Focus session

E3: From strategy to implementation – Recreating urban spaces in Finland

9.30-11.00



reParking.fi























Don't forget about public space ECOMM 2022 Turku



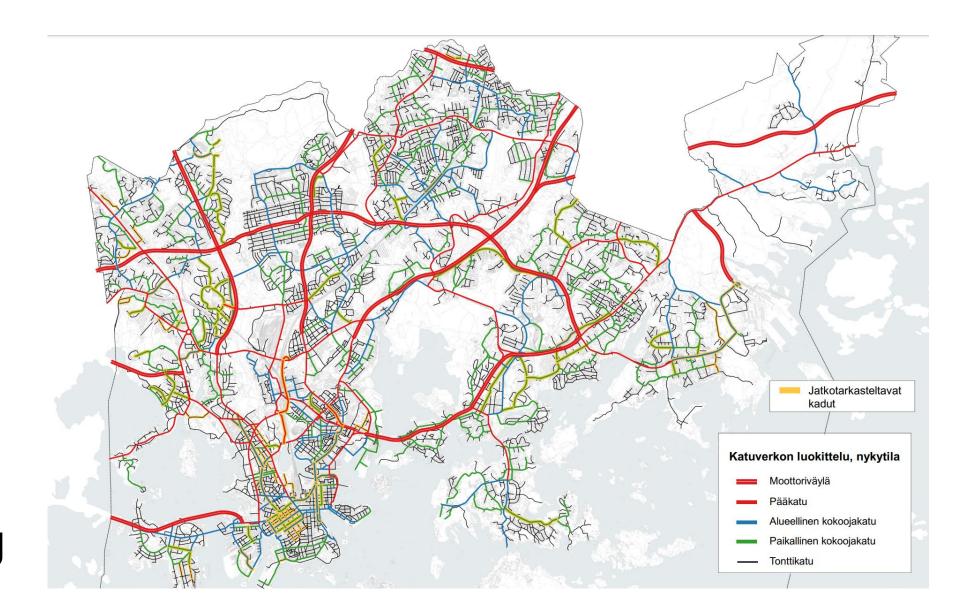
Can you tell the difference between these two streets?





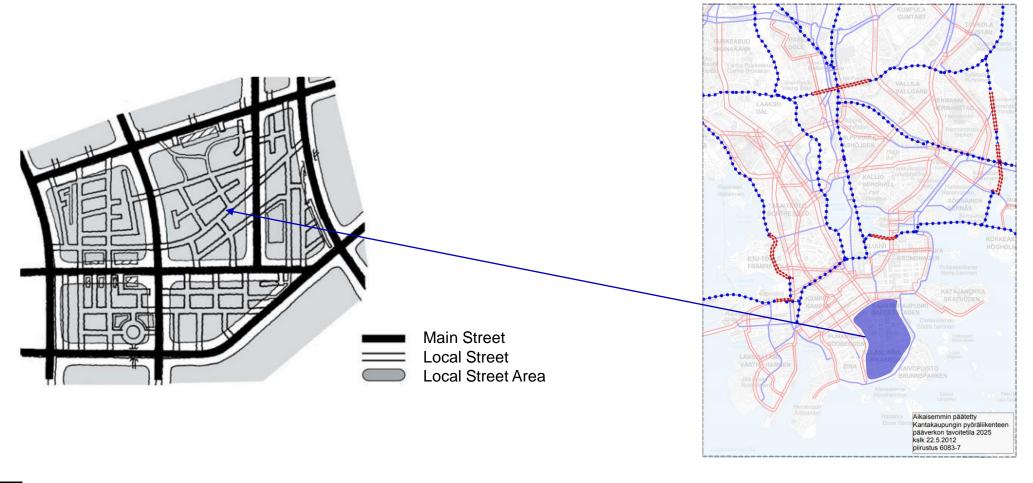


Street hierarchy as the basis





Cycling as a part of the transport system



15.-16.3.2021

High five - 5 design criteria for cycling

- 1. Safety
- 2. Directness
- 3. Cohesion
- 4. Attractiveness
- 5. Comfort

CROW

Design manual for bicycle traffic

1. Safety



Traffic calming



Separated solutions

Problem: A great difference in speed and mass between cyclists and cars





Reduce the speed and amount of cars

Traffic calming

Separate traffic modes = bicycle infrastructure

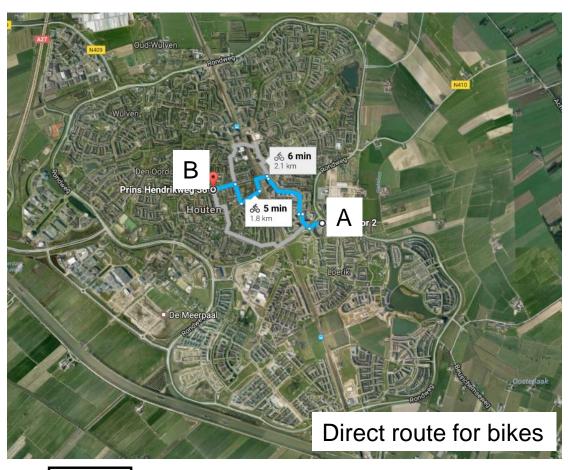
Separated solutions

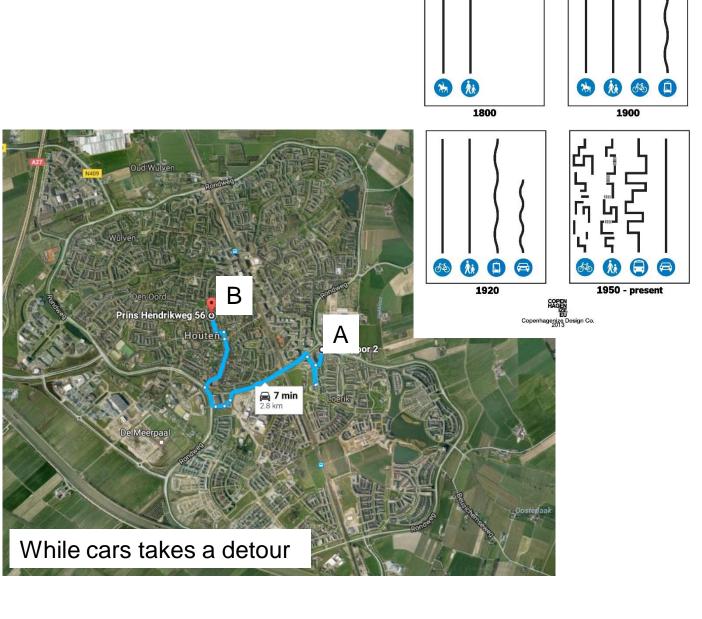
Balance



2. Directness

- Directness in distance
- Directness in time





A Short History of Traffic Engineering

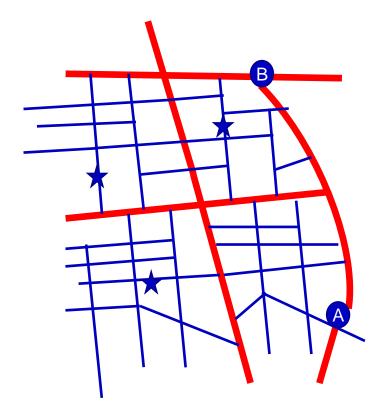
3. Cohesion

Cohesion between the separated and mixed solutions Intersection design

How different routes link up in the city

- How easy it is to navigate
- How easy it is to choose and link up different routes
- How many bottlenecks

Every address is accessible by bike



- ★ Destination on local street
- Destination on main street

4. Comfort

- Preventing different kinds of nuisance
- Physical load:
 - Uneven and bumpy surface
 - Curbs
 - Hills
 - Acceleration
 - Stopping and breaking
 - Snow
- Mental load:
 - Difficult and unclear traffic solutions
 - Nuisance of heavy traffic (mixed traffic)
 - "Bicycle chaos"
 - Sudden actions of pedestrians (dogs etc.)
 - Weak winter maintenance



4. Comfort









Objectives of traffic calming

- Promoting sustainable transportartion modes
- Reducing negative affects of car traffic
- Imporving realized traffic safety
- Improving sense of safety
- Improving urban life in cities
- Improving quality of life
- Ensuring space efficiency

Emilia Hakala (2016)

Quality cycling conditions on local street include:

- 1. Plan a street hierarchy
- 2. Redirect car traffic accordingly leaving traffic cells as human space
- 3. Make driving possible but uncomfortable inside traffic cells
- 4. Use pilots to figure what works on local streets and build trust between stakeholders
- 5. Make your invitations serious permanently on local streets and squares once cars are the guests in human space

