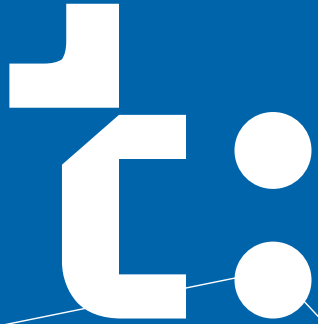
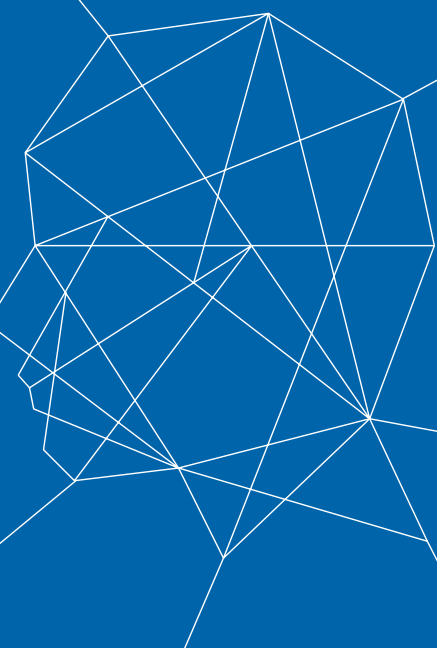


TARK TARTU
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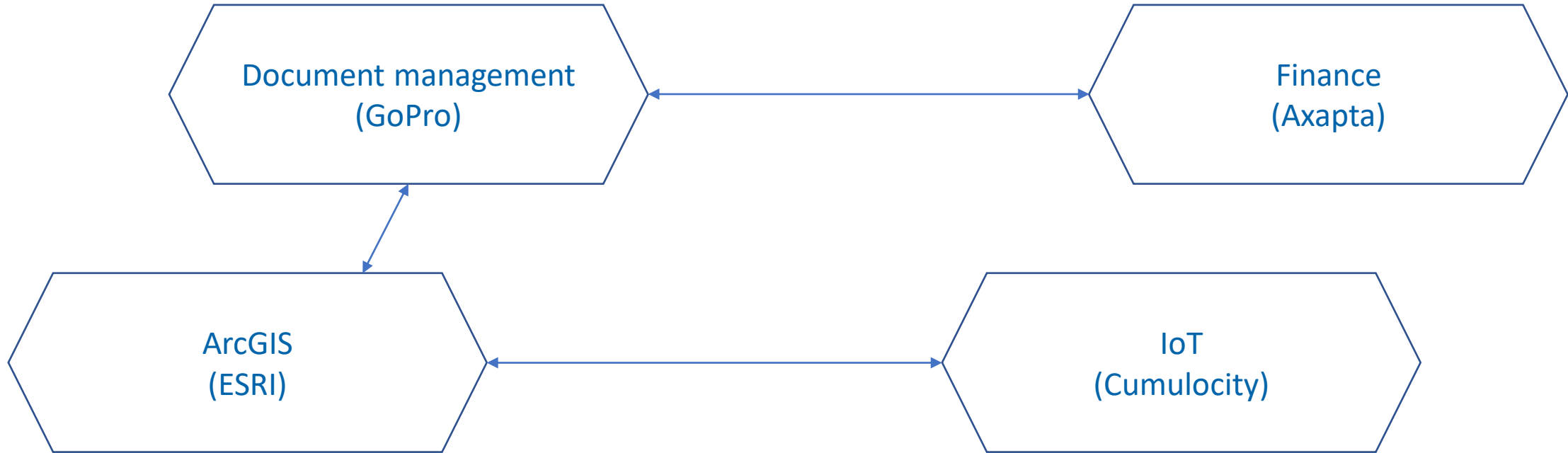


