

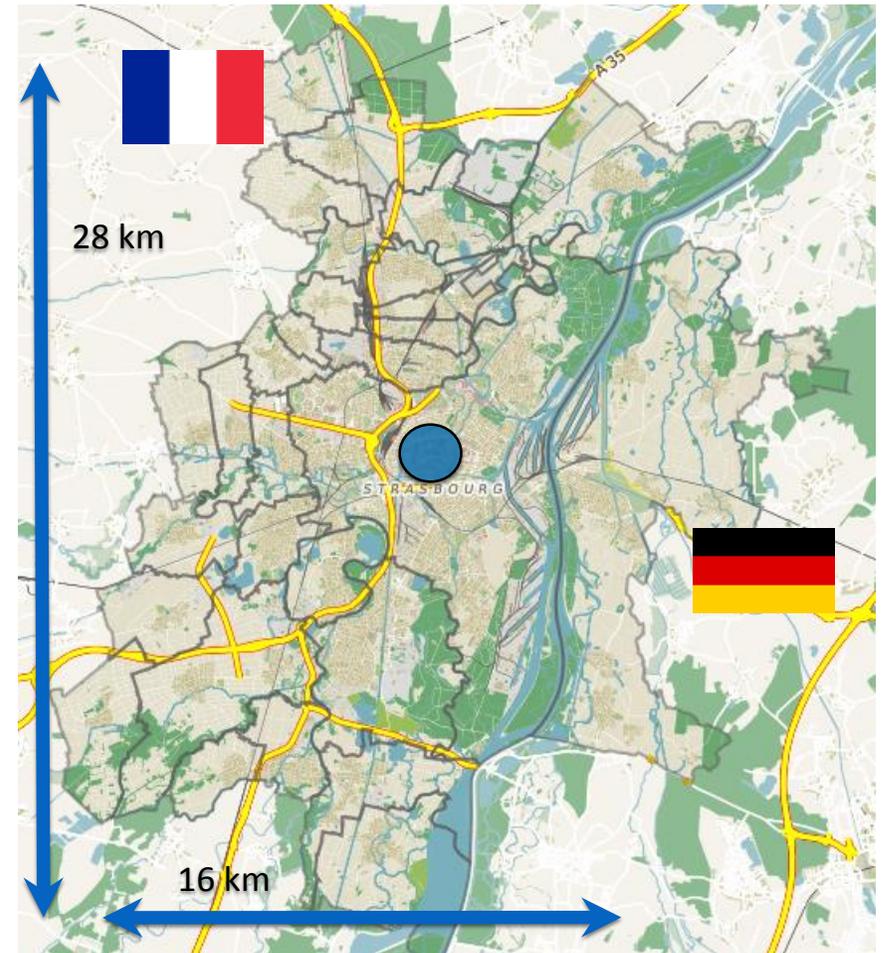


Strasbourg.eu

eurométropole

The Strasbourg Formula for happy, urban,
car-free living

Séminaire sur les problèmes climatiques pour les municipalités
lituaniennes - Vilnius - 10/11/2017



A strong cultural and architectural heritage

Since 1972, the city center is on the Unesco World Heritage list



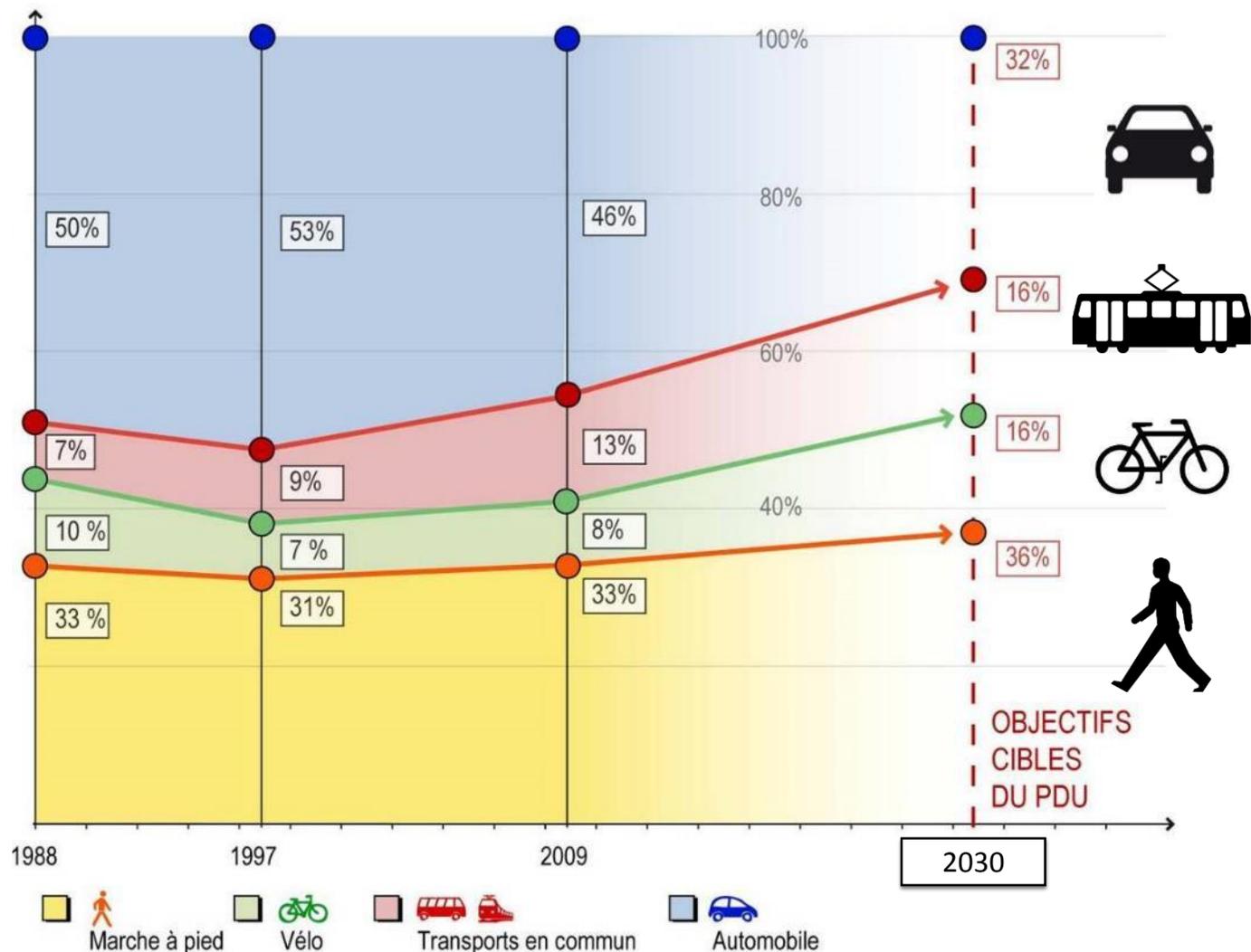
Seat of many european institutions

European Parliament, European Human Rights Court, Council of Europe, other administrations

