

# Klātienas konference KĀ (iz)DZĪVOSIM LĪDZ BAUSKAS APVEDCEĻAM?

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# SHORT ANALYSIS

## Spatial context

- Strategic location between two rivers
- Dense urban grid (Vecpilsēta)
- Rīga iela parallel with river Mēmele
- Kalna iela becomes “Main Street” after realisation of bridge (1886)
- New developments with high and low density
- Green corridors penetrating the centre
- Safe and short connections for pedestrians and cyclists to the centre
- A7 penetrating the centre of Bauska has varying morphology









## Varying morphology: Kalna iela

- Big Row houses, 2-3 levels
- Few public functions
- Buildings seem “dead”, commercial activities impossible
- Central Market with some café's
- Large road width: 13-14,5m
- Too limited cross-ability
- Too small sidewalks
- Fenced sidewalks
- Stop and park impossible
- No bike lanes





## Varying morphology: The “new” centre

- Low density
- Few buildings
- Public and commercial functions
- Large open spaces
- Roundabout and Vehicle traffic dominant
- 2nd lane not used
- Important crossings for pedestrians
- No bike lanes





## Varying morphology: Zalā iela

- Low density
- Narrow part: 7m, fenced sidewalks, no space for bikes, residential functions, Dārza iela
- Open part: 10m+, car-oriented public and commercial functions, many entries and exits, streetjunctions, several pre-sorting lanes
- Junction with traffic lights
- Busstation
- No bike lanes





# Traffic analysis

Intensity 8.000-11.000 /24, 550/h ><, 27% trucks

## Kalna iela

- Vehicles come down from the mountain and cross the bridge at high speed; they continue on 2 lanes till the roundabout. Just before the roundabout, the 2nd lane is not used, being too dangerous (trucks).
- Result: too high speed, unsafety, barrier, much noise, pollution and continuing erosion of buildings, functions and activities in Main Street of Bauska...
- Absolutely uncomfortable for pedestrians, cyclists and local drivers
- At night: no limits to the speed, noise....!



## New centre

- Roundabout and zebra's for pedestrians make speed decrease. In this situation of intensive vehicle traffic, roundabout seems the best solution for distribution of vehicles, but not for pedestrians and bikes.
- Cross-ability is safe but not optimal: pedestrians cannot cross directly from commercial centre to Kalna iela.
- No infrastructure for bikes; bikes have no other option than the use of the sidewalks.



## Zalā iela

- Speed decreases because of several junctions, exits, traffic lights and jams.
- No infrastructure for bikes; alternatives are Dārza iela and paths

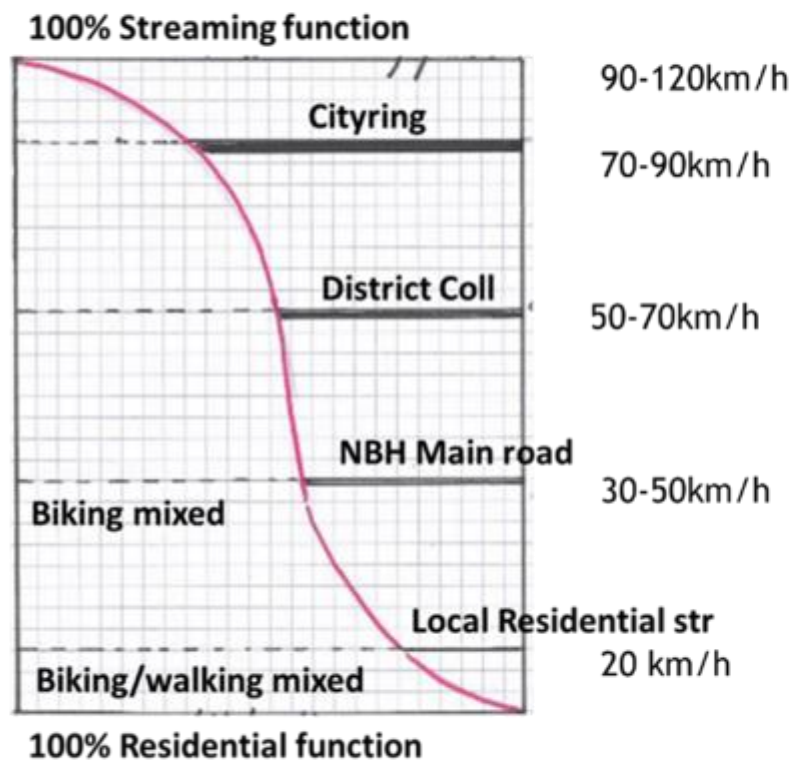


## Project definition

- The liveability of the City of Bauska is at stake
- The future ringway is still 10 years or more ahead
- Today, the “streaming function” has the priority, unacceptable for citizens
- Priority must go to **liveability and equality** of traffic modes
- By **decreasing the speed** day and night, safety and equality will improve and noise, pollution, erosion, will reduce. This way, “life” can return to “dead” buildings on Kalna iela; creation of parking spaces supports local commerces, services
- Approach: gradual decrease of speed when entering the city: 90-70-50-30 km/h

## Best Practices

### Streaming versus living



Summary, in French,  
<https://trid.trb.org/view/936544>

CROW is the technology platform for transport, infrastructure and public space.  
<https://www.crow.nl/english-summary>

RAST 06, Directives for the Design of Urban Roads RAST 06  
<https://www.fgsv-verlag.de/rast>

Flemish program for the renovation and design of National Roads and  
**Flemish mobility covenants**



# Best Practices

Short introduction to the  
Flemish Program for the  
Renovation of  
State owned Transit Roads

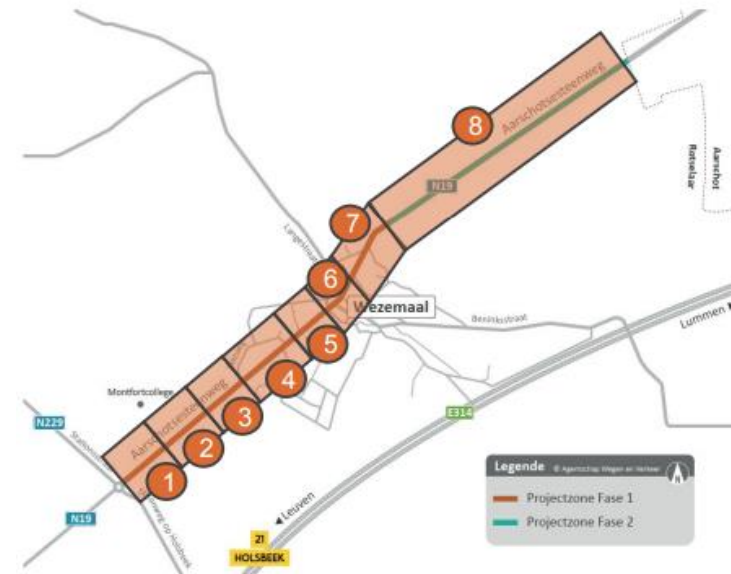
1980: Pilot projects

1990+: Start of the  
program

PROJECTZONE

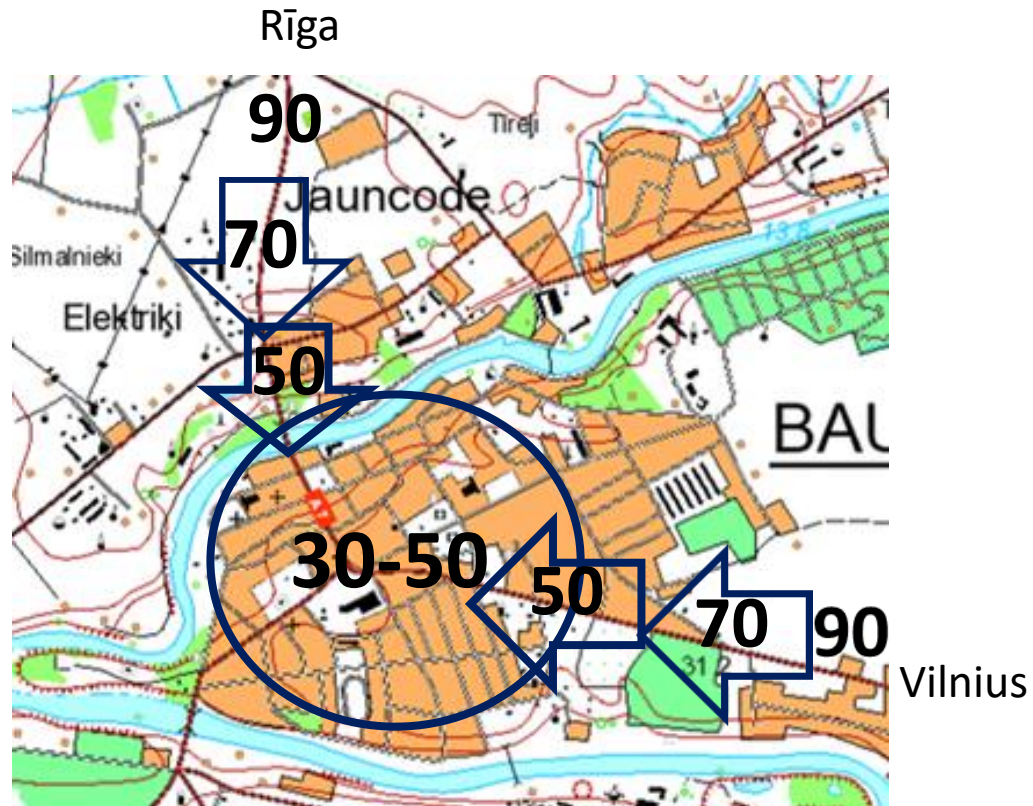


DEELGEBIEDEN





# Principles Transit Road Program



Decreasing speed using:  
“gates”, islands, narrowing  
the road, upleveling the road,  
roundabouts,....

