

A48 GRENOBLE THE MOBILITY CORRIDOR

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Hosted by

ICA

YAVUZ SULTAN SELIM BRIDGE
AND
NORTHERN RING MOTORWAY





Motorway company



23 061 millions
km covered



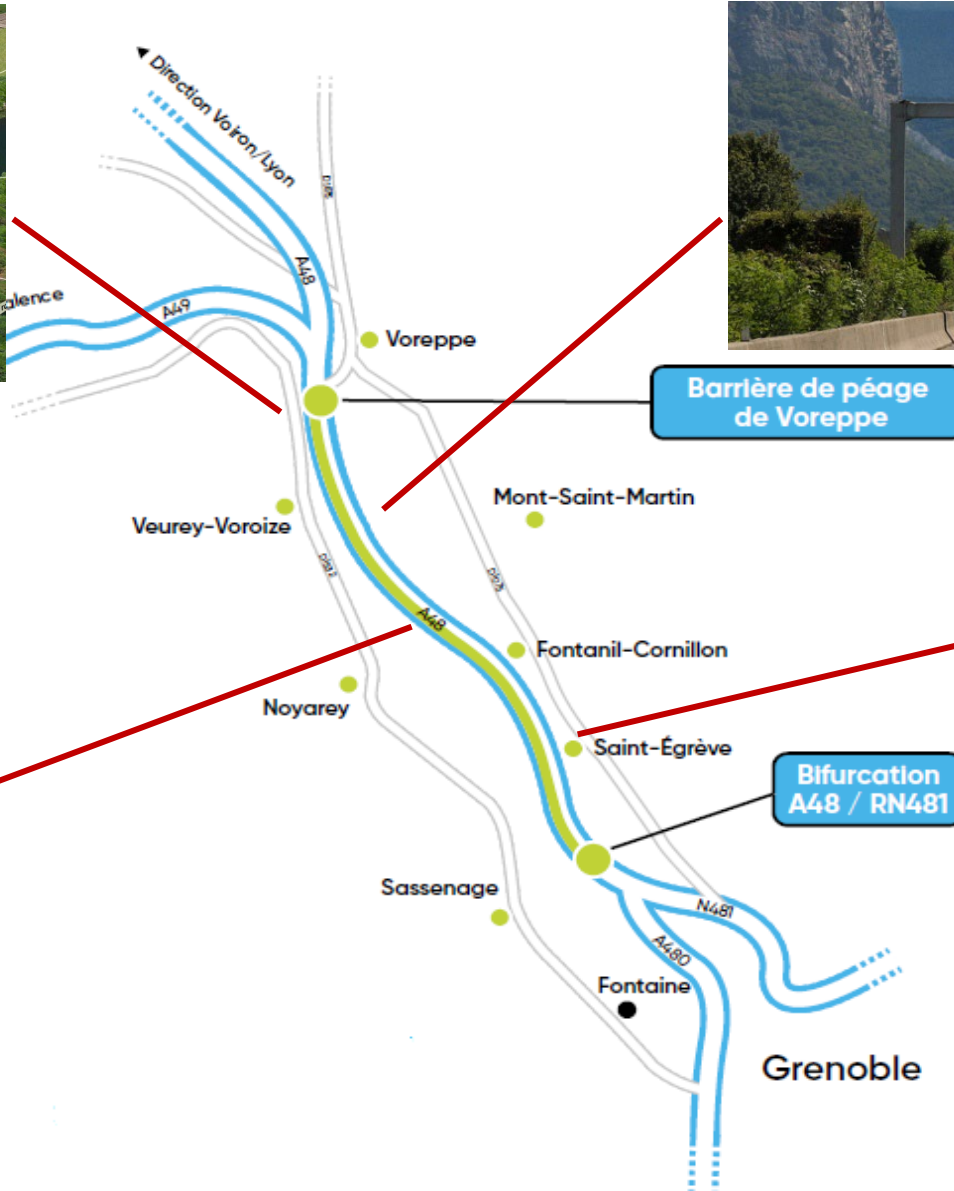
KM D'AUTOROUTES
2 311 km



3 500
employees



The mobility corridor : a set of complementary layouts



2004 - Two motorway slip road bus stops



- 2 bus stops (one per direction) **served by 9 regular bus lines**
- Nearby car-sharing car park and bicycle garage
- Recent safety improvements to improve pedestrian flow around the motorway slip road

