



Next steps towards sustainable mobility in the town of Cesis, Latvia

UBC Talks about Sustainable Urban Mobility Planning

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facts

area

19,3 km²

population

16 489

functional area

~45 000 inhabitants

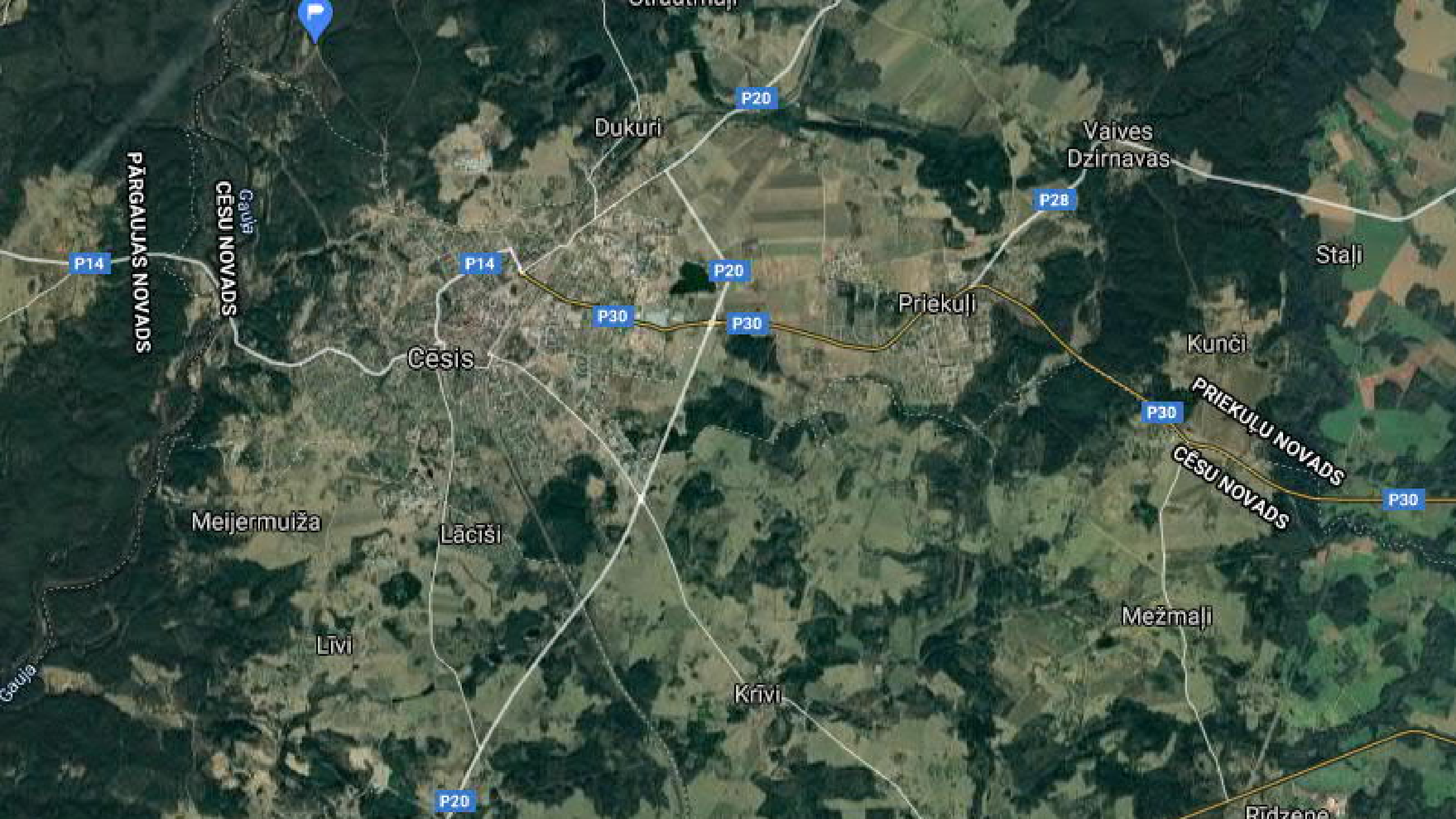
budget

31,6 million EUR

tourists per year

>400 000





Dukuri

Vaives
Dzirnavas

Staji

PĀRGAUJAS NOVADS

CĒSU NOVADS

Gauja

P14

P14

P20

P28

P30

P30

Priekuli

Kuncī

PRIEKULU NOVADS

P30

CĒSU NOVADS

P30

Cēsis

Meijermuiža

Lāčīši

Līvi

Mežmaļi

Krīvi

Bīdzene

P20

mobility challenges

- car oriented
- «if I cannot park there, I will not go there»
- lacking infrastructure for pedestrians and cyclists
- poor public transport opportunities
- low traffic safety – ~30 road accidents with injuries every year !



SUMPs- Up learning program

MEASURE	DESCRIPTION OF MEASURE	RESPONSIBILITY
Strategic policy measures for monitoring and data gathering	Create a set of policy measures regarding mobility to include in the municipal long-term program 2019-2024.	Development and building department + City Council
Capacity building activities	Organise capacity building activities to increase the knowledge about sustainable mobility among municipality departments. Right now, most of the employees in the municipality are car-drivers, but we have to set an example of choosing more sustainable transportation modes for our every day journeys.	Communications department spatial planners
Public meetings/ hearings	We are about to organise a public hearing for our traffic calming plan, and it is important for us to involve citizens in discussions that would influence their lives. Public hearings and meetings will be organised both for ideation and discussing plans and intentions of change.	Department of property management + committee of transport organization
