FIFTEENTH EPFL MOBILITY SURVEY

GOALS

1. PRACTICES
   Evaluate the needs and habits from EPFL members

2. OPERATIONS
   Designing and planning of infrastructures and accompanying measures

3. FOLLOW-UP
   Continuity with previous surveys

4. FORM
   Additional qualitative data. Efficiency and anonymity

PARTICIPATION

STAFF
- 26%
- 3%

STUDENTS
- 18%
- 4%

ALL
- 21%
- 5%
CHANGES OF MODAL SHARE BETWEEN 2003 AND 2007

<table>
<thead>
<tr>
<th>Mode</th>
<th>2003</th>
<th>2007</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>6.5%</td>
<td>10.4%</td>
<td>+3.9%</td>
</tr>
<tr>
<td>Cycling</td>
<td>12.1%</td>
<td>16.8%</td>
<td>+4.7%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>4.9%</td>
<td>0.9%</td>
<td>-4%</td>
</tr>
<tr>
<td>Car</td>
<td>17.1%</td>
<td>3.9%</td>
<td>-13.2%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>59.2%</td>
<td>67.9%</td>
<td>+8.8%</td>
</tr>
</tbody>
</table>
Changes of modal share between 2003 and 2007

<table>
<thead>
<tr>
<th>Mode</th>
<th>2003</th>
<th>2007</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>5.6%</td>
<td>10.6%</td>
<td>+5%</td>
</tr>
<tr>
<td>Cycling</td>
<td>18.6%</td>
<td>27.0%</td>
<td>+8.4%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>4.0%</td>
<td>1.7%</td>
<td>-2.3%</td>
</tr>
<tr>
<td>Car</td>
<td>16.3%</td>
<td>3.2%</td>
<td>-13.1%</td>
</tr>
<tr>
<td>Public transport</td>
<td>55.0%</td>
<td>57.1%</td>
<td>+2.1%</td>
</tr>
</tbody>
</table>

SUMMER

Students: Walking +5%, Cycling +8.4%, Motorcycle -2.3%, Car -13.1%, Public transport +2.1%
CHANGES OF MODAL SHARE BETWEEN 2003 AND 2007

WINTER

- WALKING: +2.7%
- CYCLING: +1.9%
- MOTORCYCLE: -2.2%
- CAR: -14.4%
- PUBLIC TRANSPORT: +12.1%

STAFF

- WALKING: 3.0%
- CYCLING: 10.0%
- MOTORCYCLE: 3.6%
- CAR: 50.4%
- PUBLIC TRANSPORT: 44.9%
CHANGES OF MODAL SHARE BETWEEN 2003 AND 2007

