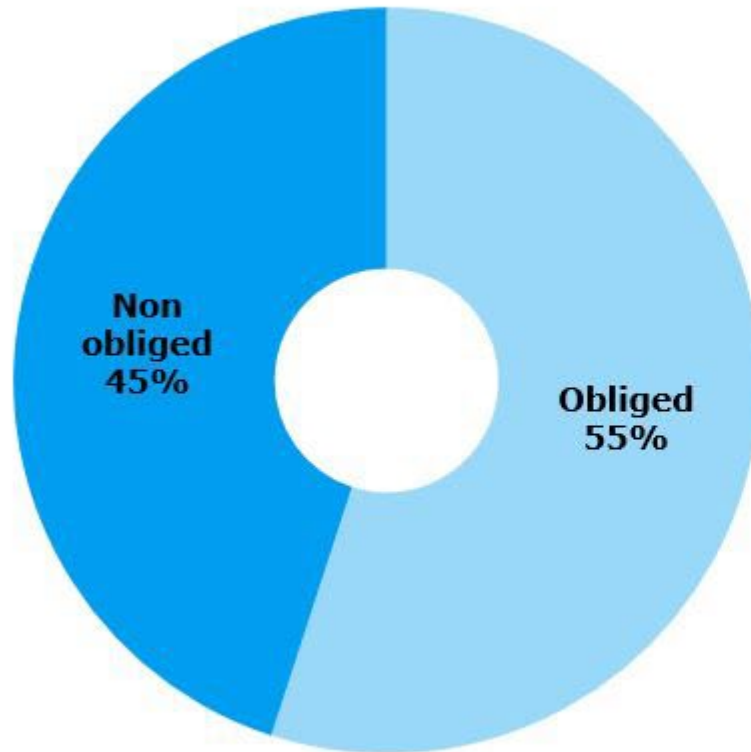


Figure 1 - Mobility rate in different cities
Source: Systra, 2016

TBILISI



PARIS

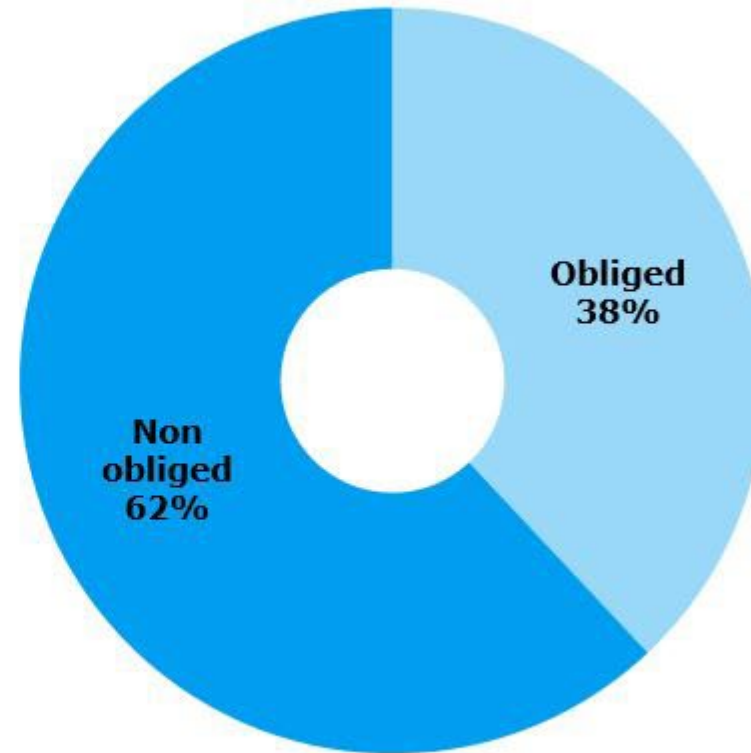


Figure 4 - Share of non-obliged trips, comparison between Paris and Tbilisi

Source: Systra

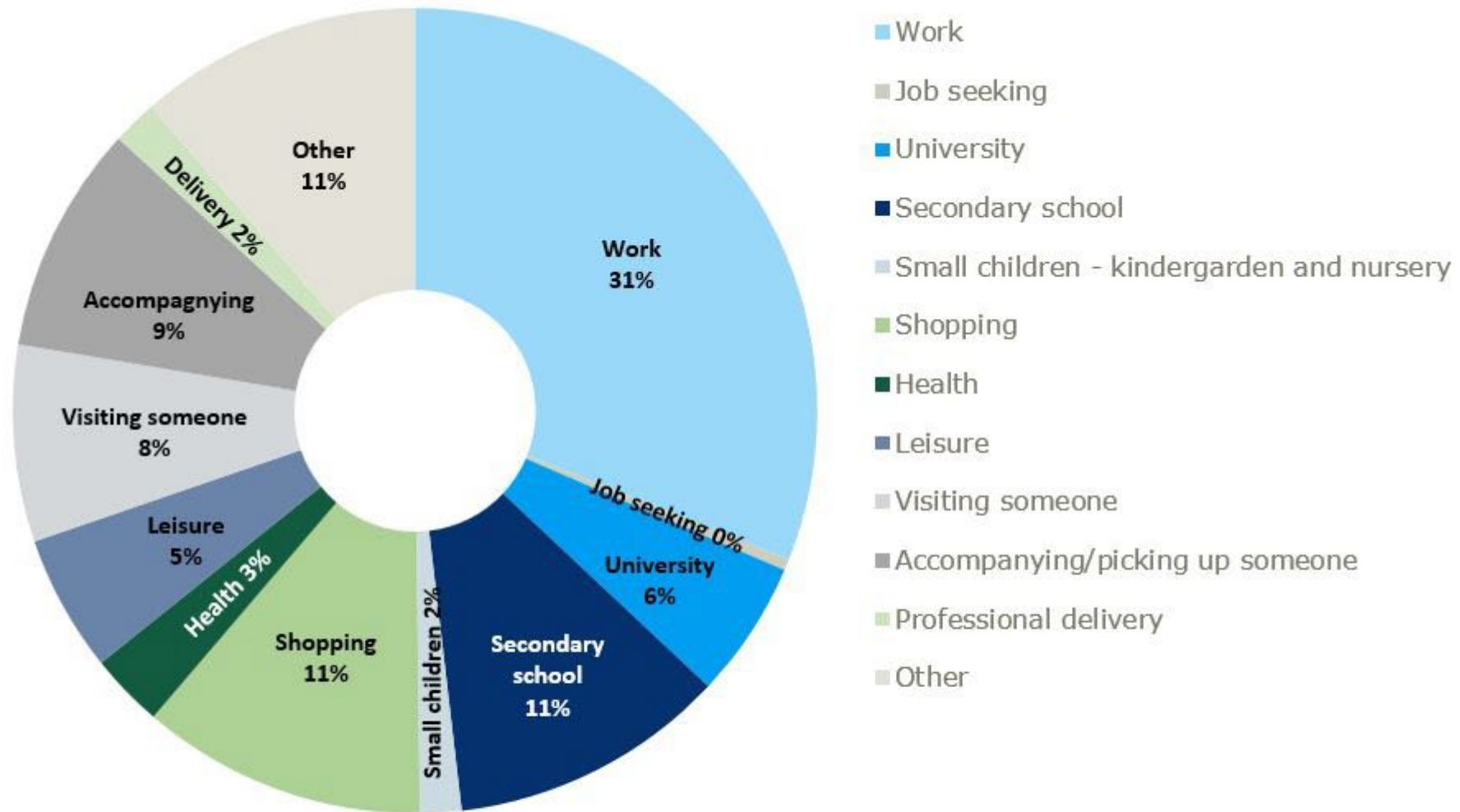


Figure 5 - Detailed trip motives, 2016 HHS

Source: Systra

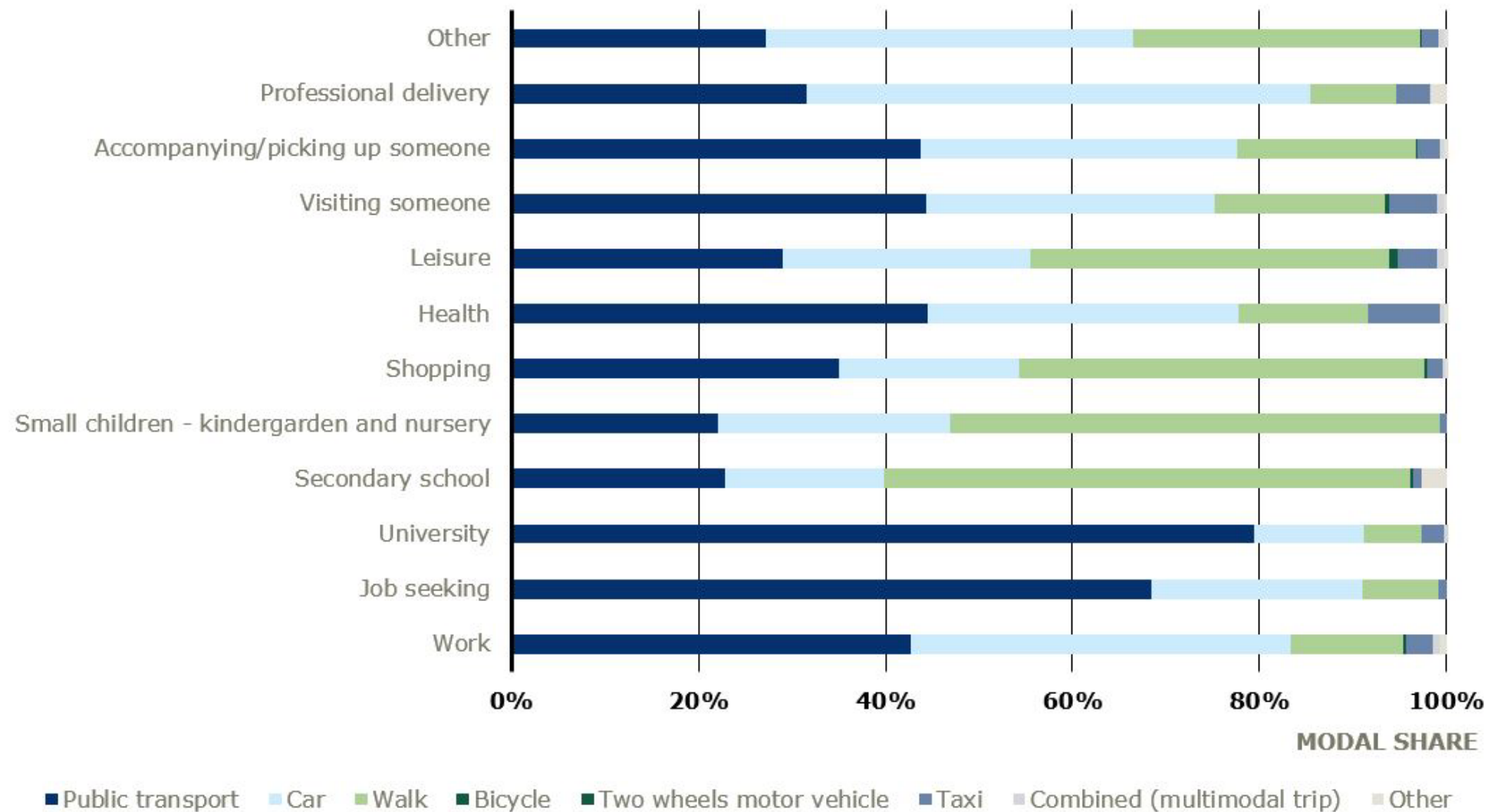


Figure 6 - Mode used for different trip purposes

Source: Systra

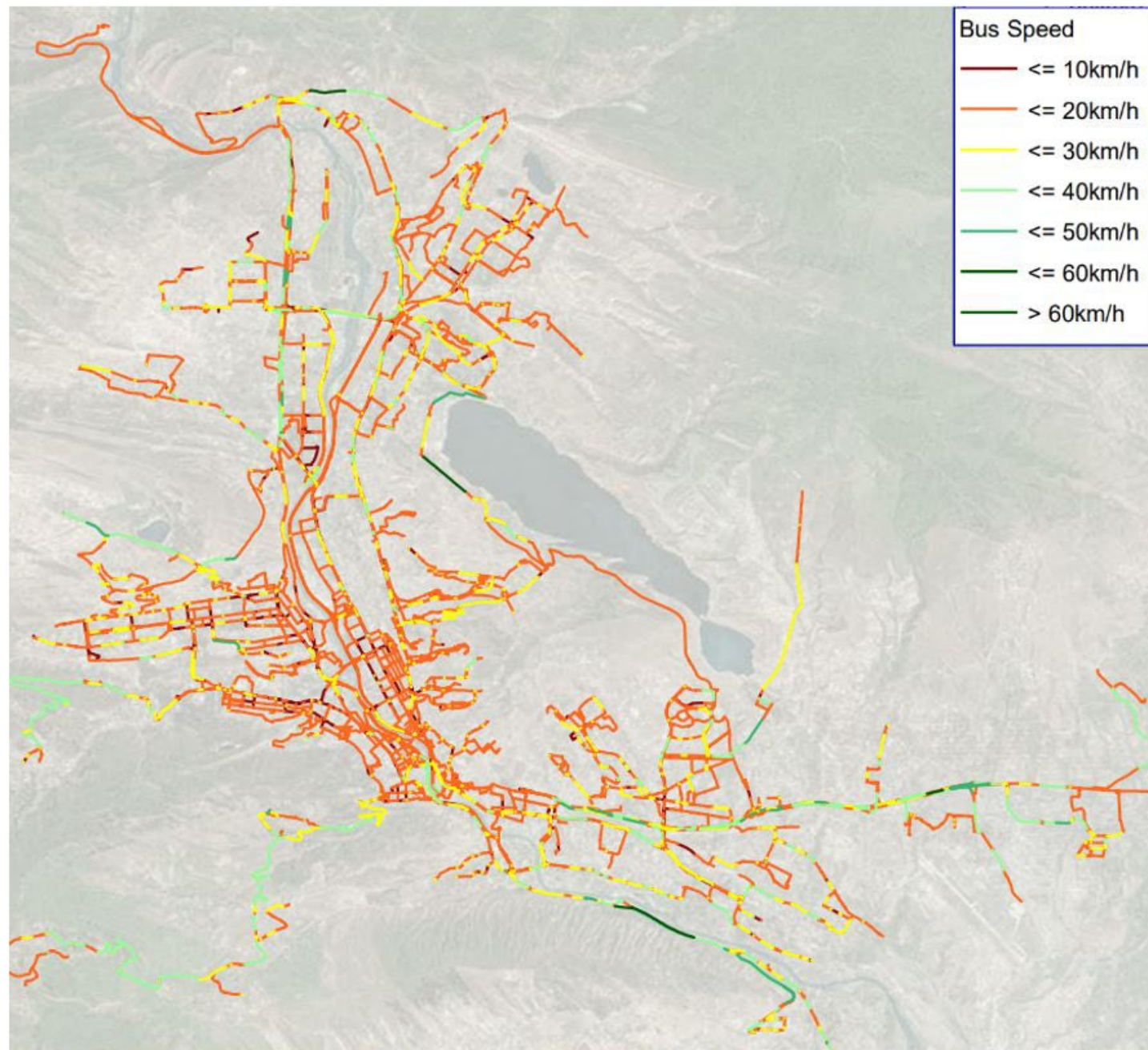


Figure 47 - Bus network, existing peak hour bus speeds (morning peak – 8h30-9h30), Model Base year 2022

It is expected that 1,5% off all trips will be done by bicycle in 2027 and 0,5% of all trips will be done

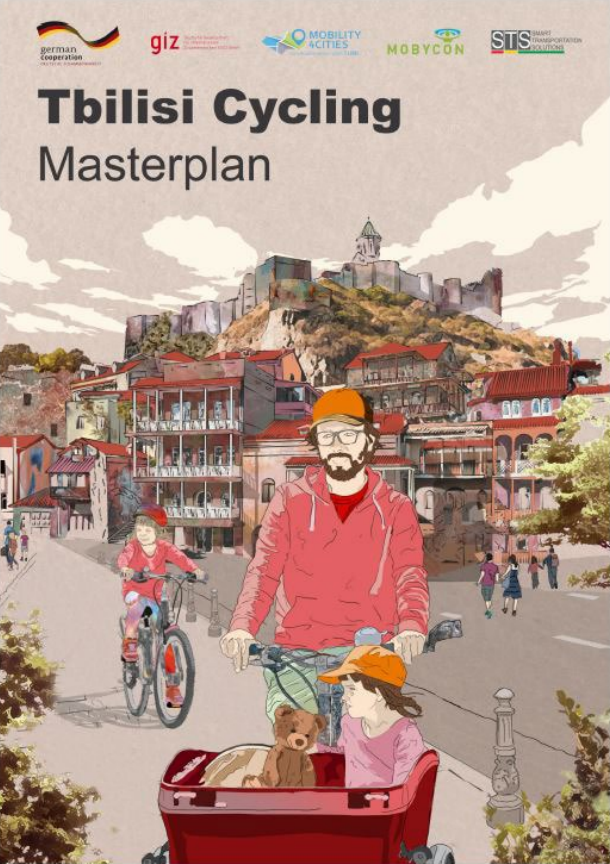


Illustration by Ana Dolidze (for illustrative purposes only)

This results in an expected 1,5% off all trips done by bicycle in 2027 and 0,5% of all trips done by a combination of cycling and public transport.

Mode share target over time

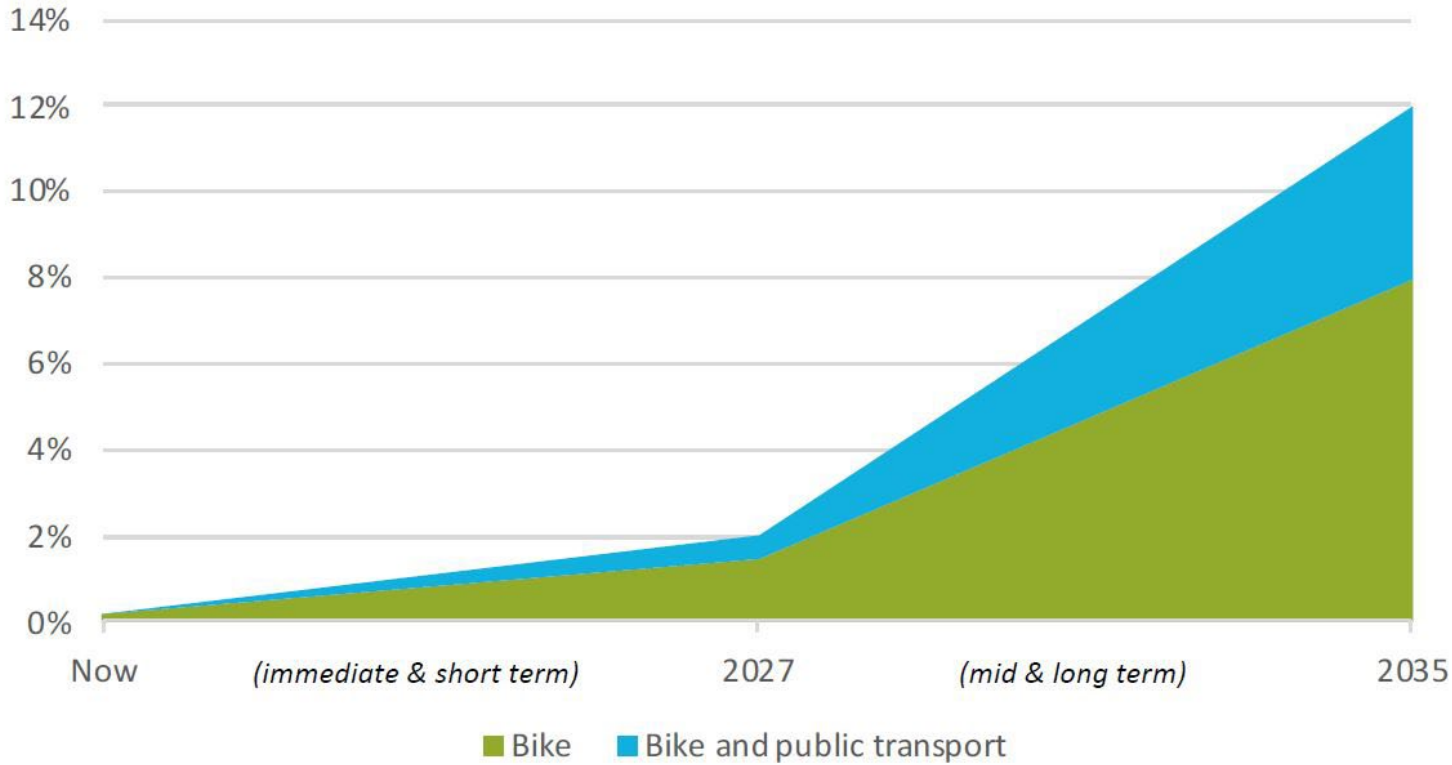


Figure 10 - Mode share target over time

<i>City or Region</i>	<i>Country</i>	<i>Current Modal Share</i>	<i>Target Modal Share</i>	<i>Cycling Increase</i>
