

Freiburg/Strasbourg

Transportation Planning Educational Tour



Some facts about Freiburg



About the city:

- 220.000 residents - 30.000 students
- Population growing rate about 1%
- beautiful city with historic old town

Environmental policy:

- Often named "eco capital of Germany"
- Long tradition of environmental policy (since 1970)
- Strong influence of green policy



Freiburg – Development of Traffic policy

- 1970's:
 - decision of the City Council for pedestrian zone and light rail extension
- 1980's:
 - first new light rail track
 - new public transport ticket
- 1990's:
 - integrated urban /transportation planning
 - city of short distances
 - regional railway system
- since 2000:
 - extension light rail system
 - cycleways improvement



→ Continuity in transportation policy since 40 years !

Mode Split: Work Trips

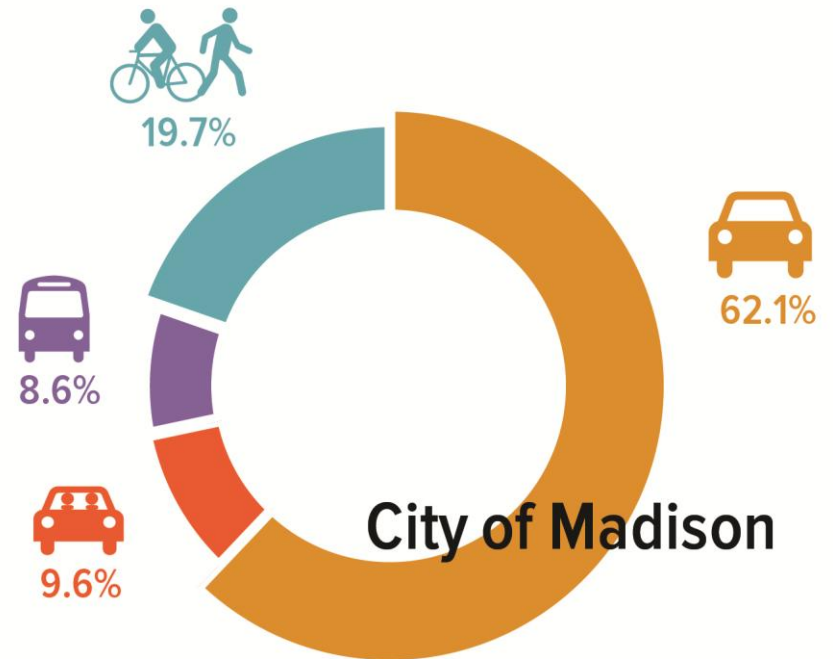
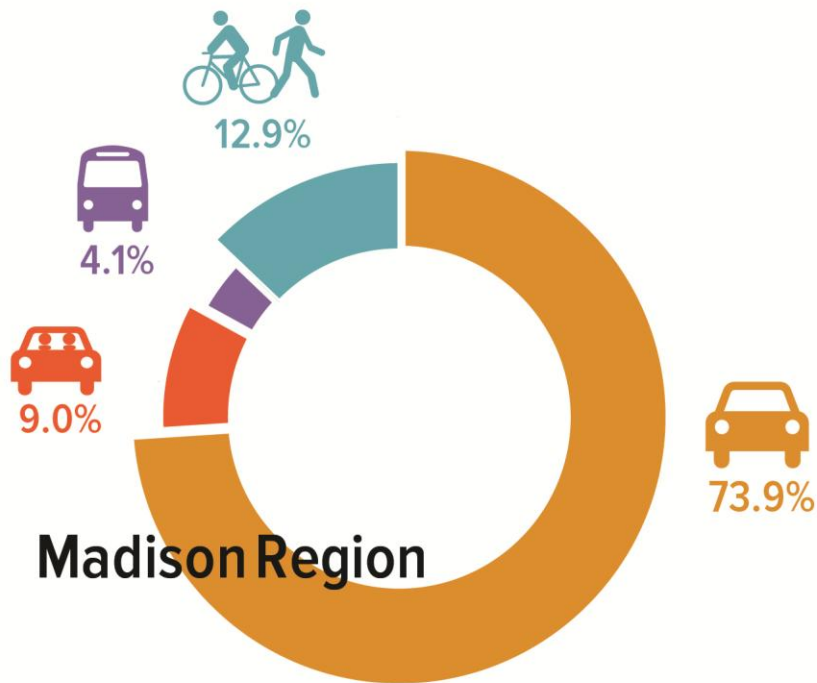
Freiburg