SUMMER

WALKING: +2.4%
CYCLING: +9.3%
MOTORCYCLE: -1.3%
CAR: -18.1%
PUBLIC TRANSPORT: +7.6%

STAFF
CHANGES OF MODAL SHARE BETWEEN 2003 AND 2007

**WINTER**

- **WALKING**
  - 2003: 5.1%
  - 2007: 8.0%
  - Change: +2.9%

- **CYCLING**
  - 2003: 11.3%
  - 2007: 14.3%
  - Change: +3.1%

- **MOTORCYCLE**
  - 2003: 4.4%
  - 2007: 1.1%
  - Change: -3.2%

- **CAR**
  - 2003: 30.4%
  - 2007: 20.0%
  - Change: -10.4%

- **PUBLIC TRANSPORT**
  - 2003: 1.1%
  - 2007: 56.4%
  - Change: +7.8%

**ALL**

- **WALKING**
  - 2003: 5.1%
  - 2007: 11.3%
  - Change: +3.1%

- **CYCLING**
  - 2003: 4.4%
  - 2007: 14.3%
  - Change: +10.4%

- **MOTORCYCLE**
  - 2003: 20.0%
  - 2007: 1.1%
  - Change: -19.9%

- **CAR**
  - 2003: 30.4%
  - 2007: 20.0%
  - Change: -10.4%

- **PUBLIC TRANSPORT**
  - 2003: 1.1%
  - 2007: 48.7%
  - Change: +47.6%
CHANGES OF MODAL SHARE BETWEEN 2003 AND 2007

**SUMMER**

<table>
<thead>
<tr>
<th>Mode</th>
<th>2003</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKING</td>
<td>4.4%</td>
<td>7.8%</td>
</tr>
<tr>
<td>CYCLING</td>
<td>16.0%</td>
<td>24.2%</td>
</tr>
<tr>
<td>MOTORCYCLE</td>
<td>4.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>CAR</td>
<td>30.1%</td>
<td>17.8%</td>
</tr>
<tr>
<td>PUBLIC TRANSPORT</td>
<td>45.0%</td>
<td>47.4%</td>
</tr>
</tbody>
</table>

**ALL**

<table>
<thead>
<tr>
<th>Mode</th>
<th>2003</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKING</td>
<td>4.4%</td>
<td>7.8%</td>
</tr>
<tr>
<td>CYCLING</td>
<td>16.0%</td>
<td>24.2%</td>
</tr>
<tr>
<td>MOTORCYCLE</td>
<td>4.3%</td>
<td>2.5%</td>
</tr>
<tr>
<td>CAR</td>
<td>30.1%</td>
<td>17.8%</td>
</tr>
<tr>
<td>PUBLIC TRANSPORT</td>
<td>45.0%</td>
<td>47.4%</td>
</tr>
</tbody>
</table>

- **Walking**: +3.4%  
- **Cycling**: +8.2%  
- **Motorcycle**: -1.7%  
- **Car**: -12.3%  
- **Public Transport**: +2.4%
## Multimodality and Flexibility

<table>
<thead>
<tr>
<th></th>
<th>2003 WINTER</th>
<th>2003 SUMMER</th>
<th>+/-</th>
<th>2017 WINTER</th>
<th>2017 SUMMER</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>6.5%</td>
<td>5.6%</td>
<td>-0.9%</td>
<td>10.4%</td>
<td>10.6%</td>
<td>+0.2%</td>
</tr>
<tr>
<td>Cycling</td>
<td>12.1%</td>
<td>18.6%</td>
<td>+6.5%</td>
<td>16.8%</td>
<td>27%</td>
<td>+10.2%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>4.9%</td>
<td>4%</td>
<td>-0.9%</td>
<td>0.9%</td>
<td>1.7%</td>
<td>+0.8%</td>
</tr>
<tr>
<td>Car</td>
<td>17.1%</td>
<td>16.3%</td>
<td>-0.8%</td>
<td>3.9%</td>
<td>3.2%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>Public transport</td>
<td>59.2%</td>
<td>55%</td>
<td>-4.2%</td>
<td>67.9%</td>
<td>57.1%</td>
<td>-10.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2003 WINTER</th>
<th>2003 SUMMER</th>
<th>+/-</th>
<th>2017 WINTER</th>
<th>2017 SUMMER</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>3%</td>
<td>2.6%</td>
<td>-0.4%</td>
<td>5.7%</td>
<td>5%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>Cycling</td>
<td>10%</td>
<td>12.1%</td>
<td>+2.1%</td>
<td>11.9%</td>
<td>21.4%</td>
<td>+9.5%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>3.6%</td>
<td>4.6%</td>
<td>+1%</td>
<td>1.4%</td>
<td>3.3%</td>
<td>+1.9%</td>
</tr>
<tr>
<td>Car</td>
<td>50.4%</td>
<td>50.5%</td>
<td>+0.1%</td>
<td>36%</td>
<td>32.4%</td>
<td>-3.6%</td>
</tr>
<tr>
<td>Public transport</td>
<td>32.8%</td>
<td>30.2%</td>
<td>-2.6%</td>
<td>44.9%</td>
<td>37.8%</td>
<td>-7.1%</td>
</tr>
</tbody>
</table>
CAR

**Students**
- 64.3% Driver
- 28.7% Passenger
- 7.0% Carpooling

**Staff**
- 89.8% Driver
- 5.5% Passenger
- 4.7% Carpooling
PUBLIC TRANSPORT

Service
- Very satisfied: 53.6%
- Rather satisfied: 31.6%
- Rather unsatisfied: 9.7%
- Unsatisfied: 3.0%
- Don't know: 2.1%

