



Interface program of the FEDRO: Analysis of traffic events in model communities

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Road mobility projects in urban regions and their Impact on the environment

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Initial situation and project objectives - Challenges

- Rising transport demand due to population and job growth, which is also accelerated by increasing spatial disaggregation with the concentration of jobs and housing
- The interfaces between the national and the local road network are increasingly becoming the bottleneck of the agglomeration's transport system
- The overall capacity of an interface is measured by the elements that have the least capacity. Spatially limited areas often have an extra limiting effect.

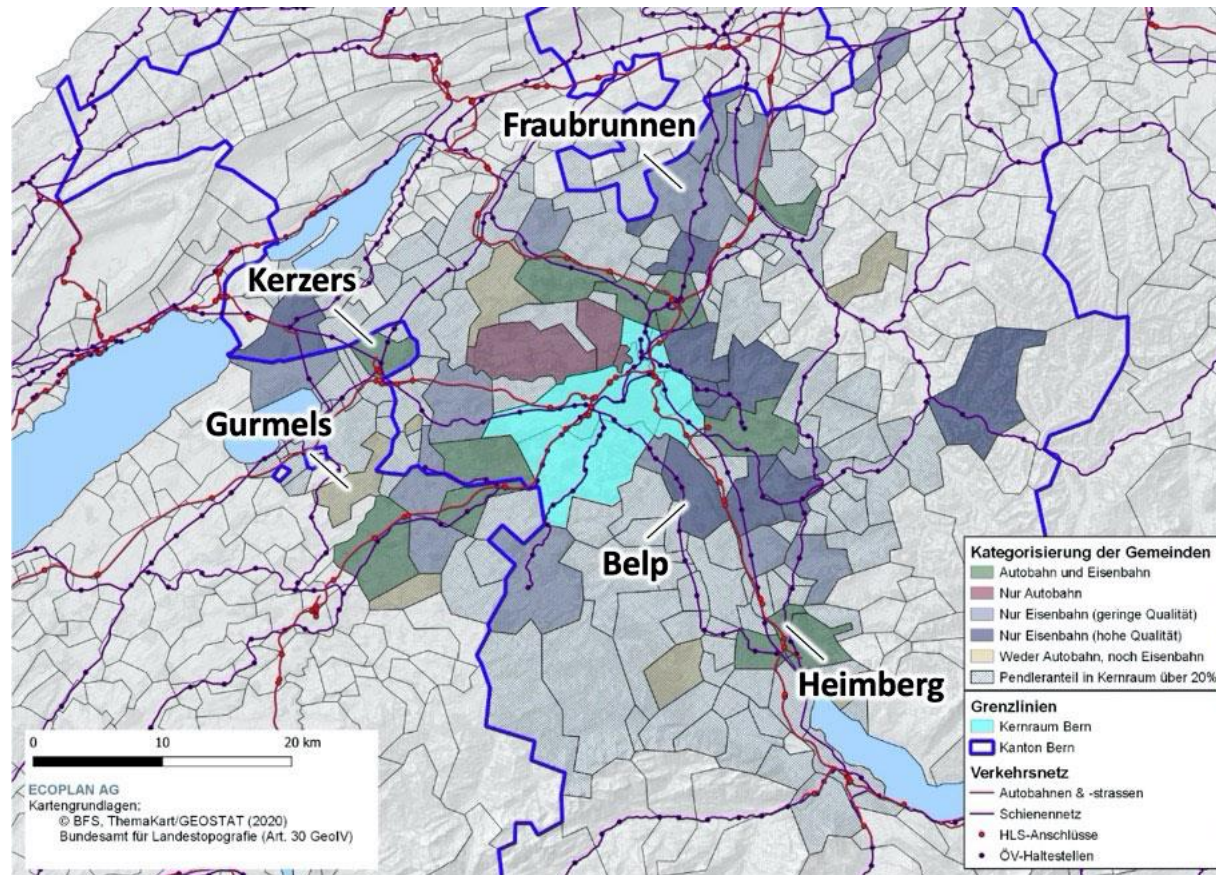
Initial situation and project objectives - Goals

