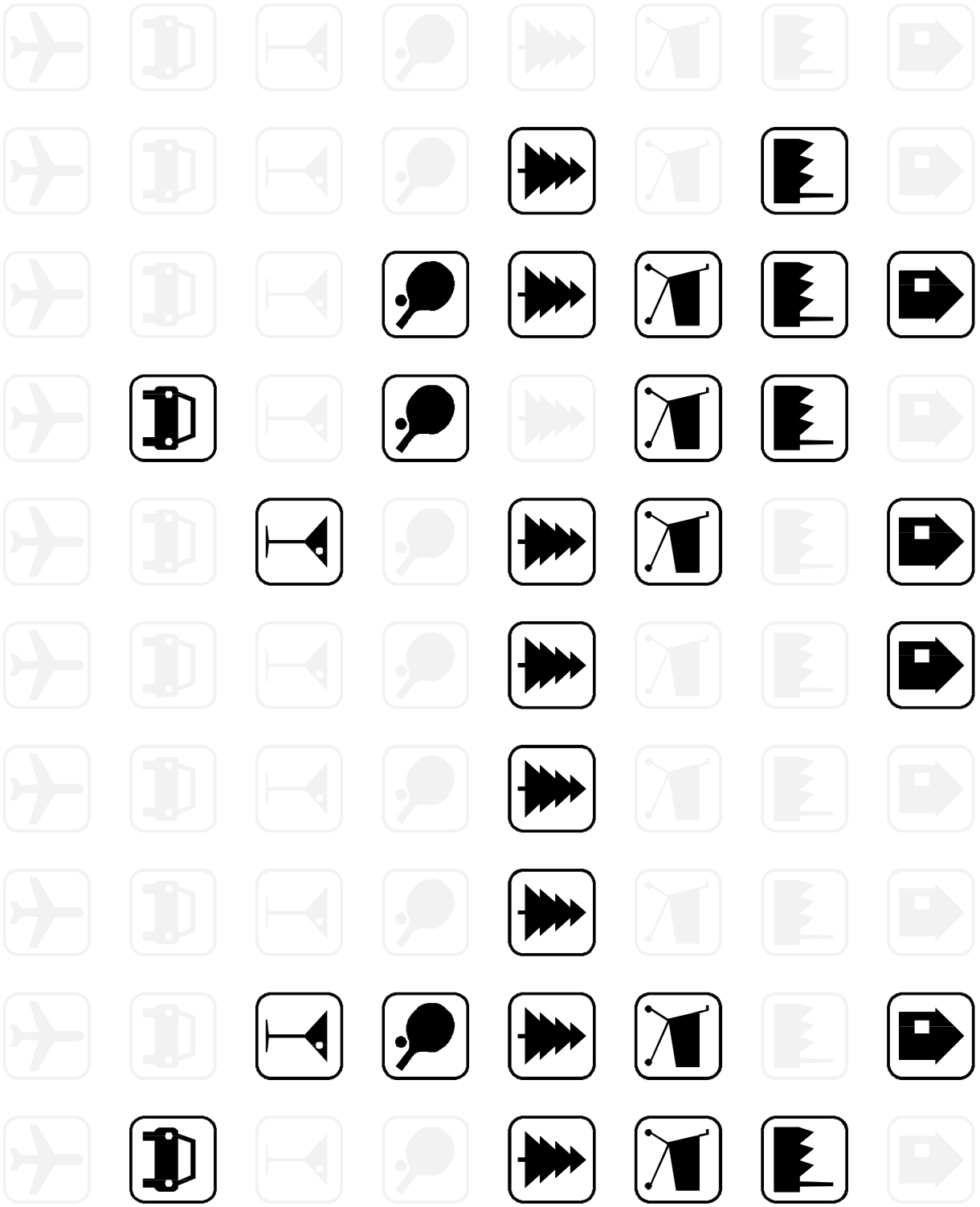
REINACH

AESCH
BIRS

ARLESHEIM

WEISSENBERGFLUE

PRATTELN
RHEIN



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BACKBONE OF BASELLAND CITY

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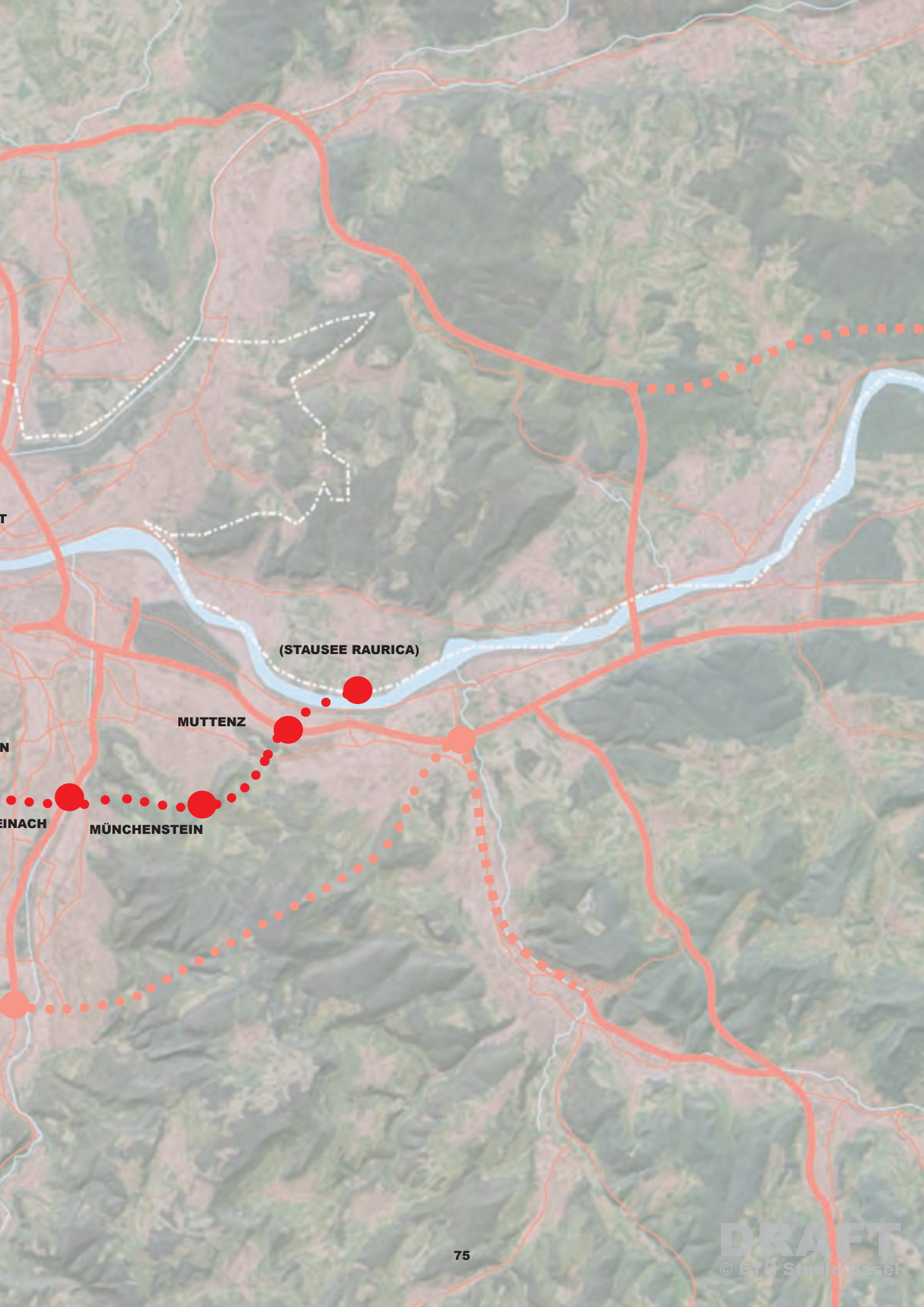

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RHEIN

BASEL STADT 270m AMSL

0

ALLSCHWIL 280m AMSL

BINNINGEN 350m AMSL

OBERWIL 350m AMSL

BIRSIG

PROFILE

THE 15KM LONG SECTION ALONG THE ROUTE OF THE BASELLAND-CITY BACKBONE SHOWS THE MAXIMAL HEIGHT DIFFERENCE OF 180M - THE HILLS ARE LOW ENOUGH TO CROSS THEM WITHOUT EXPENSIVE TUNNELING.

BOTTMINGEN 330m AMSL

REINACH 360m AMSL

MÜNCHENSTEIN 270m AMSL

BIRS

WARTENBERG 450m AMSL

MUTTENZ 285m AMSL

RHEIN

DRAFT
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BASEL STADT

BASEL STADT

BINNINGEN

BINNINGEN

OBERWIL

BOTTMINGEN

REINACH

REINACH

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ALLSCHWIL

ALLSCHWIL

OBERWIL

OBERWIL

BOTTMINGEN

REINACH

MÜNCHENSTEIN

MUTTENZ

