VILLE DE MONTVALLIER
Direction de la mobilité · Mobility department

Montvallier 2040
Moving better together

Public consultation on the mobility plan
Information evening, 12 November 2026
Salle de la Grenette, Montvallier



Tonight's programme

1. **19:00** — **Welcome and why a new plan**
   Mayor Hélène Rochat-Vuilleumier
2. **19:15** — **Where we stand today**
   How Montvallier moves, and where it jams
3. **19:35** — **The plan: tram, bikes, streets**
   Tram T1, cycle network, Avenue de la Gare
4. **20:00** — **Costs and timeline**
   CHF 489 m over 14 years, who pays what
5. **20:15** — **What you told us**
   Results of the survey (2,846 responses)
6. **20:30** — **Questions and next steps**
   Open microphone, then the thematic tables



The new Maison de la mobilité at the Gare will host the project office and the exhibition from January 2027.

Montvallier in numbers

38,400
residents in 2025
▲ +11 % since 2010

21,700
jobs in town, 9,800 of them held by commuters
▲ +6 % since 2015

62 %
of all trips are shorter than 5 km

31 %
of households do not own a car

41,200
vehicles a day cross the Pont de la Sorne
▲ +22 % since 2010

38 %
of the town's CO_2 emissions come from transport

Sources: cantonal population register 2025; Montvallier household travel survey 2024 (n = 3,912); permanent traffic counter MV-07 (annual average daily traffic).

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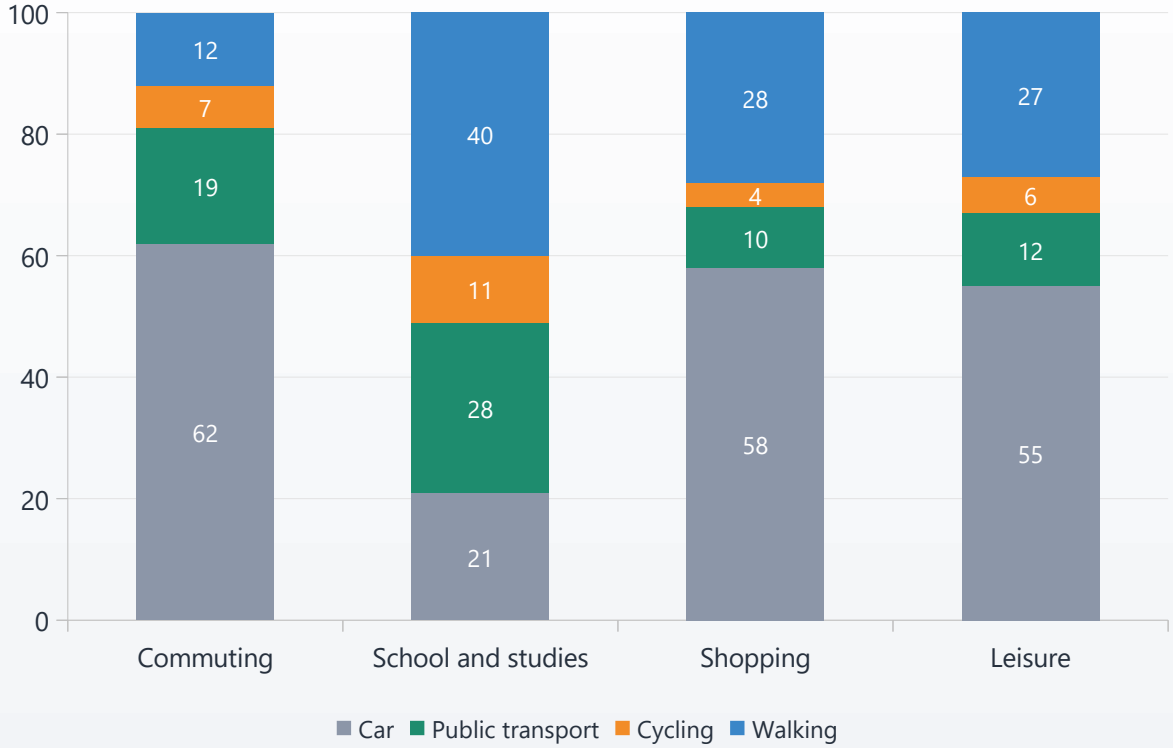
Where we stand today

How Montvallier moves, where it jams, and why the current network has reached its limits.