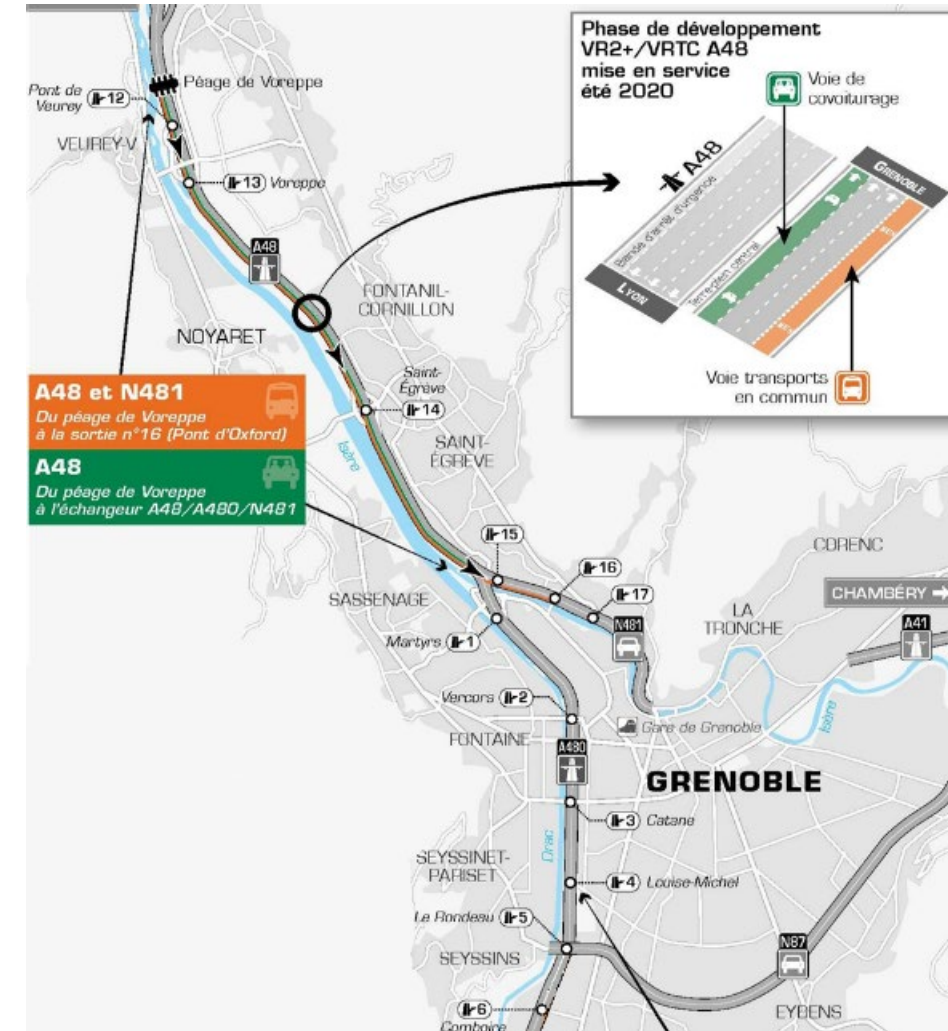
2007 / 2013 - The lane reserved for public transport

- A lane reserved for public transport
- Length of 9km **on hard shoulder**
- Operating principle :
 - Dynamically activated in the event of congestion (2007-2020)
 - **Permanent set-up since 2020**
- Open to all the regular bus lines : Potential capacity of up to 100 buses per hour