<i>Baden-Württemberg</i>	Germany	10% in 2015	20% by 2025	x 2
<i>Batumi</i> ¹⁶	Georgia	0,5% in 2015	8% by 2030	x 16
<i>Berlin</i>	Germany	13% in 2014	20% by 2025	x 1,5
<i>Bratislava</i>	Slovakia	2% in 2012	10% by 2020	x 5
<i>Budapest</i>	Hungary	2% in 2010	10% in 2020	x 5
<i>Calgary</i>	Canada	0,8% in 2001	2% in 2020	x 2,5
<i>Córdoba</i>	Argentina	1,6% in 2011	15% by 2020	x 9,2
<i>Dublin</i> ¹⁷	Ireland	6% in 2011	13% by 2028	x 2
<i>Edinburgh</i>	United Kingdom	2% in 2010	10% by 2020	x 5
<i>Granada</i>	Spain	0,4% in 2011	15% by 2020	x 37,5
<i>Groningen</i>	Netherlands	47% in 2003	65% by 2020	x 1,3
<i>Lima</i>	Peru	0,03% in 2015	2% by 2018	x 66,7
<i>Ljubljana</i>	Slovenia	10% in 2010	15% by 2020	x 1,5
<i>Madrid</i>	Spain	1% in 2012	3% by 2016	x 3
<i>Medellín</i>	Colombia	0,5% in 2015	10% by 2030	x 20
<i>Paris</i>	France	5% in 2015	15% by 2020	x 3
<i>Prague</i>	Czech Republic	1% in 2009	7% by 2020	x 7
<i>Rio De Janeiro</i>	Brazil	3% in 2015	6% by 2025	x 2
<i>Rome</i>	Italy	0,6% by 2012	4% by 2019	x 6,7
<i>Tbilisi</i>	Georgia	0,15% in 2016 ¹⁸	8% by 2035	x 53.3
<i>Vancouver</i>	Canada	3,8% in 2013	12% by 2040	x 3,2
<i>Vienna</i>	Austria	7% in 2014	12% by 2020	x 1,7
<i>Zurich</i>	Switzerland	7% in 2011	14% by 2025	x 2