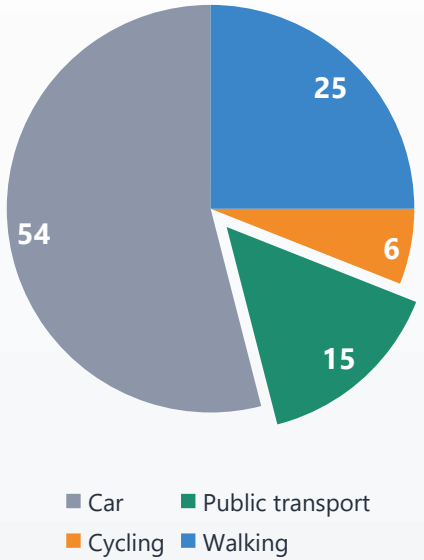


How we move today

Share of trips by purpose (%)



All trips (%)

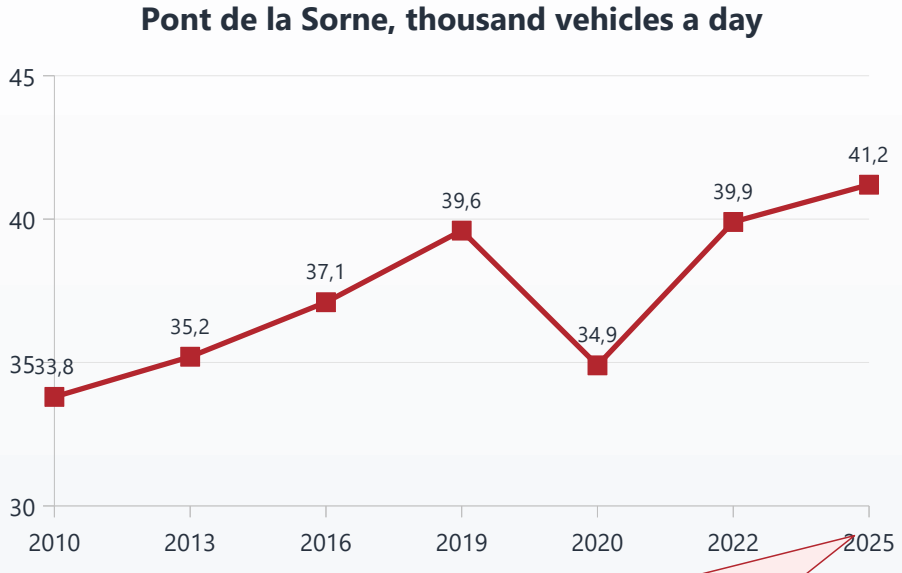


Car still dominates commuting: 62 % of work trips are made by car, although half of them are shorter than 6 km.

Pressure points on the network

Corridor	Vehicles / day	Peak speed	Bus delay	Injury accidents 2021–2025
Pont de la Sorne	**41,200**	11 km/h	+7 min	38
Avenue de la Gare	**28,600**	14 km/h	+5 min	52
Boulevard de Ceinture	24,300	17 km/h	+4 min	31
Route de la Praille	22,900	19 km/h	+4 min	27
Rue du Marché	9,800	9 km/h	+3 min	19
Total, five corridors	**126,800**	—	—	**167**

Annual average daily traffic, both directions. Peak speed: average 07:15–08:15 on weekdays. Bus delay: line 1 compared with the timetable, evening peak.



+22 % in 15 years. The bridge carries more than its design capacity of 36,000 vehicles a day; the 2020 dip is the pandemic, not a trend reversal.

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The plan

A tram line through the heart of town, a continuous cycle network and streets designed for people.



