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EPFL Mobility Survey 2025

Empirical study on the mobility practices of the EPFL student and staff community

Final report

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Key findings

- Participation in the survey can be considered good, with 27.9% of valid responses, which is an increase compared to the previous edition.
- Almost all respondents indicated the EPFL main campus as their destination (99% of students and 90% of staff). More than half of respondents travel there from Lausanne or one of the four surrounding municipalities (58%).
- The number of students fluctuates little during the week and drops slightly on Fridays. Staff attendance on campus has increased somewhat since 2023. During the weekend, students make up the majority of people on campus, with higher attendance on Saturdays (32%) than on Sundays (23%).
- In the morning, 38% of students arrive on campus between 7:45 a.m. and 8:15 a.m. Although this proportion is down from 2023 (46% in 2023), the number of people arriving during this time slot remains the same due to the increase in the number of students. However, there has been a sharp increase in arrivals between 8:45 a.m. and 10:00 a.m. this year for students. For staff, arrivals are more spread out than those of students, with the 7:45 a.m. to 8:15 a.m. time slot accounting for 22% of arrivals.
- The average distance traveled by members of the EPFL community has increased over the past two years (+1.9 km), meaning that some people now live further away from the main campus. However, as the median distance changed little in 2025 (-0.2 km), this indicates that the distance traveled has remained stable for the majority of people, while a small proportion live further away from campus.
- Overall, public transport remains the most widely used mode of transport, and its modal share has increased since 2023. Active modes of transport, such as cycling and walking, have declined over the same period, from 22% to 18% and from 11% to 9% respectively. Car use has increased slightly since 2023, from 3% to 5% among students and from 34% to 37% among staff. The rate of motorized two-wheeled vehicle users remains unchanged (2%). As a result, the proportion of students and staff opting for sustainable modes of transport has fallen slightly compared to the previous survey, from 95% to 93% for the former and from 63% to 61% for the latter.
- Looking at the evolution of modes of transport used since 2003, the proportion of people using multiple modes, walking, and cycling increased between 2003 and 2021. While the proportion of cyclists and pedestrians peaked in 2021, it has been declining since 2023 and has returned to the pre-COVID-19 pandemic levels measured in the 2019 survey. The proportion of public transport users has increased since 2023.
- The metro remains the most common means of transport to campus, followed by bicycle, car, and walking. In the summer, the share of arrivals by metro, car, and walking decreases, while that of bicycles increases significantly.
- In 2025, 13% of respondents said they had switched to a different mode of transport between the 2023-2024 and 2024-2025 winter seasons, while 10% switched between the 2023 and 2024 summer seasons. While moving house remains the main reason for these changes (41%), environmental reasons fell from 18% in 2023 to 6% in 2025.
- The mobility service most used by the entire EPFL community surveyed in 2025 remains the Point Vélo (27%), followed by PubliBike/Velospot (17%), which has seen a steady decline in users since 2019, and then the Transports publics lausannois (tl) sales point (13%).

- The tl sales point receives the most favorable reviews, with slightly lower satisfaction ratings for its opening hours.
- The Point Vélo satisfies its users in terms of its welcome and organization, as well as its level of advice and expertise. However, it is less satisfactory for those surveyed in terms of its opening hours and waiting times, which they consider to be unsuitable for school and office hours.
- Bicycle parking facilities are rated positively in terms of location, accessibility, quality of bike racks, and lighting. Satisfaction levels are lower for the number of spaces available, weather protection, and anti-theft devices.
- Users of electric vehicle charging stations are satisfied with the types of power sockets available, the charging speed, and the location of the stations. However, satisfaction levels are lower for availability and reliability, as well as for the pricing structure.
- The appendix to the report contains additional results that are not discussed in the main part of this document. They relate to topics covered in the 2025 questionnaire, such as the use of private or self-service bicycles, motorized vehicles, electric vehicle charging stations, public transport season tickets, train travel, and sustainable mobility coaching.

1 Introduction

1.1 Objective

The Mobility Unit of the Swiss Federal Institute of Technology in Lausanne (EPFL) [1] commissioned the Swiss Competence Center in Social Sciences (FORS) to conduct a new edition of the study on the mobility practices of EPFL students and staff. Carried out by FORS every two years since 2019, this study follows on from a previous survey carried out annually by EPFL and UNIL between 2003 and 2017.

The current study aims to analyze changes in mobility behaviors in order to adapt and develop infrastructure and related services. For the 2025 edition, new topics have been added, such as the use of self-service bicycles, carpooling, satisfaction with parking spaces and charging stations for electric vehicles, and an interest in sustainable mobility coaching.

1.2 Method

The questionnaire used for this survey was developed by FORS in close collaboration with the client, based on surveys conducted since 2003 on the mobility practices of students and staff at UNIL and EPFL. The 2025 questionnaire includes basic modules, which have been used since 2023, as well as new additional modules, some of which replace those in the previous edition.

The questionnaire is programmed on the Qualtrics online survey software in French and English. An email containing a personalized link was sent to all EPFL students and staff on April 29, 2025. This personalized link was then used to send two reminders to those who had not yet completed the survey, on May 5 and 12, 2025. Data collection was completed on Wednesday, May 28, 2025.

To maximize participation, the emails sent to participants mentioned that, at the end of the questionnaire, they could enter a prize draw to win one of five vouchers worth CHF 100 credited to their CAMIPRO card. The draw was held shortly after the survey closed and the list of winners was sent to the client so that the prizes could be paid out.

1.3 Survey structure and duration

This questionnaire follows the structure used in 2023, consisting of two distinct parts, in order to allow for data comparison. The central part of the questionnaire focuses on the respondents' departure and arrival points, the days and times of their commutes, their

[1] Represented by Luca Fontana and Alexia Couturier, respectively head and project manager for mobility and academic travel within EPFL's Mobility Unit.

preferred modes of transport, as well as their use of the various mobility services available on the EPFL campus.

The second part contains various additional modules surveying respondents on their satisfaction with the Point Vélo and the Transports publics lausannois (tl) sales point at EPFL, the use of self-service bicycles, charging stations for electric cars and two-wheelers, carpooling, bicycle parking, and interest in the implementation of sustainable mobility coaching. Finally, the last part includes a few socio-demographic questions.

The survey consists of a total of 81 questions, but due to filters applied based on the answers given, the number of questions displayed is generally significantly lower. The median participation time of 7:57 minutes is slightly down on the previous edition. The survey is also available in English to enable international EPFL members to participate. A quarter (25.1%) of valid questionnaires were completed in English.

For reasons of readability and length, only the main questions and themes are commented on and discussed in this report. Additional results are available in the appendix in the form of tables without commentary.

1.4 Target population and response rate

The invitation was sent by email to all EPFL students and staff on the contact list provided by the institution, i.e. 18,612 people. Of these, 180 emails were not delivered due to invalid addresses. In addition, 34 people were absent during the entire survey period and did not complete the questionnaire. Furthermore, 55 address changes were suggested in return by the EPFL email server. Thirty of these were not applied because the proposed addresses were private addresses or redirected to people other than those initially contacted, leading to their exclusion from the sample. A total of 240 people were excluded from the sample due to invalid addresses or prolonged absence, bringing the final sample size to 18,372 individuals.

Of the 5,448 people who responded to the survey, 5,127 completed the questionnaire validly. [2] Participation was distributed as follows: 48.3% of validly completed questionnaires were collected following the initial invitation, 31.5% following the first reminder, and 20.2% following the second reminder.

[2] Questionnaires with a completion rate of at least 53% are considered valid. This percentage includes people who completed the main part of the questionnaire, as well as questions relating to the Point Vélo and the tl sales point at EPFL (which are part of the recurring additional modules).

Table 1. Survey participation rate, headcount, distribution of respondents by status in 2025 (valid questionnaires) and comparison with participation rates for surveys conducted since 2019.

Category	2025 sample size	2025 number of responses	2025 sample proportion	2025 particip. rate	Δ 2023 particip. rate	Δ 2021 particip. rate	Δ 2019 particip. rate
Students	11,719	2,646	51.6%	22.6%	21.9% +0.7 point	32.6% -10 pts	24.5% -1.9 pts
Staff	6,522	2,479	48.4%	38.0%	35.4% +3.6 pts	33.9% +4.1 pts	37.7% +0.3 pt
Total	18,372[3]	5,127	100%	27.9%	27.2% +0.7 pt	33.2% -5.3 pts	29.6% -1.7 pts

The response rate for this study is 29.7% when all responses are taken into account, including incomplete ones, and 27.9% when only valid questionnaires are considered. Only the latter are taken into account in the results presented in this report, since most of the key variables are missing from most of the incomplete questionnaires.

Table 1 shows the participation rate according to the status of EPFL respondents and the year of the survey. However, this information is provided for informational purposes only and should be treated with caution, as the method used to extract contact lists was not identical for each edition. In fact, the data from the 2021 edition showed some discrepancies with the institutional data available that year.

[3] This year, 136 continuing education students were included in the sample, which was not the case in previous years. The difference between the sum of the number of students and staff members and the total presented in Table 1 corresponds to the continuing education students who were not excluded from the sample. Only two people in this group responded to the survey and are classified as students for the purposes of further analysis. Given their small number, this does not affect comparability with previous editions.

However, the methods used to select respondents for the 2019, 2023, and 2025 surveys appear to be similar, as the number of participants and their distribution by status are comparable to EPFL statistics.[4] Participation in the 2025 survey is slightly higher than in 2023, with a more marked increase among staff. However, it remains well below the record participation observed in 2021, which was boosted by the atypical health context.

Finally, some socio-demographic information about the respondents is presented here. The overall average age is 31 (22 for students and 40 for staff). The overall gender identification is distributed as follows (n = 4,908): 40.5% women, 58.8% men, and 0.7% non-binary. For students (n = 2,572), this distribution is 37.7%, 61.5%, and 0.8%, respectively, while for staff (n = 2,336) it is 43.7%, 55.9%, and 0.5%. The most represented faculties are the School of Engineering (STI) with 25.4%, the School of Basic Sciences (SB) with 17.8%, the School of Architecture, Civil and Environmental Engineering (ENAC) with 14.5%, followed by Administrative Services with 11.9% and finally the School of Computer and Communication Sciences (IC) with 11.8%. The remaining 5.3% are made up of the Management of Technology and Humanities Colleges, as well as external individuals or those from other EPFL campuses.

[4] EPFL. *Institutional statistics*. Accessed July 2, 2025: https://www.epfl.ch/about/data/fr/donnees-institutionnelles/statistiques-institutionnelles/

2 Spatial and temporal distribution

This chapter presents the commuting patterns of the EPFL community, analyzing them according to their weekly and hourly frequency, as well as their points of origin and destination.

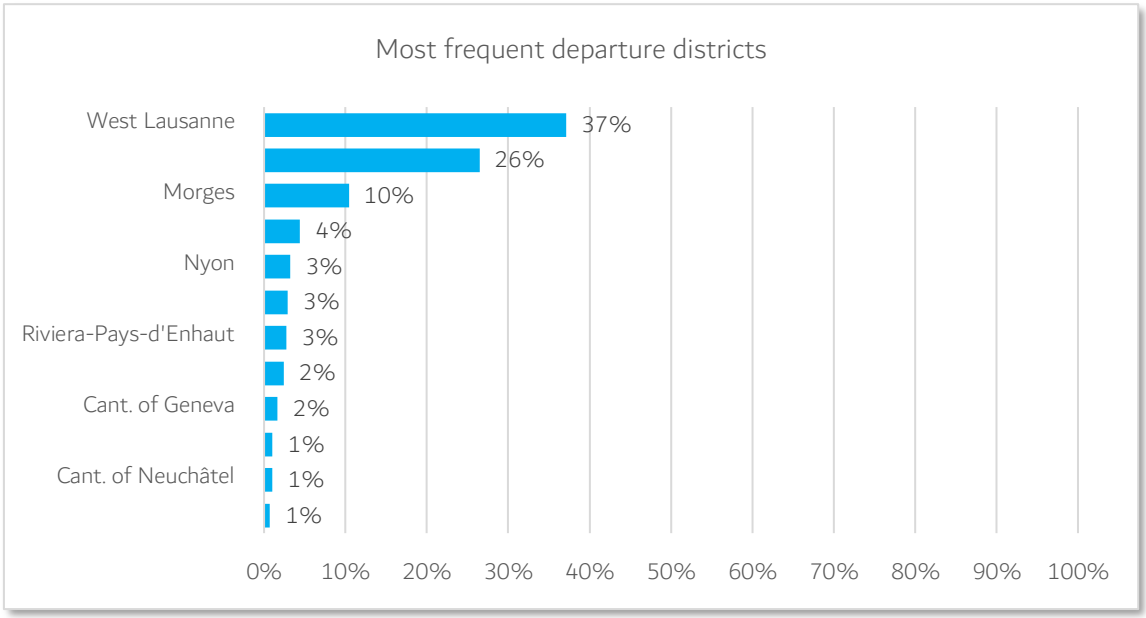
2.1 Destination of commutes

As in previous surveys, the vast majority of respondents (99% of students, 90% of staff) indicated the EPFL main campus in Ecublens as their primary destination. The remaining destinations are divided between EPFL Valais/Wallis (2%), Microcity in Neuchâtel (1%), the Biotech campus in Geneva (1%) and other associated campuses, such as BlueFACTORY in Fribourg and the Geneva Observatory (all less than 1%). Given the small number of respondents who travel to a site other than the main EPFL campus, the analyses presented in the following sections are—unless otherwise indicated—based solely on those who travel to the main campus (n = 4,847).

2.2 Origin of commutes

Almost all participants (98%) indicated that the starting point of their journey to the main EPFL campus was in Switzerland. For this edition, the municipalities of departure were grouped by district (or prefecture), and the most frequent (at least 30 responses) are presented in Figure 1.

Figure 1. Distribution of starting points to the main campus by district in 2025 (n = 4,847).



