June 2025

Safe Future for Walking: Walkability in a future with automated vehicles

Project report

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1 Executive summary

This report summarizes a project that examined public opinion about automated vehicle technology and possible impacts on walkability in the future. A survey served as the project's key component. It yielded useable responses from 635 persons, primarily in Switzerland. The main survey findings were as follows:

- The more experience survey respondents have with automated vehicle technology, the more optimistic they are about its impacts.
- In a future with automated vehicle technology, survey respondents expect automated vehicle technology to improve traffic safety and mobility.
- In a future with automated vehicle technology, survey respondents expect to be able to walk and cross streets as easily as they can today, or more easily.
- Survey respondents living in rural areas showed more optimism about automated vehicle technology, while respondents living in cities showed more skepticism.
- Most respondents believe that traffic congestion will stay the same or increase (worsen) because of automated vehicle technology.
- Survey respondents demonstrate willingness to use shared automated vehicles in the future, instead of privately owning automated vehicles.

These findings reveal several key policy and planning implications for walkability in a future with automated vehicles:

- Public familiarity contributes to optimism toward automated vehicle technology – Respondents with more experience or exposure to automated vehicle technology tend to be more optimistic about its societal impacts. However, as serious and fatal crashes involving automated vehicles have shown, public opinion can change fast. Safety must be the highest priority.
- Expectations for traffic safety and mobility improvements – There are expectations for automated vehicles to enhance overall traffic safety and mobility. Policies and regulations at all levels must prioritize safety and mobility in the design, deployment, and regulations applied to automated vehicles, their use, and the environments in which they are deployed. This includes:
    - Managing speeds – Speed limits should be reduced to 30KMH on roads with pedestrian access to reduce the number of crashes crash severity. In certain contexts, such as in school zones or residential areas, speed limits lower than 30KMH may be appropriate.
    - Accessible mobility – Barrier-free access should be provided to people living with disabilities. Improved transport options in rural areas should be prioritized.

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- Expectations for enhanced walkability – There are expectations to be able to walk and cross the street like is done today or more easily. Survey respondents also expect improved safety. To prepare for a future with automated vehicles, government bodies responsible for infrastructure and transportation should prioritize pedestrian-friendly design.

- Expanded use of public transport and shared vehicles – While survey respondents believe that traffic congestion will stay the same or increase (worsen) because of automated vehicle technology, they also show a willingness to adopted shared automated vehicles instead of privately owning vehicles, highlighting an opportunity to reshape mobility. Policies should support the success, and maximize the efficiency of public transport and the deployment of shared vehicles, which would minimize dependency on private vehicle use that could otherwise increase traffic congestion and urban sprawl.

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2 Introduction

While automated vehicle technology has the potential to bring benefits, industry continues to lead on making significant advancements, and the laws and regulations that ensure these benefits are harnessed for social good have fallen behind (Othman, 2021). Preparation for the implications automated vehicles will have on pedestrians and walkability has fallen further behind, leaving the consequences on walkability and urban environments in limbo (Meeder, et al., 2017).

If automated vehicles are deployed universally, how will they alter daily life? Will everyone have a private car, or will private cars be rendered obsolete in favor of more efficient public transport and shared vehicles? The answers to these questions will depend on how the new technology is regulated—and how the technology is regulated will have direct implications on the future of walkability. Through the support of the Modus Foundation, Pedestrian Mobility Switzerland and the International Federation of Pedestrians explored the topic of automated vehicles and walkability, as well as public opinion about it.

Inspired by Cerema's efforts in France to not leave people and regions out of mobility developments (Cerema, 2019)[1], Pedestrian Mobility Switzerland and International Federation of Pedestrians engaged the public, subject matter experts, and international bodies over the course of a year (1 July 2024 – 30 June 2025). Specifically:

- Pedestrian Mobility Switzerland engaged the public—with an emphasis on the public living in the greater Geneva area—in an online survey to understand public awareness and opinion about automated vehicles and their possible impacts on walkability.

- Pedestrian Mobility Switzerland convened subject matter experts in Geneva to discuss findings, as well as to identify opportunities to maximize the impacts of the findings and to inform policy discussions.

- Through the International Federation of Pedestrians' participation in the United Nations Economic Commission for Europe (UNECE) Global Forum on Road Safety's (WP.1) 90th session (10 – 14 March 2025), Pedestrian Mobility Switzerland and International Federation of Pedestrians presented key findings from the survey and the expert group convening with the international body, bringing public voice to the international regulatory process.

[1] To connect automated vehicle developments to the expectations of people and regions, and to consider the needs of future users, Missions Publiques organized a structured debate which brought together over 350 people from different French regions (5 sites) on the same day (27 January 2018). Missions Publiques and Cerema wrote Cerema presented the main results of the debate in a final report (Cerema, 2019).

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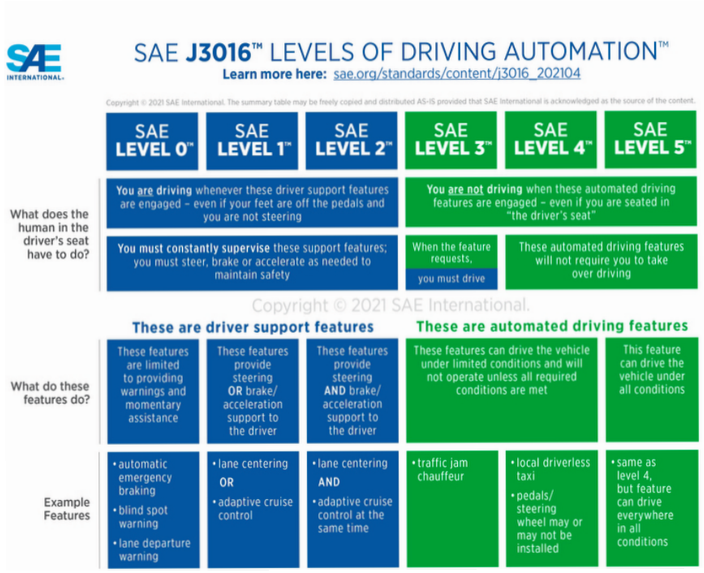
3 Background

3.1 Automated vehicle technology

Automated vehicle technology is under development. However, before vehicles are fully autonomous and the human in the driver seat is no longer needed to drive, there are many benchmarks—or "levels"—in between that must be reached—and appropriately regulated. The Society of Automobiles' (SAE) SAE J3016 defines these levels from SAE Level 0 (no driving automation) to SAE Level 5 (full driving automation) in the context of motor vehicles and their operation on roadways (SAE International, 2021). *Menschen zu Fuss und automatisiertes Fahren* (2022) summarizes the SAE Levels, explaining:



Ill. 1 – SAE J3016 Levels of Driving Automation (SAE International, 2021)

- At Level 0, the driver fully assumes the driving task. Systems, such as power steering or ABS, are included at Level 0.
- At Level 1, the driver is continuously supported in their task through, for example, adaptive cruise control or a steering assistant.
- At Level 2, the vehicle assists the driver through, for example, the combination of adaptive cruise control with a steering assistant. Despite the support provided by these assistance systems, the driver remains in control of the vehicle and the surroundings.
- At Level 3, the driver is relieved of control in certain situations. The system can control the vehicle, as well as monitor the environment and the system itself. At this level, however, the driver must be able to take control of the vehicle at any time when the vehicle requests it.
- At Level 4, the vehicle is capable of driving autonomously and without a driver under defined conditions (or Operational Design Domain, ODD). Within ODD, the vehicle can monitor its environment and the system at any time. If the ODD conditions are no longer met, the vehicle is not able to continue driving autonomously.
- At Level 5, the vehicle can drive fully automatically at anytime and anywhere without ever requiring intervention, i.e. without ODD restrictions (Zahnd, et al., 2022).

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3.2 Advancing technology

Automated vehicle technology is advancing steadily. Throughout the course of this one-year project (1 July 2024 – 30 June 2025) alone, automated vehicle technology hit major milestones in its journey to Level 5 deployment, triggering a mix of enthusiasm and public concern along the way.

In December 2024, for example, the UNECE's Working Party on Automated/ Autonomous and Connected Vehicles adopted "new regulation that defined provisions for the approval of vehicles with Driver Control Assistance Systems (DCAS) and provides minimum safety requirements for vehicles equipped with the Advanced Driver Assistance System (ADAS), such as lane keep assistance…The new regulation aims to allow the approval of a combination of driving control assistance features, including assistance to braking, accelerating, and overtaking." This new regulation was submitted to the UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29) for adoption in June 2024 (UNECE, 2024). It entered into force in January 2025.

In Europe, the European Transportation Safety Council (ETSC) responded to this announcement with concern for the "danger of blurred lines between human and computer control of cars." The ETSC noted that drivers remain fully responsible for crashes in Level 2 vehicles—because they are considered to be in control of the vehicle—even though these systems often result in disengagement with the driving task. The consequences can be lethal consequences when the systems fail (European Transportation Safety Council, 2025)

Locally, in Switzerland, Swiss media reported in January 2025 that after a year of controlled trials, the Swiss federal government had decided to allow automated vehicles that meet highway safety requirements to operate under certain conditions. Since 1 March 2025, vehicles have been allowed to operate on Swiss motorways using assisted driving systems autonomously to steer the vehicle and control speed and braking. Drivers, however, must be continuously ready to re-take control if needed (Allen, 2025). As outlined by the Swiss Association for Autonomous Mobility (SAAM), mobility providers operating driverless vehicles must ensure compliance, train personnel, and work with local and federal authorities to obtain the necessary authorizations and infrastructure (Nohan, 2025). Additionally, Swiss Cantons now also have the authority to approve routes for automated vehicles—typically for buses, taxis, and delivery vans—that, although operate without a human driver, are instead remotely monitored by a control center (Allen, 2025).

Looking ahead, the ULTIMO project—a four-year project jointly funded by the European Union and the Swiss Secretariat for Education, Research, and Innovation (SERI)—is striving to "set the foundations and deploy the very first economically viable large-scale, on-demand, and passenger-oriented automated vehicle public transportation services" in three sites across Europe (ULTIMO, n.d.). With Geneva, Switzerland as an ULTIMO site, fifteen automated vehicles, capable of self-driving on 99% of all routes, will soon connect citizens living in the countryside or suburbs to the main train stations and bus and tram lines (ULTIMO, n.d.).

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3.3 Impacts on walkability

While significant advancements in automated vehicle technology and deployment strategies progress, preparation for the on-the-ground implications of automated vehicle deployment remains considerably underdeveloped. And although there has been a recent proliferation of policy guides and strategic frameworks aimed at shaping automated vehicle integration in urban contexts, the impacts on pedestrian infrastructure and walkability remain substantially overlooked (Fowler, 2024; International Transport Forum, 2024; National Association of City Transportation Offices, 2024; Bellows et al., 2023). Without strong policy interventions, the introduction of automated vehicles could undermine walkability and the quality of urban life considerably.

For instance, despite early hopes that automated vehicles could support shared mobility models, current trajectories show a preference for private ownership (Harper et al., 2016). In the absence of strong policy interventions, automated vehicles may reinforce car dependency and increase the total number of vehicle kilometers travelled. Empty automated vehicle repositioning and increased convenience-based travel and vehicular access may lead to an increase in vehicle kilometers travelled of possibly 20% to 200% (Childress et al., 2015; Milakis et al., 2017; Saleh & Hatzopoulou, 2020).

Increased car dependency and rising vehicle kilometers travelled may in turn undermine walkability (Meeder et al., 2017). Increased vehicle traffic, even if it is automated vehicle traffic, may lead to the prioritization of road infrastructure designed for automated vehicle traffic. This may include streets that accommodate higher vehicular speeds and more curb space for pick-up and drop-off zones. Without policy interventions that prioritize "street-friendly automated vehicles"—as opposed to "automated-vehicle-friendly-streets"—and speed management (International Transport Forum, 2024; Yannis & Michelaraki, 2024), the space automated vehicles require to navigate safely could, in turn, result in street designs that undermine walkability and the quality of urban life (National Association of City Transportation Officials, 2024).