ევროპის მობილობის კვირეული

16-22 სექტემბერი 2022

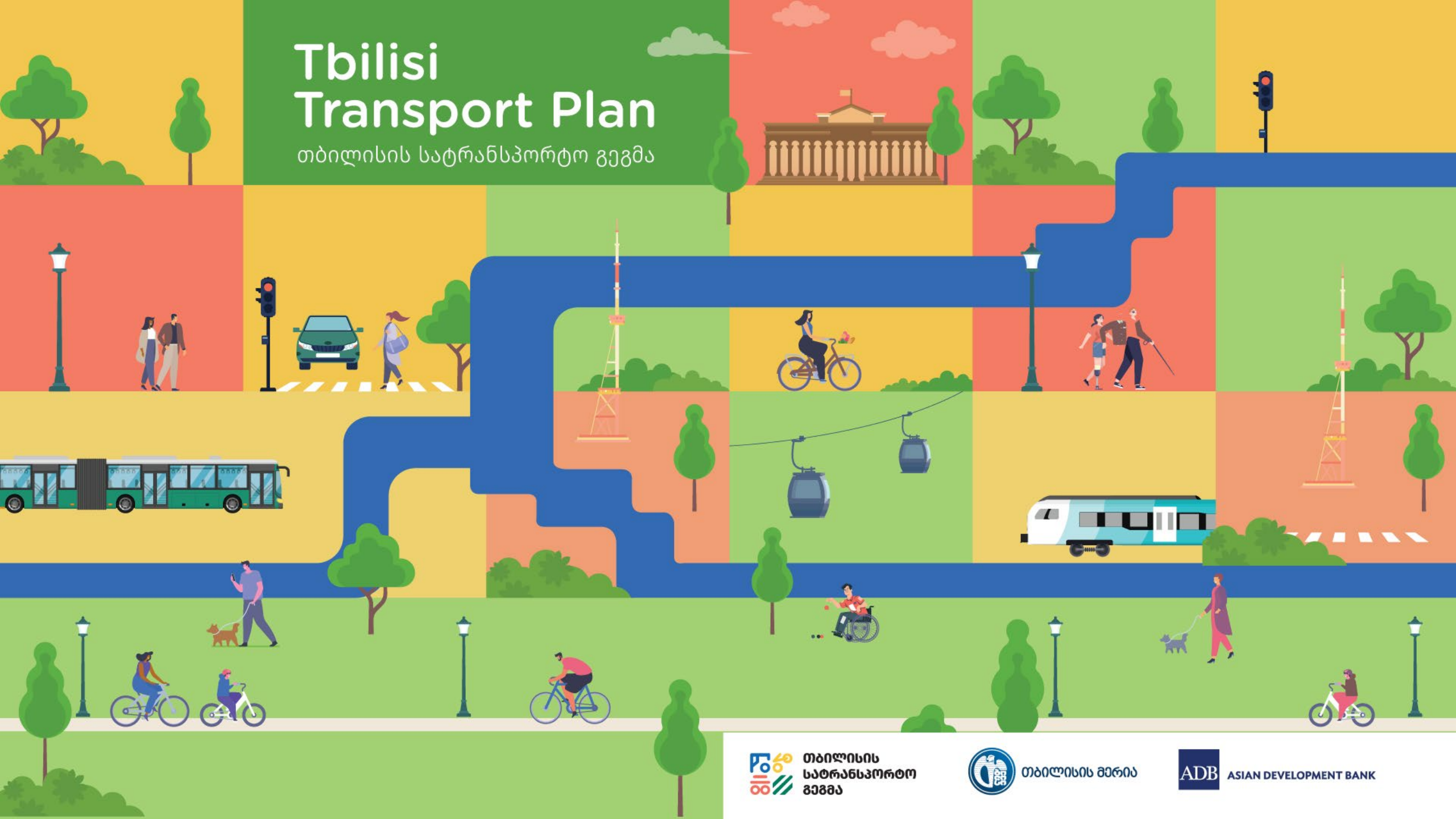




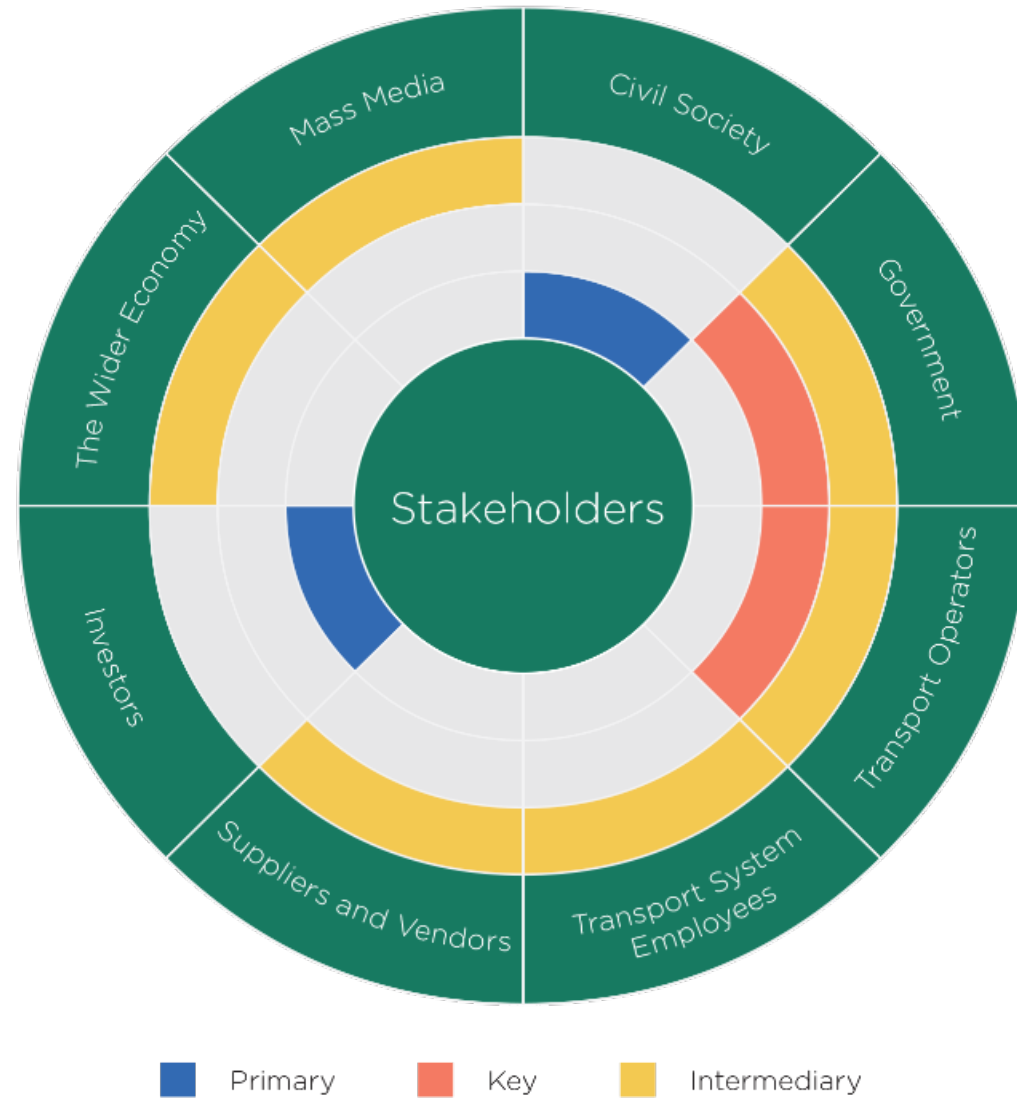


Tbilisi Transport Plan

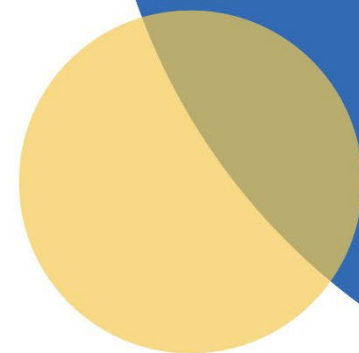
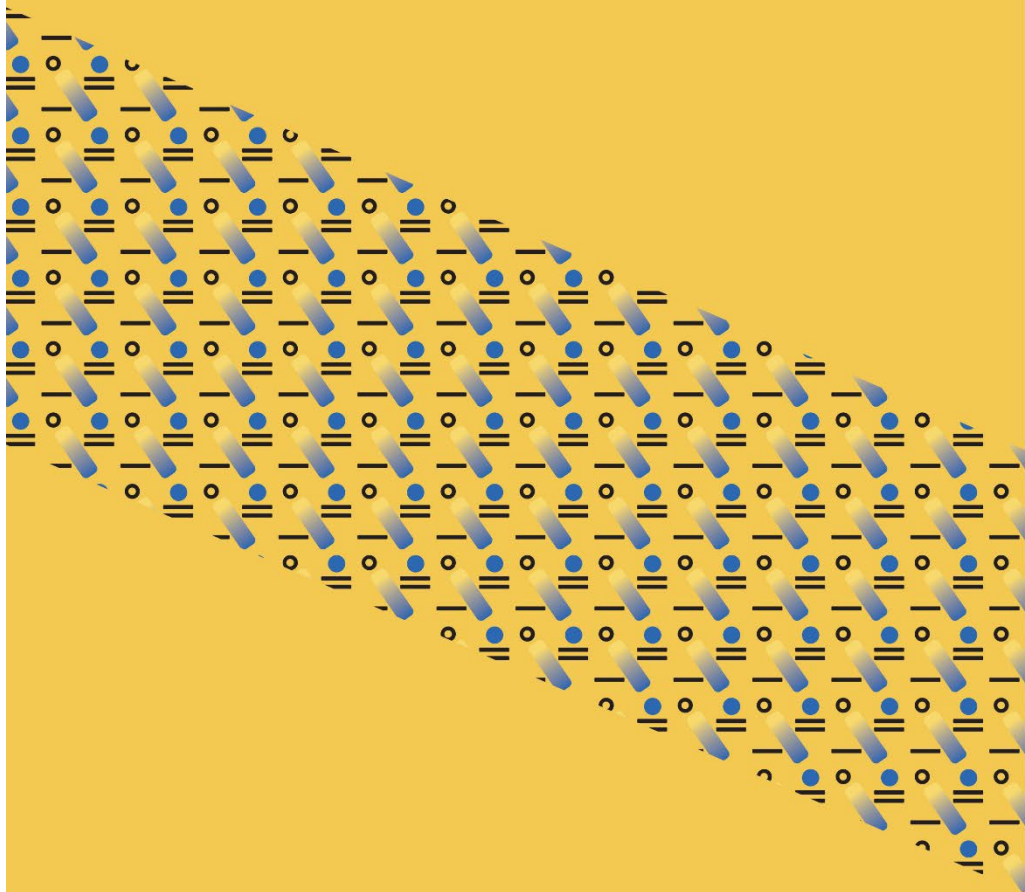
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Expectations from Stakeholders



03.



Mobility in Tbilisi Today

Current Modal Split

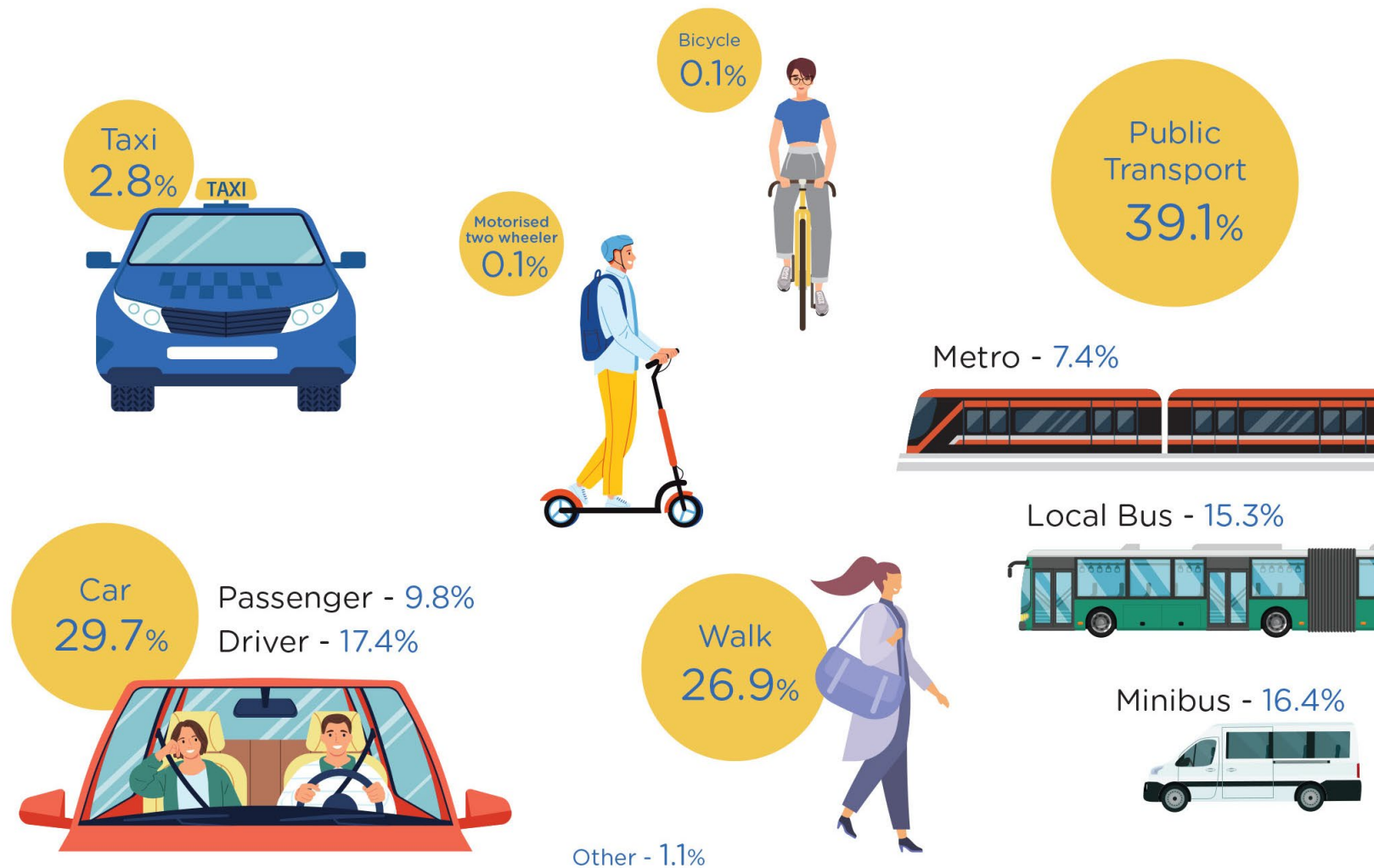
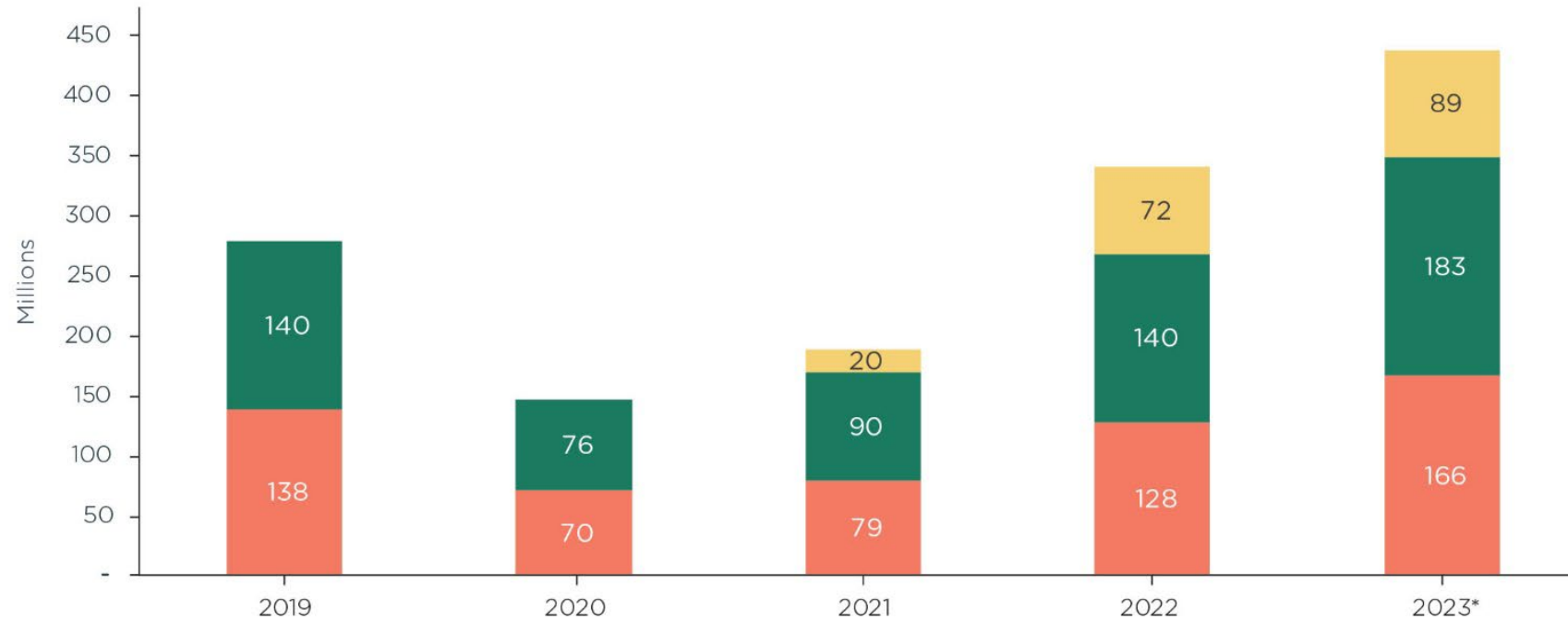


