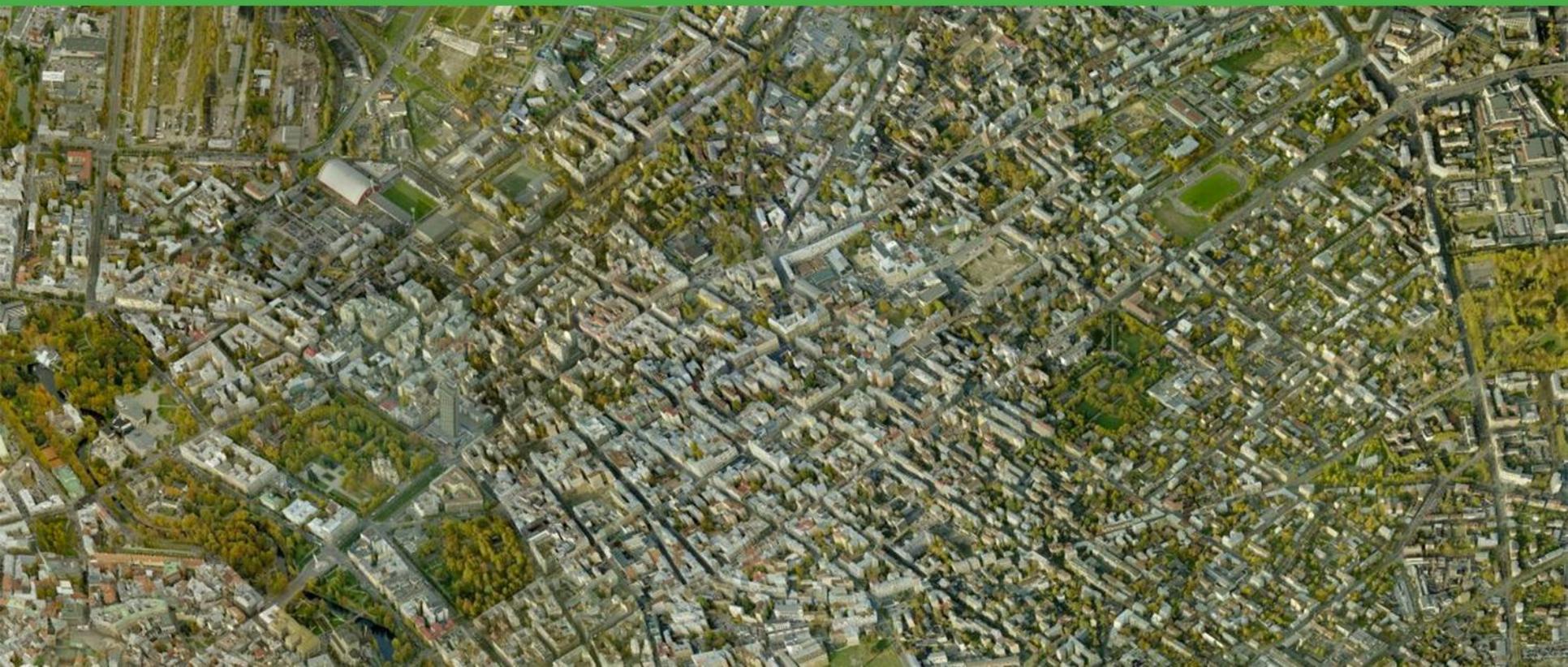


BRĪVĪBAS IELAS
IZVĒLE BŪT BRĪVAI!

RĪGU! TRANSFORMĀCIJAS KONCEPCIJA

RADI MARC GELDOF

ALPS
Ainavu projektēšanas darbnīca



Public Space is a lever for social revival

Riga, a shrinking city,
not only because of **economic** migration.
Population in the periphery increases.

A city without children ?
A child – unfriendly city
We create a ‘backseat’ generation

Except of the parks , the **condition of public space is poor**
Dominance of vehicle traffic creates barriers
‘Cross-ability’ for pedestrians is weak
The infrastructure for **cyclists is lacking**

Why we speak about Brīvības ceļš ?

Symbolic significance:

- Historical axis to the East
- The most prestigious entrance to the city
- A boulevard of cultural heritage
- Freedom Road

Symbolic value



Symbolic value



Why we speak about Brīvības ceļš ?

Being a 'Main Street':

- social, cultural and economic function

Exemplary role:

- By implementing a *'do' strategy*
- Change of mentality
- Strong signal from authorities

live-ability in Riga?



improve Brīvības ceļš!

Main streets

Often are historical axes connecting cities.
Main streets connect neighborhoods with the city center

Carrying structure for local centers, economic activities, public and private services, transport nodes, meeting points, ...

Transport axes collecting the traffic.
All modes of traffic are present : public transport, pedestrians, cyclists, private cars.

Giving access to the functions and activities. Huge demand for parking facilities.



Do strategy

It is not enough to have a **long term strategy**

What do we do in between ? **Tomorrow ?**

What is possible , now ?

Change of mentality!

There is a great need for education.

Let 's start with our **children.** Involve the schools.

Work on 'the way to school'

Strong signal from authorities

Within the City Departments, a unified vision/action is necessary

Working together on a simple case as Brīvības ceļš will convince, stakeholders

a change is underway

OUR PROPOSAL: RE-DEFINING BRIVIBAS IELA

So, what can be done ?

**From a long term strategy
To a 'do strategy'**

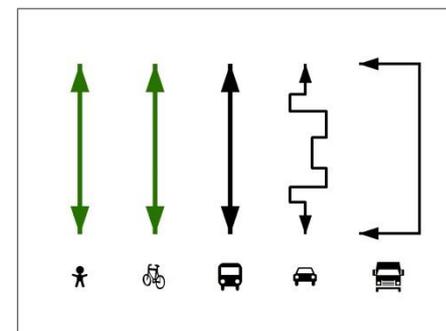
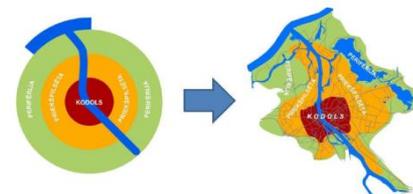
‘Gājējiem, velosipēdistiem un sabiedriskajam transportajam draudzīga’

Who will be against this concept ?

But by which structural changes this will be
achieved ?

It will imply thorough choices on policies regarding mobility,
public space, recreation, neighborhood development,
housing,..., choices which aren't made so far...

How we can make this ‘long term
objective’ more concrete and measurable ?

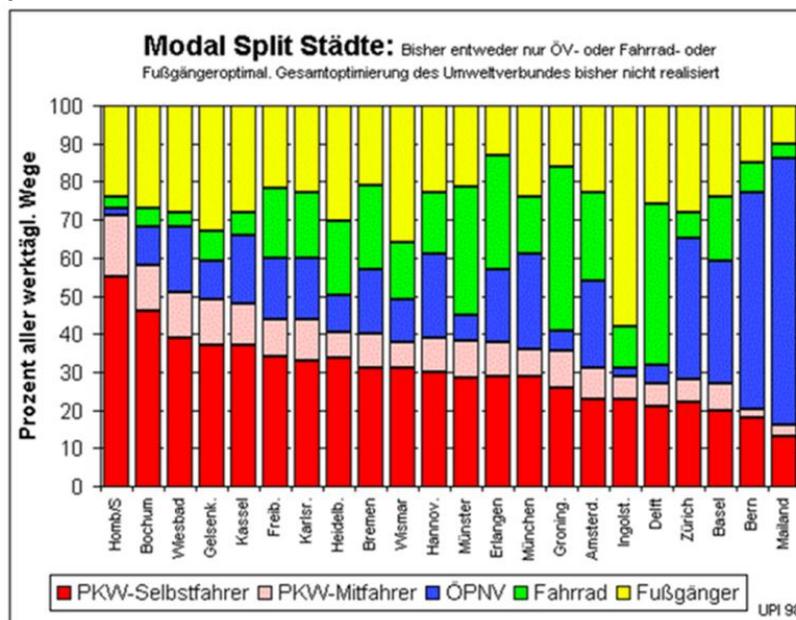


a 'child-friendly city'

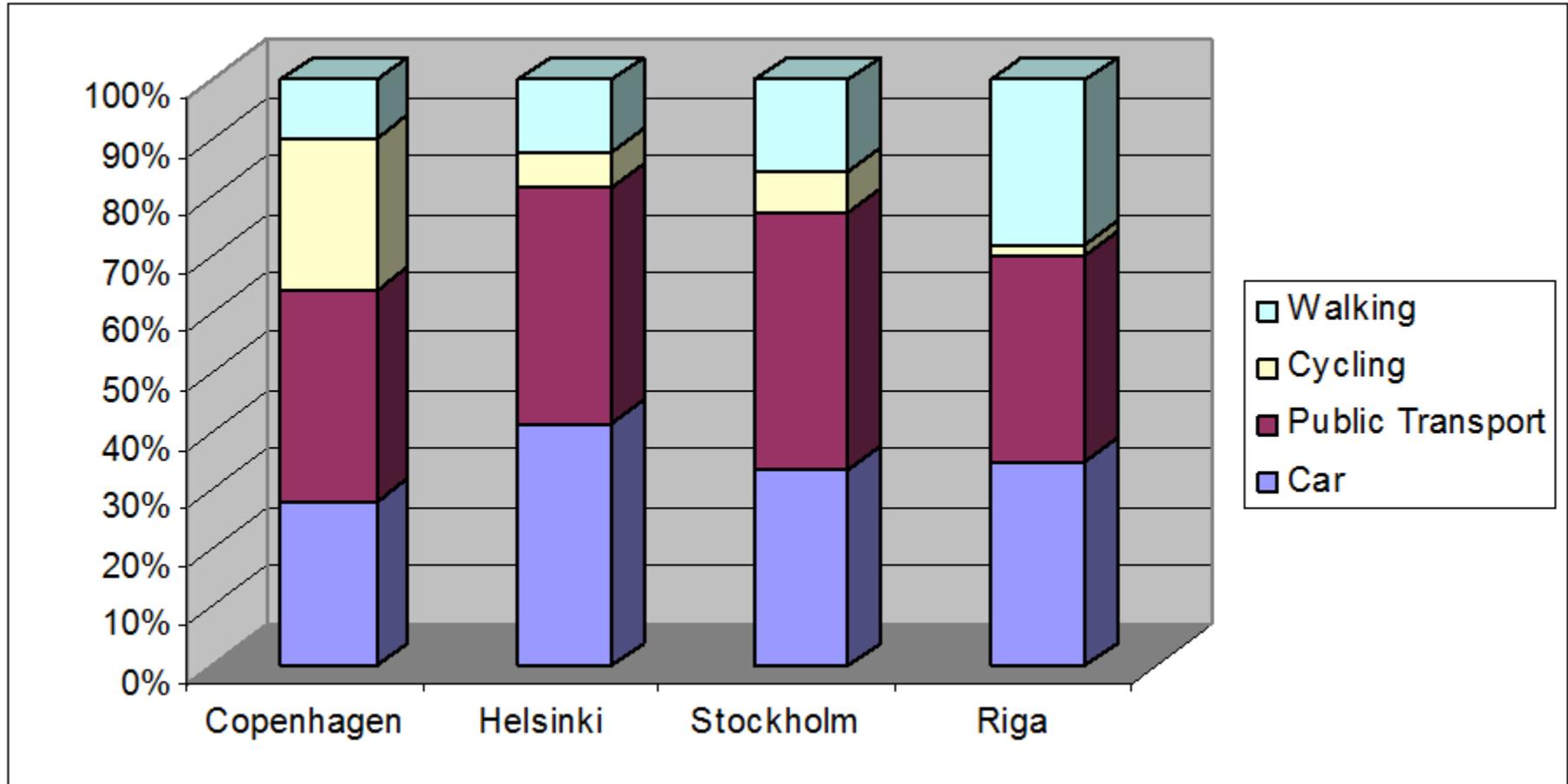
2 examples:

- a 'child-friendly city':
at least 60% of our children should go to school by foot or bike
(minimum 40% by bike)
If we wait another 15 years,
another generation is lost.