Measuring multimodality - Tartu case study

26th of May 2020



Tartu City Gov. ICT systems



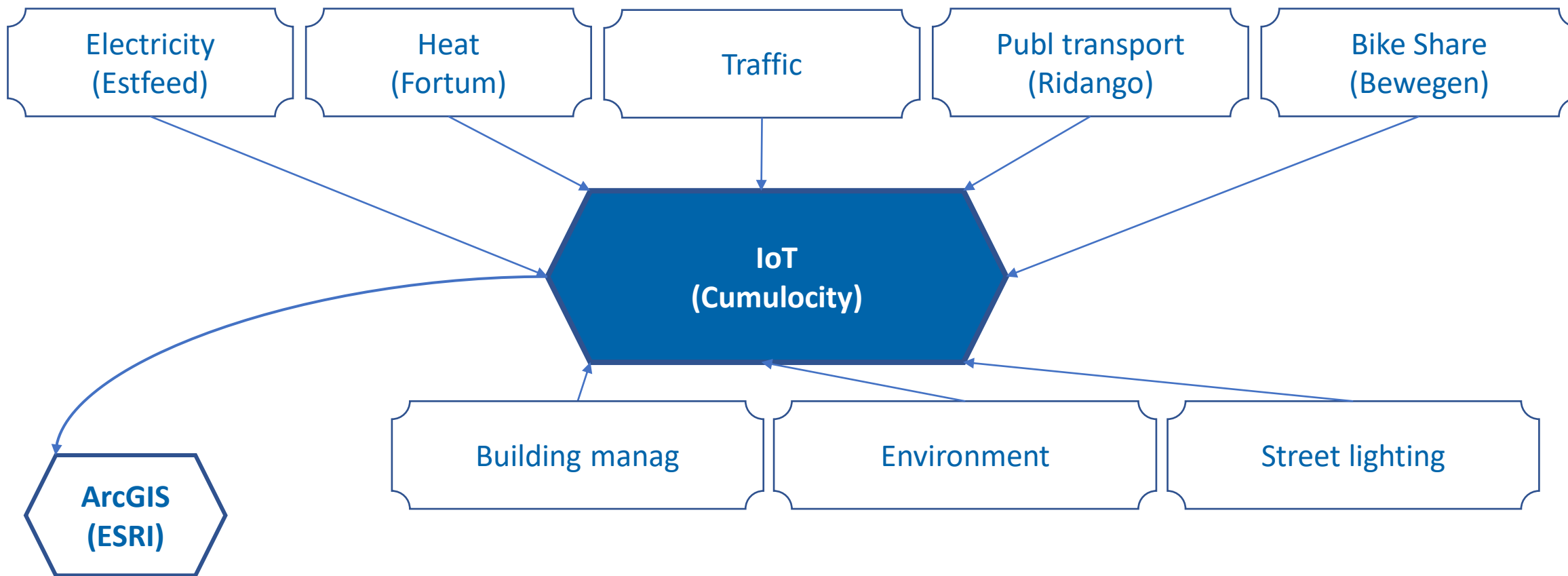
 A bit of help from our friends

smar+
en
ci+y



Telia

Tartu linna infosüsteemid

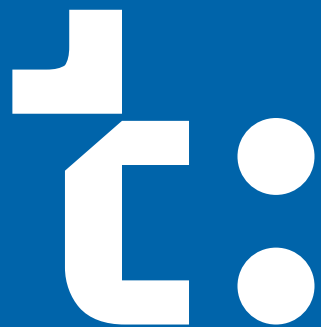




Goals

- Tartu City Government Energy Management
- Traffic and modal split
 - Public transpt
 - Active transportation
 - Private transportation
 - Heavy traffic
- Environment
- Tartu City CO2 emissions
- Tartu City Gove CO2 emissions