- Auto: 30%
- Bicycle: 28%
- Walk: 24%
- Transit: 18%

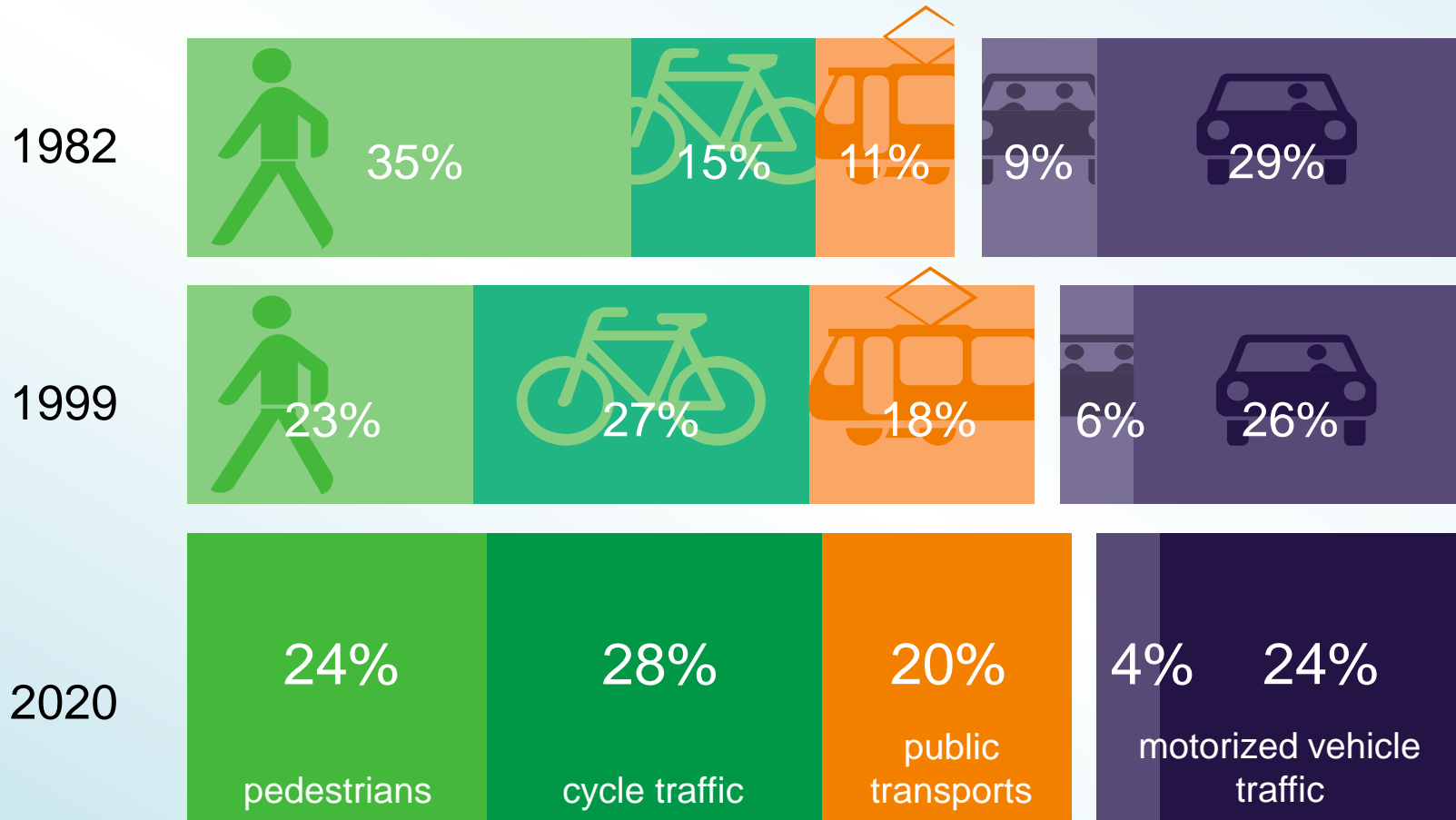
Madison

- Auto: 73%
- Bicycle: 5%
- Walk: 10%
- Transit: 8%
- Other/Work at Home: 4%

How do Madison residents travel to work?



Transportation Plan 2020



Public transport in Freiburg



Light Rail Network

- 30 km tramway network
- 7.5 – min fixed time service at rush-hours
- Priorization at all junctions, separate tracks
- Backbone of public transports in the city (70% of passenger ridership)



City Busses

- 65 buses
- 274.3 km network
- prioritization at many junctions
- 30% of ridership
- „feeder“ system to light rail

Madison/Freiburg Facts & Issues

- **Population Density**

- Freiburg (3,750/sq. mile; dense City center)
- Madison (3,000/sq. mile)

- **Annual Transit Ridership**

- Freiburg (77,000,000 passengers)
- Madison (15,000,000 passengers)

- Freiburg: Transit provided by private companies (service contracts); strong federal, regional and City transit subsidies

- Madison and Freiburg - Advanced programs for bicycle infrastructure planning and construction

