

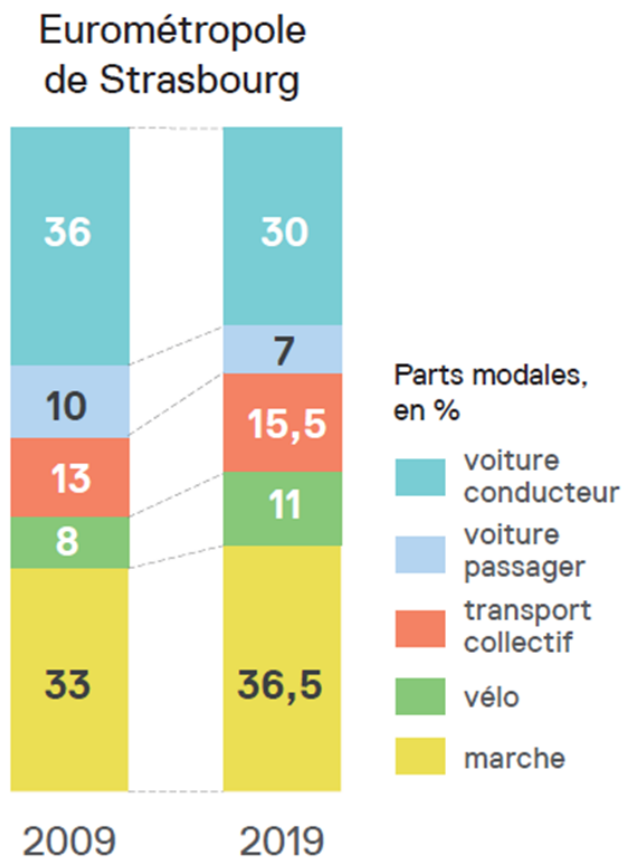
Capitale
européenne

Strasbourg.eu
eurométropole

A mobility policy serving a decarbonized dynamic and
soothed urban territory

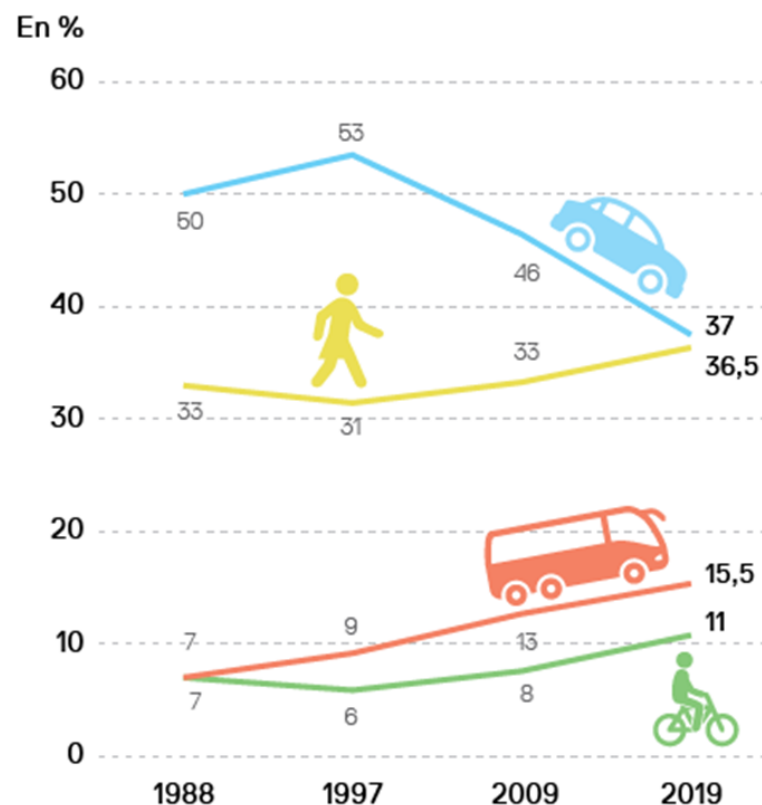


Modal share: big change in 10 years



Source : Enquête Mobilité 2019, exploitation ADEUS

Évolution des parts modales lors des quatre enquêtes Mobilité



Taux de possession du permis de conduire

Ensemble de la population :

84 %

83 % en 2009

Chez les 18-24 ans :