-change the
modal split



Modal Split Scandinavian capitals and Riga



Critical aspects on mobility in Riga

Public Transport can be improved

Co-ordination in operation (state, municipal and private operators)

One tariff policy

Improvement of bus stop facilities

Insufficient use of rail passenger service, Park + Ride

Comfort and accessibility for pedestrians

Except in parks, the condition of public space is poor

Traffic barriers hinder accessibility to vital parts of the city

Pedestrian crossings are too wide

Tunnels create practical and psychological problems

Critical aspects on mobility in Riga

Riga's citizens are ready to bike more but don't feel safe

Need for a cycle network for daily commuting

Need for a clear vision on biking in urban context

Need for a legal framework

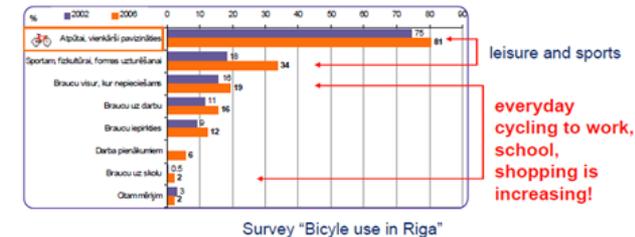
Advantages of biking:

- less space needed
- less jams, less pollution
- less infrastructure needed

(e.g. : Amsterdam: saving 20 million euro/year)

Bicycle use in Riga

More cycling for leisure and sports less for everyday purposes



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Riga struggles to develop cycling culture

Jul 24, 2013
By Laura Kenins

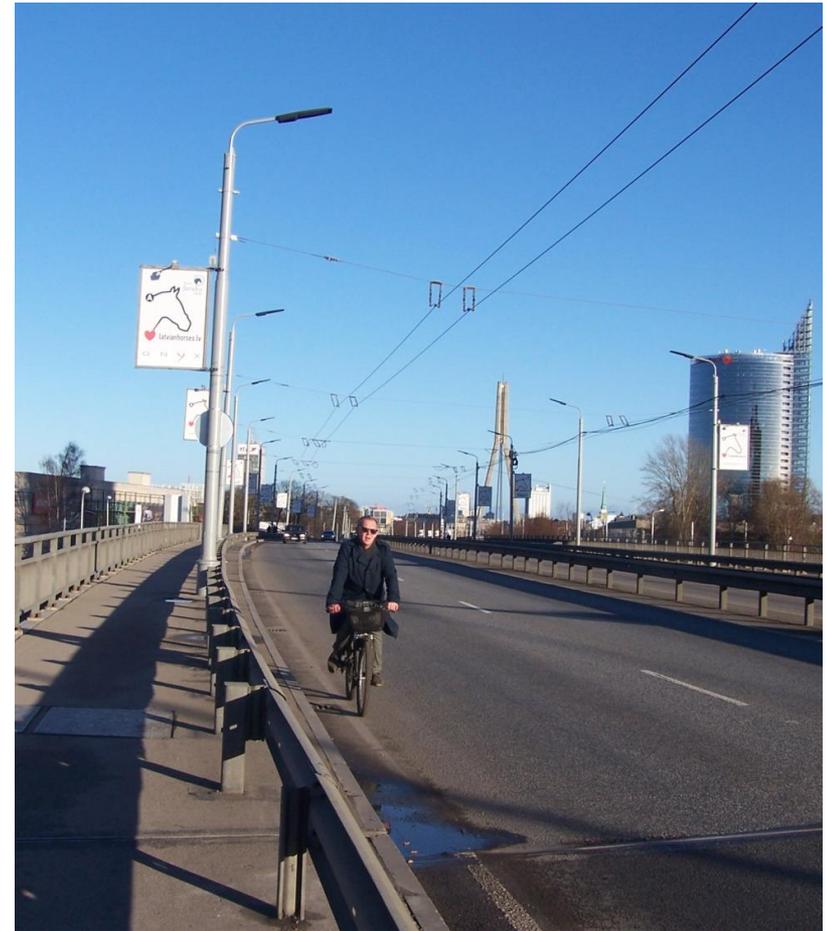
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RIGA - Cycling in Riga can seem like total bedlam: crowds of pedestrians strolling leisurely through bike lanes, one cyclist on the street trying to weave between moving and parked cars and a tram, while a 12-year-old on a BMX barrels down the sidewalk straight into a crowd. The city's cycling infrastructure is vague and underdeveloped. Riga has three official bicycle routes, with separate lanes for cyclists, going between suburbs and the center, and a handful of other separated bike paths outside the center. The official routes primarily

Critical aspects on mobility in Riga

Private transport directed policies are still dominant
Recent new infrastructure ignores needs of pedestrians/cyclists

Actual vision focusses on avoiding traffic jams, not on live-ability and the social function of streets



Critical aspects on mobility in Riga

Need for education

**Sustainable mobility for
professionals and citizens**

**Traffic behavior, traffic rules,
bicycle equipment for citizens**

**The way to school
for children (and parents)**

.....



But what can be done ?

1 A shift of ideas

The point is not: «is it possible?»,
the point is: «do we want a change?»

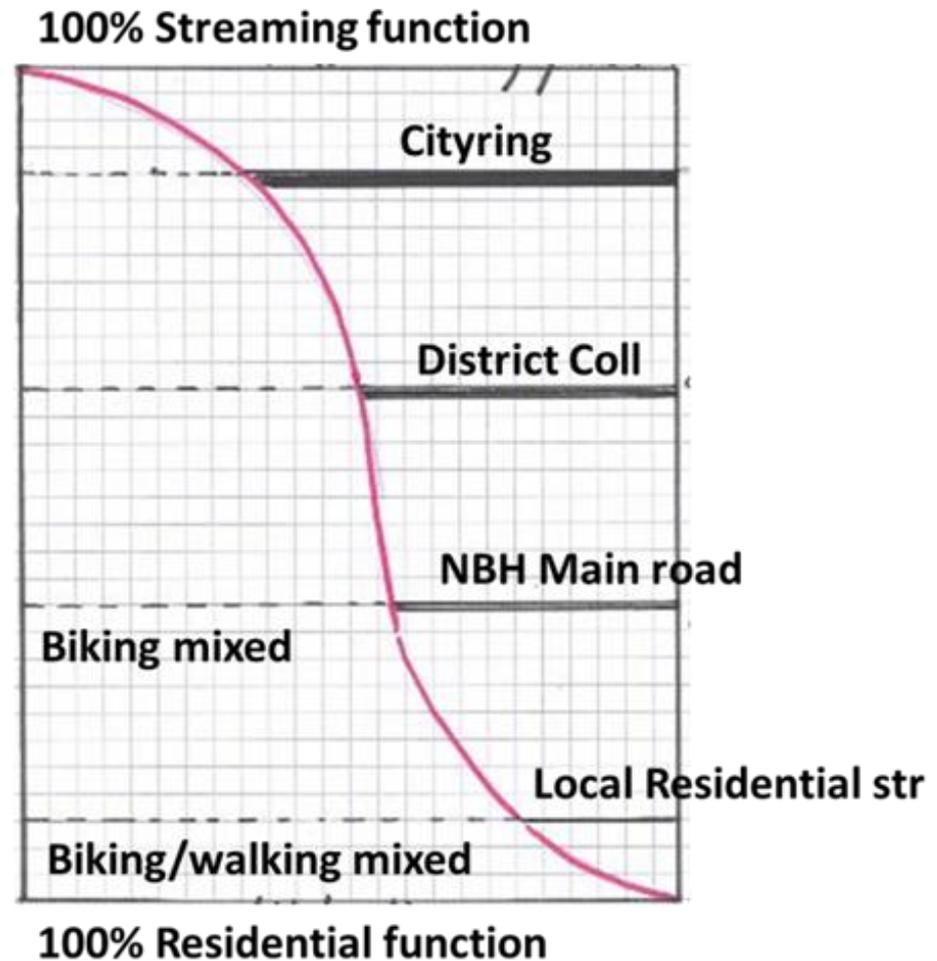


2 Accept that streets in urban context have several functions, not only traffic flow:

- Traffic safety
- Social use
- Serving local economy
- Spatial quality
- Live-ability

3 Consider road categorization in relation to the context

**‘Design – Speed’
related to
categorization**

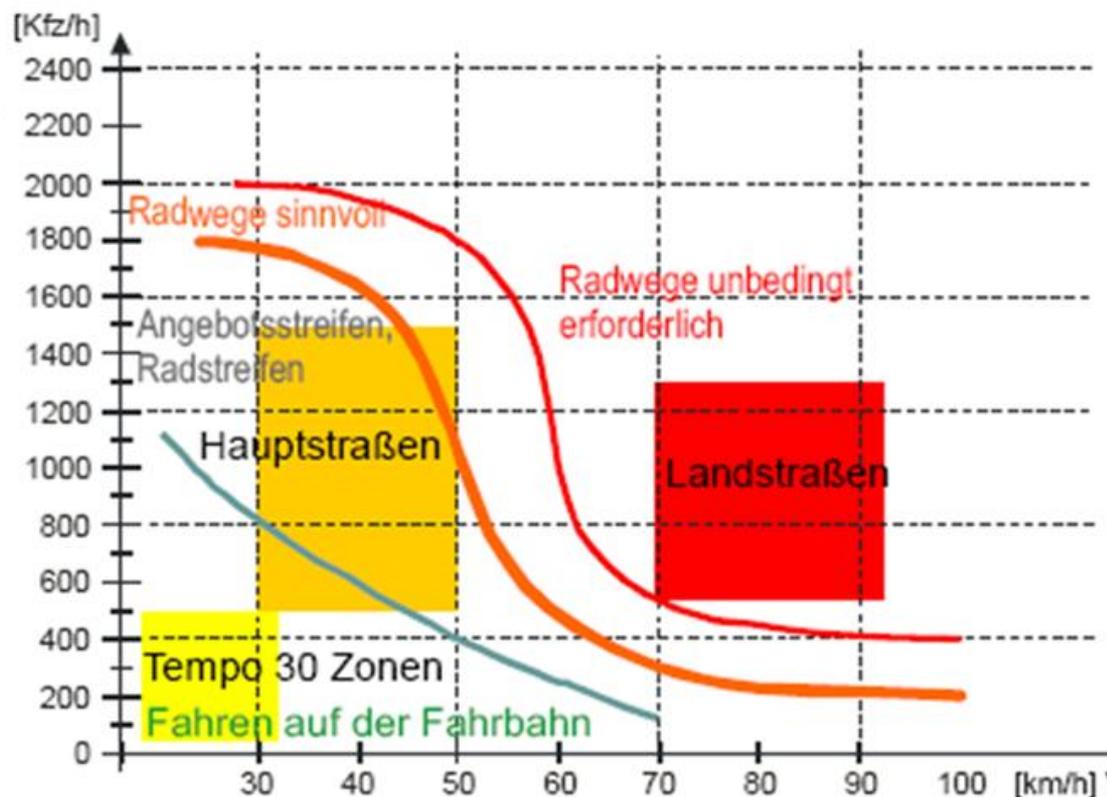


Bike & Cars: Separated or mixed ?