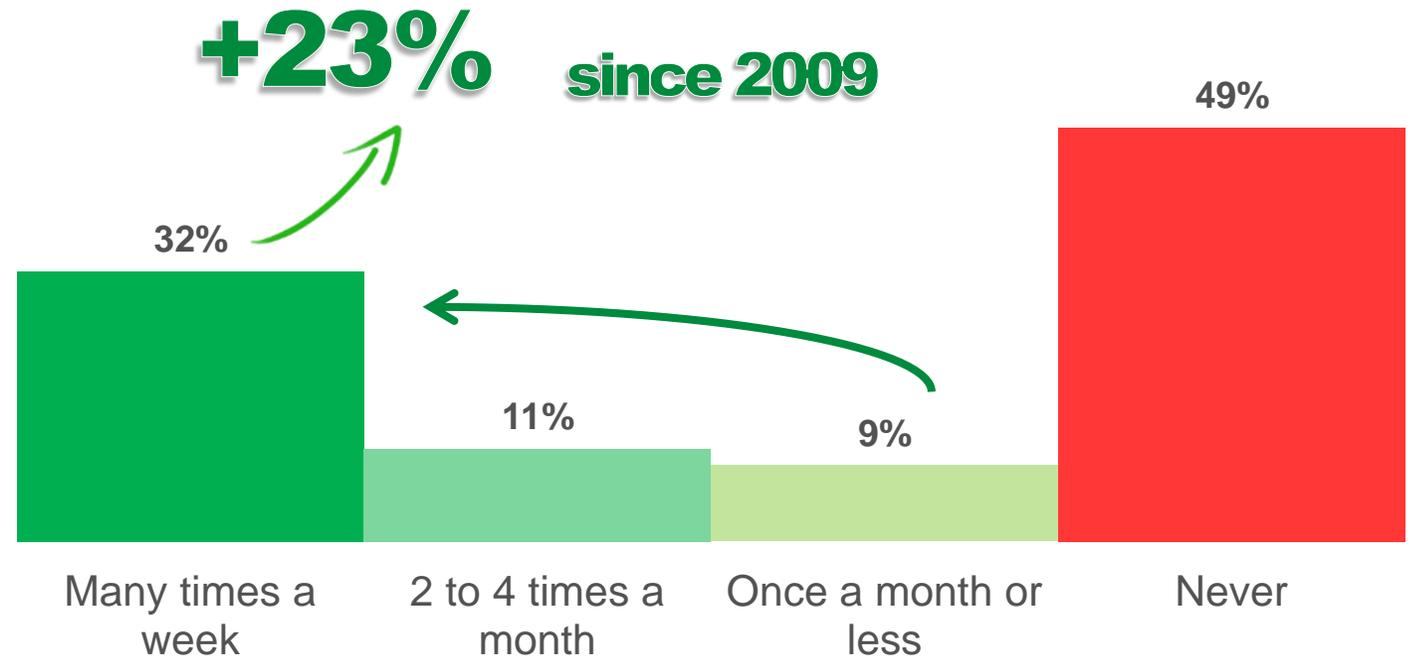
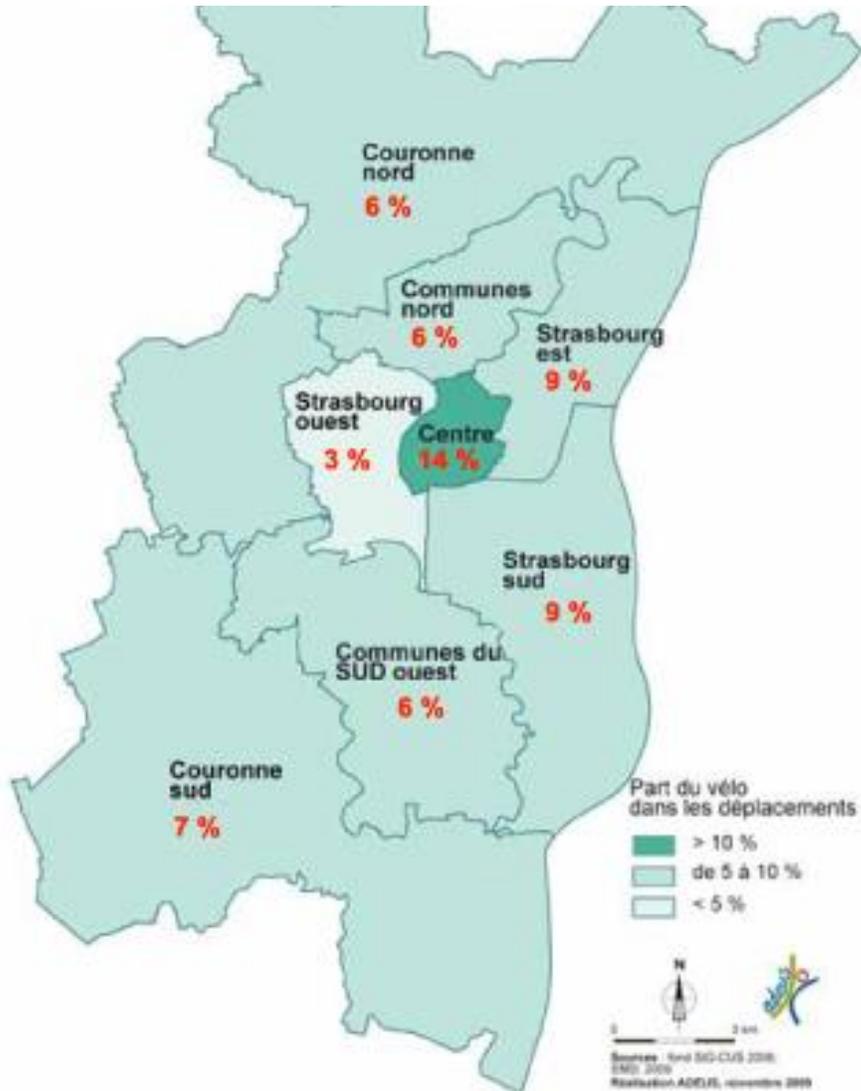


Are we really a car-free city ?

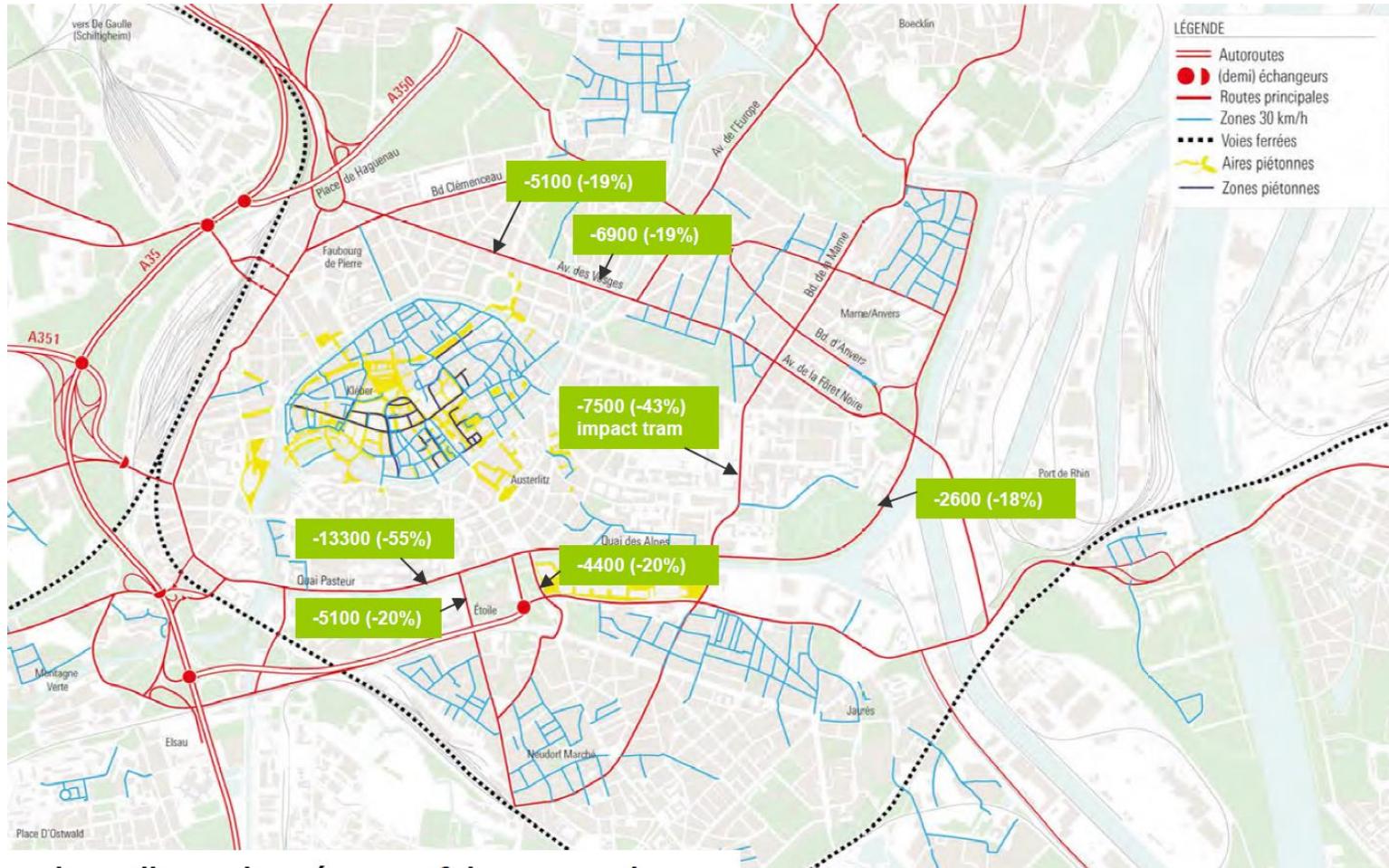
The modal shares of Strasbourg



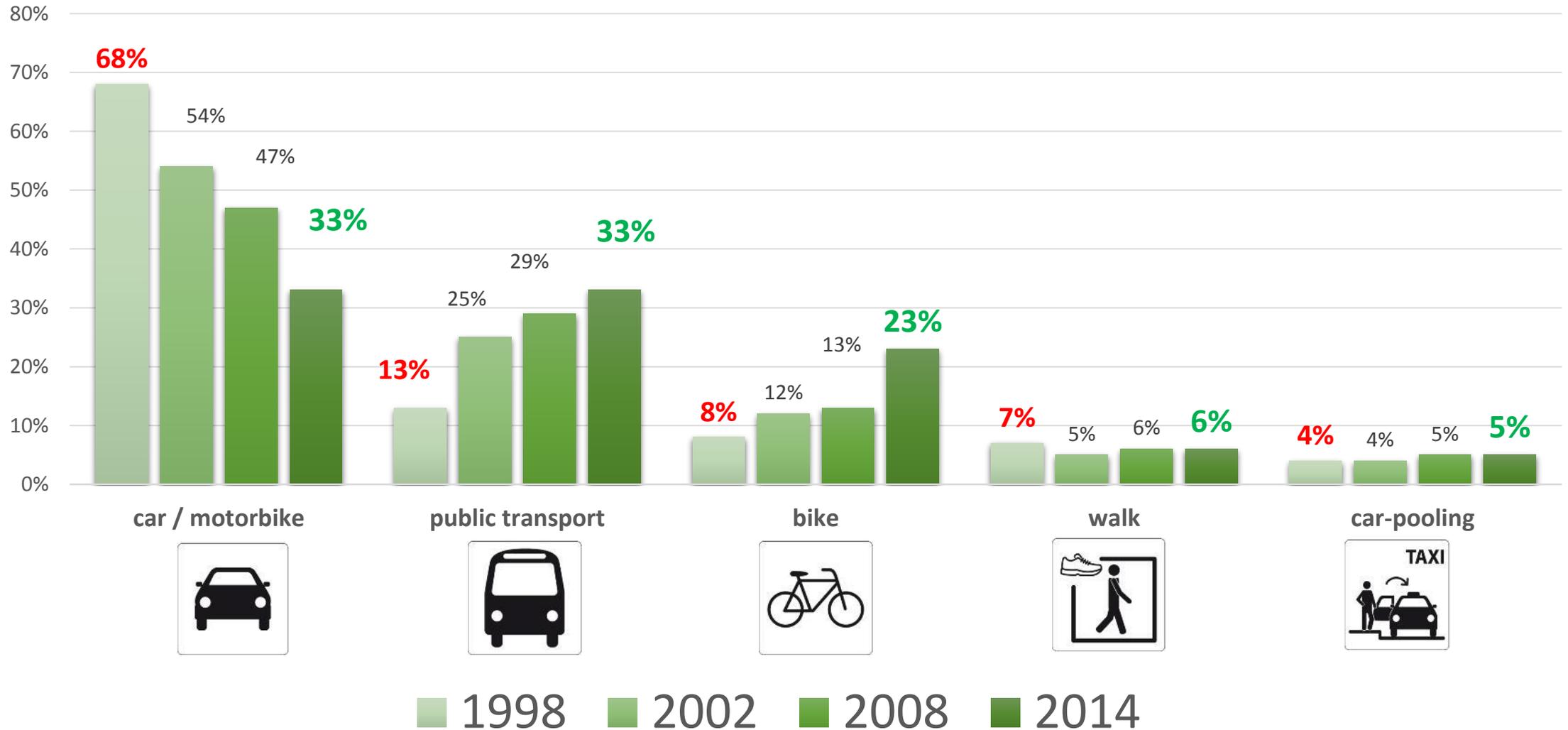
Bike shares among all trips (2009)