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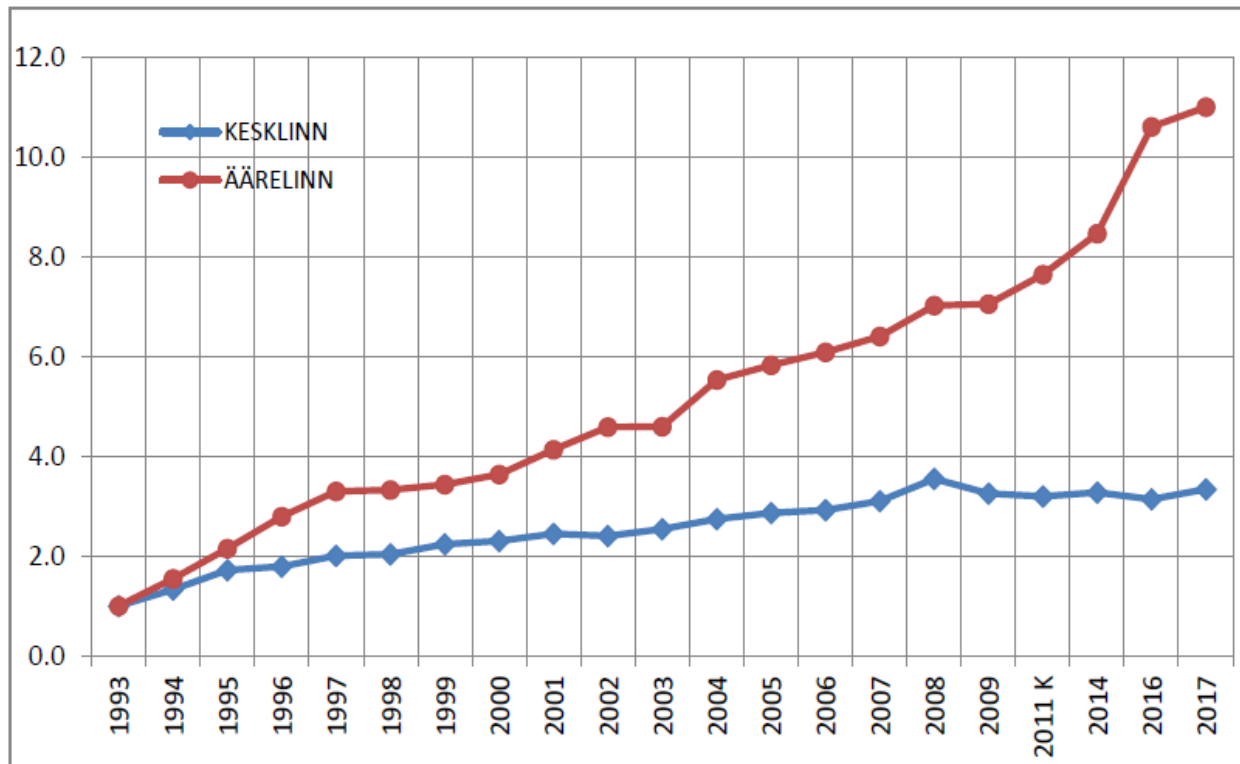


Case study:

NOW!

Tartu Traffic Trends since 2010

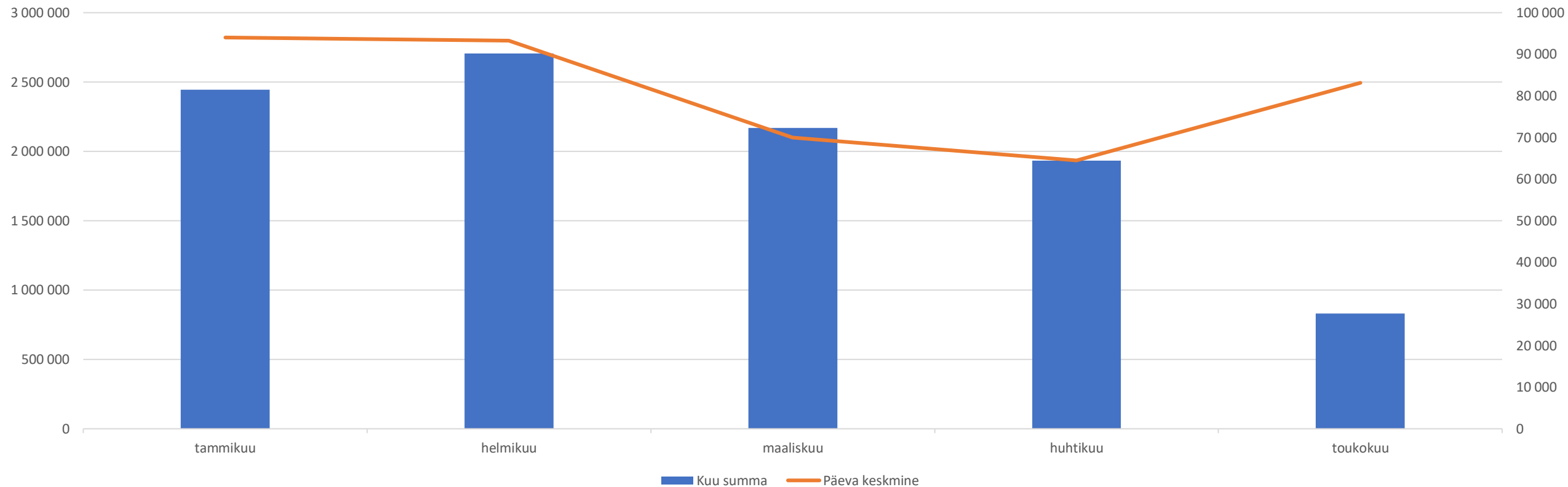
- Unchecked increase in car ownership and private car traffic
- Energy consumption up by 35%
- CO2 emissions up by 36%