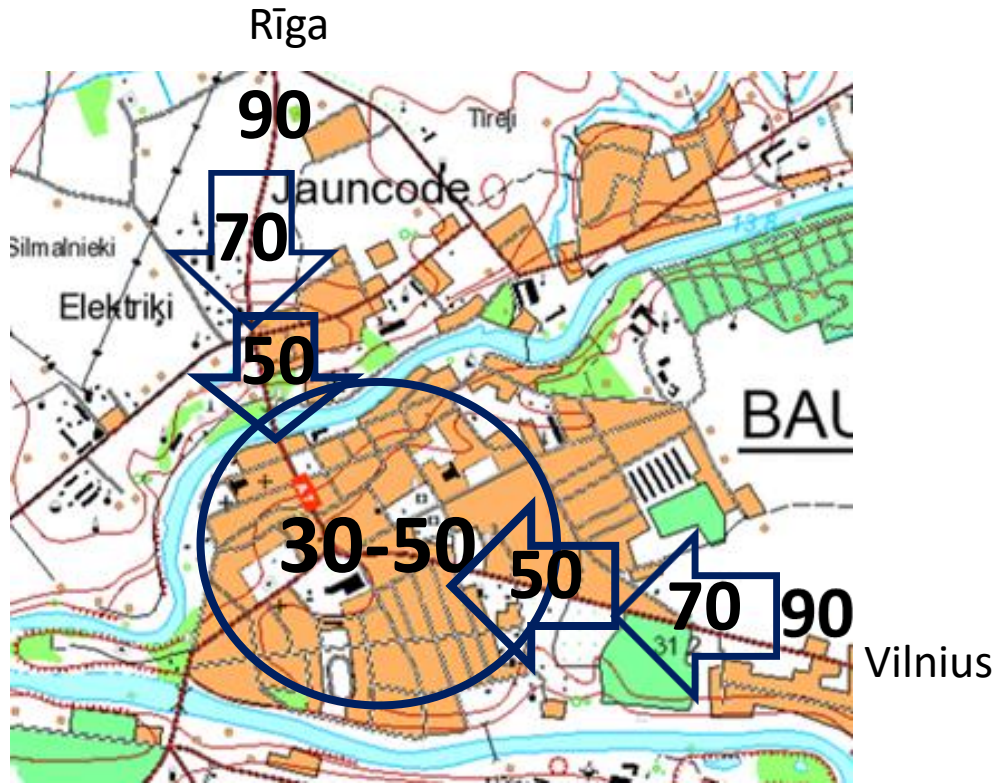


Gate: 90-70, 70-50





# Principles Transit Road Program



Decreasing speed

Narrowing the road: 70, 70-50 km/h

Separate Bus lane

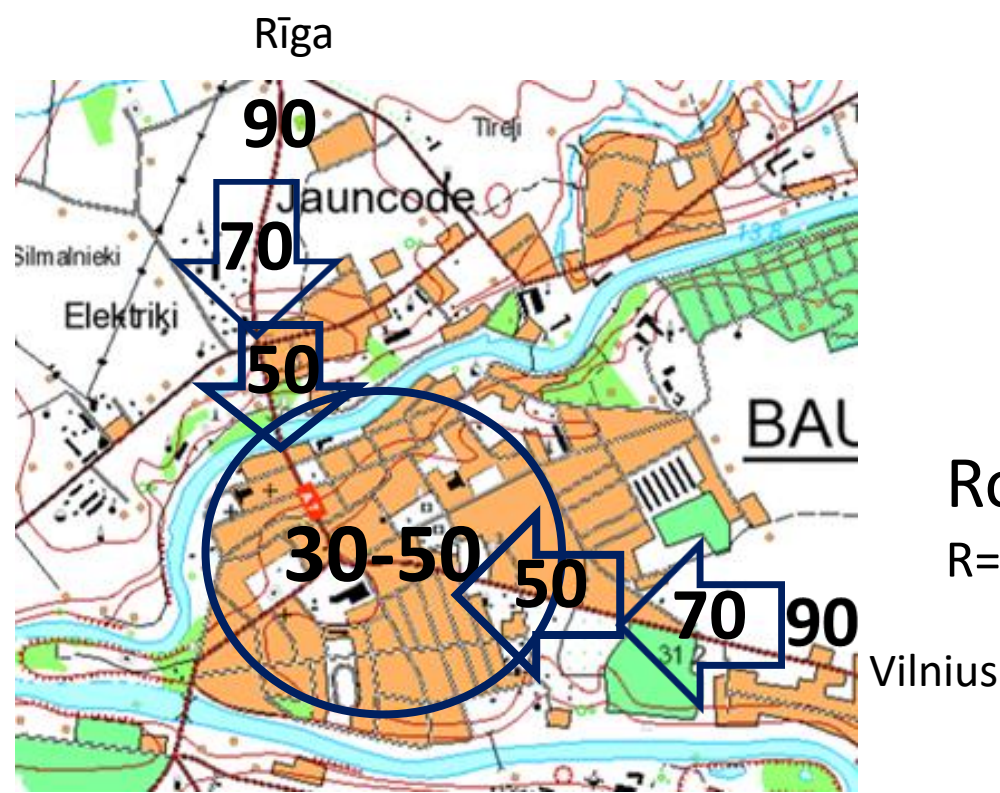


Vehicle lane: from 3,75m till 3,50-3,05m





# Principles Transit Road Program



Roundabouts  
R= 20 m till 12,50m

Decreasing speed

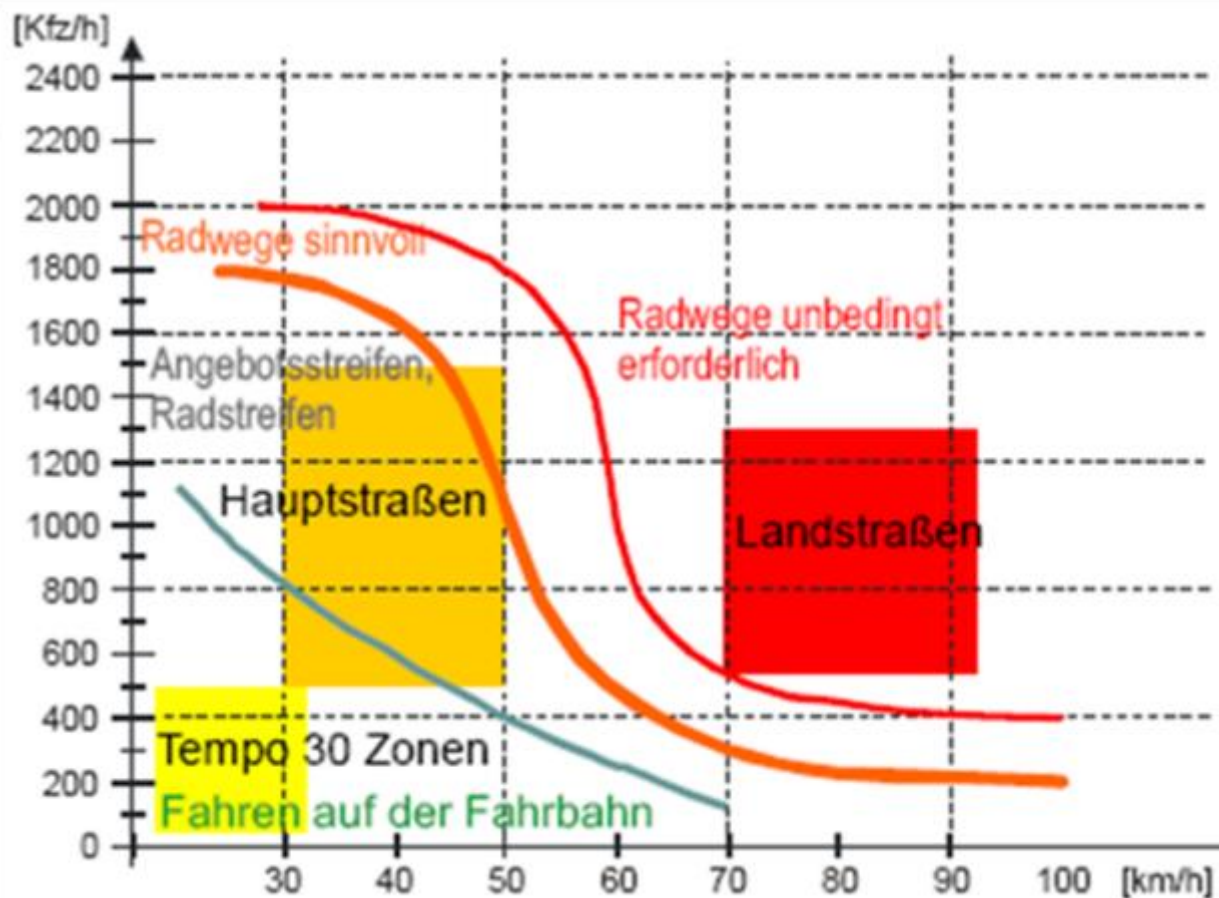
Gate: 70-50





# Principles Transit Road Program

Bikes and Vehicles, mixed or separated ?