Figure 3.1: Travel Behaviour as of 2016. Source: 2016 Household Survey

Annual Public Transport Trips



*No data available before 2021 for minibuses. 2023 ridership was only available for months 1-6 so months 7-12 was extrapolated.

■ Metro ■ Bus ■ Minibus

Figure 3.2: Annual public transport trips, by mode 2019 - 2023.

Tbilisi and other Cities

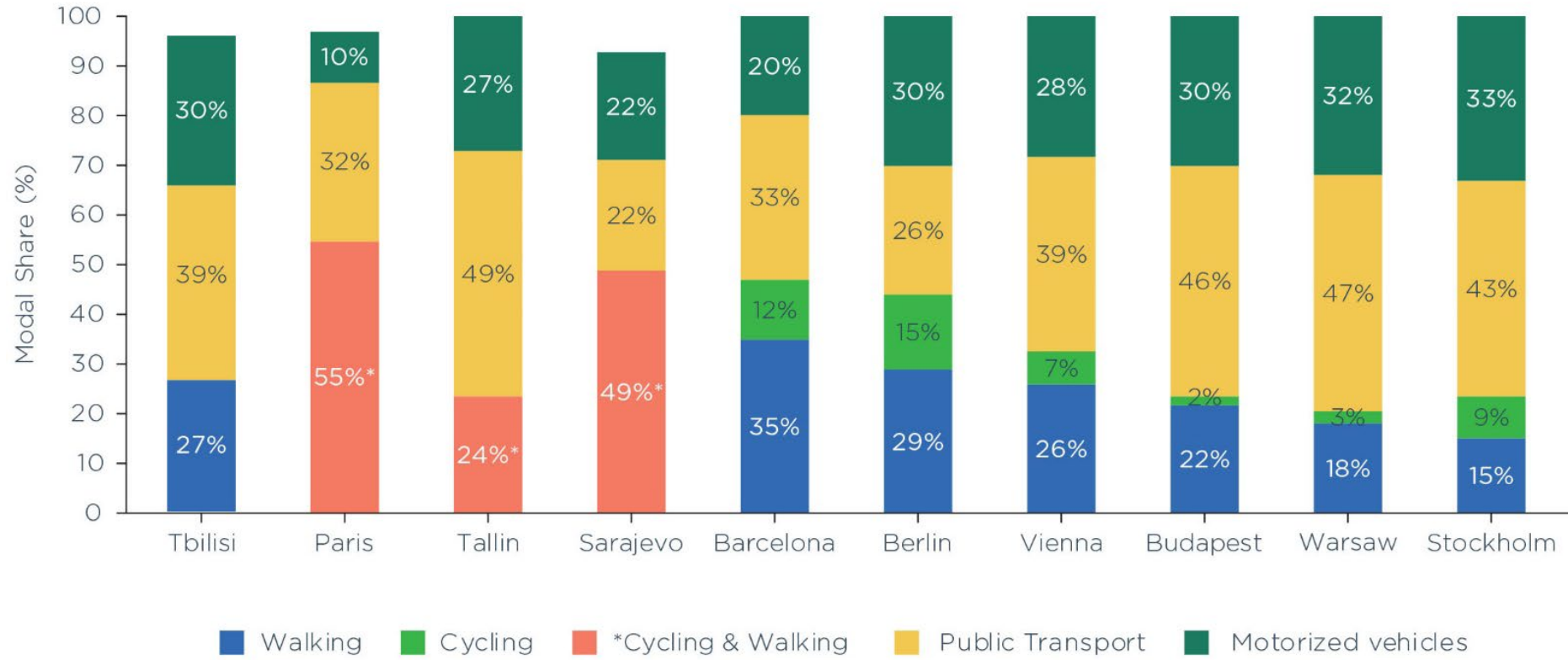


Figure 3.3: Comparison of travel behaviour between Tbilisi and other cities.

Tbilisi and other Cities

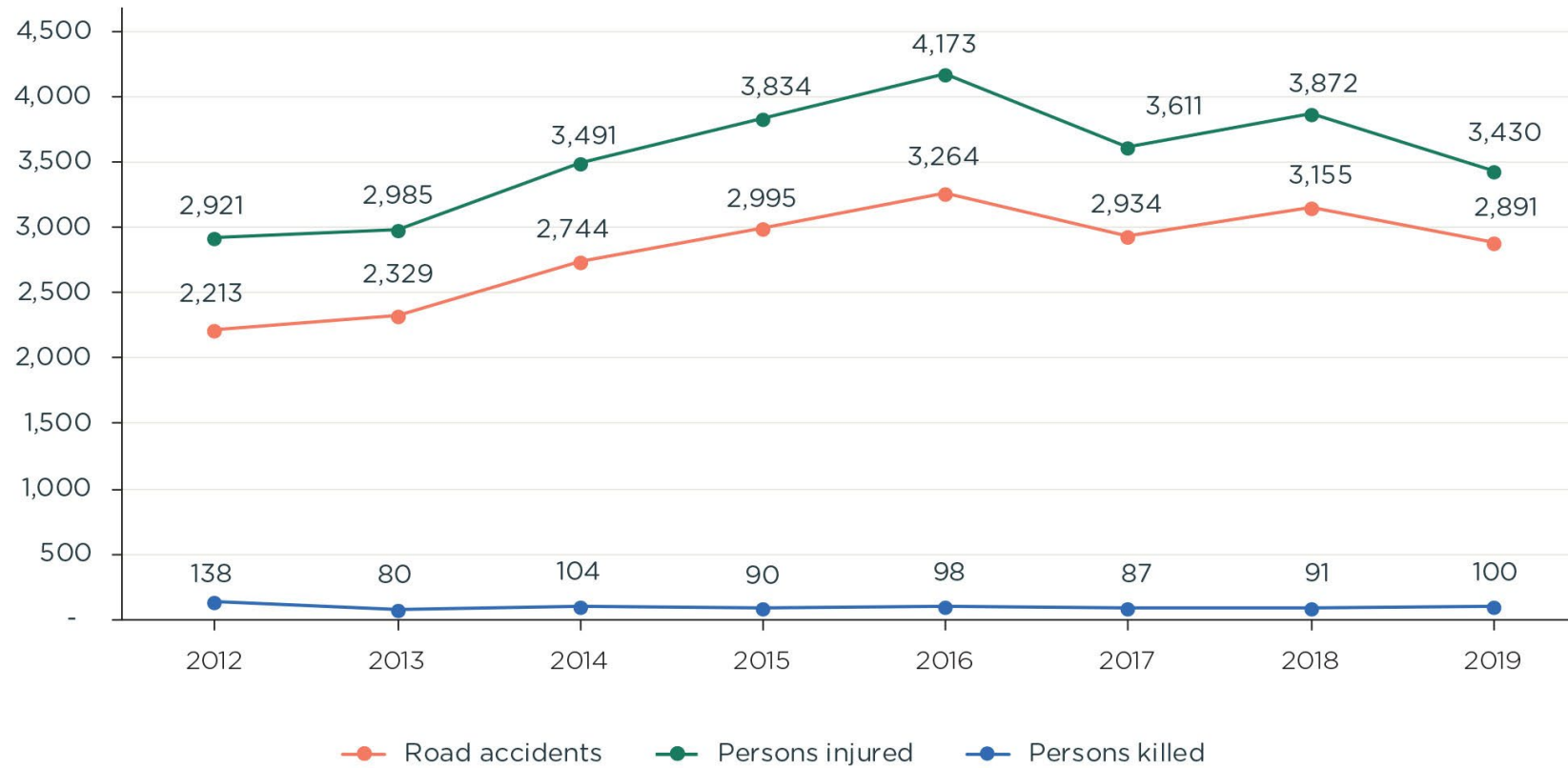


Figure 3.6: Road accidents in Tbilisi. Source: Ministry of Internal Affairs of Georgia, 2020

Vision & Goals

The review and consideration of existing mobility conditions for Tbilisi (Chapter 3) identified a set of key transport related issues for the Tbilisi Transport Plan to address. The Tbilisi Transport Plan is based on the following vision statement:

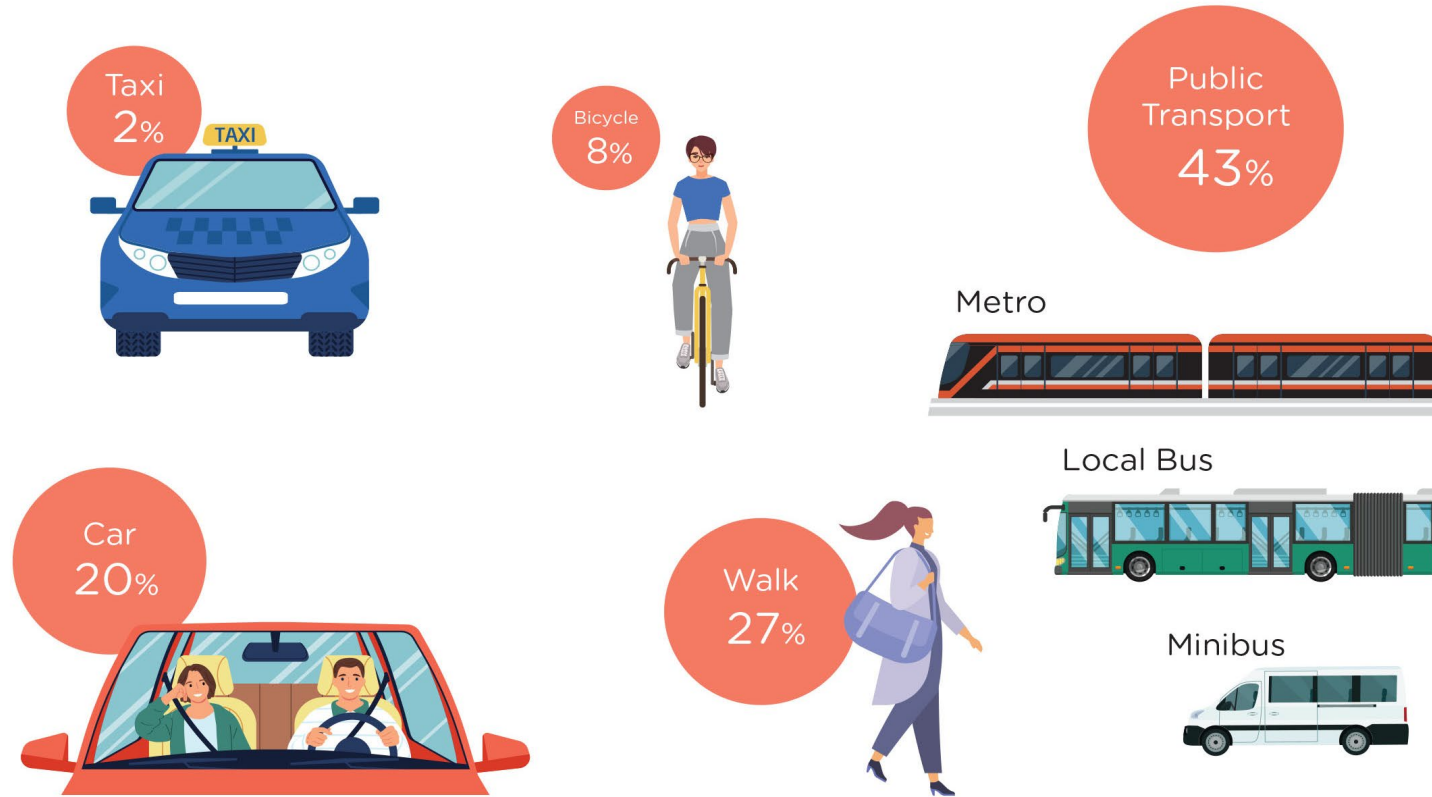
“

To deliver to the citizens of Tbilisi an effective, efficient, safe and sustainable urban transport system that is accessible and affordable for all and contributes to a better quality of urban life and environment.”