The districts of West Lausanne, Lausanne, Morges, Lavaux-Oron, and Nyon account for 82% of the starting points listed. The districts shown in the graph account for 94% of

municipalities, with the vast majority (92%) of departures originating in the canton of Vaud.[5]

Five municipalities alone account for 58% of the departure points to the main EPFL campus, with which they share geographical proximity. These are, in order, Lausanne (26%), Chavannes-près-Renens (10%), Ecublens (10%), Renens (7%), and St-Sulpice (5%). The five most frequently cited municipalities remain the same as in 2023, with the exception of Chavannes-près-Renens, which has overtaken Ecublens to become the second most common departure point for EPFL (+2 percentage points). Overall, the most frequently cited municipalities (30 times or more) remain relatively similar to previous editions. However, there has been a slight decrease in departures from Lausanne (-1 percentage point), as well as the appearance of Nyon (1%) and Yverdon-les-Bains (1%) in the list.

2.3 EPFL attendance

This section details attendance at the main EPFL campus as well as hourly arrival and departure flows. In each case, a distinction is made between the student population and staff members.

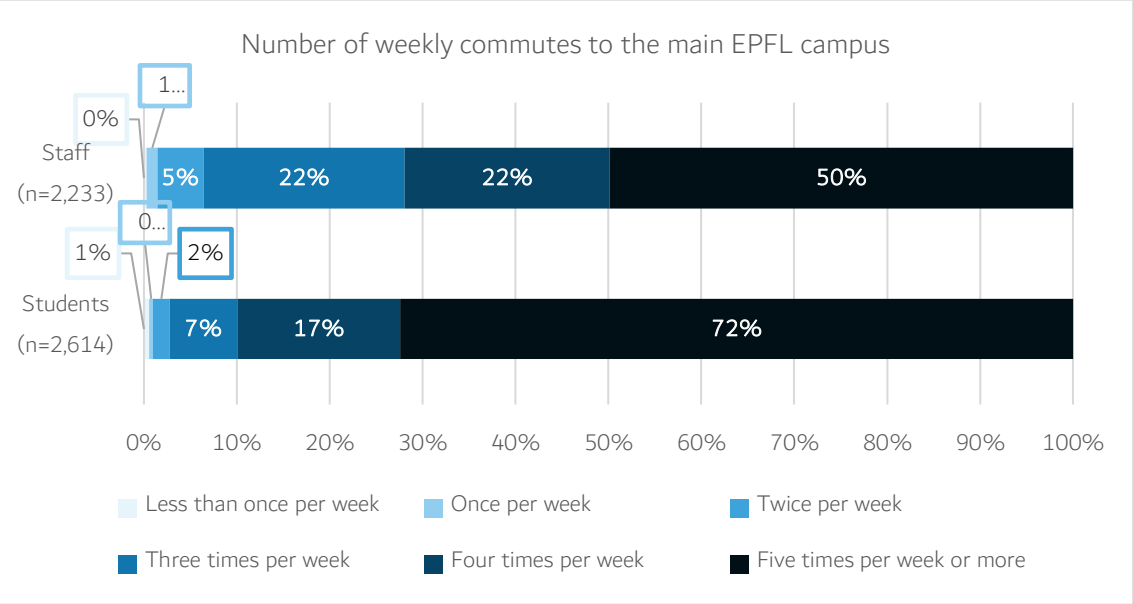
2.3.1 Days of attendance

The number of days of attendance on campus per week is shown in Figure 2. The response option "five times a week or more" is selected by nearly three quarters of students (72%) and half of staff (50%).

The proportion of employees attending five days or more has increased by 4% compared to 2023, while remaining significantly lower than in 2019, when it reached 78%. In contrast, this proportion has remained stable among students. Furthermore, in 2025, only 10% of students visited the campus three times a week or less, compared to 28% of staff.

[5] Information detailing the location and composition of the districts in question is available on the Canton of Vaud website. Accessed July 10, 2025: https://www.vd.ch/etat-droit-finances/districts-/-prefectures/prefectures/cartes-des-districts-et-liste-des-prefectures

Figure 2. Distribution of the number of weekly commutes to the main campus by status. ***Question: "How often do you usually come to EPFL?"*.**



In terms of days of attendance at EPFL (Figure 3), attendance in 2025 ranges from 91% to 95% for students and from 69% to 86% for staff. As in previous editions, campus attendance is highest on Tuesdays and lowest on Fridays, for both staff and students. Compared to 2023, there is a slight increase in the proportion of students commuting to the campus from Monday to Wednesday, and staff attending every day. This increase in attendance is most noticeable on Mondays among staff (+4 percentage points) and students (+2 percentage points). However, the proportion of students present on Thursdays and Fridays is down compared to 2023 (-2 and -1 percentage points, respectively).

As in 2023, student attendance on campus remains relatively high during the weekend, with around one third (32%) attending on Saturdays and just under one quarter (23%) on Sundays (compared to 5% and 4% for staff, respectively). These figures have increased slightly compared to 2023 for Saturdays, both for students (33% vs. 31%) and staff (5% vs. 4%), while the change for Sundays is smaller.

Figure 4 shows an extrapolation of the number of people present on campus each day of the week. Although the proportion of students reporting that they visit the campus five days or more per week declined slightly between 2023 and 2025, the number of students present on campus each day increased somewhat due to the growth of the EPFL community. In contrast, the number of staff members present on campus remained stable compared to 2023.

Figure 3. Daily attendance rates at the EPFL main campus by status in 2023 and 2025. ***Question: "Which day(s) of the week do you usually come to EPFL?"*.**

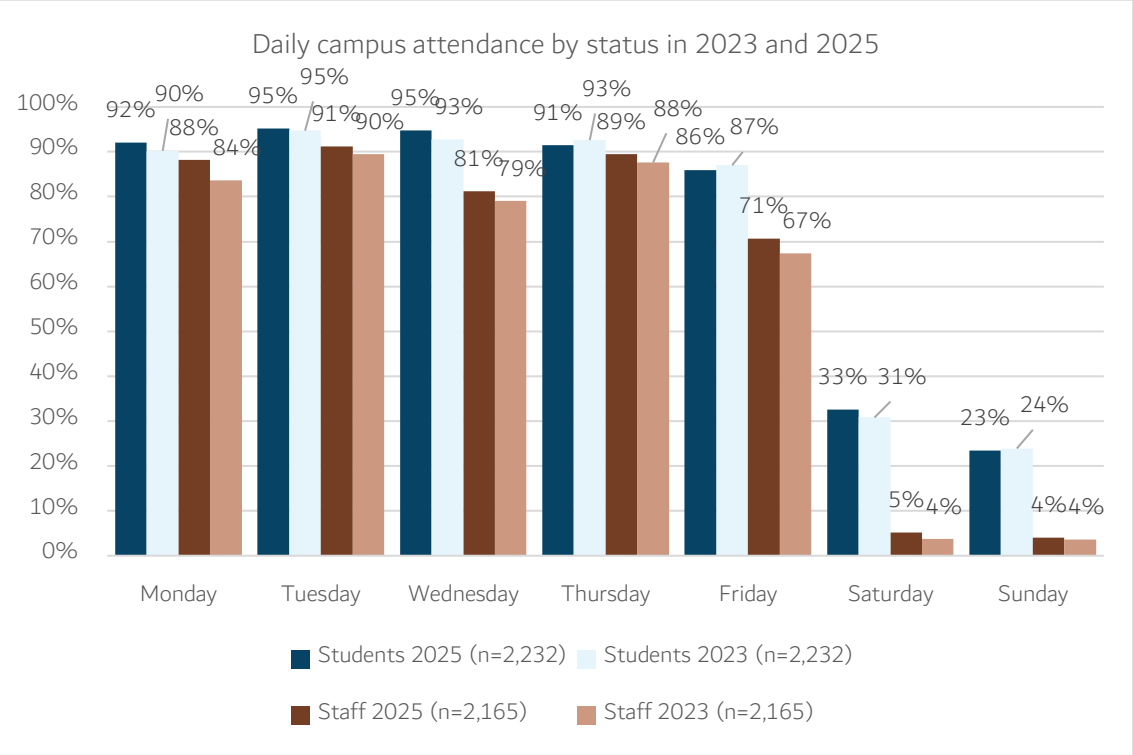
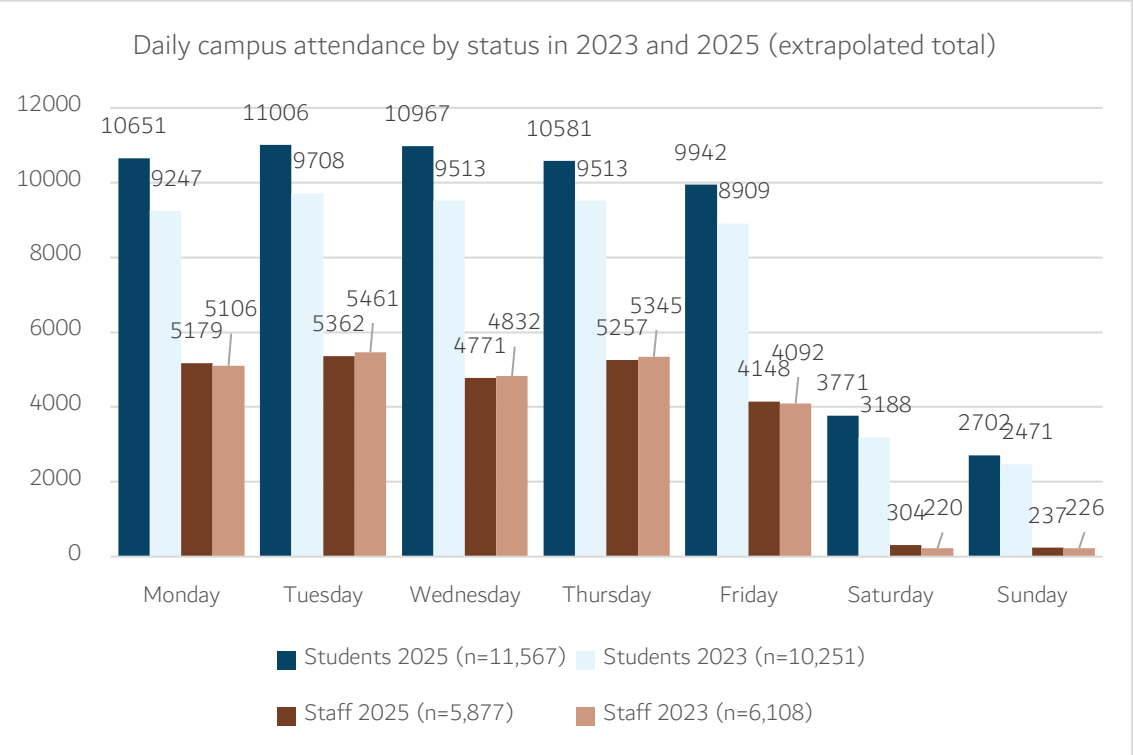


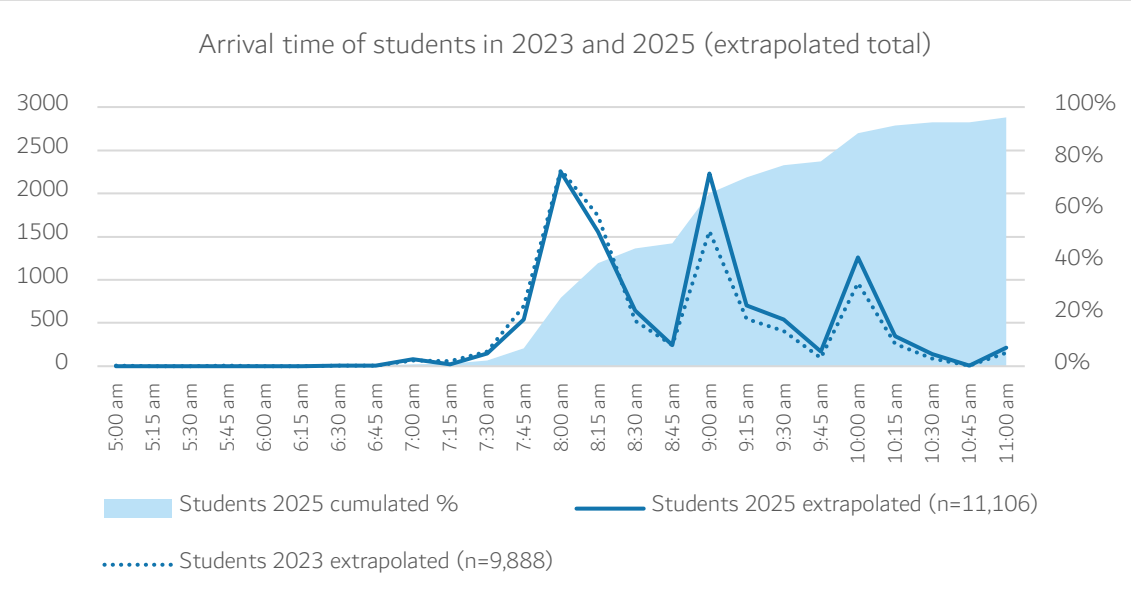
Figure 4. Extrapolation of the number of people present per day on the EPFL main campus by status in 2023 and 2025.



2.3.2 Schedules

Figures 5 and 6 show the extrapolated number of arrivals on the main campus in 2023 and 2025, in 15-minute intervals between 5:00 a.m. and 11:00 a.m., as well as the cumulative percentage of people arriving on campus during this time slot in 2025. The two figures account for almost all arrivals (96% of students and 100% of staff).