Cycling on sidewalks
will become
unacceptable

So, where to bike ?

Separated or mixed
with cars ?



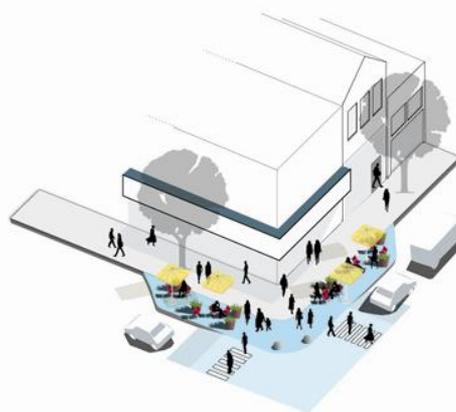
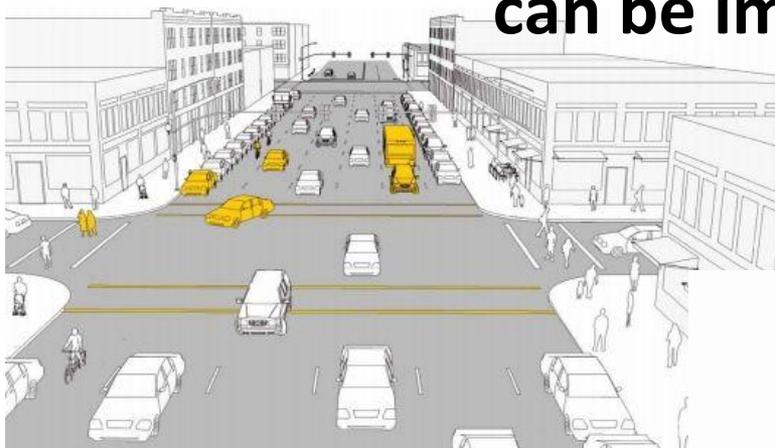
4 Bike infrastructure is **only necessary** in streets which do not match the safety criteria regarding speed and intensity



In most of those streets
painted - on the asphalt - infrastructure will be sufficient

5 Comfort for pedestrians

can be improved easily



Brīvības ceļš as example

How do we see the Freedom Road in this context ?

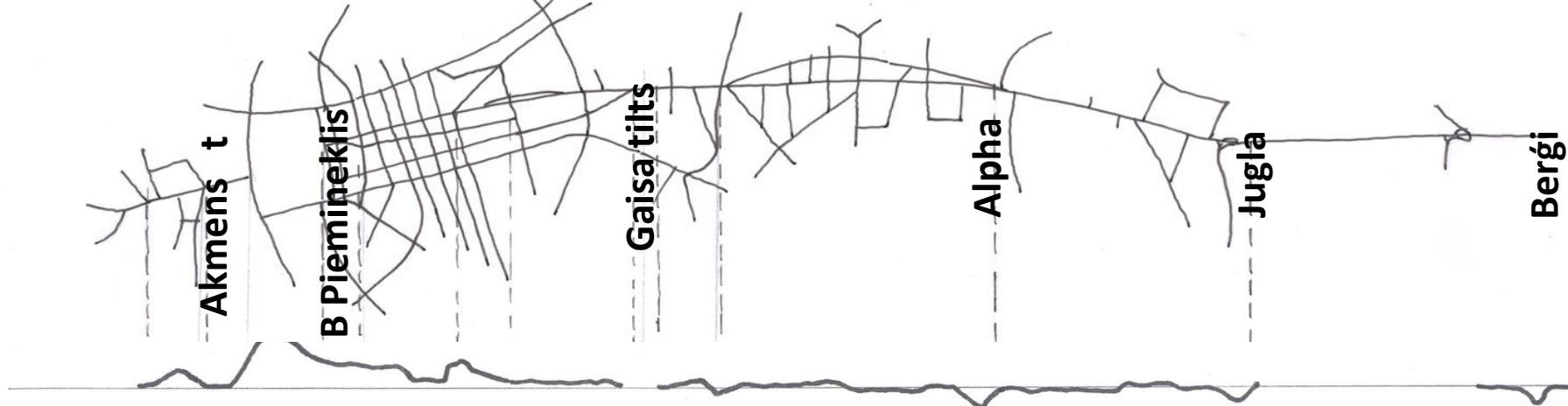
1. As an **urban axis** we see the Freedom Road as an axis from Bergi till Uzvaras Piemineklis in Uzvaras Parks.

2. The Freedom Road has **different urban rooms**

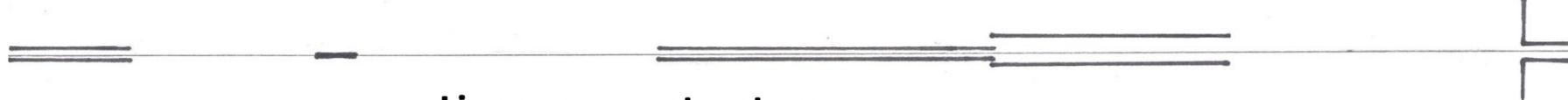
3. The Freedom Road has **different transport functions**: connecting, connecting and collecting, collecting and giving access, pedestrian area,...
In the long term, connecting function will be taken over by Northern Corridor (in 15 years or more ?)

To a certain extent these functions are also relevant for cyclists and public transport

4. There is a **relationship between urban rooms, functions and speed**



Functions related to pedestrian activity (car oriented functions evaluated negative)



Linear green structure



Tram system



Concentration degree of public transport



Traffic lights on intersections

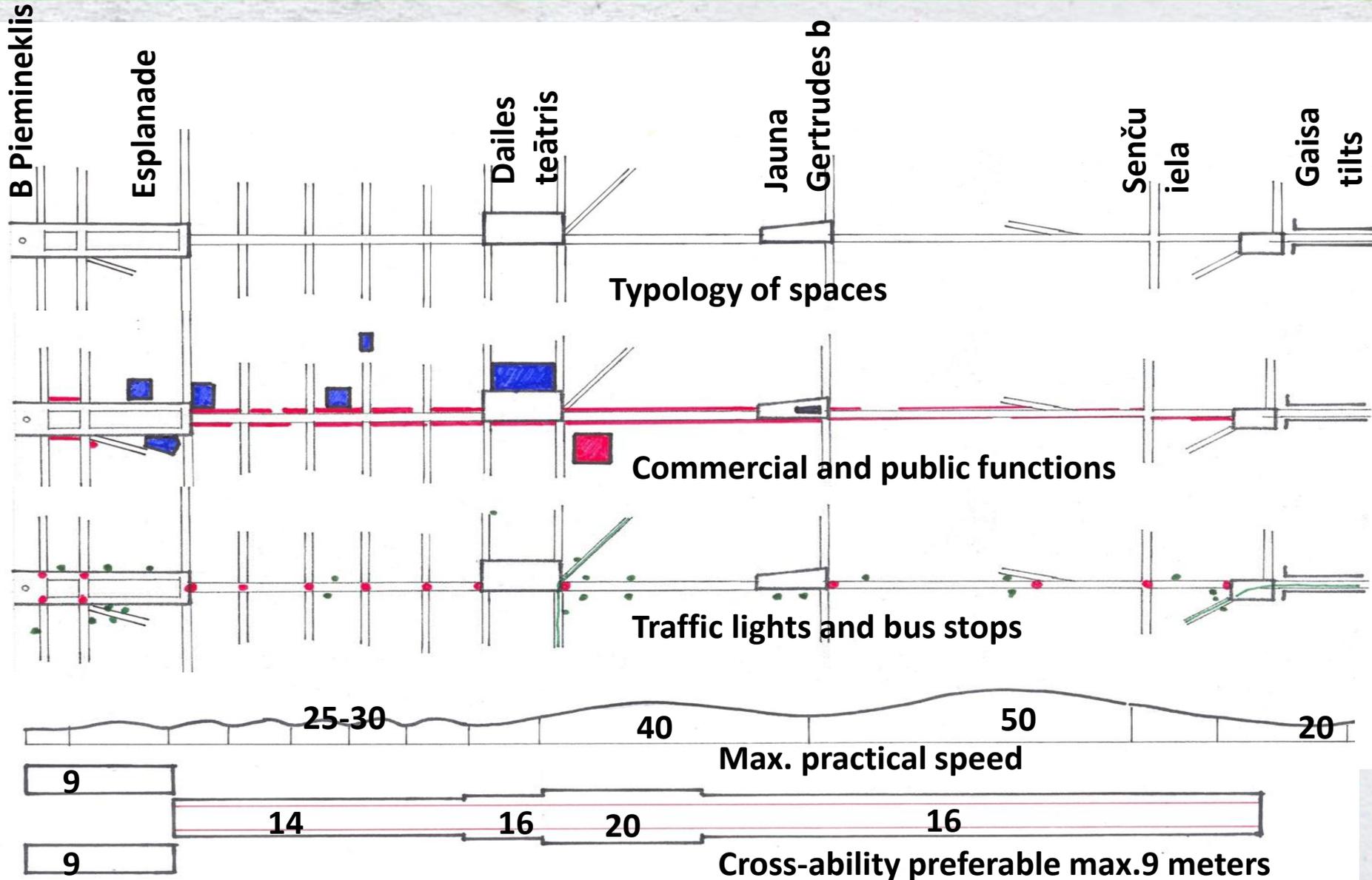


Average speed of vehicles



Two directions bike path

Selected case: from Brīvības Piemineklis till Gaisa tilts



Gaisa tilts performs the role of a Gate

Gaisa tilts is not a problem but an opportunity



CONCEPT FOR „THE WAY TO FREEDOM”

„Gaisa tilts is not a problem, it is a solution”

from Gaisa tilts to the center continue on

2 lanes instead of 4, create 2 bike lanes instead.

Why this concept ?

Other possibilities ?



4 lanes

Combined bus + bike lane

is not preferable:

- Does not change situation
- Does not include a shift in attitude
- Only acceptable on short distance



Disadvantages

„Perception” of lower speed

More time needed

Less buffer capacity

Negative impact on K. Valdemara
iela

,...

Reply regarding disadvantages

Real average speed is low due to traffic
lights.

More time needed: maybe a bit, but not
necessarily.

Less buffer capacity: true, but proposal
will compensate this slightly.

Impact on K. Valdemara iela: this has to
be tested, depending on interventions,
sections,...

Advantages

Smooth traffic instead of „harmonica” traffic (Principle of „Drive Slow, Travel Fast”) increases capacity and compensates partly the loss of buffer capacity.

Smooth traffic creates more safety, saves energy and causes less pollution.

The selection to 1 lane is already made before Gaisa tilts: queues or jams will not be caused because of the change but because of traffic lights.

Smoother traffic instead will improve interchanging on junctions.

Advantages +

Shorter distance for pedestrians to cross Brīvības iela.

Direct route for functional biking between center and neighborhoods.

Integrated Public transport.