MAP

The 2040 network at a glance



Legend

- Tram T1, 7.8 km, 14 stops
- Tram stop (interchange larger)
- Cycle network 2040, 46 km
- Railway, Gare de Montvallier
- Motorway
- P+R — Park-and-ride, 1,050 spaces
- H — Hôpital de Montvallier
- Parks and woodland
- Vieille Ville, car-free from 2038
- River Sorne

' = minutes from Les Vergers, peak timetable

Tram T1: 14 stops, every 6 minutes



7.8 km
double track, 80 % on its own alignment

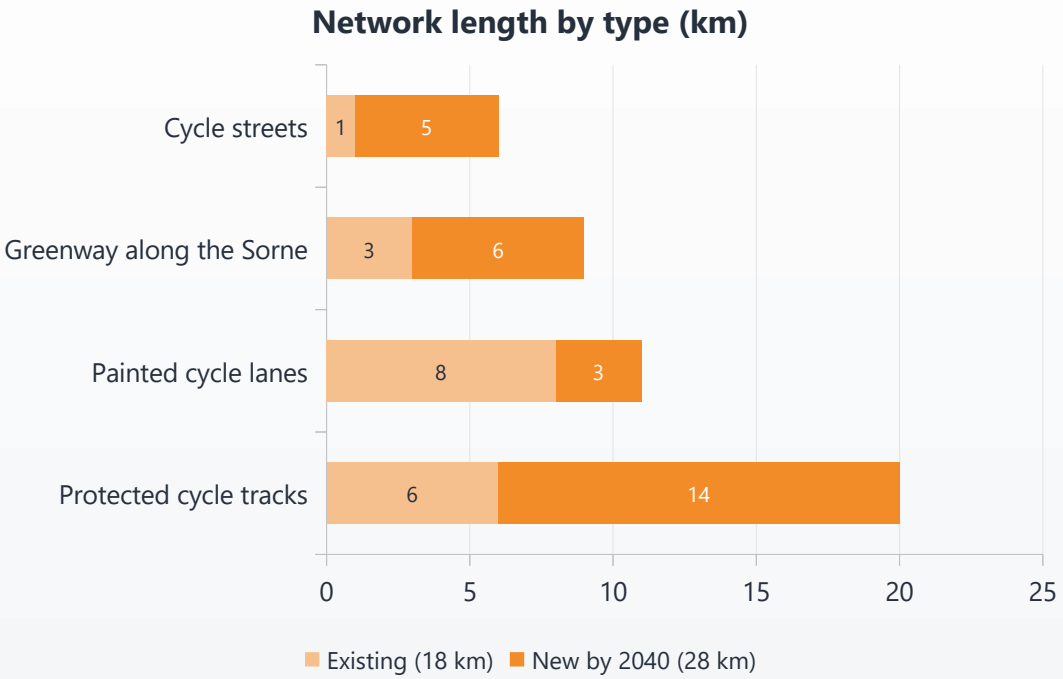
24 min
end to end, average speed 19.5 km/h

6 min
peak headway, 10 min off-peak

42,000
passengers a day forecast for 2040

12
low-floor trams, 42 m, 260 passengers

A continuous cycle network of 46 km



Protected tracks are physically separated from traffic by a kerb or a planted strip. Cycle streets give priority to bikes; cars are guests and limited to 30 km/h.

1 — Greenway along the Sorne
9 km from Les Vergers to La Praille, lit, 4 m wide, no crossings with cars.

2 — Pont de la Sorne
Two 2.5 m cycle tracks on a widened deck, separated from the tram.

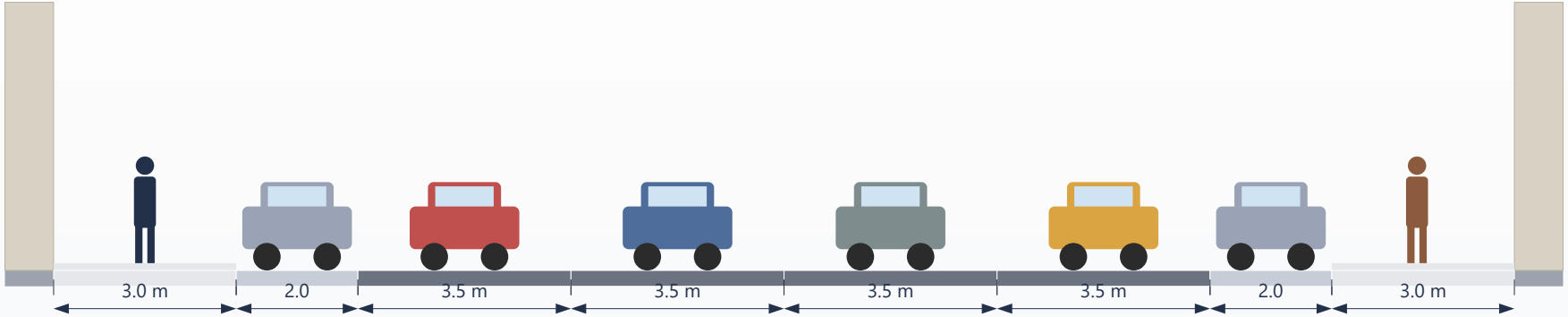
3 — School routes
Safe routes to the five schools; 30 km/h in all surrounding streets.