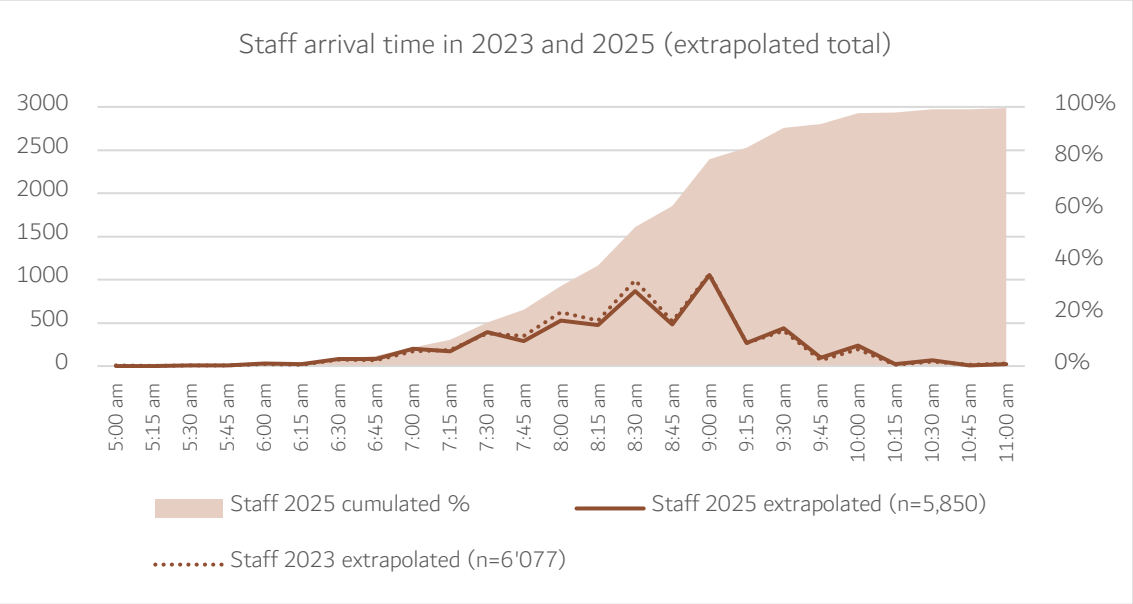
Figure 5. Extrapolation of the number of student arrivals per hour on the EPFL main campus in 2023 and 2025, as well as the cumulative percentage of arrivals in 2025.



Student traffic (Figure 5) is highly concentrated in short periods that coincide with the start of classes. This is the case, for example, for the time slot between 7:45 and 8:15 a.m., when more than a third of students (38%) arrive on the Ecublens campus. Although the proportion of arrivals during this period is lower than in 2023, when it reached 46%, the number of people arriving during this period remains virtually stable. This is due to an increase in the number of students enrolled for the 2024-2025 academic year,[6] combined with an increase in arrivals later in the morning: arrivals, in terms of both numbers and percentage of students, during the next two peaks—namely 8:45–9:30 a.m. and 9:45–10:15 a.m.—are up compared to 2023. The second peak period has increased from 15% in 2023 to 19% in 2025, while the third has increased from 9% to 11% over the same period.

[6] EPFL. *Institutional statistics: Education*. Accessed July 2, 2025: https://www.epfl.ch/about/data/fr/donnees-institutionnelles/statistiques-institutionnelles/statistiques-education/

Figure 6. Extrapolation of the number of staff arrivals per hour at the EPFL main campus in 2023 and 2025, as well as the cumulative percentage of arrivals in 2025.



Among EPFL staff (Figure 6), the influx is more spread out than that of students. Less than a quarter of arrivals (22%) are concentrated in the 7:45 a.m. to 8:15 a.m. time slot. As in 2023, two peaks in arrivals are visible at 8:30 a.m. (down from 16% to 15%) and 9:00 a.m. (up from 17% to 18%).

Overall, this year we see the same three peak time slots as in 2023. However, we note a slight shift in arrivals, with 40% of people arriving on campus between 7:45 a.m. and 8:30 a.m. in 2025, compared to 46% in 2023.

Figures 7 and 8 show the extrapolated number of departures from the EPFL main campus between 4:00 p.m. and midnight for 2023 and 2025, as well as the cumulative percentage of people leaving the campus during this time slot in 2025.

The two graphs show the departures of 93% of students (Figure 7) and 94% of employees (Figure 8). The dispersion over time, regardless of status, is more spread out than arrivals, and the magnitude of the departure peaks is significantly lower than the magnitude of the arrival peaks. For students, there are three peaks at 5:00 p.m., 6:00 p.m., and 7:00 p.m., accounting for 15%, 14%, and 13% of departures, respectively. For staff, there are four major peaks, occurring every half hour between 5:00 p.m. and 6:30 p.m., and each accounting for between 9% and 17% of departures in this category. In line with the trend observed in the 2023 survey, students stay on campus later than staff, with 25% of students, compared to 7% of staff, still present on campus at 7:00 p.m.

Figure 7. Extrapolation of the number of departures per hour from the EPFL main campus for students in 2023 and 2025, as well as the cumulative percentage of departures in 2025.

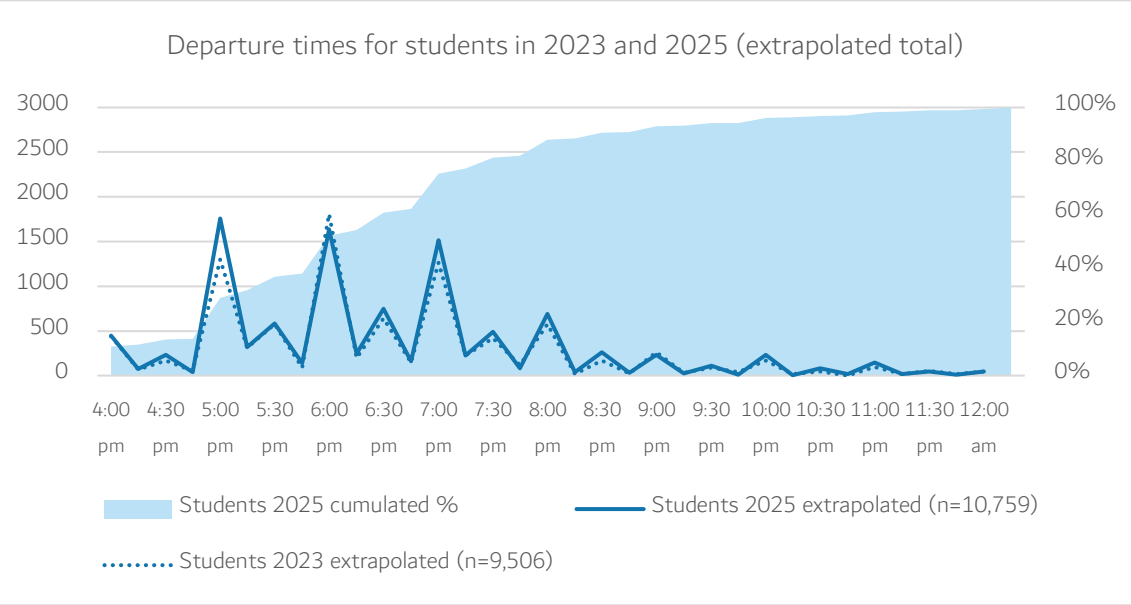
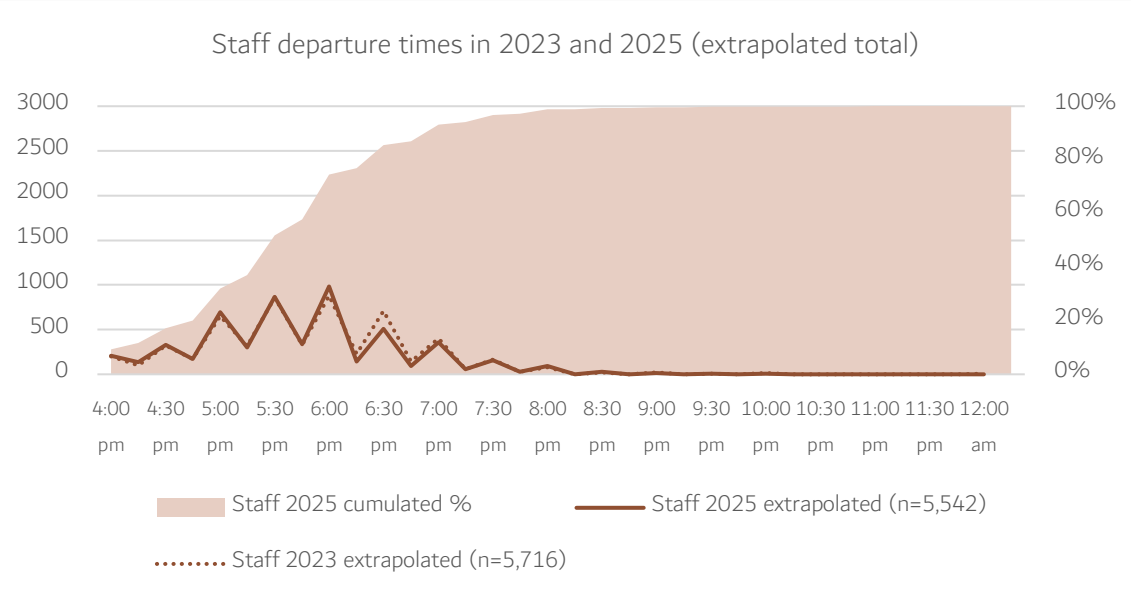


Figure 8. Extrapolation of the number of departures per hour from the EPFL main campus for staff in 2023 and 2025, as well as the cumulative percentage of departures in 2025.



3 Modal share of travel

In order to better examine the mobility habits of the EPFL community, the central part of the survey included questions on the means of transport used during the year. A distinction is made between winter and summer seasons. In particular, participants were asked to indicate the means of transport they used and then to specify how often they used them.

In order to simplify the information and ensure comparability with previous years' results, a single mode of transport was assigned to participants who selected multiple modes of transport for the initial analyses. This is referred to as the primary mode or primary modal share, and is calculated based on the frequency of use of the different modes selected, giving primacy to the mode used most frequently. In the event of equal frequencies of use, the processing procedure determines the priority of modes in the following order: cars, motorized two-wheelers, public transport, bicycles, then walking.

This chapter presents the main results related to the modes of transport used. However, additional results are presented in the appendix in the form of tables without commentary.

3.1 Modal share by status

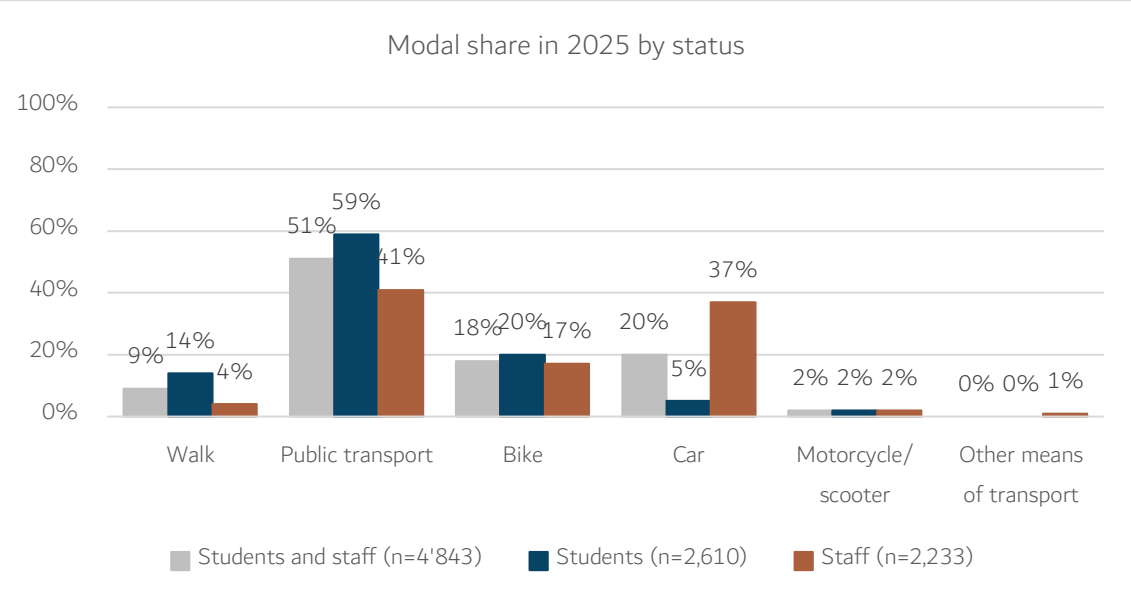
The dominant mode of transport is analyzed here from the perspective of the status of EPFL community members, presenting the average winter and summer values (Figure 9). The 2025 results show a continuing contrast in mobility between EPFL students and staff. While the former group makes very little use of private motorized transport and favors public transport (59%) and active modes of transport, namely walking (14%) and cycling (20%), the latter mainly uses public transport (41%) and cars to commute to EPFL (37%).

Thus, a comparison of the two profiles reveals a significantly lower rate of public transport use among staff members than among students. Nevertheless, the overall rate of public transport users has increased by 5% since the 2023 survey, demonstrating that this mode of transport is gaining in importance among both groups surveyed. Despite this growth in public transport, the proportion of people using other sustainable modes of transport has declined since 2023, with decreases in walking (-2 percentage points) and cycling (-4 percentage points). Given the observed decline in the distances traveled using these two modes, it would be interesting to explore the factors that discourage their adoption by people living within a reasonable distance of the campus. The perceived lack of safety on the roads, as noted in some comments, could be one avenue for analysis.

In 2025, the proportion of students using sustainable modes of transport—i.e., cycling, public transport, or walking—is 93% (95% in 2023), while the rate for staff members is 61% (63% in 2023).

Although car use is still low among students, the rate of travel with this mode of transport has almost doubled among this population between 2023 and 2025, rising from 3% to 5%. Among staff, this rate has risen from 34% to 37%.

Figure 9. Percentage distribution of modal share (primary mode) by status in 2025.



Among EPFL employees with children under the age of 6 (17%), more than half commute to EPFL by car (56% in winter, 51% in summer). In comparison, the proportion of car users is 34% in winter and 31% in summer for the group comprising staff without children or with children over the age of 6 (the questionnaire does not allow for a distinction to be made between the two). Family circumstances therefore appear to have an impact on the choice of mode of transport (see appendices 20 to 22). In addition, several comments left by respondents indicate that constraints related to journeys between home, school, and extracurricular activities influence the choice of mode of transport, and that this impact continues when children are over the age of 6.