Street designs that undermine walkability could also compromise public health more broadly. While communicable diseases were the predominant cause of death in the 20th century, non-communicable diseases are now leading. According to the World Health Organization (WHO), 6% of all deaths worldwide are attributable to a lack of exercise (WHO, 2010). In Switzerland, even though the same is true, the health consequences of a lack of physical activity are still underestimated (Schweizerisches Gesundheitsobservatorium OBSAN: Gesundheit in der Schweiz, 2015). Increased priority on pedestrian infrastructure is in the interest of public health – not only to enable walking, but to continue to promote it and its benefits in a future with automated vehicles (Leuba et. al, 2016).

Of additional concern—especially in regions without strong public transport networks already—is the possibility that automated vehicles could exacerbate urban sprawl. By being able to perform other activities while riding an automated vehicle, perceived commuting times will be reduced. This may encourage people to live farther away and commute longer distances, undermining compact urban development (Gavanas, 2019 Wadud et al., 2016; International Transport Forum, 2015). This trend is especially problematic given the pressing need to reduce greenhouse gas emissions and promote more sustainable, walkable cities.

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While automated vehicles are often promoted as solutions, there are many unresolved concerns, which will particularly burden cities. High-profile incidents—such as the fatal collision involving an Uber automated vehicle in Arizona, U.S.A. (BBC News, 2018)—have highlighted unresolved safety issues and accountability concerns, particularly related to pedestrians and cyclists. Additionally, many cities also still lack comprehensive strategies to address equity and accessibility implications of automated vehicle integration. This includes strategies to address the possibility that automated vehicles may further marginalize non-car users in urban planning and investment decisions (International Transport Forum, 2024).

4 Public survey

To help fill the gaps and spark discussion about the implications of automated vehicles on pedestrians and walkability, Pedestrian Mobility Switzerland engaged the public in an online survey to understand public awareness and opinions about automated vehicles and their possible impacts on walkability. Hosted on LimeSurvey, a web-based survey company, the survey was publicly available in English, German, and French. Originally planned for six weeks (20 September – 1 December 2024), the survey was extended an additional five weeks through the holidays (20 September 2024 – 4 January 2025) to maximize response. The survey was around 20 questions long and designed to take 10 – 15 minutes to complete.

The public survey was a convenience sample[2]. To invite participation, the survey was promoted in French, German, and English to the public living in Switzerland through existing organizational networks and on social media. To incentivize participation, 100 CHF. SBB/CFF train (Swiss national train company) vouchers were promoted as prizes and raffled off to five randomly selected survey participants. To increase participation in the greater Geneva area, social media ads were purchased. To invite responses outside of Switzerland, the International Federation of Pedestrians (IFP) promoted the survey among their global membership using their existing communication channels and social media platforms.

Ill. 2 – Figure 2. Example social media posts, LinkedIn.

[2] A convenience sample is a non-probability sampling method. It is not representative of the population. While this does limit findings, it provides initial insights of what public sentiments and opinions are.

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4.1 Objectives

Through the public survey, Pedestrian Mobility Switzerland aimed to:

- Understand public awareness and opinion about automated vehicles.
- Understand public concern about impacts of automated vehicles, specifically impacts on walkability.
- Understand public willingness to change mobility habits, including willingness to convert from traditional vehicles to automated vehicles (both privately owned and shared automated vehicles).

The findings from this survey capture public awareness and opinion at a point in time. Pedestrian Mobility Switzerland is now poised to evaluate changes to awareness and opinion through future surveying. Future surveying could be completed routinely (at a certain time increment) or strategically (after a key milestone in the deployment of automated vehicle technology).

4.2 Hypotheses

Before developing the public survey, it was hypothesized that:

- The majority of survey respondents have heard about automated vehicles/self-driving vehicles before taking the survey.
- The majority of respondents will not have (yet) had direct experience with highly/advanced automated vehicle technology (Level 3 – Level 5).
- The majority of survey respondents expect that automated vehicle technology will improve quality of life. Specifically, it was supposed that, regardless of car ownership, most respondents will expect a collective benefit from automated vehicles, such as:
    - Fewer crashes
    - Reduced crash severity
    - Reduced congestion
    - Decreased kilometers driven
    - Improved mobility
    - Improved mobility for people living with disabilities
    - Reduced social isolation among aging population
- Regardless of car ownership, the majority of respondents will expect automated vehicles to not negatively impact walkability, including:
    - Increased difficulties to cross the street as pedestrians
    - Additional cognitive burdens for people walking
    - Reduction in pedestrian infrastructure
- Too many people who self-identify as having easy access to a private vehicle will be unwilling or unprepared to voluntarily no longer own an individual vehicle.
- Regardless of car ownership, the majority of respondents will change their opinions about automated vehicle technology after being introduced to the impacts that automated vehicles could have on walkability.

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4.3 Survey design

The survey was around 20 questions long and designed to take 10 – 15 minutes to complete. Although the survey used mixed methods approach, survey questions were largely quantitative, because a quantitative approach:

- Provides valuable, preliminary insights. It is a good first step before considering future, larger investments required by qualitative surveying.
- Yields broad insights into public awareness and opinions.
- Produces data that can be more easily compared with findings from other past surveys and tracked over time. Respondents selecting answers from pre-defined options, for example, produce higher quality data that can be analyzed more easily than long-form answers to qualitative questions.
- Translates easily to online survey platforms. It is more accessible, easier, and faster for respondents to select responses from a mobile device than to type in long-form responses.

Though questions were largely quantitative, the survey included limited open-ended qualitative questions. The qualitative questions were always optional. They provided respondents the opportunity to share more insight and, thus, captured context and provided an outlet for respondents who wished to share more.

To promote ease of use, the survey included eight thematic sections, each with introductory text and a series of sub-questions that primarily or solely used a single response option (such as Yes/No or a Likert scale). The survey also included respondent information (demographics) and contact information sections.

The survey was structured as follows:

Section title	Introductory text	Response option(s)
Automated vehicle awareness	To start, tell us about your awareness of automated vehicle technology.	Mixed – • Yes/No • Checklist
	What is your general opinion of automated vehicle technology?	Likert scale (Opinion: Very positive, somewhat positive, somewhat negative, very negative, I have no opinion)

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Background information	Now, please tell us some basic information about how or if you use personal vehicles.	Mixed – • Yes/No • Likert scale (Agreement: Strongly agree, somewhat agree, somewhat disagree, strongly disagree) • Likert scale (Opinion: Strongly agree, somewhat agree, somewhat disagree, strongly disagree)
Possible outcomes of automated vehicles (Part 1)	Automated vehicle technology is under development. Soon, automated vehicles will be able to operate with no human driver. When this happens, the automated vehicle system will drive and be fully responsible for all driving tasks under all conditions and on all roadways. How do you think driverless automated vehicles will impact the following?	Likert scale • Opinion: Very positively, somewhat positively, no impact, somewhat negatively, very negatively • Opinion: Reduce significantly, reduce somewhat, no impact, increase somewhat, increase significantly
Possible outcomes of automated vehicles (Part 2)	The introduction to automated vehicle technology has the potential to impact how we get around as pedestrians. After fully automated driverless cars are in use, how likely do you think the following scenarios are?	Likert scale (Opinion: Very likely, somewhat likely, somewhat unlikely, very unlikely, I don't know)
Possible changes to how we get around – how likely are the following possibilities for you?	Eventually automated vehicle systems will be fully responsible for driving tasks, no human driver will be needed. Instead, occupants will act as passengers. Like being a passenger on a train or bus today, passengers will be able to read a book, nap, or write emails. After fully automated driverless vehicles are in use, how likely are the following possibilities for you?	Likert scale (Opinion: Very likely, somewhat likely, somewhat unlikely, very unlikely, I don't know)
	If fully automated driverless vehicles become available and prove to be reliable, safe, and affordable, tell us how likely these scenarios would be for you.	Likert scale (Opinion: Very likely, somewhat likely, somewhat unlikely, very unlikely, I don't know)

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Possible impacts of automated vehicles	While we cannot exactly predict the impacts of automated vehicle technology, researchers have imagined different scenarios and the impacts such technology could have on walkability (Meeder et al., 2017). How concerned would you be about the following scenarios happening in cities and towns?	Likert scale (Opinion: Very concerned, moderately concerned, slightly concerned, not at all concerned)
Opinions of automated vehicle technology	After considering possible outcomes of automated vehicle technology, what is your general opinion of automated vehicle technology now?	Likert scale (Opinions: Very positive, somewhat positive, somewhat negative, very negative)

The design of the quantitative research questions drew from key research, namely the "pedestrian heaven" and "pedestrian hell" scenarios, as presented by Mark Meeder et al. (2017). In the scenarios of:

- Pedestrian heaven: "Automated vehicles are used in a way which leads to a significant increase in the attractiveness of walking." Pedestrian heaven indicators include:
    - Low travel speeds in populated areas to enable safe pedestrian crossings
    - Shorter travel times
    - Shared vehicles and, thus, fewer vehicles on the streets
    - Increased mobility for people living with disabilities
- Pedestrian hell: "The breakthrough of automated vehicles results in pedestrian transport becoming dispensable and ultimately disappearing." Pedestrian hell indicators include:
    - Increased automobile dependency
    - More car traffic and less walking space
    - Walking is largely limited to people who cannot afford an automated vehicle
    - Recreational walking is limited to scenic areas

Meeder et al. largely attribute the possibilities for these scenarios to whether automated vehicles will be primarily shared vehicles or privately owned, which hinges on the extent to which car owners will accept—or be required to accept—shared car models or public transport (Meeder et al., 2017). As such, questions that yield data about public willingness to change mobility habits was a key component to the survey design.

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4.4 Scope and limitations

The public survey was a convenience sample. The results are not representative of the population. While this does limit findings, it nonetheless provides initial insights of what public sentiments and opinions are. To maximize results, AB testing was used to compare responses and identify key findings.

Among the responses received, specific limitations were identified:

- Majority of responses (61%) were from people who identify as male
- Majority of responses (78%) were from adults ages 35 – 64
- Responses from young people under the age of 24 (2%) and older people over the age of 75 (6%) were limited
- Responses from people who self-identify as being with a disability (4%) were limited

4.5 Ethical considerations

In adherence with privacy laws and research ethics, this survey used informed consent to ensure respondents were aware of and voluntarily agreed to participate. Before participants were able to begin the survey, they were required to review and consent to the collection and analysis of personal data, which included: Purpose of the survey, data controller's name and contact information, purpose of processing data, list of personal data that would be collected, legal basis for processing, location of data, data retention details, participant's rights, contact for exercising participant's rights, and consent.

4.6 Responses

Participation in the survey was voluntary. The survey was participated in by up to 849 people. Six hundred thirty-five (635) completed responses and 214 incomplete responses were received for a final response rate (total completed divided by total started) of 75%.

Demographics
The demographic breakdown of survey respondents is presented in Ill. 3. As part of the data analysis, AB testing often drew on this demographic information to compare responses and identify key findings.

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	Response	Percent
What is your age?	Under 18	0%
	18 – 24	2%
	25 – 34	13%
	35 – 44	22%
	45 – 54	22%
	55 – 64	20%
	65 – 74	14%
	75 or older	6%
	Prefer not to say	1%
With which gender do you identify?	Male	61%
	Female	38%
	Another	0%
	Prefer not to say	1%
Do you identify as being a person with a disability?	Yes	4%
	No	94%
	Prefer not to say	1%
How would you describe the area in which you live?	City	51%
	Suburb near a city	22%
	Small city or town	17%
	Rural area	10%
Country	Switzerland	94%
	Other	6%
Language in which survey was completed	English	12%
	French	33%
	German	55%

Ill. 3 – Demographic breakdown of all 635 survey respondents who submitted completed surveys.

Response time
The survey was designed to take 10 – 15 minutes to complete. LimeSurvey's built-in timing statistics show that, while the average time to complete the survey was 23 minutes 40 seconds, the median time was 10 minutes 15 seconds. These are the median and average times of only submitted surveys (635). Because this was an online survey, the longer average time may be attributed to idle times. For example, respondents may have left the survey webpage open for an extended period before eventually submitting it.

Data analysis
Survey responses were analyzed using both LimeSurvey's built-in statistical analysis tool and R. LimeSurvey's built-in statistical analysis tool was used to source survey question response summaries. R—a programming language and open-source software that used for statistical computing and data visualization—was used to conduct AB testing. R was used to compare responses based on demographic information, awareness of automated vehicle technology, or car access, for example, and identifying statistically significant differences.