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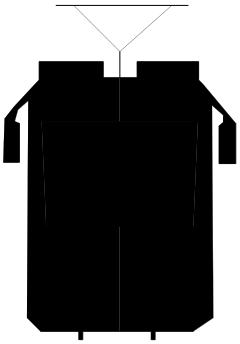
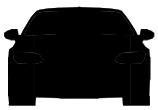
PEDESTRIAN - THE POSSIBILITIES OF USING THE ROAD SHOULD BE VARIOUS. CROSSING OVER BRIDGES INSTEAD OF PEDESTRIAN STRIPES WOULD HELP TO INCREASE SECURITY AND IMPROVE TRAFFIC FLOW.

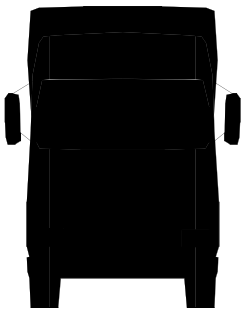
BICYCLE - A SEPERATE „VELOWEG“ ACCOMPANIES THE 15km LONG ROAD. MINIMUM WIDTH = 2.00m.



TRAM - USE THE CHANCE FOR IMPROVING PUBLIC TRANSPORT! A NEW TRAMLINE, THE FIRST TANGENTIAL ONE, STARTING AT BASEL STADT LEADING TO MUTTEN/STAUSEE RAURICA. TWO RAILS IN MOST PARTS, ONE RAIL IN TIGHT CONDITIONS.



CAR - ONE MAIN LANE IN EACH DIRECTION. ONE THAT CAN BE USED IN BOTH DIRECTIONS DEPENDING ON TRAFFIC VOLUME, ONLY FOR USE OF CARS, NO LORRIES. MINIMUM WIDTH = 2.80m.



LORRY - NOT FOR TRANSIT USE, ONLY TO SERVE THE SPOTS ALONG THE ROAD. MINIMUM WIDTH = 3.20m.

ANIMAL - GREEN BRIDGES AND TUNNELS ARE CROSSING THE ROAD IN EVERY ZONE OF A WILDLIFE CORRIDOR. TREES AND SHRUBS MAKE THEM NEARLY INVISIBLE.