Public transport in the region



Regional rail system

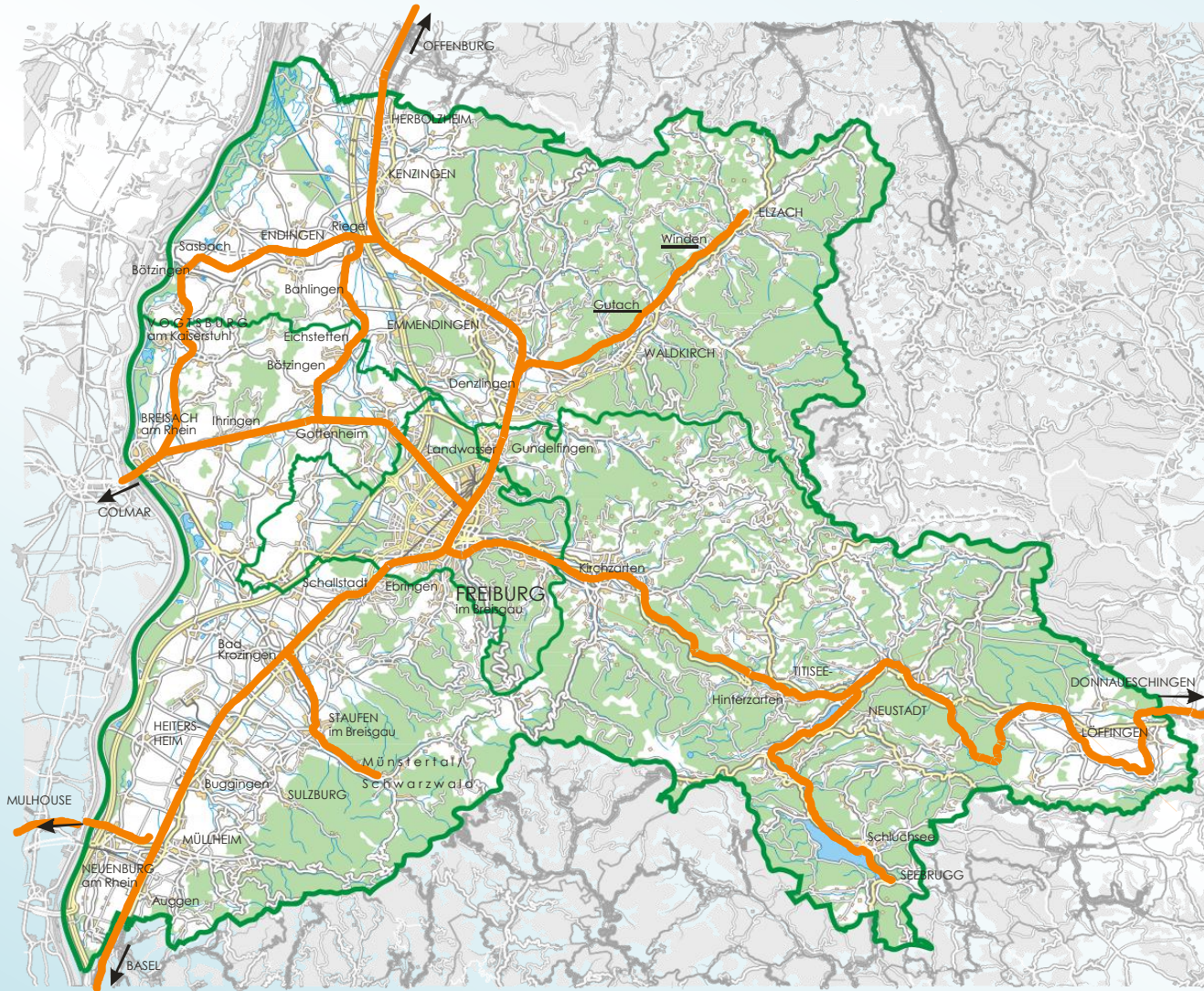
- Fixed time service (30-min)
- Comfortable refurbished system
- Park & Ride
- Bike & Ride