4.7 Results

Awareness of and experience with automated vehicle technology
The survey sought to capture the awareness of automated vehicle technology at a point of time. Specifically, it sought to capture, if respondents have:

- Heard of automated vehicle technology.
- Observed a fully driverless automated vehicle being tested in real life or

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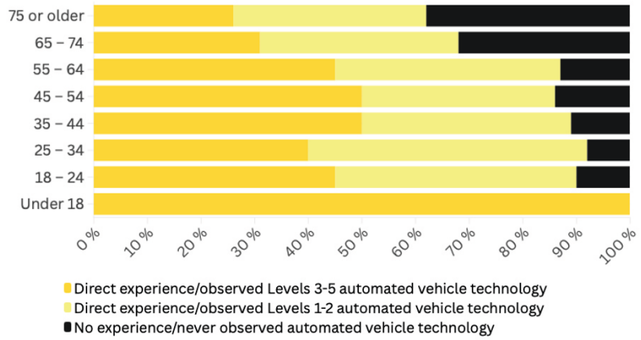
have been a passenger in a driverless automated vehicle.

- Had direct experience or observed specific automated vehicle technologies.

Statistical analysis

The vast majority (98%) of respondents reported to have heard about automated vehicle technology. Of those who reported to have heard, those who also reported to have easy access to personal vehicle reported more experience with automated vehicle technology (91%) than those without (71%). Respondents who identified as male reported to have had more direct experience with automated vehicle technology (85%) than female (81%). Fifty-six (56%) have had neither direct experience nor observed Level 3 – Level 5 technology.

There is strong statistical evidence to show that age correlates with direct experience with automated vehicle technology (p-value < 0.0001). Generally, the older the demographic, the less experience they had with the technology.



Ill. 4 – Correlation between age and direct experience with automated vehicle technology.

Interpretations

While most respondents reported to not yet have had direct experience with Level 3 – Level 5 technology, 44% still reported to have had. As described in *Reactions to public survey findings*, this finding raised questions among the expert group, some of whom questioned why so many reported to have experience with Level 3 – Level 5, when this technology is largely unavailable to the public. This may reflect a misunderstanding among the public that could, for example, stem from manufacturers' marketing (Stempel, 2024).

Opinions about automated vehicle technology

At its beginning and end, the survey measured respondents' general opinions about how automated vehicle technology will impact society overall. At the beginning of the survey, respondents had the option to select "No opinion." At the end of the survey, respondents were forced to select an opinion.

Statistical analysis

At the beginning of the survey, general opinions of automated vehicle technology skewed more positive: Eight percent (8%) had very negative opinions in general; 27% somewhat negative; 46% somewhat positive; and 12% very positive. Seven percent (7%) reported no opinion.

At the end of the survey, general opinions about automated vehicle technology skewed more negative than they had at the beginning: Fourteen percent (14%) had very negative opinions in general; 34% somewhat negative; 41% somewhat positive; and 11% very positive. At the end of the survey, respondents were forced to select an opinion. Respondents who reported no opinion

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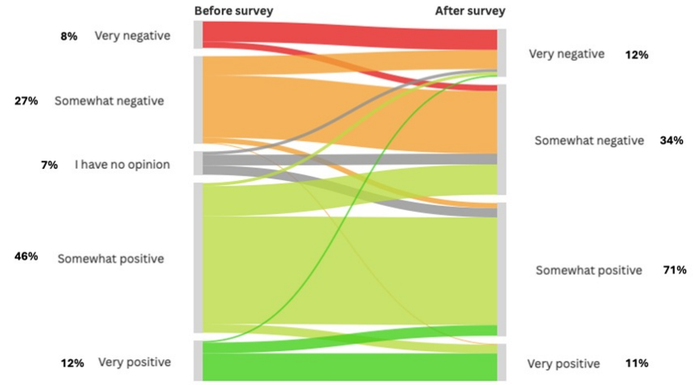
at the beginning of the survey reported more negative opinions of automated vehicle technology at the end of the survey. Between the beginning and end of survey, 67% of responses did not change, 24% changed negatively, and 9% changed positively.

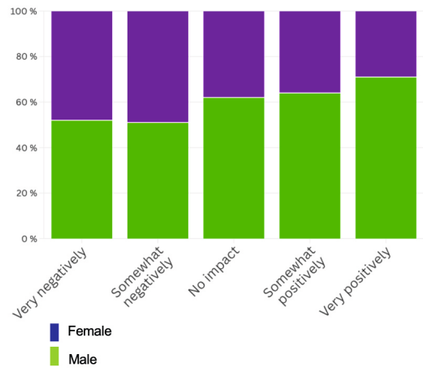
There is strong statistical evidence (p-value < 0.0001) to show that opinions changed after the survey. More respondents shifted towards a negative opinion than a positive one.



Ill. 5 – Opinion change between the beginning and end of the survey.

There is also strong statistical evidence (p-value < 0.0001) to show that respondents who reported to have more experience with automated vehicle technology are more optimistic about how the technology can impact society overall. This finding is independent of other factors, such as gender identity. However, statistical evidence (p-value: 0.00183) still shows that people who identify as male are more optimistic about the technology than people who identify as female.

Ill. 6 – Correlation between experience with automated vehicle technology and optimism about its impacts on society.



Ill. 7 – Correlation between gender identity and optimism about iimpacts of automated vehicle technology on society.

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Interpretations

While the majority respondents did not change their opinions about automated vehicle technology after being introduced to possible impacts automated vehicles could have on walkability (67% of opinions did not change) as originally hypothesized, one-third (33%) did. Though not the intent, and the survey questions were written to avoid biasing the respondents, changes in general opinions about automated vehicle technology between the beginning and the end of the survey may suggest that the survey questions influenced respondents to be more critical of the impacts of automated vehicle technology or otherwise biased respondents. The results, however, still show that when presented the possible impacts automated vehicles, respondents reevaluate their opinions of the technology and its potential impacts on society.

Possible impacts of automated vehicle technology

Understanding that automated vehicle technology is under development and eventually automated vehicles will operate with no human driver, the survey asked how respondents thought driverless automated vehicles will impact quality of life using measures, like crashes, congestion, and mobility.

Statistical analysis

Respondents, overall, were most optimistic for how automated vehicle technology could improve mobility. Seventy-eight percent (78%) believe mobility for people living with a disability or limited mobility will increase somewhat or significantly. Fifty-eight percent (58%) believe mobility—having high quality of getting around—will increase somewhat or significantly.

Respondents also showed optimism for how automated vehicle technology could improve traffic safety. Sixty-four percent (64%) believe the total number of crashes (including crashes involving pedestrians and bicyclists) will reduce somewhat or significantly. Fifty-eight percent (58%) believe crash severity (the most severe involving death, including pedestrian/bicyclist death) will reduce somewhat or significantly.

Sixty-eight percent (68%) believe traffic congestion will stay the same or increase (worsen) because of automated vehicle technology. Seventy-four percent (74%) believe the amount of space needed for parking will either stay the same or be reduced (in other words, that less space will be needed for parking). Sixty percent (60%) believe kilometers driven will either stay the same or increase.

Interpretations

While most survey respondents expect that automated vehicle technology will improve quality of life in terms of mobility and traffic safety, respondents have a different understanding of what to expect in terms of traffic congestion and kilometers driven. Most respondents believe:

- Traffic congestion will stay the same or worsen
- Kilometers driven will stay the same or increase
- The amount of space needed for parking will stay the same or be reduced

This may suggest that respondents expect fully automated vehicles to be either:

- Used about the same as private vehicles today and to be about as accessible.
- More accessible, thus, increasing kilometers driven and congestion through empty circling in between trips instead of drivers needing to find parking spaces.

As described in *Reactions to public survey findings*, the finding that most respondents believe traffic congestion will stay the same or increase raised conversation among the expert group. To them, this may imply that respondents primarily picture automated vehicles as being privately owned and not as public transport vehicles, which points to the importance of automated vehicle pricing. If it is cheapest to use a private car, people will choose to own and use a private car. Further, it raises the possibility that automated vehicles could enable to people to decide to live even farther away from cities and promote urban sprawl (Duarte & Ratti, 2018).

Possible impacts of automated vehicle technology on walking

The introduction of automated vehicle technology has the potential to impact how we get around as pedestrians. The survey, first, asked how likely respondents thought certain scenarios to be after fully automated driverless cars are in use and, later, asked how concerned respondents would be about certain scenarios happening in cities and towns.

Statistical analysis

The survey first asked how likely respondents thought certain scenarios to be after fully automated driverless cars are in use. With regards to how walkability will be in the future:

- Fifty percent (50%) of respondents believe it is likely (very or somewhat likely) that they will be able to cross the street as a pedestrian as easily as they can today, or more easily. Forty-one percent (41%) believe it is unlikely (very or somewhat unlikely).
- Forty-seven percent (47%) believe it is likely that pedestrian infrastructure will be the same as it is today, or better. Forty percent (40%) believe it is unlikely.

With regards to how automated vehicle technology will communicate with pedestrians:

- Sixty-eight percent (68%) of respondents believe it is likely (somewhat or very likely) that automated vehicles will detect and stop for them as pedestrians, like what happens today. Twenty-five percent (25%) of respondents believe it is unlikely (very or somewhat unlikely).
- Fifty-seven percent (57%) of respondents believe it is likely that they will recognize that automated vehicles are stopping for them when they are crossing the street, like what happens today with drivers. Thirty-four percent (34%) believe it is unlikely.
- While 39% of respondents believe it is likely that they will be able to cross the street as a pedestrian outside of a marked crosswalk and that automated vehicles will stop for them, 50% believe it is unlikely.

The survey later asked how concerned respondents would be about certain scenarios happening in cities and towns. In response:

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- 88% of respondents expressed concern (very concerned, moderately concerned, and slightly concerned) if they will not be able to tell if automated vehicles detect them when they are crossing the street as a pedestrian.

- 85% of respondents expressed concern if there is no driver with whom they can make eye contact when they are crossing the street as a pedestrian.

- 84% of respondents expressed concern if automated vehicles will not consistently detect and stop for them when crossing the street as a pedestrian.

- 72% of respondents expressed concern if there will be less pedestrian infrastructure (sidewalks, crosswalks, etc.) than there is today.

- 70% of respondents expressed concern if speed limits will be increased on all streets, so they are higher than what they are today.

Interpretations
In a future with automated vehicles, respondents have expectations for walking. They expect to be:

- Able to cross the street as pedestrians like they can today, or more easily.

- Detected and stopped for as pedestrians, like what happens today with drivers.

- Able to recognize that automated vehicles are stopping for them while crossing the street as a pedestrian, like what happens today with drivers.

While these expectations stand, the responses were not as decisive as expected. It is particularly surprising that respondents expressed the lowest levels of concern about a scenario in which speed limits are increased on all streets, so they are higher than what they are today. Slower speeds are safer, especially where people walking are present. Speed is an indicator of crash survival, and lower speeds give greater reaction times and reduces braking distances (International Transport Forum, 2024).

Possible changes to how we get around
The survey asked how respondents are likely to get around after fully automated driverless vehicles are in use and no human driver is needed.

Statistical analysis
The survey first asked, after fully automated driverless vehicles are in use, how likely certain possibilities would be for them.

- Thirty-six percent (36%) of respondents reported it is likely (somewhat and very likely) that they drive or steer themselves, like is done today. Fifty-one percent (51%) reported that is unlikely (somewhat and very unlikely).

- Sixteen percent (16%) reported that it is likely that they will use a fully automated vehicle that they privately own. Seventy-six percent (76%) reported that is unlikely.

- Forty-eight percent (48%) reported that it is likely that they will use a fully automated carsharing or carpooling as a passenger. Twenty-three percent (23%) reported that is unlikely.

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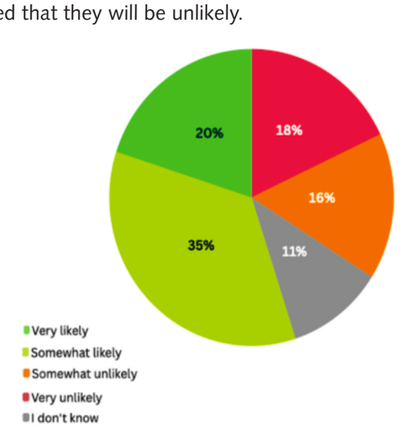
- Seventy-three percent (73%) reported that it is likely that they will use fully automated buses or other driverless public transport options as a passenger. Forty-four percent (44%) reported that is unlikely.