Car traffic decrease for the last 10 years in the city center

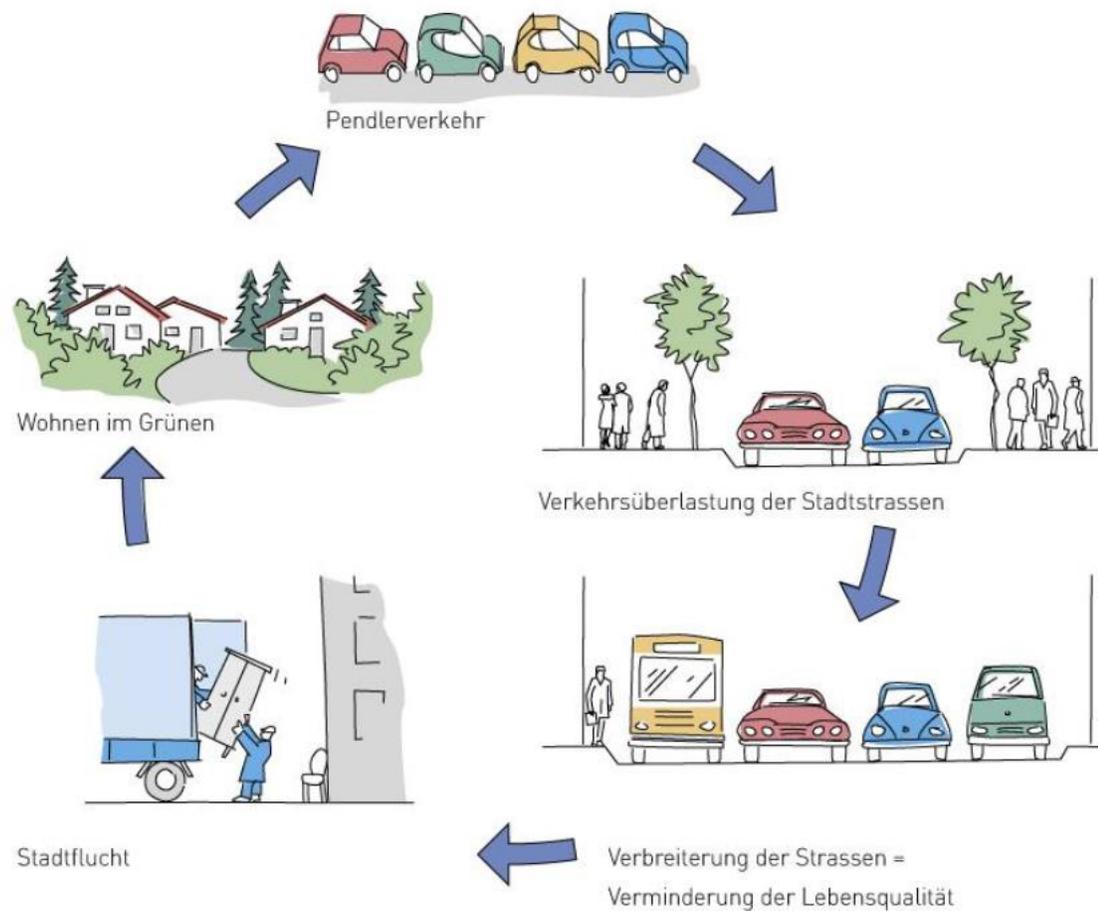


How do the city employees come to work ?

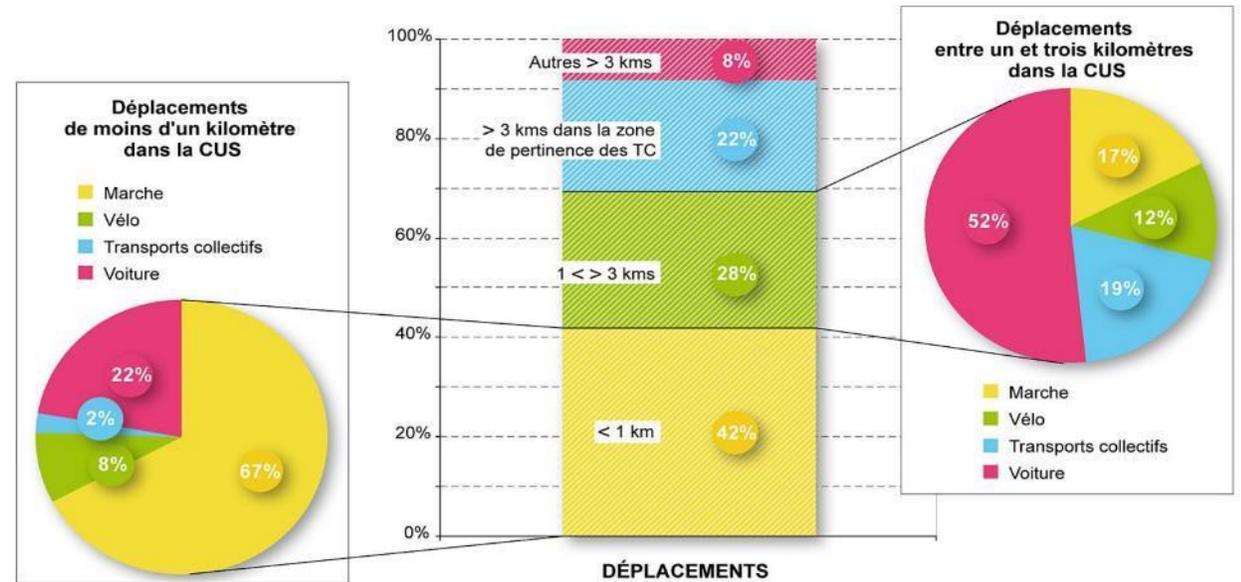


How did we achieve these results ?

Mobility policy vs transport policy



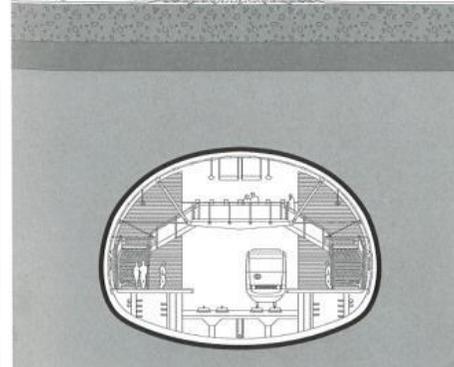
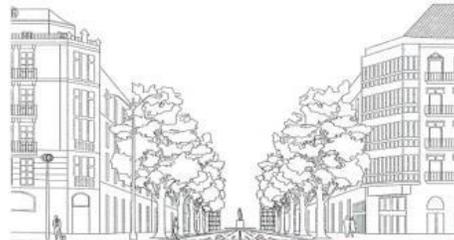
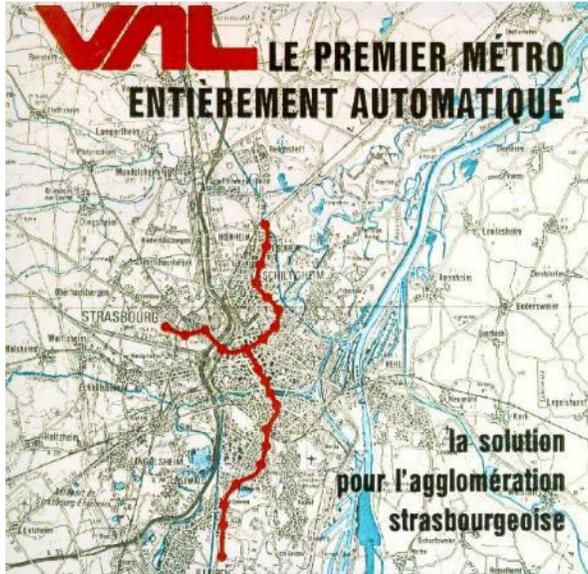
It's all about rebalancing the modal share