Costs
- Very satisfied: 25.4%
- Rather satisfied: 32.8%
- Rather unsatisfied: 11.8%
- Unsatisfied: 5.6%
- Don't know: 24.3%

Available seats
- Very satisfied: 36.7%
- Rather satisfied: 29.2%
- Rather unsatisfied: 9.0%
- Unsatisfied: 20.4%
- Don't know: 4.7%

Frequency (peak hours)
- Very satisfied: 54.7%
- Rather satisfied: 37.2%
- Rather unsatisfied: 9.8%
- Unsatisfied: 2.1%
- Don't know: 0.8%

Frequency (off-peak hours)
- Very satisfied: 29.4%
- Rather satisfied: 21.5%
- Rather unsatisfied: 9.6%
- Unsatisfied: 2.4%
- Don't know: 6.7%

Informations
- Very satisfied: 54.4%
- Rather satisfied: 29.3%
- Rather unsatisfied: 2.4%
- Unsatisfied: 7.2%
- Don't know: 6.7%
### PUBLIC TRANSPORT PASSES

<table>
<thead>
<tr>
<th></th>
<th>Students</th>
<th>Staff members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pass</td>
<td>72.8%</td>
<td>47.1%</td>
</tr>
<tr>
<td></td>
<td>+1.2%</td>
<td>-7.3%</td>
</tr>
<tr>
<td>GA</td>
<td>17.6%</td>
<td>13.4%</td>
</tr>
<tr>
<td></td>
<td>-2.4%</td>
<td>-0.8%</td>
</tr>
<tr>
<td>Mobilis</td>
<td>19.7%</td>
<td>12.2%</td>
</tr>
<tr>
<td></td>
<td>-3.4%</td>
<td>+6.7%</td>
</tr>
<tr>
<td>Mobilis + Half-fare</td>
<td>15.1%</td>
<td>12.9%</td>
</tr>
<tr>
<td></td>
<td>-4.1%</td>
<td>-7.2%</td>
</tr>
<tr>
<td>Half-fare</td>
<td>4.3%</td>
<td>6.5%</td>
</tr>
<tr>
<td></td>
<td>+0.6%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Others</td>
<td>16.2%</td>
<td>2.1%</td>
</tr>
<tr>
<td></td>
<td>+10.4%</td>
<td>+0.6%</td>
</tr>
<tr>
<td>No pass</td>
<td>27.2%</td>
<td>52.9%</td>
</tr>
<tr>
<td></td>
<td>-1.2%</td>
<td>+7.3%</td>
</tr>
</tbody>
</table>

### Mobilis subsidy (staff)

<table>
<thead>
<tr>
<th>%</th>
<th>Knows about it</th>
<th>Is interested</th>
</tr>
</thead>
<tbody>
<tr>
<td>66.4%</td>
<td>green</td>
<td>green</td>
</tr>
<tr>
<td>17.4%</td>
<td>red</td>
<td>red</td>
</tr>
<tr>
<td>9.4%</td>
<td>red</td>
<td>green</td>
</tr>
<tr>
<td>6.7%</td>
<td>red</td>
<td>red</td>
</tr>
</tbody>
</table>
CONCLUSIONS

SURVEY
- Second survey that calculates seasonal modal share: better infrastructures design and planning (winter: public transport and car, summer: soft mobility and motorcycles)
- Introduction of qualitative data about infrastructures

CHANGES
- In 15 years, strong growth of soft mobility and public transport instead of private motorized transport (students and staff members)
- Development of multimodality: different means of transport depending on the season

MEANS OF TRANSPORT
- Global offer and new parking policy satisfactory overall
- Right number of parking spaces, but necessary monitoring because of growth
- Bike: reservations about the number of parking spaces available, risk of theft and the quality of cycling routes
- Fewer passes delivered, except Mobilis (staff, +7%). Large dissatisfaction: schedules during off-peak hours and costs.