- Twenty-five percent (25%) reported that it is likely that number of kilometers they travel will increase, because they will be able to travel longer distances more easily. Sixty-six percent (66%) reported that is unlikely.

The survey then asked, if fully automated driverless vehicles become available and prove to be reliable, safe, and affordable, how likely certain scenarios would be for them.

- Fifteen percent (15%) of respondents reported that it is likely (somewhat and very likely) that they will purchase a fully automated vehicle for private use. Eighty percent (80%) reported that is unlikely (somewhat and very unlikely).

- Fifty-five percent (55%) of respondents reported that, if fully automated driverless carsharing or carpooling service costs the same or less as privately owning an automated vehicle, they will be likely to use the service instead of privately owning an automated vehicle. Thirty-two percent (32%) reported that they will be unlikely.



Ill. 8 – If costs are the same or less, how likely would you be to use automated carsharing or carpooling instead of owning an automated vehicle?

- Six percent (6%) of respondents reported that, if using a fully automated driverless vehicle does not require a driver's license, they will be likely to buy one for their child (under 18). Eighty-six percent (86%) reported that they will be unlikely.

- Forty-four (44%) of respondents reported that, if they privately owned an automated vehicle, they will be likely to allow it to perform paid rides through a third party when they do not need it. Forty-one (41%) believe that they will be unlikely.

- Twenty-six (26%) of respondents reported that their mobility habits will be likely to change from what they are today. Sixty-four (64%) believe that they will be unlikely to change.

Interpretations
Overall, respondents showed a willingness to use shared services instead of privately owning vehicles. However, there is strong statistical evidence (p-value

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< 0.0001) that respondents who self-identified as having easy access to a private vehicle are less willing to forgo having a private car in the future.

For example, respondents who self-identified as having easy access to a private vehicle today are more likely to purchase a fully automated driverless vehicle for private use. Twenty-two percent (22%) of respondents with personal car access today reported it is somewhat or very likely that they will purchase a fully automated driverless vehicle for private use, if fully automated driverless vehicles become available and prove to be reliable, safe, and affordable. Six percent (6%) of respondents without personal car access reported that this is somewhat or very likely. This is a statistically significant difference (p-value: 0.0021).

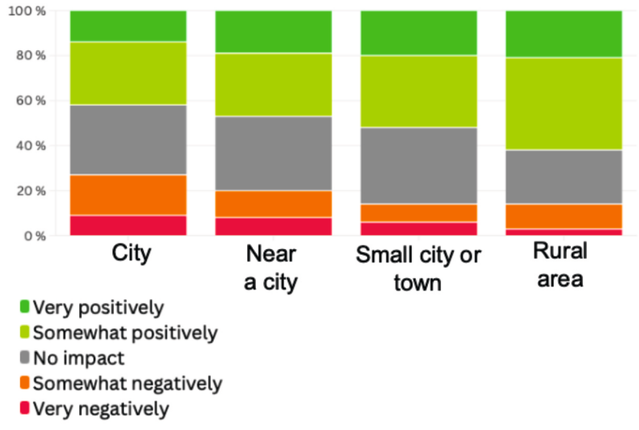
Comparing responses from people living in cities to those living in more suburban and rural areas

Additional analysis was conducted to identify differences among the responses. Of note, differences were found between how people who report to live in cities and those who report to live in more suburban and rural areas.

Statistical analysis

Respondents who live in more rural areas skewed more optimistic about how automated vehicle technology will impact society, while respondents who reported to live in cities skewed more skeptical. This is statistically significant

Ill. 9 – How do you think fully driverless automated vehicles will impact society?



(p-value: 0.0003).

Looking at the differences further, respondents who reported to live in cities also skewed more skeptical about how automated vehicle technology will impact walkability. While not statistically significant:

- Forty-five percent (45%) of respondents who reported to live in cities believe it is likely (somewhat and very likely) that they will be able to cross the street as a pedestrian as easily as they can today, or more easily. This is 5% fewer than overall.

- Forty-two percent (42%) of respondents who reported to live in cities believe it is likely that pedestrian infrastructure will be the same as it is today, or better. This is 4% fewer than overall.

Respondents who reported to live in cities skewed more skeptical about communications between automated vehicles and pedestrians. There was strong statistical evidence (p-value < 0.0001) to show that respondents who

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reported to live in cities believe it is less likely that they will recognize that automated vehicles are stopping for them when they are crossing the street, like what happens with drivers today. Fifty-four percent (54%) of respondents who reported to live in cities believe this is likely. This is 3% fewer than respondents overall.

While not statistically significant, it was found that:

- Sixty-five percent (65%) of respondents who reported to live in cities believe it is likely (somewhat and very likely) that automated vehicles will detect and stop for them as pedestrians, like what happens today. This is 3% fewer than overall.

- Thirty-five percent (35%) of respondents who reported to live in cities believe it is likely that they will be able to cross the street as a pedestrian outside of a marked crosswalk and an automated vehicle will stop for them. This is 4% fewer than overall.

Respondents who reported to live in cities also expressed greater concern about possible negative impacts to walkability than respondents overall. There is statistical evidence to show greater concern in the following scenarios:

- If automated vehicles do not consistently detect and stop for them when crossing the street as pedestrians (p-value: 0.0053).

- If they cannot tell if automated vehicles detect them and are stopping for them when they are crossing the street as pedestrians (p-value: 0.093).

- If speed limits are increased on all streets, so that they are higher than what they are today (p-value < 0.0001).

- If it is more difficult to cross the street as a pedestrian than it is today (p-value < 0.0001).

Interpretations

People who live in cities typically rely on walking in daily life and for transportation. When they walk, they must negotiate drivers and traffic. These findings suggest that, as a result, people who live in cities are more sensitive to, and concerned about, walkability than respondents in general. This specifically includes sensitivities to, and concerns about, communications between automated vehicles and pedestrians, vehicular speeds, as well as the basic act of crossing the street.

4.8 Significance

This public survey served as a natural continuation of the 2022 study, *Menschen zu Fuss und automatisiertes Fahren*, to which Pedestrian Mobility Switzerland contributed, and which measured direct experience with and opinions about automated vehicles (Zahnd, et al., 2022). As such, Pedestrian Mobility Switzerland has now captured public awareness and opinion of automated vehicles at two points in time. Pedestrian Mobility Switzerland is poised to measure and evaluate changes to public awareness and opinion through future survey iteration(s). Future surveying could be conducted either routinely (at a certain time increment) or strategically (after a key milestone in the deployment

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of automated vehicle technology).

The results of this survey—and the trends that could emerge from future iterative surveying over time—provide valuable insight that can be used to inform policy decisions. Pedestrian Mobility Switzerland is well-positioned to contribute to policymaking in Switzerland that promotes walkability in a future with automated vehicles. Through partnership with the International Federation of Pedestrians, Pedestrian Mobility Switzerland is also well-positioned to contribute to international discussions on the topic. To keep current and maintain relevance on this topic, Pedestrian Mobility Switzerland may consider new opportunities to engage the public through follow-up surveying that measures changes in public opinion over time.

5 Expert group

As part of this project, on 18 February 2025, Pedestrian Mobility Switzerland convened subject matter experts from across Switzerland in Geneva to discuss

Ill. 10 – Expert group convening on 18 February 2025.

the survey findings, as well as to identify opportunities to maximize the impacts of the findings and to inform policy discussions.

5.1 Participation

Fourteen subject matter experts from diverse fields participated in the convening, including colleagues representing the areas of:

- Federal, regional, local governments
- Public transport
- Academic research – Psychology, computer science
- Transportation safety – Road safety, crash prevention
- Pedestrian advocacy, pedestrian planning, pedestrian safety
- Mobility – Senior and child mobility

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- Physical disabilities – Visual impairment
- Urban planning, architecture
- Philanthropy

5.2 Objectives

Through the expert group convening, Pedestrian Mobility Switzerland aimed to:

- Understand professional opinions on how automated vehicles may impact walkability – what makes them optimistic and what gives them concern.
- Share preliminary survey findings and gather specific reactions. Are the findings what they would expect?
- Discuss overall reactions. What risks need to be preempted? What policy priorities are needed to respond to these risks?
- Identify opportunities to maximize the impacts of the findings and to influence policy discussions. Who would benefit most from these findings? Where would they be most impactful?
- Inform next steps for the project.

5.3 Structure and agenda

Taking place in one afternoon, over two hours, the expert group convening agenda was structured as follows:

- Presentation of project background
- Overview of *Automated vehicles: Pedestrian heaven or pedestrian hell?* (2017), presented by first author, Mark Meeder, and a guided activity in which the group reacted to the following questions:
    - Where do they think we are headed? Pedestrian heaven or pedestrian hell?
    - Why? What makes them optimistic? What gives them concern?
    - How do they imagine future? One with primarily privately-owned vehicles or with shared vehicles?
- Presentation of public survey findings, including:
    - General key findings
    - Key findings from respondents who reported to live in cities
- Reactions to public survey findings

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- Are the survey findings what they would expect?
- What are their opinions about these findings? Are they what they would expect?

- Guided discussions
  - What opportunities exist? What policy priorities are needed to ensure opportunities are maximized?
  - What risks need to be preempted? What policy priorities are needed to ensure opportunities are maximized?
  - What are valuable next steps for this project?

5.4 Key discussions

Pedestrian heaven or pedestrian hell?
Where do subject matter experts think we are headed – to a pedestrian heaven or a pedestrian hell? After placing themselves on a spectrum between a pedestrian heaven and a pedestrian hell, participating experts shared their perspectives, including:

- We are headed toward a pedestrian heaven. The sentiment was expressed that, because of automated vehicle technology, we can design city centers that we want – a future where there is only public transport in city centers.
- We are headed somewhere in the middle. There was agreement from those in the middle that we could go in both directions, dependent on how automated vehicle technology is used and regulated. There was consensus that we must have regulations and the goal of fewer private cars. It was also noted that, what we do not want—and what there is not space for in Switzerland—is for everyone to privately own an automated vehicle and certainly not a second one that travels empty to pick up groceries.
- We are headed toward a pedestrian hell. The possibility was raised that the economy will us move toward a future that prioritizes the privately-owned automobile. The key role of regulations was raised again. A lack of confidence that there will be meaningful progress toward public transport/car sharing was expressed. Instead, it was expressed that the car industry will likely influence the path forward. Doubt was also expressed that automated vehicles will prioritize pedestrians in the future.

Reactions to public survey findings
After being presented preliminary findings from the public survey, the subject matter experts were invited to give their reactions. Are the findings what they would expect? What are their opinions? Key reactions included:

- Surprise about the reported interaction with automated vehicle technology – The expert group expressed surprise that 44% of respondents reported to have experience with Level 3 – Level 5 technology, because at the time of the survey, no Level 3 vehicles were approved for use on Swiss public roads. Subject matter experts suggested this high number could be rooted in a public misunderstanding. People may believe that Teslas, for example, that are currently on the market are fully automated, like the company has claimed (Stempel, 2024).
- As a follow-up, Pedestrian Mobility Switzerland reviewed its results and confirmed that 279 respondents (44%) reported having experience/observing a technology that is Level 3 – Level 5. As further clarification, Pedestrian Mobility Switzerland confirmed that respondents were given the option to select technologies with which they either have experienced or observed, including: Adaptive cruise control; automatic emergency braking; blind spot warning; forward collision warning; lane departure warning; lane centering/lane keeping assistance; highway pilot; automated parking; automated vehicle retrieval; fully automated, driverless personal vehicle; fully automated, driverless taxis/ride sharing vehicle; fully automated, driverless bus/shuttle; and fully automated delivery devices, such as delivery robots. Respondents could also select "I don't know" or "I don't have experience with automated vehicle technology." Pedestrian Mobility Switzerland then matched possible selections to the corresponding levels. Consistent with SAE Levels of Driving Automation, Level 3 – 5 technology included the selection of one of more of the following: Highway pilot; automated parking; automated vehicle retrieval; fully automated, driverless personal vehicle; fully automated, driverless taxis/ride sharing vehicle; fully automated, driverless bus/shuttle; and fully automated delivery devices, as well as delivery robots.
- Surprise about the reported concern if there is no driver with whom to make eye contact – A subject matter expert expressed surprise that only 39% of respondents responded that they would be very concerned if there is no driver with whom they can make eye contact when they are crossing the street as a pedestrian. The expert explained that this was a concern identified in their project and had thought the reported concern would be a higher percent.
- Drawing conclusions amidst rapidly changing technology – The subject matter experts further discussed the topic of human machine interface—which conveys information to people inside and outside of the vehicle—and how people tend to quickly adapt to and grow used to ever-advancing technology. A subject matter expert stated that external human machine interface is not necessary, explaining that even though people might be concerned about this now, people get used to the new technology very quickly. The subject matter expert asked whether a conclusion should be drawn now, because the technology—and people's adjustments to it—are changing so rapidly.