One motto : for each distance the right transport mode

The 90's – beginning of a new era

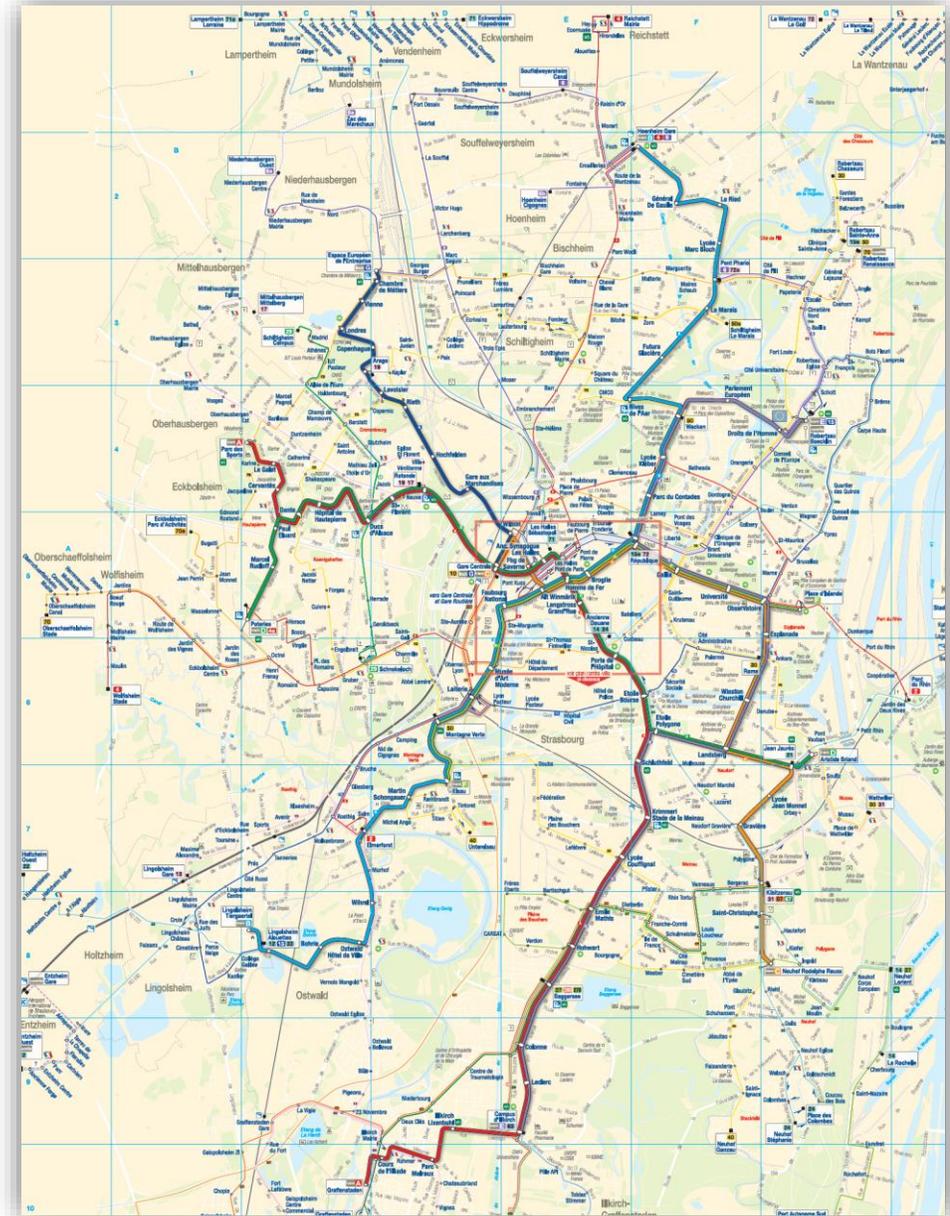
subway versus tram



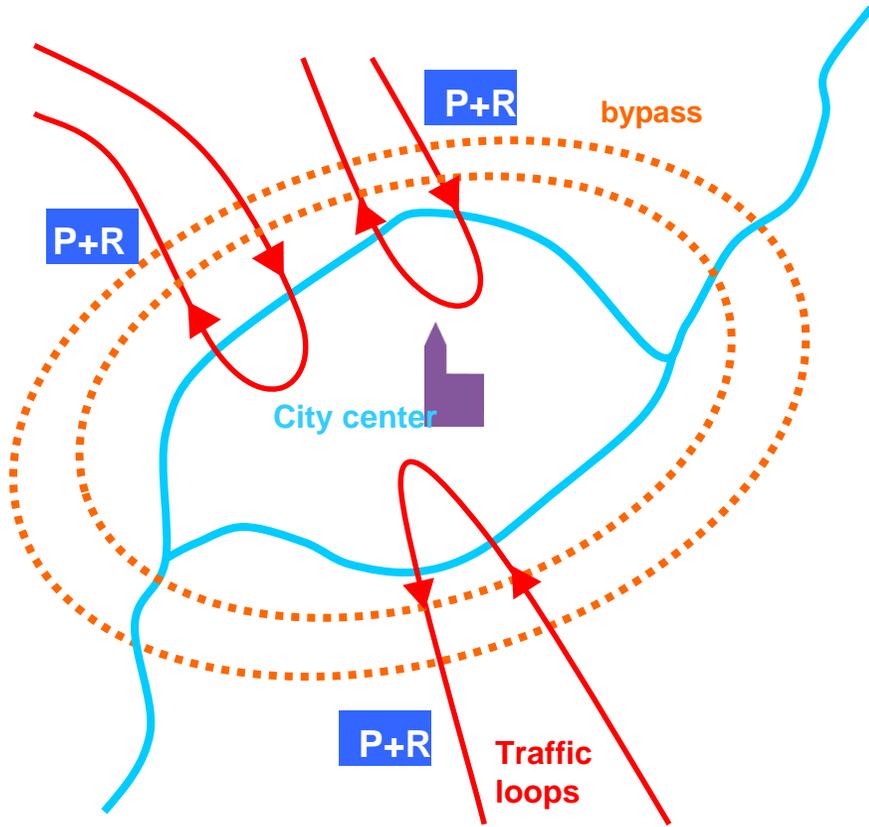
The spine of our mobility policy : the tramway



- 7 tramway lines, 65 km of commercial lines
- 29 bus lines
- 95 millions trips per year (60 for the tramway)