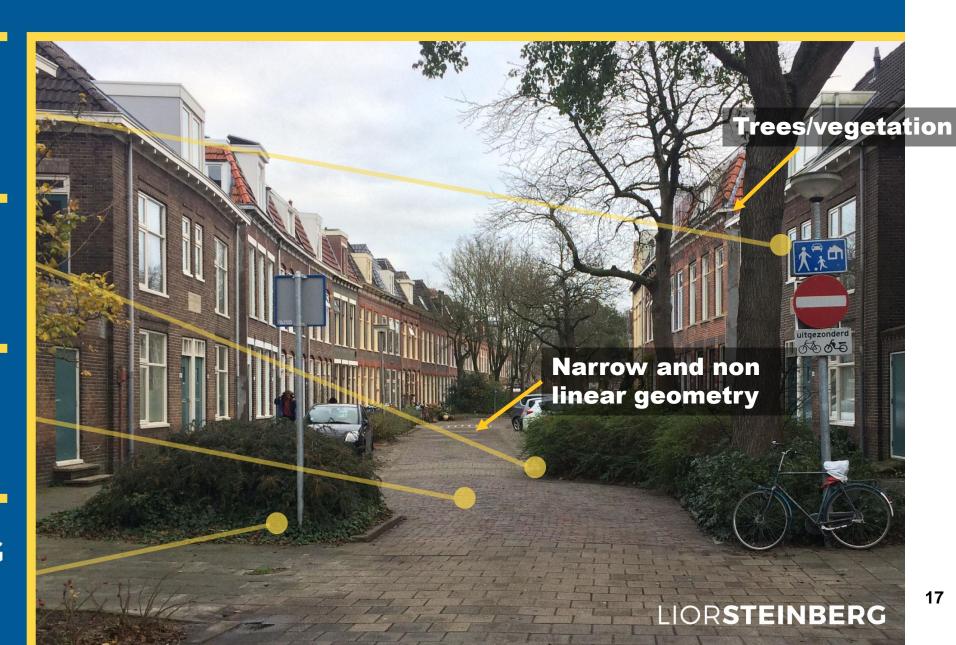
THE 4 PRINCIPLES OF A WOONERF

VISIBLE ENTRANCES

PHYSICAL BARRIERS

SHARED AND PAVED SPACE

LANDSCAPING AND STREET



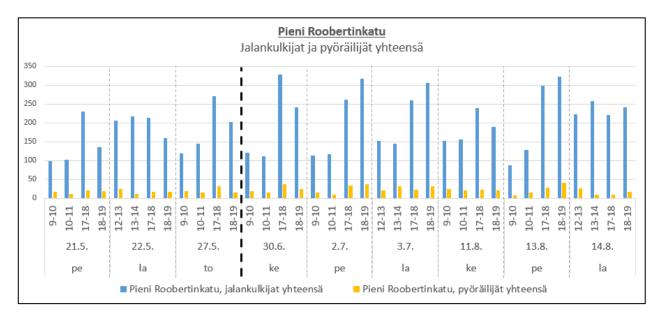
Using pilots as transitons tools

Summer streets as transition tools of local streets

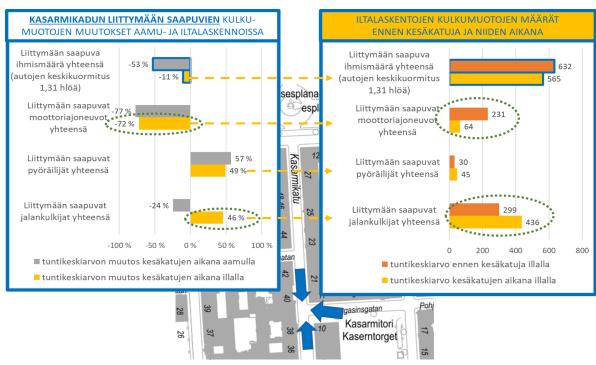
- The street has the potential to attract more people into urban space
 - Near high pedestrian volumes (transit stops)
 - First floor functions that can use the street space such as restaurants with their terraces
 - The street has human scale and clear edges
 - This year we try to tie already good quality and high volume people spaces to each other with building summer streets
 - We will choose streets where we want to study the potential of this streets to attract more people walking, cycling and enjoying urban space
- Summer streets aim to improve the street`s attractiveness and calm traffic
- Are realized on local streets
- Can also include smaller squares



100-200 jk klo 9-10 100-150 jk klo 10-11 arkisin 200 jk klo 13-14 lauantaisin 200-250 jk klo 17-18 150-200 jk klo 18-19



100-200 jk klo 9-10 100-150 jk klo 10-11 arkisin 200 jk klo 13-14 lauantaisin 300 jk klo 17-18 150-200 jk klo 18-19



Kesäkadut

Sommargator Summer streets



Helsinki

Helsingin viihtyisät kesäkadut tulevat taas!

Rakentaminen alkaa tällä kadulla ja tarvitsemme katutilan käyttöömme rakennustöitä sekä kesäkatujen kalusteita ja istutuksia varten. Järjestelyt ovat voimassa 31.8. asti, jonka jälkeen liikennejärjestelyt palaavat ennalleen.

Summerstreets are coming back to Helsinki!

Kesäkatujen liikennejärjestelyt

Kävelykatu

Pedestrian street

Pihakatu, aja hitaasti

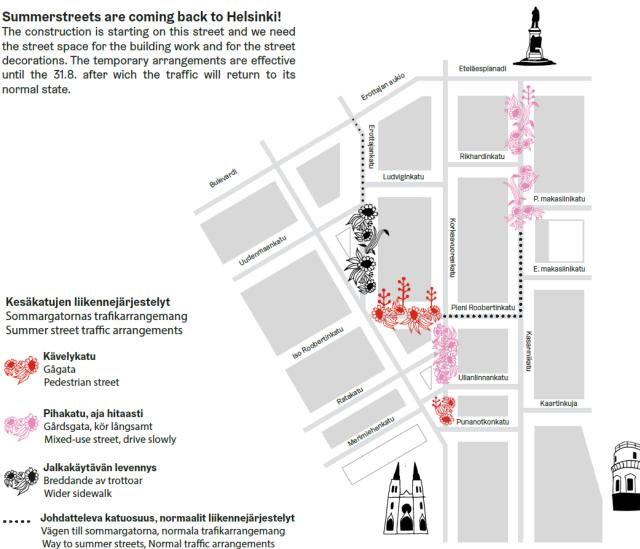
Gårdsgata, kör långsamt Mixed-use street, drive slowly

Jalkakäytävän levennys Breddande av trottoar Wider sidewalk

The construction is starting on this street and we need the street space for the building work and for the street decorations. The temporary arrangements are effective until the 31.8. after wich the traffic will return to its normal state.

Sommargatorna återvänder till Helsingfors!

Konstruktionsarbetet kommer att påbörjas denna gata och vi kommer arr behöva e



SUMMER STREETS

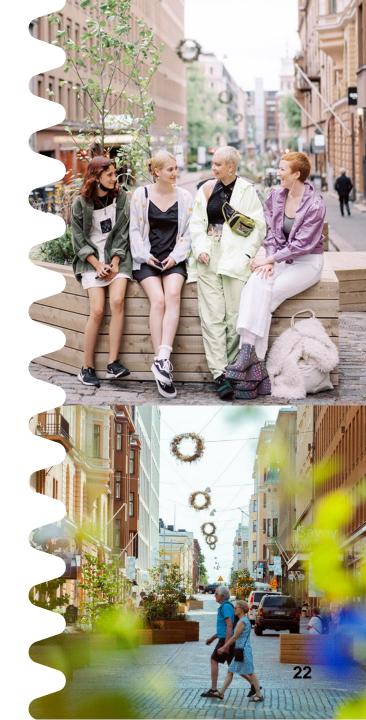
- 3.6-28.8
- Kasarmikatu is a unidirectional woonerf where you can drive slowly
- Pienellä Roobertinkatu is a pedestrian street
- Designmuseum square is blocked from car traffic
- Korkeavuorenkatu is a bidirectional woonerf where you can drive slowly
- Erottajankatu will have a sidewalk widening
- Both public and private space











Helsinki Helsingfors

Helsinki Bicycle Action Plan 2020-2025

Teppo Pasanen, Traffic Engineer Urban Environment Division, City of Helsinki

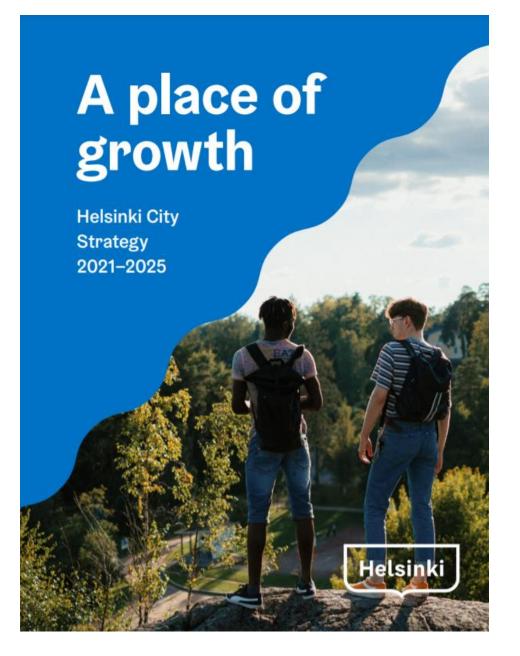






"According to the traffic model based on the emissions reduction scenario, the modal share of cycling would need to be doubled compared to the current level."