Average traffic intensity

- 6. Jan – 12. March: 92 090 veh. per day
- 13. March - 19. Apr: 60 520 veh. per day st -34%
- 20. Apr – 10. May: 78 736 veh. per day st -15%

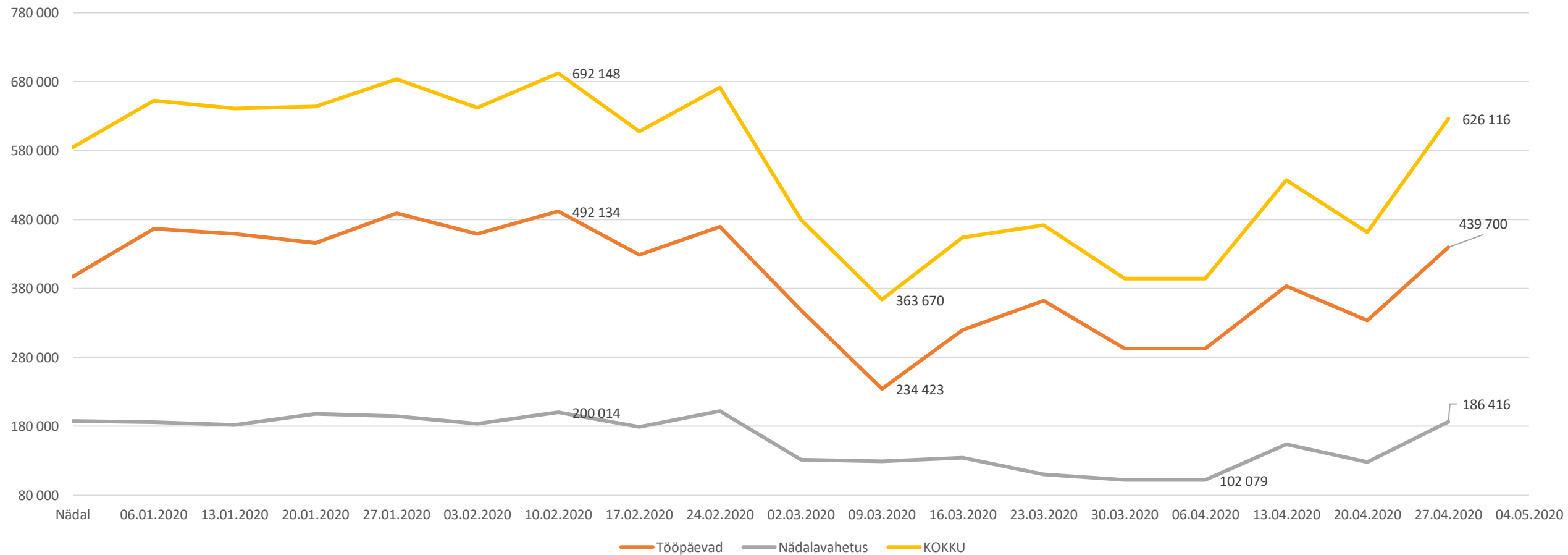
Sõidukite arv kuus



Sõidukite arv tööpäeviti ja nädalavahetustel