In addition to specific reactions to the survey, the subject matter experts discussed:

- Public trust – The subject matter experts acknowledged how quickly safety changes public opinion and how, for example, crashes involving automated vehicles have shuttered companies (The Guardian, 2024; The Guardian, 2023).
- The role of vehicle pricing – Most survey respondents believe that automated vehicle technology will generate more congestion. This may imply that many people primarily picture automated vehicles as being privately owned and not as public transport vehicles. The subject matter experts discussed the importance of vehicle pricing – if it is cheapest to drive

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a car, people will choose to own and drive a car.

- The role of public transportation – The subject matter experts raised the important roles of public transport and policy decisions in managing the number of private vehicles on the street and traffic congestion. This discussion highlighted that, across the world, in places with strong public transport systems, there is less private vehicle dependency and less traffic congestion. Other policies—like parking policies—also influence private vehicle use. It was suggested that this could interesting to explore as a complement to the public survey.

- Skepticism about technology – Skepticism about technological advancements were raised, as well as if and how the needs of people are considered.

- Ecological problems – A subject matter expert acknowledged ecological problems that we are facing today as a society, and posed the question whether automated vehicles will help the problems or make them worse.

Reactions to public survey

In addition to reactions to public survey findings, the subject matter experts offered general reactions and feedback to the public survey itself, including:

- Asking specifically about walking – A subject matter expert called attention to the fact that respondents who reported to have more experience with automated vehicle technology tend to be more optimistic about its impacts on society in the future. It was pointed out, however, that the survey did not specifically ask if respondents walk. The expert wondered if this population would be more skeptical, if this question had been asked. The expert also wondered if the difference in opinions between respondents who reported to live in cities and everyone else is an indication of walking, and suggested a question like this would have strengthened the survey.

- Interest in scaled up responses – A subject matter expert expressed interest in seeing scaled up responses—6,000 responses instead of 600—and wondered how responses would have changed with a higher number of responses.

Guided discussion

After sharing reactions to the public survey, the subject matter experts were invited to suggest strategic directions for the project and the topic generally. What opportunities and risks exist in the context of automated vehicles and walkability? What policy priorities are needed to ensure opportunities are maximized? What do they think are valuable next steps for this project? The subject matter experts identified the following:

- Leveraging automated vehicle technology to improve public transport service – Walking and public transport go hand-in-hand and, as previously referenced, strong public transport reduces dependency on private vehicles. The subject matter experts identified automated vehicle technology as a possible tool to maximize public transport agency's scarce resources and to improve levels of services.

- Speed management – How quickly a vehicle, with or without a driver, can stop depends on its speed. It is physics. The subject matter experts discussed conflicts between pedestrians and automated vehicles and the

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inherent risk that exists.

- Measuring safety – The subject matter experts acknowledged how much data (kilometers traveled, for example) is necessary before the real safety benefits or risks of automated vehicles are known.

- Possible next steps – Suggestions for next steps for the project included:

    - Publishing findings in a report and policy brief

    - Coordinating focus groups to sharpen key findings

    - Engaging with existing automated vehicle technology professional groups to present the findings and share the pedestrian perspective

    - Ongoing coordination between the group—namely the public transport sector and pedestrian organizations—to develop strategic policy recommendations and responses to emerging issues

Interpretations

The subject matter experts provided valuable insight for considering the results and framing opportunities and threats of a future with automated vehicles. Opportunities that can be drawn from the discussion include:

- Walkability – Automated vehicles will be able to travel more precisely. As a result, travel lanes on roadways will be able to be narrowed, in turn freeing space that can be given back to pedestrians.

- Increased mobility in rural areas

- A future with more public transport and shared vehicles

Meanwhile, threats that can be drawn from the discussion include:

- Safety – Specifically at intermediate SAE Levels of technology and the importance of speed management

- Perception of safety and public trust

- Privately-owned automated vehicles – More congestion and not enough space

Whether we embrace opportunities such as these or buckle to the threats will depend on public policies and how the technology is regulated.

6 Global Forum on Road Safety (WP.1)

On 12 March 2025, Pedestrian Mobility Switzerland and International

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Federation of Pedestrians presented key findings from the public survey and expert group to the United Nations Economic Commission for Europe (UNECE) Global Forum on Road Safety (WP.1) at their 90th session. The presentation brought public voice to the international regulatory process while underscoring needs and expectations for pedestrians in a future with automated vehicles.

Ill. 11 – Cover slide - WP.1 presentation.

7 Suggestions for future research

Pedestrian Mobility Switzerland and the International Federation of Pedestrians are poised to lead future research on the topic of walkability in a future with automated vehicles. Most notably through:

- Continued measurement and evaluation of public awareness and opinions about automated vehicle technology through future surveying. Future surveying could be conducted routinely (at a certain time increment) or strategically (after a key milestone in the deployment of automated vehicle technology). Trends that emerge from longitudinal surveying could provide valuable insight that can be used to inform policy discussions.

  Modifications may be considered to enhance future surveying. For example, while there is already a clear starting point for future public survey outreach—as there is a list of survey respondents who opted into being contacted for future surveys—Pedestrian Mobility Switzerland may consider developing a strategy to scale up participation and collect more feedback to analyze. Further, Pedestrian Mobility Switzerland may also consider supplementing its surveying with focus groups to better understand public opinion.

- Research that promotes the future transition to shared vehicle use, namely strengthening pedestrian access to public transport. Walking and walkability plays a central role in the success of any public transport system. Not only do most public transport journeys start and end with a walk, but walking can comprise half the time spent on public transport trips overall and what people primarily remember after (Walk 21, 2024). Automated vehicle technology presents an opportunity to shift modal choice away from the private vehicle and toward shared vehicles and public transport. Ideally, transportation in a future with automated vehicles is primarily comprised of public transport, with strong pedestrian access to it. Pedestrian Mobility Switzerland is poised to:

  - Lead research that examines environmental conditions that promote walking to public transport and evaluates acceptable walking distances under different environmental conditions.

  - Develop policy and planning recommendations that incentivize public transport use and improve pedestrian access to it.

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8 Conclusion

In order to identify and preempt the barriers that automated vehicle could place on walkability, Pedestrian Mobility Switzerland and International Federation of Pedestrians engaged the public, subject matter experts, and international bodies over the course of a year (1 July 2024 – 30 June 2025). Specifically:

- Pedestrian Mobility Switzerland engaged the public—with an emphasis on the public living in the greater Geneva area—in an online survey to understand public awareness opinions about automated vehicles.

- Pedestrian Mobility Switzerland convened subject matter experts in Geneva to discuss findings and to identify opportunities to maximize the impacts of the findings and to inform policy discussions.

- Through the International Federation of Pedestrian's participation in the United Nations Economic Commission for Europe (UNECE) Global Forum on Road Safety's (WP.1) 90th session (10 – 14 March 2025), Pedestrian Mobility Switzerland and International Federation of Pedestrians presented key findings from the survey and expert group with the international body, bringing public voice to the international regulatory process.

Through this project, Pedestrian Mobility Switzerland and International Federation of Pedestrians aimed to identify and preempt the barriers that automated vehicle could put on walkability, if not regulated appropriately. The main findings from the public survey were:

- The more experience survey respondents have with automated vehicle technology, the more optimistic they are about its impacts.

- In a future with automated vehicle technology, survey respondents expect automated vehicle technology to improve traffic safety and mobility.

- In a future with automated vehicle technology, survey respondents expect to be able to walk and cross streets as easily as they can today, or more easily.

- Survey respondents living in rural areas showed more optimism about automated vehicle technology, while respondents living in cities showed more skepticism.

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- Most respondents believe that traffic congestion will stay the same or increase (worsen) because of automated vehicle technology.

- Survey respondents demonstrate willingness to use shared automated vehicles in the future, instead of privately owning automated vehicles.

These findings reveal several key policy and planning implications for walkability in a future with automated vehicles:

- Public familiarity contributes to optimism toward automated vehicle technology – Respondents with more experience or exposure to automated vehicle technology tend to be more optimistic about its societal impacts. However, as serious and fatal crashes involving automated vehicles have shown, public opinion can change fast. Safety must be the highest priority.

- Expectations for traffic safety and mobility improvements – There are expectations for automated vehicles to enhance overall traffic safety and mobility. Policies and regulations at all levels must prioritize safety and mobility in the design, deployment, and regulations applied to automated vehicles, their use, and the environments in which they are deployed. This includes:

    - Managing speeds – Speed limits should be reduced to 30KMH on roads with pedestrian access to reduce the number of crashes crash severity. In certain contexts, such as in school zones or residential areas, speed limits lower than 30KMH may be appropriate.

    - Accessible mobility – Barrier-free access should be provided to people living with disabilities. Improved transport options in rural areas should be prioritized.

- Expectations for enhanced walkability – There are expectations to be able to walk and cross the street like is done today or more easily. Survey respondents also expect improved safety. To prepare for a future with automated vehicles, government bodies responsible for infrastructure and transportation should prioritize pedestrian-friendly design.

- Expanded use of public transport and shared vehicles – While survey respondents believe that traffic congestion will stay the same or increase (worsen) because of automated vehicle technology, they also show a willingness to adopted shared automated vehicles instead of privately owning vehicles, highlighting an opportunity to reshape mobility. Policies should support the success, and maximize the efficiency, of public transport and the deployment of shared vehicles, which would minimize dependency on private vehicle use that could otherwise increase traffic congestion and urban sprawl.

Whether we embrace the opportunities that come from automated vehicle technology in the future or buckle to its threats will depend on public policies and how the technology is regulated. By focusing on walkability in a future with automated vehicles, this project aimed to contribute to policies that shape a path toward walkability for generations to come.

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10 Appendices

This project was co-financed by the MODUS Foundation for sustainable mobility in Geneva.