→ The proportion of bicycle traffic of the full emissions reduction potential: 2 %





"Helsinki will resolutely carry out its Bicycle Action Plan, speeding up construction of the bicycle highway network and inner city target network."









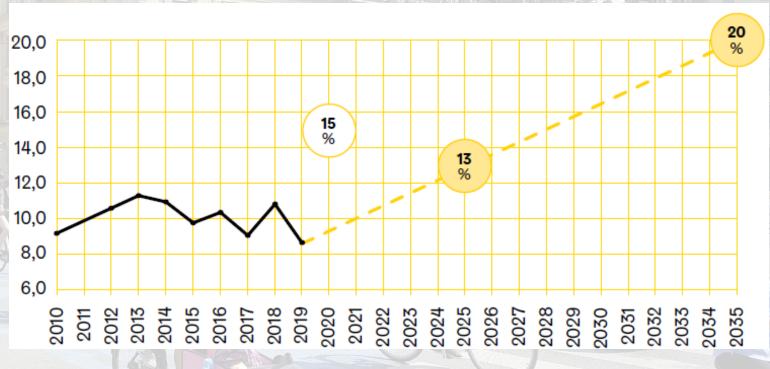


Urban Environment publications 2020:32

Bicycle Action Plan 2020-2025

High-level objective

Helsinki is a year-round cycling city for people of all ages – the modal share of cycling will be at least 20 % by 2035.



Sub-goals to achieve the high-level objective



Cyclists have

direct and efficient routes.

with clear junction arrangements, and clear separation between pedestrians and cyclists

The cycling routes and parking areas

are maintained

with high quality all year round

3

Cycling has been taken into account in arrangements around

worksites

The amount of bicycle parking spaces and services

meets the demand and they are of high quality 5

Marketing and communications

promote a positive image of bicycle traffic





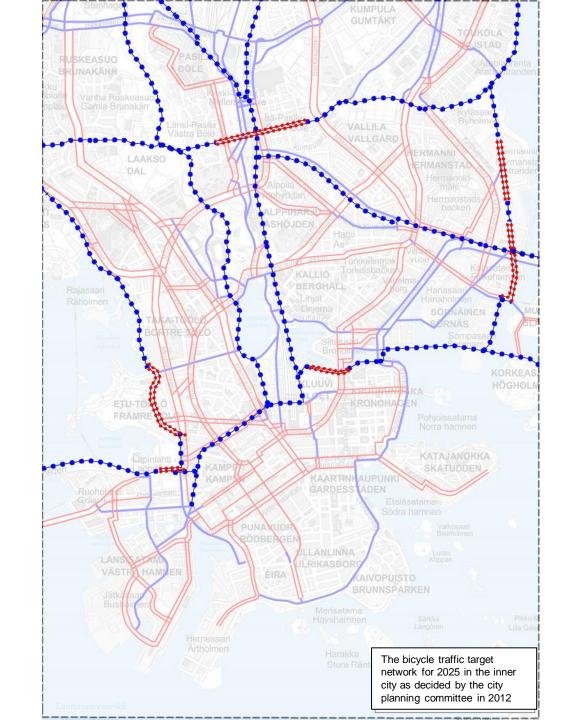






Target network in inner city

- → One way bicycle tracks on main roads
- → Two way bicycle paths on parks
- → Traffic calming on minor roads