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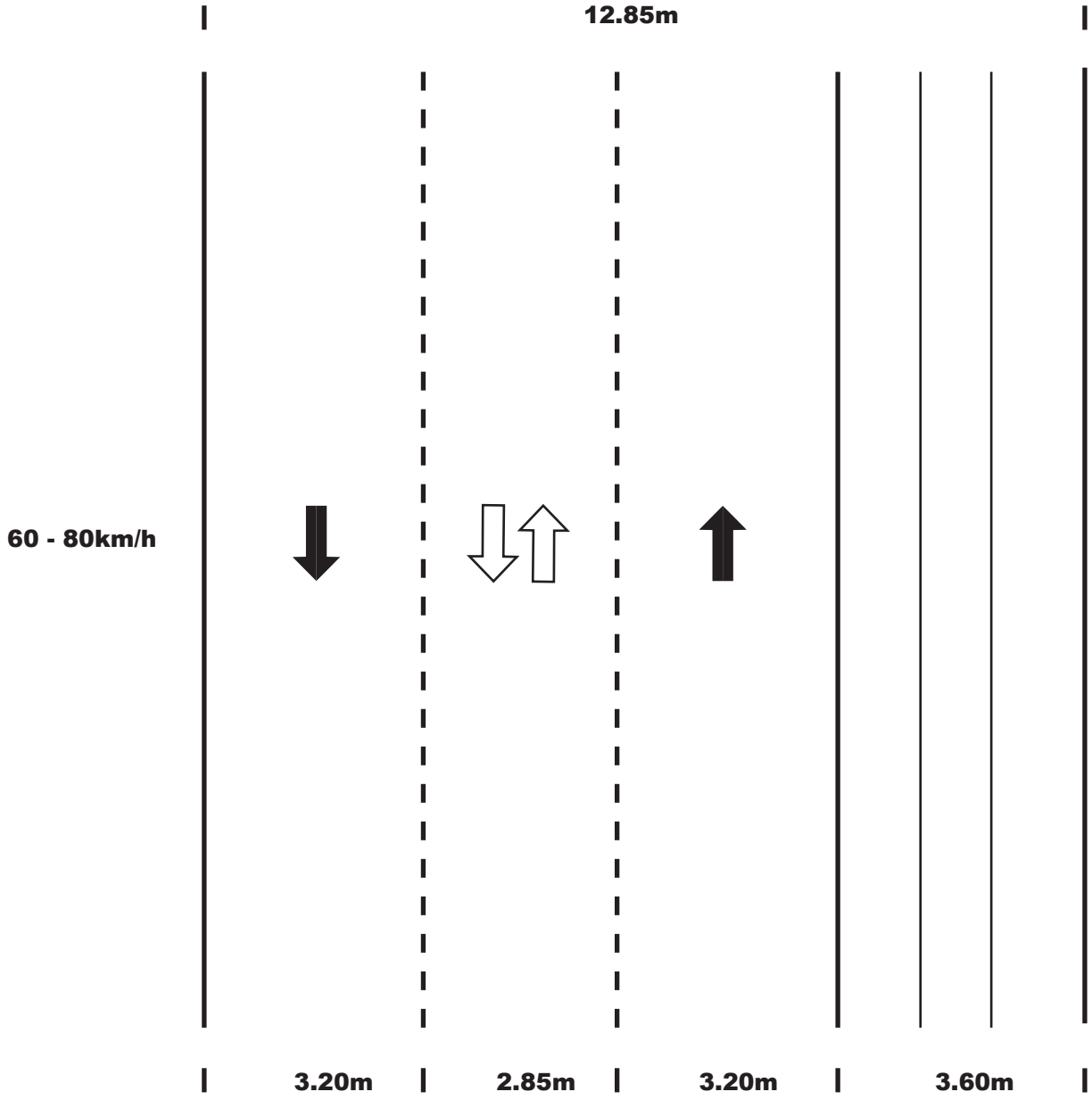

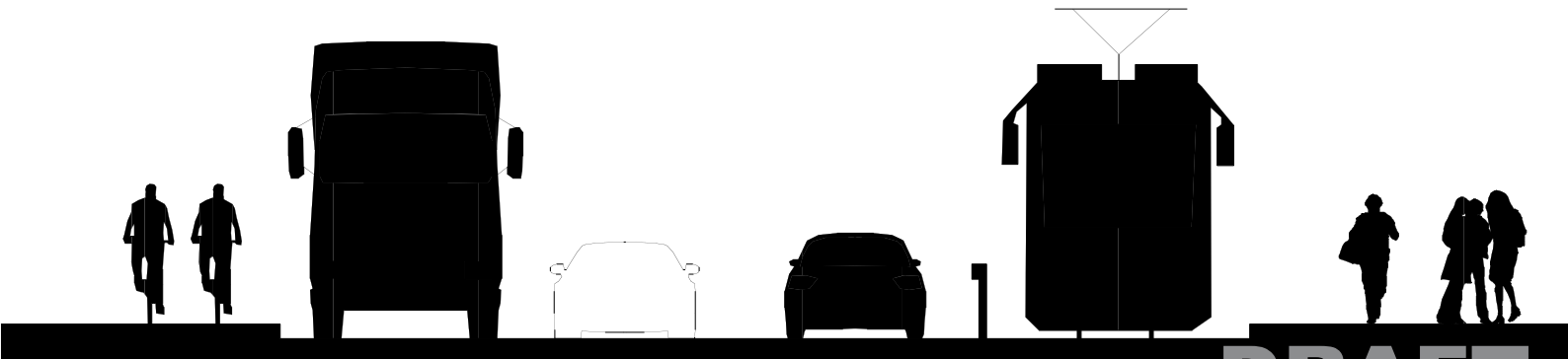

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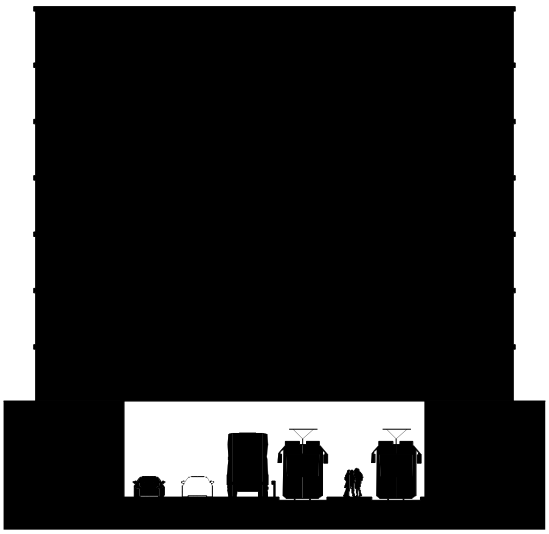