3.2 Distance and travel time

In this section, we present the distances and travel times by primary mode of transport.[7] These are calculated based on the postal code of the departure point indicated by respondents and the address of the EPFL destination campus, in this case Ecublens. Table 2 summarizes the average and median distances traveled by mode of transport and season.

Table 2. Average and median distances traveled by mode of transport and season in 2025.

	Winter season (n = 4,774)			Summer season (n = 4,773)		
Mode of transport	**n**	**Average**	**Median**	**n**	**Average**	**Median**
On foot	449	2.0 km	2.0	449	2.0 km	2.0 km
By bike	673	4.1 km	3.7 km	1,084	4.3 km	3.7 km
By public transport	2,613	16.0 km	6.5 km	2,230	17.6 km	6.9 km
By car	981	35.6 km	19.4 km	895	37.5 km	20.8 km
Motorcycle/scooter	58	15.3 km	6.1 km	115	20.9 km	10.5 km
Total	**4,774**	**17.0 km**	**5.8 km**	**4,773**	**17.0 km**	**5.8 km**

The average distance traveled per trip is 17 km. This figure is up from 2023, when the distance was 15.1 km. At first glance, it would therefore appear that the place of residence of EPFL community members is tending to move further away from the main campus. Given the wide variation in distances traveled, particularly with certain modes of transport, it is useful to look at the median, which, unlike the average, is less sensitive to extreme values. This indicates that half of the population lives at a distance of 5.8 km or less from the campus; this distance has changed little, but is down from 2023 (6 km). Consequently, most people live within a similar radius in 2025 compared to 2023, but there are greater variations in the distance traveled than two years ago.

Nevertheless, we can see significant variation within certain modes of transport. While walking and cycling commutes are, on average, the shortest and vary the least between average and median distance, public transport, car, and motorized two-wheeler commutes are significantly longer and vary greatly. Compared to 2023, the average distance traveled on foot and by bicycle has decreased (by 1.3 km and 1.1 km, respectively), while the average distance traveled by motor vehicles has increased (by 9 km) and that by public transport has remained relatively stable.

Table 3 supplements the information on the difference in mode of transport use according to status observed in Figure 9. It highlights a significant difference in the total distances traveled between students (average of 12.6 km in winter and 12.5 km in summer) and staff (average of 22.1 km in winter and summer). Since motorists travel the longest distances

[7] Distances and travel times were calculated using the Google Maps API, and the corresponding values were assigned to respondents based on their primary mode of transport.

and are more numerous among staff, this partly explains why the total annual distance traveled is much greater for this group, with a longer average distance of 9.6 km and a longer median distance of 3.5 km.

Table 3. Average and median distances traveled by primary mode of transport and season according to status in 2025.

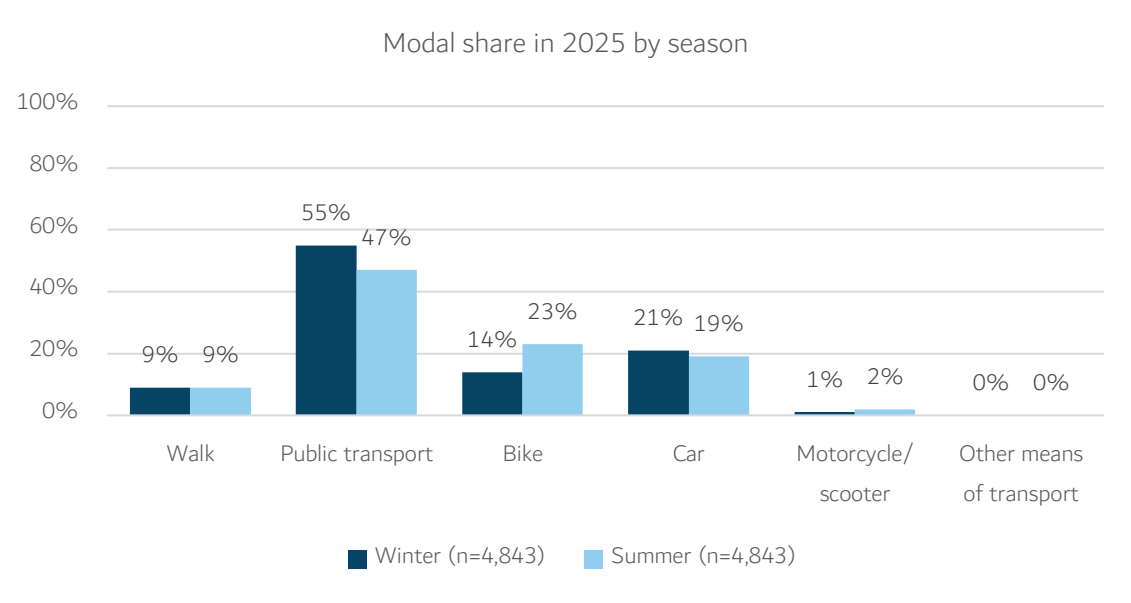
Mode of transport	Winter season				Summer season			
	Students (n=2,577)		Staff (n=2,197)		Students (n=2,580)		Staff (n=2,193)	
	n	Average Median	n	Average Median	n	Average Median	n	Average Median
On foot	356	2.0 km 2.0 km	93	1.8 km 1.6 km	364	2.0 km 2.0 km	85	1.8 km 1.6 km
By bike	390	3.4 km 3.0 km	283	5.0 km 4.3 km	627	3.6 km 3.0 km	457	5.3 km 4.7 km
By public transport	1658	13.4 km 5.8 km	955	20.3 km 7.6 km	1403	14.6 km 6.3 km	827	22.8 km 8.2 km
By car	137	56.8 km 22.9 km	844	32.2 km 19.4 km	123	61.7 km 24.0 km	772	33.6 km 20.3 km
Motorcycle/ scooter	36	11.2 km 6.0 km	22	22.2 km 8.3 km	63	19.8 km 7.1 km	52	22.4 km 16.3 km
Total	**2577**	**12.6 km 4.6 km**	**2197**	**22.1 km 8.2 km**	**2580**	**12.5 km 4.6 km**	**2193**	**22.1 km 8.0 km**

Finally, taking the annual average, the total average journey time is 31 minutes, while the median is 22 minutes. The average journey time has therefore changed little since 2023 (32 minutes), despite a slight downward trend in the distance traveled for the most common modes of transport, namely walking, cycling, and public transport. Public transport and walking commutes are generally the longest, with the median in 2025 at 33 and 27 minutes respectively. The median commute time by car is 19 minutes, while it is 13 minutes for cycling and motorized two-wheelers.

3.3 By season

This section presents the evolution of the main mode of transport according to the seasons, regardless of the status of the respondents (Figure 10).

Figure 10. Modal share (primary mode) by season in 2025.



The differences observed are consistent with those found in previous surveys and mainly concern public transport and cycling. The former is more popular in winter, while the latter has more users in summer. Similarly, the use of motorized two-wheelers doubles during the summer season. As for people who walk, they are not greatly affected by the seasons, as their share remains the same throughout the year.

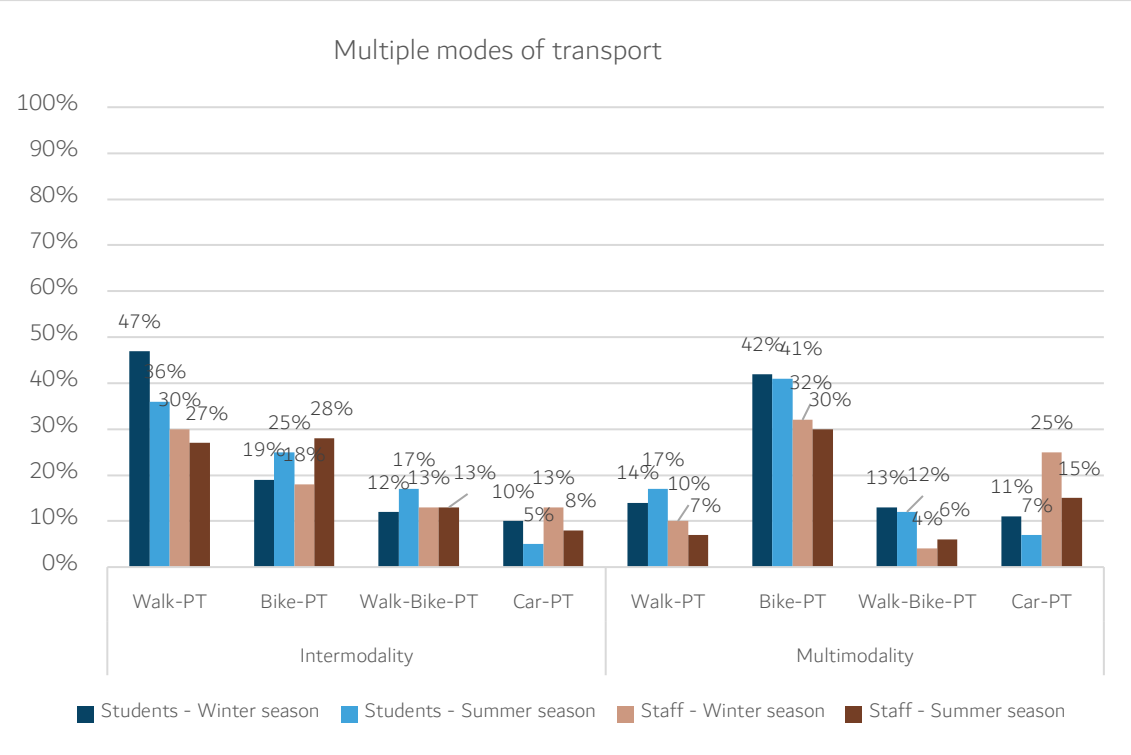
Compared to 2023, the trends observed are the same as in the previous section, both in winter and summer, namely an increase in the proportion of people using public transport and a decrease in bicycle use. Car use, which was previously more pronounced in winter, is becoming more consistent from season to season.

3.4 Intermodality and multimodality

As mentioned above, a primary mode of transport for people who use multiple modes of transport is inferred from the frequency of use of the different modes of transport, in order to facilitate the reading of the main results and temporal comparisons. However, in this chapter, these multimodal cases are studied in greater detail, as they represent nearly a quarter of the responses collected (23% of respondents who travel to the main campus report using multiple modes of transport in winter and/or summer).

Among these individuals, we distinguish between two types of modes: on the one hand, intermodality, defined as the successive use of several modes of transport during the same trip (for example, using a bicycle, then a train, and finally a bus); on the other hand, multimodality, which refers to alternating between different modes depending on the day of the week to commute to the campus (for example, sometimes walking and sometimes cycling). In cases where people fall into both categories, they have been classified as practicing intermodality.

Figure 11. Most frequent combinations and alternations of modes of transport according to status and season in 2025.



In general, among those who reported using multiple modes of transport during the winter (n = 1,048) and summer (n = 1,320) seasons, intermodality was more common (52% in winter, 56% in summer) than multimodality (48% in winter, 44% in summer). However, when looking at differences according to status, students are more likely to combine several modes of transport on the same trip (58% intermodality in winter, 64% in summer), while staff tend to alternate modes of transport for their commutes (54% multimodality in winter, 52% in summer). In terms of intermodality (Figure 11), the most popular combination in 2025 is walking and public transport for students, regardless of the season. For staff, this combination is also the most common in winter, while in summer it is cycling and public transport. In terms of multimodality, alternating between cycling and public transport is the most common, regardless of season or status. These observations are comparable to those for 2023, with the exception of alternating between cars and public transport, which has fallen sharply for staff members.

3.5 Daily arrival modes and extrapolated volumes

This section describes the mode of transport used for the last part of the trip to the EPFL main campus, which corresponds to:

1) The single mode if the person has only specified one;
2) The last mode of transport used if the person has indicated several;
3) The only or last mode of public transport used to reach the campus, for those who use one or more modes of public transport (train, bus, or metro).

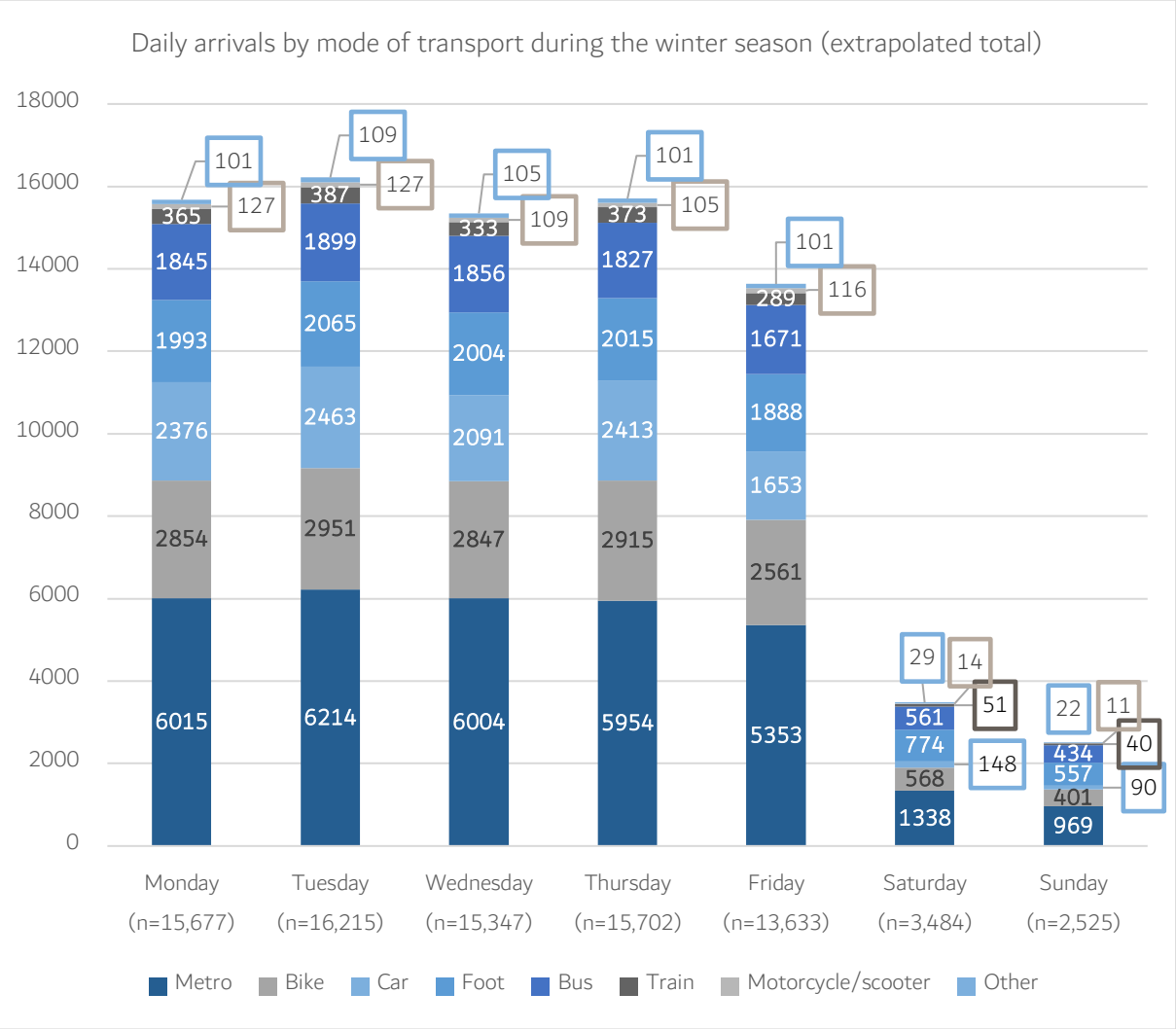
These results show the number of daily arrivals and arrivals during the morning rush hour according to the possible means of transport used to reach the main campus, such as the metro, bus, motorized vehicles, bicycles, or walking.