4 — 1,600 bike parking spaces
Including a 600-space secure bike station at the Gare.

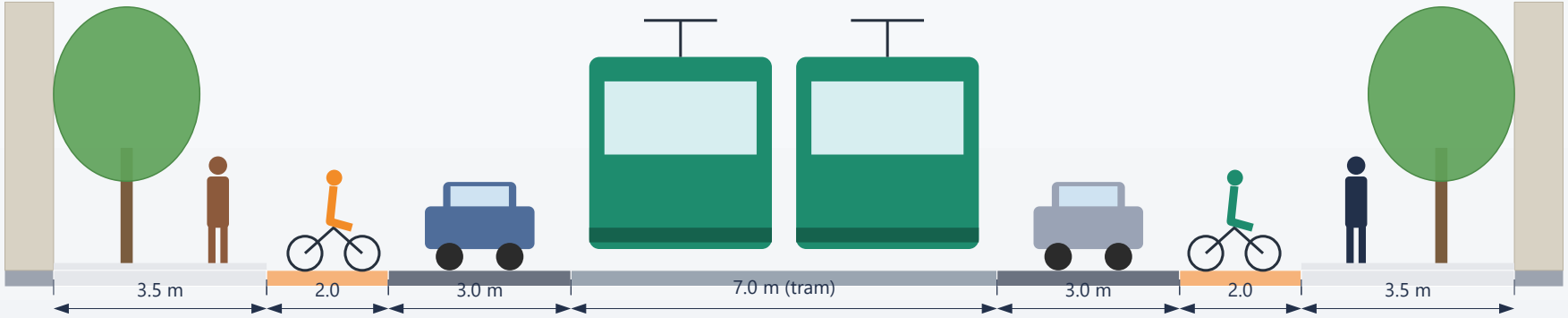
5 — Bike-share
40 stations with 400 e-bikes, integrated in the TMV pass.

