FACTSHEET – Vilnius, Lithuania

City Facts

City of Vilnius
Size city area 401 km²
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 km²
Population 14 400

Similarities with other cities
- Together with Kalmar, Tartu and Guldburgsund 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)

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.
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

Comparing 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

Rank Multimodality = Conclusion = Category

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

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.