Overall, 36% of respondents take the metro for the last part of their journey to the main EPFL campus (39% in winter, 32% in summer). There is a disparity in the use of this mode of transport between students and EPFL staff, as it accounts for 42% and 29% of arrivals, respectively, over the whole year. Cycling comes in second place, with an annual share of 23% of cyclists (18% in winter, 28% in summer), with equal proportions among students and staff members. Cars come in third place with 15% (16% in winter and 14% in summer), followed by walking, chosen by 13% of respondents, a proportion that remains stable throughout the year. Finally, buses and motorized two-wheelers account for 9% and 1% of arrivals, respectively.

Figures 12 and 13 show an extrapolation of the number of people arriving each day at the EPFL main campus according to the mode of transport used for the last part of the journey. This extrapolation is based on the proportion of people present on campus each day of the week and the modal distribution observed for the last part of the journey.

During the winter season (Figure 12), a very large number of members of the EPFL community make the last part of their journey by metro, with an average daily ridership exceeding 6,000 people on weekdays (Monday to Friday). The number of people traveling to campus by car is slightly lower than the number of cyclists, with nearly 2,300 cars and 2,900 bicycles per weekday. It should be noted that this figure includes passengers, although they represent less than 10% of the people traveling to EPFL by car. As a result, the number of vehicles actually present is slightly lower than that indicated in the "Car" category. The number of people arriving on campus on foot is around 2,000 per weekday, while bus users number more than 1,500. Finally, the presence of the train as a mode of transport could be explained by the fact that some people selected the EPFL main campus as their destination when they were actually going to other buildings of the institution located in Lausanne, or simply by inattentiveness.

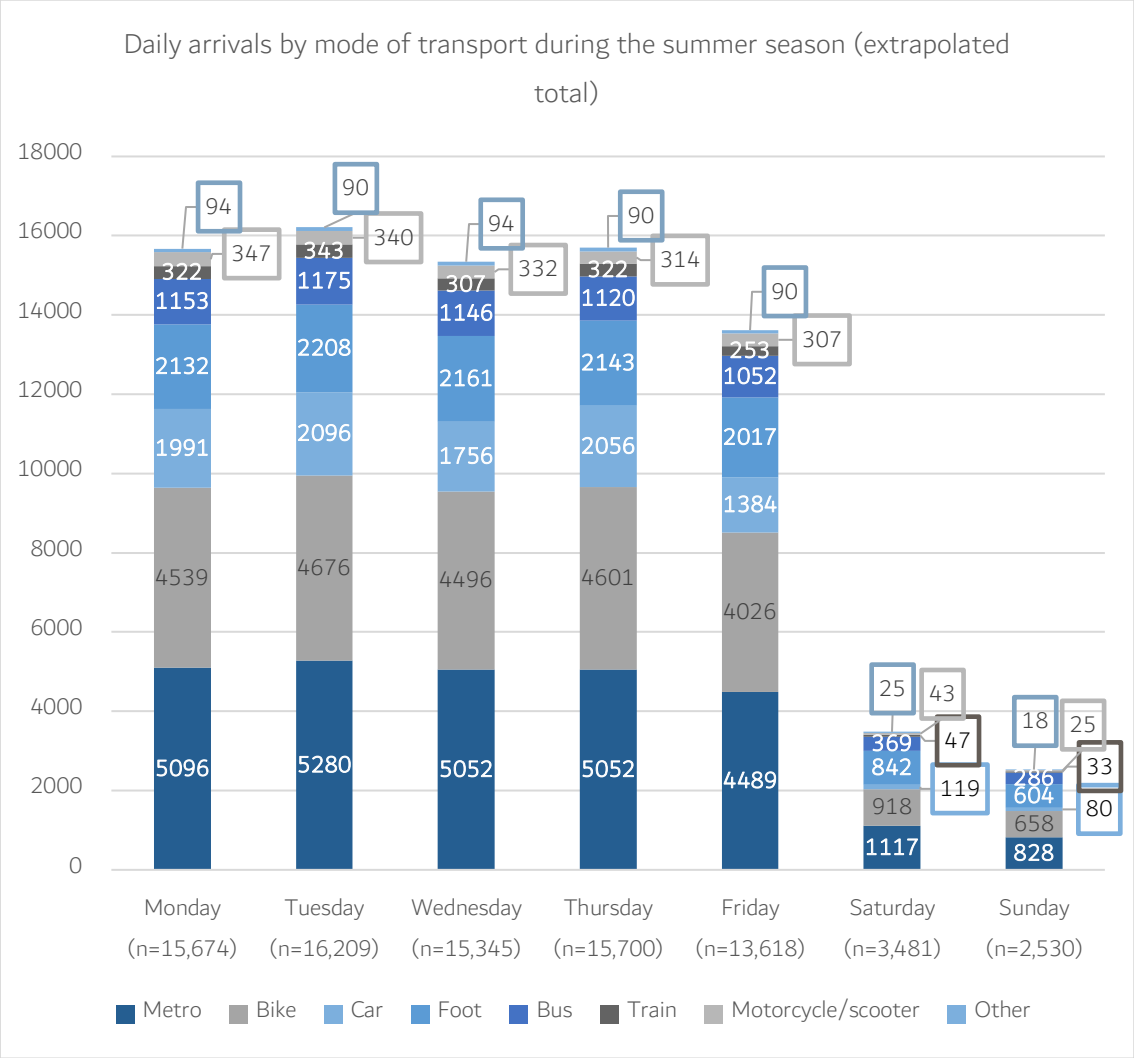
Figure 12. Daily extrapolation of the number of people arriving at the EPFL main campus by mode of transport during the 2025 winter season.



Focusing on the summer season (Figure 13), the number of arrivals by certain modes varies greatly compared to winter. Firstly, the average number of arrivals by metro decreases by around a thousand per day. Conversely, arrivals by bicycle increase by almost half, bringing them closer to the metro in terms of numbers. These seasonal changes lead to significant variation in the flow of people to EPFL over the year. Similarly, the number of people traveling by motorized two-wheeler almost triples, rising to around 300 per weekday. Finally, other modes of transport (bus, train, car) see a decline in users, while the number of pedestrians remains stable from one period of the year to the next.

Additional results in the appendix show arrivals by mode of transport during the morning rush hour (appendices 1 and 2) and departures from Lausanne and other municipalities in western Lausanne (appendices 3 and 4).

Figure 13. Daily extrapolation of the number of people arriving at the EPFL main campus by mode of transport during the 2025 summer season.

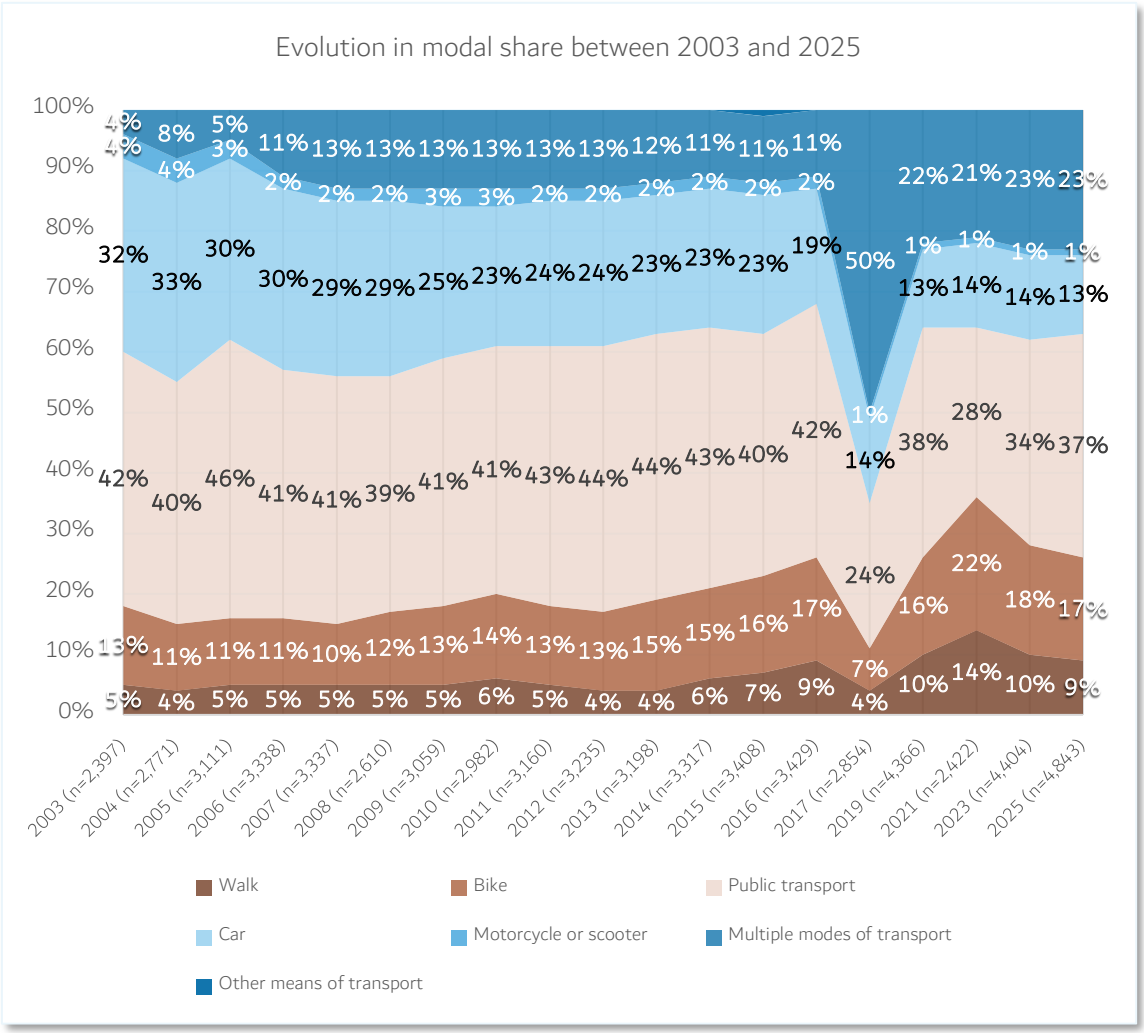


3.6 Evolution of modal share

3.6.1 Evolution between 2003 and 2025

Figure 14 shows the change in the annual share of each mode of transport use between 2003 and 2025. Although the measurements were not always the same for certain editions,[8] this graph illustrates the change in the mobility behavior of EPFL members over more than 20 years.

Figure 14. Evolution in the modal share of commuting between 2003 and 2025.



[8] In 2017, participants were asked to indicate how often they used each mode of transport during the semester. Thus, whenever a frequency higher than *"Never"* was indicated for two modes of transport, the response was interpreted as "*Multiple modes of transport*," explaining this sharp peak.

In order to analyze the long-term evolution of modal shares, we consider the means of transport as selected according to the response options available in the questionnaire.[9] Thus, unlike the previous results, where a primary mode was assigned, Figure 14 retains the category "Several modes of transport," as declared by the respondents. As a result, the share of people using public transport is significantly lower in Figure 14 (37%) than in Figure 9 (51%), since a significant proportion of respondents using multiple modes of transport use public transport.

Overall, Figure 14 shows that the 2025 values are gradually returning to those observed in 2019, the last measurement taken before the health crisis. Here, we observe the previously noted decline in walking and cycling, and the increase in the number of public transport users. The proportion of the population using multiple modes of transport remains stable compared to 2023. However, this mode of transport remains significant and is the second most frequent form of travel after public transport. Car use declined steadily until 2017 and has remained stable since then. Public transport still accounts for the largest share of commutes today, although the proportion of people using it is lower than in the period from 2003 to 2016. As for walking and cycling, the boom experienced by these modes during the Covid-19 pandemic seems to be running out of steam, as they have returned to levels close to those observed in 2019.

After rising sharply in 2021, the proportion of commutes made on foot—more common among students—is now experiencing a significant decline. While the sharp increase could be partly attributed to the construction of numerous student residences in the vicinity of EPFL,[10] the decline could be explained by a combination of the high occupancy rate of these residences[11] and the increase in the number of students at EPFL, which compels students to seek accommodation outside the campus perimeter.

[9] Question asked: "[During the winter season | During the summer season], how do you travel to EPFL (from your starting point) on a typical journey?"

