Traffic planning and Public Transport in Freiburg
（フライブルクにおける交通計画と公共交通）
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General statements about mobility
Mobility in the City is a political task, needs space, generators noise and causes air pollution. About 20 percent of CO² emissions in Germany are generated by car but passengers of public transport in average are causing only 1/3 of CO² emission like car drivers. Compared car versus bus in experiment of need of space.

Historical political decisions in Freiburg concerning mobility planning
The electric Streetcar started from 1901. Even the first lines went through the city center. “Into the heart of the city.” This hasn’t changed until nowadays. In the second World War downtown of Freiburg was destroyed by 80 %. The municipal council decided to rebuild the city center in the medieval ground plan. So, not much space for mass mobility in the city center.
Until 1972, in the narrow downtown streets the increasing number of cars led to a decrease of quality of live in the city center. The introduction of a pedestrian area raised the quality of the city center since 1973. Now it was necessary to guarantee that everybody is able to reach the city center without a car by other means of mobility. By the cybernetics mobility concept in 1989, town-, life- and environmental- quality improved

Public transport and Fare system in Freiburg
Until 1984 the number of customers was constant ~ 28 Million Customers/Year – while the deficit was rising and rising. By changes of the image, the fare system and a better offer of public transport, the number of customers and the productivity increased Freiburg has been the first city in Germany that introduced an „Environmental Ticket“ (October 1984). This has been the first important step for the enormous increase in the number of customers. In September 1991 the „Environmental Ticket“ – which was valid only in the busses and streetcars in Freiburg- was abolished and replaced by the „Regional Environmental Ticket“. Valid without any „fare zones“ in 3 Counties, 17 transportation companies, 90 lines (railway; suburban train, streetcar, bus). As the immediate effects of the introduction of the Ticket, 28.500 commuters changed from the car to public per day, increasing offer of public transport and the city of Freiburg was relieved from a part of the car traffic.

Quality of public transport and streetcar
Even if the fare system is cheap and easily understandable you only buy a ticket, when the offer of public transport is useful and attractive for you. But how has public transport to look like to be „attractive“? It has to be fast, good frequencies and good distance to the next station/bus stop. So the acceleration of the streetcars by priority at city lights, lowfloor vehicles and separate track for the streetcars. Beside the speed and the availability there are other important factors for the success of public transport, such as good connections to the city center by public transport, close connection of all modes of mobility and extraordinary offers of public transport for extraordinary events. So connecting to different kinds of mobility, including long distance train, bus, bicycle parking etc are required.