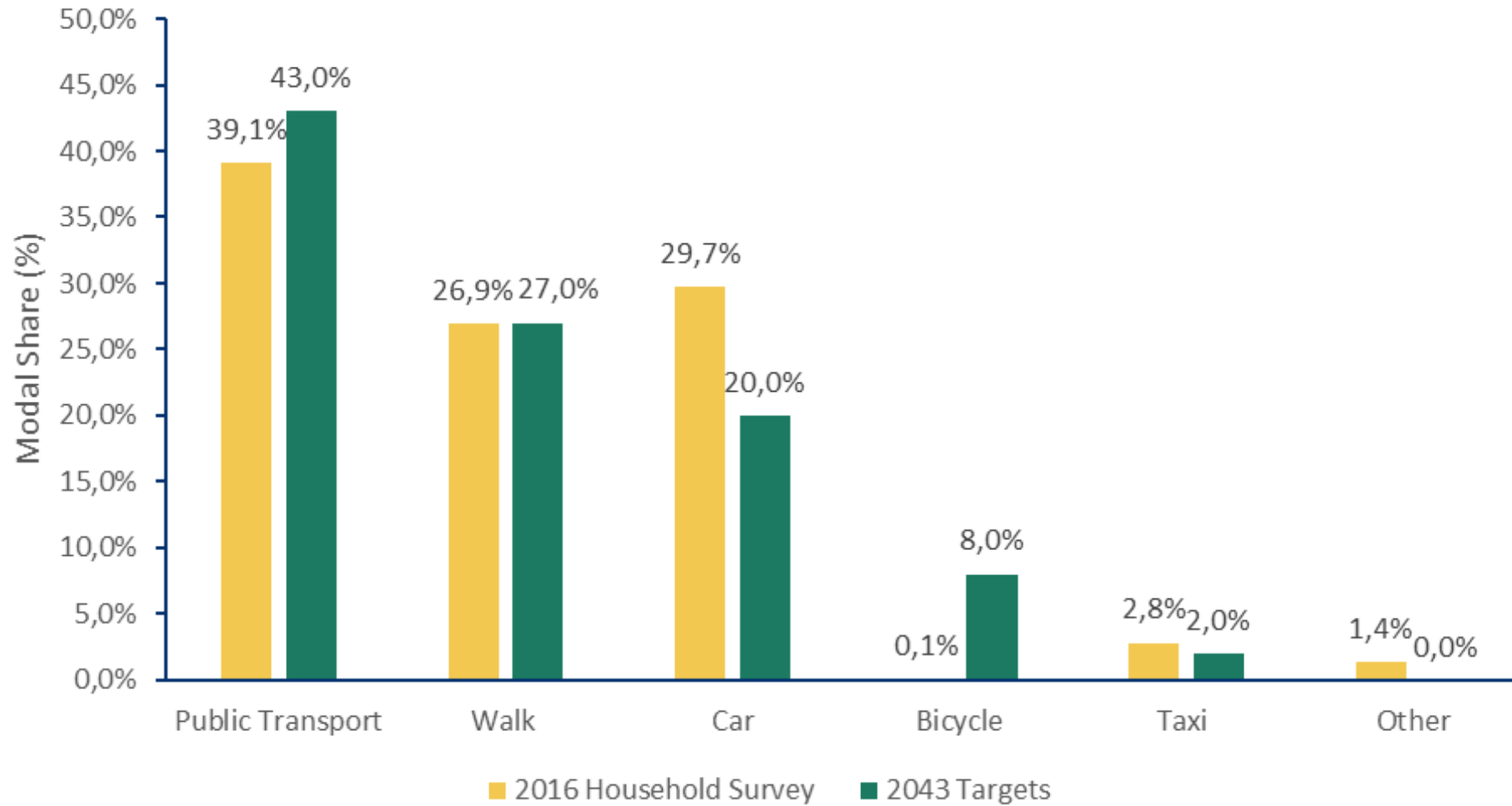
Pillars	Strategic Goals	List of Selected Indicators
#1 Effective and efficient mobility system with improved access	#1 Reduce car dependency in favour of more sustainable transport modes	Sustainable/Active Travel modal share (public transport / cycling / walking)
	#2 Improve accessibility and connectivity at city and regional level	Share of people with appropriate access to high quality public transport station or stop
	#3 Improve the efficiency and level of service in the mobility system	Improvement in public transport average commercial speed (for commuter rail, metro, TBT, buses)
#2 Safe & accessible mobility system for all	#4 Provide inclusive transport solutions	Accessibility of public transport for mobility-impaired groups
	#5 Improve safety and security in urban areas and the mobility system	Reduction in road deaths
#3 Enhanced quality of urban life and environment	#6 Provide high quality urban spaces	Urban functional diversity
	#7 Reduce impacts on health & environment	Ambient noise levels and air quality at key locations

Figure 41: Strategic Goals and Indicators

2043 Target Modal Split



2016 Modal Share Vs 2043 Target Modal Share



Methodology and Scenarios

Scenario	Urban Development	Urban Liveability	Walk & Bike	Travel Demand Management & Parking	Public Transport
PT-Oriented Scenario This scenario puts emphasis in increasing drastically complementary Public Transport Offer to bus offer	●●●	●●●	●●●	●●●	●●●
NMT-Oriented Scenario This scenario puts emphasis in increasing drastically walk and bike offer , especially by focusing on the rehabilitation of street & sidewalks	●●●	●●●	●●●	●●●	●●●
TDM-Oriented Scenario This Scenario puts emphasis in controlling and decreasing car traffic, especially by ambitious speed limitations and parking policy	●●●	●●●	●●●	●●●	●●●

Figure 5.1: Areas of focus for each of the 'Do Something' scenarios

There is some overlap in the packages, where interventions are common to all three 'Do Something' scenarios. These include improvements to urban liveability and sustainable infrastructure, road traffic

and safety, clean vehicles, urban logistics, tourism and intelligent transport systems.

Strategic areas Inputs comparison

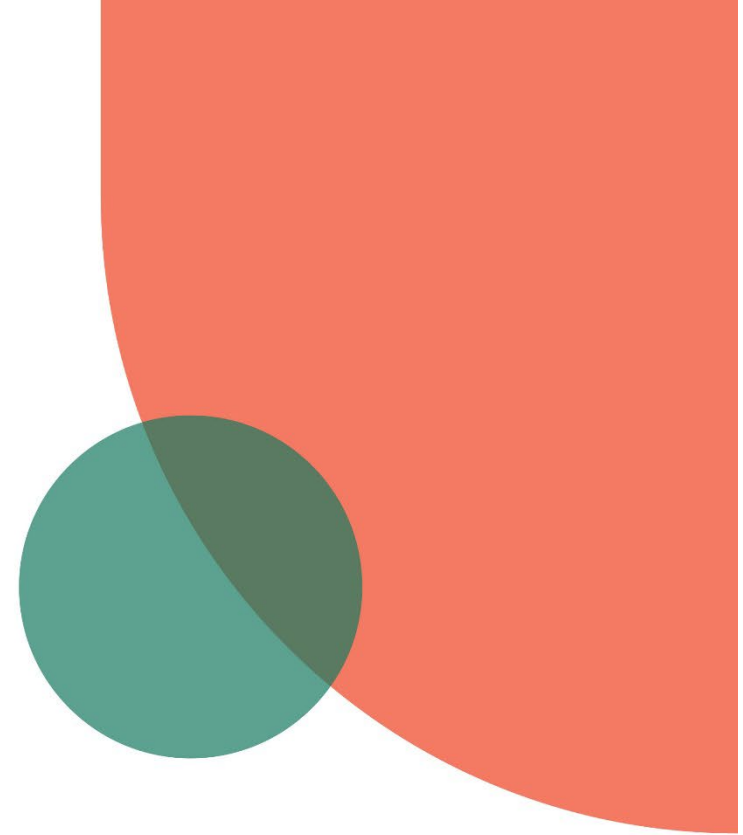
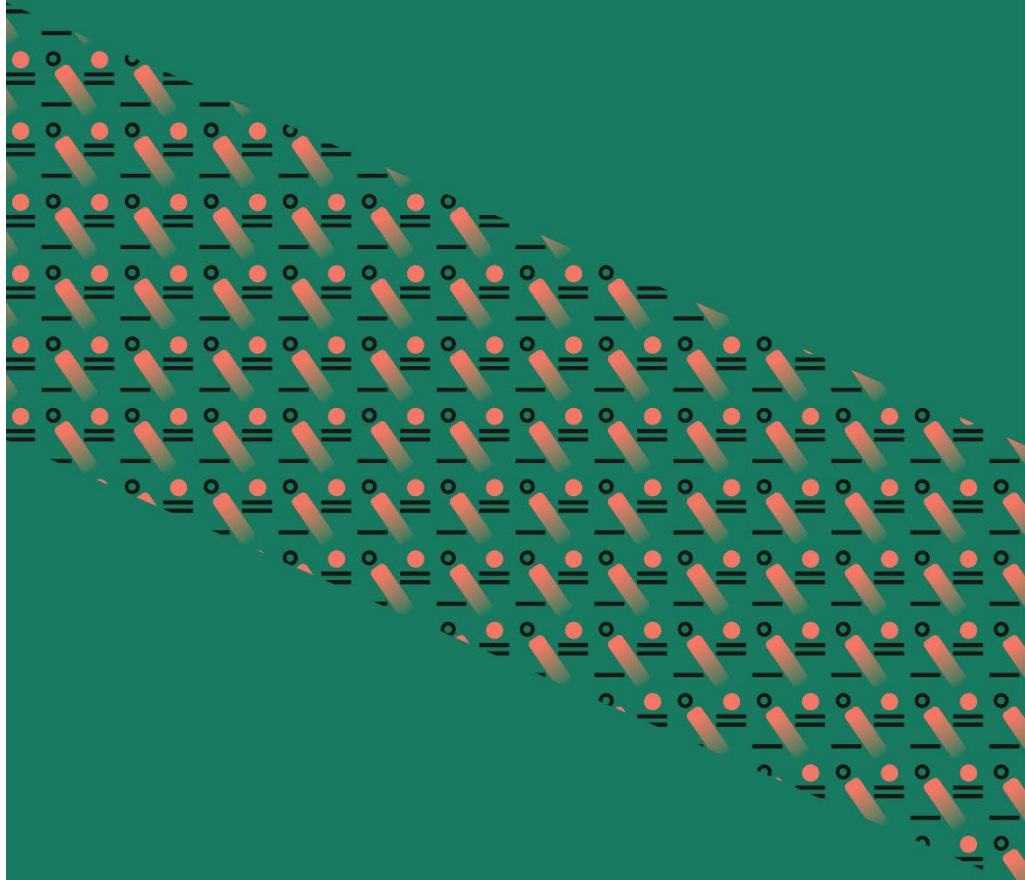
Scenario	Urban Development	Urban Liveability	Walk & Bike	Travel Demand Management & Parking	Public Transport
Retained Scenario This scenario puts emphasis in increasing drastically complementary Public Transport Offer to bus offer	●●●	●●●	●●●	●●●	●●●

Other areas

- Sustainable Infrastructure
- Clean Vehicles
- Tourism
- Road Traffic & Safety
- Urban Logistics
- Intelligent System