57 %

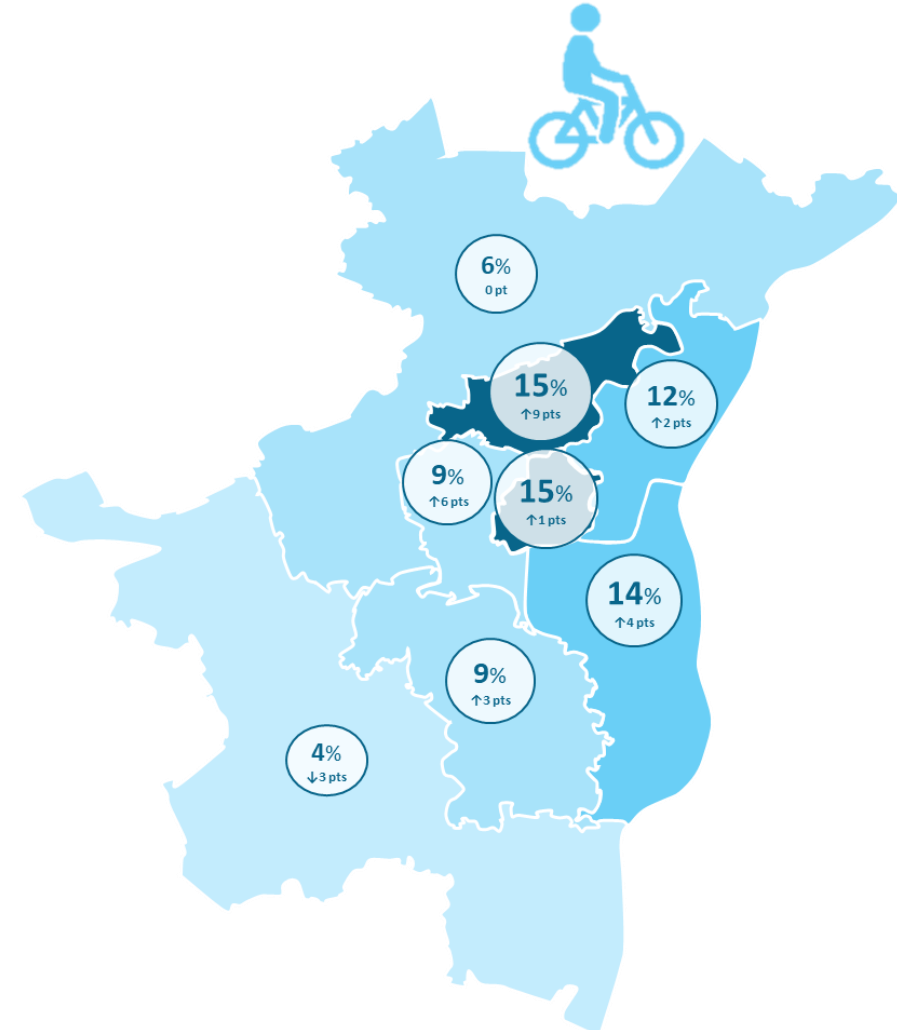
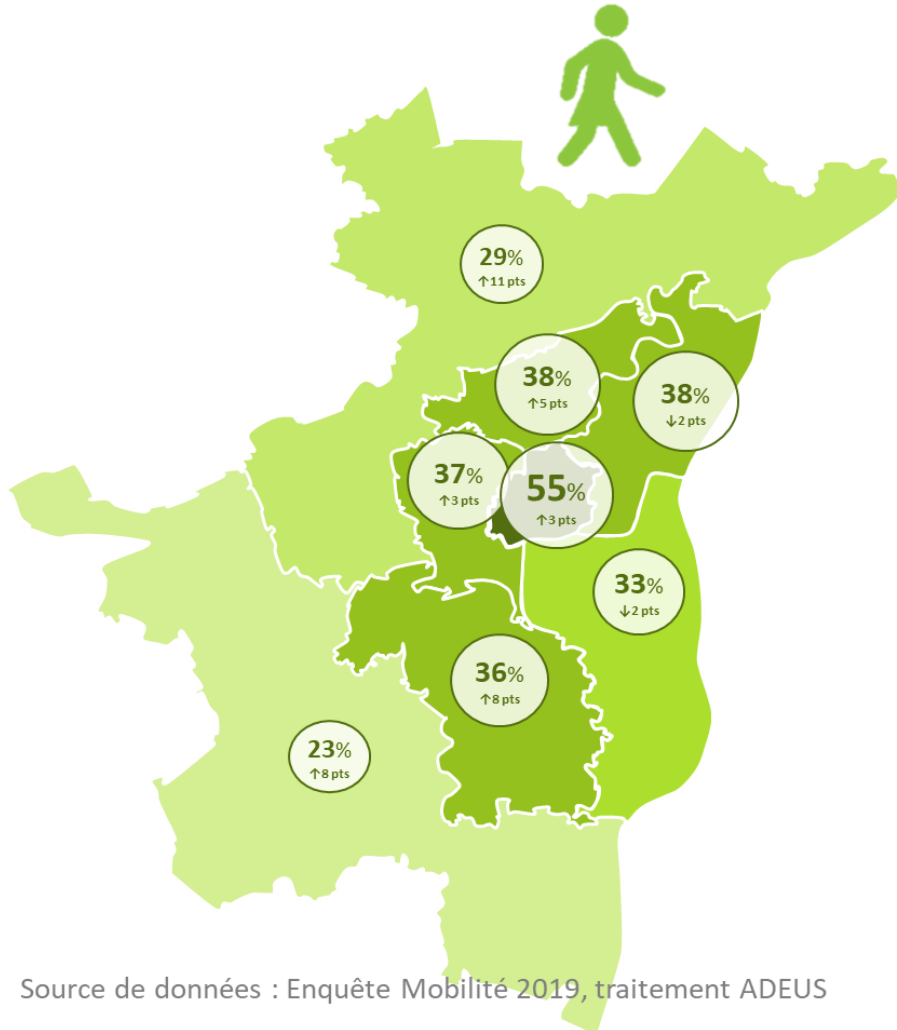
63 % en 2009