Traffic safety and calming measures	Introducing traffic safety measures according to the strategy.	Spatial planners + Dr property manager committee on traffic organization
Infrastructure for pedestrians and cyclists	Increase the amount of safe infrastructure (pedestrian areas, crosswalks etc) for cyclists and pedestrians.	Communicative spatial planning property management
Increasing the amount of safe bike stands	Create a business amount to help	
Promotion of sustainable modes of transport and awareness campaigns	Work v	
Improve culture on the streets	Work	
Yearly mobility week events	Mo evi	

Measure	Effectiveness (1-5)	Feasibility (1-5)	Decrease road accidents in the city (1-3)	Improve walkability and bike-ability of the city (1-3)	Contribute to improving traffic culture (1-3)	Total points	Comment
Strategic policy measures for monitoring and data gathering	4						
Capacity building activities for department of property management	3	4	2	1	1	12	Contributes indirectly by making
Public meetings/ hearings regarding transportation	2	3	1	1	1	9	Contributes to better decision making, especially regarding infrastructure planning and deciding
Activities in schools – encouraging cycling and walking in the city	3	3	1	2	3	9	Only engages small part of population
30km/h zone in city center	3	3	1	2	3	12	Kids and youth are also participants of traffic, they also have some say in how the family moves around in the city
		1	3	2	1	15	Quite costly and there is a large resistance in the society
	2	1	3	1	1	9	This is a "long term dream", but the action is slow because of the national rail company
	3	2	3	3	1	15	This is not in the Latvian stardart for road markings, however we are hope to intrpduce this measure as it is seen to be effective
	2	3	3	3	1	18	Impoves streets for all traffic participants
						16	Rebuilding streets is costly and slow, however well desinned streets inmroves

