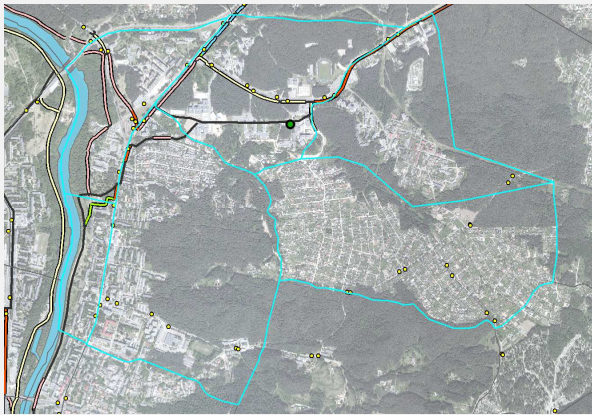


FACTSHEET – Vilnius, Lithuania

City Facts



Pilot area showing 6 sub-areas

City of Vilnius

Size city area	401 km ²
Population size	617 000
Unemployment rate	4,8 % (2017)
Average annual temp	6.1 °C
Population growth	0.2%

Pilot Area, Antakalnis district

Size	6,54 km ²
Population	14 400

Similarities with other cities

- Together with Kalmar, Tartu and Guldborgsund the second lowest number of PT modes
- Third largest city area and second largest in terms of population size, its area closest to Tartu (390 km²) and its population size closest to Riga (639 000)

Note: All evaluation shown in this Fact Sheet is based on the assessment of the collected data by the research team.

City Level

Success Factors

Vilnius has the **3rd largest proportion of walking** as a mode of transportation in the modal split

Reasons:

- Being a historic city, Vilnius has a historic city center in which traditionally there is much walking.

Highest length of bus system

Reasons:

- Vilnius also has the **highest number of bus lines** (122!)

Challenges

2nd highest car usage share in modal split:

Reasons:

- 2nd lowest number of PT modes
- Despite having a well-established bus network, ranking 3rd lowest in PT usage in the modal split makes it appear to be underutilized. The potential exists to encourage residents to use the bus instead of their own private cars.
- Usage of Car sharing represents only 0,3% of the modal split VS 48,3% private cars.
- Low ranking in bike infrastructure

Lowest bike usage:

Reasons:

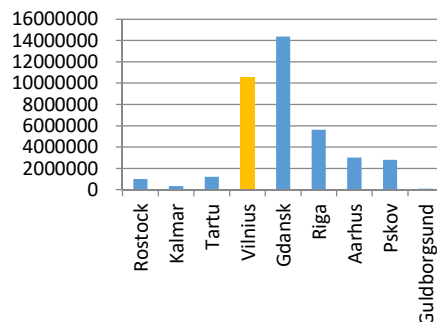
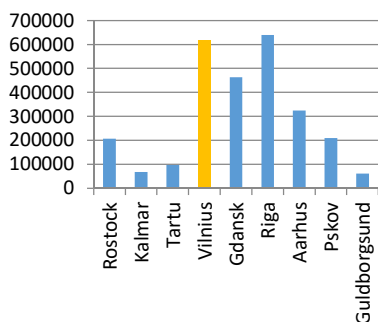
- 2nd lowest length of bike lanes
- General low ranking in bike infrastructure and services, such as number and density of bike stands and number of bike sharing operators.

Third lowest Public Transport (PT) usage:

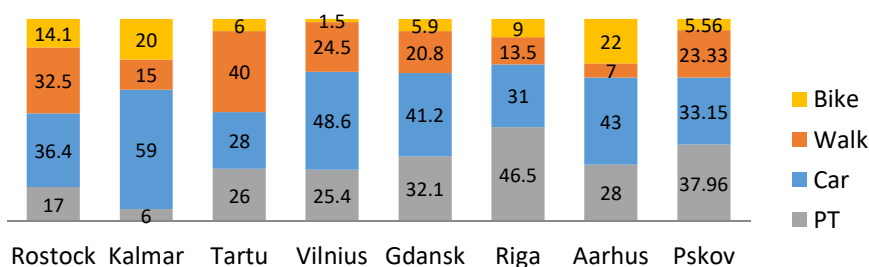
Reasons:

- Although Vilnius has the second largest number of bus trips per month, the modal share of PT usage is comparatively low. This may also be due to Vilnius being the second largest CMM city in terms of population.
- In Vilnius there are only few specific programs or strategies existing that are addressing multimodality of the public transportation system.