Bicycle modal share

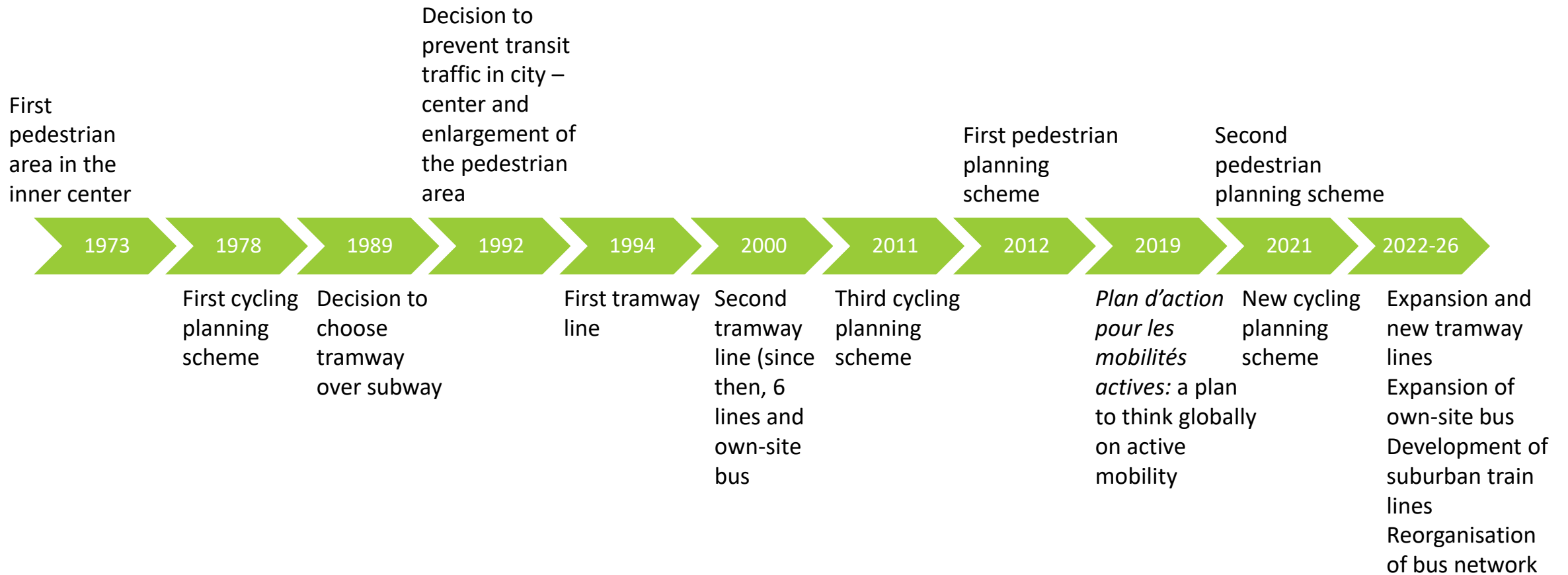
- France: 3%
- Germany: 12%

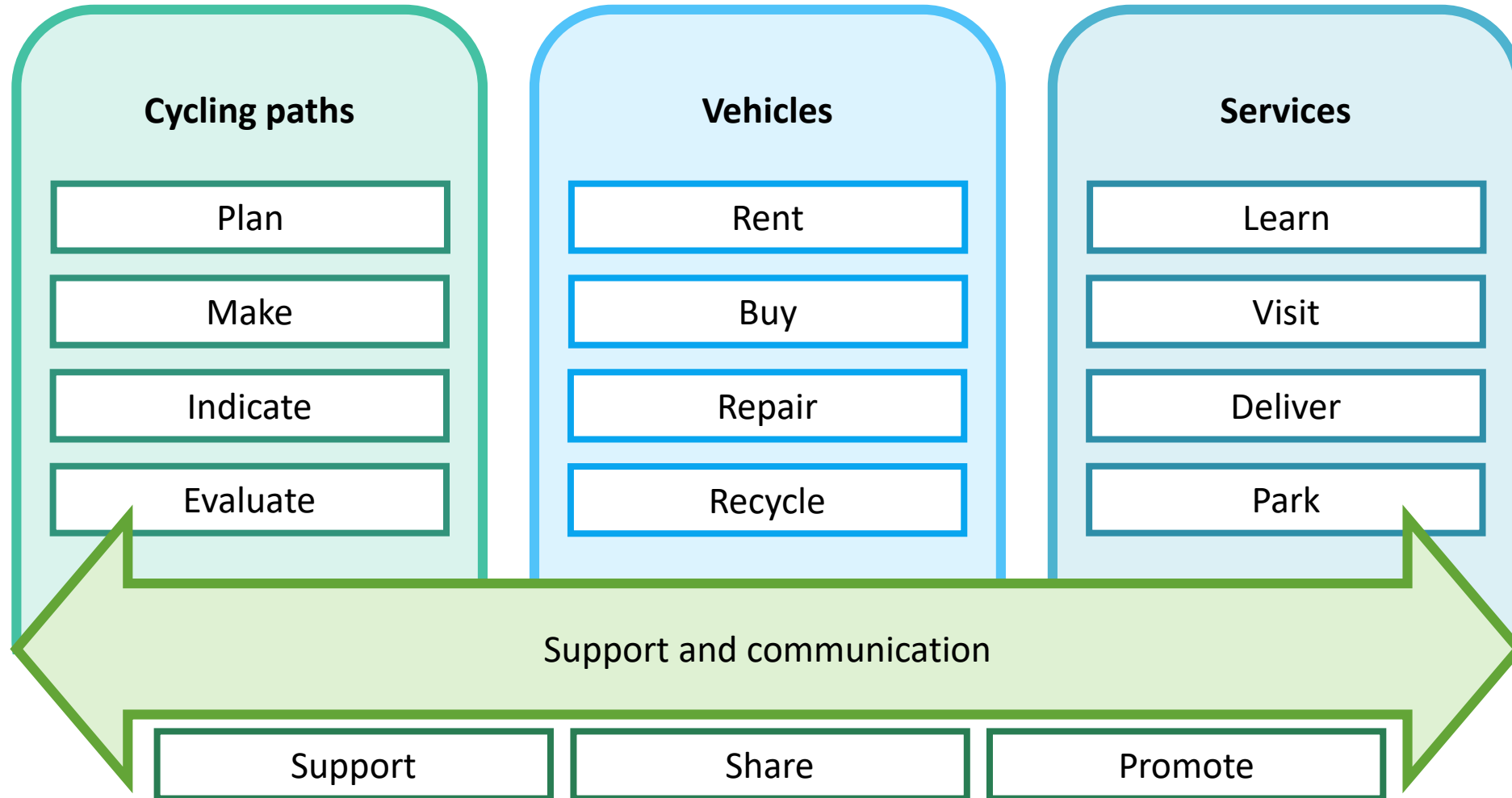
Disparities in modal share depending on the sector

Biking and walking still mostly in urban areas



Source de données : Enquête Mobilité 2019, traitement ADEUS





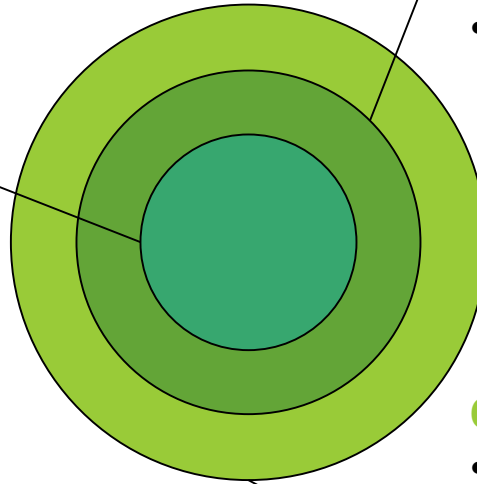
Cycling strategy and policy

Strasbourg city-center:

- Reduce conflicts between different users
- Improve public spaces
- Limit car access and develop other (cleaner) ways to access the city center

Nearest suburbs:

- Develop other central areas to reduce travel to the city centre of Strasbourg
- Develop other means of transport (bus, bicycle, tram)
- Support changes in behaviour (increasing use of electric bicycles, etc.)