Pedestrian Mobility Switzerland · Safe Future for Walking: Walkability in a future with automated vehicles, June 2025

10.1 Public survey – English

Impact of automated vehicles on walking			
(Section title)			
Overview			
Automated vehicle technology continues to evolve. One day, automated vehicles will be fully able and responsible for all driving on all roadways. To preserve and enhance walkability and sustainability, we are conducting a public opinion survey about automated vehicles and their possible impacts. This survey has around 20 questions, and it should take 10 – 15 minutes to complete. Please read descriptions carefully before continuing with the survey. We appreciate your time and input! To say thank you, participants will be selected at random to win an SBB day pass. Winners will be selected and contacted by December 9, 2024. Winners will have 7 days to reply. If a reply is not received in that time, new winners will be selected. This survey is a component of a project of Pedestrian Mobility Switzerland, in partnership with International Federation of Pedestrians. The project is made possible by the generous support of the Modus Foundation.			
Automated vehicle awareness			
To start, tell us about your awareness of automated vehicle technology.			
Question	*Response options*		
Have you ever heard of automated vehicle technology? This is sometimes referred to as either self-driving cars, driverless cars, etc.	Yes	No	I don't know/I'm not sure.
Have you either observed a fully driverless automated vehicle being tested in real life or been a passenger in a driverless automated vehicle? This includes being involved in automated vehicle testing.	Yes	No	I don't know/I'm not sure.
Most new vehicles sold have some form of automated vehicle technology. Have you had direct experience, or have you observed any of the following automated vehicle technologies? Check as many options as apply.	Check box: 1. Adaptive cruise control 2. Automatic emergency braking 3. Blind spot warning 4. Forward collision warning 5. Lane departure warning 6. Lane centering/lane keeping assistance 7. Highway pilot 8. Automated parking 9. Automated vehicle retrieval 10. Fully automated, driverless personal vehicle 11. Fully automated, driverless taxis/ride sharing vehicle 12. Fully automated, driverless bus/shuttle 13. Fully automated delivery devices, such as delivery robots 14. I don't have experience with automated vehicle technology. 15. I don't know. 16. Other		
Tell us about your experience with automated vehicle technology. (Optional)			

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What is your general opinion of automated vehicle technology?	Very positive	Somewhat positive	Somewhat negative	Very negative	I have no opinion
Background information					
Now, please tell us some basic information about how or if you use personal vehicles.					
Do you have easy, regular access to a personal vehicle? This could include privately owning a vehicle, living in a household that owns a vehicle that you can use, using a company-owned vehicle, etc.	Yes		No		
Do you have a carsharing membership/live in a household that does or do you rent a car outside of a carsharing system, even if only occasionally?	Yes		No		
Do you have a driver's license?	Yes		No		
Owning or having access to a private vehicle is necessary. I cannot access my work or services without it.	Strongly agree	Somewhat agree	Somewhat disagree		Strongly disagree
If carsharing is available, it could replace a household vehicle.	Strongly agree	Somewhat agree	Somewhat disagree		Strongly disagree
Possible outcomes of automated vehicles (Part 1)					
Automated vehicle technology is under development. Soon, automated vehicles will be able to operate with no human driver. When this happens, the automated vehicle system will drive and be fully responsible for all driving tasks under all conditions and on all roadways.					
	Very positively	**Somewhat positively**	**No impact**	**Somewhat negatively**	**Very negatively**
How do you think fully driverless automated vehicle technology will impact society?					
	Reduce significantly	**Reduce somewhat**	**No impact**	**Increase somewhat**	**Increase significantly**
Number of crashes (including crashes involving vehicles and pedestrians/bicyclists)					
Crash severity (most severe crashes being crashes that result in death, including pedestrian/bicyclist death)					
Total number of kilometers driven					
Traffic congestion					
Amount of space needed for parking					

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Mobility (Mobility means having high quality options for getting around.)					
Mobility for people living with a disability or with limited mobility					
Possible outcomes of automated vehicles (Part 2)					
	Very likely	**Somewhat Likely**	**Somewhat unlikely**	**Very unlikely**	**I don't know**
I will be able to cross the street as a pedestrian as easily as I can today, or more easily.					
Automated vehicles will detect and stop for me when I am crossing the street as a pedestrian, similar to what happens today.					
I will recognize that automated vehicles are stopping for me when I am crossing the street as a pedestrian, similar to what happens today with drivers.					
Pedestrian infrastructure (sidewalks, crosswalks, etc.) will be the same as it is today, or better.					
I will be able to cross the street outside of marked crosswalks; automated vehicles will stop for me when I cross the street outside of marked crosswalks.					
Possible changes to how we get around					
Eventually automated vehicle systems will be fully responsible for driving tasks, no human driver will be needed. Instead, occupants will act as passengers. Like being a passenger on a train or bus today, passengers will be able to read a book, nap, or write emails.					
	Very likely	**Somewhat Likely**	**Somewhat unlikely**	**Very unlikely**	**I don't know**
I will drive/steer a private vehicle myself, like is done today.					
I will use a fully automated driverless vehicle, which I will privately own.					
I will use fully automated carsharing or carpooling as a passenger. (Automated carpooling and carsharing could mean sharing a taxi, except without a driver.)					
I will use fully automated buses or other driverless public transport options as a passenger.					

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The number of kilometers I travel will increase, because I will be able to travel longer distances more easily.					
	Very likely	**Somewhat Likely**	**Somewhat unlikely**	**Very unlikely**	**I don't know**
How likely would you be to purchase a fully automated driverless vehicle for private use?					
If using a fully automated driverless carsharing or carpooling service costs the same or less as privately owning an automated vehicle, how likely would you be to use the service instead of privately owning an automated vehicle? (Automated carpooling and carsharing could mean sharing a taxi, except without a driver.)					
If using a fully automated driverless vehicle does not require a driver's license, how likely would you be to buy one for your child (under 18)?					
If you privately owned an automated vehicle, how likely would you be to allow it to perform paid rides through a third party when you do not need it?					
How likely would your mobility habits change from what they are today? For example, would you rely on public transportation less in favor of using fully automated driverless carpooling services?					
Possible impacts of automated vehicles					
	Very concerned	**Moderately concerned**	**Slightly concerned**	**Not at all concerned**	
It is more difficult to cross the street as a pedestrian than it is today.					
There is no driver with whom I can make eye contact when I am crossing the street as a pedestrian.					
Automated driverless vehicles do not consistently detect and stop for me when I am crossing the street as a pedestrian.					

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I cannot tell if automated driverless vehicles detect me and are stopping for me when I am crossing the street as a pedestrian.				
There is less pedestrian infrastructure (sidewalks, crosswalks, etc.) than there is today.				
Speed limits are increased on all streets, so they are higher than what they are today.				
Opinions of automated vehicle technology				
	Very positive	**Somewhat positive**	**Somewhat negative**	**Very negative**
After considering possible outcomes of automated vehicle technology, what is your general opinion of automated vehicle technology now?				
Tell us more about your opinions of automated vehicle technology (Optional):				

Respondent information				
Finally, please share some brief background information about yourself.				
With which gender do you identify?	Male	Female	Another	Prefer not to say
What is your age? (Optional)	Under 18 18 – 24 25 – 34 35 – 44 45 – 54 55 – 64 65 – 74 75 or older Prefer not to say			
Do you identify as being a person with a disability?	Yes	No	Prefer not to say	
How would you describe your disability?	1. Blind or visually impaired 2. Deaf or hard of hearing 3. Mobility-related disability 4. Prefer not to say 5. Other (Please describe/optional)			
How would you describe the area in which you live?	1. City 2. Suburb near a city 3. Small city or town 4. Rural area			
Contact information				
Your contact information will only be used as you specify and in accordance with the privacy policy.				
Country (Required):				
Your postal code (Required*):				

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The number of kilometers I travel will increase, because I will be able to travel longer distances more easily.					
	Very likely	**Somewhat Likely**	**Somewhat unlikely**	**Very unlikely**	**I don't know**
How likely would you be to purchase a fully automated driverless vehicle for private use?					
If using a fully automated driverless carsharing or carpooling service costs the same or less as privately owning an automated vehicle, how likely would you be to use the service instead of privately owning an automated vehicle? (Automated carpooling and carsharing could mean sharing a taxi, except without a driver.)					
If using a fully automated driverless vehicle does not require a driver's license, how likely would you be to buy one for your child (under 18)?					
If you privately owned an automated vehicle, how likely would you be to allow it to perform paid rides through a third party when you do not need it?					
How likely would your mobility habits change from what they are today? For example, would you rely on public transportation less in favor of using fully automated driverless carpooling services?					
Possible impacts of automated vehicles					
	Very concerned	**Moderately concerned**	**Slightly concerned**	**Not at all concerned**	
It is more difficult to cross the street as a pedestrian than it is today.					
There is no driver with whom I can make eye contact when I am crossing the street as a pedestrian.					
Automated driverless vehicles do not consistently detect and stop for me when I am crossing the street as a pedestrian.					

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I cannot tell if automated driverless vehicles detect me and are stopping for me when I am crossing the street as a pedestrian.				
There is less pedestrian infrastructure (sidewalks, crosswalks, etc.) than there is today.				
Speed limits are increased on all streets, so they are higher than what they are today.				
Opinions of automated vehicle technology				
	Very positive	**Somewhat positive**	**Somewhat negative**	**Very negative**
After considering possible outcomes of automated vehicle technology, what is your general opinion of automated vehicle technology now?				
Tell us more about your opinions of automated vehicle technology (Optional):				

Respondent information				
Finally, please share some brief background information about yourself.				
With which gender do you identify?	Male	Female	Another	Prefer not to say
What is your age? (Optional)	Under 18 18 – 24 25 – 34 35 – 44 45 – 54 55 – 64 65 – 74 75 or older Prefer not to say			
Do you identify as being a person with a disability?	Yes	No	Prefer not to say	
How would you describe your disability?	1. Blind or visually impaired 2. Deaf or hard of hearing 3. Mobility-related disability 4. Prefer not to say 5. Other (Please describe/optional)			
How would you describe the area in which you live?	1. City 2. Suburb near a city 3. Small city or town 4. Rural area			
Contact information				
Your contact information will only be used as you specify and in accordance with the privacy policy.				
Country (Required):				
Your postal code (Required*):				

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I agree to be added to the organizational listserv and to receive emails from the organization, including a survey report. (Required)	Yes	No
I agree to be contacted again to participate in future surveys. (Required)	Yes	No
I wish to participate in the chance to win a prize for completing this survey. (Required)	Yes	No
Email address		

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10.2 Public survey – French

Impacts des véhicules automatisés sur la marche			
(Titre de la section)			
Vue d'ensemble			
La technologie des véhicules automatisés évolue constamment. Un jour, les véhicules automatisés seront pleinement capables de circuler sans conducteur·rice sur toutes les routes. Afin de préserver et d'améliorer les conditions de déplacement à pied et de faciliter la mobilité durable face à une technologie en constante évolution, Mobilité piétonne Suisse mène une enquête d'opinion publique concernant les impacts possibles des véhicules automatisés. Ce questionnaire comprend une vingtaine de questions et cela ne devrait pas vous prendre plus de 10 –15 minutes pour y répondre. Merci de lire attentivement les informations suivantes avant de continuer le questionnaire. Nous apprécions le temps accordé et votre contribution ! Afin de vous remercier, des participant·es seront sélectionné·es aléatoirement pour gagner des cartes journalières CFF. Les gagnant·es seront sélectionné·es et contacté·es d'ici le 9 décembre 2024, et auront 7 jours pour répondre. Si aucune réponse n'est reçue dans ce délai, d'autres lauréat·es seront sélectionné·es. Cette enquête fait partie d'un projet de Mobilité piétonne Suisse, en partenariat avec la Fédération internationale des piétons. Le projet est possible grâce au généreux soutien de la Fondation Modus.			
Connaissance des véhicules automatisés			
Pour commencer, parlez-nous de votre connaissance de la technologie des véhicules automatisés.			
Question	*Options de réponse*		
Avez-vous déjà entendu parler de la technologie des véhicules automatisés qu'on appelle parfois aussi « véhicules autonomes », «véhicules sans conducteur» ?	Oui	Non	Je ne sais pas/Je ne suis pas sûr·e
Avez-vous déjà observé un véhicule automatisé sans conducteur·rice en cours d'essai en situation réelle ou avez-vous été passager·ère d'un véhicule automatisé sans conducteur·rice ? y c lors de tests de véhicules automatisés	Oui	Non	Je ne sais pas/Je ne suis pas sûr·e
La plupart des nouveaux véhicules vendus sont dotés d'un certain niveau d'automatisation. Avez-vous eu une expérience directe ou avez-vous observé l'une des technologies de véhicules automatisés suivantes ?	Case à cocher: 1. Régulateur de vitesse adaptatif 2. Freinage d'urgence automatique 3. Avertisseur d'angle mort 4. Alerte de collision avant 5. Alerte de franchissement de ligne 6. Aide au centrage/au maintien de la trajectoire 7. Pilote d'autoroute 8. Stationnement automatisé 9. Récupération automatisée des véhicules 10. Véhicule personnel entièrement automatisé et sans conducteur·rice		

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Cochez autant d'options que nécessaire.	11. Taxi/véhicule de covoiturage entièrement automatisé et sans conducteur·rice 12. Bus/navette entièrement automatisé et sans conducteur·rice 13. Dispositifs de livraison entièrement automatisés, tels que les robots de livraison 14. Je n'ai pas d'expérience en matière de véhicules automatisés. 15. Je ne sais pas. 16. Autre				
Parlez-nous de votre expérience de la technologie des véhicules automatisés. (Facultatif)					
Quelle est votre opinion générale sur la technologie des véhicules automatisés ?	Très positive	Plutôt positive	Plutôt négative	Très négative	Je n'ai pas d'opinion.
Informations générales					
Parlez-nous maintenant de la manière dont vous utilisez votre ou vos véhicules privés.					
Avez-vous un accès facile et régulier à un véhicule motorisé privé ? Il peut s'agir de posséder un véhicule à titre privé, de vivre dans un ménage possédant un véhicule que vous pouvez utiliser, d'utiliser un véhicule appartenant à une entreprise, etc.	Oui		Non		
Êtes-vous membre d'un système d'autopartage ou vivez-vous dans un ménage qui loue une voiture en dehors d'un système d'autopartage, même si ce n'est qu'occasionnellement ?	Oui		Non		
Avez-vous un permis de conduire ?	Oui		Non		
Posséder ou avoir accès à un véhicule privé est nécessaire. Je ne peux pas accéder à mon travail ou à mes activités sans ce véhicule.	Tout à fait d'accord	Plutôt d'accord	Pas très d'accord	Pas du tout d'accord	
Si l'autopartage est disponible à proximité du domicile, un abonnement à l'autopartage pourrait remplacer un véhicule privé ou celui du ménage.	Tout à fait d'accord	Plutôt d'accord	Pas très d'accord	Pas du tout d'accord	
Conséquences possibles des véhicules automatisés (Partie 1)					

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La technologie des véhicules automatisés est en cours de développement. Bientôt, les véhicules automatisés pourront fonctionner sans conducteur·rice humain·e. Dans ce cas, le système de véhicule automatisé conduira et sera entièrement responsable de toutes les tâches de conduite dans toutes les conditions et sur toutes les routes.