RAST 06, Germany

Speed +50km/h Intensity: + 1800/h



Speed: -50km/h Intensity: - 1800/h



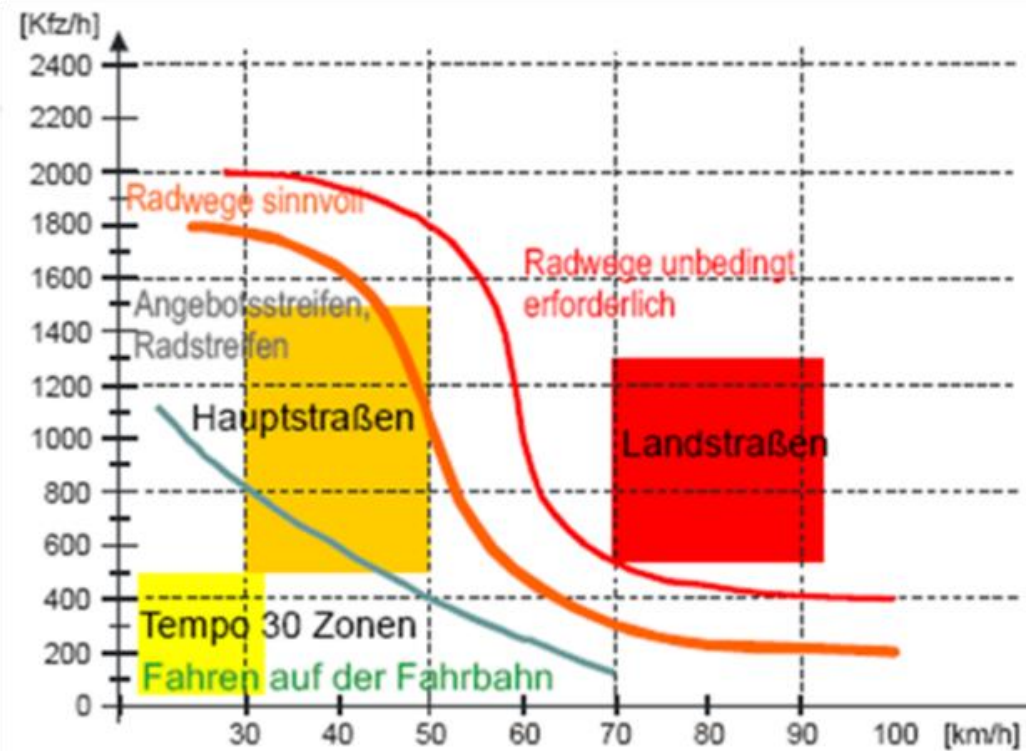


# Principles Transit Road Program

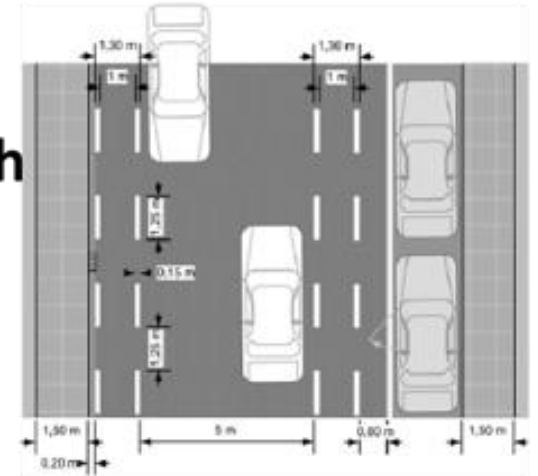
Bikes and Vehicles, mixed or separated ?

Rekomendējošā velojosla

**On the road:** Till 1.000 cars/h and speed max. 50km/h



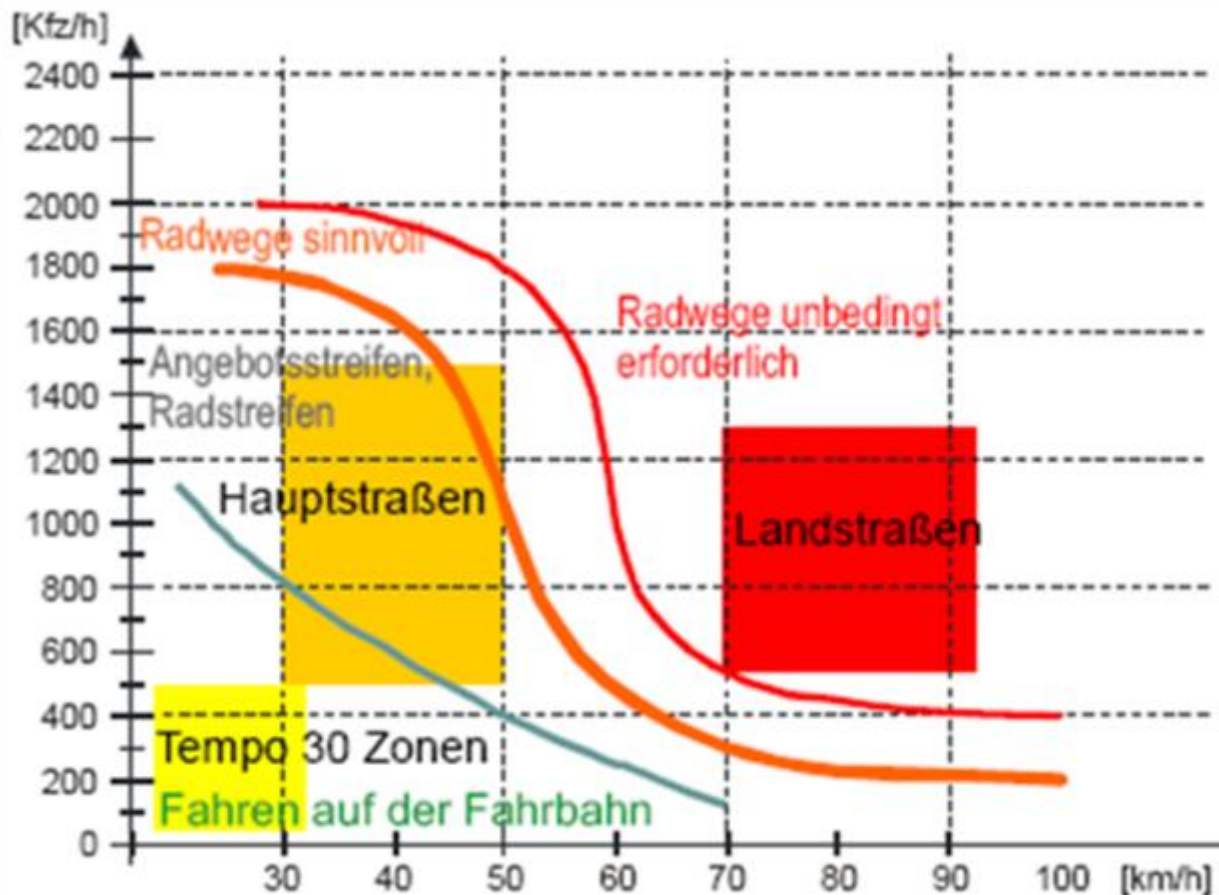
RAST 06, Germany





# Principles Transit Road Program

Bikes and Vehicles, mixed or separated ?