Cesis, Latvia

FUNCTIONS/ TRANSPORT MODES	MODAL SHARE	QUALITY OF INFRASTRUCTURE	SAFETY, ENVIRONMENTAL AND HEALTH STATUS	CURRENT STATUS, IMPLEMENTATION OF MEASURES	ANALYSIS
Walking	30%	Moderate	Pedestrian crossings must be significantly improved near schools, other traffic calming measures must be introduced. Not all neighbourhood streets and industrial territories have pedestrian walkways, so we need to either build them or calm the traffic by other measures. Traffic safety and calming strategy will be approved during October.	Traffic calming measures are to be introduced in 2019	Keep on working on traffic calming and safety measures
Cycling	15%	Poor	There is a strategy at place to improve the cycling infrastructure, but implementation is slow. There are joined walking-cycling paths to the most distant neighbourhoods of the town, but they are too narrow for cycling comfortably. New lanes must be introduced for school children to have a safe route to school.	Low activity	More discussion is needed to revive the strategy at place and take action
Public transport (bus)	15%	Poor	Public transport in the city is organised by a city-	Low activity	Work with public transport company on

SUMP in Cesis

budget priority 2020

- traffic safety and traffic calming guidelines (2019)
- pedestrian program
- introducing new cycling lanes
- squares and street space program
- livable neighbourhoods – 20km/h zones
- educational activities (e.g. Mobility week)
- *experimenting!*



sneak down for the main square

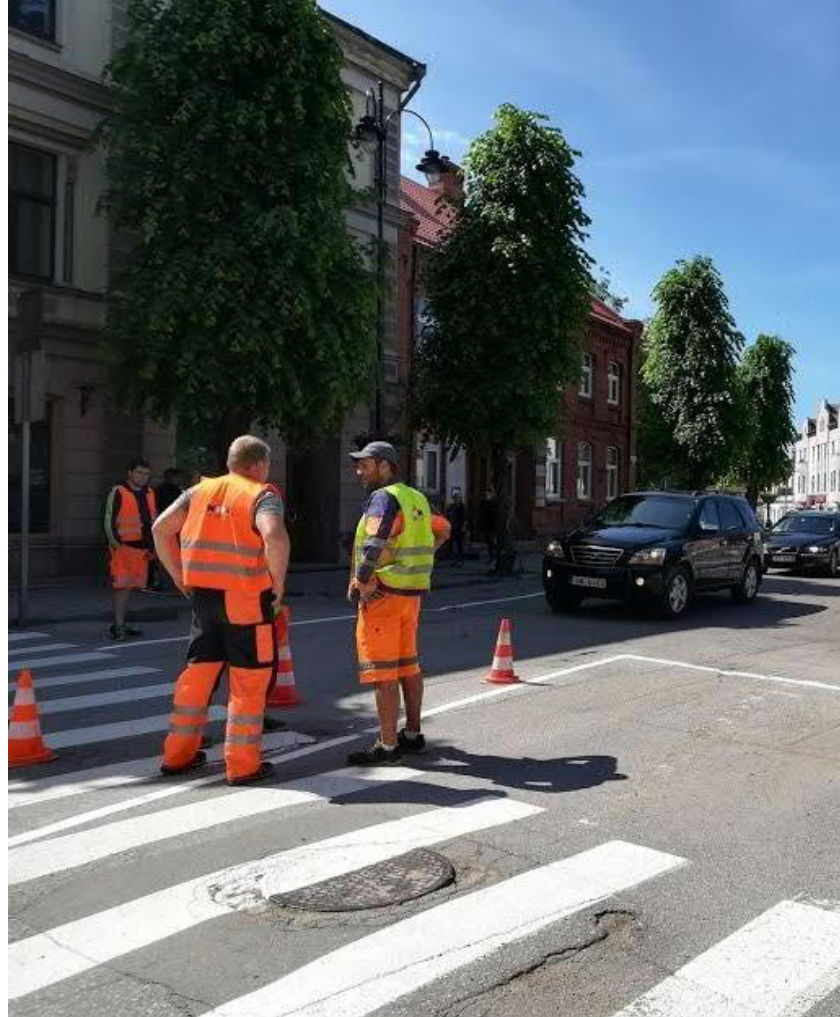
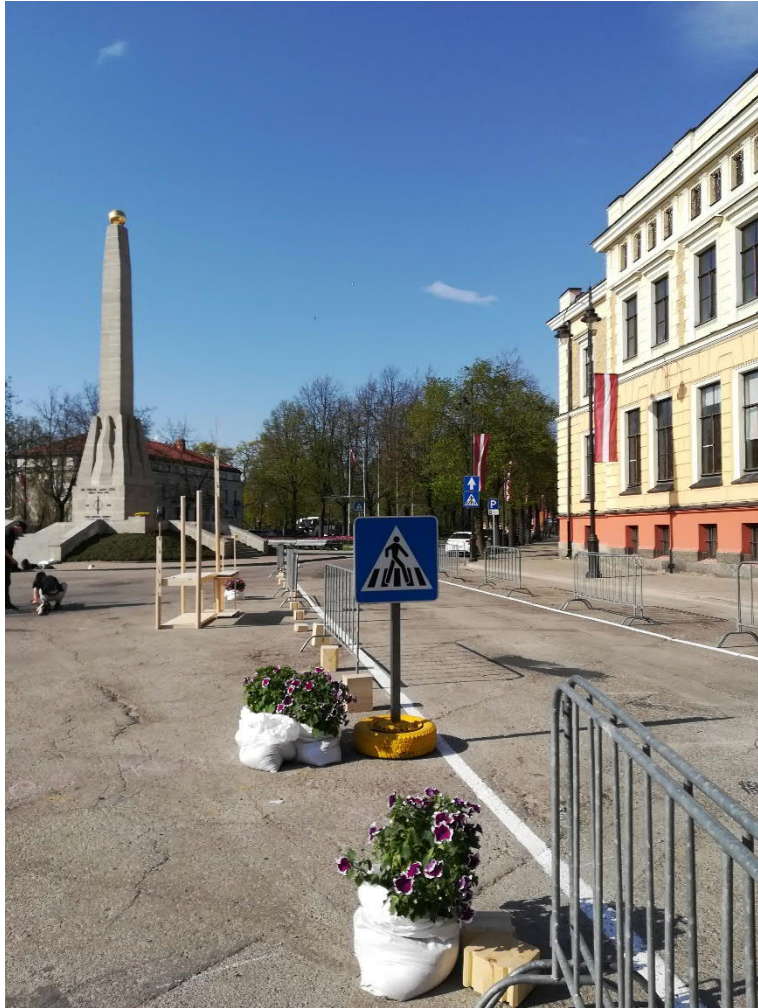