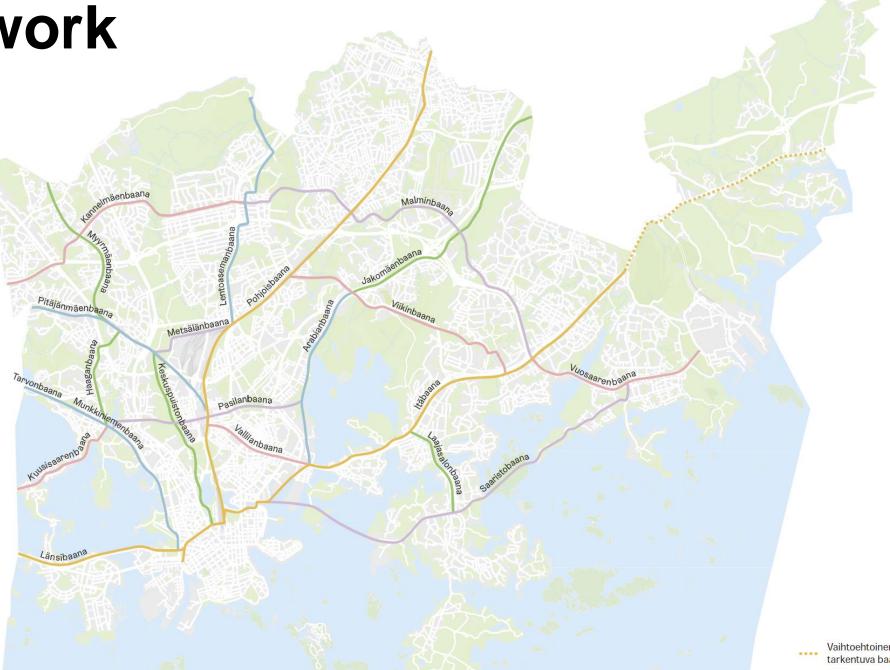




Baana network

→ 130 km bicycle super highway network

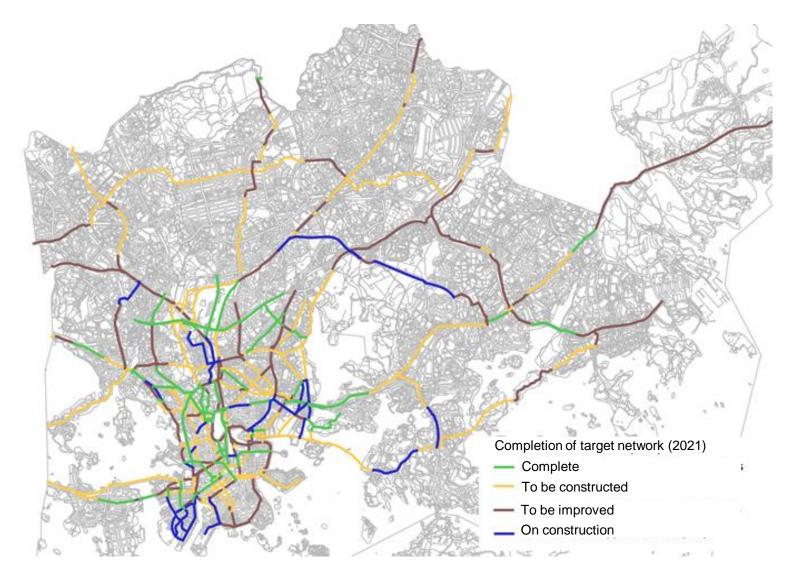
→ Straight, fast, convenient

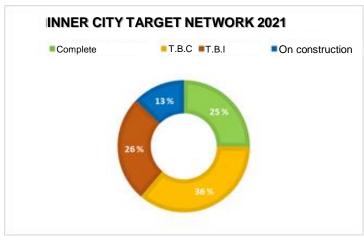


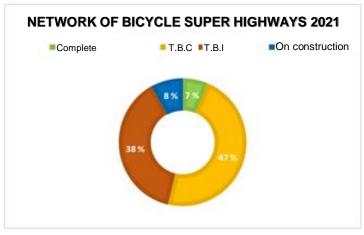


250 M€ Investment budget 2021-2031



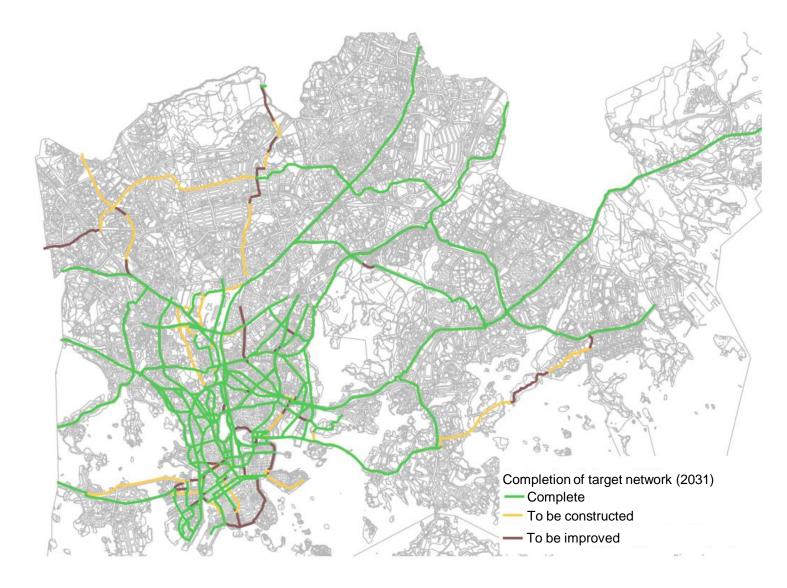






250 M€ Investment budget 2021-2031



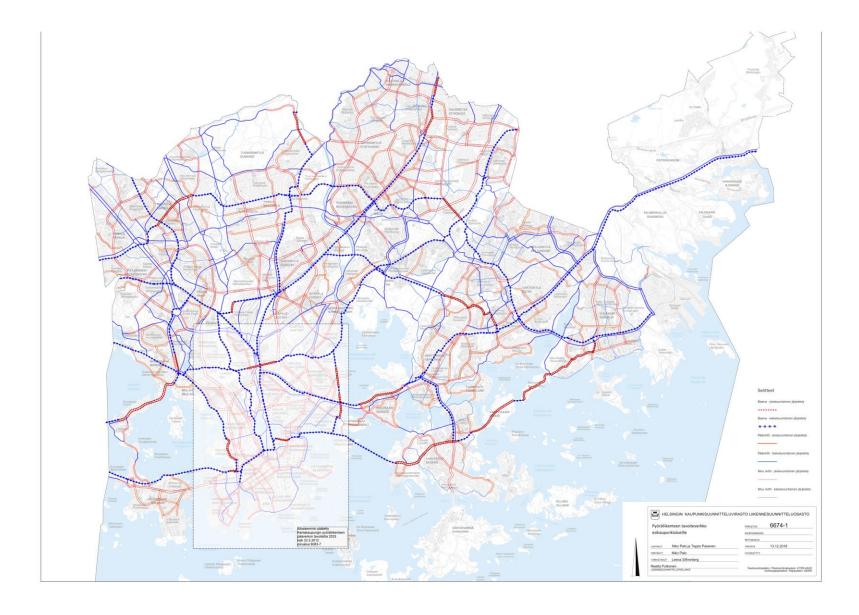






Goal for 2050





100 %!

Thank you!

Teppo Pasanen
Traffic Engineer, Bicycle traffic
Urban Environment Division
City of Helsinki, Finland

teppo.pasanen@hel.fi @PasanenTeppo pyoraliikenne.fi





Gothenburg, Sweden

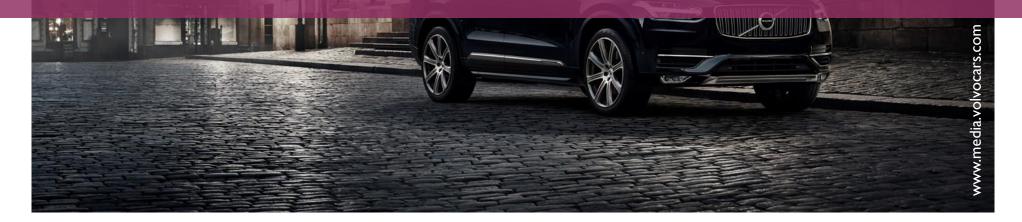


Gothenburg, Sweden

500 000 inhabitants



The city can 't grow without sustainable transport



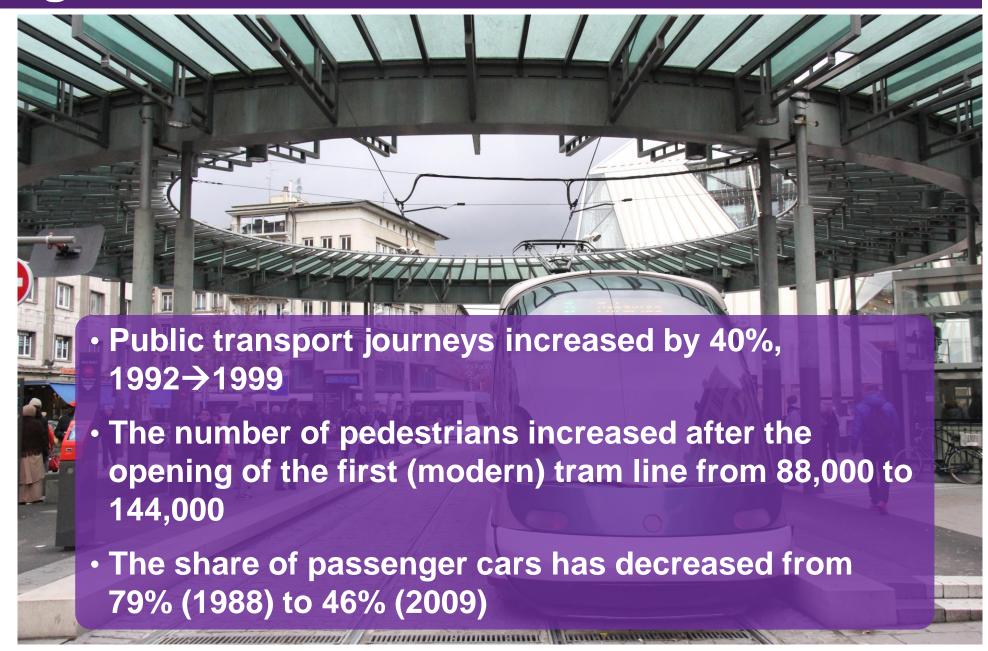
Gothenburg, Sweden



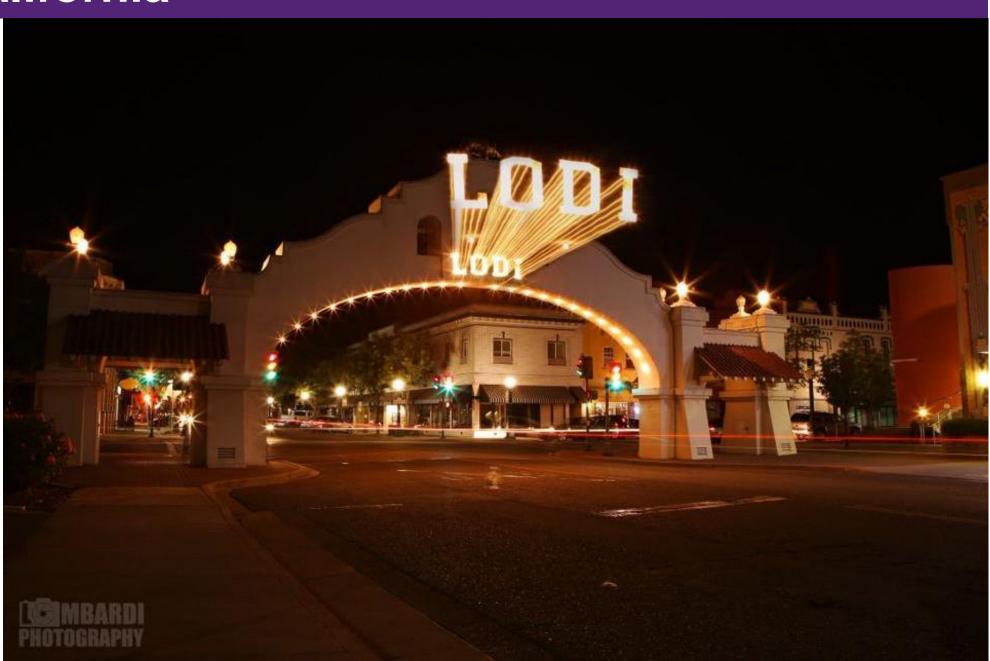
Strasbourg, France



Strasbourg, France



Lodi, California



Lodi, California



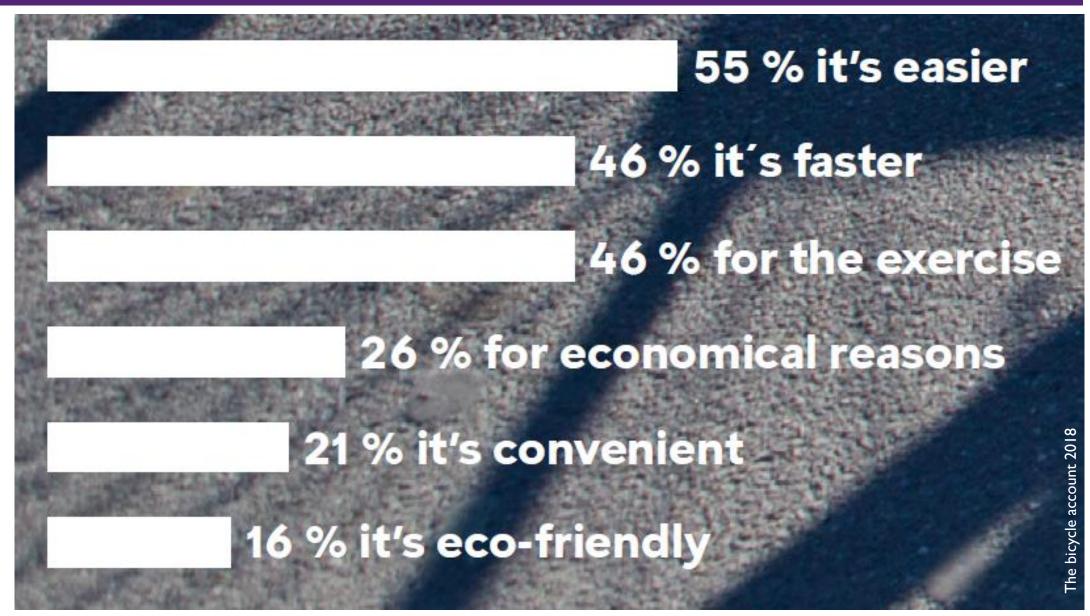
Lodi, California







Why people cycle in Copenhagen?