	Très positif	**Plutôt positif**	**Pas d'impact**	**Plutôt négatif**	**Très négatif**
Selon vous, quel sera l'impact de la technologie des véhicules automatisés sans conducteur·rice sur la société?					

Selon vous, quel sera l'impact des véhicules automatisés sans conducteur·rice sur ce qui suit ?

	Considérablement réduit	**Plutôt réduit**	**Pas d'impact**	**Plutôt augmenté**	**Considérablement augmenté**
Nombre de collisions (y compris les collisions impliquant des véhicules et des personnes à pied/ à vélo)					
Gravité de la collision (les accidents les plus graves étant ceux qui entrainent la mort, y compris la mort d'un·e piéton·ne ou d'un·e cycliste)					
Nombre total de kilomètres parcourus					
Embouteillages					
Quantité d'espace nécessaire pour le stationnement					
Mobilité (On entend par mobilité disposer de moyens de transport de qualité pour se déplacer.)					
Mobilité pour les personnes en situation de handicap ou dont la mobilité est limitée					

Conséquences possibles des véhicules automatisés (Partie 2)

Une fois que les voitures entièrement automatisées seront en service, quelle est la probabilité des scénarios suivants ?

	Très probable	**Plutôt probable**	**Peu probable**	**Très peu probable**	**Je ne sais pas**
Je pourrai traverser la rue à pied aussi facilement qu'aujourd'hui, voire plus facilement.					
Les véhicules automatisés détecteront et s'arrêteront pour moi lorsque je traverserai la rue à pied, comme c'est le cas aujourd'hui.					

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Je reconnaitrai que des véhicules automatisés s'arrêtent pour moi lorsque je traverse la rue à pied, comme c'est le cas aujourd'hui pour les conducteur·rices.					
L'infrastructure piétonne (trottoirs, passages pour piétons, etc.) sera la même qu'aujourd'hui, voire mieux.					
Je pourrai traverser la rue en dehors des passages piétons marqués ; les véhicules automatisés s'arrêteront pour moi lorsque je traverserai la rue en dehors des passages piétons marqués.					
Changements possibles de la façon dont nous nous déplaçons					
Finalement, le jour où le système de véhicule automatisé sera entièrement responsable des tâches de conduite, il n'y aura plus besoin de conducteur·rice humain·e. Au lieu de cela, les personnes dans le véhicule joueront uniquement le rôle de passager·ères. Comme les passagers d'un train ou d'un bus aujourd'hui, ils pourront lire un livre, faire la sieste ou écrire des courriels.					
Lorsque des véhicules entièrement automatisés seront utilisés, comment jugez-vous la probabilité des énoncés suivants ?					
	Très probable	**Plutôt probable**	**Peu probable**	**Très peu probable**	**Je ne sais pas**
Je conduirai moi-même un véhicule privé, comme je le fait aujourd'hui.					
J'utiliserai un véhicule entièrement automatisé, que je posséderai à titre privé.					
J'opterai uniquement pour l'autopartage ou le covoiturage automatisé en tant que passager. (Le covoiturage automatisé et l'autopartage pourraient signifier partager un taxi, mais sans conducteur·rice.)					
J'utiliserai uniquement des bus automatisés ou d'autres options de transport public sans conducteur·rice, en tant que passager.					
Je ferai plus de kilomètres en véhicule motorisé, car je pourrai					

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parcourir de plus longues distances plus facilement.					
Si des véhicules entièrement automatisés deviennent disponibles et s'avèrent fiables, sûrs et abordables, dites-nous dans quelle mesure les scénarios suivants vous semblent probables vous concernant.					
	Très probable	**Plutôt probable**	**Peu probable**	**Très peu probable**	**Je ne sais pas**
Quelle est la probabilité que vous achetiez un véhicule entièrement automatisé pour un usage privé ?					
Si l'utilisation d'un service d'autopartage ou de covoiturage entièrement automatisé coûte le même prix ou moins que la possession d'un véhicule automatisé, quelle serait la probabilité que vous utilisiez ce service au lieu de posséder un véhicule automatisé ? (Le covoiturage automatisé et l'autopartage pourraient signifier partager un taxi, mais sans conducteur·rice.)					
Si l'utilisation d'un véhicule entièrement automatisé ne nécessite pas de permis de conduire, quelle serait la probabilité que vous en achetiez un pour votre enfant (de moins de 18 ans) ?					
Si vous étiez propriétaire d'un véhicule automatisé, quelle serait la probabilité que vous l'autorisiez à effectuer des trajets payants par l'intermédiaire d'un tiers lorsque vous n'en avez pas besoin ?					
Dans quelle mesure vos habitudes de mobilité changeraient-elles par rapport à aujourd'hui ? Par exemple, utiliseriez-vous moins les transports publics au profit de services de covoiturage					

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entièrement automatisés ?					
Impacts possibles des véhicules automatisés					
Dans quelle mesure seriez-vous préoccupé par les scénarios suivants s'ils se produisaient dans les villes et les villages ?					
	Très préoccupé	**Moyennement préoccupé**	**Légèrement préoccupé**		**Pas du tout préoccupé**
Il est plus difficile de traverser la rue à pied qu'aujourd'hui.					
Il n'y a pas de personne qui conduit avec laquelle je puisse établir un contact visuel lorsque je traverse la rue à pied.					
Les véhicules automatisés ne détectent pas systématiquement les piéton·nes qui traversent la rue et ne s'arrêtent pas à leur hauteur.					
Je ne peux pas savoir si les véhicules automatisés me détectent et s'arrêtent pour moi lorsque je traverse la rue pied.					
Les infrastructures piétonnes (trottoirs, passages pour piétons, etc.) sont moins nombreuses qu'aujourd'hui.					
Les limitations de vitesse sont augmentées dans toutes les rues, de sorte qu'elles sont plus élevées qu'aujourd'hui.					
Opinions sur la technologie des véhicules automatisés					
	Très positive	**Plutôt positive**	**Plutôt négative**		**Très négative**
Après avoir envisagé les conséquences possibles de la technologie des véhicules automatisés, quelle est maintenant votre opinion générale sur la technologie des véhicules automatisés?					
Dites-nous ce que vous pensez de la technologie des véhicules automatisés (Facultatif) :					

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Informations sur votre personne				
Enfin, veuillez nous donner quelques brèves informations sur vous.				
A quel genre vous identifiez-vous ?	Masculin	Féminin	Autre	Je préfère ne pas me prononcer
Quel est votre âge ? (facultatif)	Moins de 18 18 – 24 25 – 34 35 – 44 45 – 54 55 – 64 65 – 74 75 ou plus Je préfère ne pas me prononcer			
Vous identifiez-vous comme une personne en situation de handicap ?	Oui	Non	Je préfère ne pas me prononcer	
Comment décririez-vous votre handicap ?	1. Aveugle ou malvoyant 2. Sourd ou malentendant 3. Handicap lié à la mobilité 4. Je préfère ne pas me prononcer 5. Autre (veuillez préciser, facultatif)			
Comment décririez-vous le contexte dans lequel vous vivez ?	1. Ville 2. Agglomération proche d'une ville 3. Petite ville ou village 4. Zone rurale			
Coordonnées				
Vos coordonnées ne seront utilisées que comme vous l'avez spécifié et conformément à la politique de confidentialité.				
Pays (obligatoire) :				
Code postal (obligatoire*) :				
J'accepte d'être ajouté·e à la liste de diffusion de l'association et de recevoir des courriels de l'organisation, y compris un rapport d'enquête (obligatoire)	Oui	Non		
J'accepte d'être recontacté·e pour participer à de futures enquêtes (obligatoire)	Oui	Non		
Je souhaite participer au concours pour gagner un prix (obligatoire)	Oui	Non		
Adresse e-mail				

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10.3 Public survey – German

Auswirkungen automatisierter Fahrzeuge auf das Zufussgehen			
Abschnitttitel			
Einleitung			
Die Technologien für automatisierte Motorfahrzeuge entwickeln sich ständig weiter. Diese Fahrzeuge werden eines Tages in der Lage sein, den gesamten motorisierten Verkehr abzuwickeln. Um die Fussgängerfreundlichkeit und Nachhaltigkeit der Fahrzeuge zu gewährleisten und sogar zu verbessern, führen wir eine Befragung über automatisierte Fahrzeuge durch. Die Umfrage umfasst ca. 20 Fragen und dauert zwischen 10 – 15 Minuten. Wir bedanken uns für Ihre Zeit und Ihren wichtigen Beitrag! Als Dankeschön werden SBB Tageskarten unter den Teilnehmenden ausgelost. Diese Umfrage ist Teil eines gemeinsamen Projektes von Fussverkehr Schweiz und der «International Federation of Pedestrians», welches durch die grosszügige Unterstützung der Modus Stiftung ermöglicht wird.			
Bewusstsein für automatisierte Fahrzeuge			
Teilen Sie uns zunächst mit, was Sie bereits über die Technologie der automatisierten Fahrzeuge wissen.			
Fragen	*Antwortmöglichkeiten*		
Haben Sie schon einmal von automatisierter Fahrzeug-technologie gehört? (Manchmal auch als selbstfahrende Autos, fahrerlose Autos usw. bezeichnet)	Ja	Nein	Ich weiss es nicht/ ich bin mir nicht sicher.
Haben Sie bereits ein fahrerloses oder automatisiertes Fahrzeug im Testbetrieb beobachtet oder waren Sie Beifahrer:in in einem fahrerlosen oder automatisierten Fahrzeug? Dazu gehört auch, wenn Sie an Tests von automatisierten Fahrzeugen beteiligt waren.	Ja	Nein	Ich weiss es nicht/ ich bin mir nicht sicher.
Die meisten verkauften Neufahrzeuge verfügen bereits über ein gewisses Mass an automatisierten Fahrzeugtechnologien. Haben Sie selbst Erfahrungen mit einer der folgenden Fahrzeugtechnologien gemacht oder deren Einsatz beobachtet? Bitte kreuzen Sie alle zutreffenden Optionen an.	Optionen zum Ankreuzen: 1. Adaptiver Tempomat 2. Notbremsassistent 3. Warnung toter Winkel 4. Vorausschauende Kollisionswarnung 5. Warnung bei Abweichung der Spur 6. Spurhalteassistent (Zentrierung/halten der Spur) 7. Automatisiertes fahren auf der Autobahn 8. Automatisiertes Parkieren 9. Automatisiertes Herbeirufen 10. Vollautomatisierte, fahrerlose Privatfahrzeuge 11. Vollautomatisierte, fahrerlose Taxis/Ride-Sharing-Fahrzeuge 12. Vollautomatisierte, fahrerlose Busse/Shuttles 13. Vollautomatische Lieferfahrzeuge, wie z.B. Lieferroboter 14. Ich habe keine Erfahrung mit automatisierter Fahrzeugtechnologie.		