Vienības square, 2018



Vienības square, 2019

experimenting



street design in oldtown

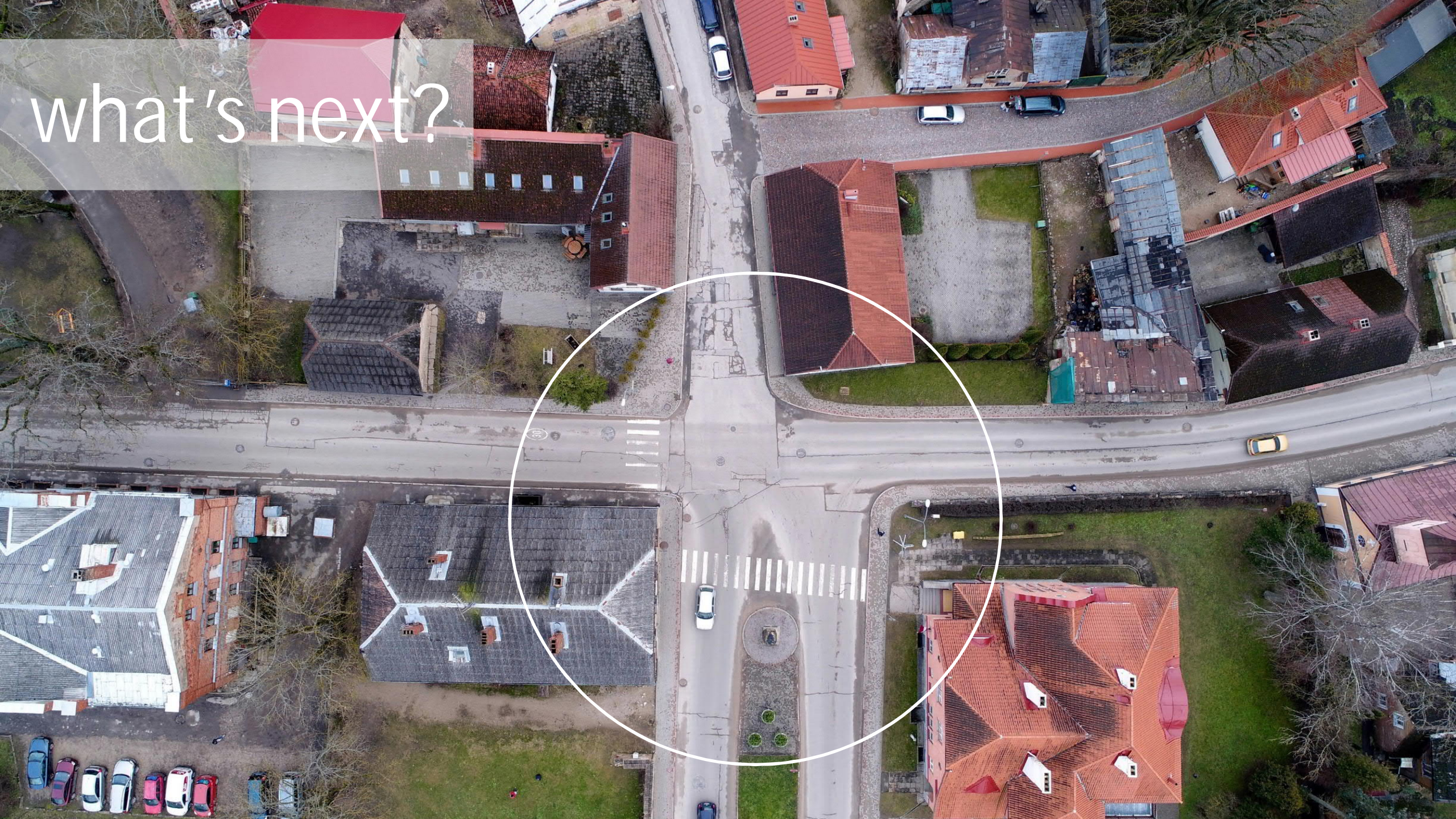


More on this in Civitas article «Cēsis - transforming a town through street design and traffic calming»
<https://www.linkedin.com/pulse/c%C4%93sis-transforming-town-through-street-design-traffic-sumps-up/>

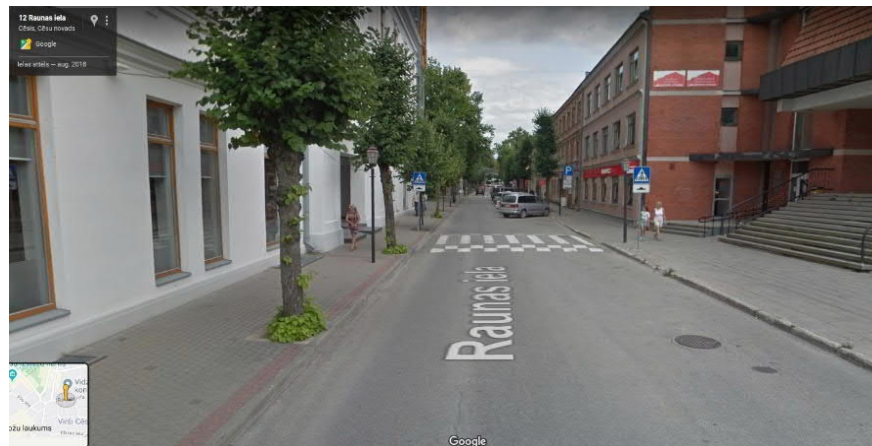
before...