Extra space for local functions/activities

Proposals

1. Proposals **do not consider construction works** of public space

In general, **new painting on the asphalt** will be sufficient

2. Proposals aim to stimulate functional biking (commuting) in a safe and legalized way
3. Brīvības iela is an opportunity. It can function as a pilot project, a laboratory for driving behavior and cohabitation
4. Proposals can be realized tomorrow
5. Investments are extremely low
6. Prior to realization, a test can easily be organized.

Design principles

Basic scheme

Directness: shortest route

Clearness: one direction

Principle of 'Eye-contact'

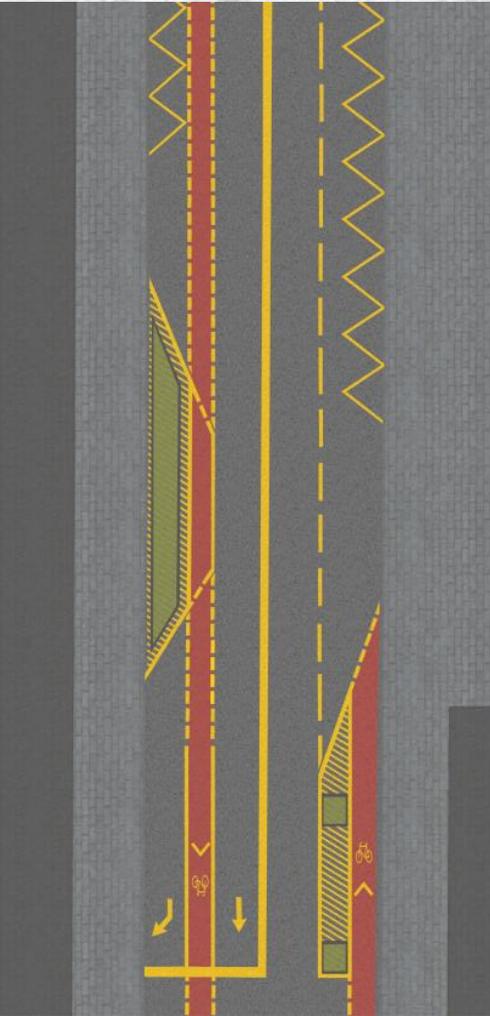


Bike lane : 1,75m

Safety strip: 0,75m



Design principles

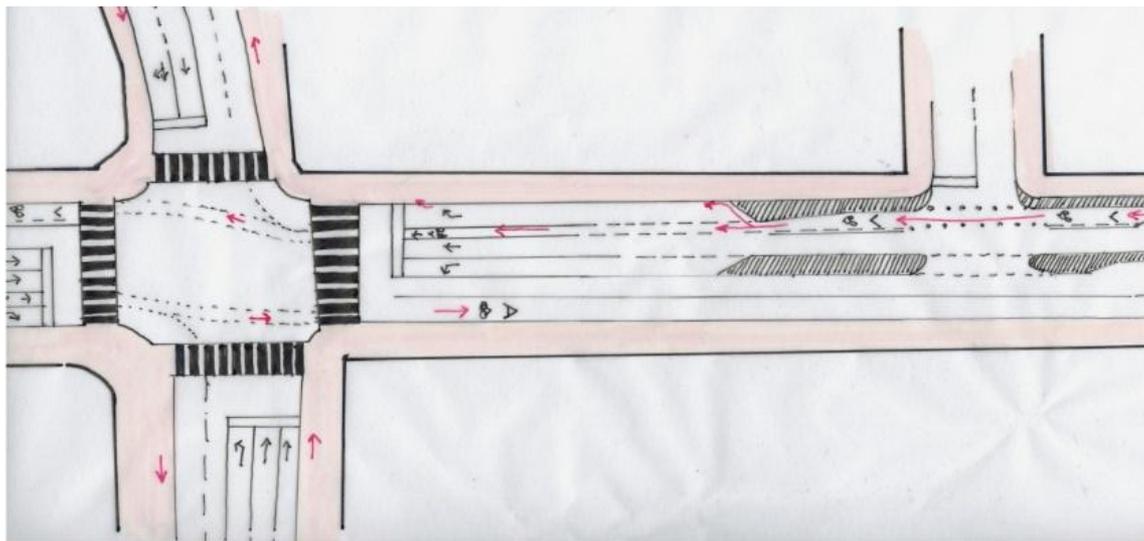


Design principles

Critical situations:

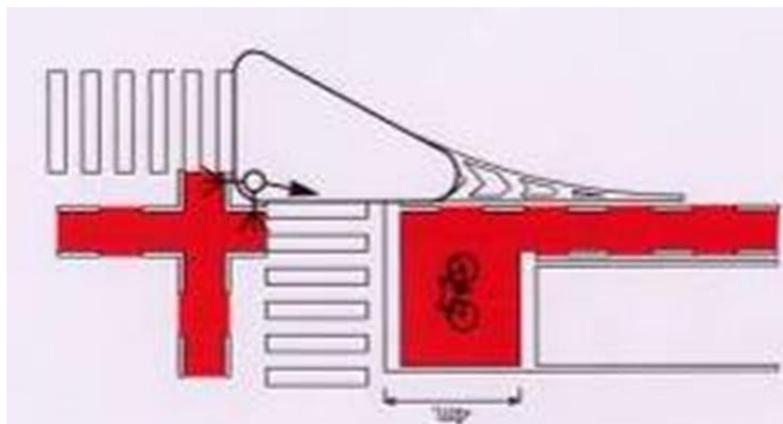
Intersections

Brīvības/Pērnavas



Design principles

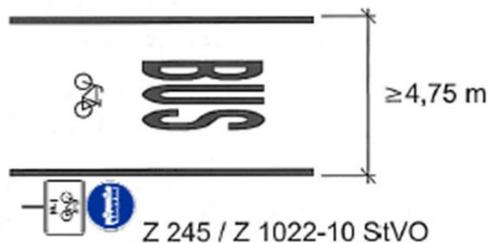
Critical situations: Left turns



Legal aspects

Allowed within marked

- Lanes
- Crossings
- Specific areas



Legal aspects:

Biking is:

**Allowed on the roadway,
if holding right, when no lanes
are provided.**



**Not allowed on
sidewalks**

Exceptions:

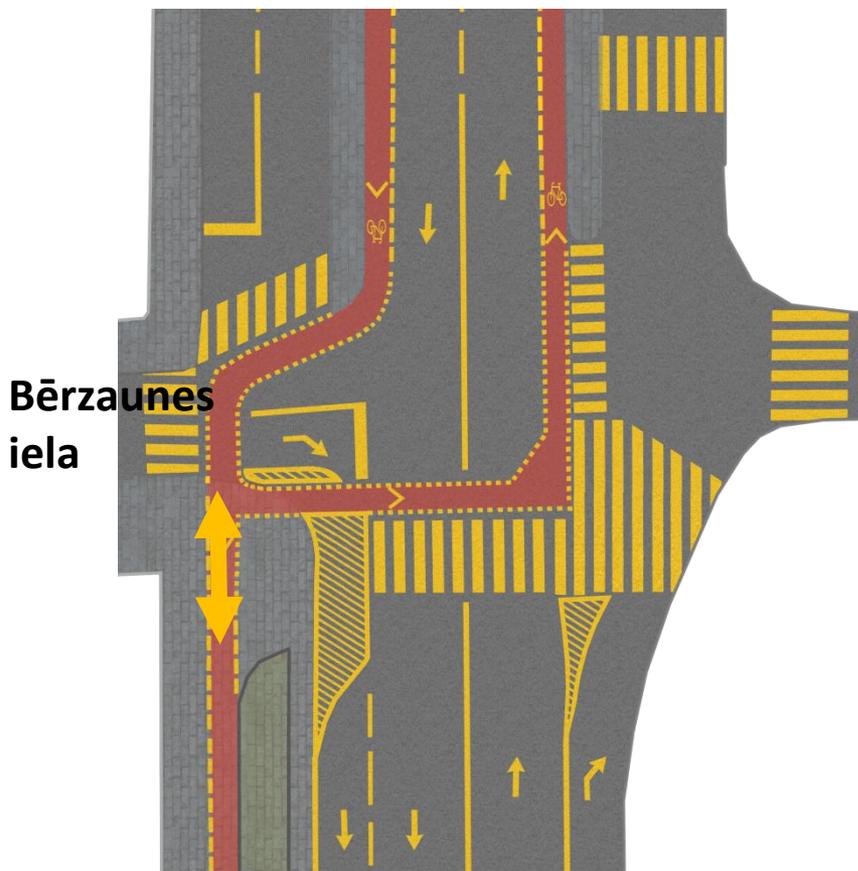
- children less than 10 years old on small bikes;
- when indicated by a legal sign.



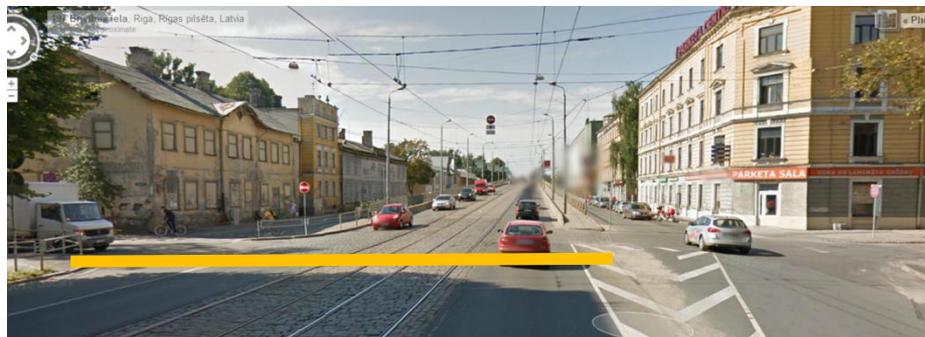
Proposals

Before Gaisa tilts:

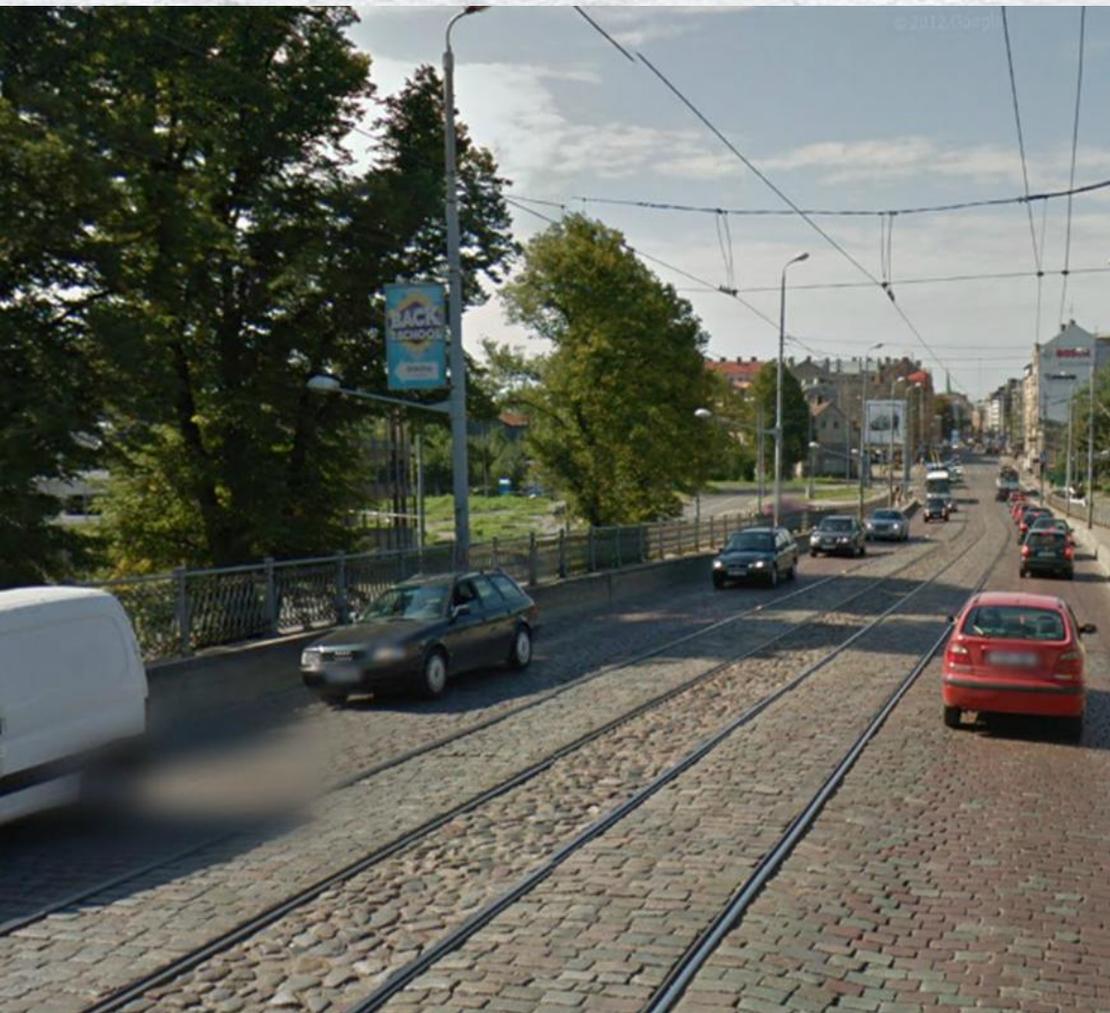
Transition from 2 direction bike lane to 1 direction lanes



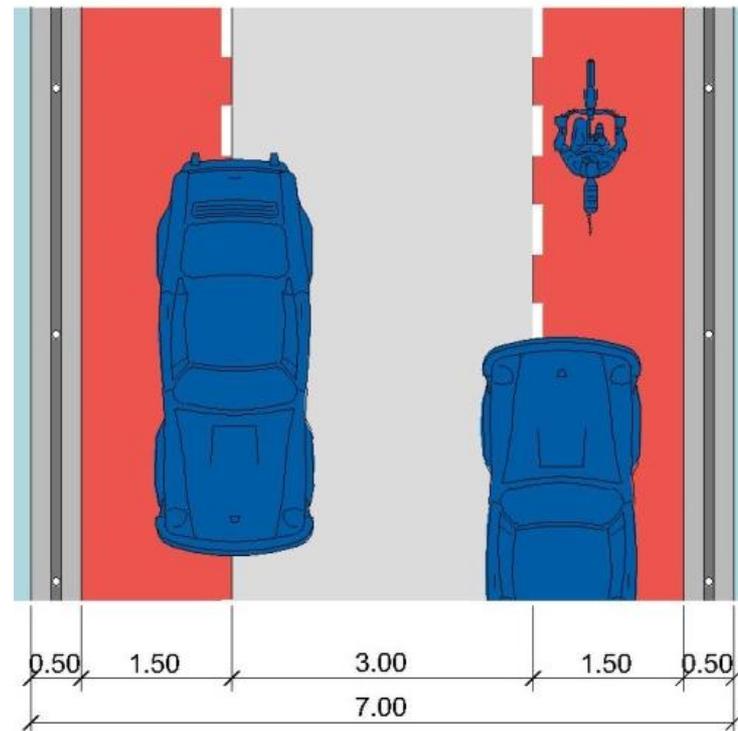
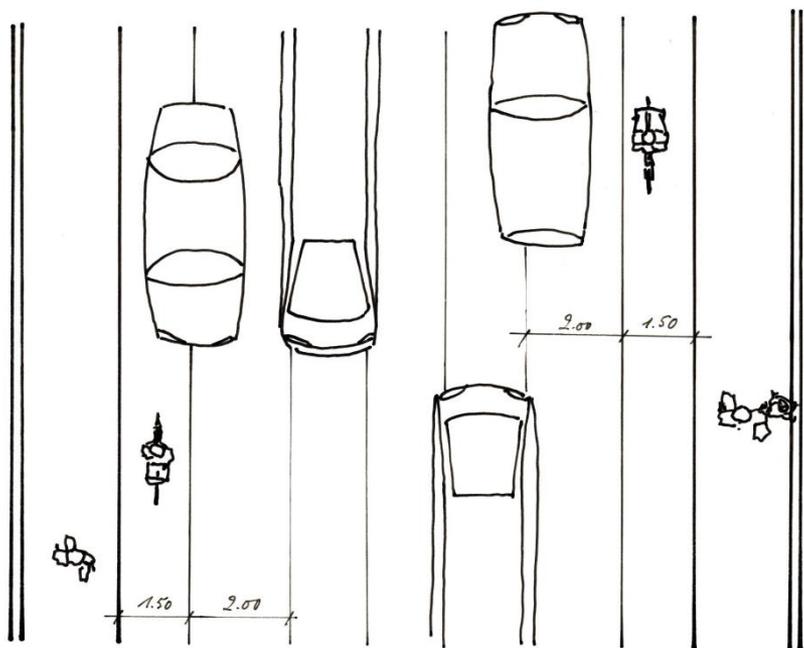
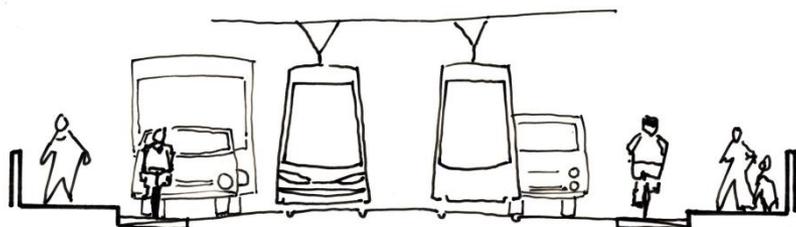
Bērzaunes
iela



Gaisa tilts: mixed traffic

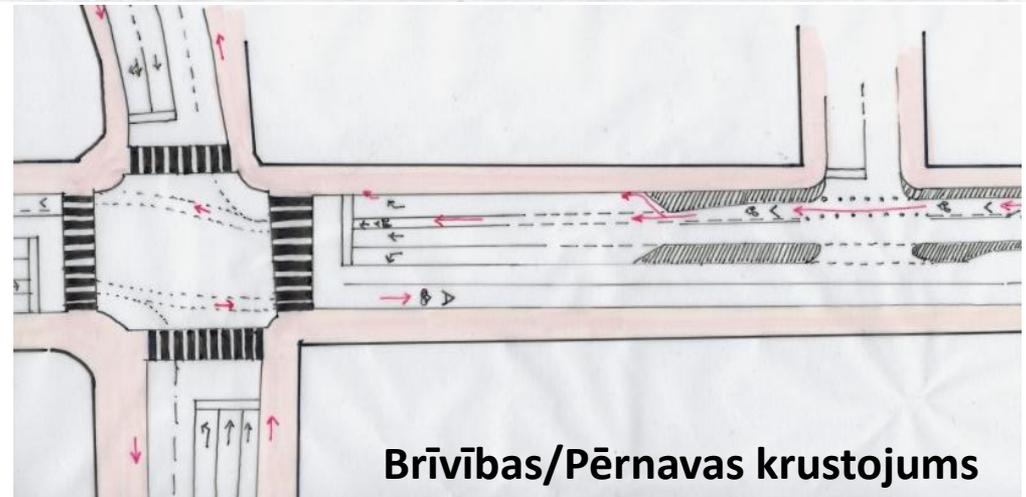
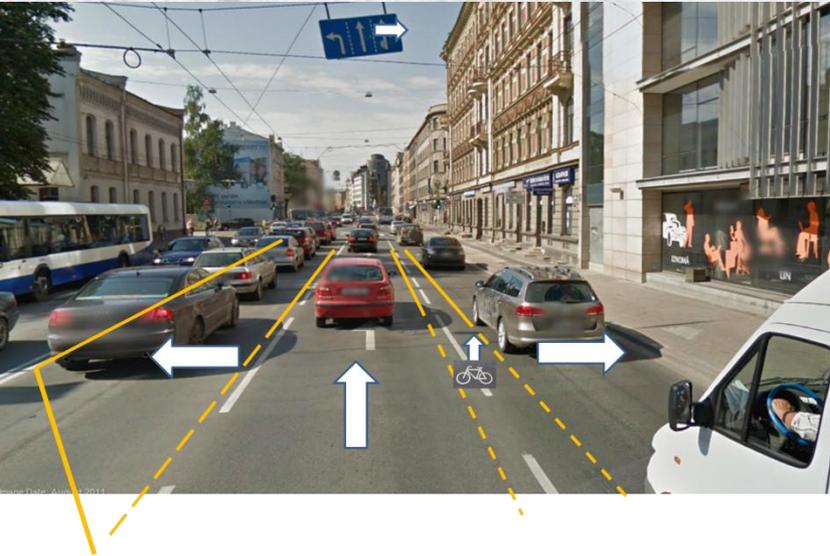


Gaisa tilts: mixed traffic



Comfort strip 1,50 m large
No bike lanes

CONCEPT FOR „THE WAY TO FREEDOM”