RAST 06, Germany

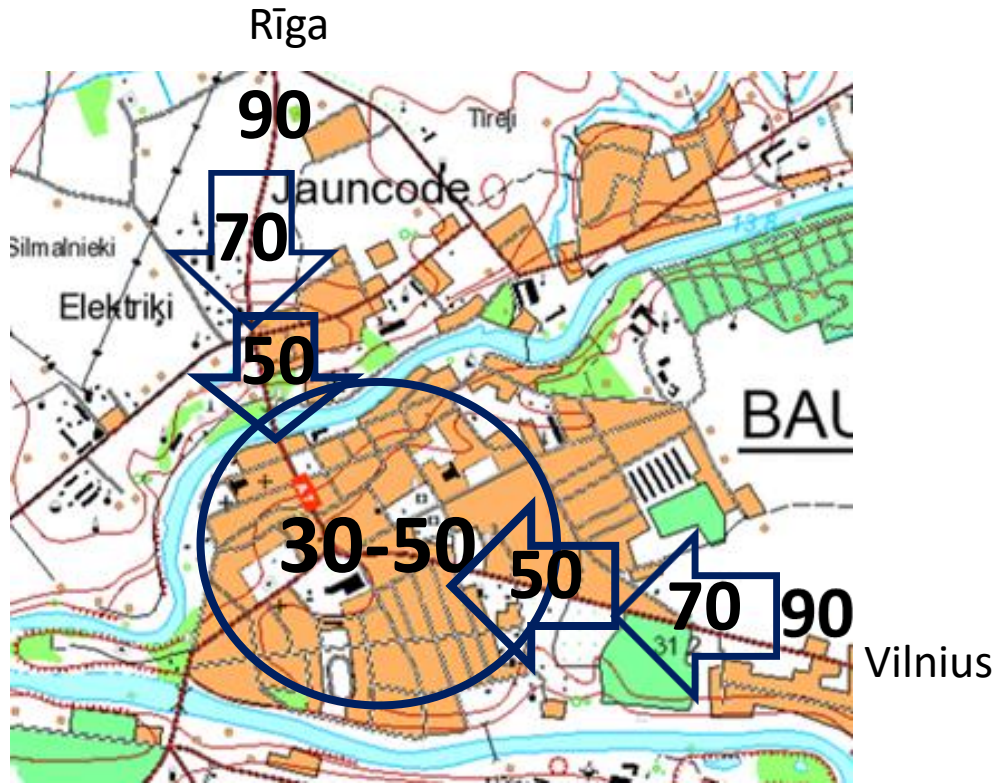


Maximum 30km/h and maximum 400/h





# Principles Transit Road Program



Decreasing speed

Zone 30-50 Km/h



Bus stop on the road N11 7444 >/24





# Principles Transit Road Program

From 50 to 30 km/h: **the importance of DESIGN**



National road N 34      8575 + 9500/24



National road N1



National road N103



# Approach Transit Road Program

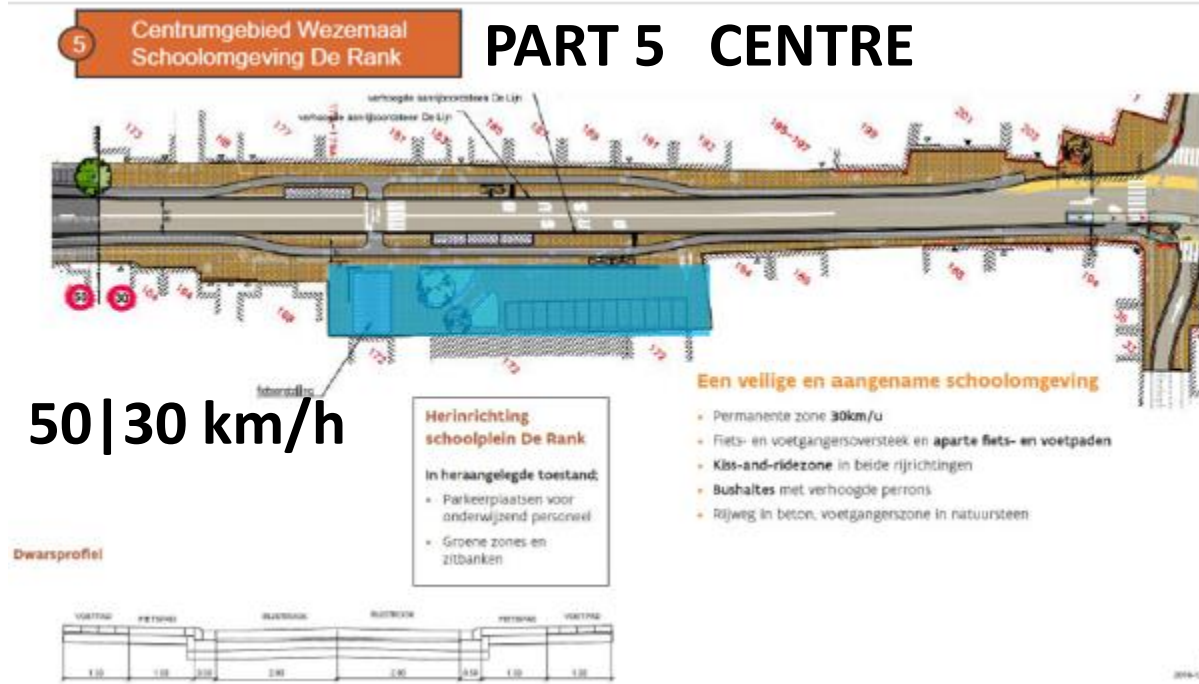
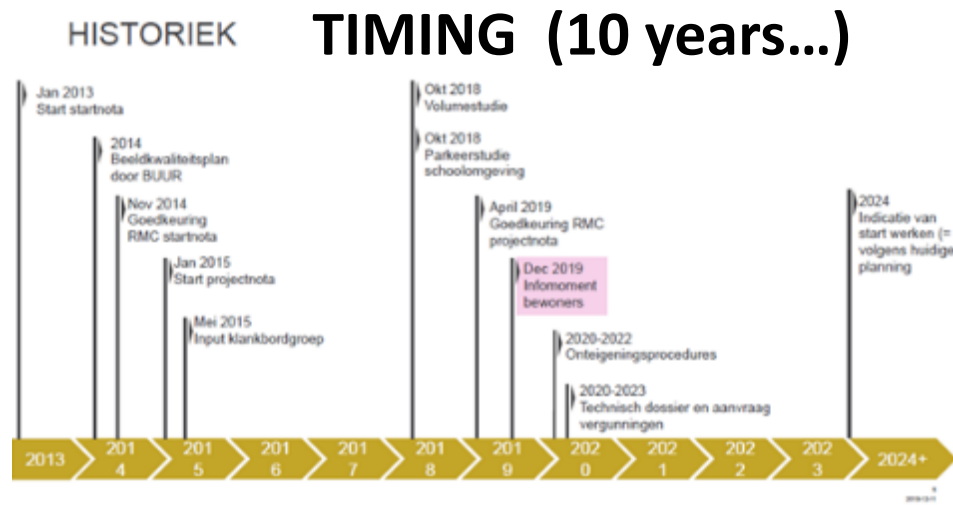
## STAKEHOLDERS:

- The Ministry of Public Works
- The Regional Public Transport Cy
- The Municipality
- The Local Police
- The Local Schools
- Advice Committee Older and Disabled people
- Advice Committee Local Economy
- The inhabitants
- External experts and designers





# Approach Transit Road Program





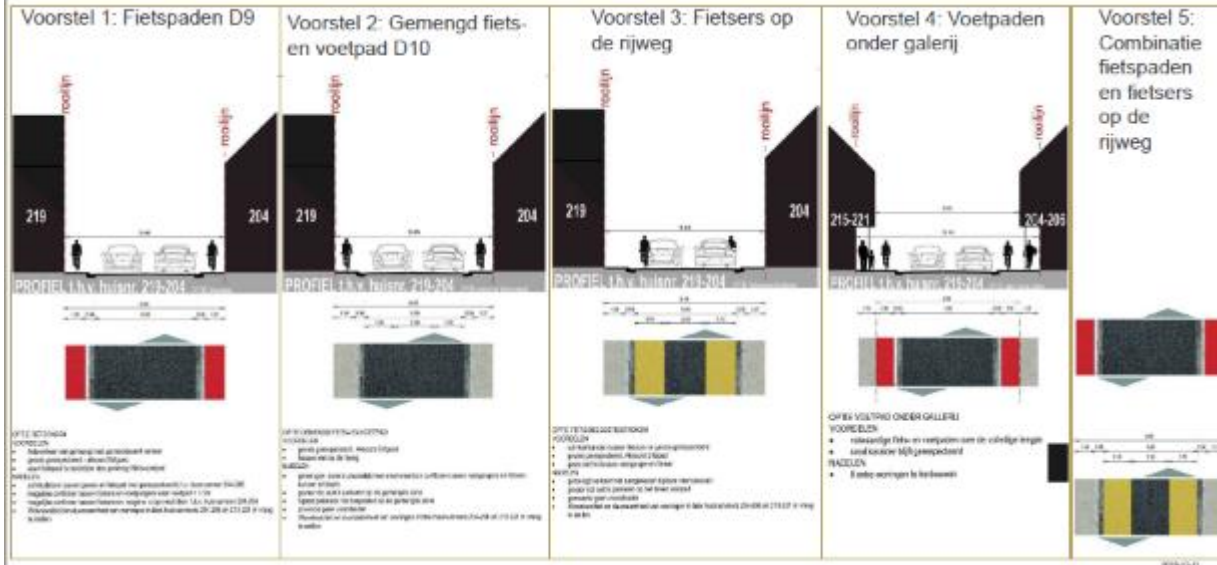
# Approach Transit Road Program



Centrum Wezemaal na herinrichting

30 km/h

beschermde dorpsplein



## 6 Centrumgebied Wezemaal Volumestudie



PLAN - Afspeeling bestaande stedelijke werf

- Nieuwe woningbouw**  
vloeroppervlakte: 200m²  
Totaal opp. = 440m²  
2 verdiepingen  
3 a 4 Woningen
- Nieuwe woningbouw**  
vloeroppervlakte: 245m²  
Totaal opp. = 490m²  
2 verdiepingen  
4 a 5 Woningen
- Nieuwe woningbouw**  
vloeroppervlakte: 570m²  
Totaal opp. = 1640m²  
2 verdiepingen  
5 a 6 Woningen
- Horeca/handels**  
vloeroppervlakte: 65m²  
Totaal opp. = 130m²  
2 verdiepingen

## 7 Oostelijk overgangsgebied Binnen bebouwde kom

## PART 7

30 | 50 km/h



Van aan centrum Wezemaal tot grens met de bebouwde kom



# The Bauska case

Short Term:

Temporarily interventions

Long Term:

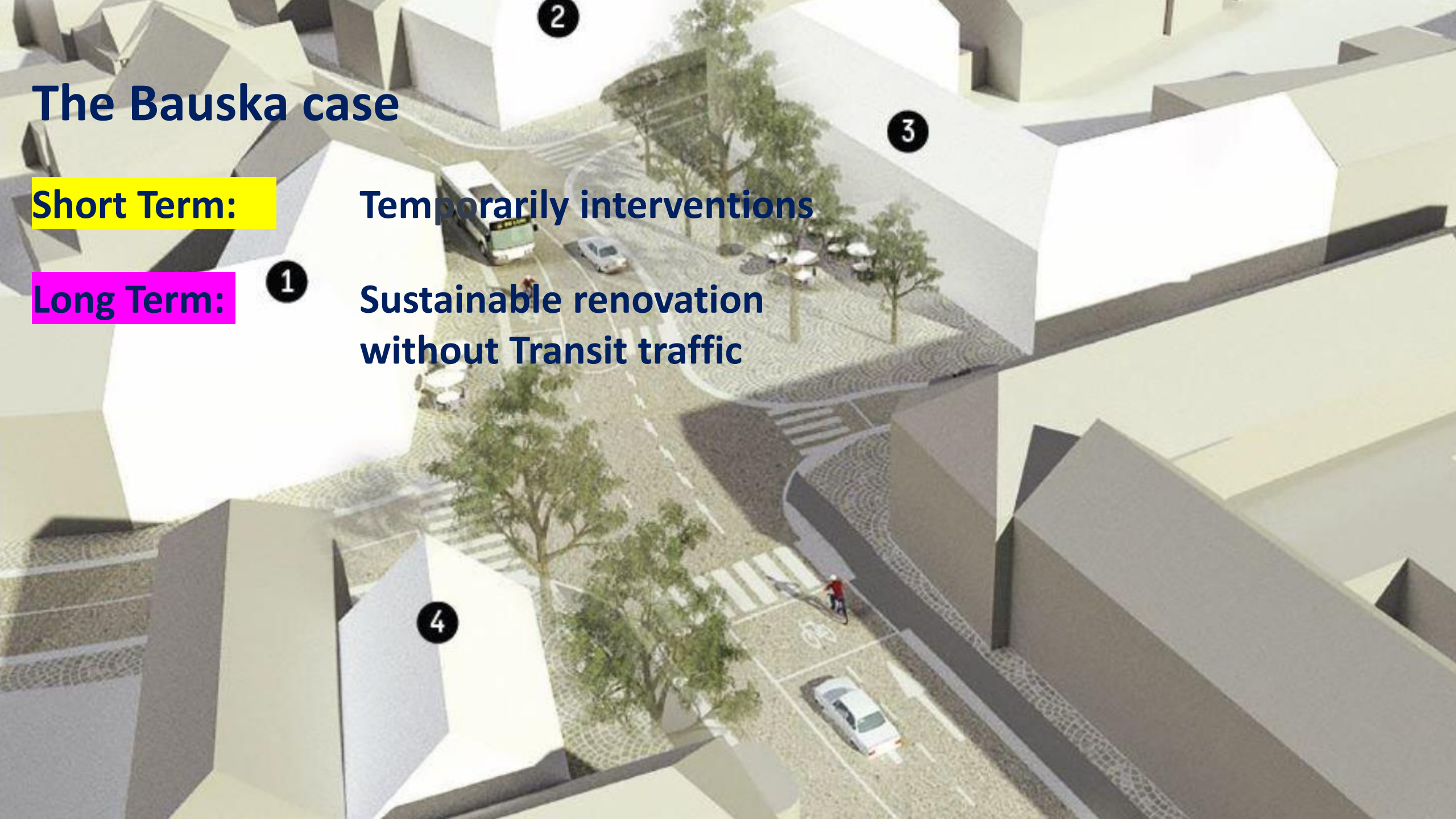
1

Sustainable renovation  
without Transit traffic

2

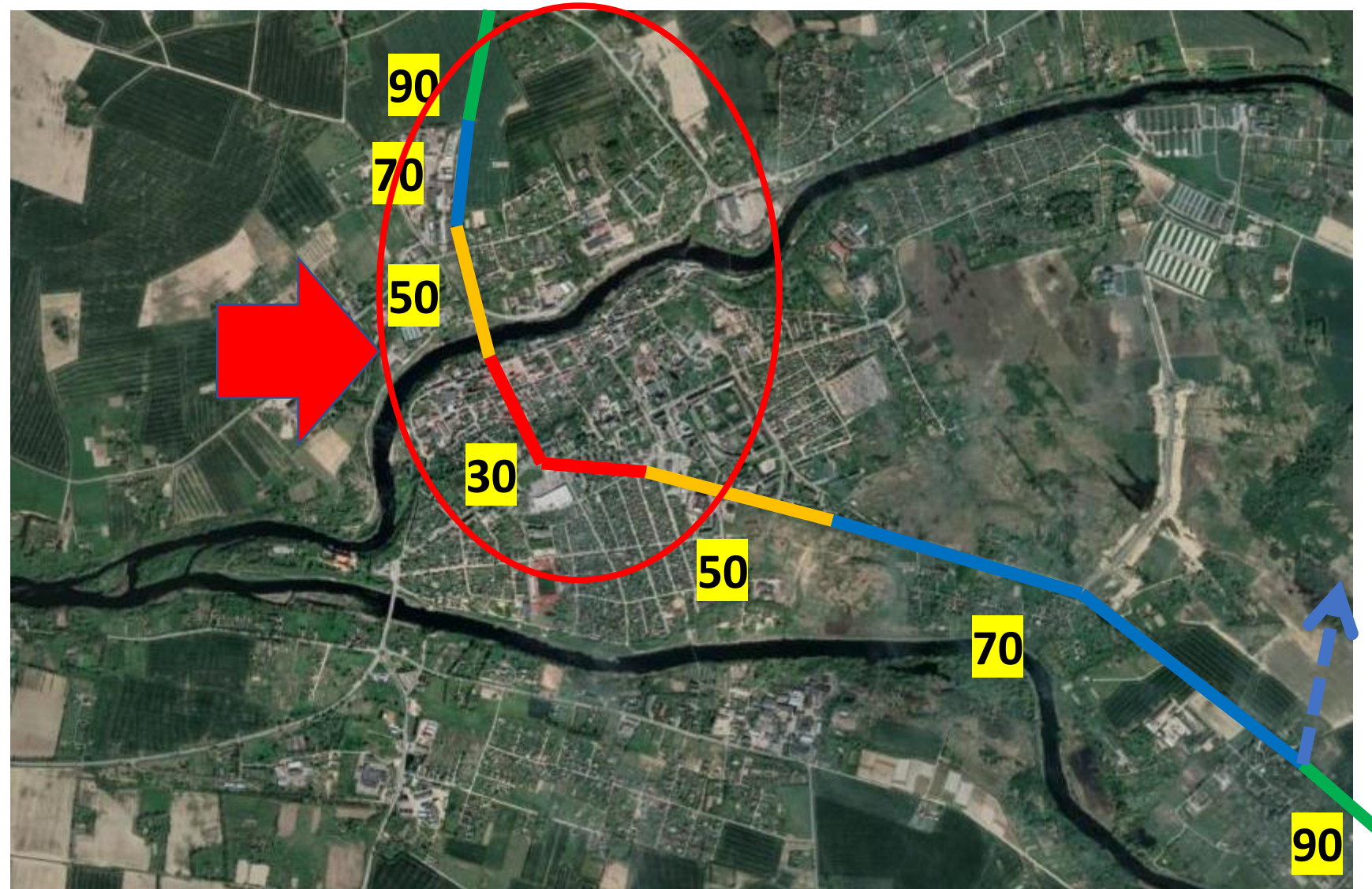
3

4





# SEPARATE PARTS



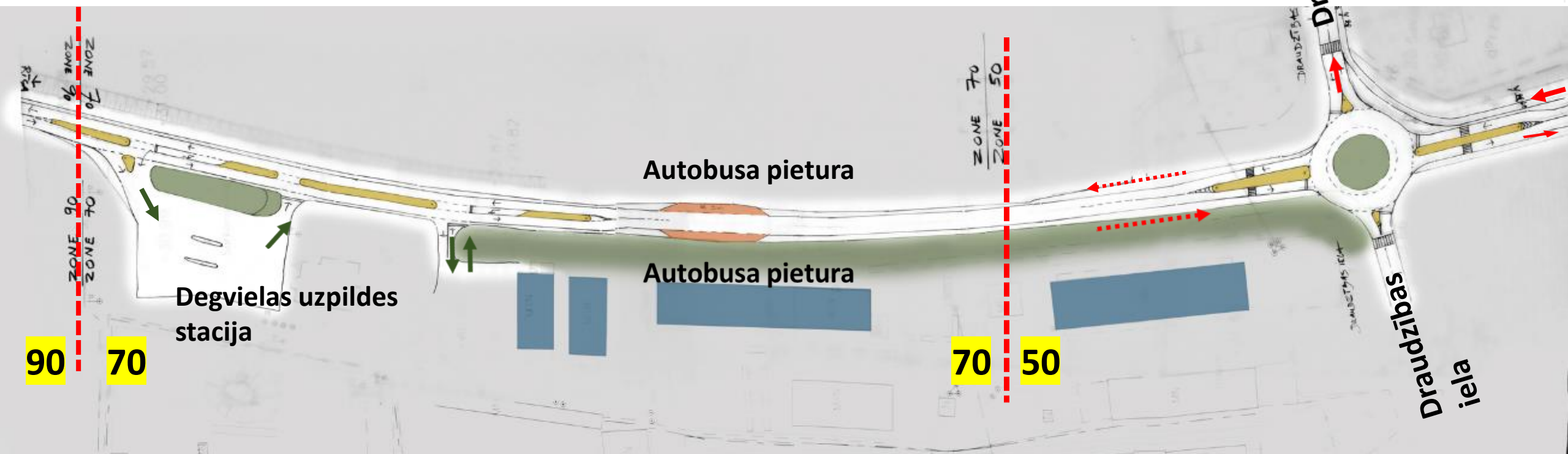
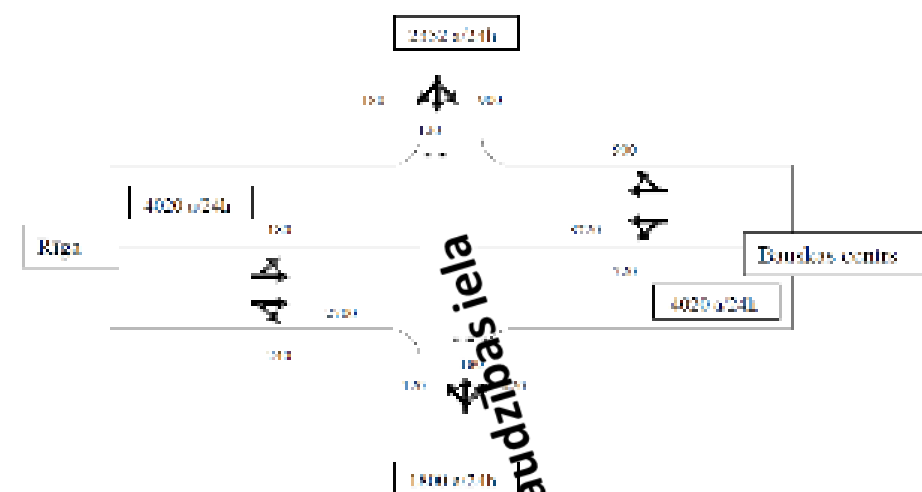


# PART 1

# 90 | 70 km/h A 7 Rīga - Vilnius



Separate bikelanes → from Draudzības iela till the centre





# SHORT TERM

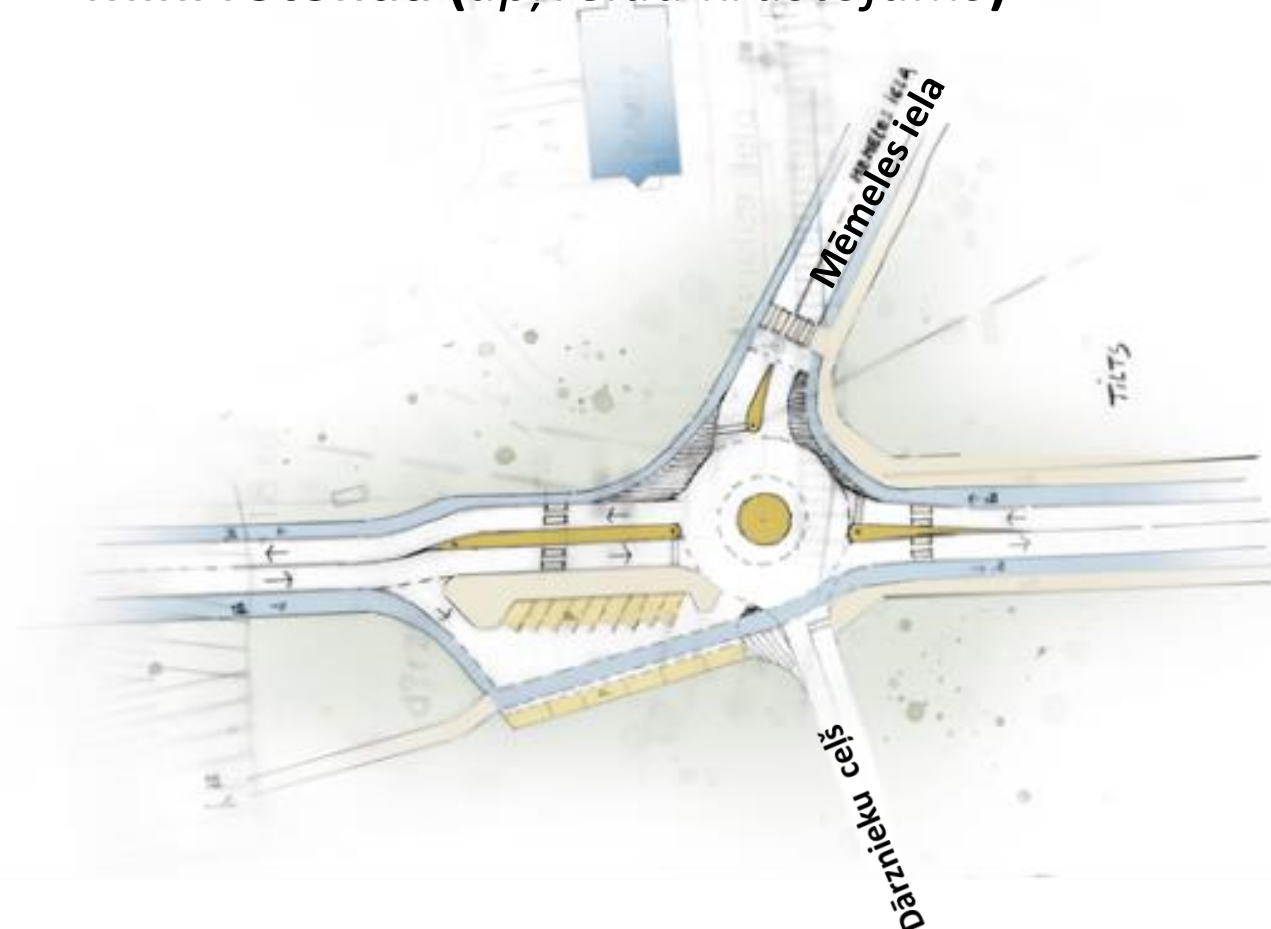
## PART 2 50 km/h A 7 Rīga - Vilnius



Variant A ZONE 50



Variant B ZONE 50  
Mini rotonda (*apļveida krustojums*)