Communes de seconde couronne:

- Develop other means of transport (bus, bicycle, tram)
- Support changes in behaviour (increasing use of electric bicycles, etc.)
- Ease the changing behaviour by creating facilities (exchange hub in train station...)

- Set up: 2019
- 5 main themes and 20 ways to develop it
- About pedestrian and cycling strategy

Plan d'action
pour les
mobilités actives



- Set up: from 2021 to 2027
- 7 policy directions and a 100M€ budget

Plan vélo



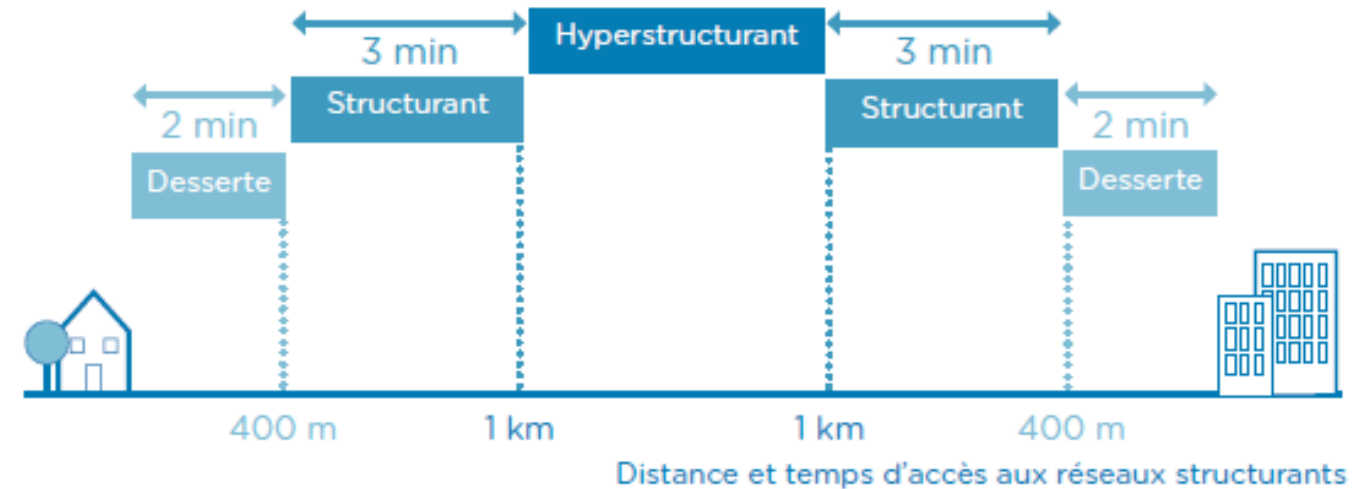
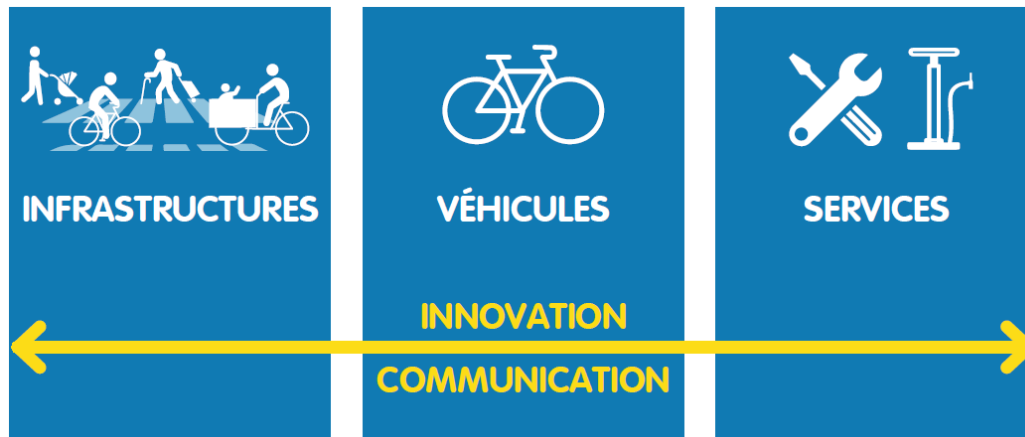
- Set up: from 2021 to 2030
- 11 themes dealing with all the dimension of pedestrian policy

Plan piéton

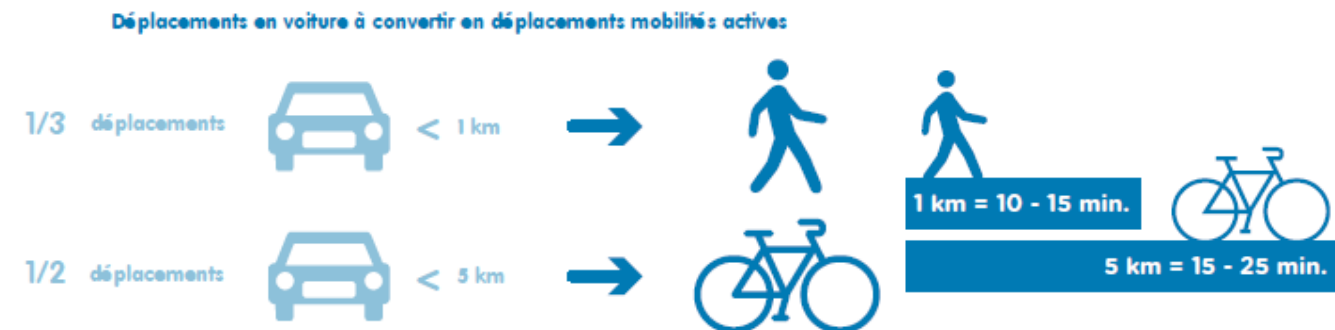


Have an approach that takes into account multimodal transport:

- Have good interactions with other users of public space
- Share public space
- Facilitate multimodality
- Take advantage of all projects in public space