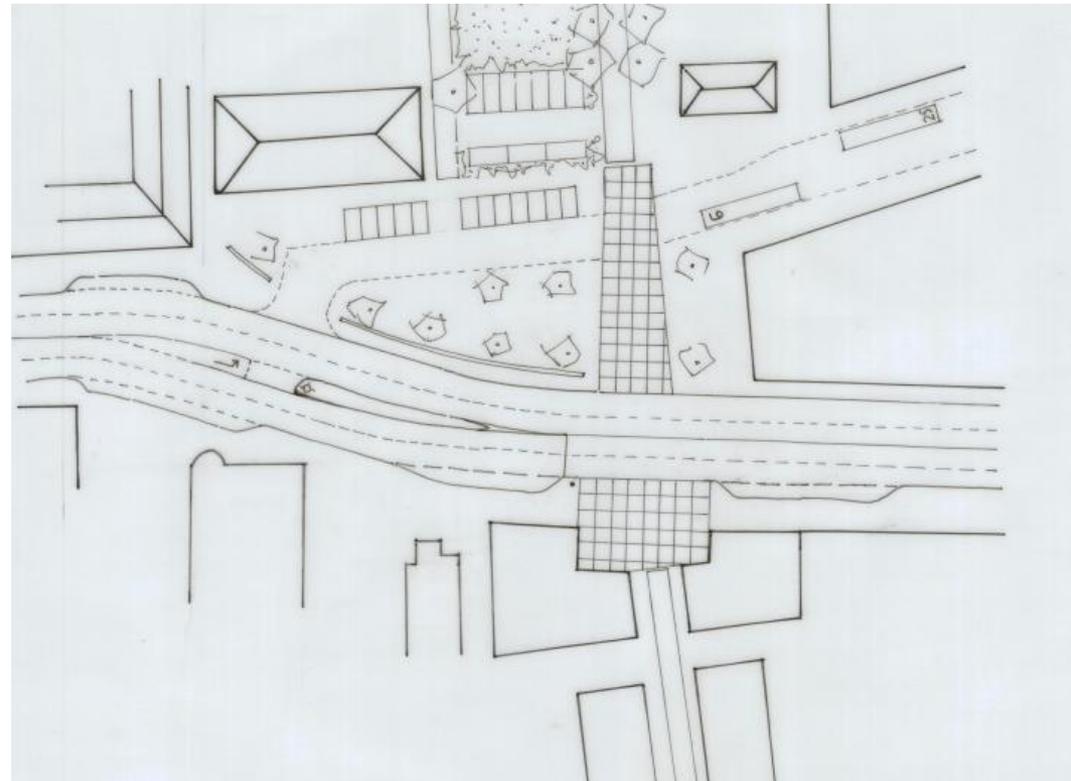


Brīvības/Pērnavas krustojums

Brīvības/K.Barona krustojums



Jaunais Gertrudes

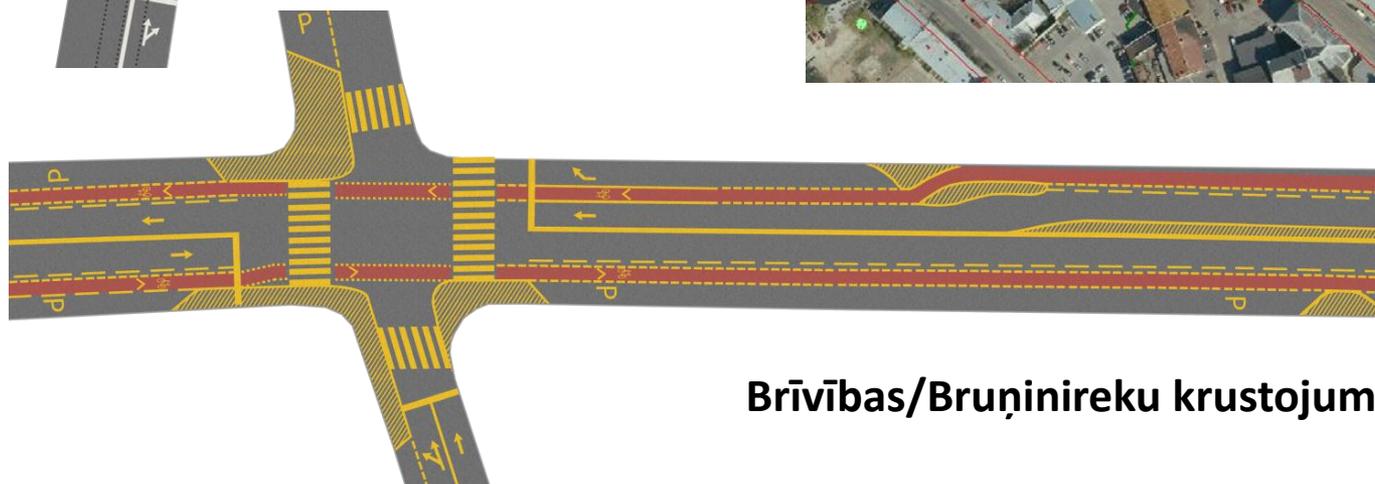
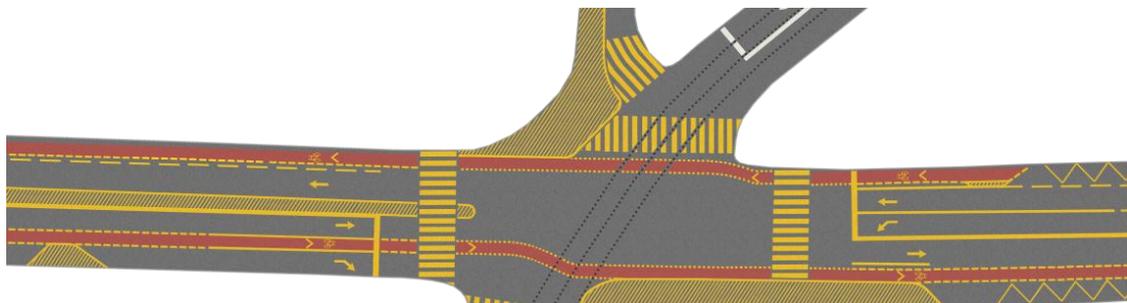


