

# FACTSHEET – Vilnius, Lithuania

## City Facts



Pilot area showing 6 sub-areas

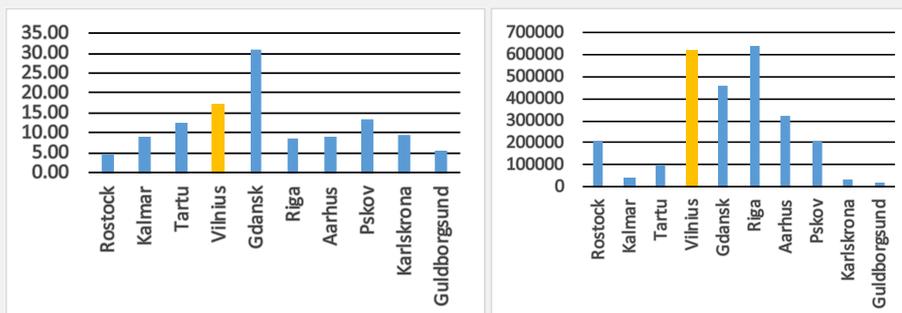
City of Vilnius		Pilot Area, Antakalnis district	
Size city area	401 km <sup>2</sup>	Size	6,54 km <sup>2</sup>
Population size	617 000	Population	14 400
Unemployment rate	4,8 % (2017)		
Average annual temp	6.1 °C		
Population growth	0.2%		

### Similarities with other cities

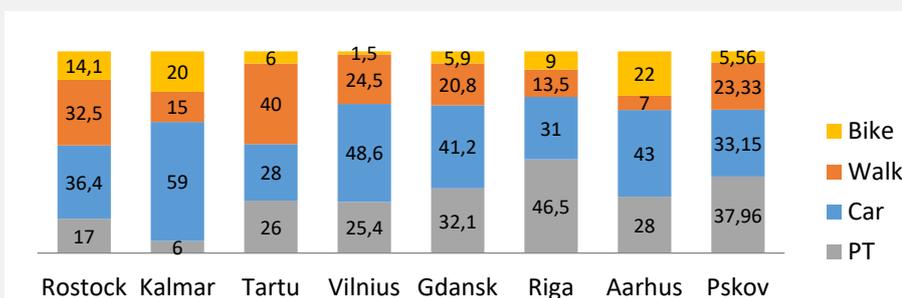
- Together with Kalmar, Tartu and Guldborgsund the second lowest number of PT modes
- Third largest city area and second largest in terms of population size, its area closest to Tartu (390 km<sup>2</sup>) and its population size closest to Riga (639 000)

## City level

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



### High car usage in modal split



## 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 where walking is prevalent traditionally.

#### Highest length of bus system

#### Reasons:

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

### Challenges

#### 2<sup>nd</sup> highest car usage share in modal split:

#### Reasons:

- 2<sup>nd</sup> lowest number of PT modes
- Despite having a well-established bus network, ranking 3<sup>rd</sup> lowest in PT usage in the modal split, it makes PT 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:

- 2<sup>nd</sup> 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 that are existing and addressing multimodality of the public transportation system.

## Mobility Management

Vilnius is not carrying out specific Mobility Management activities within CMM. However, Mobility Management is being practiced a lot in the Vilnius pilot area together with the residents of the planned multi-modal Mobility Point neighborhood.

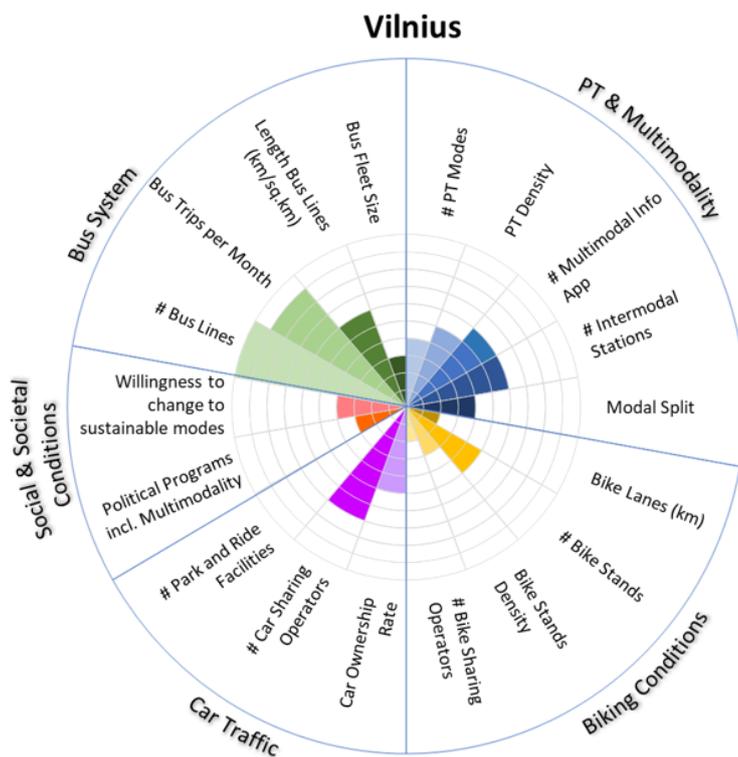
## City Level

### 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 good at present concerning multimodality conditions. It reached the status of a:

Start-Up City

Scale-Up City

Lighthouse City

This factsheet was compiled by TU Berlin within the framework of the preparatory analysis works undertaken in CMM. It is based on the information provided by the CMM partner cities.

### 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