- Knowledge about residential and job development in the model communities and the core city has been gained
- Development of accessibility (differentiated according to modal split) in the model communities and the core city has been shown
- Influences of the surrounding communities on problems at the interfaces between the national and local network in the core city are discussed and presented

Selection of model communities - Switzerland

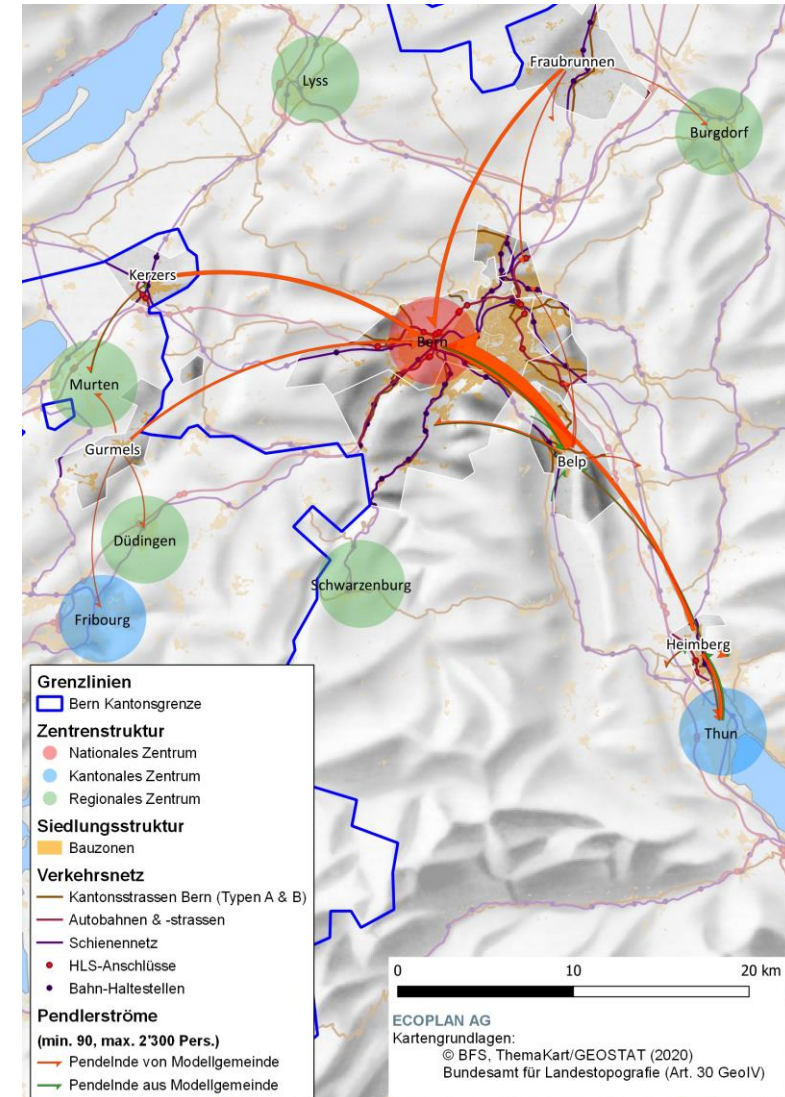


Selection of model communities - Bern

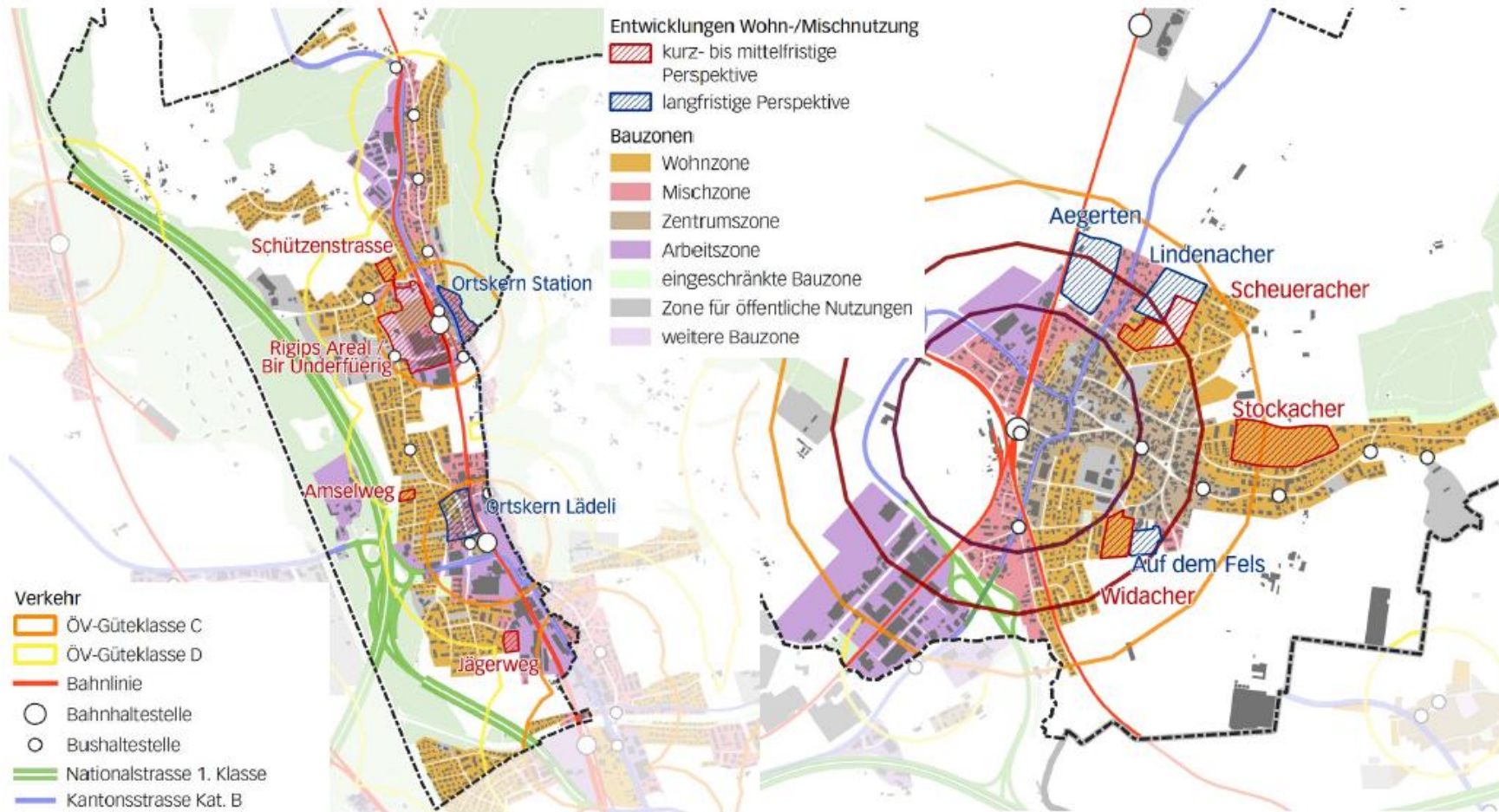


Analysis of traffic and settlement development in the model communities

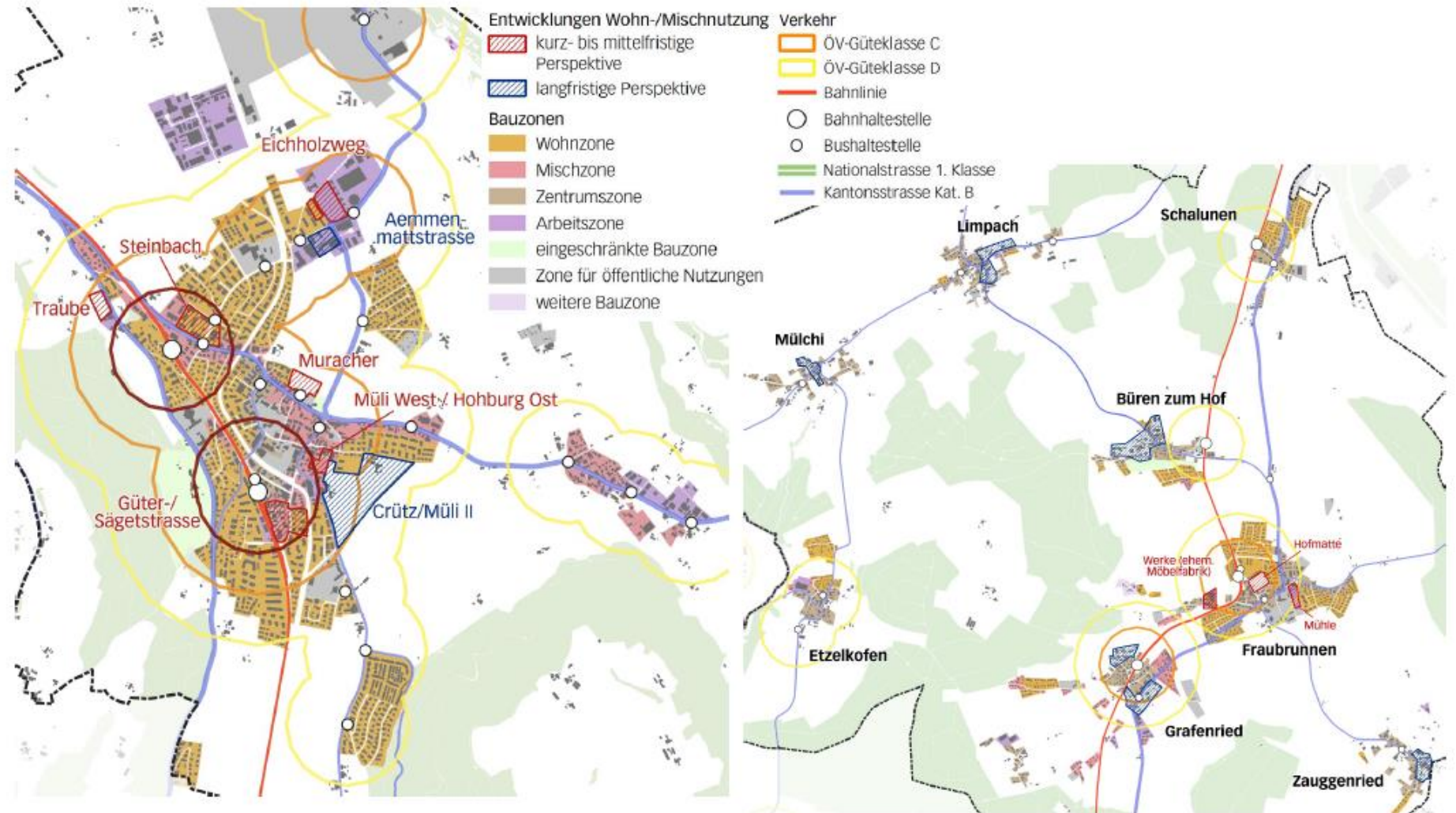