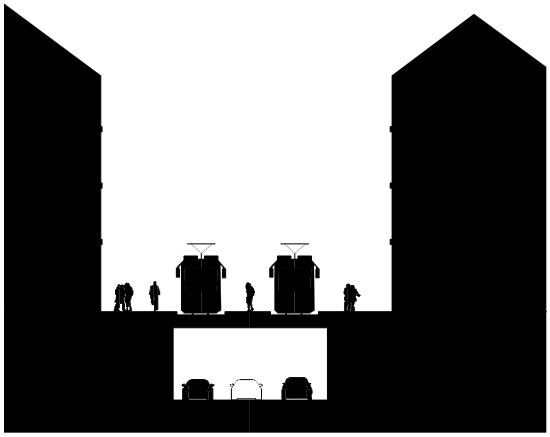

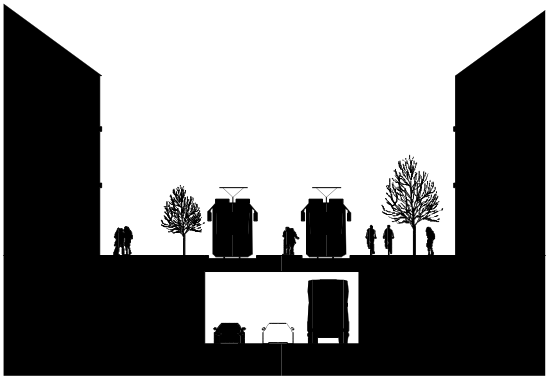

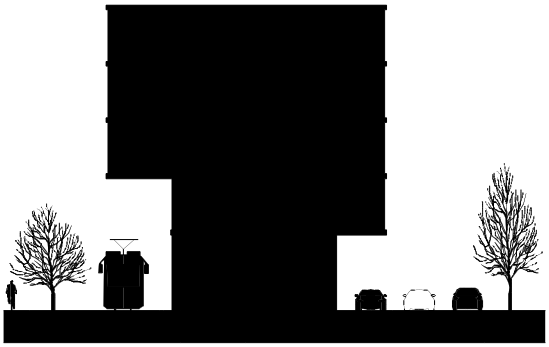

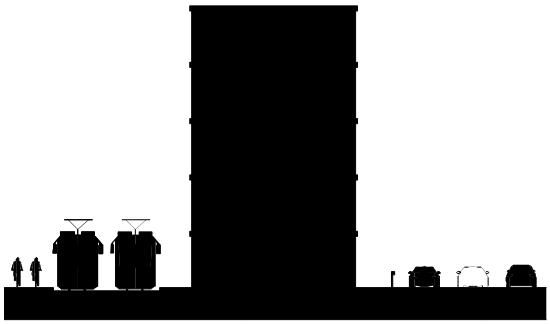

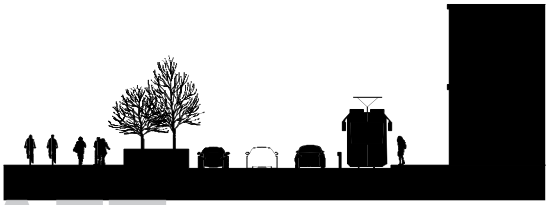

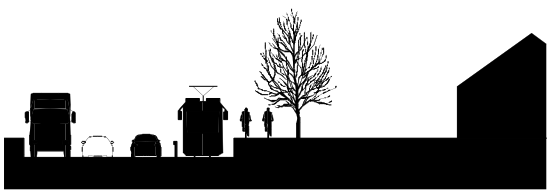

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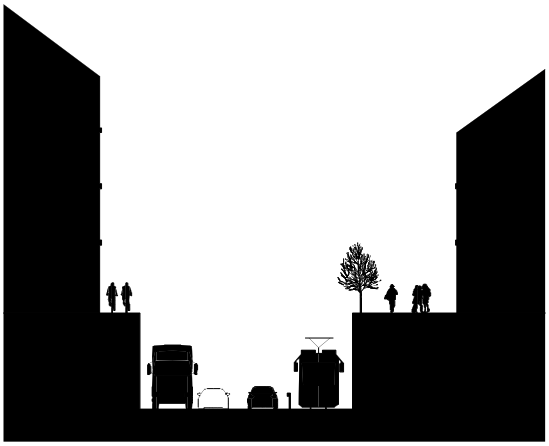
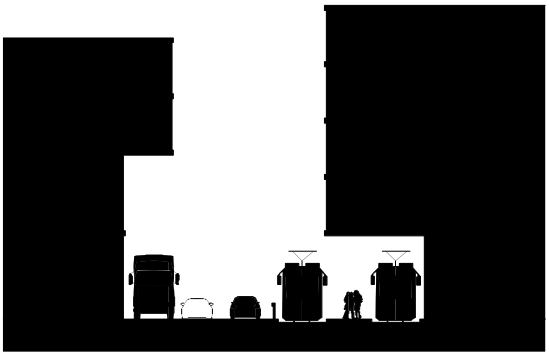
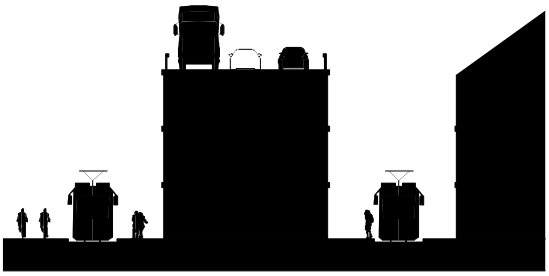
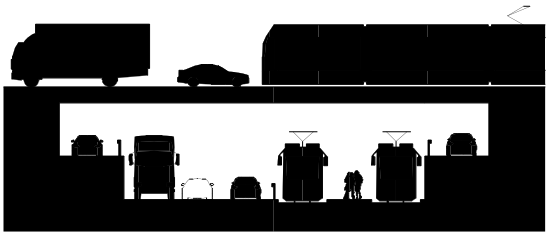
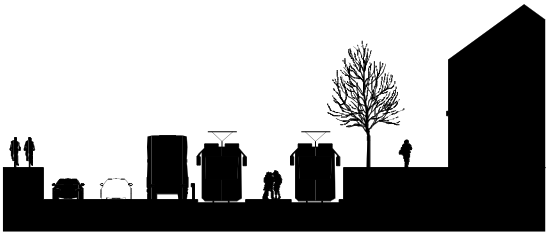
THE STREET IS INTERACTING WITH ITS ENVRIONMENT