Jaunais Gertrudes



Dailes teātris and Vidzeme tirgus

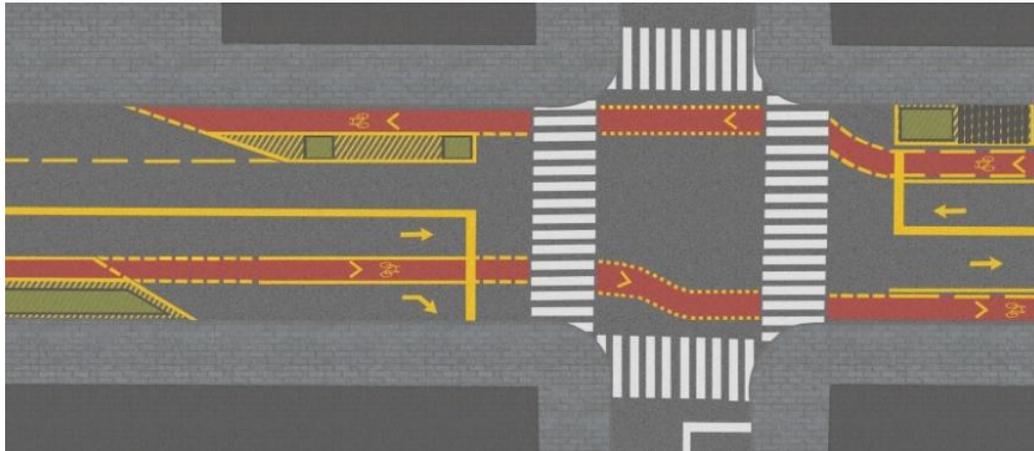
Brīvības/Matīsa krustojums



Brīvības/Bruņinireku krustojums

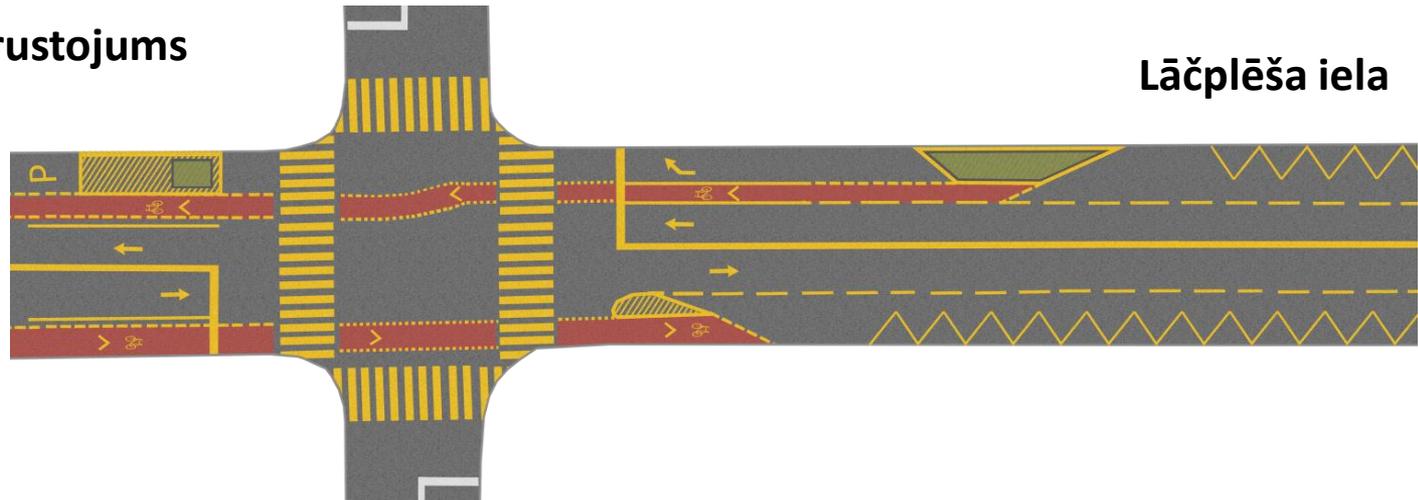


Bus stop Ģertrūdes iela

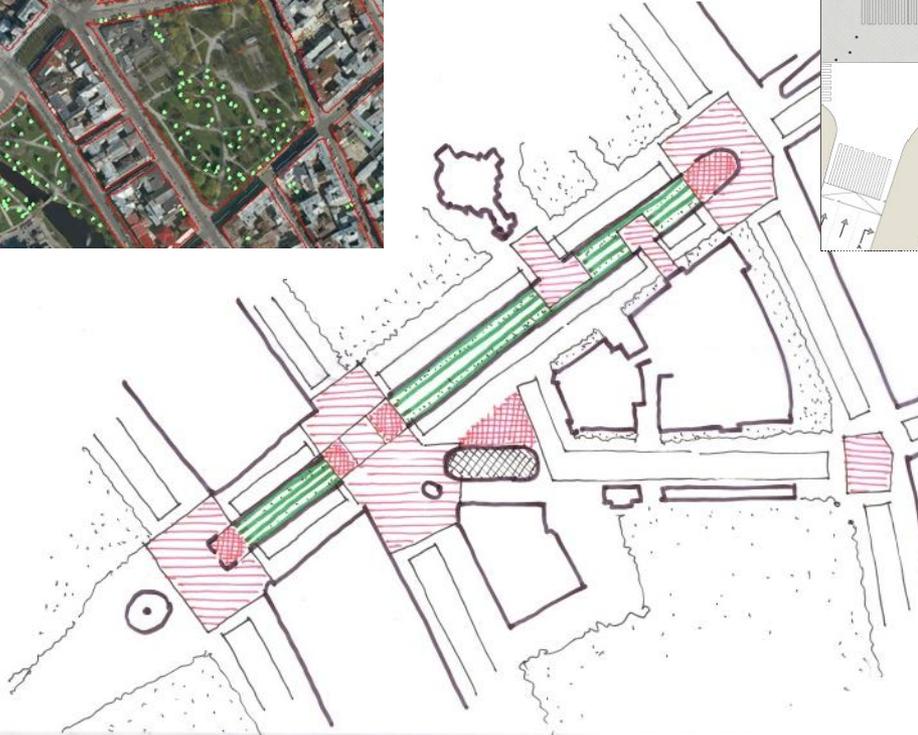


Brīvības/Ģertrūdes krustojums

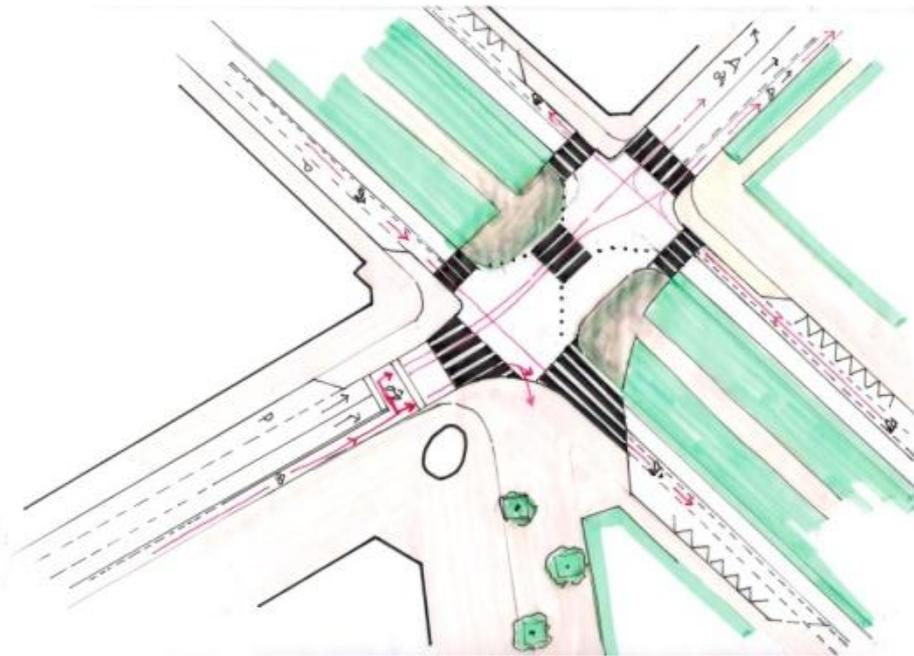
Lāčplēša iela



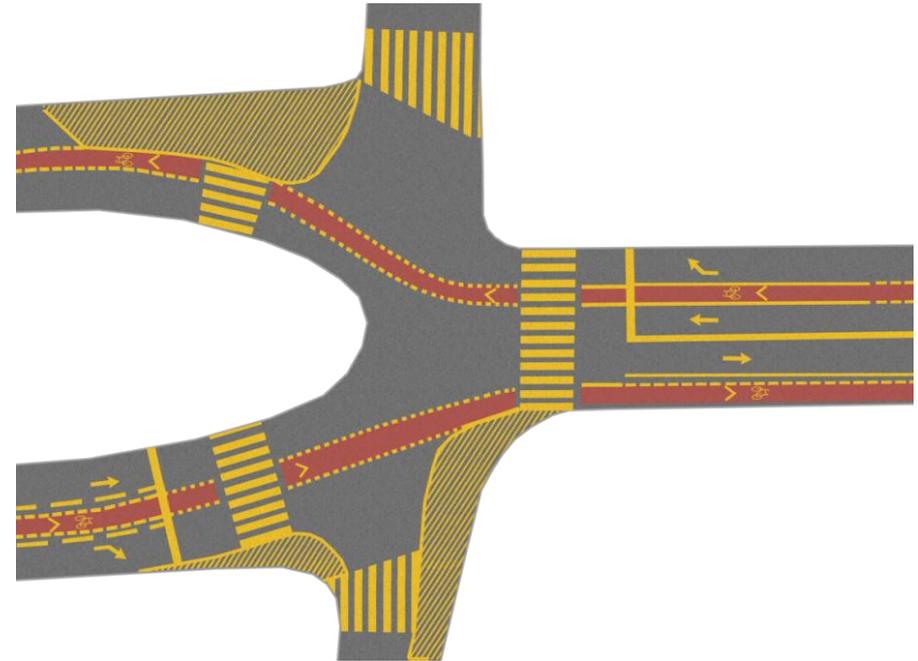
Esplanade



Esplanade



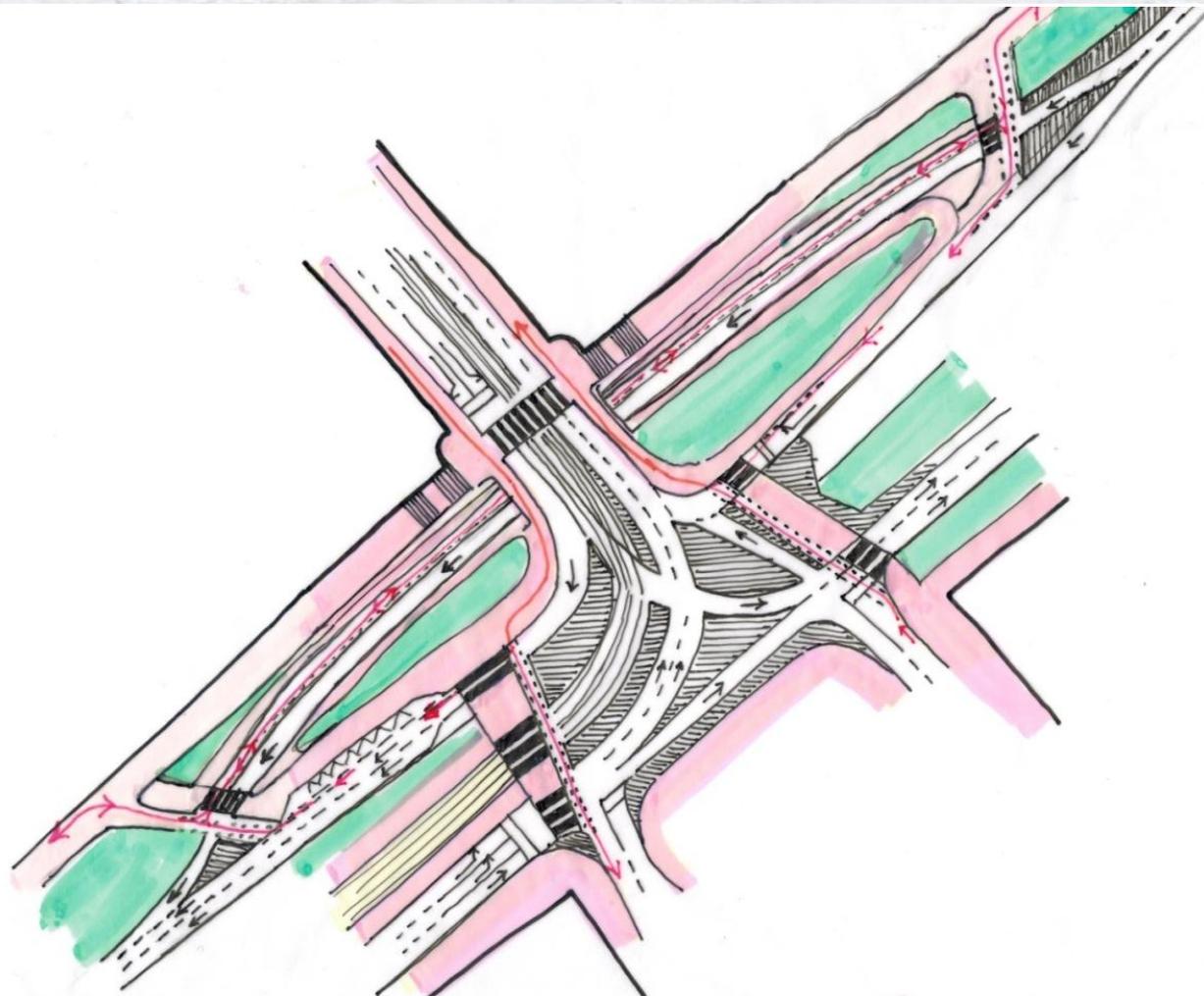
Brīvības bulvāra/Kalpaka bulvāra krustojums