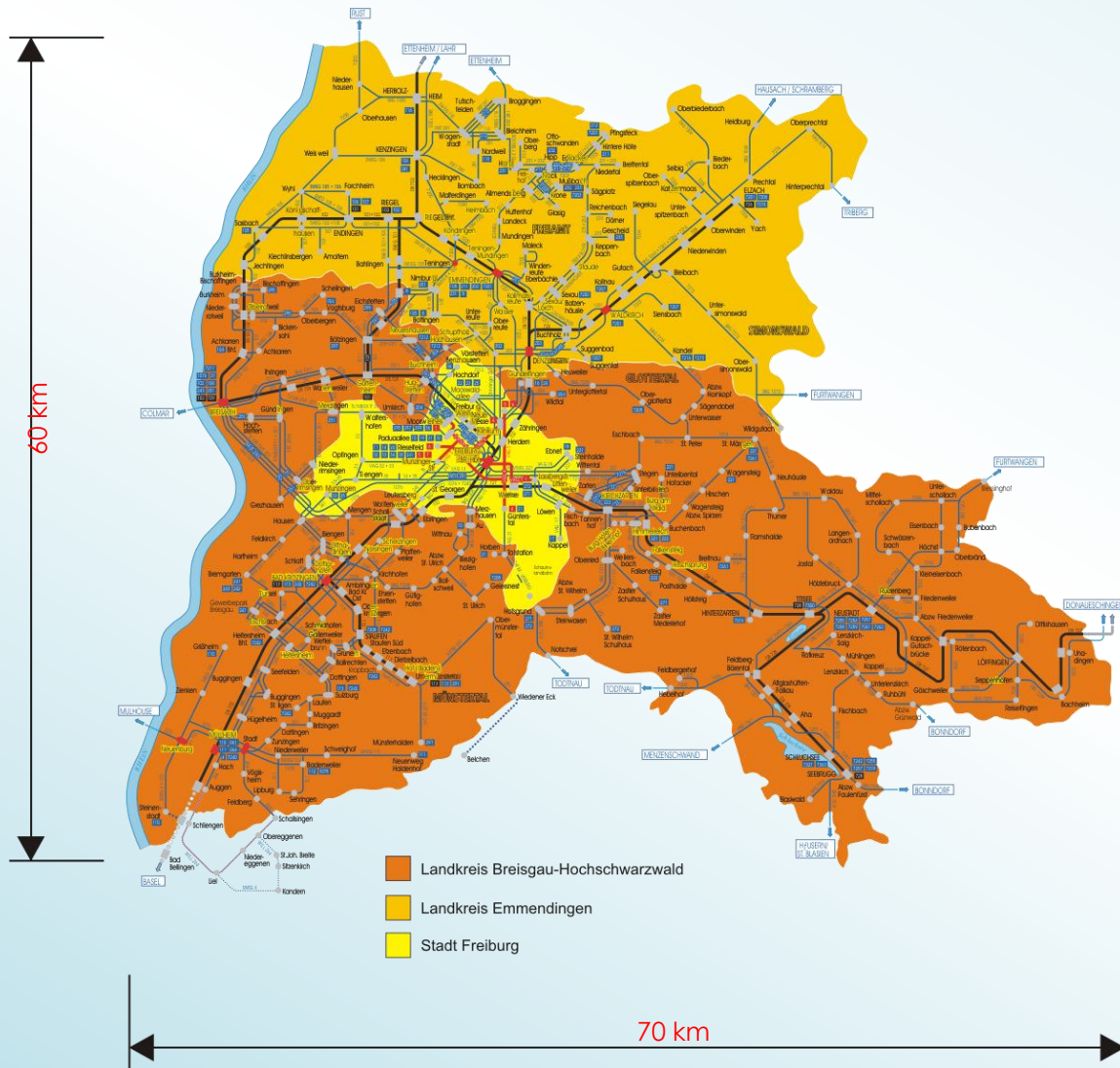
Regional bus system

- Integrated rail/bus-conception
- Integrated tarif (fare) system

Regional rail network



Public transport in Freiburg and the region



Integrated tariff system

17 operators

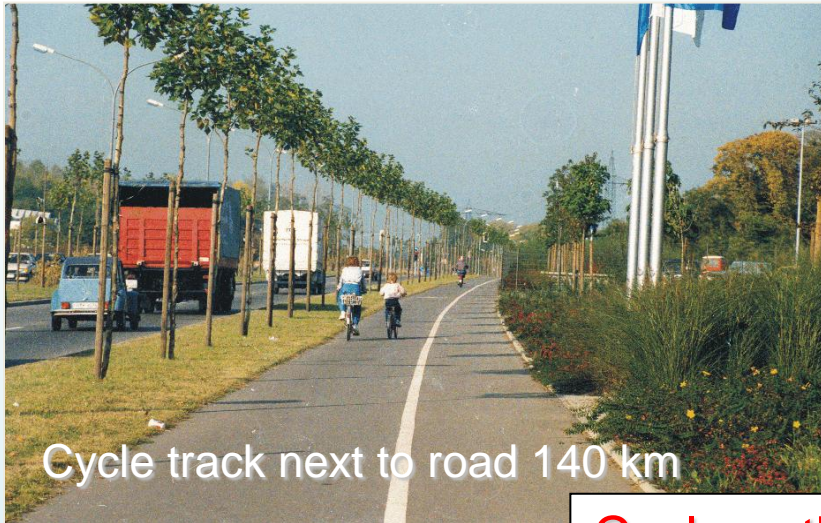
90 lines

2,850 km of network



47,00
€/month

Cycle traffic in Freiburg



Cycle track next to road 140 km

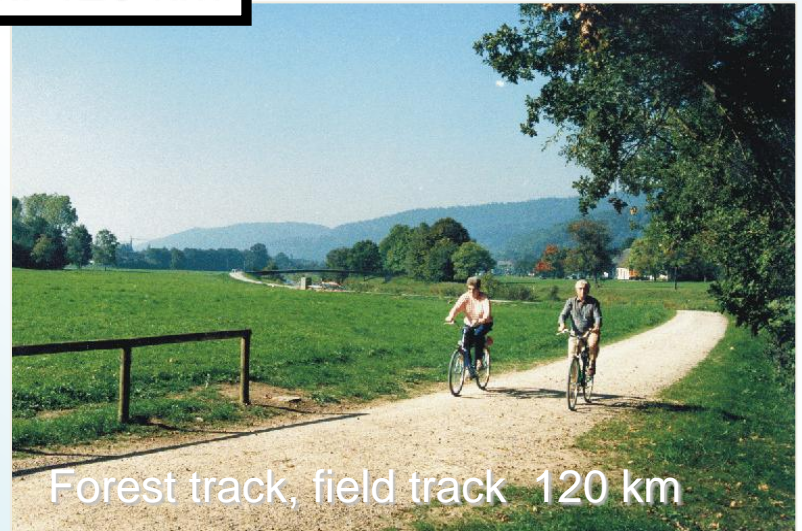


Independant cycle track 30 km

Cycle path network: 420 km



Cycle friendly street 130 km



Forest track, field track 120 km

→ Madison - bike paths (82 km); marked lanes (182 km); bike-friendly streets (187 km)