**SHORT TERM**

**PART 2 50km/h**

**A7 Rīga – Vilnius**



**Variant A**



# SHORT TERM

## PART 2 50km/h

### A7 Rīga – Vilnius





# SHORT TERM

## PART 3 30 km/h

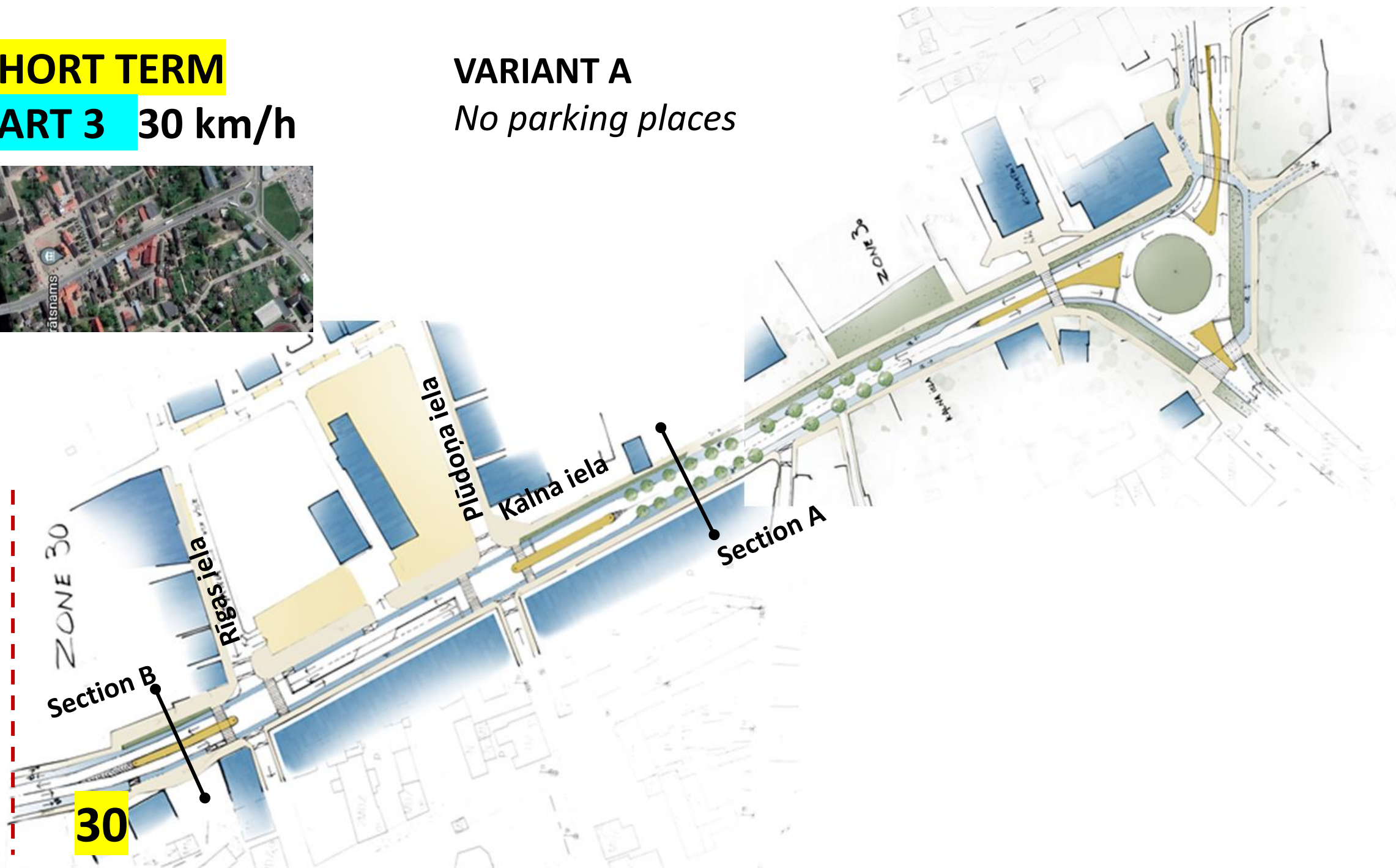
### VARIANT A

*No parking places*



50

30



# SHORT TERM

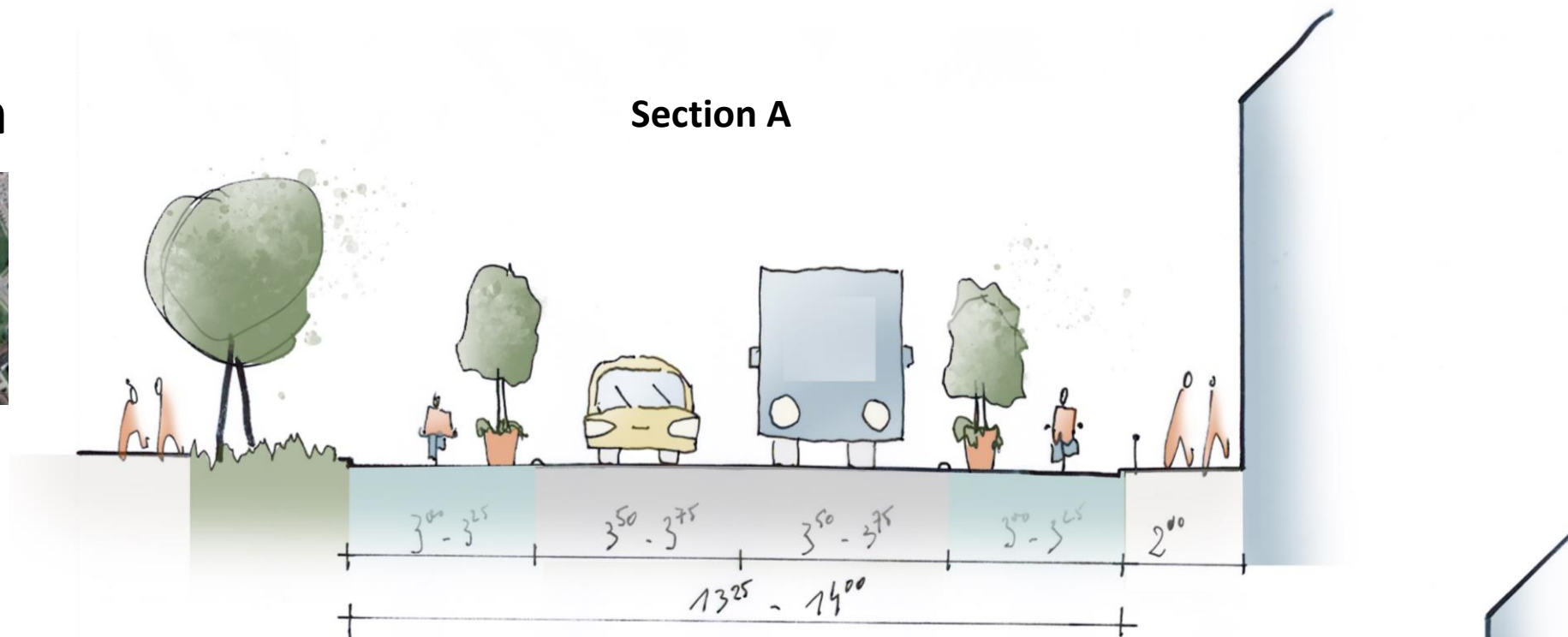
## PART 3 30 km/h



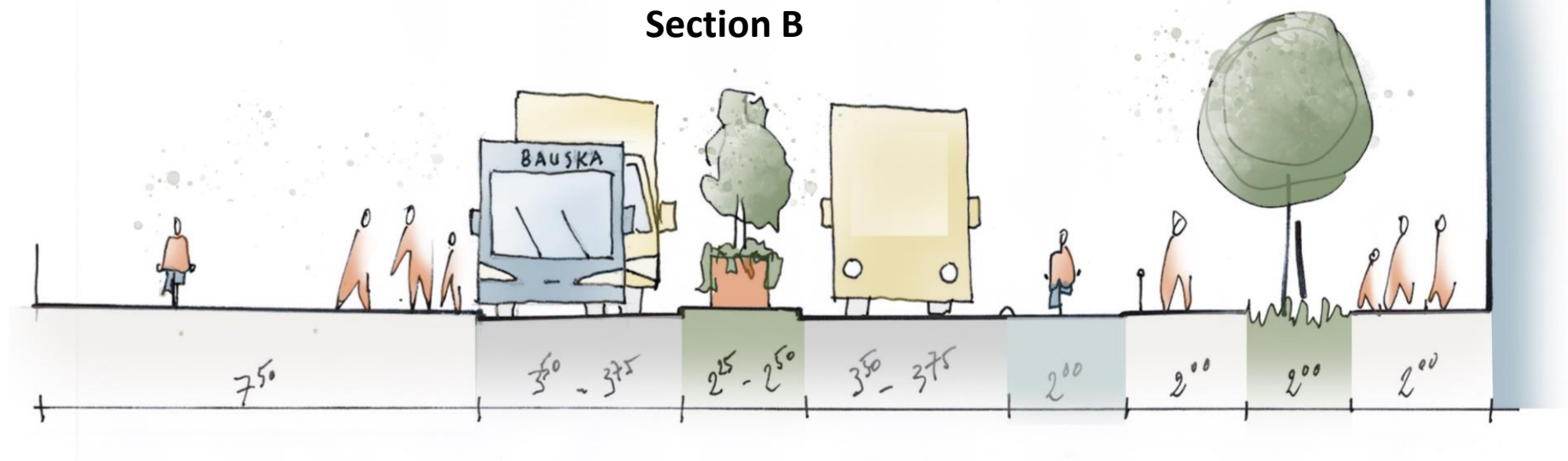