"Parking policy and parking planning are the cornerstones of a sustainable transport system. For example, public transport can't work if parking does not support sustainable mobility options."

David Banister
Professor, emeritus
University of Oxford



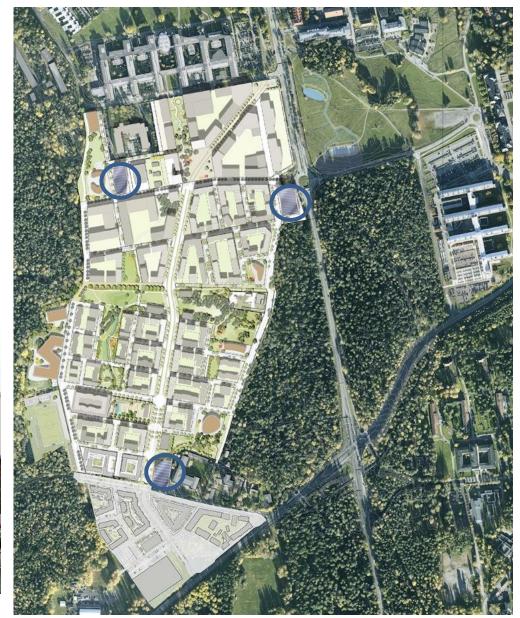
Uppsala, Sweden



The location of the car park at a distance of more than 50 meters from the front door significantly affects the modal share of urban traffic.

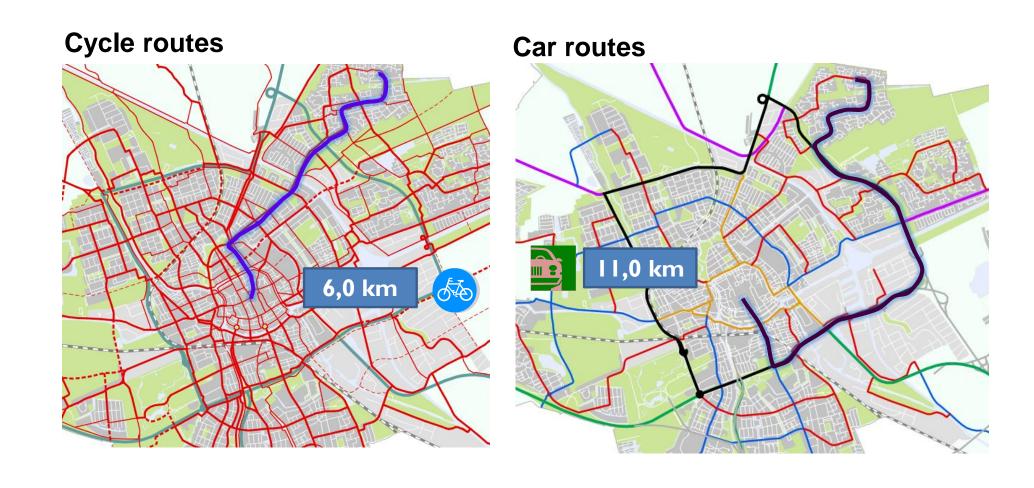
University of Trondheim 2020





Sustainable modes should be easy and fast

Groningen, The Netherlands



The Netherlands: the goal-oriented policy

1970's





The Netherlands: the goal-oriented policy

1970's



The Netherlands: the goal-oriented policy

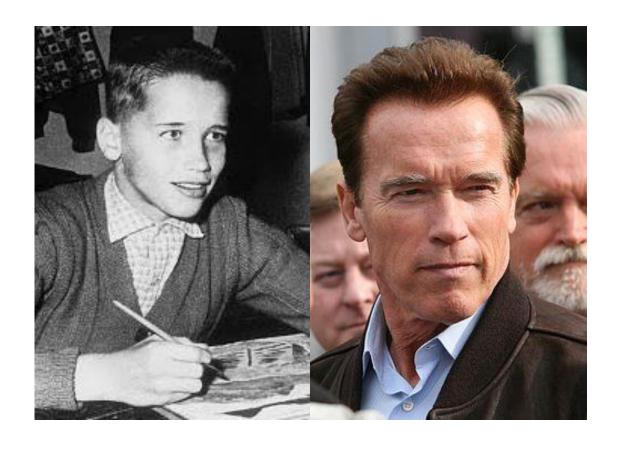
1970's



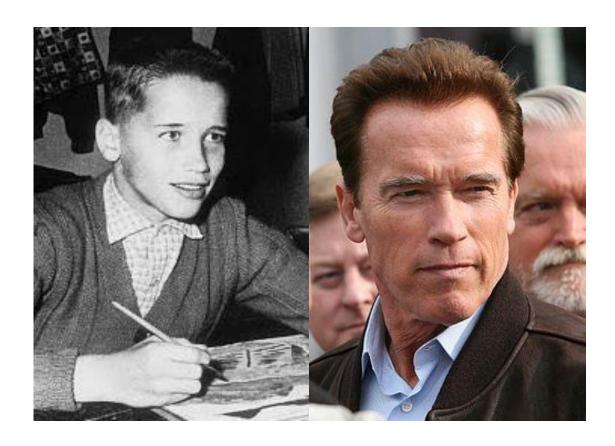
How to get there?



How to get there?



How to get there?



Ambitious goals, comprehensive plan and goal-oriented steps to achieve them!





Professor Kalle Vaismaa kalle.vaismaa@tuni.fi +358 400 567 283

21st Century City – Best practices from Finnish Cycling Municipalities

- From strategy to implementation Recreating urban spaces in Finland
- ECOMM 2.6.2022, Turku





Network of Finnish Cycling Municipalities Matti Hirvonen Executive Director matti.hirvonen@poljin.fi +358 40 419 4555





PYÖRÄILYKUNTIEN VERKOSTO

Network of Finnish Cycling Municipalities

- Founded 1997
- 165 membership organizations
- 154 cities and municipalities
- About 4,6 million inhabitants (out of 5,6 million)

We want

- High quality and fluent cycling infrastructure for all
- Increase number of cyclists in Finland year-round
- More cycling tourism
- Strong community of cycling advocacy







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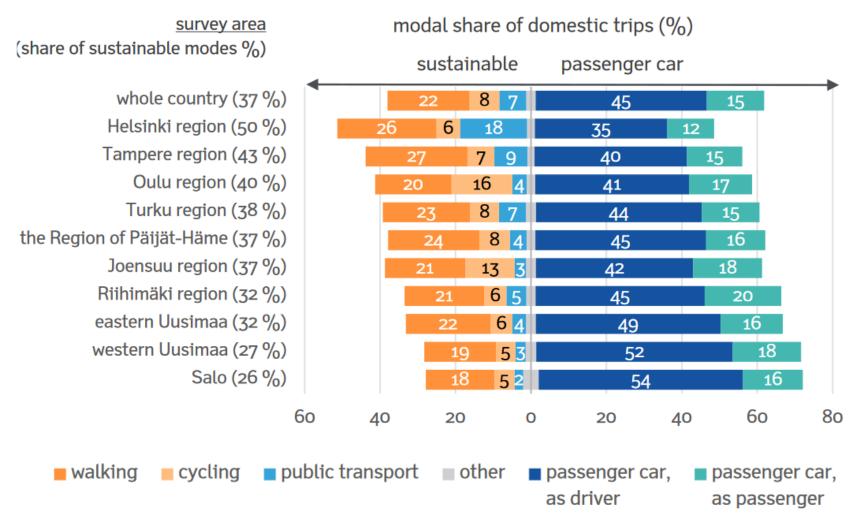




4 Seasons of Cycling (in Finland)



Modal split in Finland







POLICY





National targets and plans

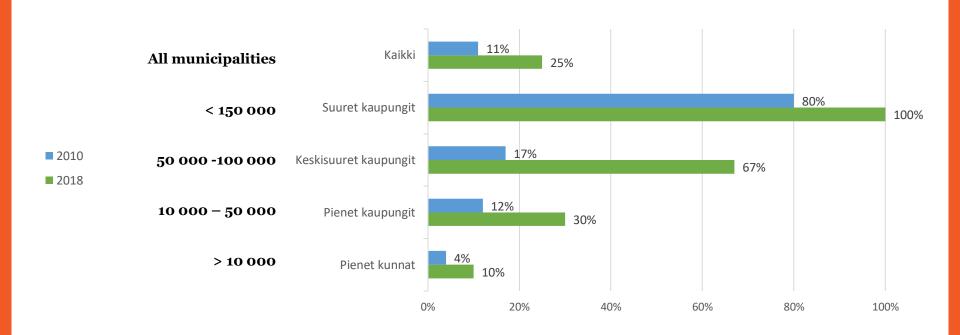
to contiribute walking and cycling promotion in municipalities

- National Energy and Climate Strategy: 30 % more walking and cycling trips 2030
- Governmental decision in principle of walking and cycling (2018)
- National programme for the promotion of walking and cycling (2019-2023)
- Programme of Government: Inclusive and competent Finland a socially, economically and ecologically sustainable society (2019-2023)





Cycling strategies in municipalities



Is there cycling and walking strategy, promotion plan, SUMP or equivalent in your city?