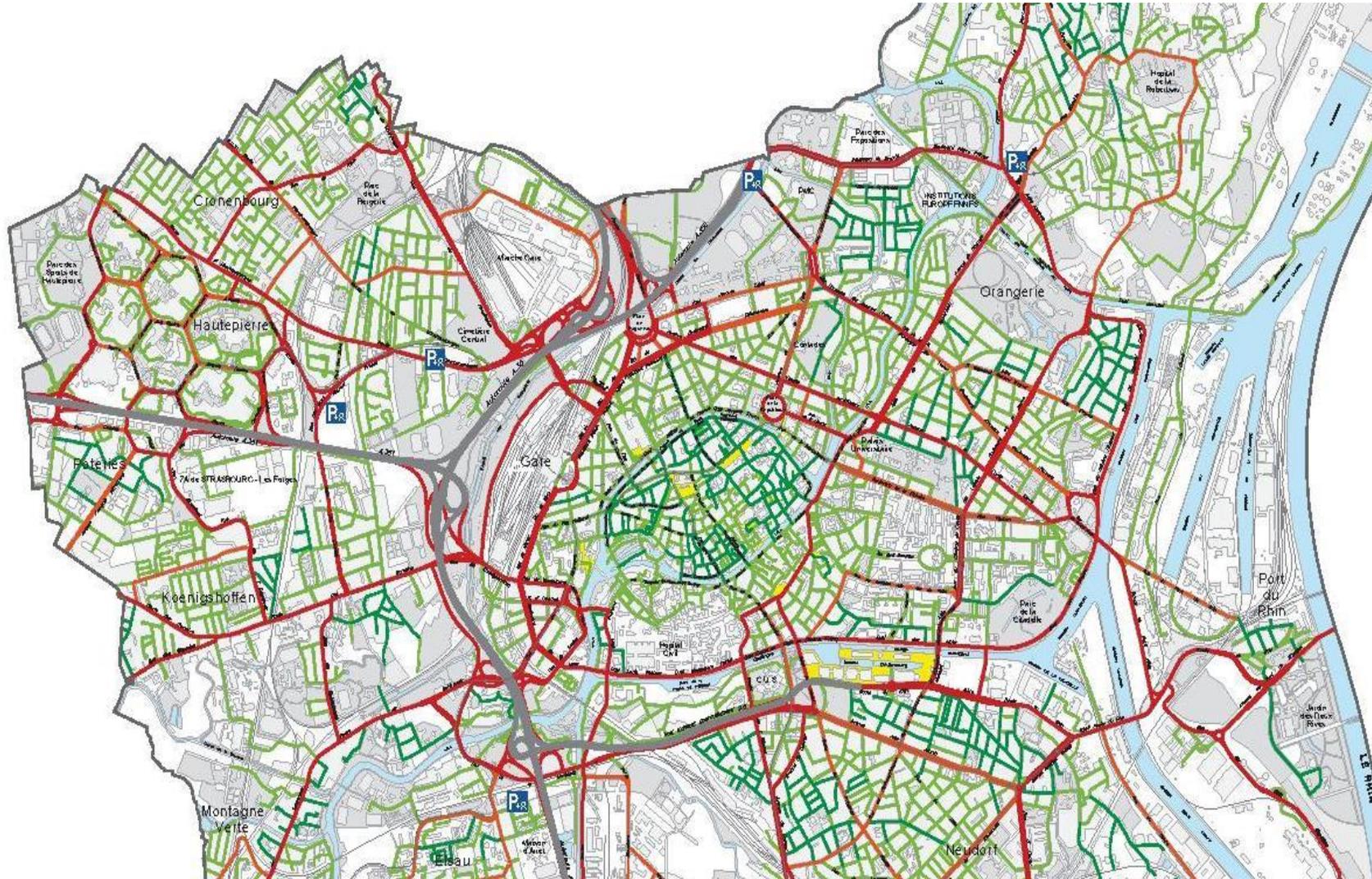


Managing the car access to the city center



4230 parking spots in the P+R facilities

Street design guidelines



one way

=

one use

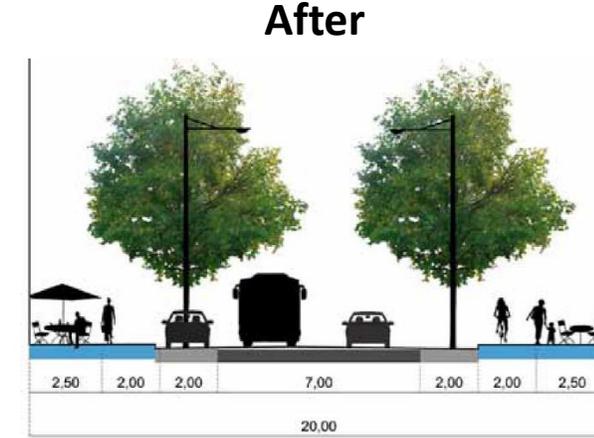
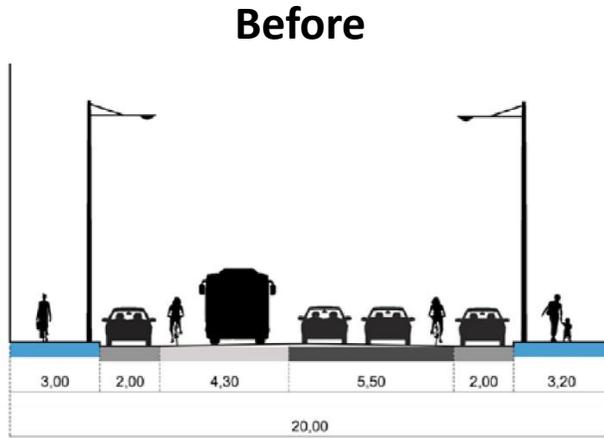
=

one design

Make room for the right mode when needed

39% for pedestrians

50km/h speed limit



45% for pedestrians

+ bicycle paths

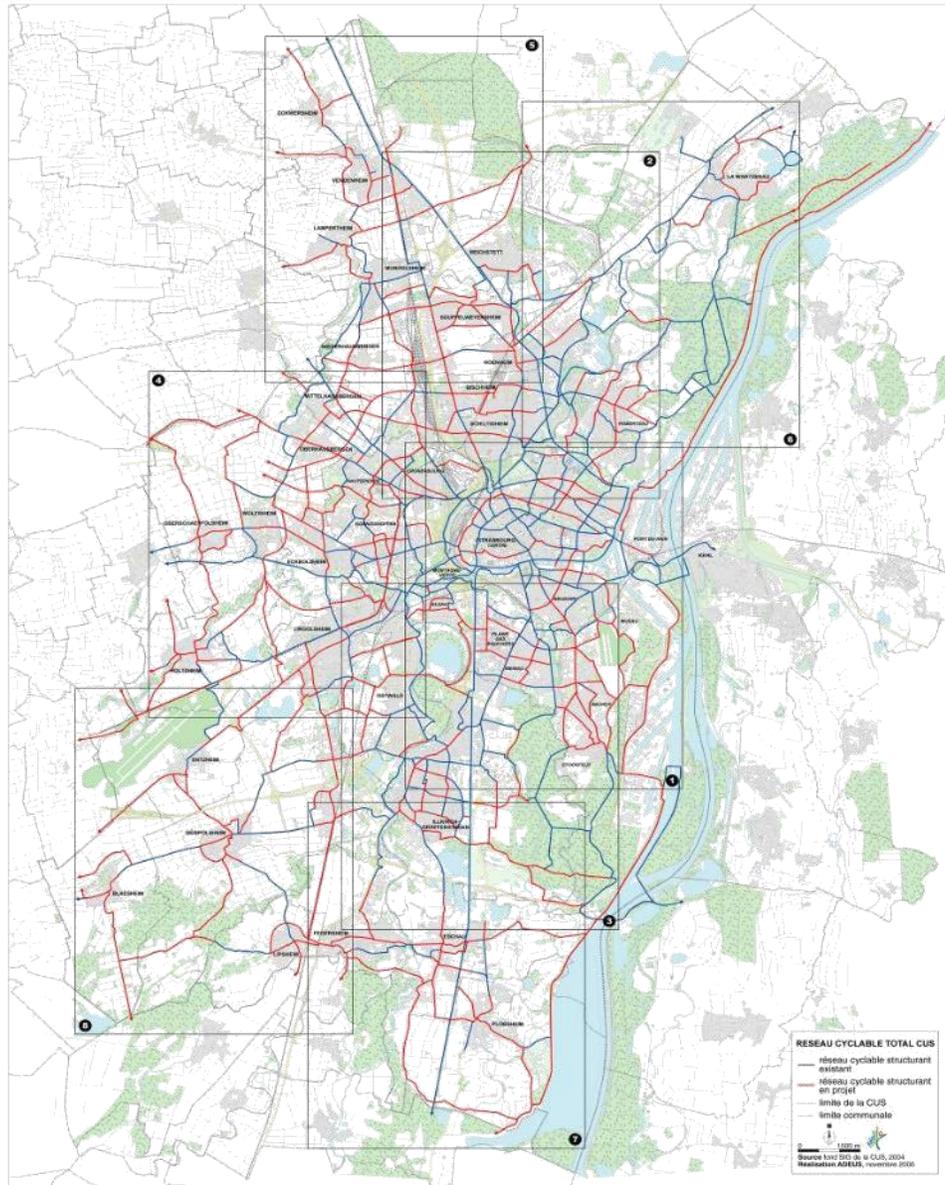
30km/h speed limit

Bike Policy

STRASBOURG
VELOPTIMISTE

***cycloptimistic (adj inv):** distinctive character of the inhabitants of Strasbourg to feel happy, in good health and show confidence in the future thanks to riding a bicycle every day.*





Bike = HUGE PART OF THE SOLUTION

- 3 successive blueprints : 1978, 1994, 2010
- More than 600 km bicycle paths
- 5 M € per year for bike to extend the network
- 50% of the road budget until 2018 for the bike