Avenue de la Gare: today and tomorrow

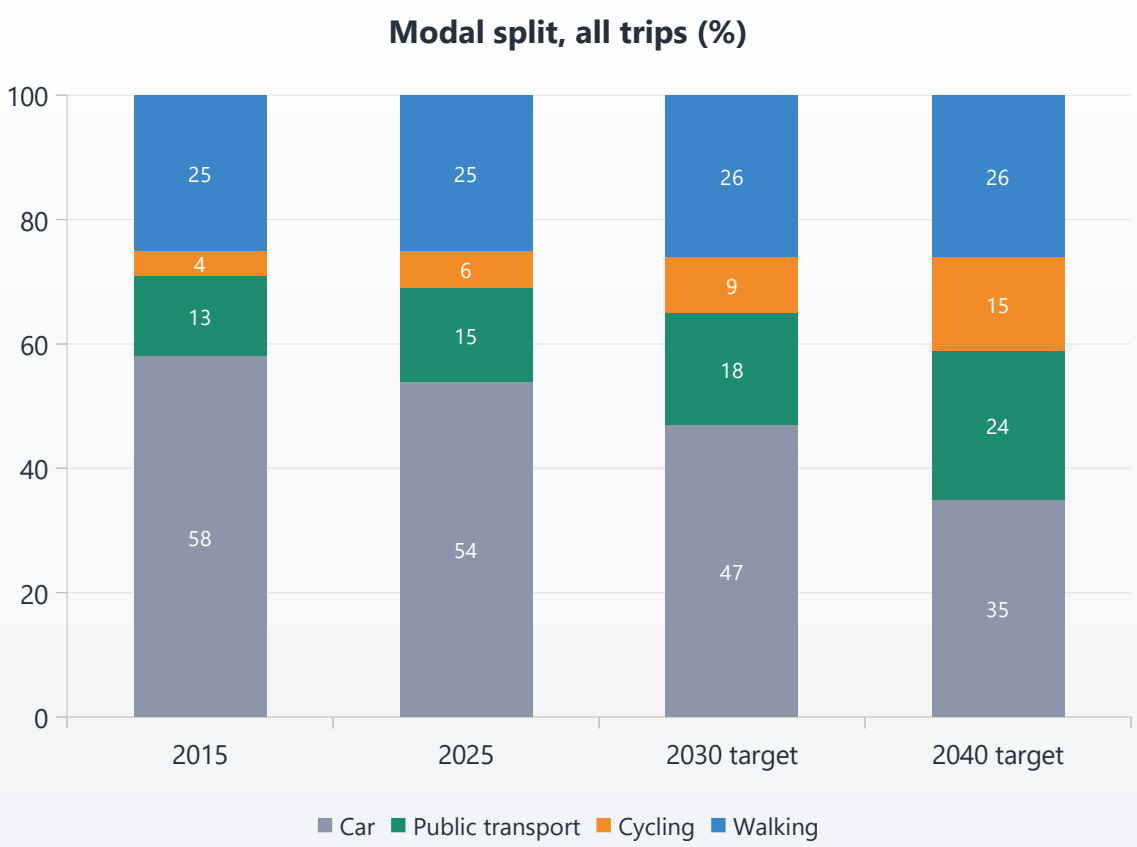
TODAY · 24 m — 4 traffic lanes, 2 parking lanes, narrow sidewalks, no cycle infrastructure, no trees

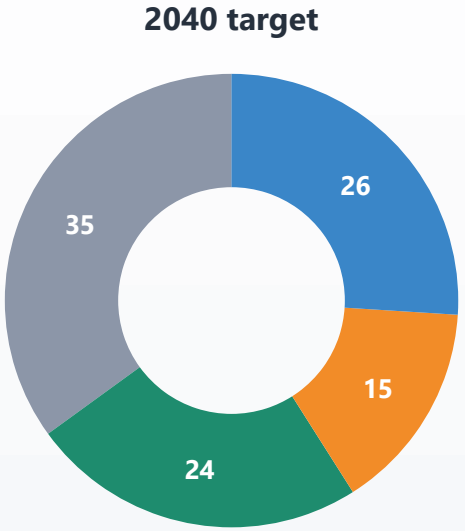


2040 · 24 m — 2 traffic lanes, central tram tracks, protected cycle tracks, wider sidewalks, 46 new trees



