

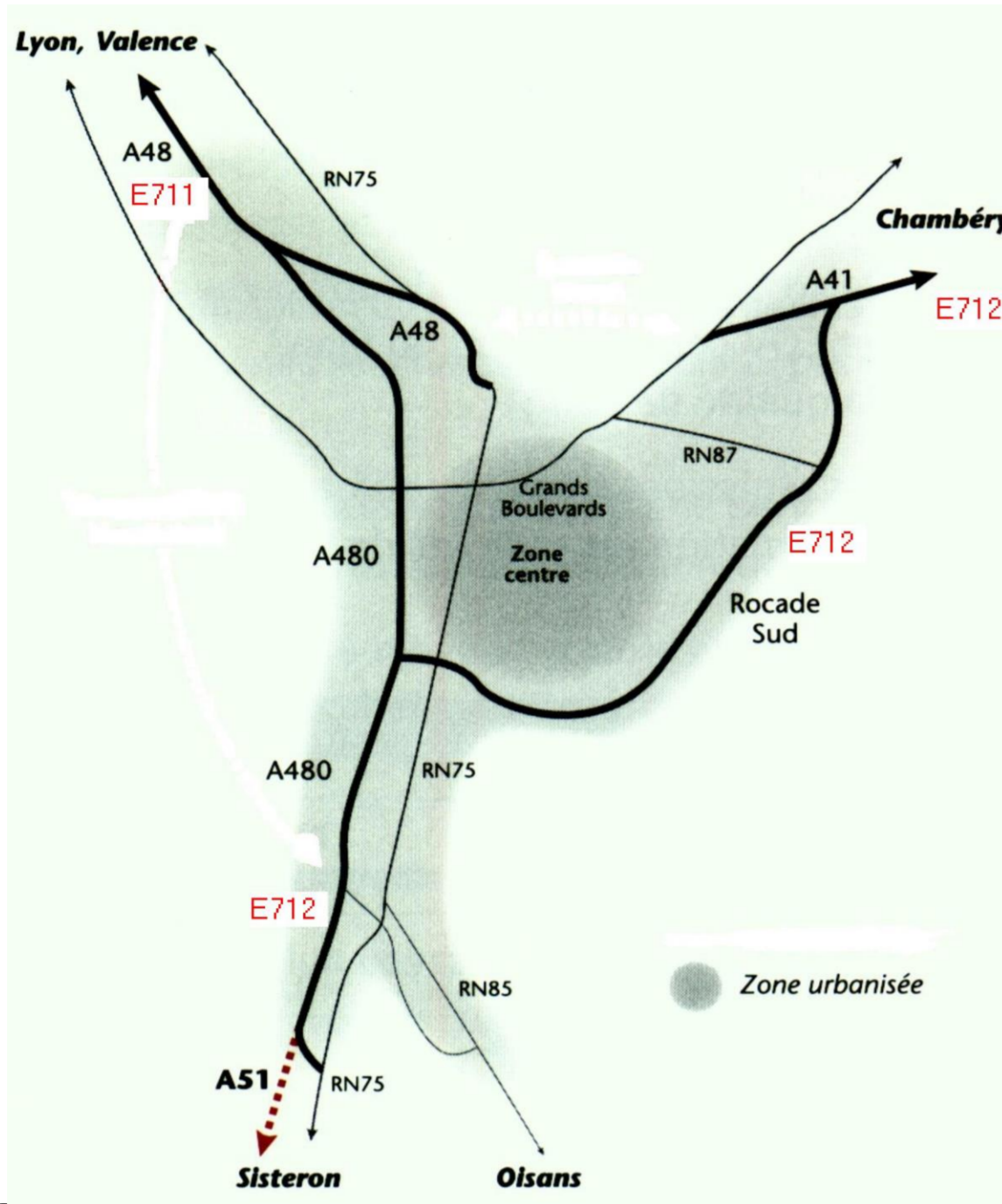
November 6th - 8th, 2013 Hotel Panamericano – City of Buenos Aires, Argentina

“URBAN MOBILITY, ROADS NETWORK OPERATION AND ITS APPLICATIONS”

DEDICATED BUS LANE ON A 48 MOTORWAY in GRENOBLE

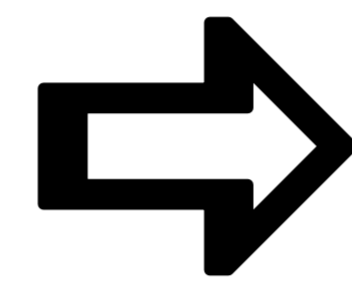
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SOME WORDS ABOUT GRENOBLE CITY :



- 400,000 inhabitants
- A constrained location with 3 mountain ranges
- 3 main accesses to the city (in the valleys)
- A non-grid network : no alternative roads
- An access to the city difficult during peak hours

- Daily traffic jams, penalizing for all users, especially for public transport lines using motorway (high frequency lines) :



SOLUTION : OPENING OF AN HARD SHOULDER BUS LANE (2007) :

- Project ownership : Departement of Isère (CG38)
 - Road Operator : DIR CE – Gentiane TMC (Grenoble)
 - Characteristics : 4.5 km long, red lane colour,
- Bus lane open :
- When congestion occurs
 - Mainly during morning peak hours
 - Traffic data and camera checks.



EVALUATION (2008) :

- Bus traffic : Mean travel time : - 1 mn (4 km long) ; Variability of travel time has been consequently reduced :
 - Without bus lane : 6 mn
 - With bus lane : 3 mn
- Bus passengers: 26 % are new users; Among them, 56 % have changed their mode of commuting ; 90 % think the measure should be extended to other sections

CONCLUSION AND PERSPECTIVE :

- A successful experiment (user feedback and evaluation highly positive)
- A favourable local context : public transport and traffic operators shared the same objectives
- Strong will to re-use this project elsewhere, locally, nationally and abroad
- Hard shoulder bus lane to be extended at the end of 2013 for an additional 4 km (private motorway operator: AREA)

Authors/Partners

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