On municipality level

More than 100 strategies and promotion plans:

- Cycling traffic promotion plans
- Cycling traffic and walking promotion plans
- Walking strategies (e.g. Tampere, Helsinki, Rauma)
- Sustainable Urban Mobility Plans (SUMP)
- Regional strategies



07.09.2020







Case Porvoo: Jokikatu Cycling Street

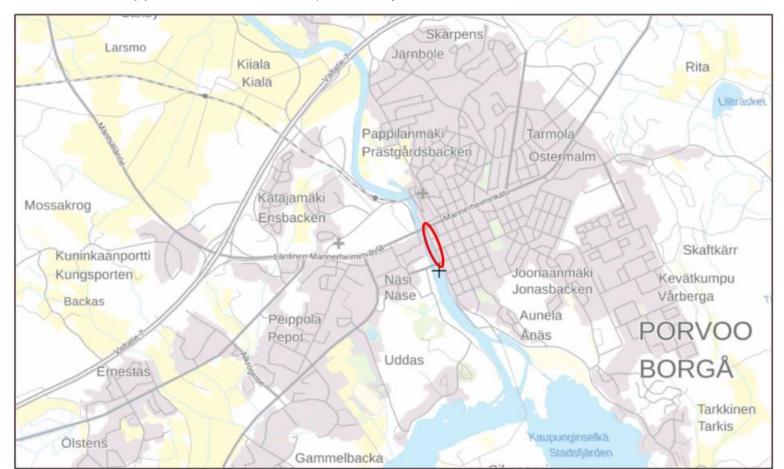


07.09.2020

PORVOO 🛟 BORGÅ

Budget: 221 000 €

Investment support from state level (Traficom) 100 898 €





Case Porvoo: Jokikatu Cycling Street

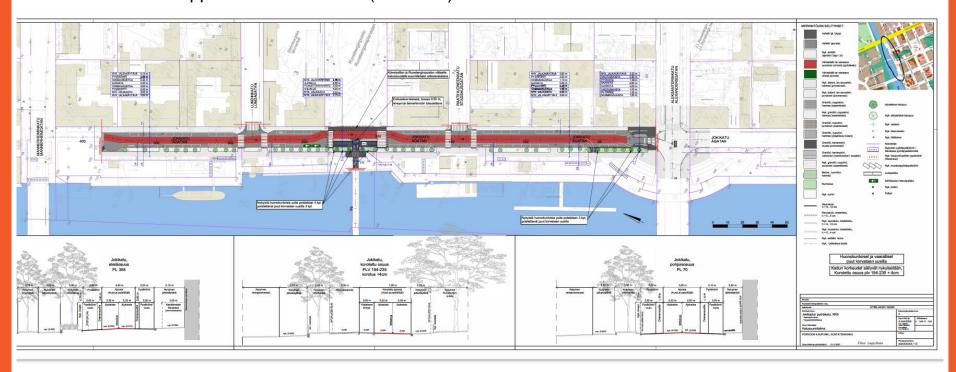


07.09.2020

Budget: 221 000 €

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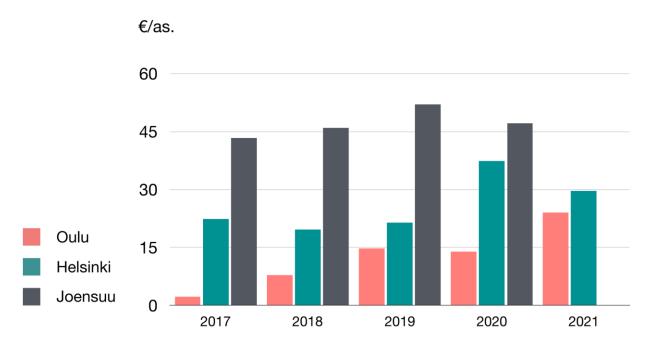
Source: https://www.porvoo.fi/asuminen-ymparisto/kehittyva-kaupunki/kaupunkikehityshankkeet/kavelyn-ja-pyorailyn-investointiohjelman-valtionavustushankkeet/





Cycling traffic investments

Investments per capita in Oulu, Helsinki and Joensuu





Lähteet: Helsingin, Oulun ja Joensuun kaupungit







Cycling and walking traffic investements in Joensuu 2014-2020

Vuosi	Pp + jk investoinnit	Väyläpituus	Kilometrikust.	Infrainvestoinnit yht.	Pp+jk osuus kaikista
2014	4 362 000 €	4,58 km	953 443 €	16 230 000 €	26,9 %
2015	2 158 000 €	2,01 km	1 073 632 €	16 085 000 €	13,4 %
2016	2 486 000 €	2,42 km	1 027 273 €	14 973 000 €	16,6 %
2017	3 289 000 €	5,73 km	573 997 €	15 640 000 €	21,0 %
2018	3 501 000 €	6,99 km	500 858 €	17 500 000 €	20,0 %
2019	3 982 000 €	6,37 km	625 609 €	15 400 000 €	25,9 %
2020	3 630 000 €	4,22 km	860 190 €	13 860 000 €	26,2 %
Yhteensä	23 408 000 €	32,31 km		109 688 000 €	21,3 %



Source: Pyöräliikenteen investoinnit kunnissa –webinaari 3.6.2021 Ari Varonen, kaupunkiympäristöjohtaja, Joensuun kaupunki







Joensuun cycling street in wintertime



Cycling street in Joensuu









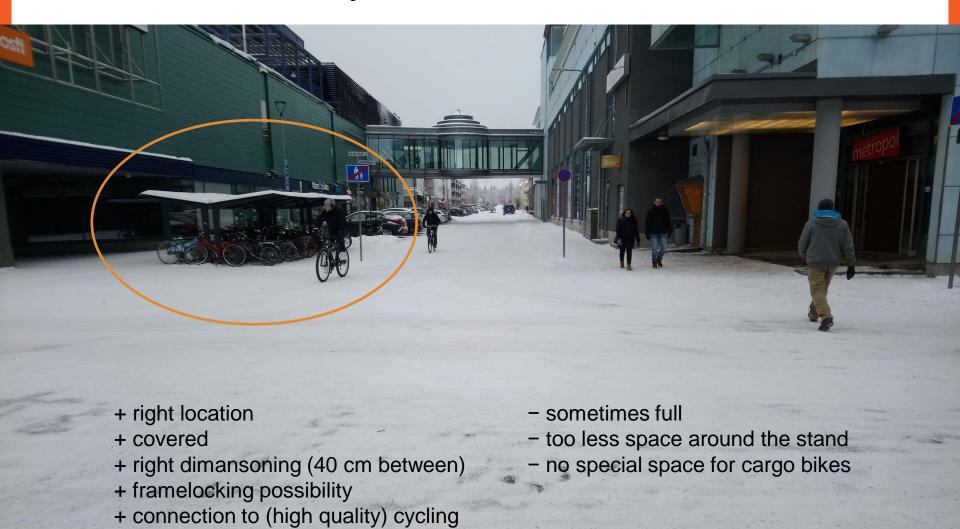
PARKING



City of Joensuu



City of Joensuu



infrastructure

Joensuu, Market square







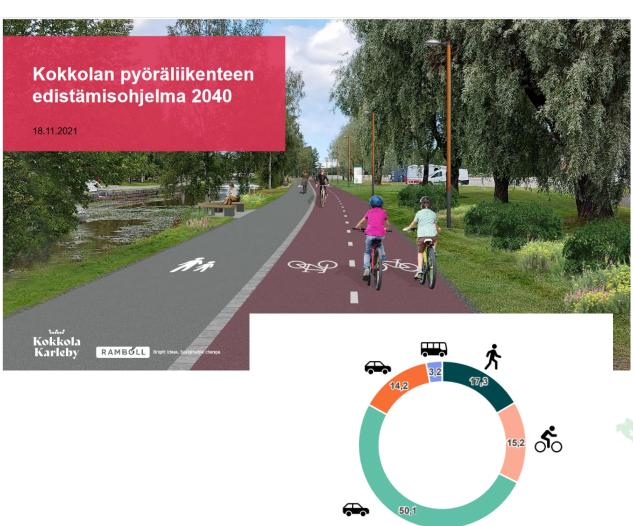
"Cycling investement" impacts in Joensuu