Bicycle planning - infrastructure



cycle lane between sidewalk and parking lane / motor car lane



cycle lane on the carriageway next to motor car traffic



Bicycle planning - infrastructure



Independent cycle track,
partly mixed with pedestrians



Cycle streets
- streets with priority for cyclists



Cycle traffic in Freiburg - examples



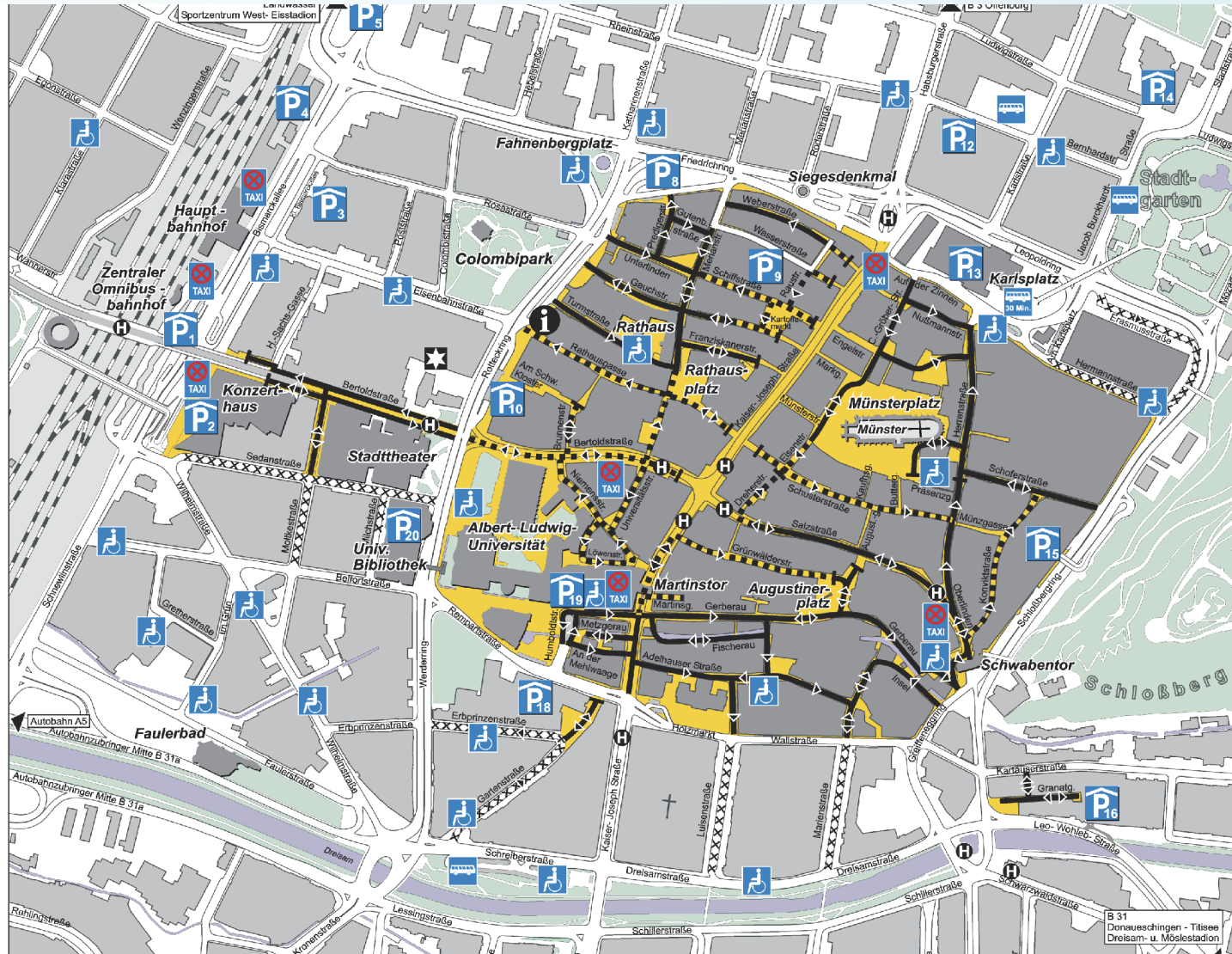
Pedestrian zone with tram



Pedestrian zone with tram

-  **Fußgängerzone**
Lieferverkehr nicht zulässig
-  **Fußgängerzone Bereich 1**
Lieferverkehr bis 7,5 t zulässiges Gesamtgewicht von 5.00 - 10.30 und 19.00 - 22.00 Uhr
Sa. 5.00 - 9.00 und 19.00 - 22.00 Uhr frei.
- Erweiterte Lieferzeiten**
Lieferverkehr bis 7,5 t zulässiges Gesamtgewicht mit abweichender zeitlicher Regelung - siehe Straßenverzeichnis, Rückseite
-  **Fußgängerzone Bereich 2**
Lieferverkehr bis 7,5 t zulässiges Gesamtgewicht von 5.00 - 22.00 Uhr frei.
-  **nur für Anlieger- und Radverkehr frei.**
-  **Parkhäuser**
Numerierung siehe Rückseite
-  **Parkplätze für Schwerbehinderte mit Ausnahmegenehmigung**
-  **Taxistandplätze**
-  **Reisebusparkplätze**
-  **Freiburger Touristeninformation**
-  **Haltestellen Stadtbahn**
-  **Polizei station**

Was bedeutet Lieferverkehr:



Restrictions on motor car traffic



Restrictions on motor car traffic



1970

place of the cathedral

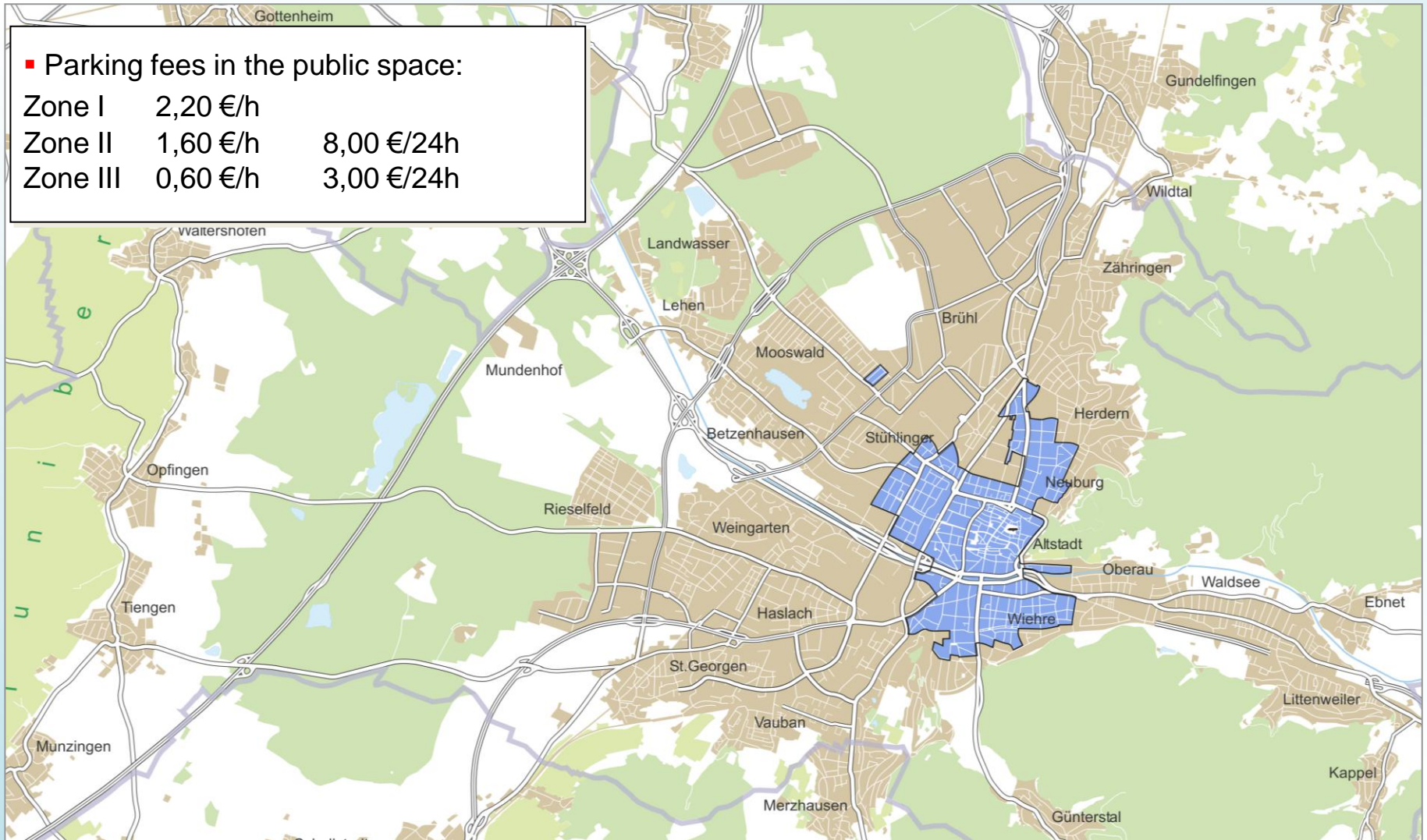


today

Parking space management

■ Parking fees in the public space:

Zone I	2,20 €/h	
Zone II	1,60 €/h	8,00 €/24h
Zone III	0,60 €/h	3,00 €/24h







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edonside

MAGAZIN



5 Hornusstr.

VAG

223

Kaiser - Mode in Freiburg

283

5 Nieselberg

Auf dem Weg zu

Kaiser
mode in freiburg

Traffic Calming – speed limit 30 km/h

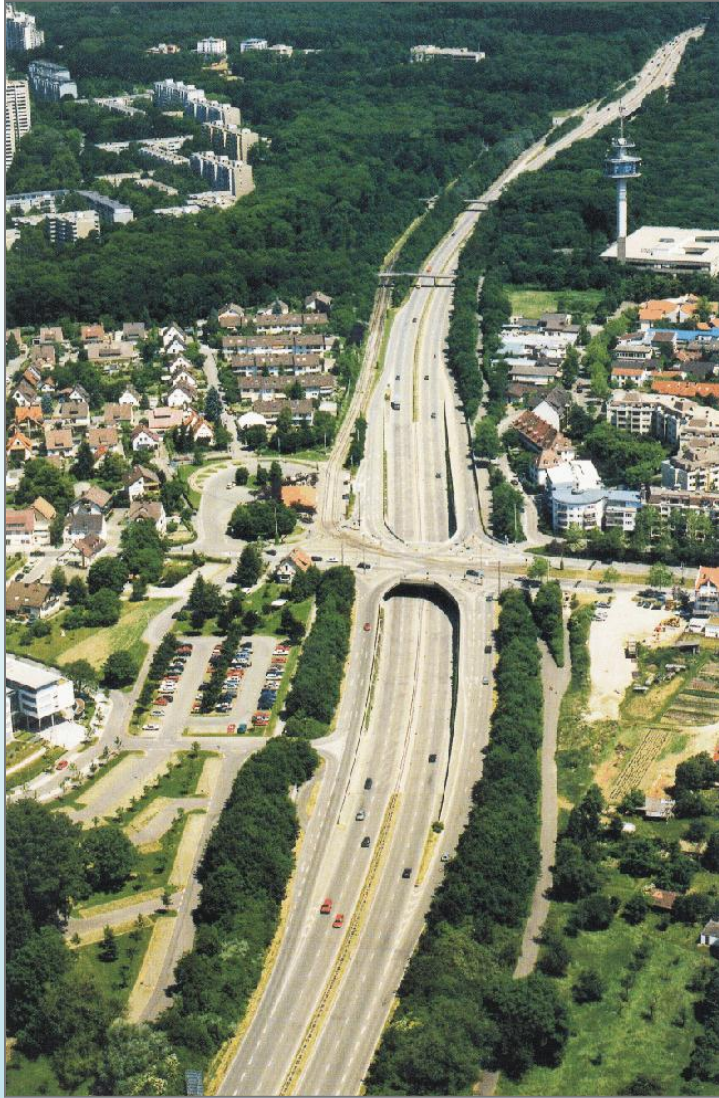


before
conversion



today

Individual motorized vehicle traffic



- Channel individual motorized vehicle traffic
- Noise protection
- Relieving congestion in residential areas





Park and Ride Locations

Verknüpfungspunkte der Mobilität

Beispiel P + R:

- 2630 kostenlose P + R-Plätze
- davon 1450 nur am Wochenende



Secure Bicycle Storage



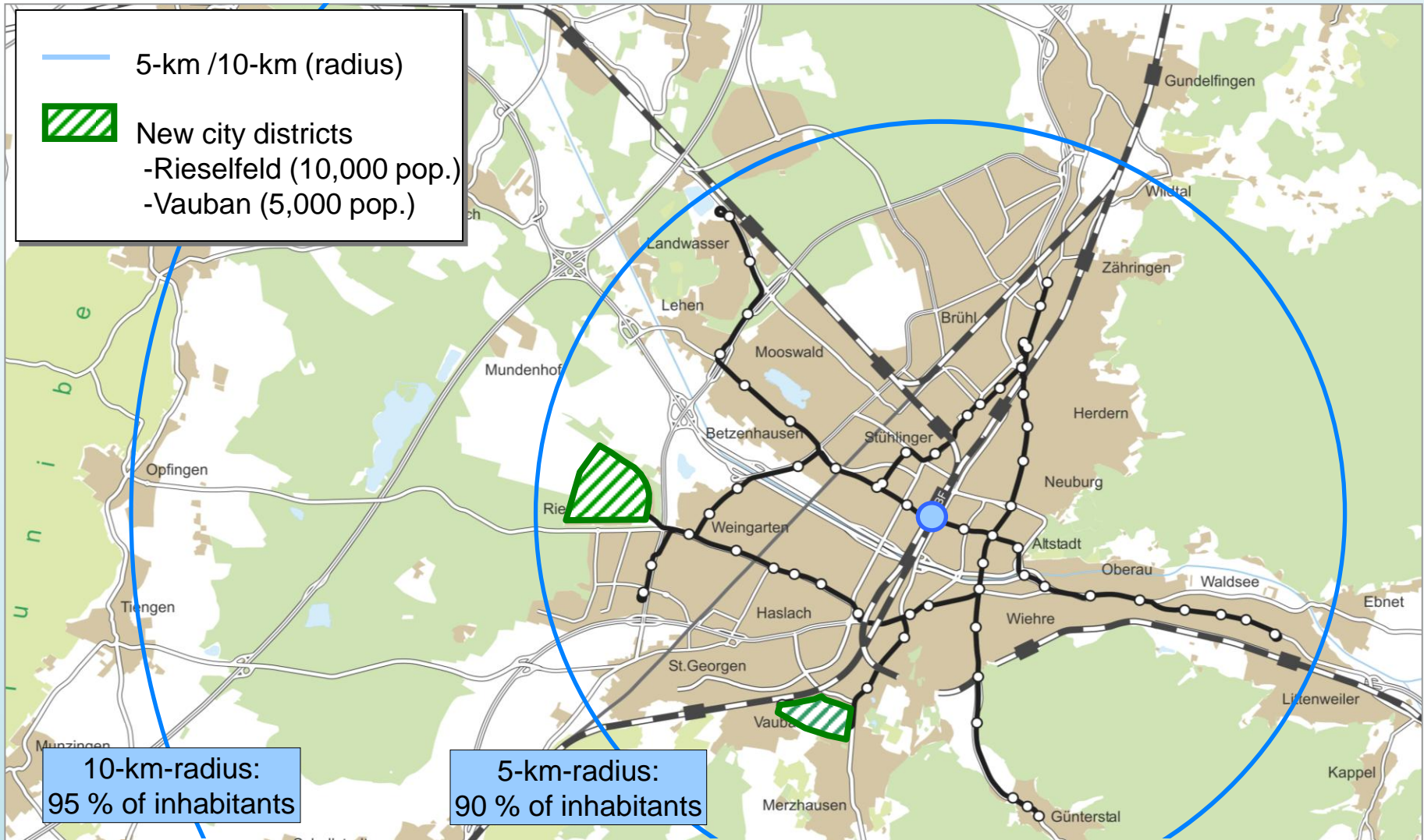
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Integrated urban and traffic planning



Residential streets



- speed limit: walking speed
- children are allowed to play on street
- no parking outside marked places