STRASBOURG VELOPTIMISTE



Quick recap

1975 – Creation of CADR67

1978 – First bike master plan

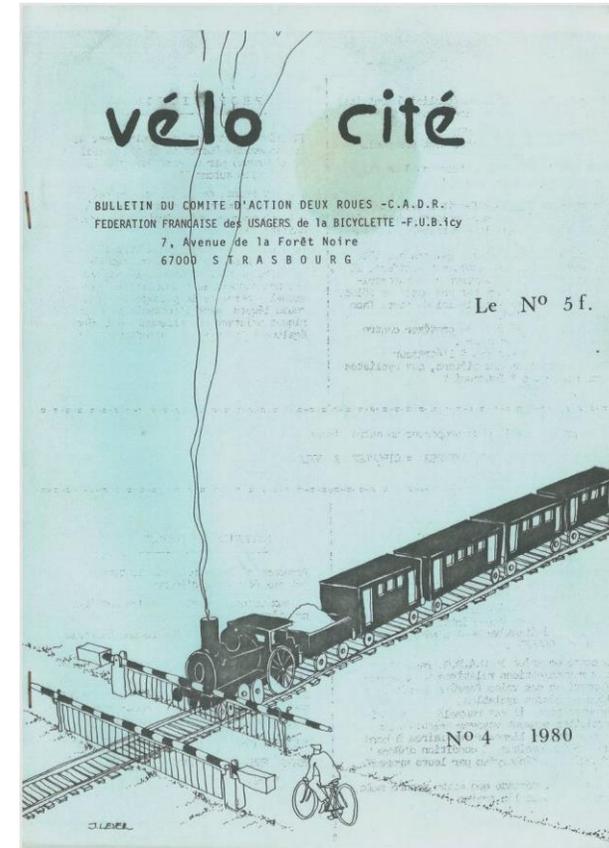
1983 – First two-way cycle track

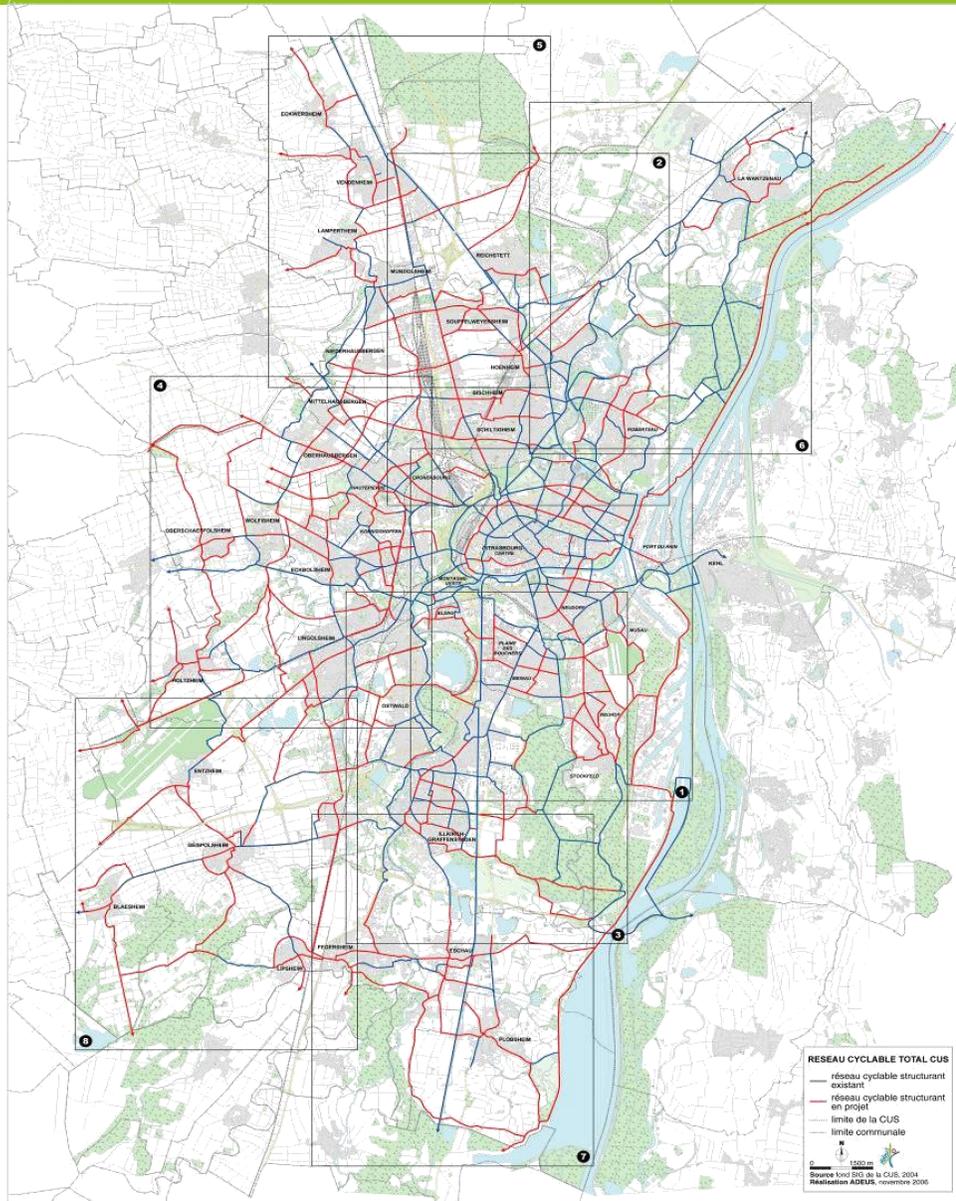
1989 – Choosing the tram rather than the underground

1994 – First tram lines inaugurated
and second bike master plan

2011 – Third bike master plan

2012 – Launch of Vélhop bike hire and a Pedestrian Plan





A dense network of amenities

- **3 successive master plans: 1978, 1994, 2011**
- **CG67: First bike master plan 1992**
- **620 km of quality cycling amenities , +20 km a year**
- **5 M € average annual budget excluding tram amenities**
- **50% of the city's road system budget (T3) up to 2018 signposted for bikes**
- **Network prioritisation**
- **Snow clearance on the main roads**

A number of specific constructions



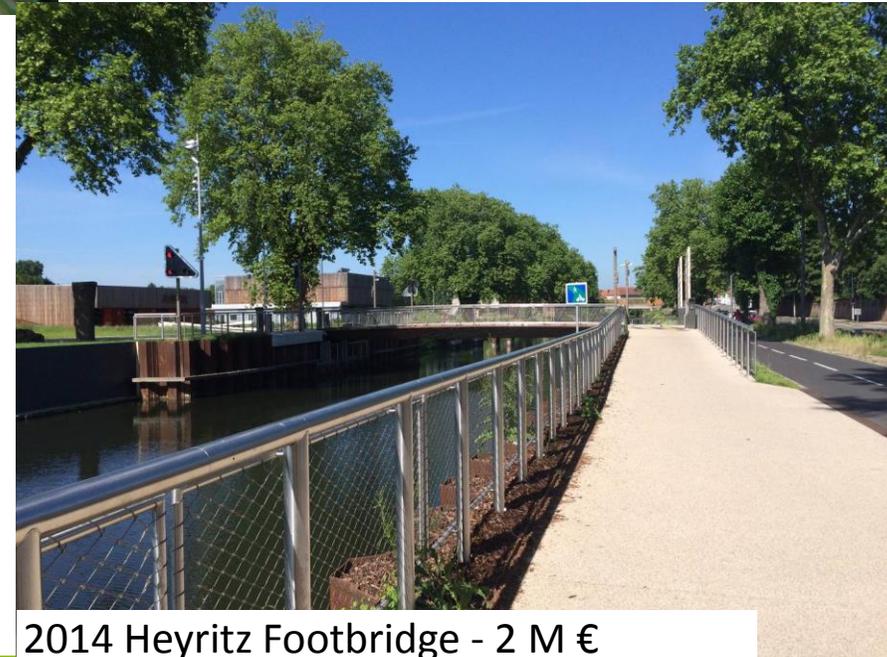
2002 Pfimlin Bridge across
the Rhine



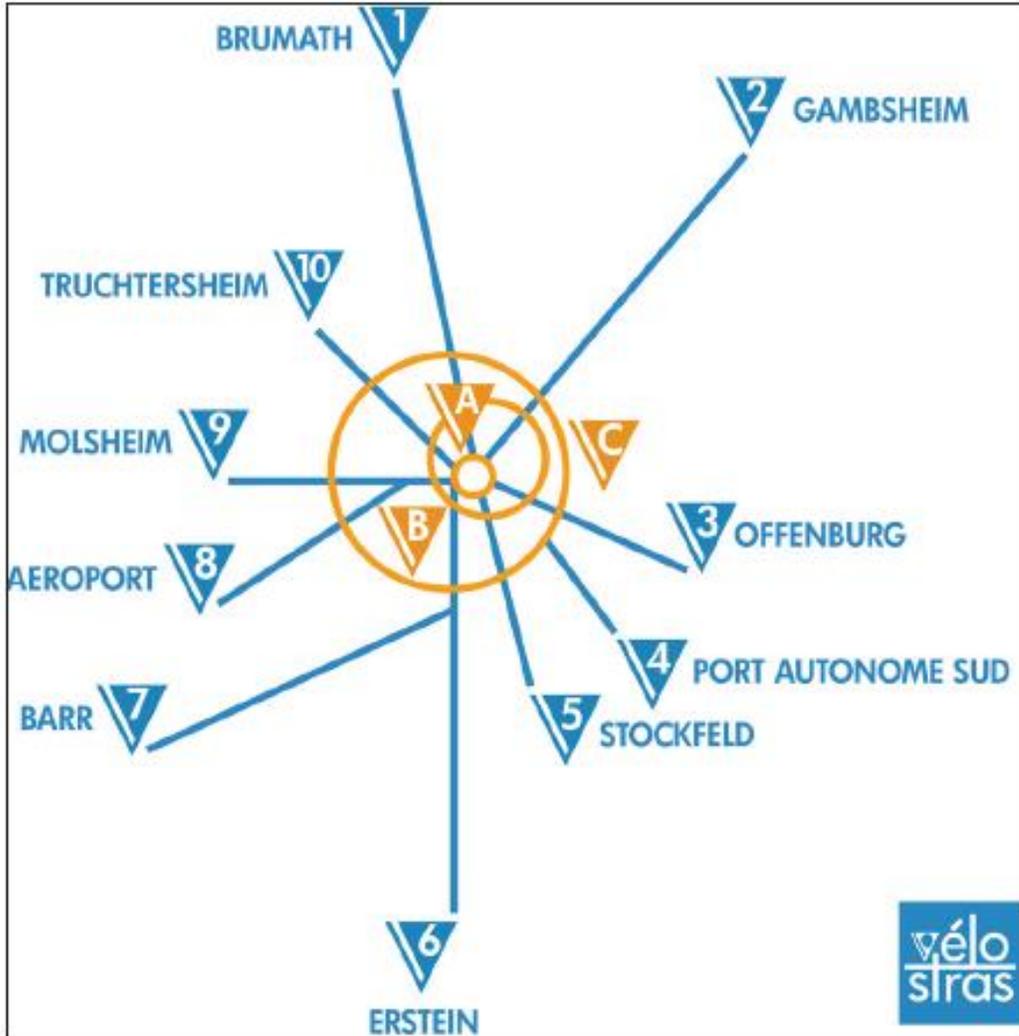
2004 Deux Rives Footbridge - 24 M€



2015 Schiltigheim Footbridge - 10 M €



2014 Heyritz Footbridge - 2 M €



- 130 km of bike "freeway"
- 10 radial itineraries, 3 circular itineraries
- 70% of the infrastructures already exists
- to allow bike development in the inner and outer suburbs
- finalised in 2020

5 service levels define Vélostras:

- Friendliness
- Efficiency
- Reliability
- Readability
- Safety



in concrete terms...