- Lowest intensity on the week of implementation
- A drop of nearly 50%

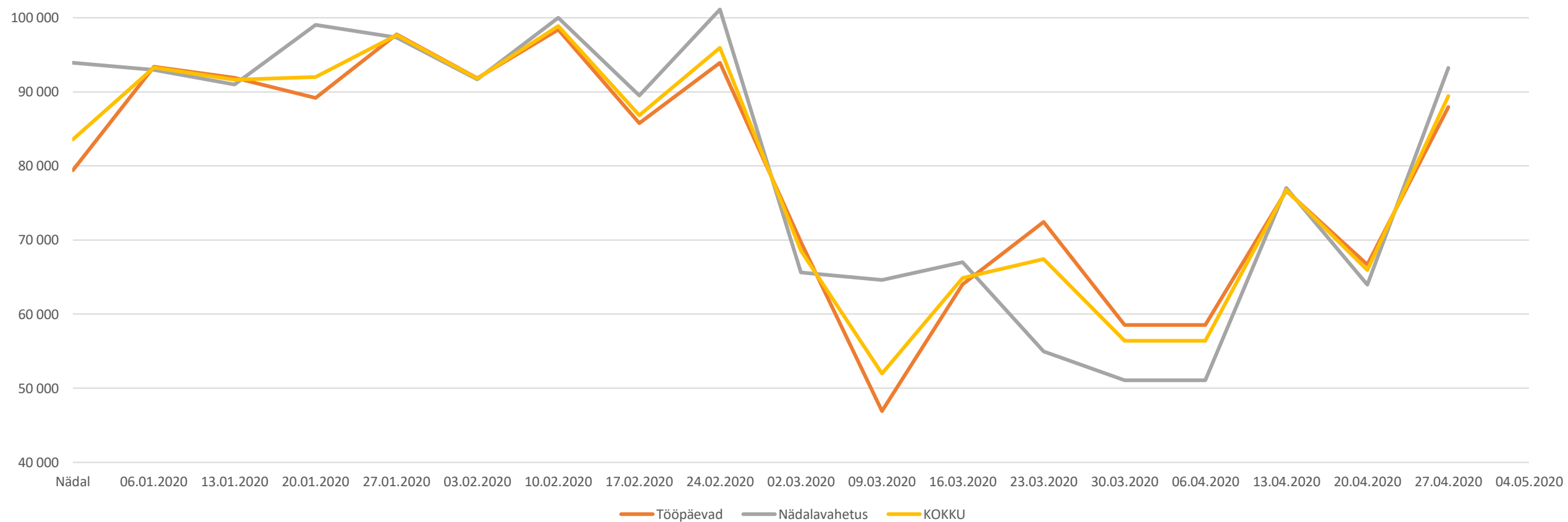
Sõidukite arv nädalas



Average traffic intensity per day

- Goal of rides different within the week and weekend
- Nearly no difference of intensity during week and weekend