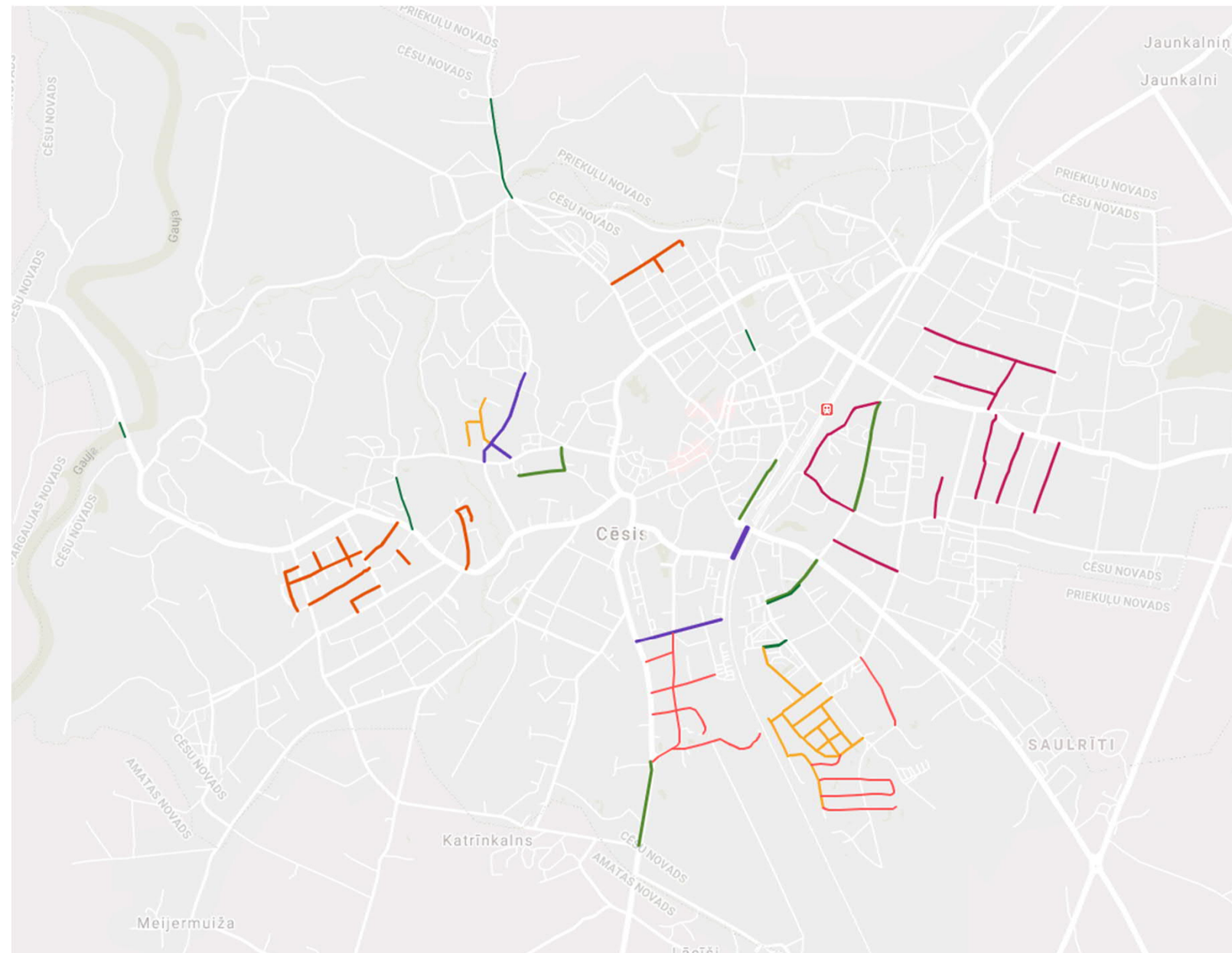
what's next?