Today



2018/2020 - budget: 1.4 M €



STRASBOURG - BRUMATH CANAL MARNE-RHIN	
BRUMATH	8,4 km
ECKWERSHEIM	1,7 km
ZCN VENDENHEIM	6 km
REICHSTETT	1,9 km
SOUFFETWEYERSHEIM	1,6 km
HOENHEIM - GARE	1,4 km
BISCHEIM	1,1 km
SCHILTIGHEIM - STADE	1,3 km
PARLEMENT EUROPEEN	2,1 km
STRASBOURG - GALLIA	





Test of the first bike street in France



Example of campaigns: the bike school

- 2012: 30 half day courses
- 2015: 192 half days
- In groups (urban cohesion districts (CUCS)) or solo

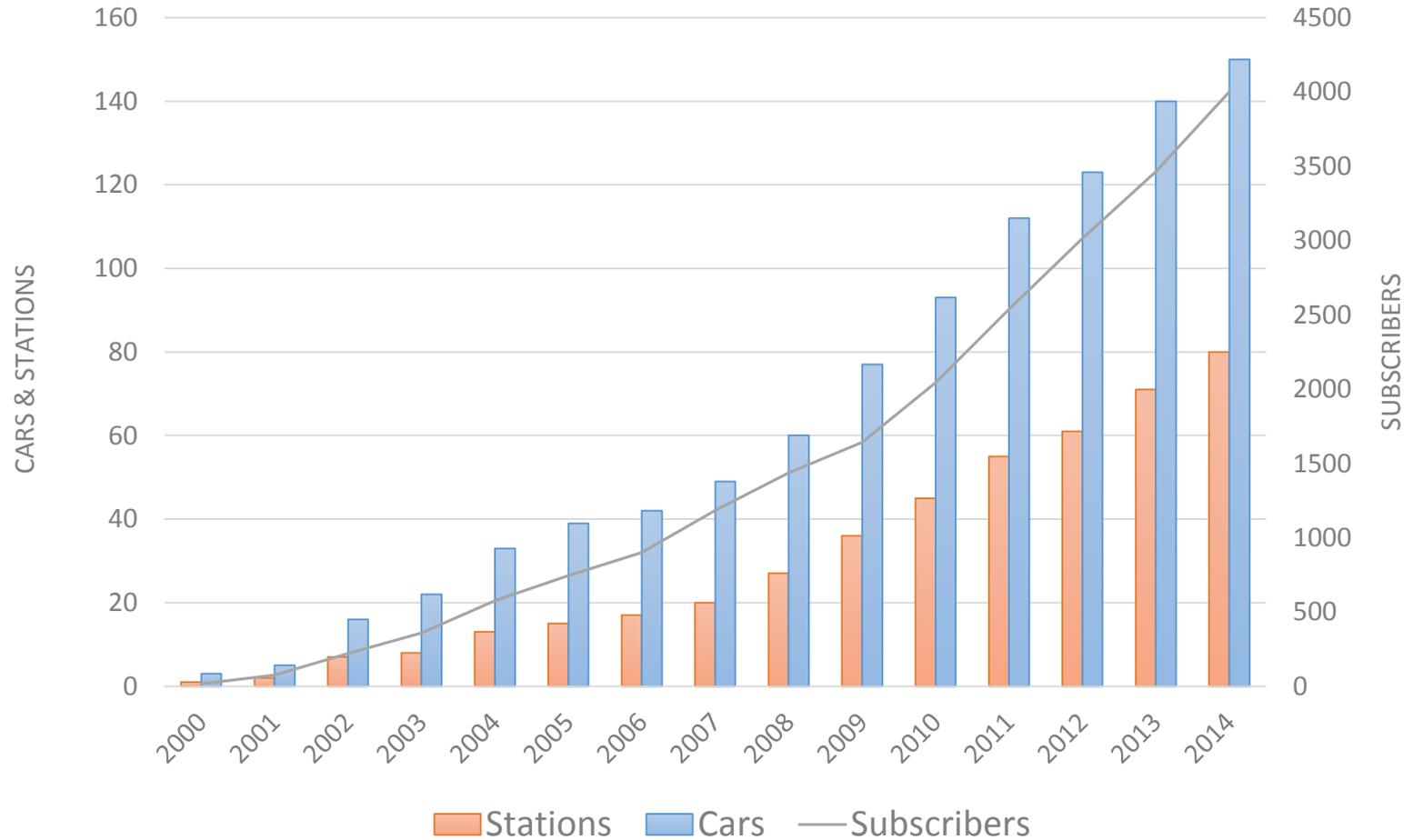


Bike parking

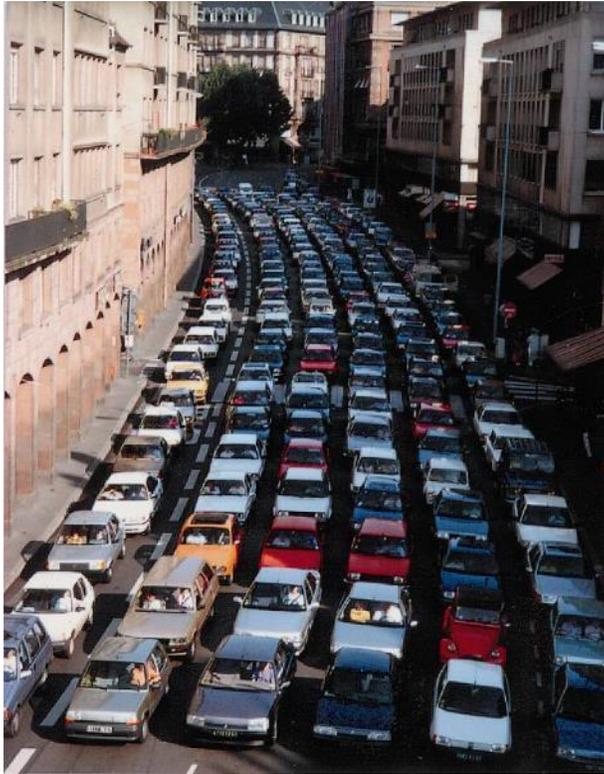
- 20 000 bicycle parking racks in 2013
- 2000 spots in parking facilities
- 21 bike shelters close to tramway stations (650 spots)
- 248 spots in trainstations bike shelters – 2600 spots at the central station
- Legal obligation to build bike facilities in any new building



Promoting new ways to use cars : carsharing system



Mobility management : make people change !



177 cars

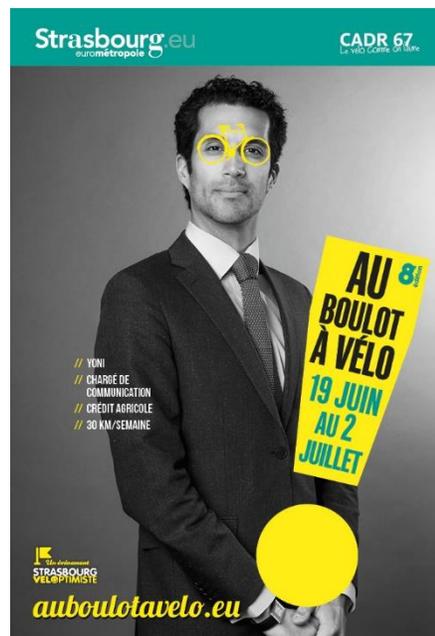


3 buses



1 tram

Mobility management : make people change !



Mobility management : make people change !

Strasbourg.eu

optimix
FACILITATEUR DE MOBILITÉ

IDENTIFIANT MOT DE PASSE **CONNEXION**

Avec **optimix**, Strasbourg Eurométropole aide les entreprises, les administrations, et les associations à mettre en œuvre des plans de déplacements (PDE). Le but est de favoriser l'émergence d'une mobilité durable, respectueuse de l'environnement et socialement acceptable, améliorer le cadre de vie et le bien-être au travail.

COMMENT Y ACCÉDER ?

Vous souhaitez créer un compte ? Contactez optimix@strasbourg.eu

Téléchargez la plaquette de présentation [en cliquant ici](#)

TOUT EN UN CLIC AVEC LA PLATEFORME OPTIMIX !

UN OUTIL DE DIAGNOSTIC MOBILITÉ

UN OUTIL DE CONSEIL INDIVIDUALISÉ

UN OUTIL DE CRÉATION D'ÉQUIPAGES DE COVOITURAGE

eu/conseilmobilité/fiche/mobilité/5bf8ecb00d478fcb172a26f9ccc8f967954249

3. Je prends le Vélo + le Bus + je marche + le Tram + je marche

Masquer les détails

Infos Itinéraire et plan

Départ A pied En vélo En voiture En transport en commun Arrivée

Départ : AVENUE DE LA PAIX, STRASBOURG
07:40

Rouler jusqu'à TAULER
1.3km - 4 minutes
Voir l'itinéraire détaillé

TAULER
07:45

Prendre le Bus 2 en direction de PONT DU RHIN jusqu'à l'arrêt OBSERVATOIRE

Mobility management : make people change !



Reinventing public spaces











40 000 cars per day

Before



After



Before

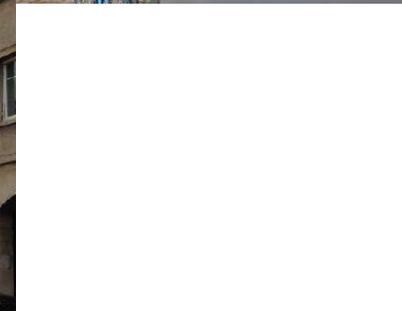


After

What's next ?