Principe de hiérarchisation du réseau cyclable



1. Give cyclists space

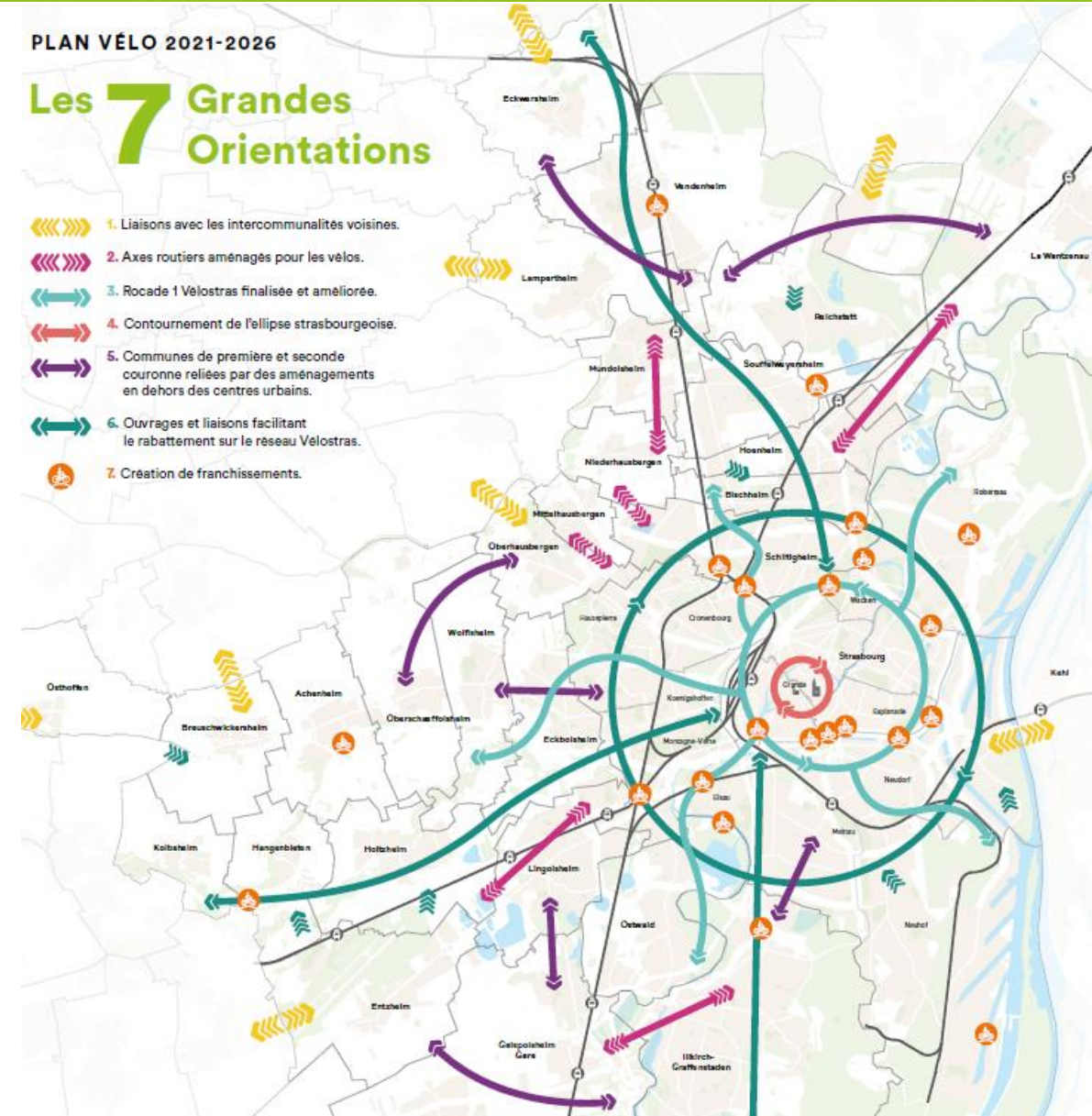
- A. **Main roads** : avoid conflicts with cars
- B. **City centre** : avoid conflicts with pedestrians

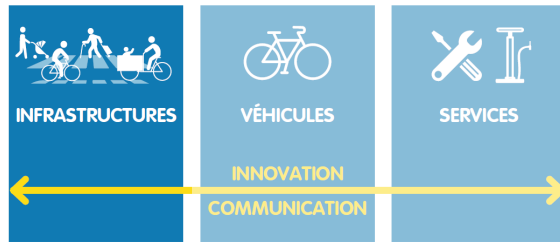
2. Improve the overall network

- A. Long-distance network in the **more remote municipalities**
- B. Links between **Eurometropole** and **other surrounding cities**
- C. **Bridges** : create new bicycle crossings