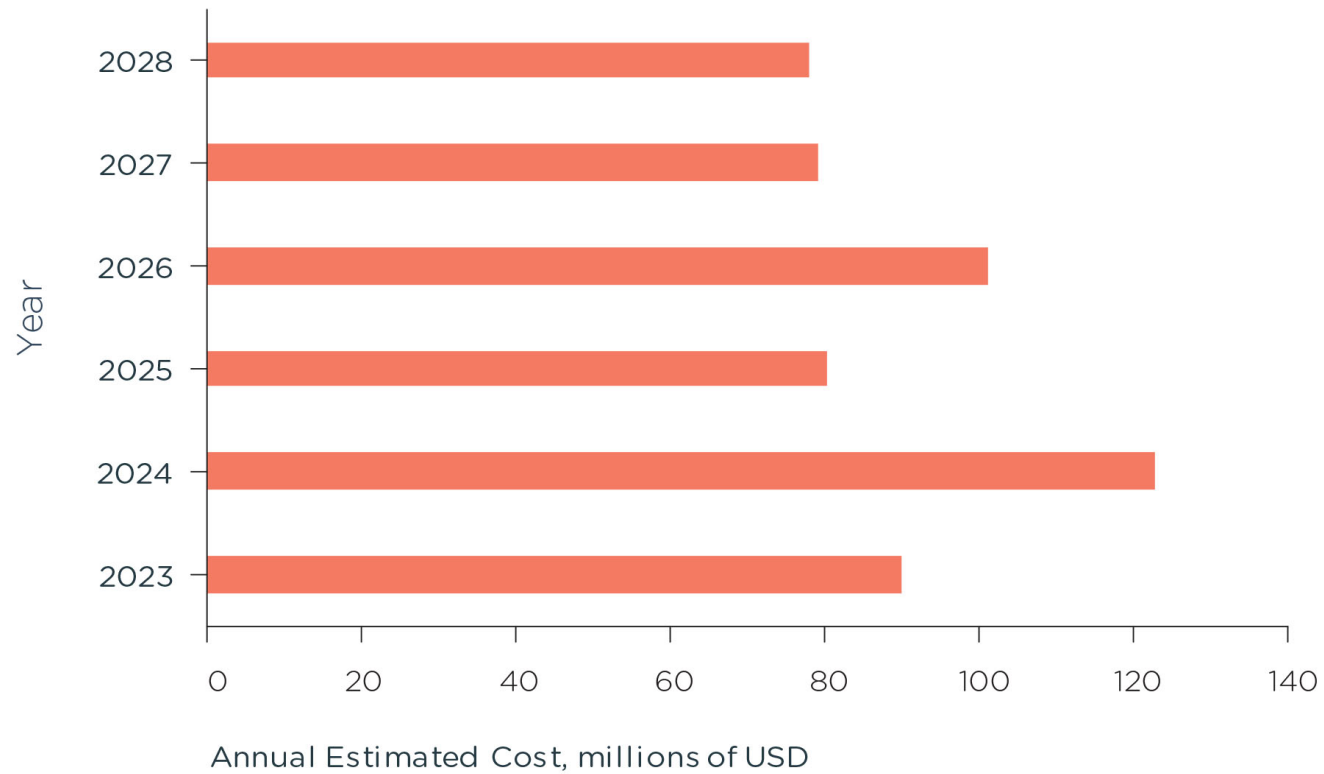
Figure 5.3: Retained scenario

06.

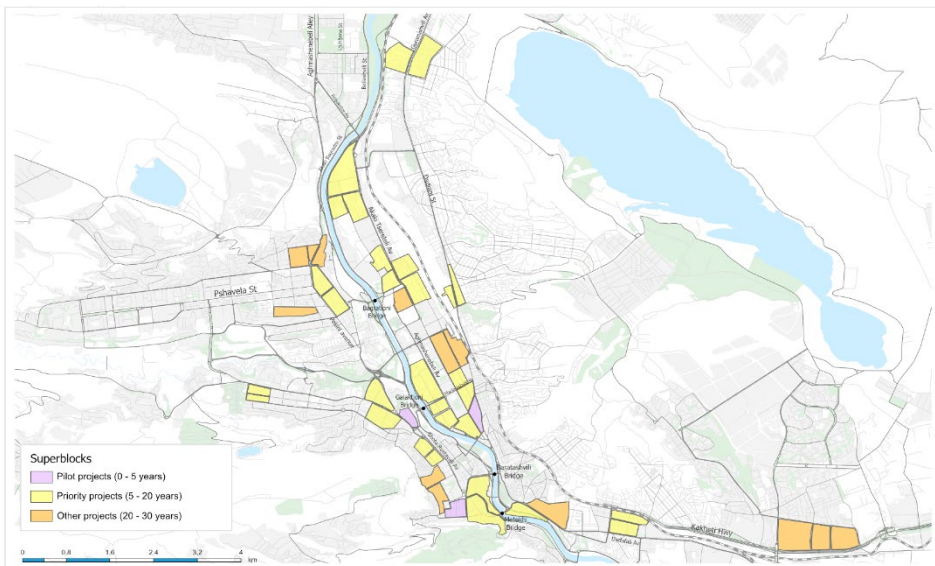


Action Plan

The graph below shows annual estimated costs for first five years



Superblocks



5-Year Action Plan and Cost Estimate

Time period	Measure
2022 - 2023	Feasibility study and concept design for pilot Superblocks
2024	Preliminary and detailed design for all three Superblocks
2024	Kiacheli Superblock: Tactical urbanism and feedback phase
	Kiacheli Superblock: Implementation
2025	Sololaki Superblock: Tactical urbanism and feedback phase
	Sololaki Superblock: Implementation
2026	London Park Superblock: Tactical urbanism and feedback phase
	London Park Superblock: Implementation
2027	Feasibility study and concept design for next set of Superblocks
2028	4th Superblock: Tactical urbanism and feedback phase
	4th Superblock: Implementation

Waterfront Revitalization



5-Year Action Plan and Cost Estimate

Time period	Measure
2024	Griboedov Statue to Saarbrucken Square - Detailed design
2025	Griboedov Statue to Saarbrucken Square - Project implementation ¹
2026	Griboedov Statue to Saarbrucken Square - Project opening
2025	Dedaena Park Extension - Detailed design
2026	Dedaena Park Extension - Project implementation ²
2027	Dedaena Park Extension - Project opening
2026	Green pedestrian space - Detailed design
2027	Green pedestrian space - Project implementation ³
2028	Green pedestrian space - Project opening

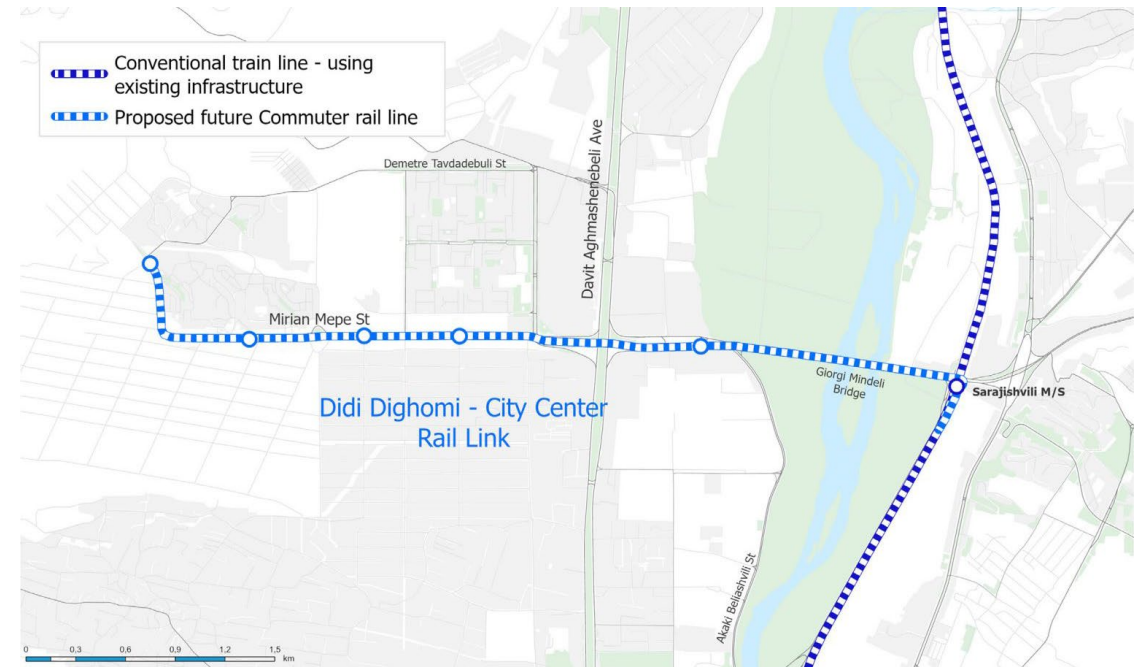
Didi Dighomi – City Centre rail link

Neighbourhood	Projected Population Growth (2022-2042)
Didi Dighomi	54.6%
Navtlughi	36.0%
Varketili	32.8%
Wavkisi, Shindisi, Tabakhmela	20.6%
Nutsibidze Mikorayons	18.0%

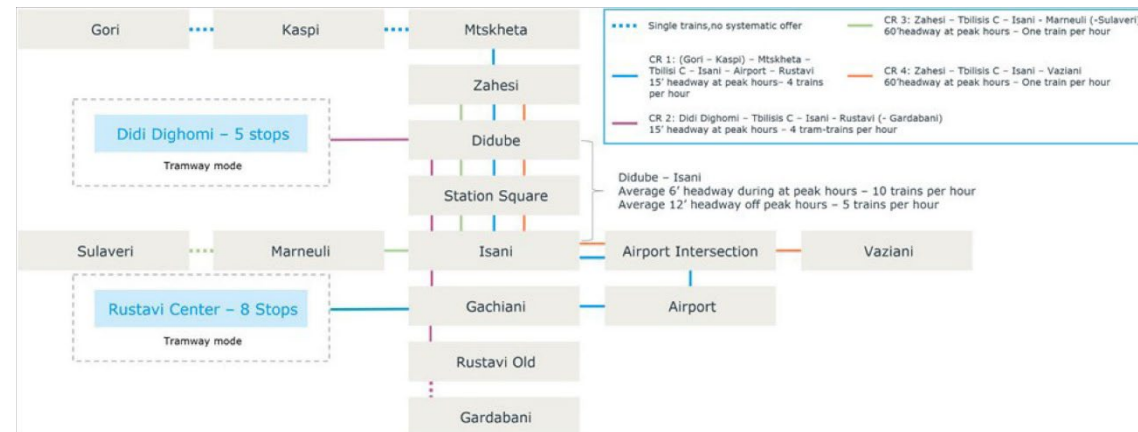
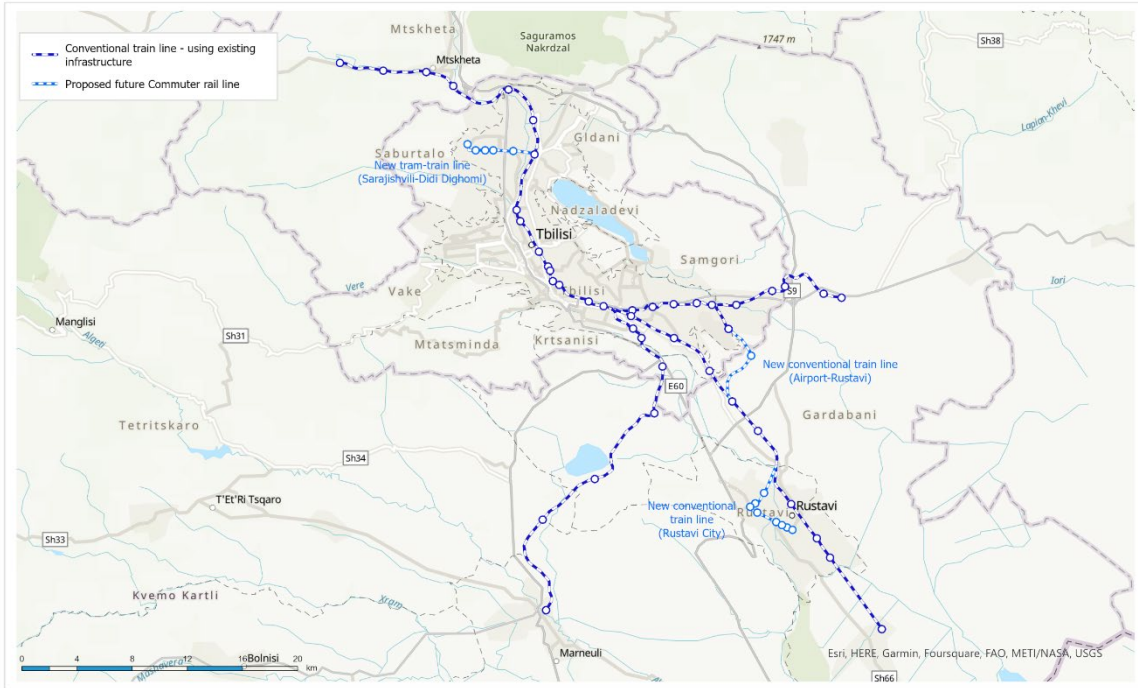
5-Year Action Plan and Cost Estimate

Time period	Measure
2024	Establishing stakeholder working group & initiating discussions (GR, TUDA, MOF, TTC)
2025	Alternatives analysis and pre-feasibility study, including ridership forecasting
2026 - 2028	Feasibility study, concept design, and ridership modelling of preferred option
2029 - 2030	Preliminary and detailed designs
2033	Tentative start of project construction ¹
2034	Rolling stock procurement ²
2035	Tentative start of operations

- **Route 1:** Central Railway Station to Didi Dighomi via Sarajishvili – this will take the form of a tram train, which will travel along the mainline rail network up to Sarajishvili Station, and then along a dedicated tram line. This will be linked to the proposed commuter rail network¹.
- **Route 2:** Didube Transport Hub to Didi Dighomi – this will be a more traditional tram service.
- **Route 3:** Saburtalo District to Didi Dighomi – this will be more traditional tram service.



