

Summary of the Tallinn Bicycle Strategy 2018-2027

During the council session, on the 11th of October in 2017, Tallinn City Office approved the Tallinn Bicycle Strategy 2018-2027. A respective strategy is a continuation of the first phase, introduced in 2012. The second strategy describes the development goals, performance indicators and includes more throughout action plan for the next ten years.

There are five main objectives set out in the strategy for year 2027:

First objective is to increase the share of cycling of all transport modes to 11 % and the rate of children cycling to school up to 25%.

Second objective is to improve the accessibility of the cycling network. By year 2027, the network should be located up to 500m from at least 75% of the residential houses and 200m from at least 75% of the public buildings.

Third objective is to improve the cycling infrastructure with a minimum 1 km radius around the schools in order to make school trips safer for children.

Fourth objective is to provide a sufficient amount of proper bicycle racks in order to meet the rising demand.

Fifth objective is to increase the accessibility to the health paths so that 80% of the paths connect the main cycling network at least from one side.

The broader objective of this strategy is to improve the citizens' life quality through main aspects, which are health, mobility, safety and living environment. It is a strategical document, which includes guidelines that should be implemented during traffic planning and road projection processes. The bicycle strategy separates the cycling network into three categories: main network, supportive network and health paths.

Main network is going to be used for trips from two to 5 km long. Main network provides fast and comfortable connections between the destinations in the city zone and provides cyclists their own space. The cycling paths have one-way directions and are located on both sides of the street.

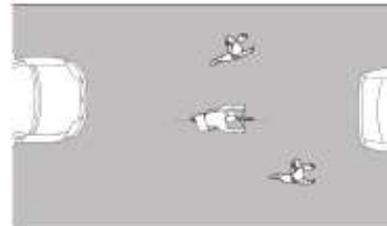
Supportive network is mainly for the trips up to 2 km long. The main function of the supportive network is to connect destinations with the main network and enable good conditions for local trips. Supportive network can also mean shared traffic space. All the cycling roads, which are not part of the main network and health paths, are by default considered as parts of supportive network.

Health paths are for trips longer than 5 km mainly for sport or leisure purposes in the pleasant environment. The health trails are mainly located in peaceful and natural areas where there is

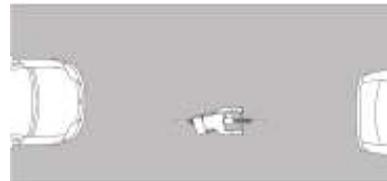
no car traffic and there are only few cross roads. The segments of health trails can be also part of the main network. The health trail runs along one side of the road and is usually with two-way traffic.

It is very important to take into account the characteristics of the street, its speed limit and traffic frequency when planning the cycling infrastructure. Based on these aspects, there are four main cycling infrastructure standard solutions given in the strategy:

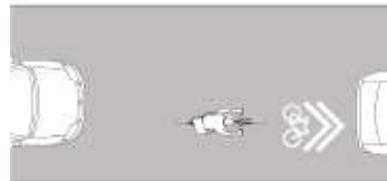
Shared space: there is no separate space for cyclists. Cyclists share the space with other road users and are located in the same row with other vehicles.



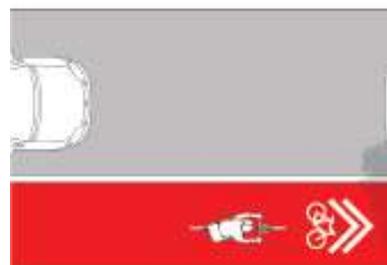
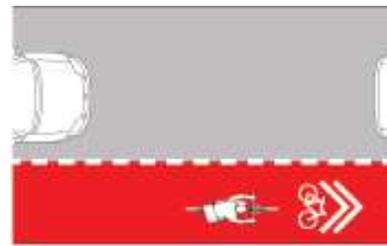
Recommended space: cyclists share the space with other road users but the recommended space for movement is marked on the road.



Separated space: there is separated but not necessary physically segregated space dedicated for cyclists. Other road users are not allowed to use the space except in cross roads and road exits.

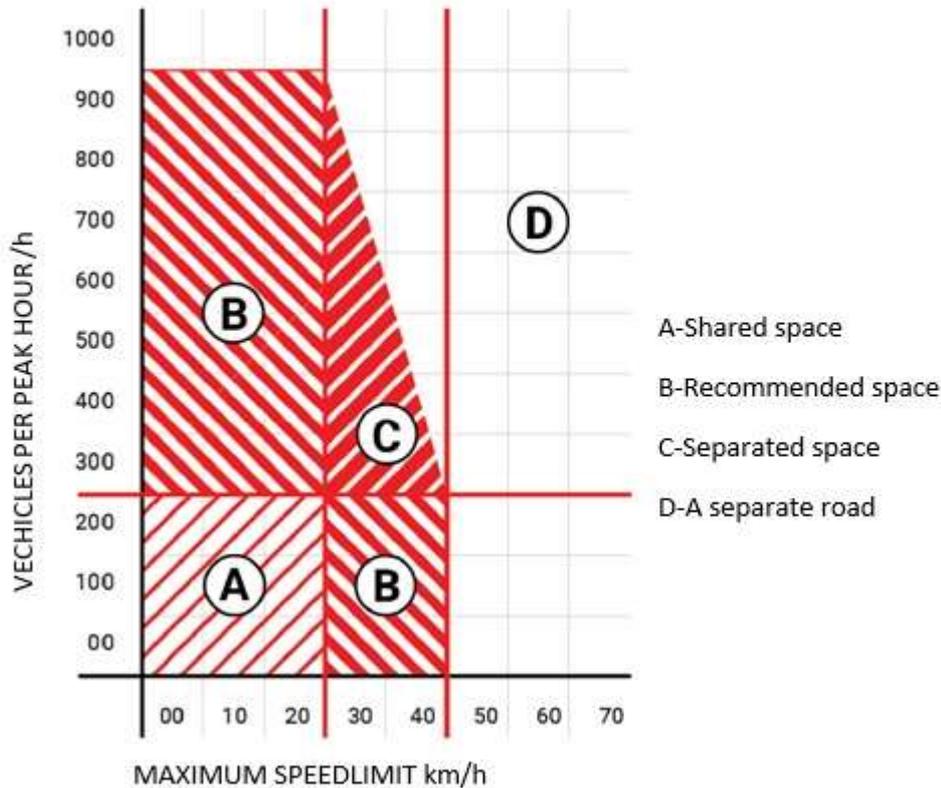


A separate road: physically separated road for cyclists.



A street where the traffic frequency and speed limit are low, the most suitable solution would be shared and recommended space options. If the speed limit and traffic frequency are increasing, it is advisable to consider providing cyclists separated space or a separated path. While electing a standard solution it is important to consider the function of the respective street

in the traffic network. The size of the street will be taken into account. For instance, if the street is narrow then the only solution could be to calm the traffic down by lowering the speed limit, installing speed humps, and creating a shared space.



Tallinn Municipal Services Department implements the cycling strategy according to the action plan and the monitoring system.

Support from other city branches (Transport department and Urban planning department) is crucial. Mid-term review including the bicycle account will take place in the year 2022 and 2025. Next strategy is going to be prepared in the year 2027.