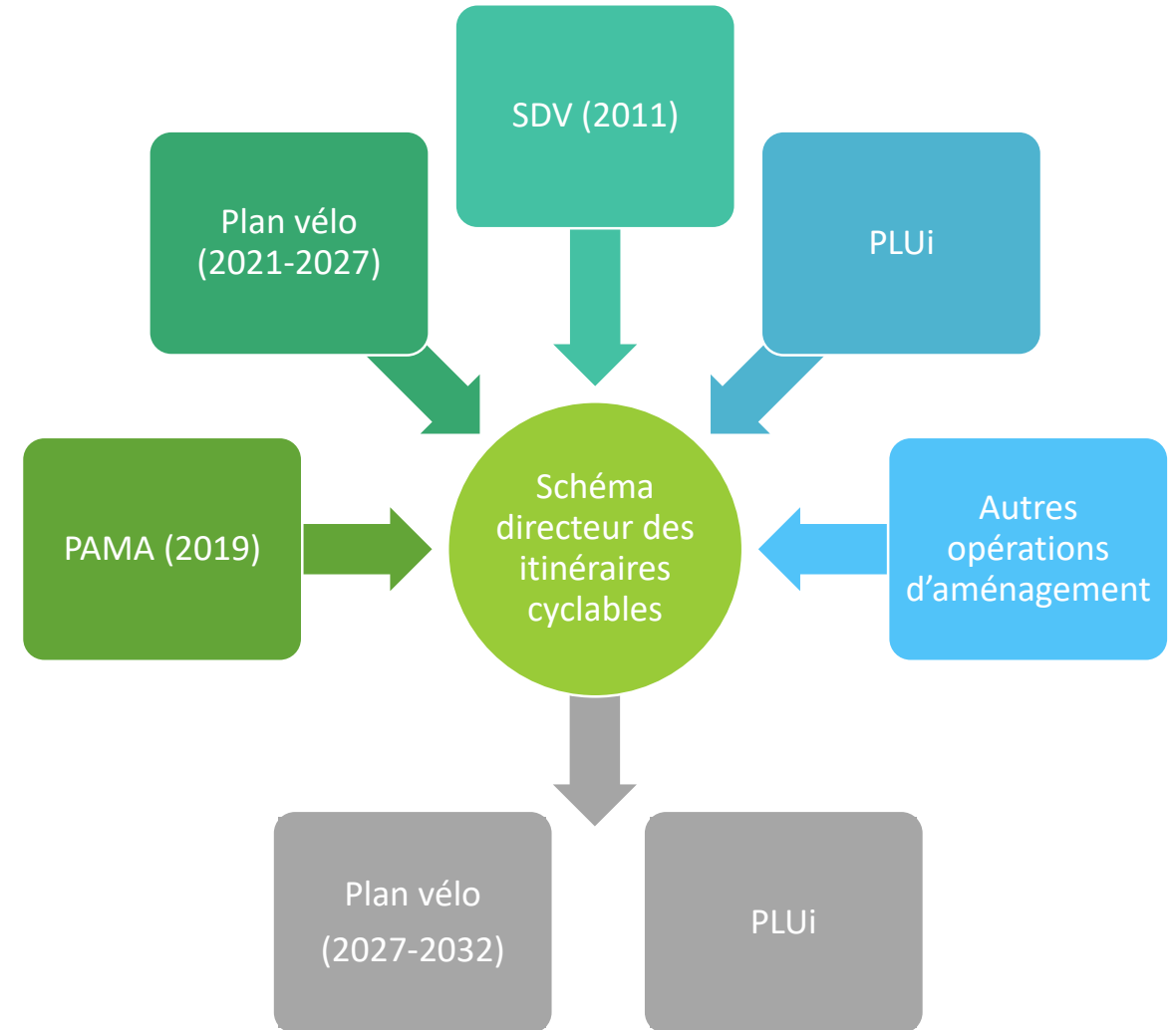
3. Improve the existing network

- A. **Rocade 1**
- B. **Vélostras** : new access and improvement





- Achieve building a **continuous** and **secure** cycle network
- Create cycle itineraries to **answer current and futur uses**
- Anticipate **future bicycle plan** with a global vision
- Find ways to create more bicycle-friendly itineraries **without building cycle lanes**



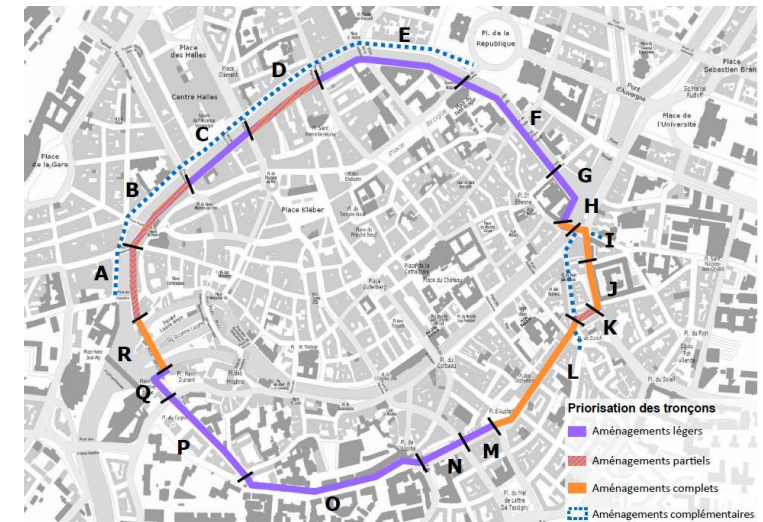
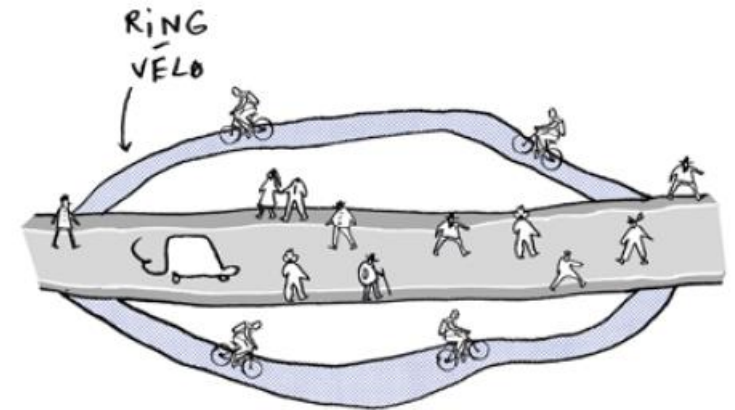
Ring: a specific bicycle lane around the city center

- An **efficient bypass** around city-center for bicycle
- A **comfortable and walkable area**, away from traffic for pedestrians

Budget: **around 7M€**

A **4km long** route

A will to create new parking area for bicycle by installing **500 bicycle hoops**