City level Second highest number of Bus trips per month and second largest population



High car usage in modal split



Mobility Management

No specific pilot institution for Mobility Management in Vilnius was chosen yet, but Vilnius Gediminas Technical University, Vilnius University and Vilnius engineering high school are currently being considered.

City Level

Additional Observations

Based on land use by purpose - city is divided into three zones – central, middle and peripheral.

- In the central zone we have old town, city center that is being developed and undeveloped city center.

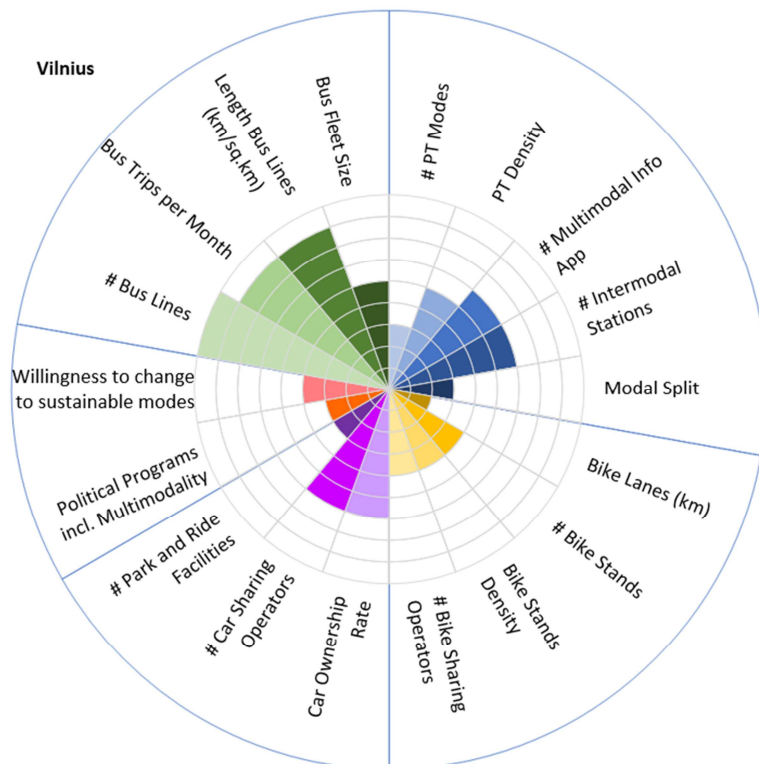
- In the middle zone we have districts of dense residential areas, industrial districts, historical suburbs as well as wide range of services.

- In the peripheral zone we have centers – satellites, reserve territories for the urbanization and un-urbanized territories. There are large green areas inside the city as well (forests and parks).

- City structure is amorphous with tendency to follow the river bank.

Multimodality Indicators

Ranking



Rank Multimodality = Conclusion = Category

Compared to the other CMM cities Vilnius performs at present good concerning multimodality conditions. It reached the status of a:

Start-Up City

Scale-Up City

Lighthouse City

Extra info on pilot area:

- The area is in the middle zone, close to the city centre, a part of it is densely urbanised, the other part is determined by academic uses – the academic town is developing and growing.

- Pilot area mainly is in Antakalnis district. But all the analysis was done taking into account Vilnius transport districts (which are slightly different than the boundaries of Antakalnis district).

- 2 modes of transport in pilot area
 Bus: 8 of total 116 lines in city
 „Fast Bus“: 2 of total 6 lines in city
 Trolley Bus: 6 of total 18 lines in city