- Image of the city and cosyness improved
- Safety and safety feeling increased
- Value of housing environment increased
- Modal shift to sustainable modes
- Improves car traffic conditions
- Whole transport system works better
- Possibillity to maintain cycling infra year-round











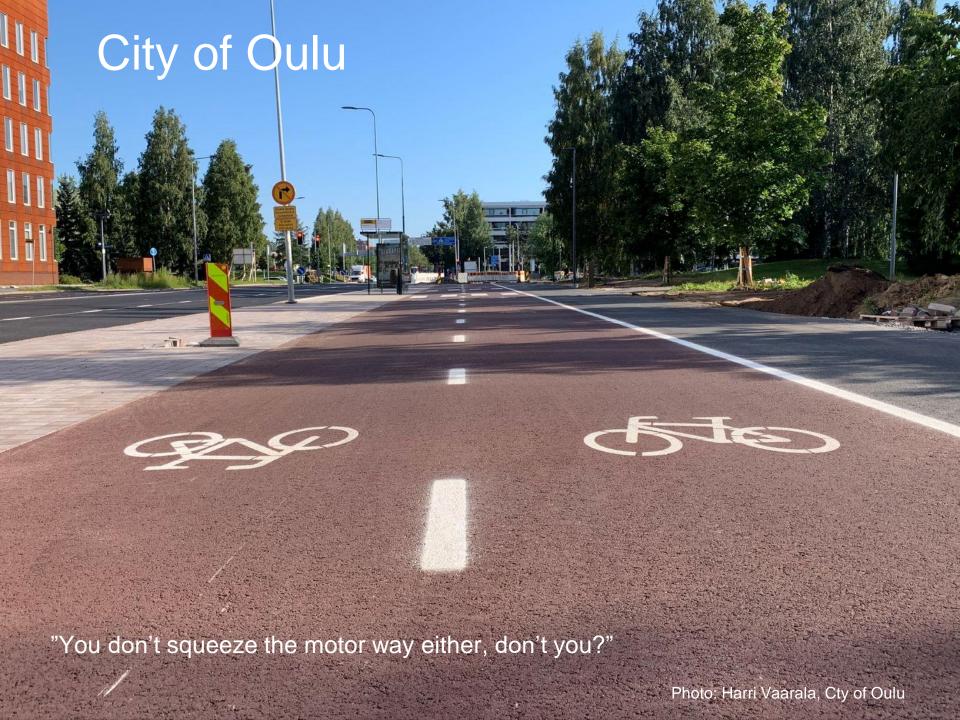


Pyöräily















City of Lahti







Case Kulosaaren puistotie, Helsinki

Photo: Matti Hirvonen

Case Kulosaaren puistotie, Helsinki



Why local strategy / promotion plan?

- To realize political will and vision of the "cycling city"
- Strong correlation to almost all important factors
 - → Political decisions for cycling
 - → Higher investment level
 - → Bigger budget for cycling promotion
 - → More human resources
 - → Cross administrative workgroup
 - → Better monitoring
 - → Higher number of cycling traffic
 - → Boosted winter maintenance of main cycling routes
 - → Citizens more pleased for cycling conditions



Some conclusions (what really matters)

- Money talks...
- Earmarked budget for cycling and walking investments
- Political will and clear vision of sustainable mobility
- Holistic approach -> promotion and mobility plans
- State level support helps, local plans are crucial
- Cross administrative grip
- Monitoring
- Recreation of urban spaces
 - → walking and sojourning, cosy spaces
 - → mixed traffic solutions
 - → more bicycle parking and less car parking on street level
 - → high quality cycling traffic infrastructure
 - → safety (feeling)
- From temporary to permanent



Cities Are Books That You Read With Your Feet*

*Quote from Quintín Cabrera

Martti Tulenheimo – Finnish Cyclists' Federation

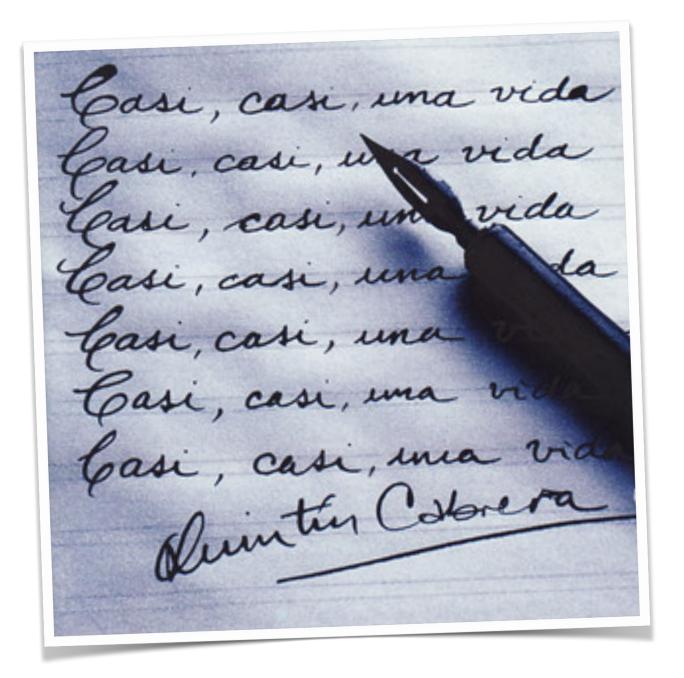
ECOMM 2022, Turku

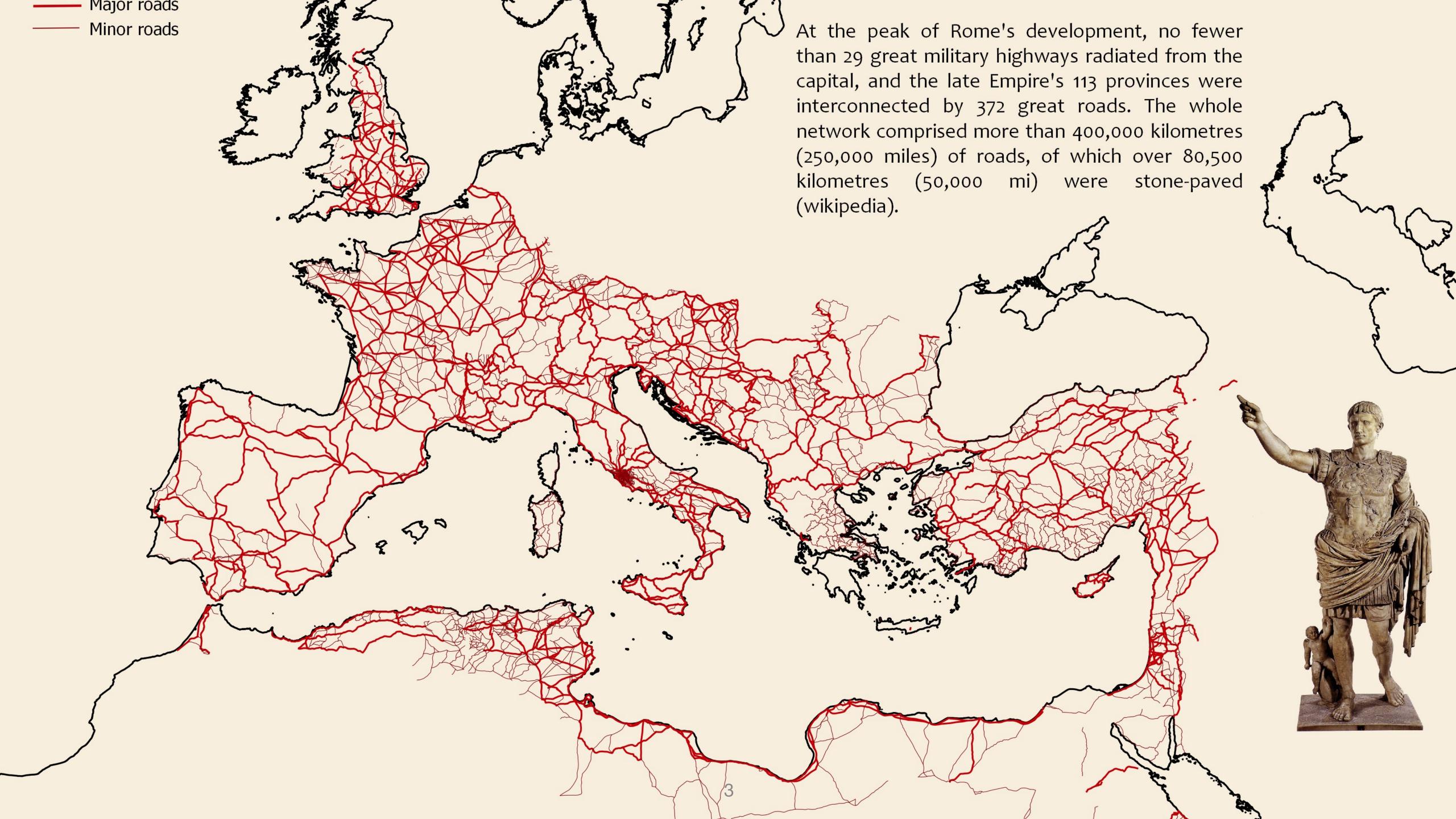
Cities Are Books That You Read With Your Feet