### VARIANT A

*No parking places*

Section A



Section B





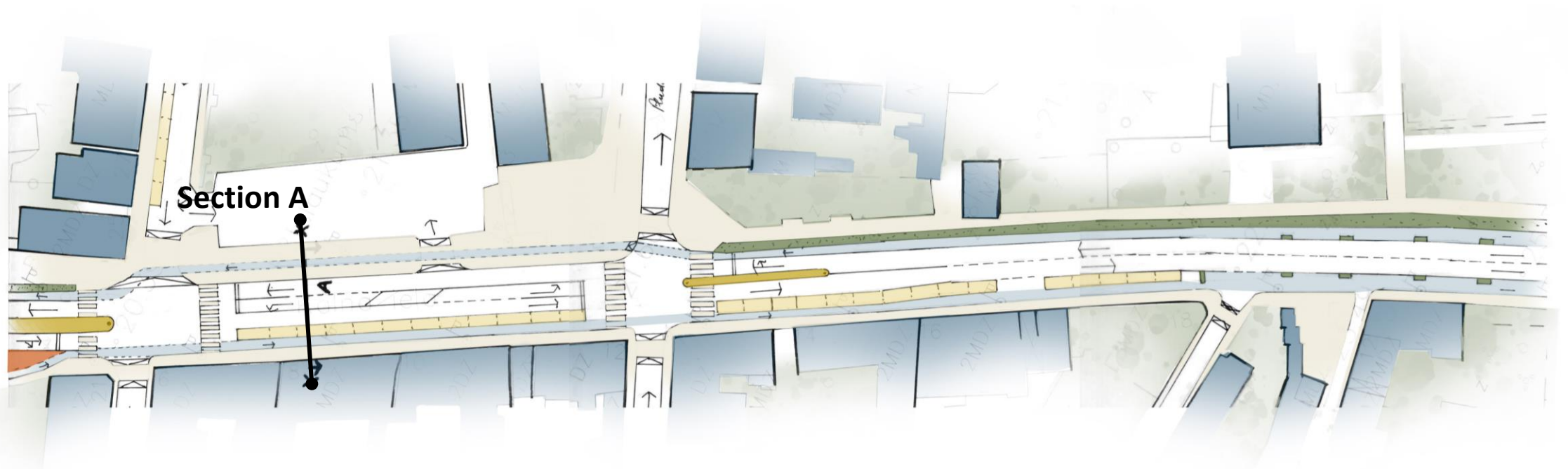
# SHORT TERM

**PART 3** 30 km/h

A 7 Rīga - Vilnius

**VARIANT B**

**With Parking places**

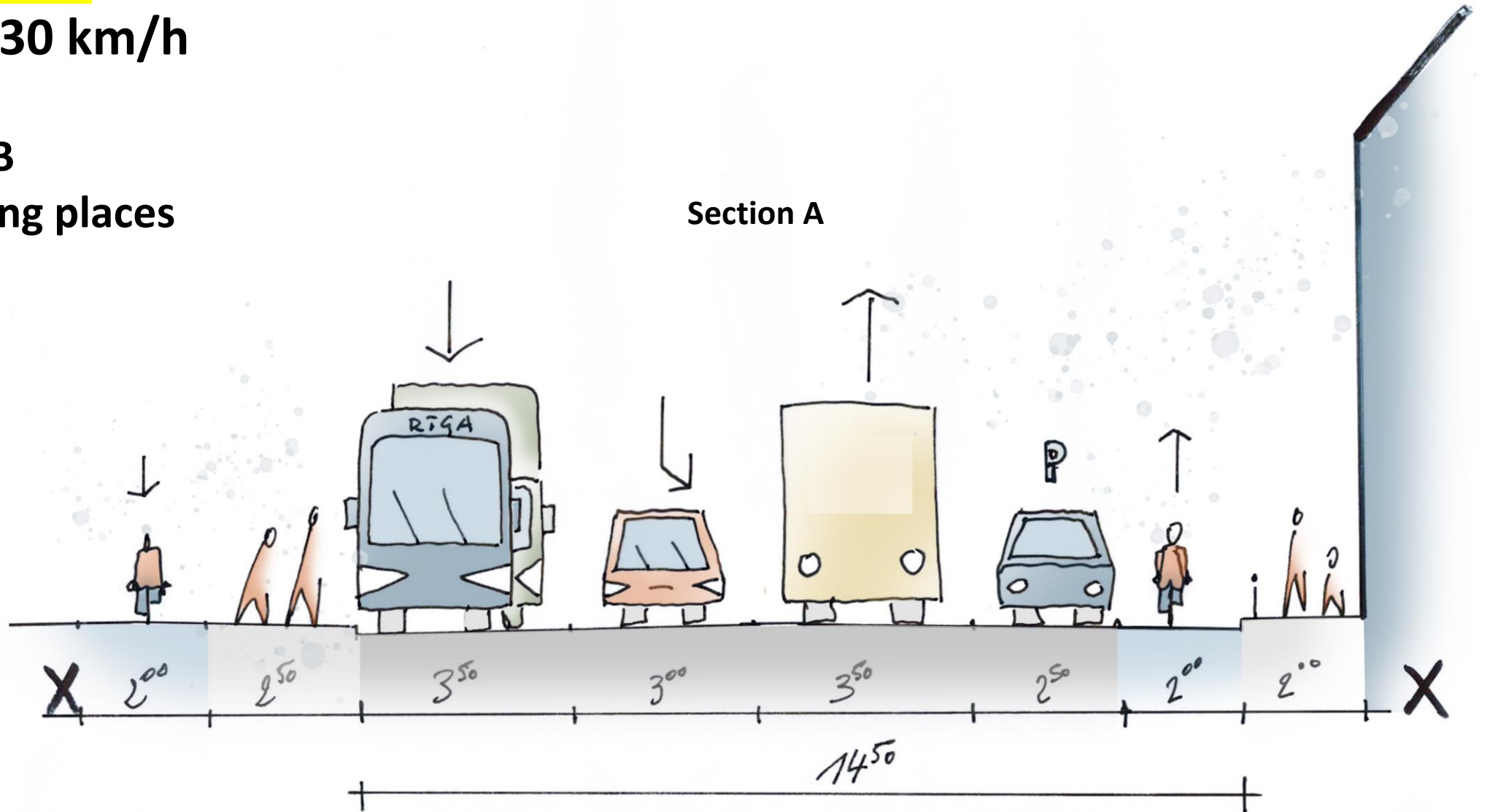


# SHORT TERM

## PART 3 30 km/h

### VARIANT B With Parking places

Section A





## SHORT TERM

### PART 3 30 km/h

A 7 Rīga - Vilnius