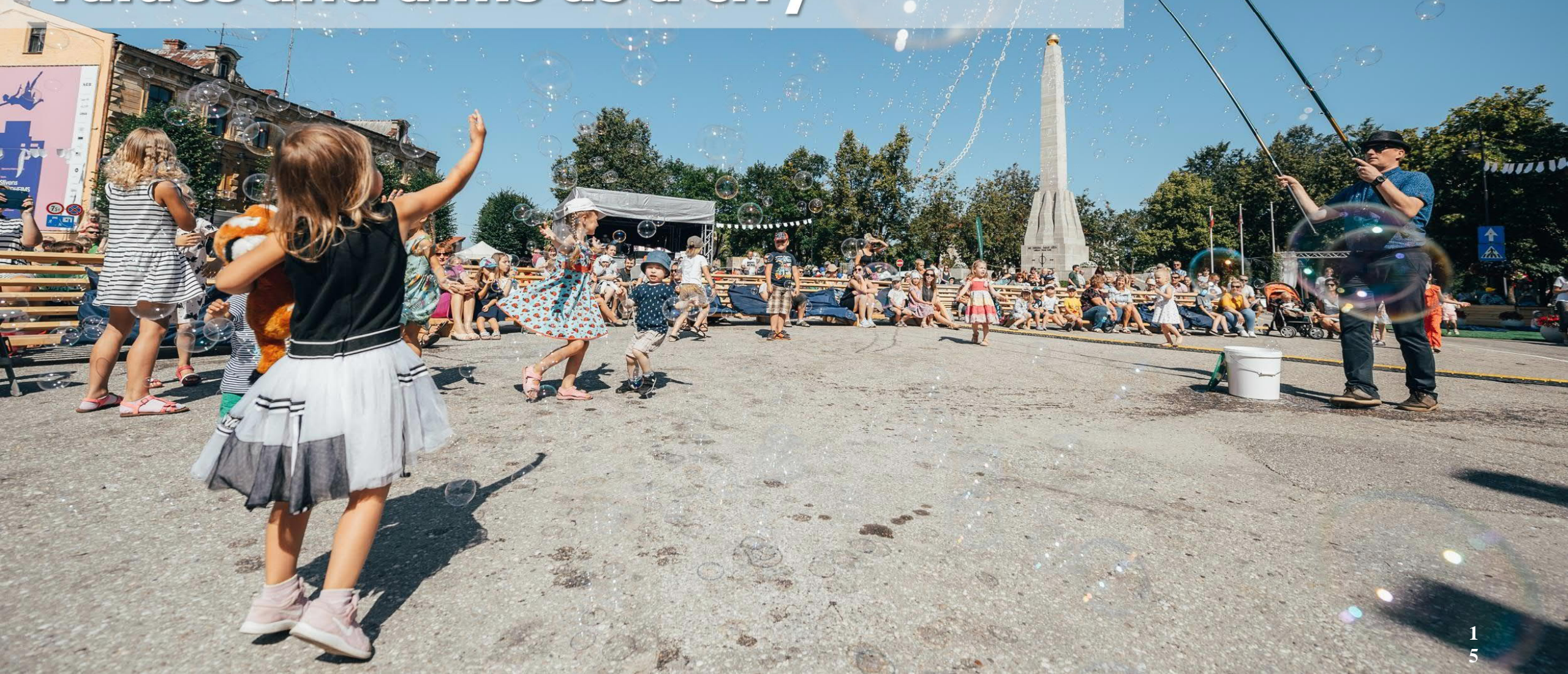
what's next?



what's next?



plan mobility according to your values and aims as a city



Thanks for listening!

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