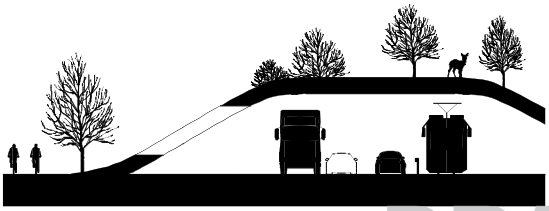












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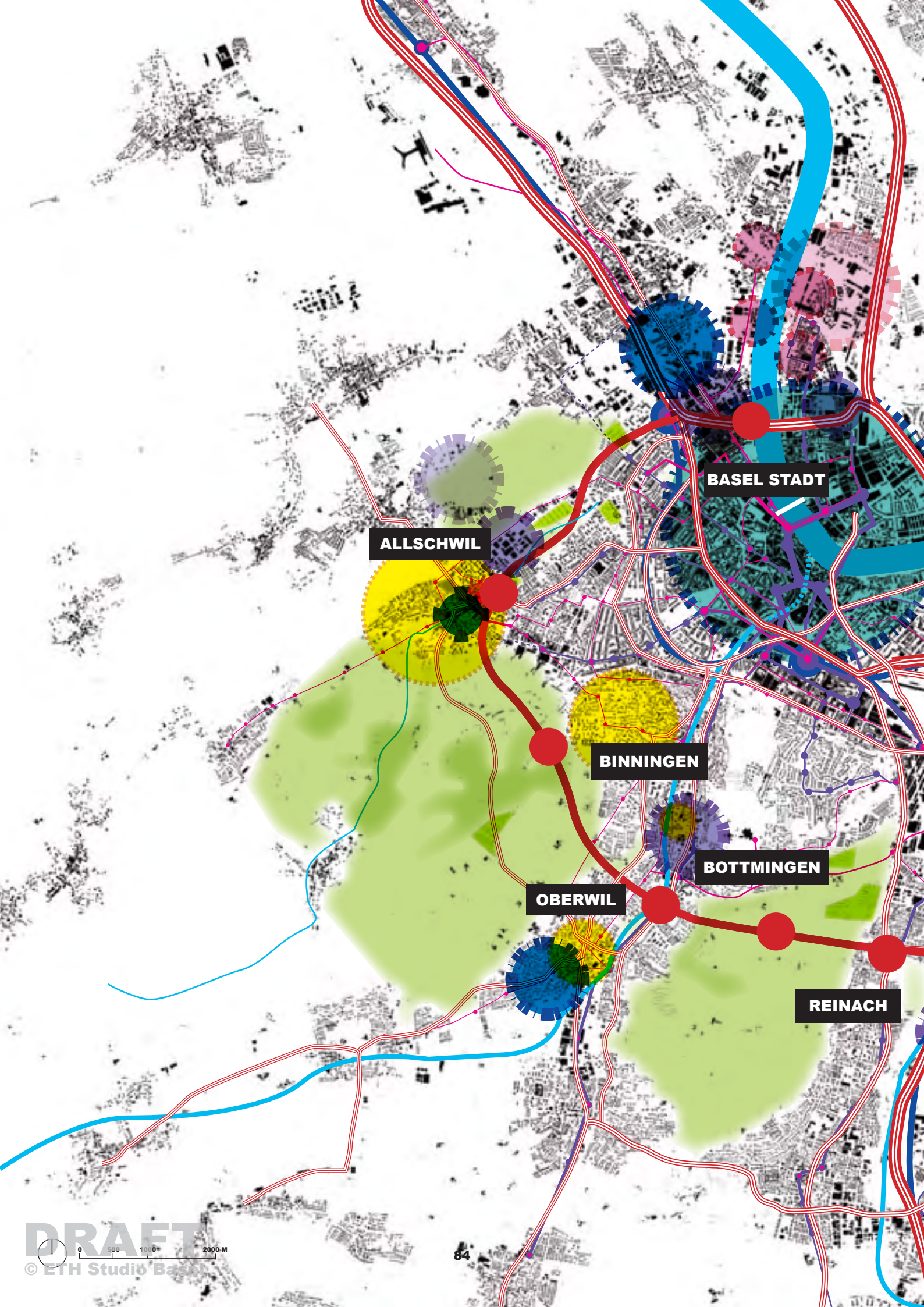