Commuter Rail



5-Year Action Plan and Cost Estimate

Time period	Measure
2024	Preliminary working group discussions between all stakeholders
2025	Pre-feasibility study, including Institutional arrangements
2026	Ridership forecasting study
2027	Feasibility study
2029 - 2030	Detailed design and operational plan
2031 - 2032	Upgrade of existing line ¹
2032	Procurement of rolling stock (20 train sets) ²
2033	Phased beginning of operations
2032 - 2034	Construction of new alignment - Rustavi to Airport ³
2035	Full service in operation

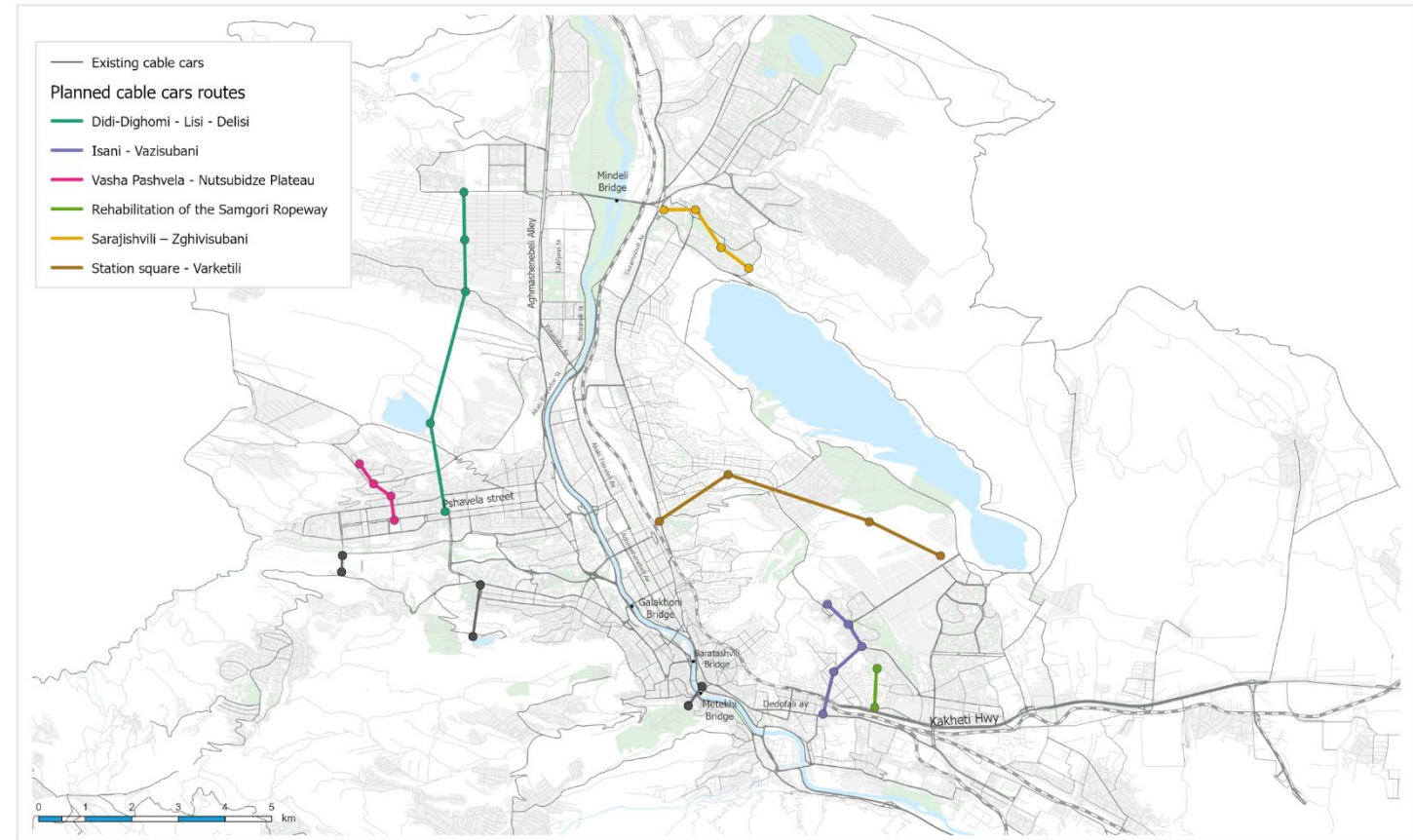
Cable Cars

5-Year Action Plan and Cost Estimate

Time period	Measure
2024	Feasibility Studies for Routes 1,2 and 3
2025	Detailed design and public engagement for Routes 1,2 & 3 ¹
2026 - 2029	Construction of Routes 1,2 & 3
2030	Commencement of operations - Routes 1 & 2
2029	Feasibility Studies for Routes 4 & 5
2030	Detailed design and public engagement for Routes 4 & 5
2031 - 2033	Construction of Routes 4 & 5 ²
2034	Phased commencement of operations - Routes 4 & 5

Urban cable cars would be most impactful on the following six corridors (in the order of priority):

- Route 1: Isani – Vasizubani
- Route 2: Sarajishvili – Zghivisubani
- Route 3: Vasha Pashvela - Nutsubidze Plateau
- Route 4: Didi Dighomi - Delisi
- Route 5: Station Square – Varketili
- Route 6: Rehabilitation of the Samgori Ropeway



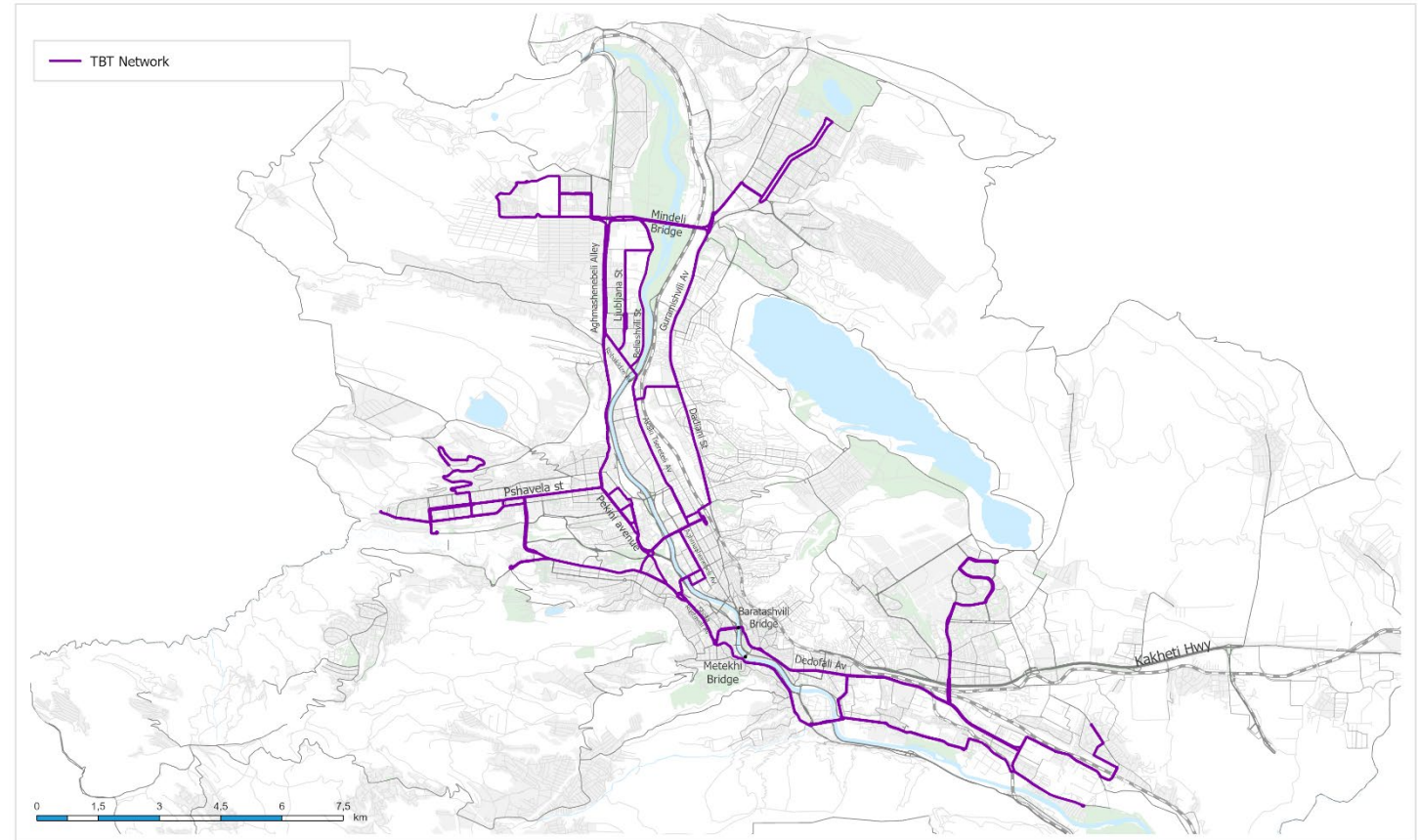
Tbilisi Bus Transit (TBT)

5-Year Action Plan and Cost Estimate

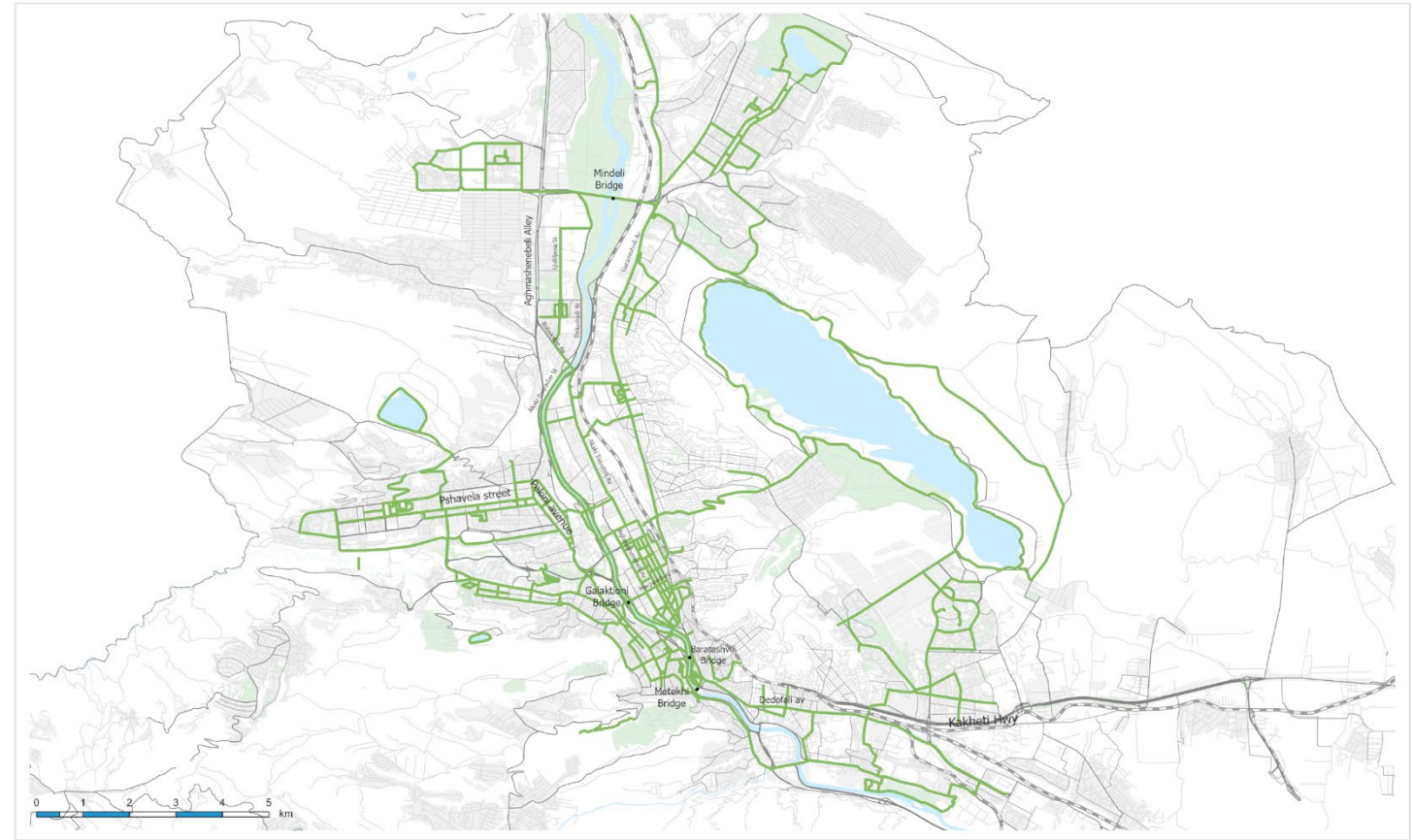
Time period	Measure
2020 - 2023	TBT infrastructure on Chavchavadze, Melikishvili, Queen Ketavan (1st part) - COMPLETE
2023 - 2024	Tsereteli TBT infrastructure construction and opening
2023 - 2024	Burjanadze St TBT infrastructure construction and opening
2024	Mindeli Bridge rehabilitation and opening for TBT
2024 - 2025	Rustaveli TBT infrastructure construction and opening
2024 - 2025	Beliashvili St TBT infrastructure construction and opening
2025 - 2026	Vazha-Fshavela infrastructure construction and opening