Where we want to be in 2040





−19 pts car share of all trips

×2.5 cycling share, 6 → 15 %

−52 % transport CO_2, 56 → 27 kt/yr

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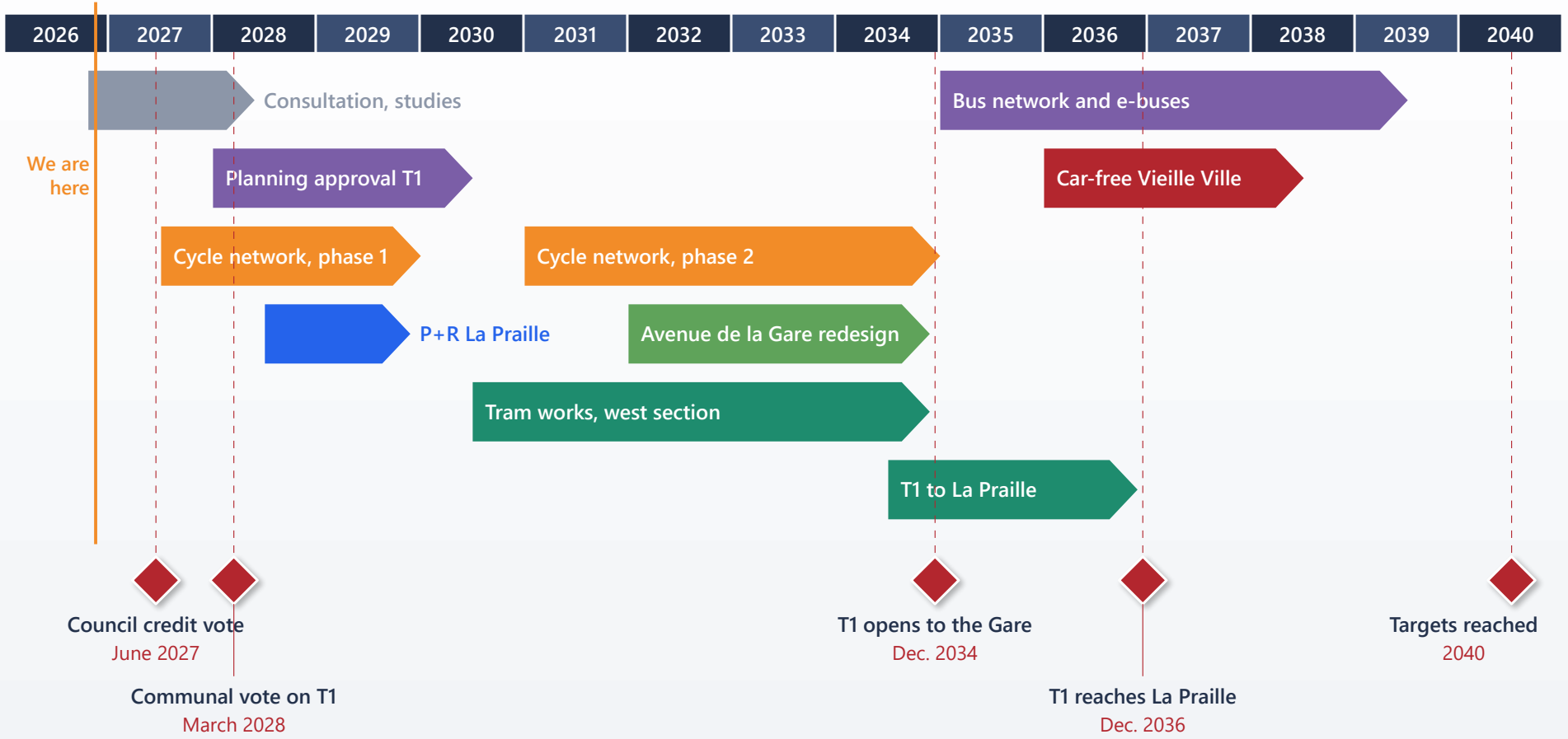
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Costs and timeline

CHF 489 million over 14 years, 70 % of it funded by the Confederation and the Canton.



From consultation to opening: 2026 – 2040

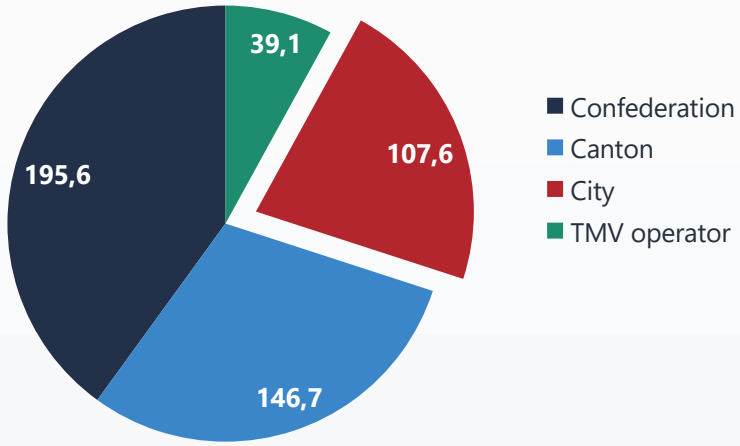


Investment and funding

Package	2027–2030	2031–2035	2036–2040	Total
Tram T1 infrastructure and depot	48.0	196.0	42.0	**286.0**
Rolling stock (12 trams)	–	54.0	–	**54.0**
Cycle network	16.5	14.0	8.0	**38.5**
Public spaces, walkable centre	9.2	18.0	14.0	**41.2**
Park-and-ride sites	12.8	15.0	–	**27.8**
Bus network and e-buses	10.5	7.0	5.0	22.5
Planning, land, management	8.0	7.0	4.0	19.0
Total	**105.0**	**311.0**	**73.0**	**489.0**

Estimates ±25 % at pre-project stage, excluding VAT. Operating costs of the tram are covered by the TMV service agreement and are not included.