Sõidukite arv nädalas

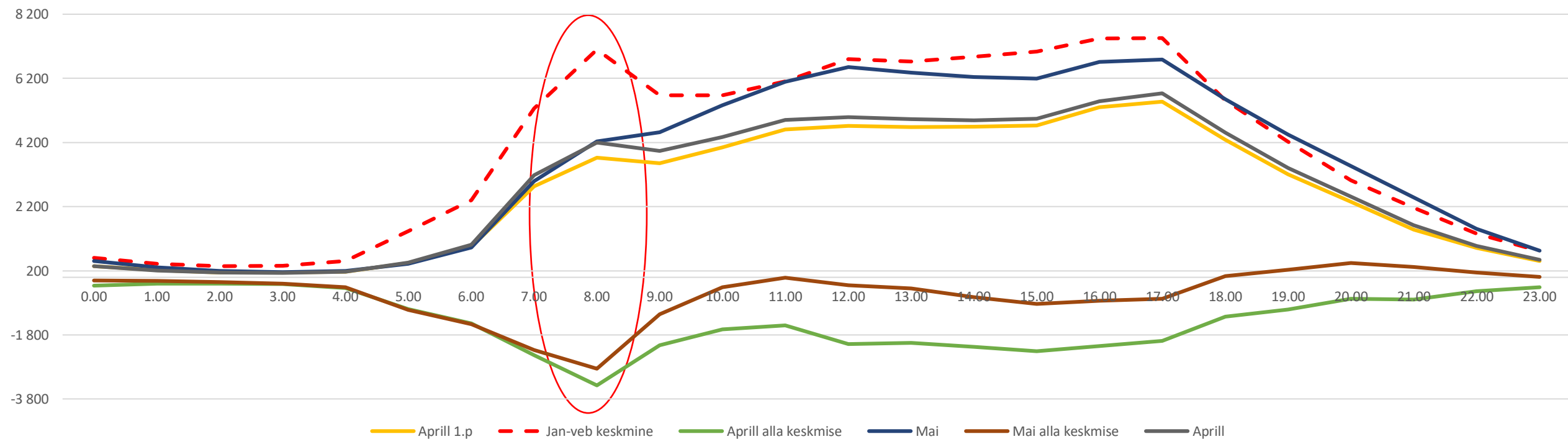


Average traf.inten per hours

Morning rushhour has nearly vanished

- Jan-Feb average 18 000 veh
- April average 10 100 veh
- Drop -44%

Keskmine liiklusintensiivsus kellaaja järgi (ühik sõidukit tunnis)

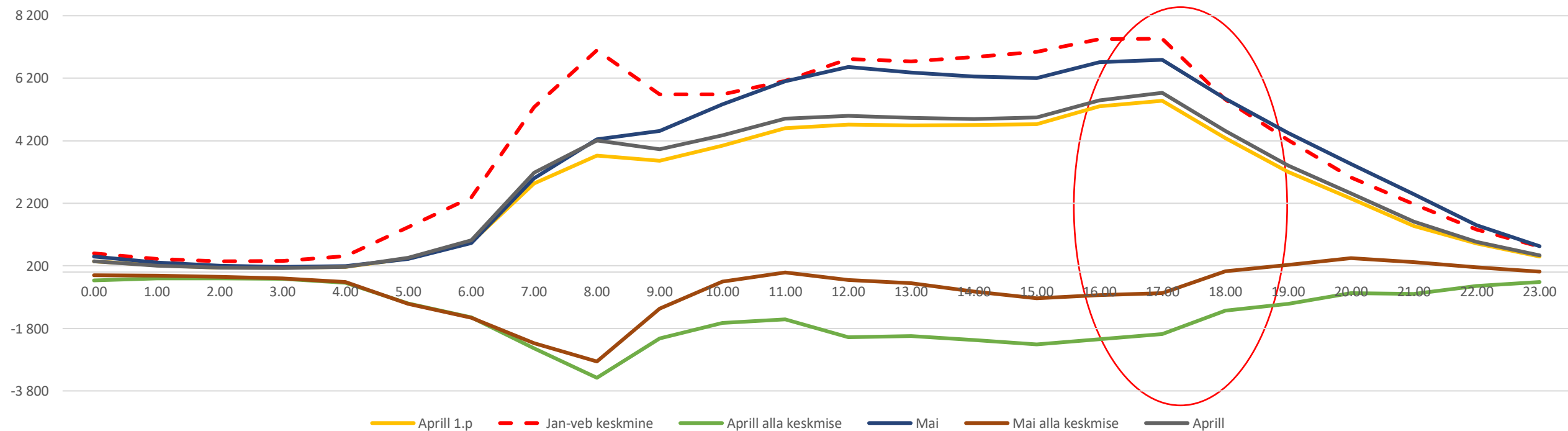


Average traf.inten per hours

Evening rush hour (16:00 – 19:00) has reduced and rebounded

- Jan-Feb keskmine 20 400 veh
- April average 15 000 veh -26%
- 1st week of May 19 043 veh st -7%