	Heimberg Autobahn und Eisenbahn	Kerzers Autobahn und Eisenbahn	Belp Nur Eisenbahn (hohe Qualität)	Fraubrunnen Nur Eisenbahn (niedrige Qualität)	Gurmels Weder Autobahn noch Eisenbahn
Fläche (in km ²)	5	12	23	32	17
Bevölkerung 2019	6'900	5'000	11'600	5'200	4'400
Arbeitsplätze 2018	1'800	1'900	3'800	800	600
Pendlersaldo 2014 (Zu- minus Weg- pendler)	-1'400	-500	-1'500	-1'700	-1'500
Personenwagen pro 100 EinwohnerInnen	49	59	50	61	64
Generalabonnement pro 100 EinwohnerInnen 2019	17	12	15	11	12



Analysis of traffic and settlement development in the model communities



Analysis of traffic and settlement development in the model communities



Comparison of the model communities - Findings

- Availability of a public transport connection
- Availability of a transfer-free public transport connection
- Little importance of bicycle traffic
- Affordable residential property in peripheral locations
- High load on the nearby interfaces in the core area

Comparison of the model communities – Findings traffic

- Reduction of the number of trips by increasing the occupancy rate
- E-bike: alternative to MIV for short distances
- Access to railroad stations from settlement areas that lie slightly outside the walking distance
- Optimization of public transport services during peak hours

Comparison of the model communities – Settlement

- Strengthening regional centers as places of work
- Residential development in locations with good public transport connections
- Promote attractive forms of housing in the core area

Thank you for your attention!



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