Who pays (CHF m)



City share: CHF 107.6 m
Spread over 14 years, about CHF 7.7 m a year, or 4.1 % of the city's annual investment budget. No tax increase is planned to finance it.

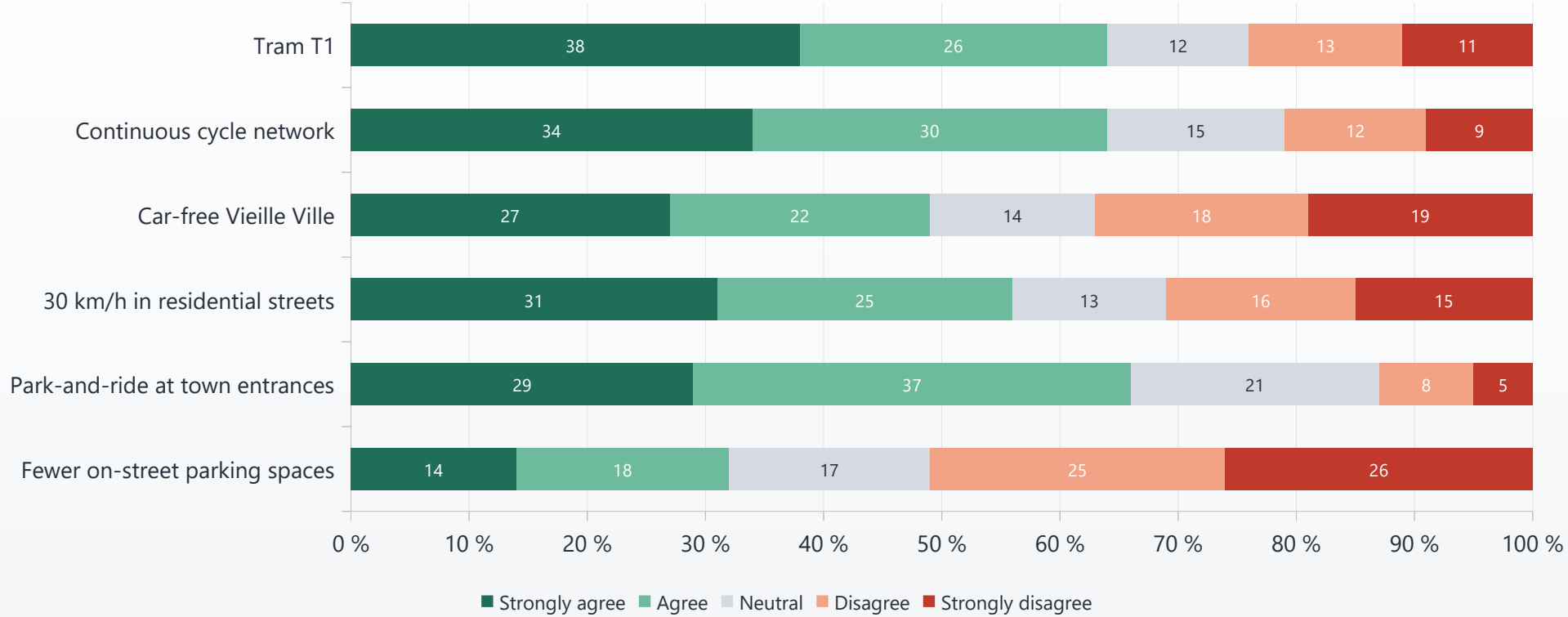
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What you told us