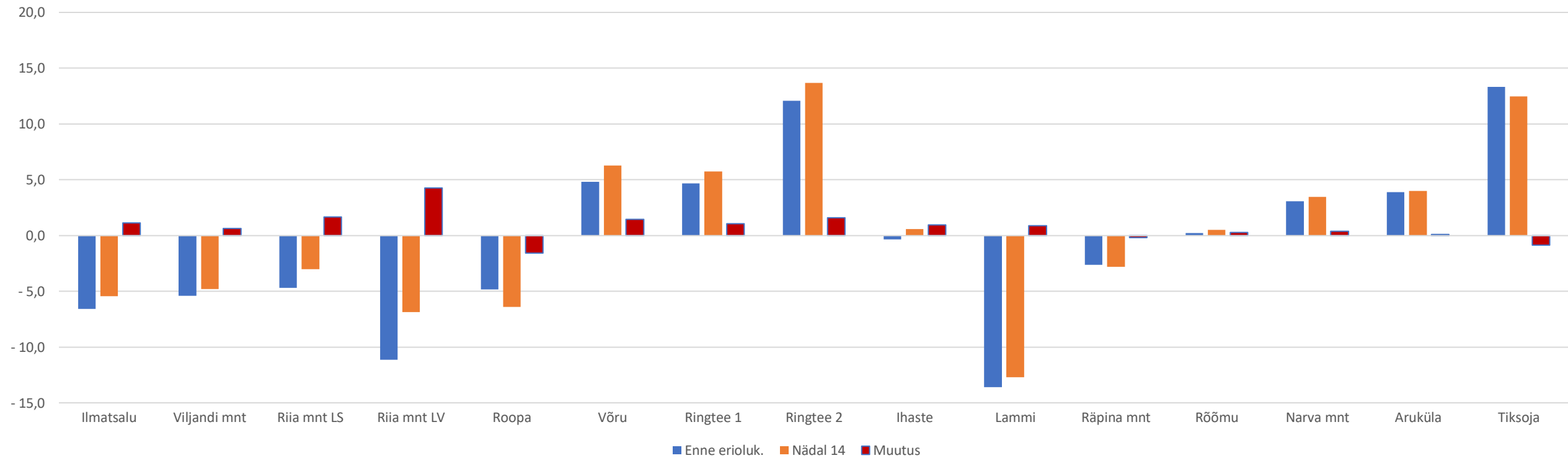
Keskmine liiklusintensiivsus kellaaja järgi (ühik sõidukit tunnis)



Speeds

- Average speed has increased in nearly all measure points during the state of emergency

Kiiruste muutused



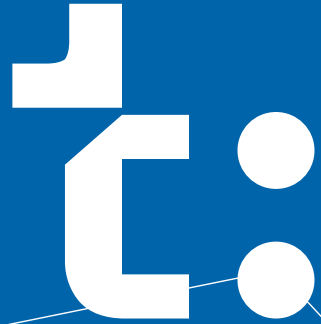
So what's the use?

- Tartu's goal for 2030 to reduce cross border traffic by 35%
- Clear message for city planners
- Clear understanding for decision makers

So what's the plan?

- Two directions:
 - Public transportation for cross-border commuters by 2024
 - Mobility points on City entrances
 - Quick and safe public transportation
 - Reduction of space on main roads
 - Reduction of speed to 30km/h
 - Cycling infrastructure for inner city commuters by 2024
- Goal
 - 2020: 93 000 cars per day
 - 2024: 93 000 cars per day
 - 2028: 74 000 cars per day
 - 2030: 50 000 cars per day

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Wish us luck!

Thank U4 your attention

Kaspar Alev

kaspar.alev@tartu.lv.ee

Tartu City Government

smar+
en
ci+y

 cities.
multimodal

 Interreg
Baltic Sea Region



EUROPEAN
REGIONAL
DEVELOPMENT
FUND