EPFL in numbers

9’531 students bachelor and master

6’369 employees

2’663 at EPFL Innovation Park

5 campuses
Mobility plan in summary
Impact of mobility

OBJECTIVES

- Adopt an ambitious mobility plan promoting the use of public transport and active mobility
- Reduce the CO2 impact of mobility by 50% by 2030
- Guarantee the accessibility of EPFL campuses in the long term
4 lines of actions

- Promotion of active mobility
- Incentives to use public transport and development of the offer
- Parking control and carpooling
- Reduction of business travel
Students modal share (2003-2019)

- By car: 2003: 17%, 2017: 4%, 2019: 3%
- By Motorbike / scooter: 2003: 4%, 2019: 1%, 2019: 2%
- By another mean: 2003: 0%, 2017: 0%, 2019: 1%
At EPFL, more bikes than cars

**Services**
- Bike Center EPFL
- PubliBike (12 stations)
- Cargobikes in self-service

**Infrastructures**
- Vélostation secured (324 places)
- Bike racks (3’500 places)
- Showers and lockers
- New cycling facilities
At EPFL, more bikes than cars

Events

- Bike to work
- Alleycat
- Cap sur l’ouest

Empowerment

- Free mechanics courses
- Personalized cycling coaching
- Cycling routes
The early days (2005)

An immediate success

BUT

Inadequate infrastructures
An insufficient catalog
The new Bike Center

- Result of a student architectural competition (led by the LAST laboratory)
Governance

- Mayeul Barthes: Manager of the Bike Center
- 12 students assistants
Operating principles

- Services only available to the EPFL community
- Open every day of the week (Mon-Fri)
- Sales and repair prices must remain advantageous and competitive
- Recycling and reuse of spare parts
- Provision of tools for self-repair
- Continuing education for student assistants and free mechanical courses
Services used by clients (2021)

- Purchase of new bikes: 7%
- Purchase of second-hand bikes: 35%
- Purchase of cycling equipment: 23%
- Repairs: 72%
- Self-service repair tools: 38%
- Tire inflation: 46%
- Washing stations: 5%
- Mechanic courses: 5%
Sale of new and used bikes (2013-2021)

- Second hand bikes delivered with lock and USB lights
- Bicycle return at half price on request
- Electric bikes: 1%. Development potential
Equipment desired by customers (2021)

- Helmets: 56%
- Lights: 75%
- Locks: 66%
- Visibility equipment: 53%
- Bike equipment: 57%
- Pumps: 60%
- Clothing: 34%
- Backpacks and bags: 27%
- Other: 5%
Repairs

- 12 student assistants hired by EPFL
- Self-service tools
- Reuse of second-hand parts (if possible)
- Competence on all mechanical aspects
- Training of mechanics for motorized aspects
- About 4'000 repairs per year
Amount of repairs (2013-2021)

Free repairs
Repairs for a fee
Total repairs

Amount of repairs (2013-2021)
Self-service tools

- Self-service tools and repair stations
- Seven inflation stations
- One bike wash station
Mechanics course

- Free courses for the community (about 100 participants / year)
- Different levels of maintenance, from daily to annual
- Self-sufficiency for cyclists at self-service repair stations
Self-service cargobikes

- 1st self-service cargo bike network in the world
- 5 cargobikes bookable for free for 12 hours
- A partnership with Donkey Republic
- 400 rentals in 2021
Use and satisfaction (2021)

Share of users from the EPFL community

- **23%**
  - Of students

- **16%**
  - Of staff

Satisfaction

- **Services offered**: 8.9/10
- **Customer service**: 8.8/10
- **Catalog**: 7.4/10
Main objectives

- Handling of technical repairs (electrical and electronic)
- Continuous training of mechanics
- Public-private partnerships (new catalog)
- Digitalization and automation of processes
- Implementation of research and innovation projects
- New communication strategy

- NO PROFITABILITY OBJECTIVES!
«May the Bike Center shine with all its wheels on campus, in the West Lausanne area and beyond and beyond, to demonstrate to everyone that cycling is the the most economical, cleanest and healthiest answer answer to the current problems of mobility in cities.»

Martin Vetterli
EPFL Président
Lausanne, Spring 2018
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