

# STUDY TOUR ON PUBLIC TRANSPORTATION IN SWITZERLAND

MAY 29 – JUNE 3, 2023



# ATTENDEES

- BART
- Caltrain
- WETA
- SFMTA
- AC Transit
- VTA
- MTC
- Seamless Bay Area
- Spur
- FRA
- Honolulu



# Program Overview

<ul style="list-style-type: none"> <li>▪ Federal Office for Spatial Development ARE</li> <li>▪ Federal Office of Transport FOT</li> </ul>	<p>Federal Policy, Planning &amp; Funding</p>
<ul style="list-style-type: none"> <li>▪ Swiss Association of Public Transport</li> <li>▪ Alliance SwissPass</li> </ul>	<p>National Associations/Programs</p>
<ul style="list-style-type: none"> <li>▪ Zurich Transport Authority (Zürcher Verkehrsverbund, ZVV)</li> </ul>	<p>Regional Network Manager: Policy, Planning, Funding</p>
<ul style="list-style-type: none"> <li>▪ City of Zürich</li> <li>▪ Zürich Public Transport (VBZ)</li> </ul>	<p>Local Planning &amp; Operations</p>
<ul style="list-style-type: none"> <li>▪ Institute for Transport Planning and Systems at the Swiss Federal Institute of Technology Zurich</li> <li>▪ Empa - Swiss Federal Laboratories for Materials Science and Technology</li> <li>▪ Pitch – companies/start-ups in the public transportation eco-system</li> <li>▪ Stadler Rail</li> </ul>	<p>Non-Profit/Private</p>

# KEY OBSERVATIONS

## High transit mode share, ridership fully recovered

- 41% transit mode-share in Zurich (bike 8%, walk 26%, car 25%)
- High ridership for leisure

## Extremely high-quality & customer focused design and service

- High levels of service / range of transit modes for different needs
- Easy to rely on transit to get most places
  - Great wayfinding: consistent information with meaningful detail at different stage of journey
  - Fare payment is consistent across modes (one journey one ticket)

## Ongoing, consistent and transformative levels of transit investment (operating and capital)

## Extensive infrastructure on the ground (urban, suburban, rural)

- Current investment to further improve, refine, meet demand

Virtuous Cycle: More Service & Integration → Transit Competitiveness → Confidence  
→ More funding → More Service



# KEY OBSERVATIONS

Well established policy and coordinated planning at all levels of government

- Service based planning with unified vision at each level
  - National Integrated Timetable sets backbone of transit system and timetable planning leads processes
  - Currently working on 2035 timetable & package of investments (no cost overruns)
- Many players: federal, canton (26), city, operator (260)
  - Well defined roles and responsibilities
  - Iterative between local and regional
  - Vertical and horizontal coordination
- Many policies established in 80s/90s
- Strong infrastructure project funding and controls



# KEY OBSERVATIONS

Context is important:

- Safe, no major issues with poverty or unhoused
- Higher density housing within cities
- Lively/well used public space
- Complementary policy: progressive parking policy, prioritize ROW for transit, bike (not cars)
- High cost-of-living

Direct democracy – individual project/program funding referendums, 50% threshold

Tensions and tradeoffs still exist

- Reduced traffic speeds impacting transit service delivery
- Bike vs transit ROW allocation
- Gentrification



# NEXT STEPS

- Delegation group to draft a Summary Report of key findings
- Identify opportunities: What can we learn and bring to the Bay Area to achieve improved outcomes