[10] EPFL. *EPFL mobility survey. Active mobility*. Accessed September 11, 2025: https://www.epfl.ch/campus/mobility/fr/mobilite-et-voyages/mobilite-pendulaire/enquete-de-mobilite-epfl/

[11] *Le Temps* newspaper. Accessed September 11, 2025: https://www.letemps.ch/suisse/vaud/a-lausanne-les-logements-etudiants-affichent-deja-complets-pour-la-rentree

3.6.2 Evolution compared to the previous year (by season)

Among those already attending EPFL during the 2023-2024 academic year, 491 people (13%) reported changing their mode of transport between the 2023-2024 and 2024-2025 winter seasons. In addition, 372 people (10%) reported a change in their mode of transport between the summers of 2023 and 2024.

Participants were then given the opportunity to indicate the means of transport they had used in the previous year. Thus, when comparing old modes of transport with new ones, 41% of respondents (45% in winter, 37% in summer) continued to use a single mode of transport, while 21% (18% in winter, 25% in summer) replaced a single mode of transport with several modes of transport. Nearly a quarter of respondents (26% in winter, 22% in summer) switched from using several modes of transport to a single mode, and finally, 13% of respondents (12% in winter, 16% in summer) continue to use several modes.

If we focus solely on those who continued to use a single mode of transport, public transport users mainly switched to another mode of public transport (58% in winter, 19% in summer), to walking (9% in winter, 43% in summer), cycling (18% in winter, 16% in summer) or driving (11% in winter, 19% in summer). A large proportion of cyclists mainly opted for public transport (55% in winter, 42% in summer), walking (30% in winter, 31% in summer) or another type of bicycle (9% in winter, 15% in summer). For pedestrians, the change was mainly in favor of public transport (59% in winter, 40% in summer) or cycling (21% in winter, 44% in summer). Finally, motorists opted for public transport (59% in winter, 50% in summer) or another type of car (19% in winter, 30% in summer). Cases of changes in favor of the same mode of transport can mainly be explained by the choice of a mode of transport in the same category (e.g. bus to train, mechanical bicycle to electric bicycle, gasoline car to electric/hybrid car). However, in some cases, this may also be the result of errors in completing the questionnaire.

Overall, changes in modes of transport are mainly due to relocation (41%), greater flexibility in schedules (24%), well-being or health reasons (17%), comfort (16%), and finally financial reasons (11%). It should be noted that well-being/health reasons are cited more often in summer than in winter (18% vs. 15%), reflecting the increase in people walking or cycling during this season. While environmental reasons accounted for 18% of changes in 2023, they only accounted for 6% in 2025. Finally, among the other least cited reasons are changes in family circumstances (3%) and accidents/theft (2%).

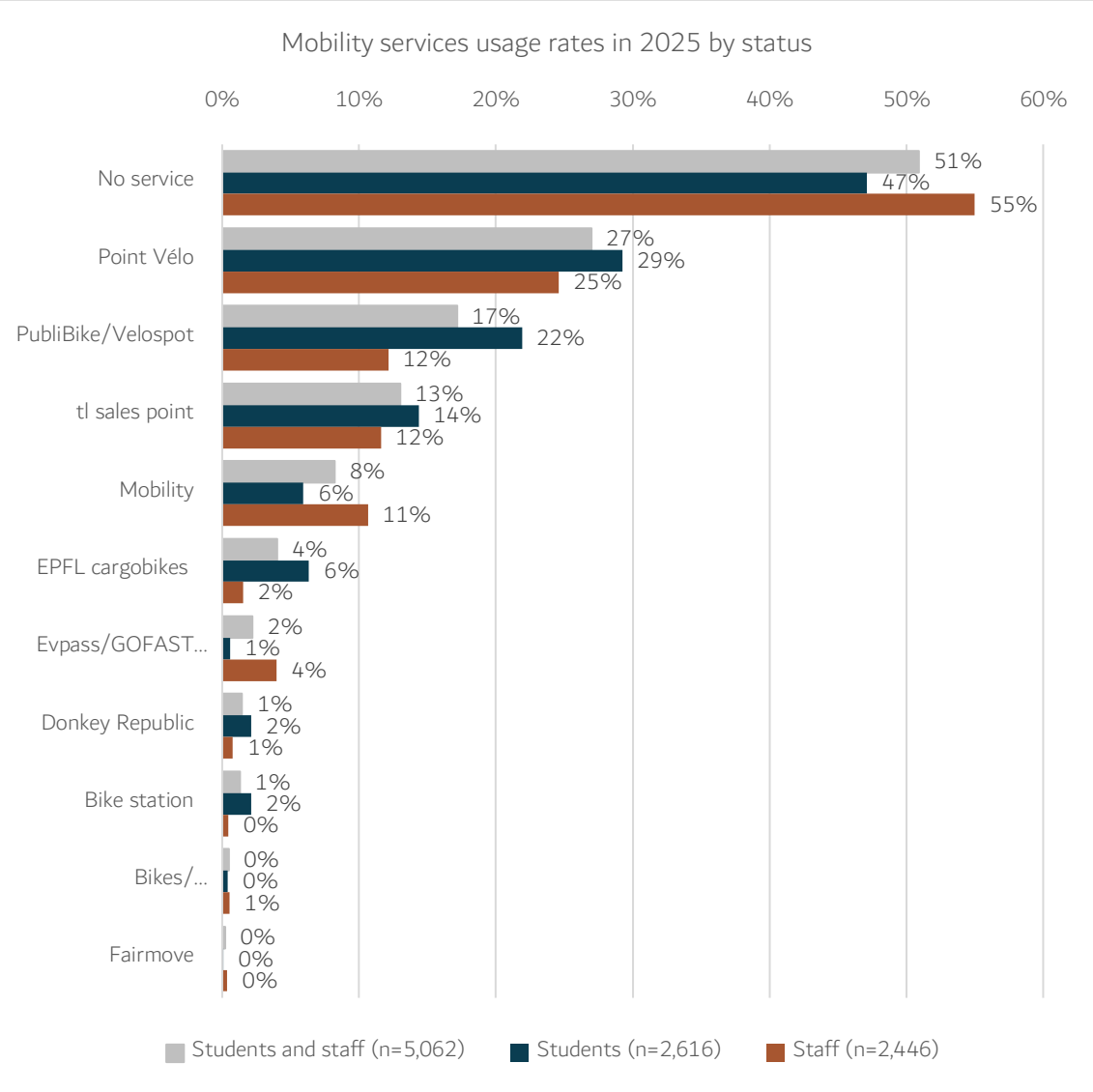
4 Mobility services offered

For several years, EPFL has been working to offer various mobility services to students and staff in order to facilitate access to campus and improve travel comfort. This chapter presents the usage rates of these services by members of the EPFL community, as well as their level of satisfaction.

4.1 Use of services

Figure 15 shows the usage rates for mobility services, in descending order. Point Vélo (27%), PubliBike/Velospot (17%), tl sales point (13%) and Mobility carsharing (8%) are the most popular services, while the use of other services is marginal (0% to 4%).

Figure 15. Rate of use of mobility services by status in 2025. ***Question: "In general, which mobility service(s) offered by EPFL or its partners have you ever used for your commute?".***



While the majority (51%) of respondents do not use any of the services offered, this proportion is higher among staff members (55%) than among students (47%). The difference between these two groups is particularly marked in the use of PubliBike/Velospot services (12% of staff compared to 22% of students), Mobility carsharing (11% compared to 6%) and evpass/GOFAST electric car charging stations (4% compared to 1%). Although the number of cyclists is relatively similar between these two categories (section 3.1), the use of self-service bicycles is more widespread among students. Conversely, the use of motorized vehicle services (cars and motorcycles) reflects a stronger preference for these modes of transport among staff.

Overall use of the various mobility services offered by EPFL remains stable compared to the previous survey in 2023. However, there has been a drop in the number of users of PubliBike/Velospot services (17% in 2025 compared to 22% in 2023), already in a steady decline for several years. For other services, there has been a slight increase in the usage rate of the Point Vélo, the tl sales point, and Mobility.

4.2 Satisfaction with the services offered

Satisfaction levels were assessed for the following services: the tl sales point, the Point Vélo bike center, EPFL bike parking, as well as evpass/GOFAST electric car charging stations. Only those who reported using these services were asked to rate their level of satisfaction on several aspects, on a scale from 0 ("Not at all satisfied") to 10 ("Completely satisfied"). The average level of satisfaction per service or element evaluated was calculated and is presented in the following sections. People who did not express an opinion were not included in the calculation of the averages. Detailed satisfaction levels and additional results relating to the services can be found in the appendix.

4.2.1 Transports publics lausannois (tl) sales point

The tl sales point was evaluated according to the following criteria: welcome and organization of the sales point, advice and expertise of staff, opening hours, products and services offered, waiting times, and communication around the sales point.

Overall, the average level of satisfaction among users (n = 660) is high. Waiting times (9.1), the welcome and organization of the premises (8.8), the advice and expertise of staff (8.5), and the products and services offered (8.4) receive the highest satisfaction ratings. On the other hand, communication about the sales point (7.7) and opening hours (7.5) received slightly lower satisfaction scores.

4.2.2 Point Vélo

The Point Vélo was evaluated on the same six aspects as the tl sales point, with the addition of a seventh criterion concerning the price list. Overall, the criteria that received the highest satisfaction ratings from users (n = 1,363) were the welcome and organization of the premises (8.0), the advice and expertise of the staff (7.8), the products and services offered (7.7), and pricing (7.6). However, two aspects stand out with significantly lower satisfaction levels: waiting times (6.3) and opening hours (4.9), which had already received the lowest score in 2023. Some comments at the end of the survey confirm this trend. Several respondents indicated that the opening hours are not sufficiently adapted to class or office hours, which leads to peaks in visitor numbers and, as a result, increases waiting times.

4.2.3 Bicycle parking

Cyclists (n = 1,714) were asked to evaluate the bicycle parking facilities on campus according to the following criteria: the number of spaces available, quality of lighting, accessibility, proximity of spaces to the destination building, protection from the weather or theft, and the quality of bicycle racks.

Overall, the level of satisfaction with this service was lower than for the previous two. Respondents were more satisfied with the location of parking spaces in relation to their destination building on campus (8.4), accessibility to spaces (7.5), quality of lighting (7.3), and quality of bike racks (7.3). There is a lower level of satisfaction with the number of spaces available (6.6), as well as protection from the weather (6.6) and theft (6.2).

4.2.4 Electric vehicle charging stations

The last service evaluated in this survey was the evpass/GOFAST charging stations for electric vehicles. Motorists using this service (n = 112) were asked to evaluate charging times, station location, pricing, station reliability, visibility, availability, types of power sockets available, as well as communication about the service.

Opinions are relatively divided on these different criteria. The highest scores relate to the types of sockets available (8.5), charging time (8.1), their location (7.7), and their visibility (7.4). Conversely, satisfaction levels are lower for availability (6.8), reliability (6.5), and pricing (5.0).

5 Conclusion

With a satisfactory participation rate of 27.9%, up from 2023, this survey once again provides a representative study of changing practices and perceptions regarding mobility and infrastructure within the EPFL community. This report focuses primarily on the main campus in Ecublens, where mobility issues are most significant, as this is the campus attended by almost all respondents.

Nearly three quarters of respondents live in Lausanne or in the districts of western Lausanne and Morges. The majority of departure points are in five municipalities close to the campus, with a slight decrease observed in Lausanne and an increase in Chavannes-près-Renens compared to 2023. The profile of arrivals on campus in 2025 remains similar to previous years, with three main peaks between 8:00 a.m. and 10:00 a.m. However, the influx of students at 9:00 a.m. has increased significantly since 2023, as a result of the increase in EPFL enrollments since the last survey.

Mobility practices have changed slightly over the past two years. While public transport remains the most popular mode of transport, with a 5% increase compared to 2023, there has been a decrease in the number of cyclists and pedestrians, as well as an increase in car use. There are still significant differences between the travel habits of staff and students, as well as seasonal variations. A majority of students (59%) prefer public transport, compared to 41% of staff, who are almost equally divided between public transport and car use (37%). During the summer months, cycling becomes more popular among the EPFL community (23%), representing an increase of almost half compared to the winter season (14%). However, these rates remain lower than those recorded in 2023, when they reached 28% and 17% respectively.

There has been a significant shift in transport patterns within the EPFL community since measurements began in 2003, with marked changes over the past five years. Sustainable modes of transport now occupy pride of place. Public transport use is on the rise, returning to 2019 levels after a sharp decline during the Covid-19 pandemic. Conversely, the proportion of commutes on foot or by bicycle has been gradually declining since the peak reached in 2021 (a record year), returning this year to a level comparable to that before the pandemic. The proportion of people using a combination of different modes of transport, as well as those using a car, has remained stable in recent years. In the long term, car use has fallen sharply since 2003, while public transport use has declined slightly. However, people who have abandoned the latter mode of transport have turned to alternatives, such as multimodal combinations, cycling, or walking, as evidenced by their growth over the last 22 years.

Among the mobility services offered by EPFL, the Point Vélo is the most widely used, with more than a quarter of respondents availing themselves of it. It is followed by PubliBike/Velospot, whose use has fallen significantly in recent years, and then by the Lausanne public transport (tl) sales point. These services are more popular among the student community than among staff members, who are more inclined to use motorized

transport services such as Mobility carsharing or electric vehicle charging stations. It should be noted that half of respondents say they have never used these mobility services, with a higher proportion among staff members.

The evaluation of certain mobility services reveals contrasting levels of satisfaction. The tl sales point achieves very good results among its users. The Point Vélo is also well regarded, particularly for its range of products on sale and the diversity of services offered, as well as for the layout of the premises and the level of expertise of its staff. On the other hand, opening hours and waiting times generate more dissatisfaction. Another service evaluated, bicycle parking, is appreciated for its locations and the quality of its infrastructure, but less so for the availability of spaces or protection against bad weather or theft. Finally, electric vehicle charging stations are satisfactory in terms of accessibility and performance, but cause dissatisfaction in terms of reliability, availability, and pricing.