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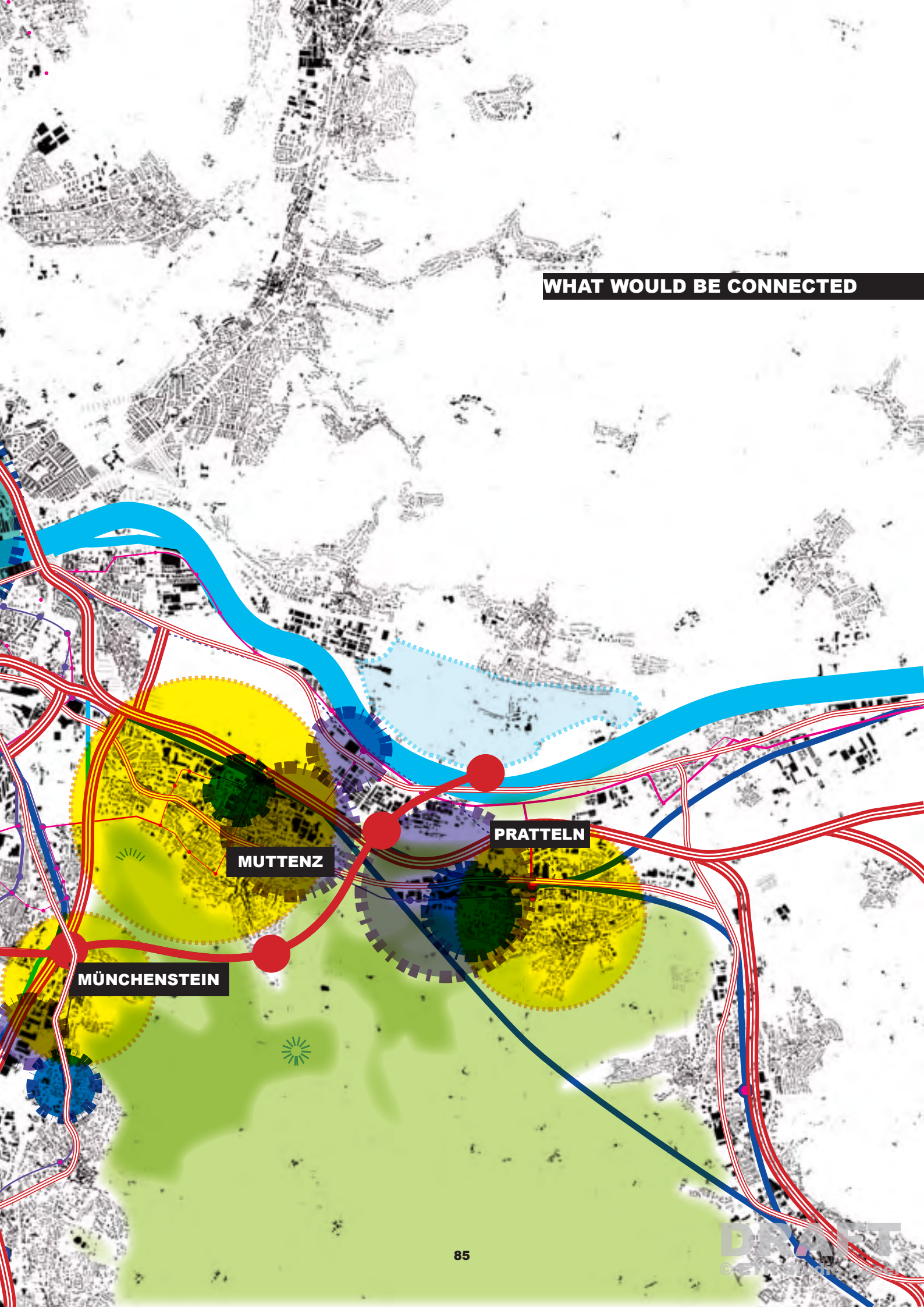
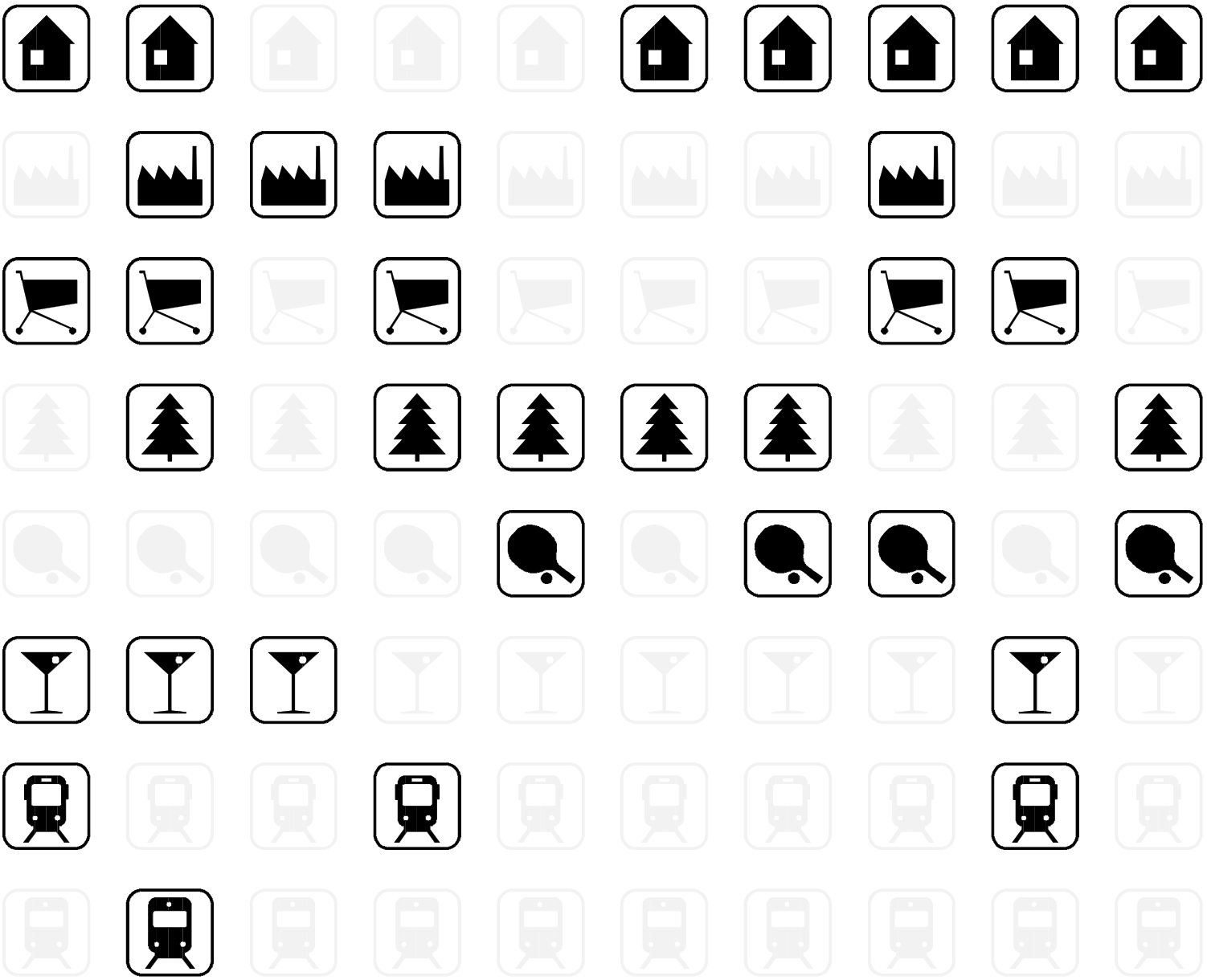