"Las ciudades son libros que se leen con los pies"

- Quintín Cabrera, 1944-2009

A Uruguayan singer-songwriter, poet





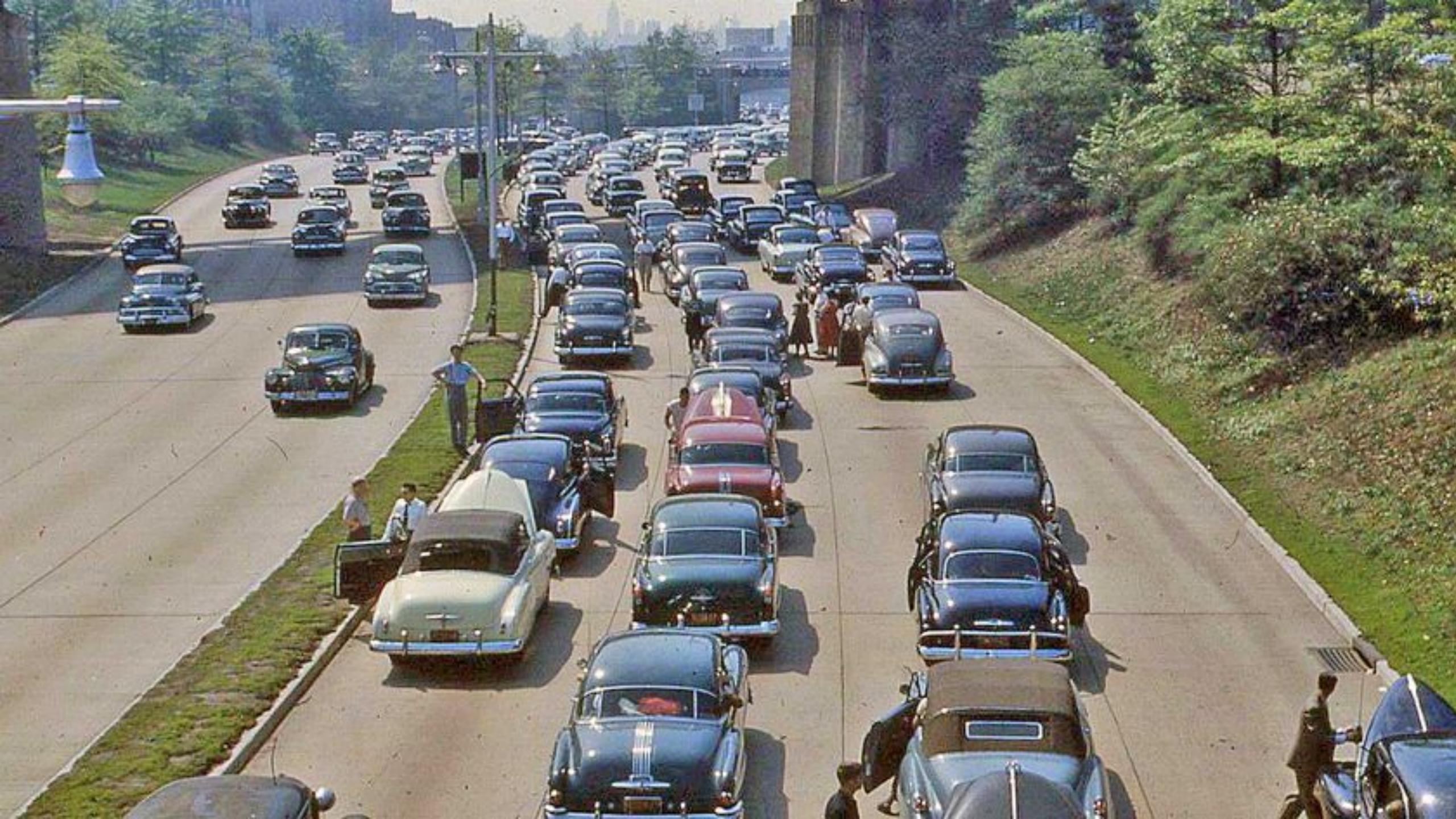






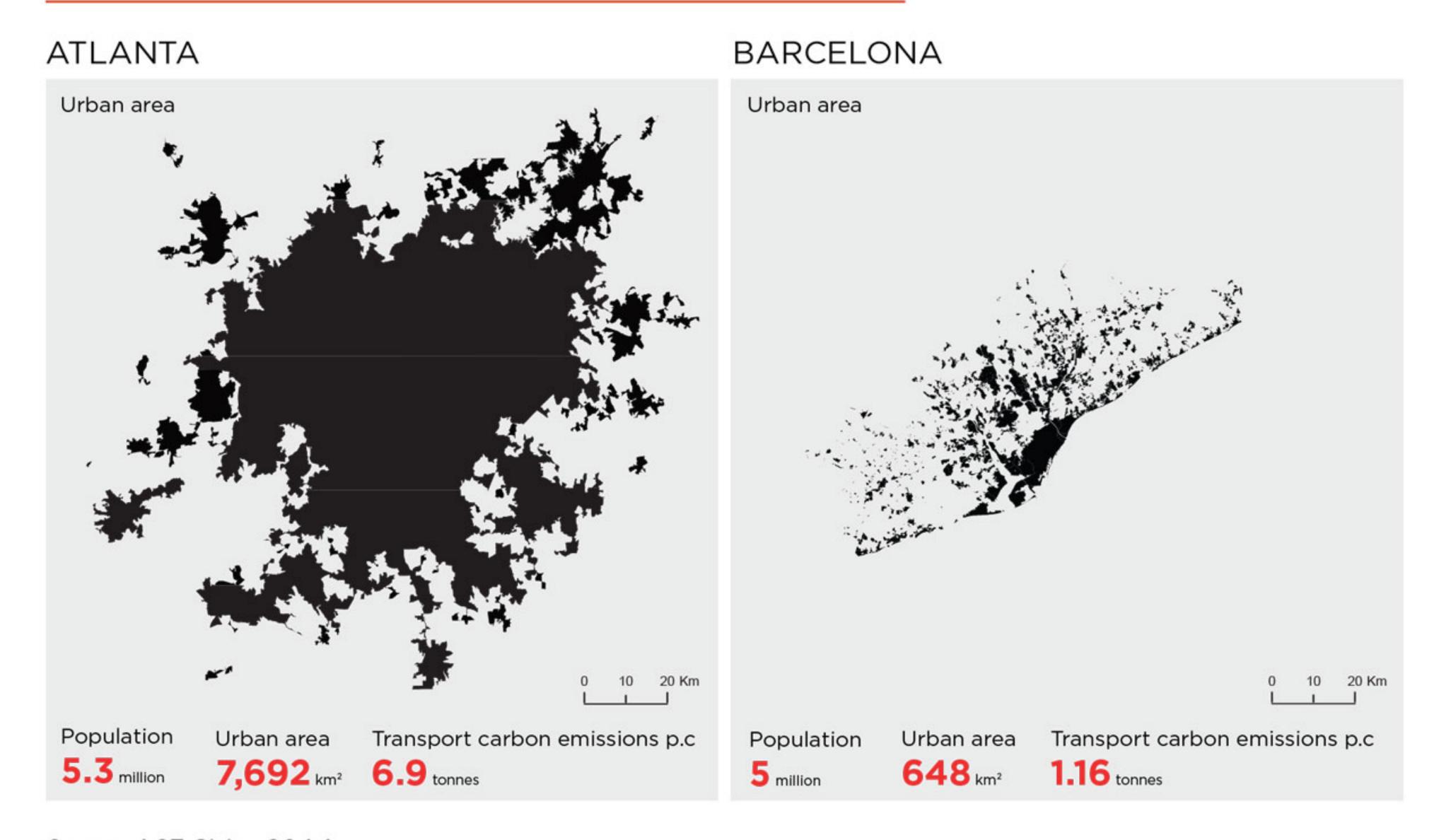








Land Use Impacts on Transport Emissions



Source: LSE Cities 2014

More compact development can reduce transport emissions by an order of magnitude.



OK, But... What Should We Do?

We must first decide what kind of cities we want

...How much traffic...

...And what kind of traffic

Do We Want Cities We "Read" With Our Feet - Or With Our Cars?





DECIDE AND PROVIDE

DISRUPTION 2011

Paris – the 15 Minute City