Les Quais (the riverfront project)





Les Quais (the riverfront project)



7525
contributors



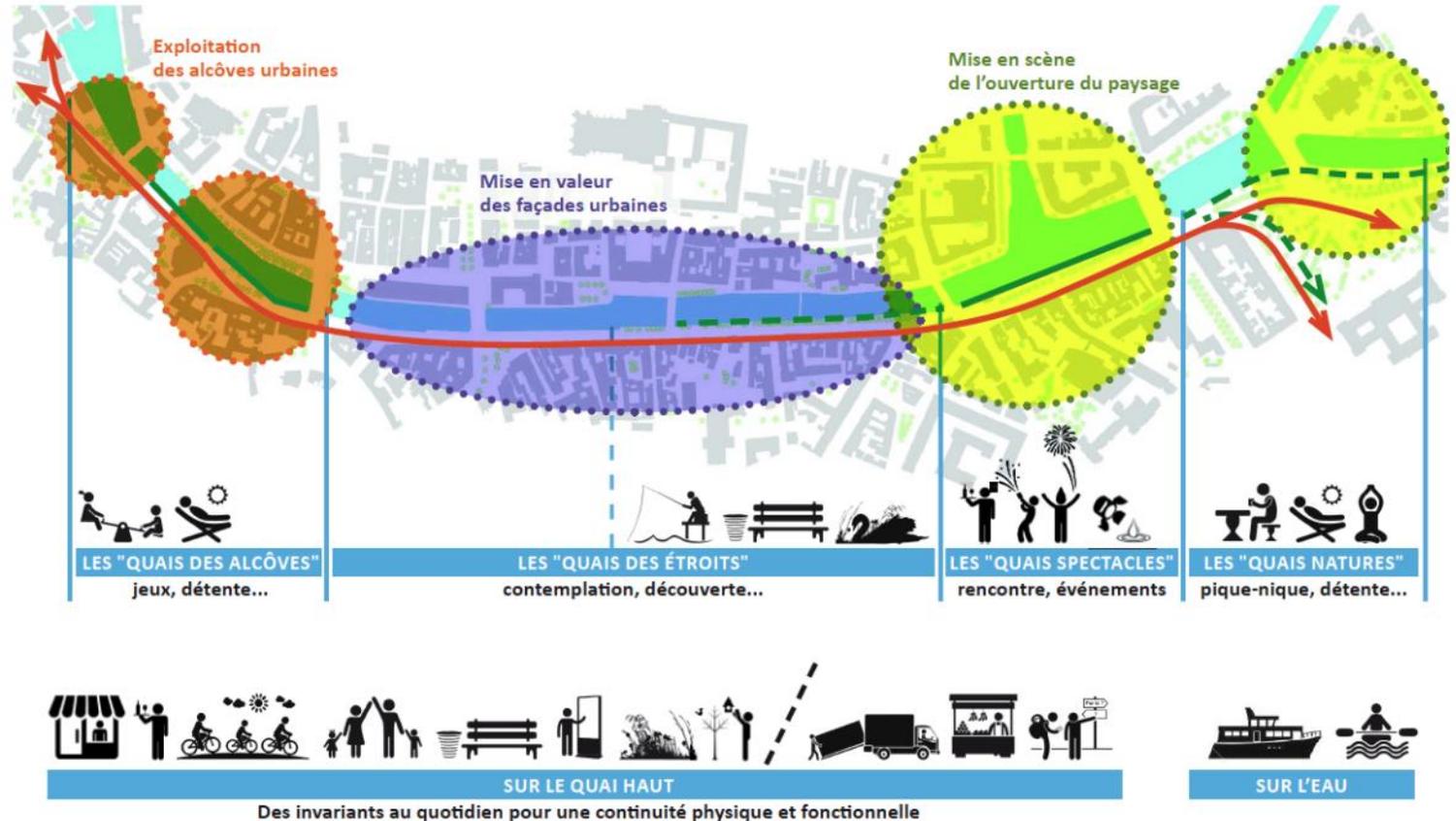
10060
visitors



1609
feedbacks



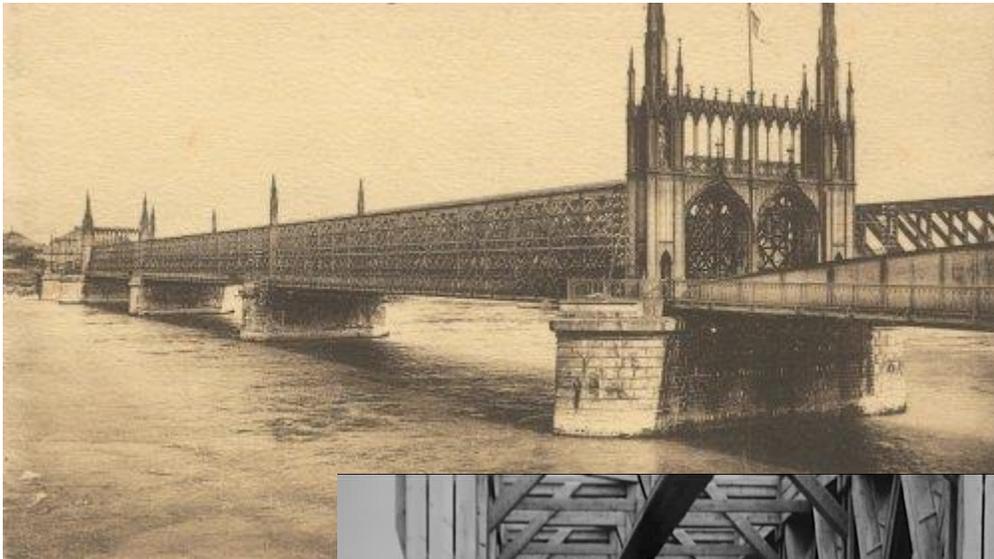
176
proposals



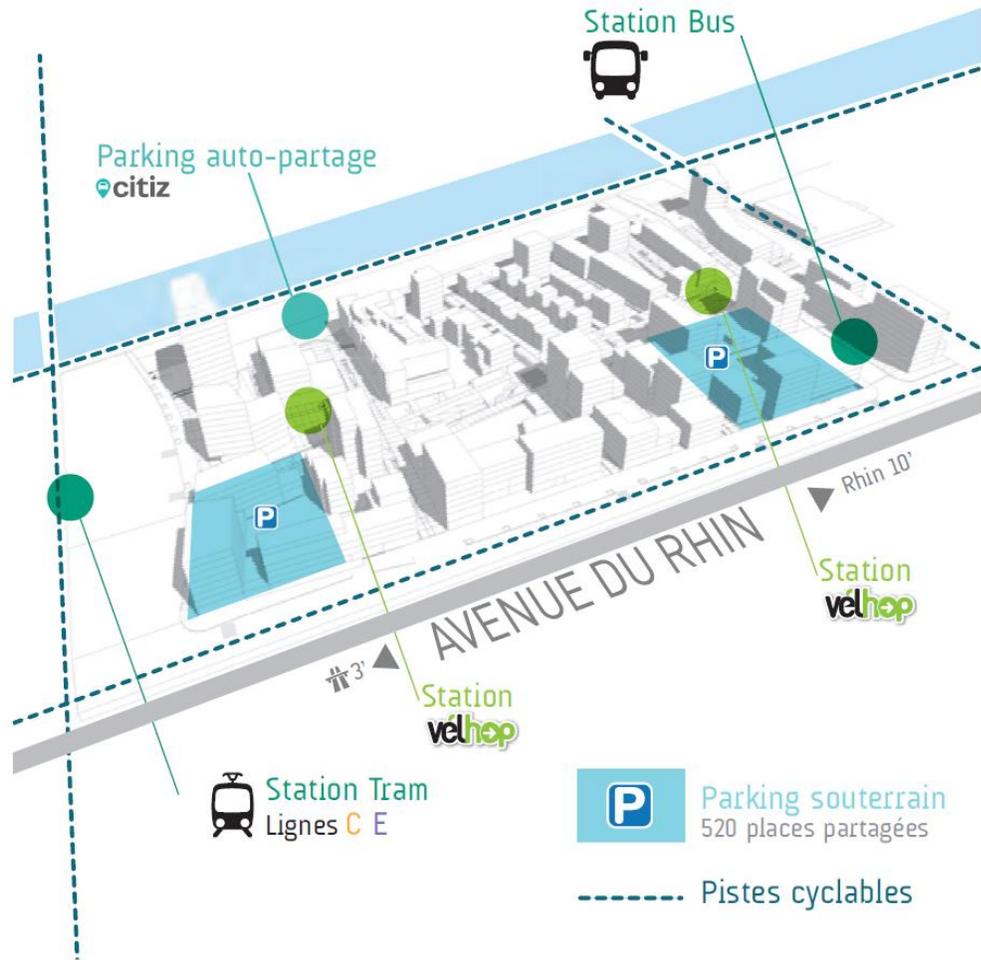
Le projet des Deux Rives (Two Banks)



Le projet des Deux Rives (Two Banks)



The birth of a new way of living : the Danube District



En conclusion

Have a VISION of what you want to achieve



“The success of the mobility policy of Strasbourg does not come from pure technical choices.

It comes from our town planning policy which prescribe the right transport mode we should promote to make our vision of the city a reality”

Roland RIES – Mayor of Strasbourg

**Listen to the citizens but be strong, be courageous,
hold on !**



Janette Sadik-Kahn was the commissioner of the New York City Department of Transportation from 2007-2013

Make something of your streets, they are so precious !