6 Appendices

The following tables present additional results from the survey. They show the number of responses obtained for each option in the questionnaire, as well as the corresponding percentages. For some questions, the results are also presented according to the status of the respondents.

6.1 Additional information on the number of extrapolated arrivals

Appendix 1. Extrapolation of the number of arrivals at the EPFL main campus by mode (primary mode) and by 15-minute intervals during the morning rush hour in the winter season of 2025.

Mode of transport	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	Total
Foot	14	69	286	307	170	65	474	116	**1,500**
Bicycle	65	72	405	423	354	152	662	228	**2,361**
Bus	69	105	398	206	152	65	430	87	**1,511**
Metro	188	343	1,012	680	524	343	1,273	401	**4,765**
Train	40	40	61	36	40	29	61	25	**333**
Car	264	188	311	228	448	192	325	80	**2,036**
Motorcycle/scooter	0	7	36	14	14	0	11	4	**87**
Other	4	0	29	11	11	7	11	4	**76**
Total	**644**	**824**	**2,538**	**1,905**	**1,714**	**853**	**3,247**	**944**	**12,669**

Appendix 2. Extrapolation of the number of arrivals at the EPFL main campus by mode (primary mode) and by 15-minute intervals during the morning rush hour in the summer season of 2025.

Mode of transport	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	Total
Foot	22	72	304	329	166	58	510	119	**1,579**
Bicycle	126	141	701	629	535	260	1,073	311	**3,777**
Bus	43	58	246	123	80	33	267	40	**889**
Metro	163	329	871	571	452	293	1,041	361	**4,080**
Train	29	40	51	36	47	18	33	29	**282**
Car	224	148	271	184	394	166	257	72	**1,717**
Motorcycle/scooter	36	29	69	22	22	14	54	7	**253**
Other	4	4	33	7	7	11	7	4	**76**
Total	**647**	**820**	**2,544**	**1,901**	**1,702**	**853**	**3,242**	**943**	**12,653**

Appendix 3. Distribution of modes of transport used by students to reach the main campus, by municipality of departure (Lausanne and seven municipalities in western Lausanne).

Mode of transport	Lausanne (n = 676)	Bussigny (n = 36)	Chavannes-près-Renens (n = 362)	Crissier (n = 75)	Ecublens (n = 352)	Echandens (n = 86)	Renens (n = 224)	St-Sulpice (n = 152)
Foot	1.3%	0.0%	38.1%	0.7%	61.9%	2.3%	4.2%	51.6%
Bicycle	22.8%	34.7%	30.9%	36.0%	22.0%	18.6%	40.4%	22.7%
Bus	9.6%	2.8%	10.6%	0.7%	2.8%	75.0%	1.1%	23.0%
Metro	62.5%	59.7%	18.8%	54.7%	11.4%	1.2%	52.0%	0.7%
Train	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Car	1.5%	0.0%	0.3%	1.3%	0.4%	1.2%	0.7%	0.7%
Motorcycle / scooter	1.2%	2.8%	0.0%	6.0%	0.6%	1.7%	1.3%	0.7%
Other	0.7%	0.0%	1.2%	0.7%	0.9%	0.0%	0.2%	0.7%

Appendix 4. Distribution of modes of transport used by staff to reach the main campus, by municipality of departure (Lausanne and seven municipalities in western Lausanne).

Mode of transport	Lausanne (n = 535)	Bussigny (n = 47)	Chavannes-près-Renens (n = 114)	Crissier (n = 46)	Ecublens (n = 121)	Echandens (n = 19)	Renens (n = 108)	St-Sulpice (n = 80)
Foot	1.5%	1.1%	21.1%	1.1%	40.7%	5.4%	8.4%	53.8%
Bicycle	31.0%	22.6%	39.6%	41.8%	31.1%	24.3%	31.6%	33.8%
Bus	8.9%	2.2%	6.6%	5.5%	3.3%	35.1%	1.9%	3.8%
Metro	44.4%	36.6%	23.8%	37.4%	15.4%	0.0%	47.9%	0.0%
Train	0.1%	5.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%
Car	12.5%	32.3%	6.2%	13.2%	8.3%	35.1%	8.4%	8.1%
Motorcycle / scooter	1.0%	0.0%	1.8%	0.0%	0.8%	0.0%	1.4%	0.0%
Other	0.5%	0.0%	0.9%	0.0%	0.4%	0.0%	0.5%	0.6%

6.2 Information on bicycle use

Appendix 5. Breakdown between private bicycles and shared bicycles for journeys to EPFL made by cyclists according to status (n = 1,892).

Question: "You have mentioned coming to EPFL by bike; is it your own bike?"

Bicycle ownership	Students		Staff		Total	
	N	%	N	%	N	%
Private bike	904	92.6%	880	96.1%	1,784	94.3%
Shared bike	72	7.4%	36	3.9%	108	5.7%
Total	**976**	**100.0%**	**916**	**100.0%**	**1,892**	**100.0%**

Appendix 6. Type of private bicycle used by cyclists according to status (n = 1,784).

Question: "You have indicated coming to EPFL by bike; what type of bike do you usually use?"

Type of private bicycle	Students		Staff		Total	
	N	%	N	%	N	%
Regular bike	799	88.4%	598	68.0%	1,397	78.3%
Electric bike (25 km/h)	94	10.4%	221	25.1%	315	17.7%
Electric bike (45 km/h)	6	0.7%	41	4.7%	47	2.6%
Regular cargo bike	2	0.2%	1	0.1%	3	0.2%
Electric cargo bike (25 km/h)	0	0.0%	10	1.1%	10	0.6%
Other type of bike	3	0.3%	9	1.0%	12	0.7%
Total	**904**	**100.0%**	**880**	**100.0%**	**1,784**	**100.0%**

Appendix 7. Reasons for not using the Point Vélo among cyclists (n = 603).

Question: "For which reason(s) do you not use the Point Vélo's services?"

Reason(s) given	N	%
I rarely or never use my bike	34	5.6%
I didn't know about the Point Vélo	89	14.8%
I received unsuitable advice	10	1.7%
The services and/or products do not meet my needs	138	22.9%
Waiting times are too long	33	5.5%
Prices are too high	23	3.8%
Opening hours incompatibility	92	15.3%
Other reason	268	44.4%

Appendix 8. Level of satisfaction among Point Vélo users regarding the services offered.

Question: "Please indicate your satisfaction level with the Point Vélo services listed below."

Point Vélo services	0	1	2	3	4	5	6	7	8	9	10	No opinion
Reception and organization onsite (n = 1,354)	5 (0.4%)	2 (0.1%)	7 (0.5%)	10 (0.7%)	9 (0.7%)	31 (2.3%)	47 (3.5%)	110 (8.1%)	245 (18.1%)	218 (16.1%)	622 (45.9%)	48 (3.5%)
Advice and expertise (n = 1,348)	4 (0.3%)	1 (0.1%)	4 (0.3%)	5 (0.4%)	9 (0.7%)	24 (1.8%)	28 (2.1%)	73 (5.4%)	205 (15.2%)	229 (17.0%)	695 (51.6%)	71 (5.3%)
Opening hours (n = 1,350)	25 (1.9%)	4 (3.3%)	79 (5.9%)	101 (7.5%)	98 (7.3%)	213 (15.8%)	161 (11.9%)	145 (10.7%)	163 (12.1%)	73 (5.4%)	173 (12.8%)	75 (5.6%)
Price list (n = 1,350)	7 (0.5%)	2 (0.1%)	7 (0.5%)	15 (1.1%)	15 (1.1%)	41 (3.0%)	47 (3.5%)	89 (6.6%)	181 (13.4%)	172 (12.7%)	648 (48.0%)	126 (9.3%)
Waiting time (n = 1,347)	7 (0.5%)	14 (1.0%)	22 (1.6%)	42 (3.1%)	31 (2.3%)	92 (6.8%)	108 (8.0%)	198 (14.7%)	257 (19.1%)	181 (13.4%)	307 (22.8%)	88 (6.5%)
Product range and services available (n = 1,352)	2 (0.1%)	3 (0.2%)	6 (0.4%)	9 (0.7%)	12 (0.9%)	31 (2.3%)	48 (3.6%)	99 (7.3%)	218 (16.1%)	237 (17.5%)	538 (39.8%)	149 (11.0%)
Communication around the Point Vélo (n = 1,353)	7 (0.5%)	12 (0.9%)	14 (1.0%)	18 (1.3%)	33 (2.4%)	76 (5.6%)	77 (5.7%)	159 (11.8%)	225 (16.6%)	158 (11.7%)	394 (29.1%)	180 (13.3%)

Appendix 9. Criteria considered most important for the design of a new bicycle station (n = 1,691).

Question: "What would you consider to be the most important criterion in the construction of a new bike station?"

Criteria for new bike station	Importance 1		Importance 2		Importance 3		Total	
	N	%	N	%	N	%	N	%
Free of charge	670	39.6%	324	19.2%	254	15.0%	1,248	73.8%
Number of places available	253	15.0%	428	25.4%	392	23.2%	1,073	63.5%
Location	261	15.4%	361	21.4%	370	21.9%	992	58.7%
Sheltered parking	246	14.5%	311	18.4%	307	18.2%	864	51.1%
Secure access control	168	9.9%	119	7.0%	131	7.8%	418	24.7%
Repair and maintenance tools	56	3.3%	72	4.3%	121	7.2%	249	14.7%
Lockers	16	0.9%	32	1.9%	39	2.3%	87	5.1%
Lighting	8	0.5%	18	1.1%	45	2.7%	71	4.2%

Power outlets	13	0.8%	23	1.4%	29	1.7%	65	3.8%

Appendix 10. Cyclists' level of satisfaction with bicycle parking facilities on campus.

Question: "Regarding the bike parking facilities on your EPFL campus, please indicate your level of satisfaction for each of the items listed below."

Bicycle parking features	0	1	2	3	4	5	6	7	8	9	10	No opinion
Number of places available (n = 1,695)	29 (1.7%)	33 (1.9%)	69 (4.1%)	110 (6.5%)	79 (4.7%)	161 (9.5%)	153 (9.0%)	269 (15.9 %)	304 (17.9 %)	145 (8.6%)	209 (12.3 %)	134 (7.9%)
Lighting quality (n = 1,694)	15 (0.9%)	15 (0.9%)	35 (2.1%)	50 (3.0%)	63 (3.7%)	108 (6.4%)	114 (6.7%)	206 (12.2 %)	282 (16.6 %)	184 (10.9 %)	295 (17.4 %)	327 (19.3%)
Parking spaces accessibility (n = 1,691)	15 (0.9%)	21 (1.2%)	31 (1.8%)	43 (2.5%)	60 (3.5%)	101 (6.0%)	110 (6.5%)	218 (12.9 %)	338 (20.0 %)	229 (13.5 %)	362 (21.4 %)	163 (9.6%)
Proximity to destination building (n = 1,690)	7 (0.4%)	13 (0.8%)	14 (0.8%)	15 (0.9%)	37 (2.2%)	57 (3.4%)	62 (3.7%)	150 (8.9%)	284 (16.8 %)	275 (16.3 %)	652 (38.6 %)	124 (7.3%)
Shelter from bad weather (n = 1,696)	61 (3.6%)	44 (2.6%)	72 (4.2%)	83 (4.9%)	90 (5.3%)	148 (8.7%)	161 (9.5%)	217 (12.8 %)	232 (13.7 %)	164 (9.7%)	289 (17.0 %)	135 (8.0%)
Protection from theft (n = 1,695)	80 (4.7%)	57 (3.4%)	69 (4.1%)	69 (4.1%)	99 (5.8%)	168 (9.9%)	130 (7.7%)	171 (10.1 %)	251 (14.8 %)	131 (7.7%)	212 (12.5 %)	258 (15.2%)
Quality of the bike racks (n = 1,696)	18 (1.1%)	16 (0.9%)	47 (2.8%)	57 (3.4%)	62 (3.7%)	130 (7.7%)	105 (6.2%)	222 (13.1 %)	333 (19.6 %)	260 (15.3 %)	277 (16.3 %)	169 (10.0%)

6.3 Information on the use of bike sharing

Appendix 11. Frequency of bike-sharing use by users.

Question: "How often do you use the bike sharing service on campus?"

Frequency of use of shared bikes	Students		Staff		Total	
	N	%	N	%	N	%
Less than once a week	385	67.5%	233	79.3%	618	71.5%
Once per week	43	7.5%	25	8.5%	68	7.9%
Twice per week	60	10.5%	17	5.8%	77	8.9%
Three times per week	35	6.1%	9	3.1%	44	5.1%
Four times per week	29	5.1%	0	0.0%	29	3.4%
Five times per week or more	18	3.2%	10	3.4%	28	3.2%
Total	**570**	**100.0%**	**294**	**100.0%**	**864**	**100.0%**

Appendix 12. Main type of use of shared bicycles by users.

Question: "For which types of journeys do you mainly use bike sharing?"

Main use of shared bikes	Students		Staff		Total	
	N	%	N	%	N	%
Home-campus commuting	153	27.0%	68	23.1%	221	25.7%
On-campus commuting	92	16.3%	63	21.4%	155	18.0%
Commuting to a public transport stop	23	4.1%	43	14.6%	66	7.7%
Personal commuting (shopping, leisure)	298	52.7%	120	40.8%	418	48.6%
Total	**566**	**100.0%**	**294**	**100.0%**	**860**	**100.0%**

Appendix 13. Perceived availability of shared bikes on campus by users.

Question: "Are there enough bikes available when you need them on campus?"

Availability of shared bikes on campus	Students		Staff		Total	
	N	%	N	%	N	%
Never	89	15.7%	30	10.3%	119	13.9%
Rarely	264	46.6%	114	39.0%	378	44.1%
Often	186	32.9%	125	42.8%	311	36.2%
Always	27	4.8%	23	7.9%	50	5.8%
Total	**566**	**100.0%**	**292**	**100.0%**	**858**	**100.0%**

Appendix 14. Preference for the type of shared bikes among users.

Question: "Which type of bike do you prefer?"