WHAT WOULD BE CONNECTED
PRATTELN
MUTTENZ
MÜNCHENSTEIN



RHEIN

BASEL STADT

ALLSCHWIL

BINNINGEN

OBERWIL

BIRSIG

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BOTTMINGEN

REINACH

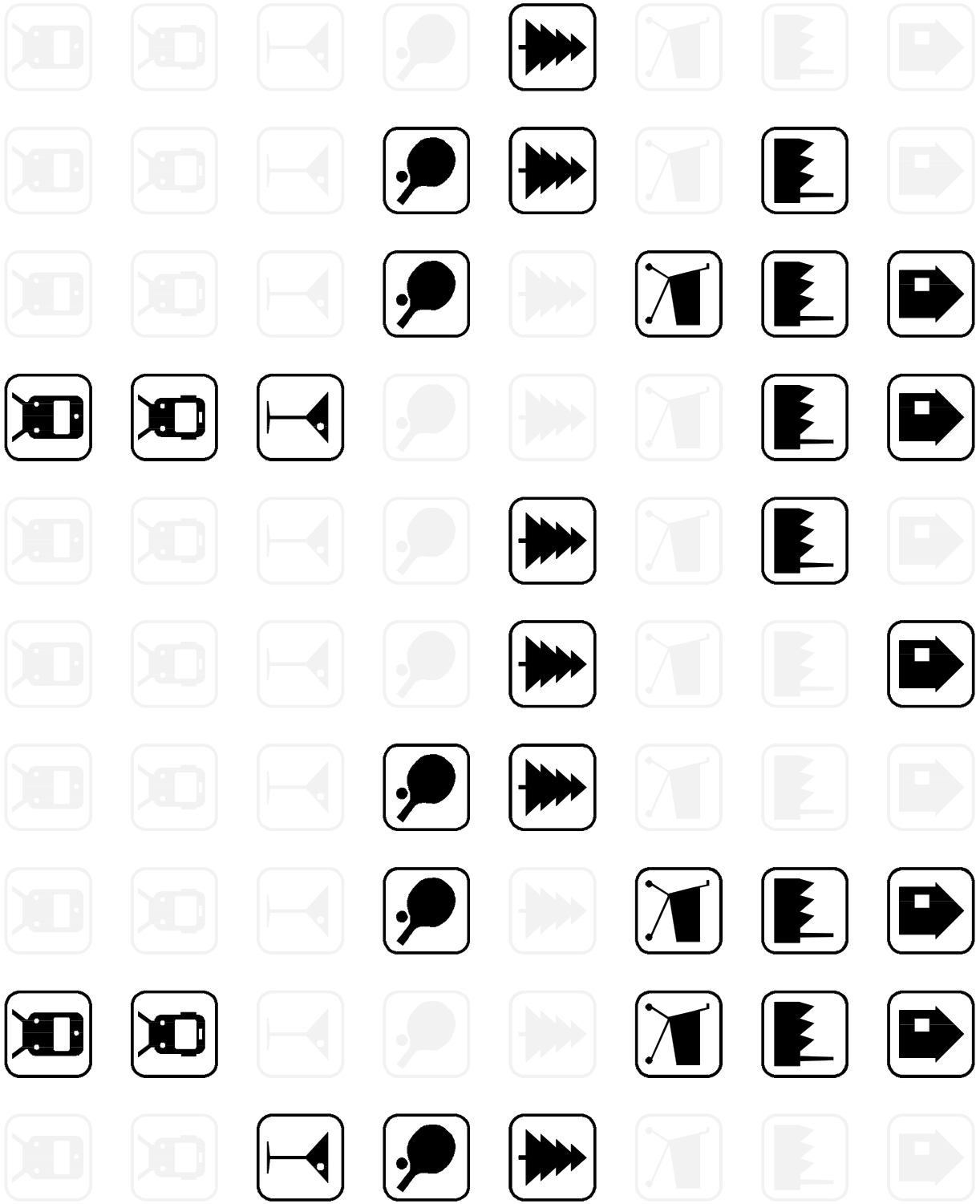
MÜNCHENSTEIN

BIRS

WARTENBERG

MUTTENZ

STAUSEE RAURICA



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A ROAD TO THE FUTURE?

DENSIFYING THE SUBURBS AND STOP FURTHER SUBURBANISATION IS THE MOST IMPORTANT AIM OF A SUSTAINABLE PLANNING. AND A ROAD IS AN IMPORTANT TOOL TO GUIDE NEW SETTLEMENTS. IN FACT - EVERY NEW ROAD SEEKS NEW TRAFFIC THAT WILL USE IT. AND EVERY NEW ROAD WILL HAVE NEW AREAS OF COMMERCIAL AND INDUSTRIAL AEREAS TO BE EFFICIENT.