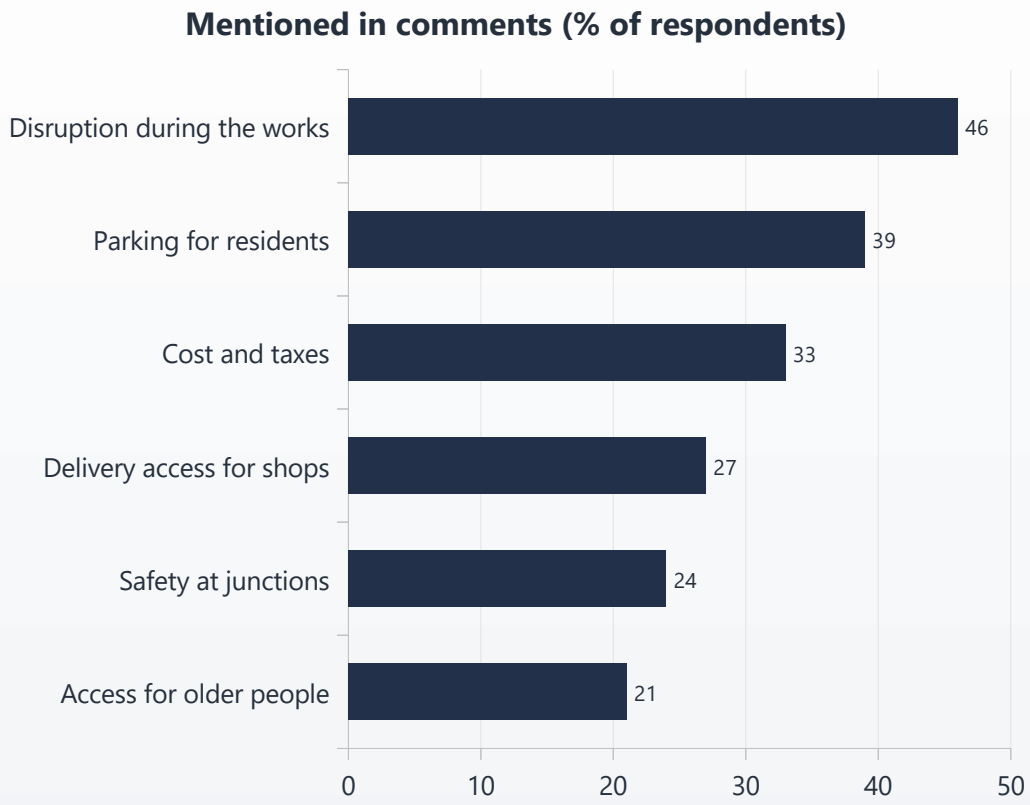
2,846 people answered the survey between 14 September and 19 October 2026.

Support for the main measures



Five of six measures have a clear majority in favour. Reducing on-street parking is the exception (32 % for, 51 % against): the plan replaces every removed space in the centre by a space in a car park.

Your main concerns, in your words



"A tram to the hospital would change my life: I stopped driving two years ago."
— Resident, 74, Champ-Fleuri

"Please keep delivery windows in the old town, or the small shops will not survive."
— Shop owner, Place du Marché

"My children could finally cycle to the Collège des Tilleuls on their own."
— Parent of two, Les Vergers

Questions we hear most often

Can I still drive into the Vieille Ville?

Yes for residents, deliveries (06:00–11:00), taxis, emergency services and people with reduced mobility. Through-traffic will no longer be possible.

What happens to parking?

The 420 on-street spaces removed in the centre are replaced by 280 spaces in the new Parking des Tanneurs and by 1,050 park-and-ride spaces.

How long will the works last in my street?

No street section is closed for more than 18 months; access to every shop and garage is guaranteed during the works.

Why a tram and not more buses?

Bus line 1 is full at peak times. A tram carries 260 people per vehicle, against 100 for an articulated bus, with lower operating cost per passenger.

Will my taxes go up?

No. The city's share of CHF 107.6 m is financed within the normal investment budget over 14 years.

Can I still give my opinion?

Yes: during the formal public inquiry on the tram in 2028, and in the communal vote on the tram credit.

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Next steps and how to take part

Jan. 2027 — Consultation report published online and at the Maison de la mobilité

Mar. 2027 — Municipal Council debates the plan and the amendments from the consultation

Jun. 2027 — Council vote on the planning credit of CHF 18.5 m

2028 — Public inquiry on the tram and communal vote on the T1 credit

Contact

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