Preferred type of shared bike	Students		Staff		Total	
	N	%	N	%	N	%
Electric bike	440	77.3%	195	66.1%	635	73.5%
Mechanical bike	58	10.2%	38	12.9%	96	11.1%
No preference	71	12.5%	62	21.0%	133	15.4%
Total	**569**	**100.0%**	**295**	**100.0%**	**864**	**100.0%**

6.4 Information on the use of motorized vehicles

Appendix 15. Type of motorized two-wheelers used according to the status of users of this mode of transport (n = 161).

Question: "You have mentioned coming to EPFL by motorcycle or scooter; what type of motorbike/ scooter do you usually use?"

Types of motorized two-wheelers	N	%
Motorcycle/scooter with combustion engine	152	94.4%
Electric motorcycle/scooter	9	5.6%
Total	**161**	**100.0%**

Appendix 16. Role played during car journeys to EPFL according to status (n = 1,057).

Question: "You have indicated coming to EPFL by car; do you usually come as..."

Role in car	Students		Staff		Total	
	N	%	N	%	N	%
The driver, alone in the car	75	51.4%	720	79.0%	795	75.2%
The driver, with one or more passengers	34	23.3%	150	16.5%	184	17.4%
A passenger	36	24.7%	36	4.0%	72	6.8%
Other	1	0.7%	5	0.5%	6	0.6%
Total	**146**	**100.0%**	**911**	**100.0%**	**1,057**	**100.0%**

Appendix 17. Type of carpooling according to status (n = 255).

Question: "Does the journey involve..."

Type of carpool	Students		Staff		Total	
	N	%	N	%	N	%
Commuting with family	40	58.0%	132	71.0%	172	67.5%
Using the EPFL carpooling platform (Fairmove)	0	0.0%	1	0.5%	1	0.4%
Using other carpooling platforms	1	1.4%	2	1.1%	3	1.2%
Informally organized carpooling	28	40.6%	51	27.4%	79	31.0%
Total	**69**	**100.0%**	**186**	**100.0%**	**255**	**100.0%**

Appendix 18. Type of motorization in cars used to travel to EPFL (n = 1,058).

Question: "You have indicated coming to EPFL by car; do you usually come with a..."

Type of car	N	%
Gasoline car	588	55.6%
Diesel car	200	18.9%
Standard hybrid car	89	8.4%
Plug-in hybrid car	51	4.8%
Electric car	122	11.5%
Other type of car	8	0.8%
Total	**1,058**	**100.0%**

Appendix 19. Types of parking spaces used by motorists at EPFL (n = 773).

Question: "When you take the car, which type of parking space do you use at EPFL?"

Type of parking space	Students		Staff		Total	
	N	%	N	%	N	%
Pooled green spaces	47	75.8%	605	85.1%	652	84.3%
Public white spaces	12	19.4%	6	0.8%	18	2.3%
Other type of parking space at EPFL	3	4.8%	100	14.1%	103	13.3%
Total	**62**	**100.0%**	**711**	**100.0%**	**773**	**100.0%**

Appendix 20. Reasons given by motor vehicle users for not walking to EPFL (n = 958).

Question: "For which reason(s) do you not walk to EPFL?"

Reasons	N	%
Distance from campus / travel time	854	89.1%
Family or private organization	323	33.7%
Type of route (difficult to walk)	243	25.4%
Health problems	30	3.1%
Habit / comfort	85	8.9%
Safety	52	5.4%
Other reason	53	5.5%

Appendix 21. Reasons given by motor vehicle users for not cycling to EPFL (n = 814).

Question: "For which reason(s) do you not cycle to EPFL?"		
Reasons	**N**	**%**
Distance from campus/travel time	621	76.3%
Family or private organization	252	31.0%
Type of route (difficult to cycle)	272	33.4%
Financial reasons (e.g., purchase of an electric bike)	48	5.9%
Health problems	39	4.8%
Habit / comfort	90	11.1%
Safety	191	23.5%
Other reason	53	6.5%

Appendix 22. Reasons given by motor vehicle users for not using public transport to travel to EPFL (n = 730).

Question: "For which reason(s) do you not travel to EPFL by public transport?"		
Reasons	**N**	**%**
Family or private organization	331	45.3%
Lack of public transport or unsuitable routes	292	40.0%
Lack of flexibility	289	39.6%
Schedule and travel time	530	72.6%
Stop location in relation to destination building	40	5.5%
Financial reasons	102	14.0%
Health problems	21	2.9%
Habit / comfort	112	15.3%
Safety	35	4.8%
Other reason	53	7.3%

6.5 Information on electric vehicle charging stations

Appendix 23. User satisfaction level regarding electric vehicle charging stations.

Question: "Please indicate your level of satisfaction with each of the items regarding the evpass and/or GOFAST charging stations listed below."

EVPASS/GOFAST charging station components	0	1	2	3	4	5	6	7	8	9	10	No opinion
Charging time (n = 110)	0 (0.0%)	1 (0.9%)	2 (1.8%)	1 (0.9%)	1 (0.9%)	10 (9.1%)	7 (6.4%)	8 (7.3%)	21 (19.1%)	15 (13.6%)	36 (32.7%)	8 (7.3%)
Location (n = 110)	0 (0.0%)	2 (1.8%)	5 (4.5%)	1 (0.9%)	9 (8.2%)	6 (5.5%)	6 (5.5%)	8 (7.3%)	17 (15.5%)	16 (14.5%)	37 (33.6%)	3 (2.7%)
Pricing (n = 109)	11 (10.1%)	5 (4.6%)	7 (6.4%)	13 (11.9%)	8 (7.3%)	12 (11.0%)	6 (5.5%)	12 (11.0%)	15 (13.8%)	4 (3.7%)	8 (7.3%)	8 (7.3%)
Reliability (n = 109)	7 (6.4%)	9 (8.3%)	2 (1.8%)	5 (4.6%)	5 (4.6%)	6 (5.5%)	5 (4.6%)	10 (9.2%)	18 (16.5%)	15 (13.8%)	22 (20.2%)	5 (4.6%)
Visibility (n = 107)	0 (0.0%)	5 (4.7%)	2 (1.9%)	5 (4.7%)	3 (2.8%)	12 (11.2%)	3 (2.8%)	11 (10.3%)	16 (15.0%)	17 (15.9%)	28 (26.2%)	5 (4.7%)
Availability (n = 110)	0 (0.0%)	5 (4.5%)	8 (7.3%)	5 (4.5%)	4 (3.6%)	11 (10.0%)	9 (8.2%)	8 (7.3%)	16 (14.5%)	20 (18.2%)	20 (18.2%)	4 (3.6%)
Communication about charging stations (n = 110)	1 (0.9%)	3 (2.7%)	0 (0.0%)	3 (2.7%)	1 (0.9%)	6 (5.5%)	4 (3.6%)	3 (2.7%)	12 (10.9%)	15 (13.6%)	54 (49.1%)	8 (7.3%)
Types of power sockets available (n = 100)	0 (0.0%)	9 (9.0%)	5 (5.0%)	11 (11.0%)	1 (1.0%)	14 (14.0%)	5 (5.0%)	6 (6.0%)	11 (11.0%)	5 (5.0%)	9 (9.0%)	24 (24.0%)

Appendix 24. Frequency of use of evpass/GOFAST charging stations among users on the EPFL main campus (n = 79).

Question: "How often do you use the electric car charging stations (evpass/GOFAST) on the Ecublens campus?"

Frequency of use	N	%
Less than once per week	47	59.5%
Once per week	15	19.0%
Twice per week	11	13.9%
Three times per week	3	3.8%
Four times per week	1	1.3%
Five times per week or more	2	2.5%
Total	**79**	**100.0%**

Appendix 25. Ideal charging time for an electric car according to users at EPFL's main campus (n = 81).

Question: "When using the electric car charging stations (evpass/GOFAST) on the Ecublens campus, what is the ideal recharging time for your vehicle?"

Charging time	N	%
Less than 30 minutes	9	11.1%
Between 30 minutes and 1 hour	5	6.2%
Between 1 and 2 hours	14	17.3%
More than 2 hours	20	24.7%
Doesn't matter, as long as the charge is complete	33	40.7%
Total	**81**	**100.0%**

6.6 Information on public transport passes

Appendix 26. Types of public transport passes held by respondents according to status.

Question: "Do you currently own one or several public transport travelcards?"

Type of travelcard	Students (n = 2,647)		Staff (n = 2,457)		Total (n = 5,122)	
	N	%	N	%	N	%
No	271	10.2%	221	8.9%	492	9.6%
Monthly regional travelcard	284	10.7%	191	7.7%	475	9.3%
Annual regional travelcard	670	25.3%	355	14.3%	1,025	20.0%
Regional FlexiAbo mobilis travelcard	37	1.4%	64	2.6%	101	2.0%
Point-to-point travelcard	95	3.6%	30	1.2%	125	2.4%
CFF half-fare travelcard	1,459	55.1%	1,713	69.2%	3,172	61.9%
CFF half-fare travelcard PLUS	89	3.4%	107	4.3%	196	3.8%
Monthly CFF GA travelcard	54	2.0%	31	1.3%	85	1.7%
Annual CFF GA travelcard	283	10.7%	304	12.3%	587	11.5%
AG Night travelcard	991	37.4%	73	2.9%	1,064	20.8%
Other type of travelcard	32	1.2%	20	0.8%	52	1.0%

Appendix 27. Type of discount obtained from EPFL for public transport passes by staff members (n = 2,459).

Question: "Have you ever used one or more of the discounts provided by the EPFL to purchase a travelcard?"

Discounts obtained from EPFL	Staff	
	N	%
Not aware of it	183	7.4%
Not interested	136	5.5%
Not eligible for a discount	71	2.9%
Reimbursement of the half-fare travelcard	1,615	65.7%
Discount for the purchase of a 2nd class GA travelcard (25%)	283	11.5%
Discount for the purchase of a 1st class GA travelcard (15%)	31	1.3%
Discount for the purchase of another type of GA travelcard (Youth, Duos, Famila, etc.)	22	0.9%
Discount for the purchase of a regional travelcard	548	22.3%

6.7 Information on train use

Appendix 28. Arrival station for people traveling to EPFL by train (n = 886).

Question: "Please indicate the last station where you usually get off the train on your way to EPFL."

Arrival station	N	%
Lausanne	39	4.4%
Renens	773	87.2%
Morges	12	1.4%
Prilly-Malley	1	0.1%
Lausanne-Flon (LEB)	50	5.6%
Other station	11	1.2%
Total	**886**	**100.0%**

6.8 Lausanne Public Transport (tl) sales point

Appendix 29. User satisfaction level regarding the Transports publics lausannois sales point at EPFL.

Question: "Please indicate your level of satisfaction with each of the tl EPFL salespoint services listed below."

Services	0	1	2	3	4	5	6	7	8	9	10	No opinion
Reception and organization onsite (n = 658)	1 (0.2%)	2 (0.3%)	3 (0.5%)	3 (0.5%)	7 (1.1%)	10 (1.5%)	14 (2.1%)	39 (5.9%)	130 (19.8%)	125 (19.0%)	264 (40.1%)	60 (9.1%)
Advice and expertise (n = 658)	2 (0.3%)	3 (0.5%)	6 (0.9%)	9 (1.4%)	5 (0.8%)	11 (1.7%)	23 (3.5%)	51 (7.8%)	117 (17.8%)	106 (16.1%)	233 (35.4%)	92 (14.0%)
Opening hours (n = 657)	1 (0.2%)	1 (0.2%)	8 (1.2%)	17 (2.6%)	27 (4.1%)	48 (7.3%)	59 (9.0%)	90 (13.7%)	111 (16.9%)	69 (10.5%)	123 (18.7%)	103 (15.7%)
Product range and services available (n = 655)	0 (0.0%)	2 (0.3%)	3 (0.5%)	1 (0.2%)	8 (1.2%)	24 (3.7%)	27 (4.1%)	64 (9.8%)	105 (16.0%)	93 (14.2%)	191 (29.2%)	137 (20.9%)
Waiting time (n = 658)	0 (0.0%)	2 (0.3%)	3 (0.5%)	2 (0.3%)	5 (0.8%)	12 (1.8%)	12 (1.8%)	27 (4.1%)	79 (12.0%)	115 (17.5%)	343 (52.1%)	58 (8.8%)
Communication around the tl salespoint (n = 657)	1 (0.2%)	7 (1.1%)	14 (2.1%)	16 (2.4%)	14 (2.1%)	42 (6.4%)	50 (7.6%)	67 (10.2%)	90 (13.7%)	74 (11.3%)	162 (24.7%)	120 (18.3%)

Appendix 30. Reasons given for not using the tl sales point services among people traveling to EPFL by public transport (n = 2,270).

Question: "For which reason(s) do you not use the tl sales point?"

Reasons	N	%
I don't use public transports or use them very little	77	3.4%
I didn't know about the tl EPFL salespoint	662	29.2%
I only use online buying platforms (SBB app, etc.)	1,492	65.7%
I received unsuitable advice	10	0.4%
The services and/or products did not meet my needs	207	9.1%
Waiting times are too long	10	0.4%
Opening hours incompatibility	61	2.7%
Other reason	255	11.2%
Total	2,270	100.0%

Appendix 31. Types of services used by users of the tl sales point (n = 643).

Question: "Which service(s) and/or product(s) do you generally use at the tl EPFL salespoint?"

Services	N	%
Purchasing regional passes (e.g., Mobilis)	414	64.4%
Purchasing national passes (e.g., Half-Fare, GA)	190	29.5%
Purchasing international passes (Interrail)	26	4.0%
Purchasing national tickets	33	5.1%
Purchasing international tickets	37	5.8%
Other service/product	76	11.8%
Total	643	100.0%

6.9 Sustainable mobility coaching

Appendix 32. Level of interest among the EPFL community in mobility coaching aimed at optimizing travel to campus (n = 5,078).

Question: "Would you be interested in mobility coaching to help you get to and around campus?"

Interest	N	%
Yes, I would be interested in personalized assistance	575	11.3%
No, I prefer organizing my commute on my own	2,846	56.0%
No, I'm not interested	1,657	32.6%
Total	**5,078**	**100.0%**