FOR ECONOMICAL GROWTH - A NEW STREET WOULD BE A GOOD THING.
BUT FOR ECOLOGICAL REASONS, WE HAVE TO OVERTHINK THE WAY WE WANT TO LIVE. DOES THE SINGLE FAMILY DWELLING IN THE SUBURBS - A GARAGE WITH A GARDEN AND SLEEPING AND HOME ENTERTAINMENT UNITS - MAKE SENSE FOR THE FUTURE OF OUR CITIES AND OUR CLIMATE?

THE SUBURBS ARE IN NEED OF THE CAR. WITHOUT IT THE DISTANCES TO THE SHOPPING AREAS, THE WORKING PLACES, THE SCHOOLS AND THE ENTERTAINMENT HOTSPOTS, ARE WAY TOO FAR TO TAKE THE BUS, OR THE TRAM. WE DONT HAVE TIME TO BE ECOLOGICAL.... BECAUSE WE WORK HARD TO BUY A BIGGER HOUSE WITH A LARGER GARDEN, A BIGGER CAR THAT GETS US FASTER AND MORE COMFORTABLE TO THE SPOTS OF URBAN LIFE.

SO HOW DO WE GET THE PEOPLE TO MOVE CLOSER TO THE CITY? (THEY LEFT BECAUSE OF THE NOISE OF THE ROADS....) WHAT WOULD MAKE MOVING INTO THE CITY MORE ATTRACTIVE THAN MOVING TO THE SUBURBS? DO WE NEED POLITICAL INSTRUMENTS TO PREVENT MORE SHOPPING MALLS ON THE FIELD, WITH ACRES OF PARKING LOTS, HUGE ROADS TO GET US THERE, SPATIAL GREENS BETWEEN THE LANES. ALLEYS OF STREET LAMPS.

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CONCLUSION

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SOURCES

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CONTEXT_01

MAP_CONTEXT
DRAWING_ETH STUDIO BASEL
IMAGE_ATLAS DER SCHWEIZ
INFO_WWW.ASTRA.CH

MAP_NORTHERN BYPASS
DRAWING_ETH STUDIO BASEL
IMAGE_ATLAS DER SCHWEIZ

_NORTHERN BYPASS
IMAGES-LEFT_ETH STUDIO BASEL
INTERVIEW_FORUM Z
SCHWEIZER ZOLL MAGAZIN 1/2006 S. 27

MAP_COSTS
DRAWING_ETH STUDIO BASEL
IMAGE_GOOGLE EARTH 2007
INFO_REGIERUNGSPRÄSIDIUM FREIBURG

_NORTHERN BYPASS
DRAWING_ETH STUDIO BASEL
IMAGE_ATLAS DER SCHWEIZ

IMAGES_GESAMTPLAN
IMAGE/MOVIE_GESAMTPLAN DER STADT BASEL ©1963,1980
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PLANS_1963-1980
PLANS_GESAMTPLAN DER STADT BASEL ©1963,1980
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_CASE STUDY
PLANS_RAPP INFRA ©2003
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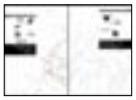
BUD KANTON BASEL LAND

MAP_KRIP 2006
KRIP©2006 KANTON BASEL LAND.
IMAGES_BASLER ZEITUNGS ARCHIV 2006



_PARTIES
DRAWING_ETH STUDIO BASEL
INFOS_WWW (MEDIA LIST)

ANALYSIS_02

MAPS_RING CITIES
DRAWING_ETH STUDIO BASEL
INFOS_WIKIPEDIA.DE
MAP24.DE

MAP_TOPOGRAPHY
IMAGE_SWISSTOPO

MAP_DENSITY
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPP

MAP_AXIS OF SETTLLMENT
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_BORDERLINES
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_RIVERS/LAKES
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_LANDSCAPE
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO
INFO_GOOGLE EARTH

MAP_TRAFFIC
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_PUBLIC TRANSPORTS
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO
INFO_BVB/DB/SBB/SNCF

MAP_INDUSTRY
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_URBAN HOSPOTS
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

MAP_WORKPLACES
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO
INFO_WWW.ADMIN.BFS.CH

MAP_COMMUTER ROADS
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO
INFO_WWW.ASTRA.CH

MAP_TRANSIT TRAFFIC
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO
INFO_WWW.ASTRA.CH

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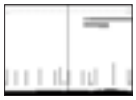
VISION_ 03

MAP_BASEL`S RINGS
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO

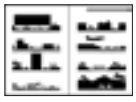
MAP_TRANSIT TRING
DRAWING_ETH STUDIO BASEL
MAP_SWISSTOPO



SECTION_TRANSIT RING
DRAWING_ETH STUDIO BASEL
SECTION_ATLAS DER SCHWEIZ

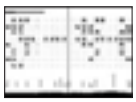
IMAGES_TRANSIT RING
PHOTOGRAPHS_ETH STUDIO BASEL

USERS_TRANSIT RING
DRAWINGS_ETH STUDIO BASEL



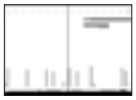
SECTIONS_TRANSIT RING
DRAWINGS_ETH STUDIO BASEL

MAP_TRANSIT RING
DRAWING_ETH STUDIO BASEL



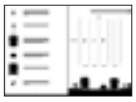
CONNECTED_SPOTS
DRAWING_ETH STUDIO BASEL

MAP_BASEL LAND CITY
DRAWING_ETH STUDIO BASEL



SECTION_BS/L CITY
DRAWING_ETH STUDIO BASEL
SECTION _ATLAS DER SCHWEIZ

IMAGES_BS/L CITY
PHOTOGRAPHS_ETH STUDIO BASEL



USER_BS/L CITY
DRAWING_ETH STUDIO BASEL

SECTIONS_BS/L CITY
DRAWING_ETH STUDIO BASEL

MAP_BASEL LAND CITY
DRAWING_ETH STUDIO BASEL

_CONNECTED SPOTS
DRAWING_ETH STUDIO BASEL

IMAGES_ FTER
DRAWING_ETH STUDIO BASEL

IMAGES_BEFORE-AFTER
DRAWING_ETH STUDIO BASEL

CONCLUSION_ 04

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