⇒ **Increasing the appeal of public transport for daily travel**



September 2020 - launch of the car-sharing lane

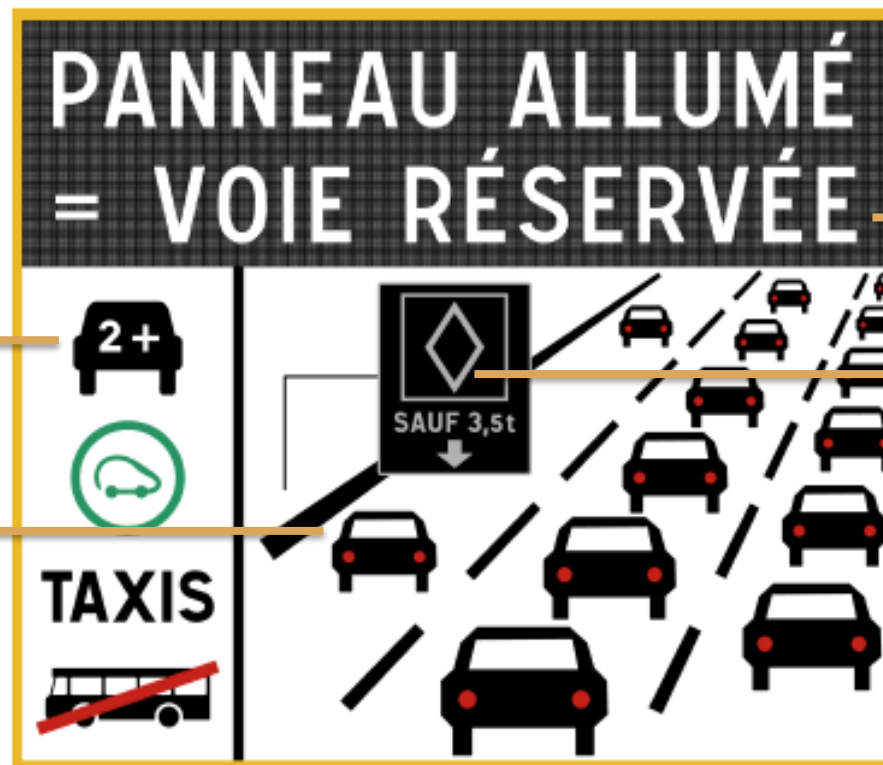


How the car-sharing lane works

Authorised vehicles :

- Vehicles with 2+ occupants
- Crit'Air zero-emission vehicles
- Taxis

* Sign illuminated = car-sharing lane



Dynamic management :

- **VR2+** activated in event of congestion
- Reduced maximum speed limit (50km/h) when it is activated

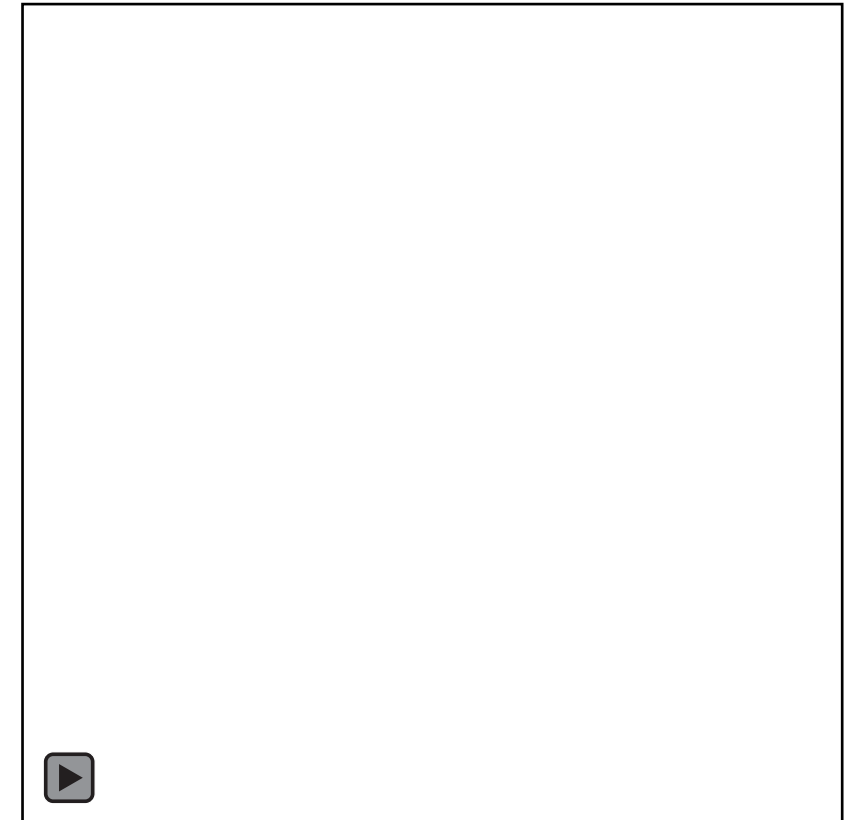
Dedicated signage :

- New panel featuring the **diamond** symbol (XC118)
- International standard road markings
- Experimental signage (excluding instructions)

Reserved lane on left :