The following is a list of all TBT routes:

- Gldani – Saburtalo
- Didi Dighomi – Saburtalo
- Samgori – Vake
- Samgori – Saburtalo
- Gldani – Ortachala
- Samgori - Didi Dighomi
- Samgori - University Str
- Samgori - Vake – Saburtalo
- Gldani – Vake
- Africa - Nutsunidze Plateau



Bicycle Network



03.
New Bicycle Lanes

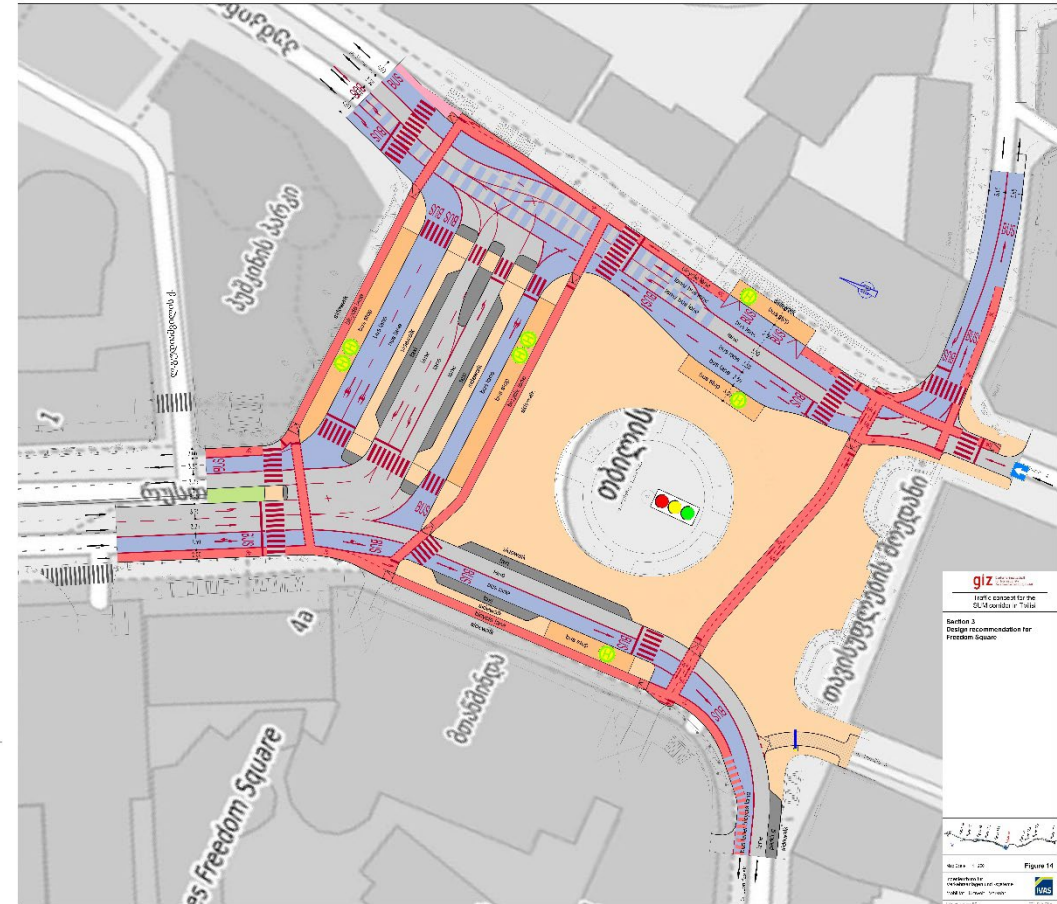


270 km
of bicycle lanes

Freedom Square

5-Year Action Plan and Cost Estimate

Time period	Measure
2022	Completion of concept design alternatives for Rustaveli and Freedom Square
2023	Select concept for Rustaveli
	Tender for design-build of Rustaveli
2023 - 2024	Public engagement for Rustaveli
2024	Rustaveli design and sewage upgrades
	Construction of street redesign for Rustaveli
2025	New Rustaveli opens
2026	Public engagement for Freedom Square
	Option selection and tender for design-build of Freedom Square
	Construction for Freedom Square
	New Freedom Square opens

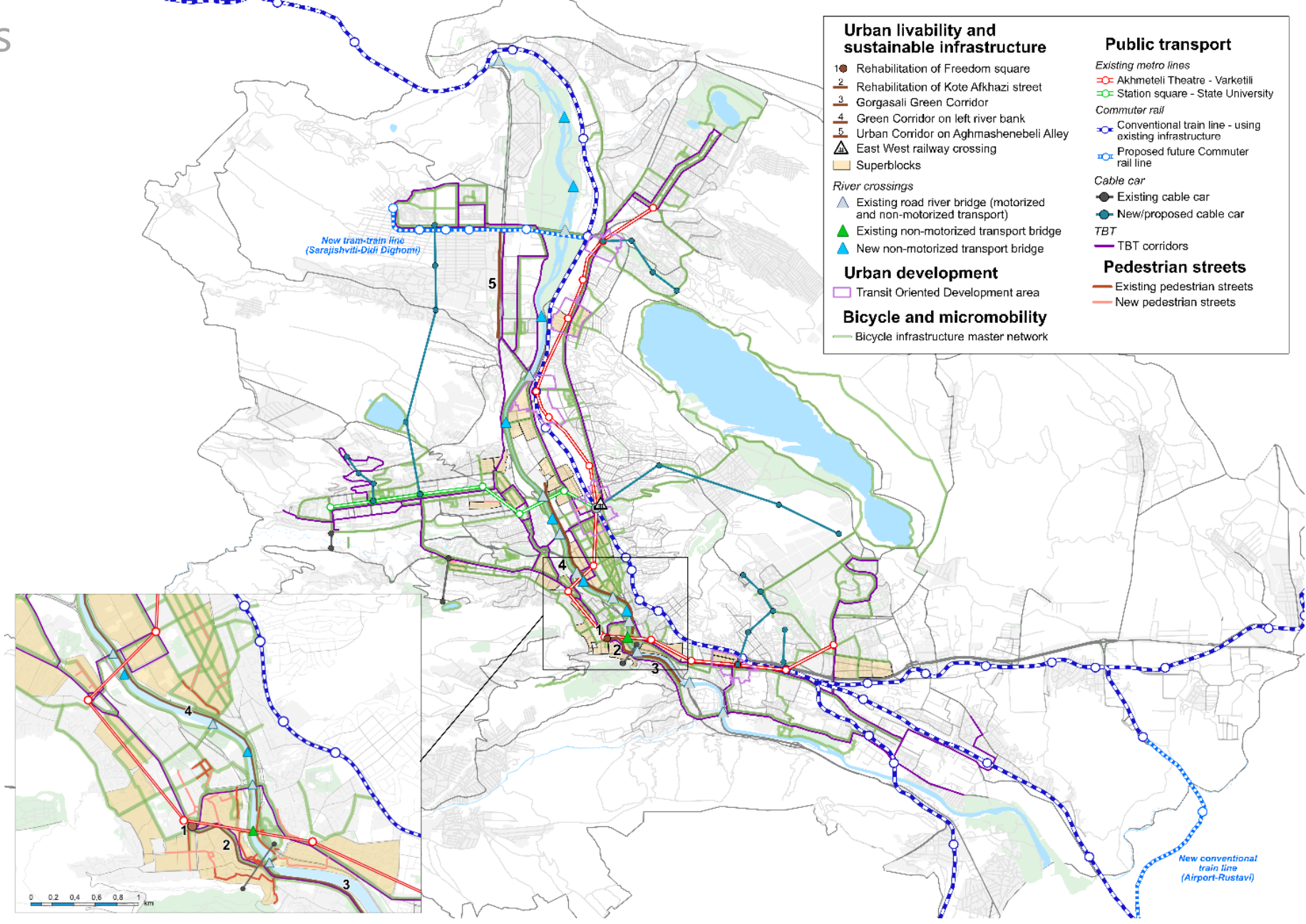


Kote Afkhazi



detail 05

Key Projects



Adopt the Tbilisi Transport Plan

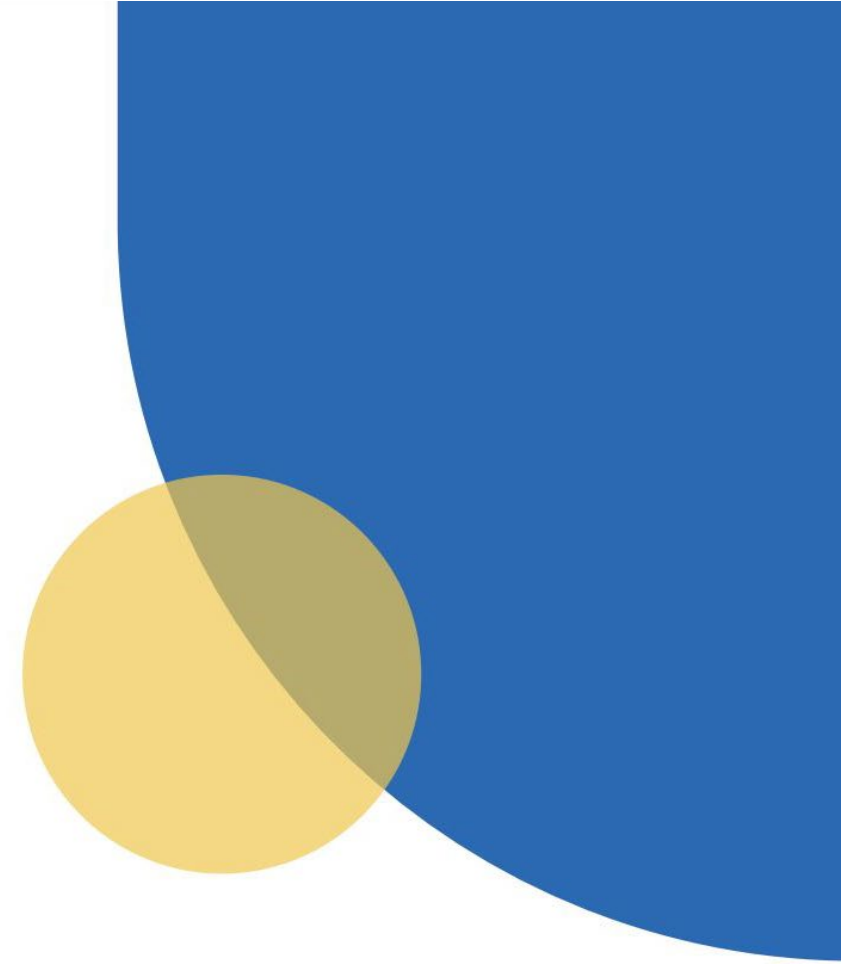
Set up Dedicated Team

Manage Updates and Continuous Improvement

Conduct Annual Scorecard

Set up Working Groups

Ensure Implementation of the Tbilisi Transport Plan




Next Steps


01. *Mode Share*
Fewer journeys by car, and **more journeys by public transport, cycling and walking**




05. *Commuter Rail*
50 km of commuter rail network



06. *Cable Cars*
6 new cable car lines



02. *TBT Network*
160 km of dedicated bus lanes




07. *Didi Dighomi to City Centre*
New high quality and fast public transport link between Didi Dighomi and the city centre



03. *New Bicycle Lanes*
270 km of bicycle lanes



08. *Fully Accessible Metro Infrastructure*
70% of Merto stations fully accessible



04. *Road Fatalities*
50% reduction in road fatalities



09. *Superblocks*
3 Superblock areas on a pilot basis



Tbilisi Transport Plan

თბილისის სატრანსპორტო გეგმა