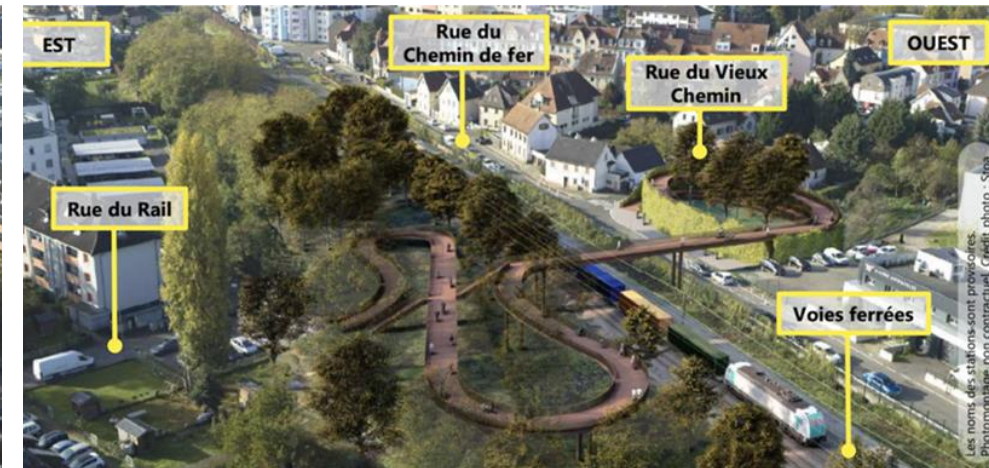




Rosa Luxemburg Bridge (2027)



Bridge across the Aar (2026)



Bridge across railway (2027)



Extend Velostras network outside the Eurometropole



Secure students on their way to school



Create 3,9 km of new bicycle paths and proper space for pedestrians



Beyond infrastructures, cycling services

How to ease behavior changes



- Mobility council via Agence du climat
- Secure bike parks (biggest one in France in 2025)
- Self-repair tools in public space
- Financial subvention to NGO's (200 000€/year)
 - Learn how to ride
 - Learn how to repair your bike
 - Recycling of bike parts
 - 4x/year second hand bike flea market (comes from 'marché aux puces')



- Vélhop : over 20 different types of bikes
- Cargo bike : promotion as alternative to car for families and small business
- Financial aid to buy e-bike or cargo bike
- Expo du vélo each September

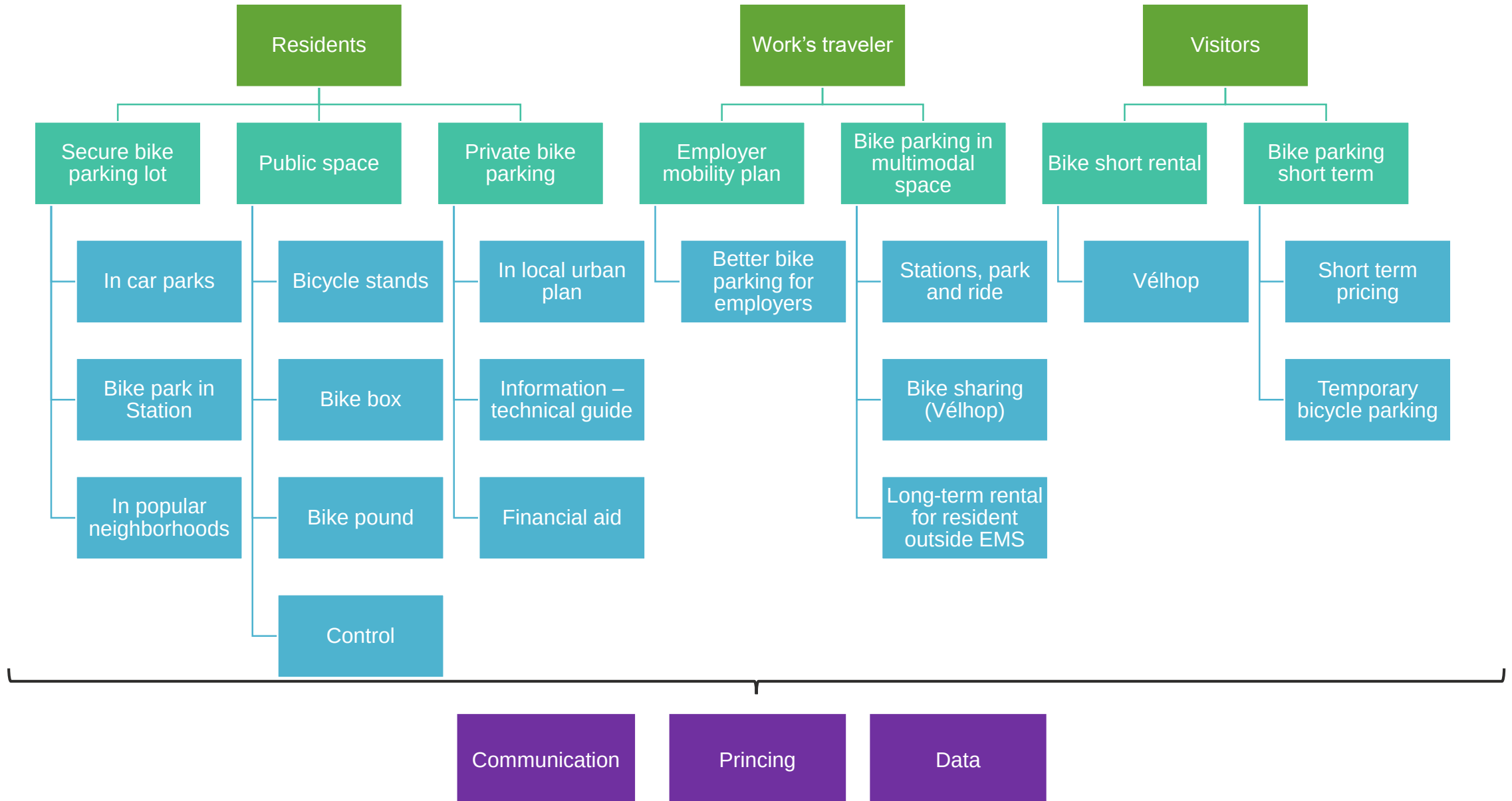


More than 5500 bikes to rent and 25 different models to suit everyone's needs

Around **70 000 spots** to park one's bike around the Eurométropole:

- 2 secure parking lots (680 and 760 parking spots)
- 1 planned parking lot with 2100+ parking spot
- 19 smaller parking lots near tramway stops (600 parking spots)
- Secure bike shelters in train stations (380 parking spots)
- Bike hoops in car park (620 parking spots)
- Lots of bicycle hoops around the city