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	15. Ich weiss es nicht.				
Bitte beschreiben Sie uns Ihre Erfahrungen mit automatisierten Fahrzeugtechnologien. (Optional)					
Was ist Ihre allgemeine Meinung zu automatisierten Fahrzeugtechnologien?	Stark positiv	Eher positiv	Eher negativ	Stark negativ	Ich habe keine Meinung dazu.
Hintergrundinformationen					
Bitte geben Sie uns einige Informationen, ob und wie Sie private Motorfahrzeuge nutzen.					
Haben Sie einfachen und regelmässigen Zugang zu einem privaten Motorfahrzeug? Beispiele: Sie besitzen ein eigenes Fahrzeug. Sie leben in einem Haushalt mit einem Fahrzeug, das Sie mitbenützen können. Sie haben Zugang zu einem Firmenfahrzeug.	Ja		Nein		
Haben Sie eine Carsharing-Mitgliedschaft, leben Sie in einem Haushalt, der eine solche hat, oder mieten Sie gelegentlich ein Auto?	Ja		Nein		
Besitzen Sie einen Führerausweis?	Ja		Nein		
Ein eigenes Fahrzeug zu besitzen oder Zugang zu einem privaten Fahrzeug zu haben, ist notwendig. Ohne dieses kann ich nicht zu meiner Arbeit oder zu Dienstleistungen gelangen.	Stimme vollkommen zu	Stimme überwiegend zu	Stimme überwiegend nicht zu		Stimme vollkommen nicht zu
Ein Carsharing-Angebot könnte ein Fahrzeug in einem Haushalt ersetzen.	Stimme vollkommen zu	Stimme überwiegend zu	Stimme überwiegend nicht zu		Stimme vollkommen nicht zu
Mögliche Auswirkungen automatisierter Fahrzeuge (Teil 1)					
Die Technologie für automatisierte Fahrzeuge befindet sich in ständiger Entwicklung. Bald werden automatisierte Fahrzeuge in der Lage sein, ohne menschlichen Fahrer:innen zu fahren. Automatisierte Fahrzeugsysteme werden dann die Steuerung übernehmen und unter allen Bedingungen und auf allen Strassen für die Fahraufgaben verantwortlich sein.					
	Stark positiv	**Eher positiv**	**Keine Auswirkung**	**Eher negativ**	**Sehr negativ**
Wie glauben Sie, werden sich die vollständig automatisierten Fahrzeuge auf die Gesellschaft auswirken?					

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Was ist Ihre Einschätzung zu den Auswirkungen von fahrerlosen automatisierten Fahrzeugen auf folgende Punkte?					
	Signifikanter Rückgang	**Leichter Rückgang**	**Keine Auswirkung**	**Leichte Steigerung**	**Siginifikante Steigerung**
Anzahl der Unfälle (einschliesslich Unfälle mit Fahrzeugen und Fussgänger:innen/Fahrradfahrenden)					
Unfallschwere (schwerwiegende Unfälle sind Unfälle, die zu Todesfällen führen, einschliesslich Todesfälle von Fussgänger:innen/Fahrradfahrenden)					
Anzahl gefahrener Kilometer					
Verkehrsstaus					
Flächen für das Parkieren					
Mobilität (im Sinne von hochwertigen Optionen für die Fortbewegung zu haben.)					
Mobilität für Menschen mit Behinderungen oder eingeschränkter Mobilität					

Mögliche Auswirkungen automatisierter Fahrzeuge (Teil 2)					
Wie wahrscheinlich halten Sie die folgenden Szenarien, sobald vollständig automatisierte fahrerlose Autos im Einsatz sind?					
	Sehr wahrscheinlich	**Eher wahrscheinlich**	**Eher unwahrscheinlich**	**Sehr unwahrscheinlich**	**Ich weiss es nicht**
Ich werde die Strasse zu Fuss genauso gut oder besser überqueren können als heute.					
Automatisierte Fahrzeuge werden mich erkennen und anhalten, wenn ich zu Fuss die Strasse überquere, ähnlich wie es heute der Fall ist.					
Ich werde erkennen, dass automatisierte Fahrzeuge anhalten, wenn ich die Strasse zu Fuss überquere, ähnlich wie es heute bei Fahrzeuglenkenden der Fall ist.					
Die Fussverkehrsinfrastrukturen (Trottoirs, Fussgängerstreifen usw.) werden gleich gut oder besser sein als heute.					
Ich werde in der Lage sein, die Strasse abseits von Fussgängerstreifen zu überqueren; automatisierte Fahrzeuge werden anhalten, wenn ich die Strasse abseits von Fussgängerstreifen überquere.					

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Mögliche Veränderungen in der Art und Weise, wie wir uns fortbewegen					
Eventuell werden automatisierte Fahrzeuge die vollständige Verantwortung für alle Fahraufgaben übernehmen, es ist kein menschliches Dazutun mehr erforderlich. Stattdessen werden die Insassen als Fahrgäste agieren. Wie im Zug oder Bus, werden Fahrgäste die Möglichkeit haben, ein Buch zu lesen, ein Nickerchen zu machen oder E-Mails zu schreiben.					
Nachdem vollständig automatisierte fahrerlose Fahrzeuge im Einsatz sind, wie wahrscheinlich sind für Sie die folgenden Möglichkeiten?					
	Sehr wahrscheinlich	**Eher wahrscheinlich**	**Eher unwahrscheinlich**	**Sehr unwahrscheinlich**	**Ich weiss es nicht**
Ich werde, wie heutzutage, ein privates Fahrzeug fahren / steuern.					
Ich werde ein eigenes, vollständig automatisiertes Fahrzeug nutzen.					
Ich werde als Passagier:in ein vollständig automatisiertes Carsharing oder Fahrgemeinschaften nutzen. (Automatisiertes Carpooling und Fahrgemeinschaften könnte bedeuten, ein fahrerloses Taxi zu teilen.)					
Ich werde als Fahrgast automatisierte Busse oder andere öffentliche Verkehrsmittel nutzen.					
Ich werde mehr Kilometer zurücklegen, weil längere Distanzen einfacher / angenehmer bewältigt werden können.					
Wie wahrscheinlich sind nachfolgende Szenarien für Sie, wenn vollständig automatisierte Fahrzeuge verfügbar sind und sich als zuverlässig, sicher und erschwinglich erweisen.					
	Sehr wahrscheinlich	**Eher wahrscheinlich**	**Eher unwahrscheinlich**	**Sehr unwahrscheinlich**	**Ich weiss es nicht**
Wie wahrscheinlich wäre es, dass Sie ein vollständig automatisiertes Fahrzeug für den privaten Gebrauch kaufen?					

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Nehmen Sie an, dass die Nutzung eines vollständig automatisierten Carsharing- oder Fahrgemeinschaftsservices die gleichen Kosten verursacht oder günstiger ist als der private Besitz eines automatisierten Fahrzeugs. Wie wahrscheinlich wäre es, dass Sie dieses Angebot anstelle des privaten Besitzes eines automatisierten Fahrzeugs nutzen? (Automatisiertes Carpooling und Fahrgemeinschaftsservice könnte bedeuten, ein fahrerloses Taxi zu teilen.)					
Wenn die Nutzung eines vollständig automatisierten Fahrzeugs keinen Führerschein erfordert, wie wahrscheinlich wäre es, dass Sie ein solches Fahrzeug für Ihr Kind (unter 18 Jahren) kaufen würden?					
Wenn Sie ein automatisiertes Fahrzeug privat besitzen würden, wie wahrscheinlich wäre es, dass Sie es durch einen Dritten gegen Bezahlung nutzen lassen, wenn Sie es selbst nicht benötigen?					
Wie wahrscheinlich ist es, dass sich Ihre Mobilitätsgewohnheiten im Vergleich zu heute verändern? Zum Beispiel, würden Sie weniger auf öffentliche Verkehrsmittel angewiesen sein und stattdessen vermehrt auf vollständig automatisierte Fahrgemeinschaftsdienste setzen?					
Mögliche Auswirkungen automatisierter Fahrzeuge					
Wie besorgt wären Sie über die folgenden Szenarien, die in Städten und Gemeinden eintreten?					
	Sehr besorgt	**Mässig besorgt**	**Leicht besorgt**	**Nicht besorgt**	

Es ist schwieriger, zu Fuss die Strasse zu überqueren als heute.				
Ich kann keinen Augenkontakt mit Fahrzeuglenkenden aufnehmen, wenn ich zu Fuss die Strasse überquere.				
Automatisierte Fahrzeuge erkennen mich nicht zuverlässig und halten nicht an, wenn ich zu Fuss die Strasse überquere.				
Ich kann nicht erkennen, ob automatisierte fahrerlose Fahrzeuge mich wahrnehmen und anhalten, wenn ich die Strasse zu Fuss überquere.				
Es gibt weniger Fussverkehrsinfrastrukturen (Trottoirs, Fussgängerstreifen usw.) als heute.				
Die Geschwindigkeits-begrenzungen auf den Strassen werden im Vergleich zu heute erhöht.				
Meinungen zu automatisierten Fahrzeugtechnologien				
	Stark positiv	**Eher positiv**	**Eher negativ**	**Stark negativ**
Nach der Berücksichtigung möglicher Auswirkungen automatisierter Fahrzeug-technologien, wie ist Ihre allgemeine Meinung dazu?				
Weitere Bemerkungen zum Thema automatisierte Fahrzeugtechnologien (optional):				

Teilnehmerinformationen				
Zum Schluss bitten wir Sie, einige Informationen über sich selbst anzugeben.				
Mit welchem Geschlecht identifizieren Sie sich?	Männlich	Weiblich	Andere	Keine Angabe
Wie alt sind Sie?	1. Unter 18 2. 18 – 24 3. 25 – 34 4. 35 – 44 5. 45 – 54 6. 55 – 64 7. 65 – 74 8. 75 oder älter 9. Keine Angabe			

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Identifizieren Sie sich als Person mit einer Behinderung?	Ja	Nein	Keine Angabe
Wie würden Sie Ihre Behinderung beschreiben?	1. Blind oder sehbehindert 2. Gehörlos oder schwerhörig 3. Mobilitätseinschränkung 4. Keine Angaben 5. Andere (bitte spezifische Angaben/ optional)		
Wie würden Sie den Ort beschreiben, in dem Sie leben?	1. Stadt 2. Agglomerationsgemeinde 3. Kleinstadt oder Gemeinde 4. Ländliche Gemeinde		
Kontaktinformationen			
Ihre Kontaktdaten werden ausschliesslich zur Kontaktaufnahme und in Übereinstimmung mit der Datenschutzerklärung genutzt.			
Land (erforderlich):			
Postleitzahl (erforderlich):			
Ich bin damit einverstanden, in die Verteilerliste aufgenommen zu werden und E-Mails zu erhalten, einschliesslich eines Umfrageberichtes (erforderlich)	Ja	Nein	
Ich bin damit einverstanden, bei zukünftigen Umfragen erneut kontaktiert zu werden. (Erforderlich)	Ja	Nein	
Ich möchte an der Verlosung teilnehmen und eine SBB Tageskarte gewinnen. (erforderlich)	Ja	Nein	
E-Mail-Adresse			

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10.4 Group of experts

Name	Organization/Contact info
Jeroen Beukers	tpg
Dominik Bucheli	International Federation of Pedestrians
Damien Cataldi	Fondation Modus
Joel Favre	Défense des intérêts
Markus Hackenfort	ZAHW, Human Factors Psychology
Charlotte Hauri (Moderator)	Fussverkehr Schweiz (AKA Pedestrian Mobility Switzerland)
Dimitri Konstantas	University of Geneva ULTIMO Project
Jenny Leuba	Mobilité piétonne Suisse (AKA Pedestrian Mobility Switzerland)
Panos Mantziaras	Fondation Braillard Architectes
Mark Meeder	Stadt Frauenfeld Researcher
Alexandre Prina	Office cantonal des transports (OCT), Genève
Daniel Reck	tpg
Thomas Spillman	Bundesamt für Strassen (ASTRA)
Sarah Widmer	Association Transports et Environnement
Bettina Zahnd	EBP Schweiz AG, Sicherheit im Strassenverkehr
Jasmin Zimmerman	BFU, Forschung Strassenverkehr

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Fussverkehr Schweiz
Mobilité piétonne Suisse
Mobilità pedonale Svizzera

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