- 4m wide (road verge + rapid lane)
- Good visibility to enhance safety

Help the population to understand when they can use the car-sharing lane

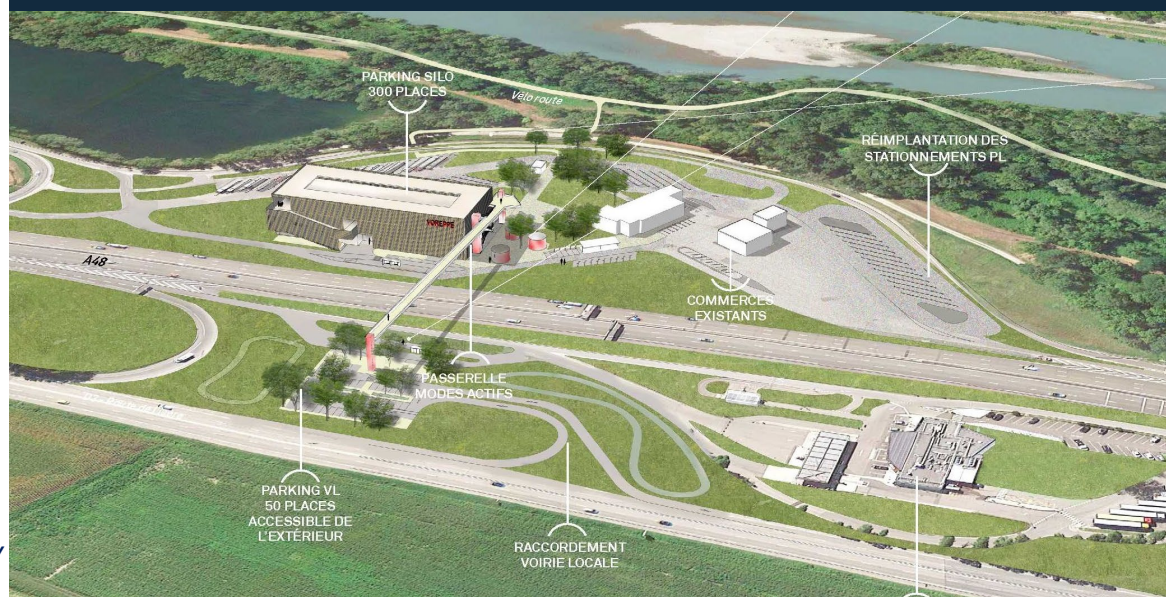
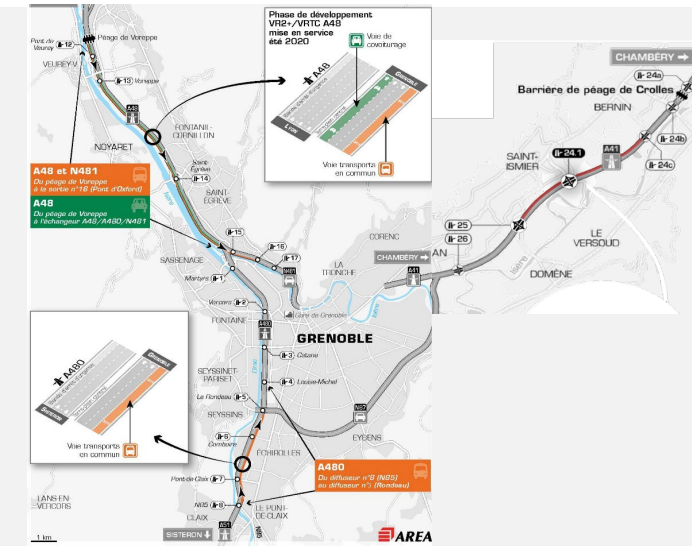


⇒ A system for counting the number of vehicle occupants is indispensable for the correct use of the reserved lanes

What happens next in Grenoble ?

The goal of a HOV lane is to **encourage car-sharing** (not manage traffic).

It therefore needs to be **fully integrated into the transport development policy of the local authority** so that it doesn't compete with other modes of transport but rather adds an additional dimension.



Projects on other highways of Grenoble :

- **A multimodal Hub** at the l'Île Rose motorway service station
- **2 bus lanes** on the Est (A41s) and the south (A480)
- **Bus stops** at Saint Ismier (A41s)
- **HOV lane study** (A41 south)
- **Car parks for car-sharing**

THANK YOU

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