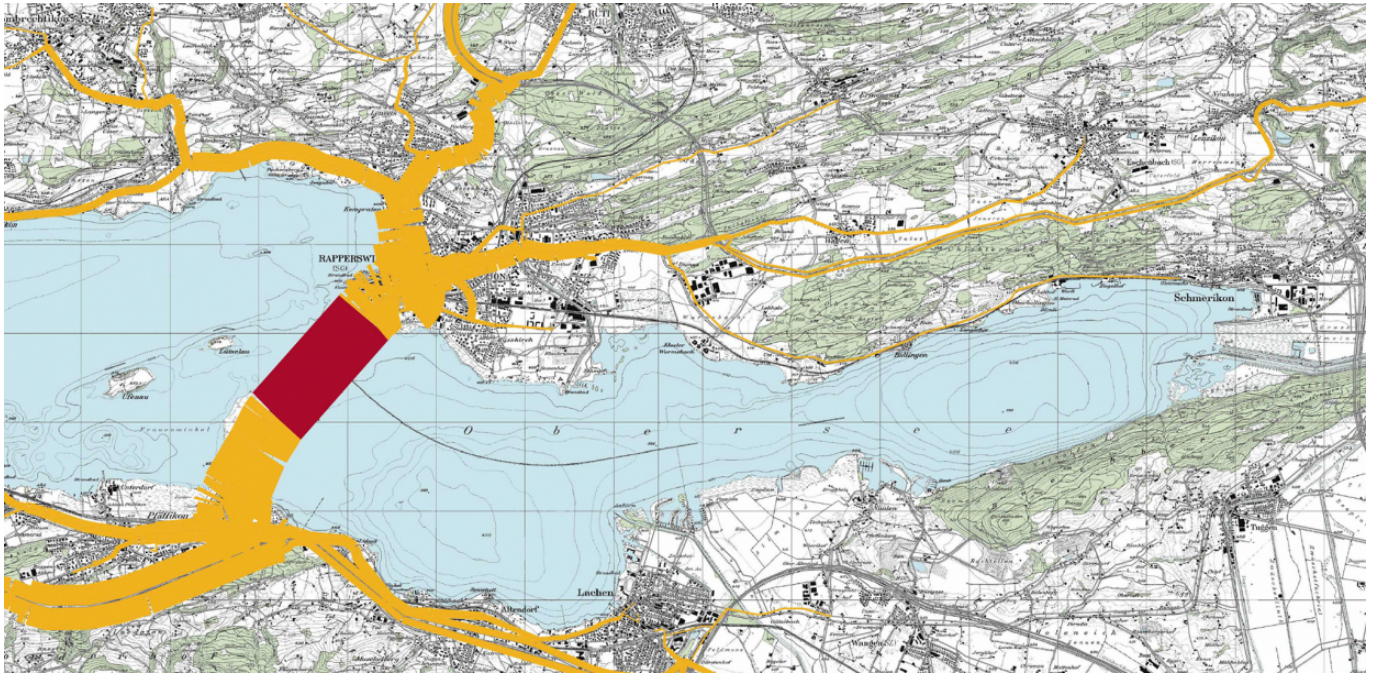


Updating of Obersee traffic model



In 2011 EBP undertook a comprehensive update of the Obersee traffic model with a recalculation of the demand, providing a unified, up-to-date set of figures for 2010 and 2030.

In 1999, EBP drew up a traffic model for motorised individual transport in Rapperswil-Jona. This was based on structural data for development, key figures from the microcensus, automated interface counts and traffic density data from systems at traffic lights. Little recourse was made to traffic surveys.

As a consequence, the model was expanded spatially to the Obersee region and implemented in various projects. In 2000, traffic surveys were undertaken in Freienbach, Lachen, Altendorf and Wollerau (including some note taken of number plates) for updating purposes.

To support the master plan in Rapperswil-Jona and take account of the changes in the road network and developments in the built environment in the Zürichsee Linth region, it made sense to carry out a simultaneous update for all local authority areas included in the model. This traffic model forms the basis both for simulations in small sections of the network (in particular the perimeter of Rapperswil-Jona) and for the investigation of large-scale infrastructure projects in the region. Population and employment figures in the region are growing, in particular in the centres, but to an extent also in peripheral locations. From Lake Zurich across the Linth plain to Lake Walen various additional traffic-intensive developments are planned.

A unified, updated set of figures should be available for future applications of the traffic model. The aim of the instructions was to produce a traffic model for the Obersee area suitable for future forecasts and taking account of planned measures. This

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forms both the starting position (2010) and the forecast position (2030), together with a realistic picture of the available transport, the traffic situation and traffic behaviour. The traffic model also gives a reliable idea among other things of the impact of planned traffic-intensive developments on the road network.