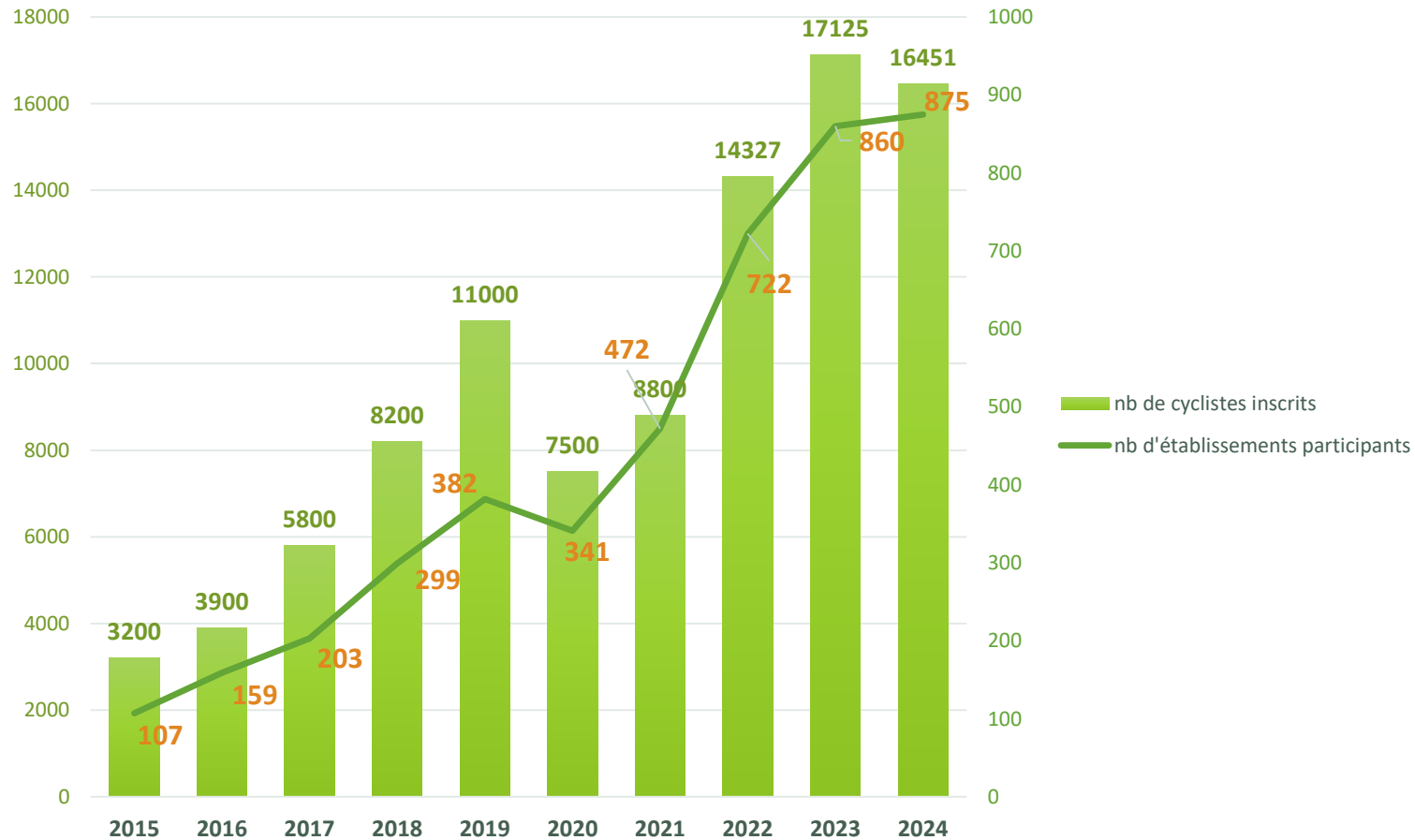




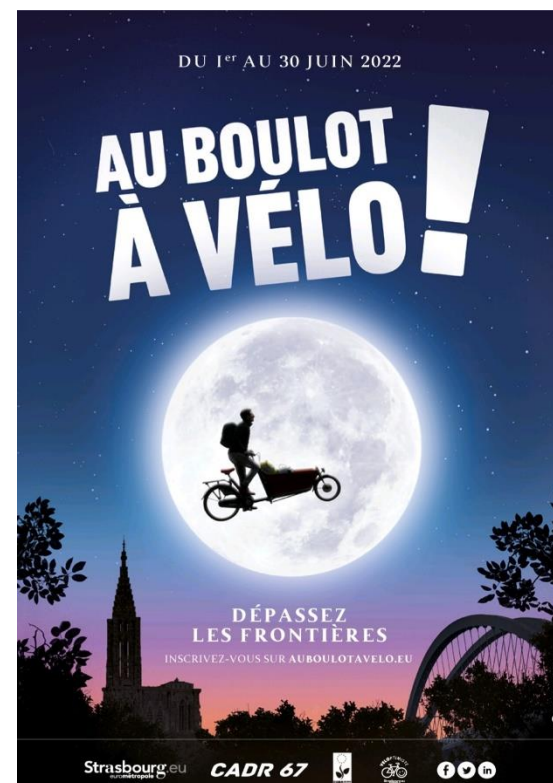
- Bike to work challenge (flagship campaign)
 - *Bike to school challenge*
- Compte mobilité
- Optimix
- Work of local NGO's
- European mobility week campaign (September 15-21)
- Action plan for youth in progress as we speak (URBACT program)



Participation à Au Boulot à Vélo : évolution







Conférence - débat
en présence de Xavier Brisbois

COMPRENDRE LES COMPORTEMENTS POUR RÉALISER LA TRANSITION DES MOBILITÉS

Le lundi 2 octobre
2023 à 18h30

Sciences Po
Strasbourg – 7
rue de l'écarlate
à Strasbourg

Entrée libre, dans la limite
des places disponibles.



LE VÉLO, C'EST PRATIQUE POUR NOS EMPLOIS DU TEMPS BIEN REMPLIS.

LES MOBILITÉS QUI ME VONT BIEN.

#AIDFACHATVLO #SANTÉ #REFLEXIONINCESTCA110FF

STRASBOURG.EU/MOBILITES



Thank you ! Merci ! Danke schön !