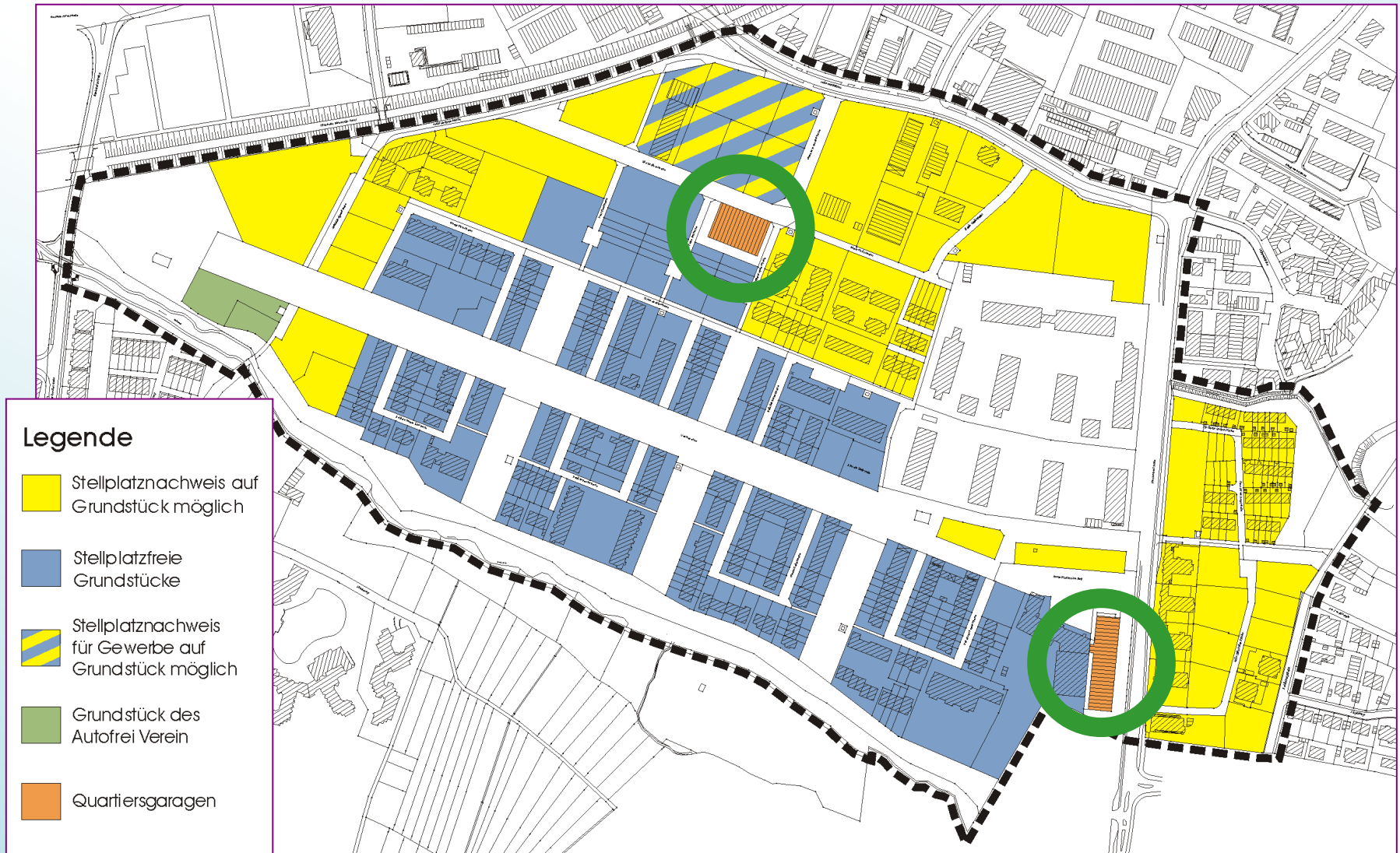
Rieselfeld



Vauban 2006



Parking concept Quartier Vauban





Vauban – access by light rail



Vauban – residential street

















Winderspielplatz

Unter dieser Brand-Schilder ist unser Spiel- und Bewegungsplatz für alle Kinder und Erwachsene. Dieser ist ein freier und barrierefreier Spielplatz, der eine optimale Spielplatzqualität garantiert.

- Hier ist Spielzeit von 10.00 Uhr bis 18.00 Uhr und ab 19.00 Uhr an.
- Hier sind keine Veranstaltungen, Sportveranstaltungen, Wettbewerbe und Messungen.
- Hier ist kein Hund erlaubt, außer er ist an der Leine und hat einen Mülleimer.
- Hier ist kein Fahrrad erlaubt, außer es ist an der Leine und hat einen Mülleimer.



Madison/Freiburg: Key Differences

- Freiburg: Constrained retail economy
- Dense residential living environment (many fewer detached single-family homes)
- Small lot homes (periphery)
- Fuel cost in Germany: ~\$8.00/gallon
- Parking costs higher in Freiburg central City, but overall comparable
- Government support for transit infrastructure and service much higher in Germany
- Private/delivery vehicle size; much smaller in Europe
- Madison: Snow maintenance/storage

Madison in Motion: Ideas to Evaluate

- Vauban land use model; shared parking on periphery of planned developments; play streets in residential areas (Activity Center concept)
- Small areas within City center where auto access is restricted (e.g., State Street and environs)
- Bicycle and pedestrian traffic comingled in central City (auto-restricted) zones
- Continued investment in bicycle facilities and services
- New investments in high-capacity transit (i.e., BRT) and/or central area circulator
- Circulator to link non-core auto parking facilities to central City
- Secure, covered park-and-bike areas at transit stations (Activity Centers)