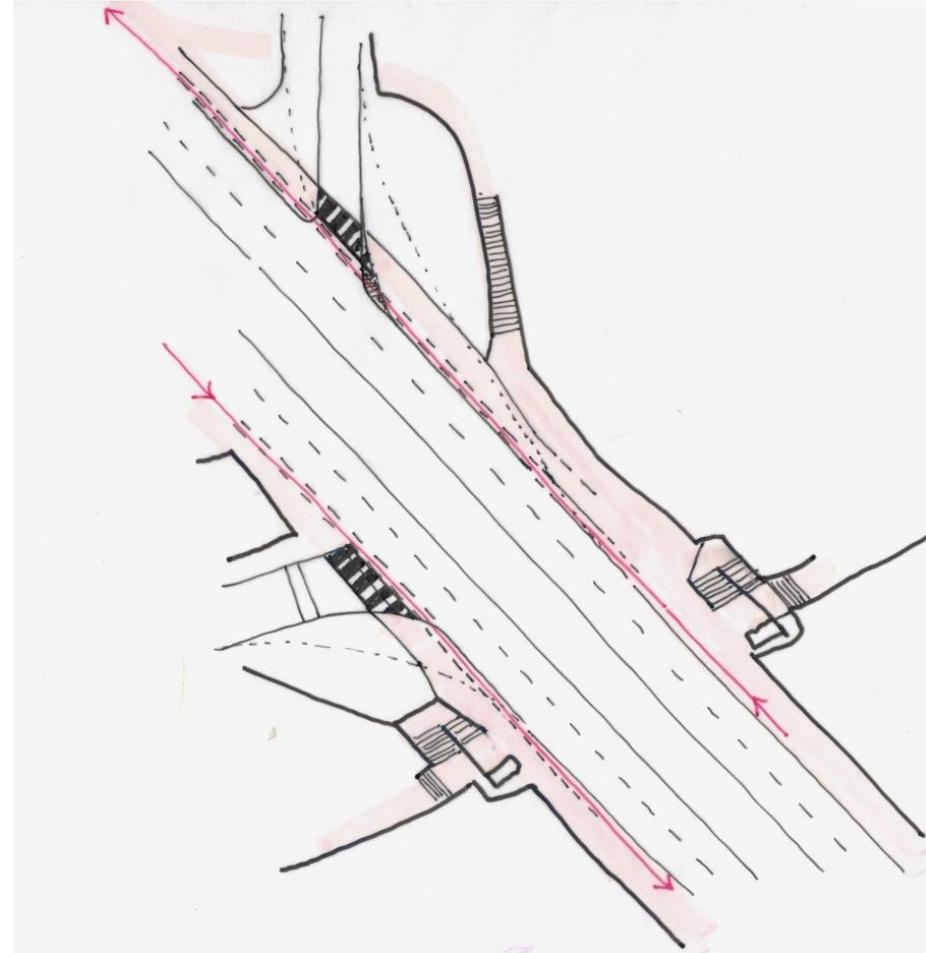
Brīvības /Elizabetes krustojums



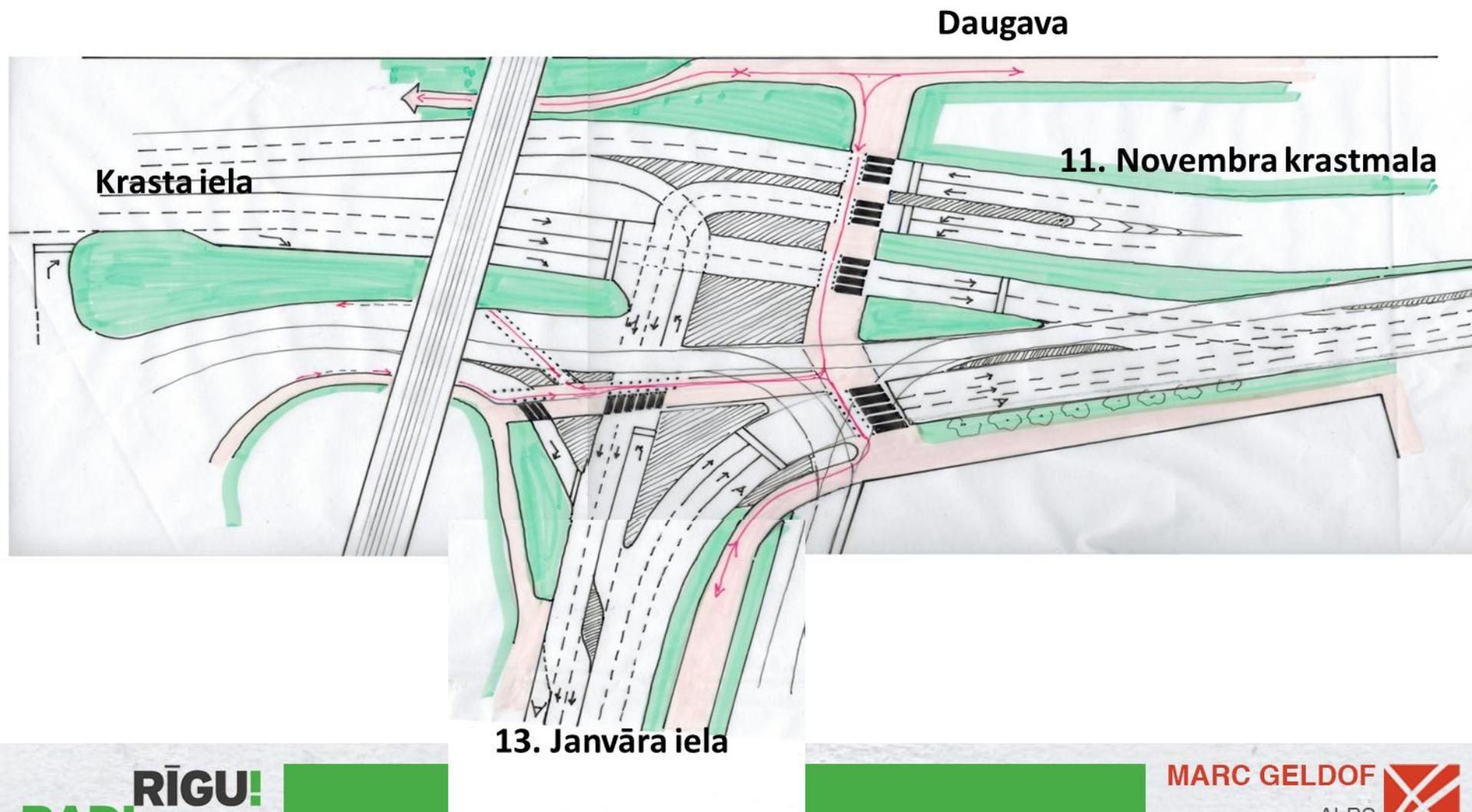
Akmens tilts - the road to the National library



The road to the National Library

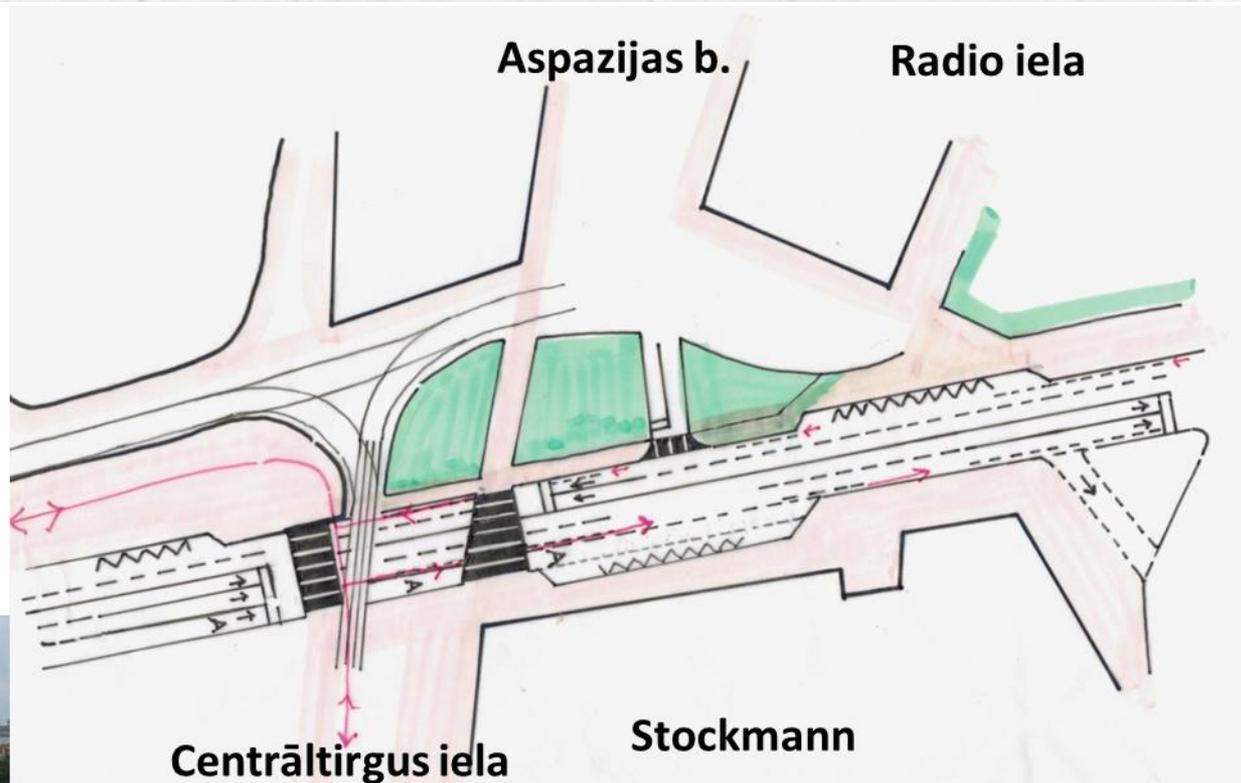


The way to 11.novembra krastmala & Krasta iela



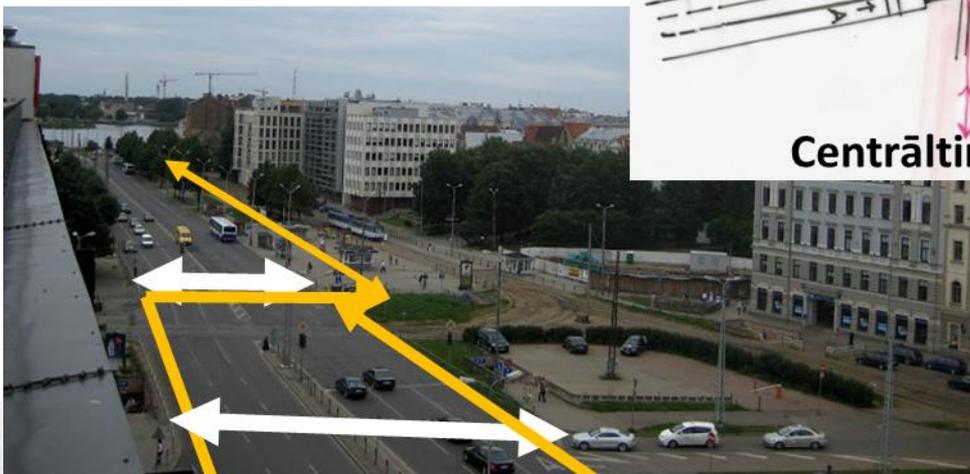
The way to Central Tirdz, Autoosta and Stockmann

Satekles iela

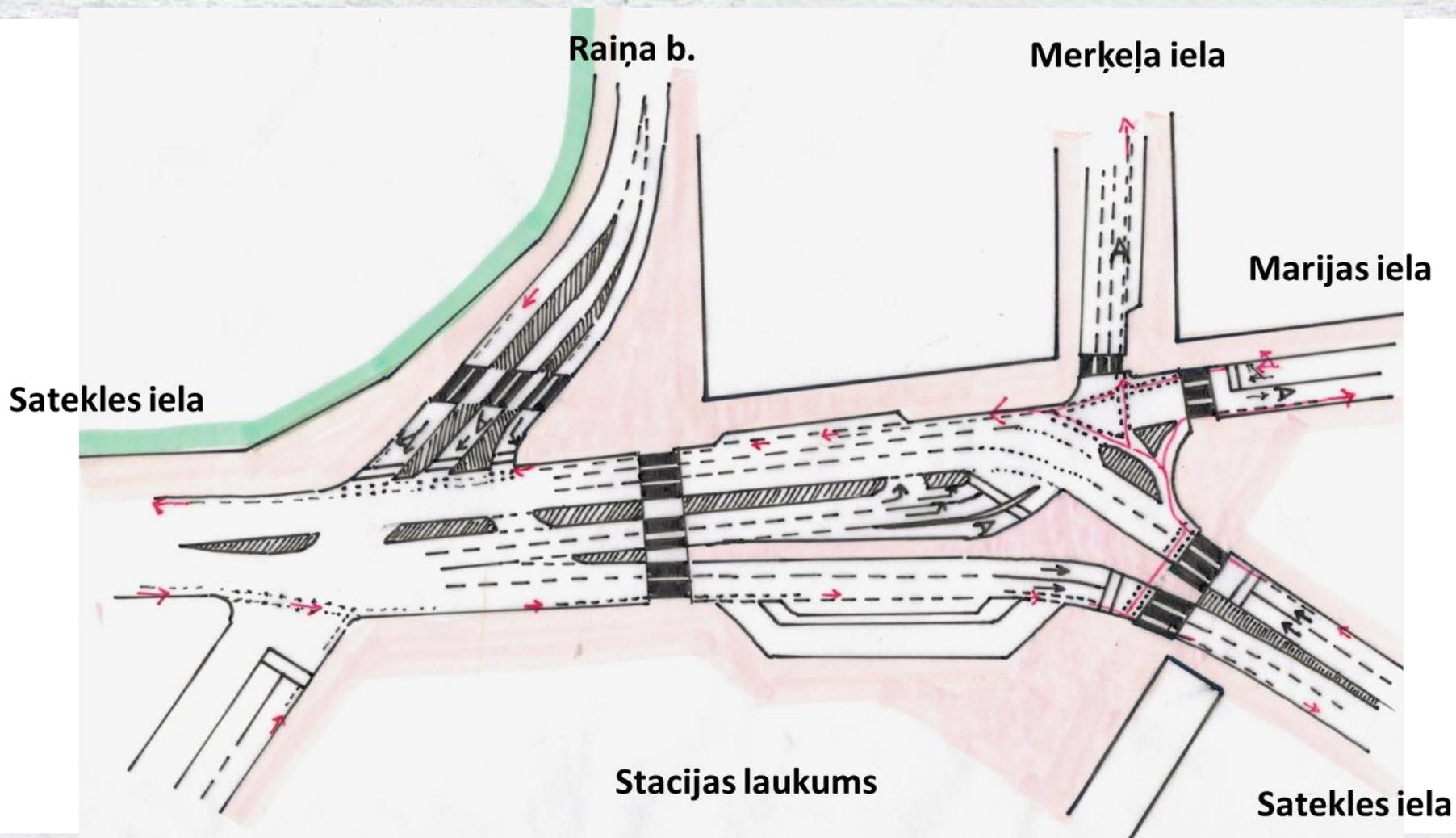


Centrālirtgus iela

Stockmann



The way to Stacijas laukums



Paldies!

We invite you to
cooperate in 'Radi Rīgu!'

The Urban Institute aims at bringing
together all actors
involved in the development of Riga

Safety and bicycle use