**VARIANT B**  
With Parking places



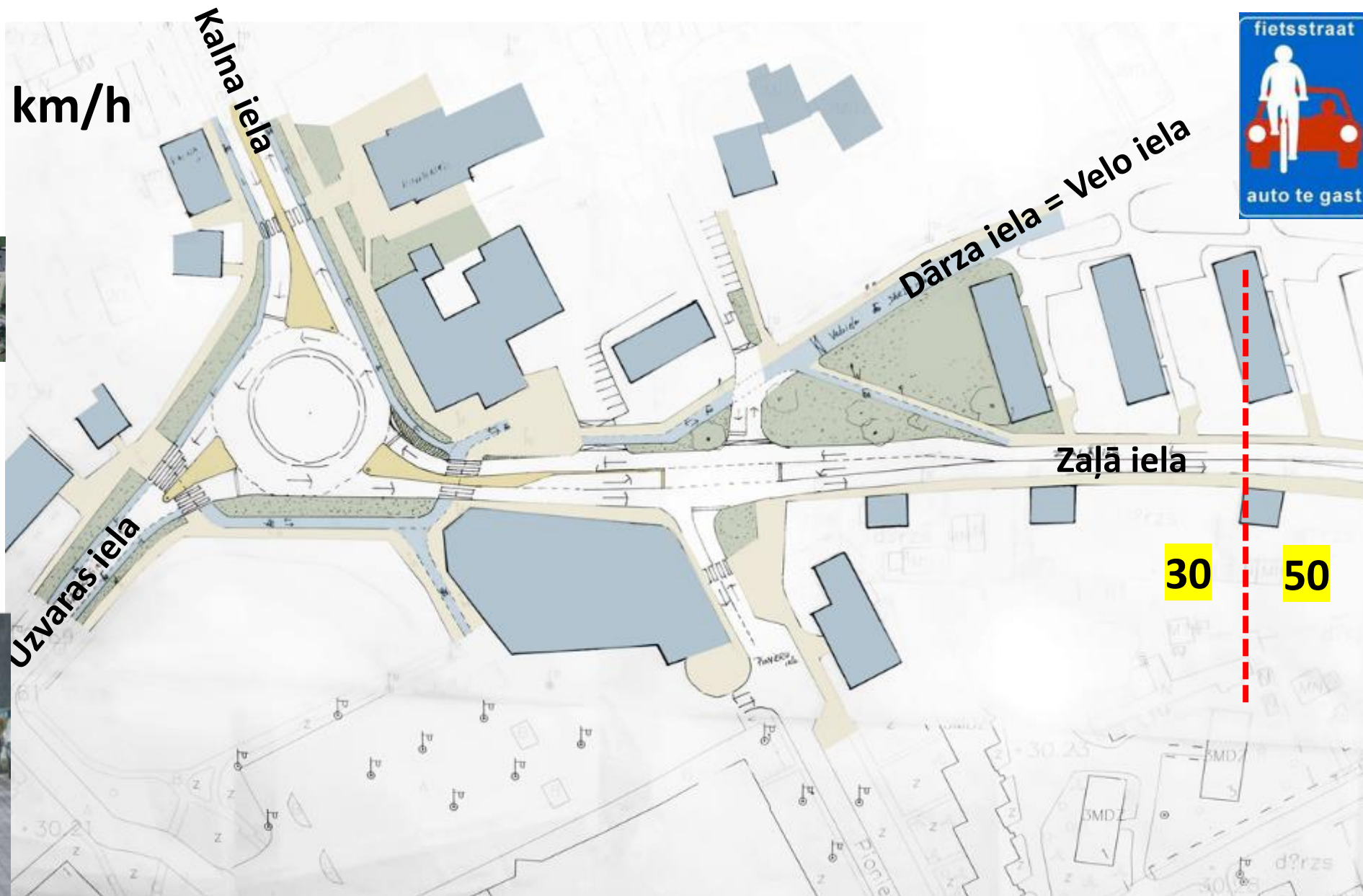
# SHORT TERM

## PART 4 30 | 50 km/h

A 7 Rīga - Vilnius



Velo iela

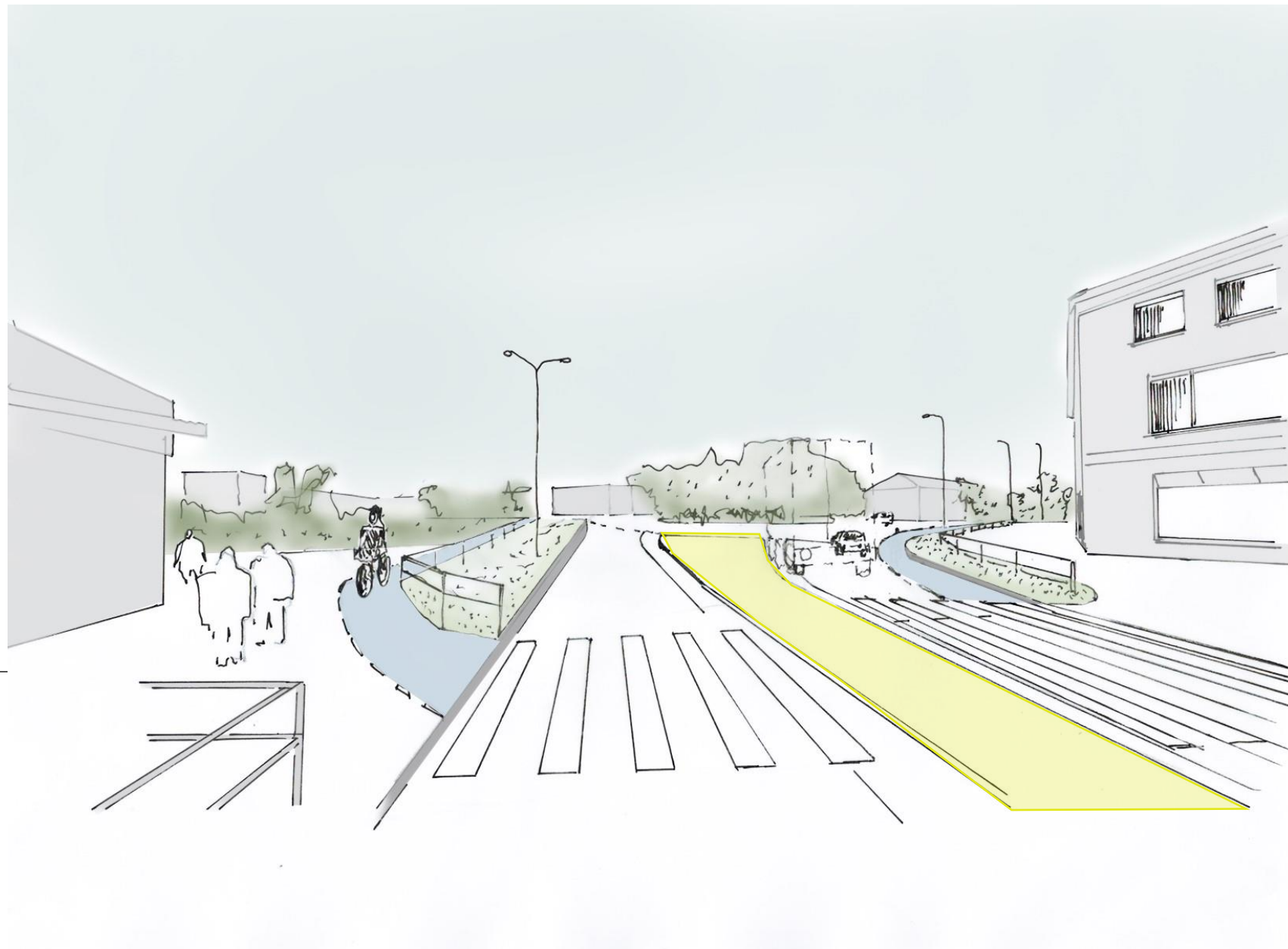




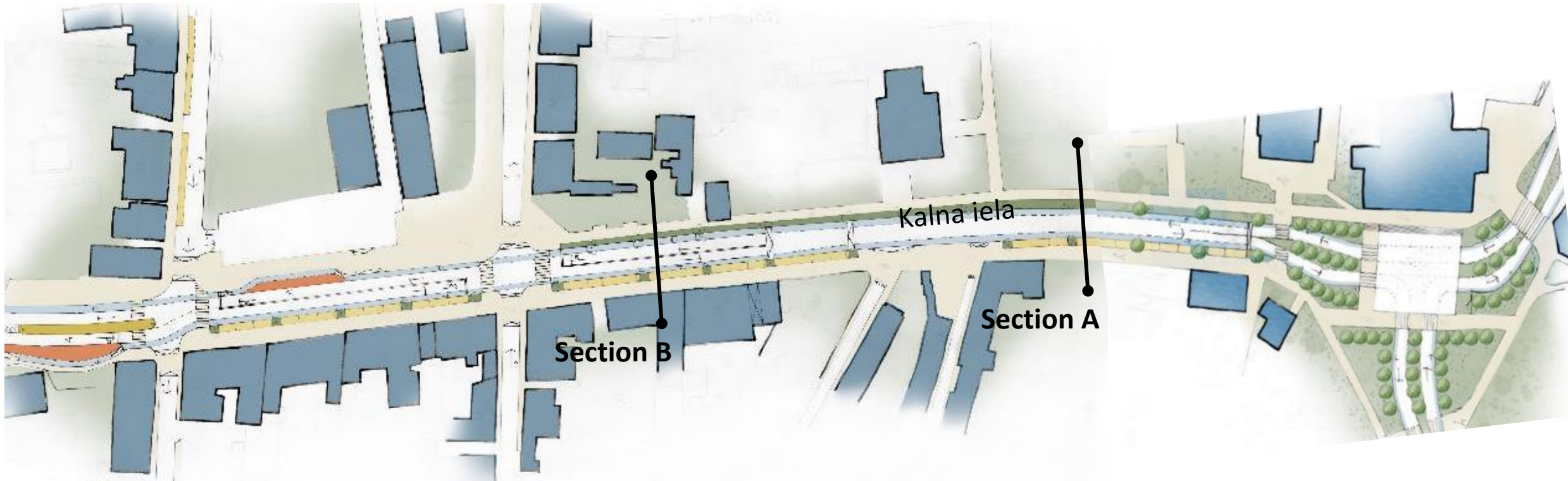
# SHORT TERM

## PART 4 30 km/h

### A 7 Rīga - Vilnius



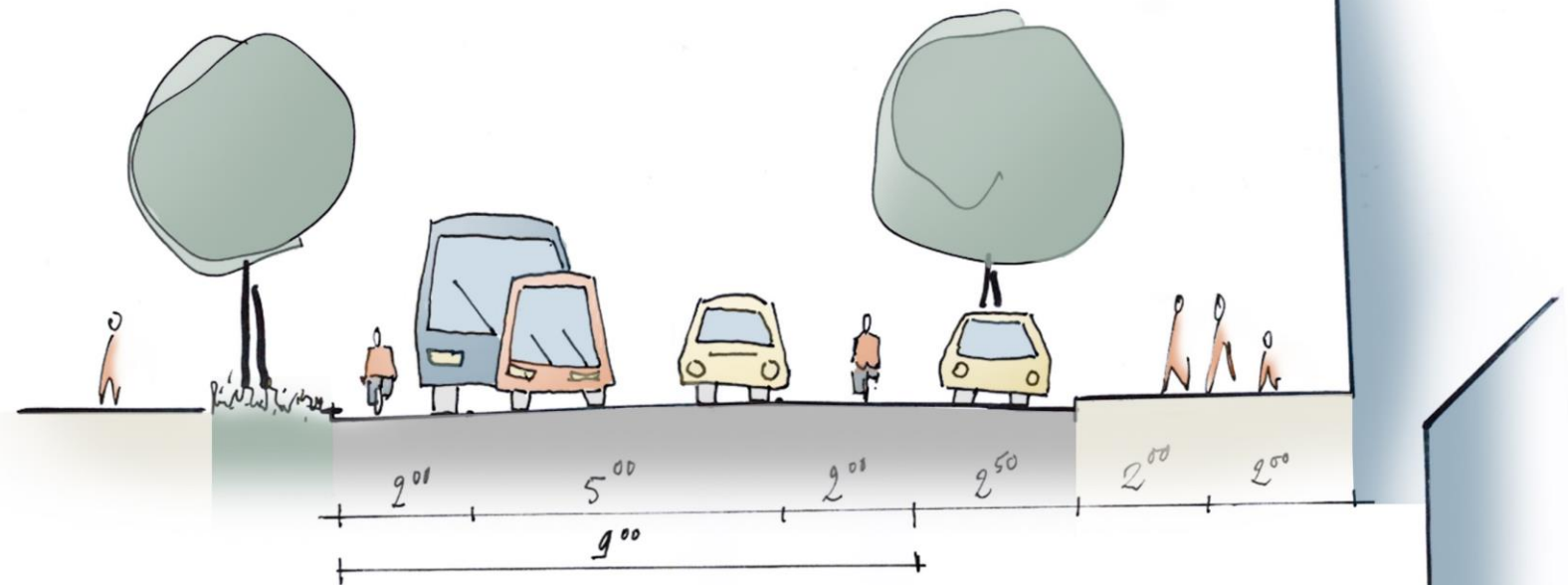
**LONG TERM**  
**PART 3 CENTRE**  
**ZONE 30**



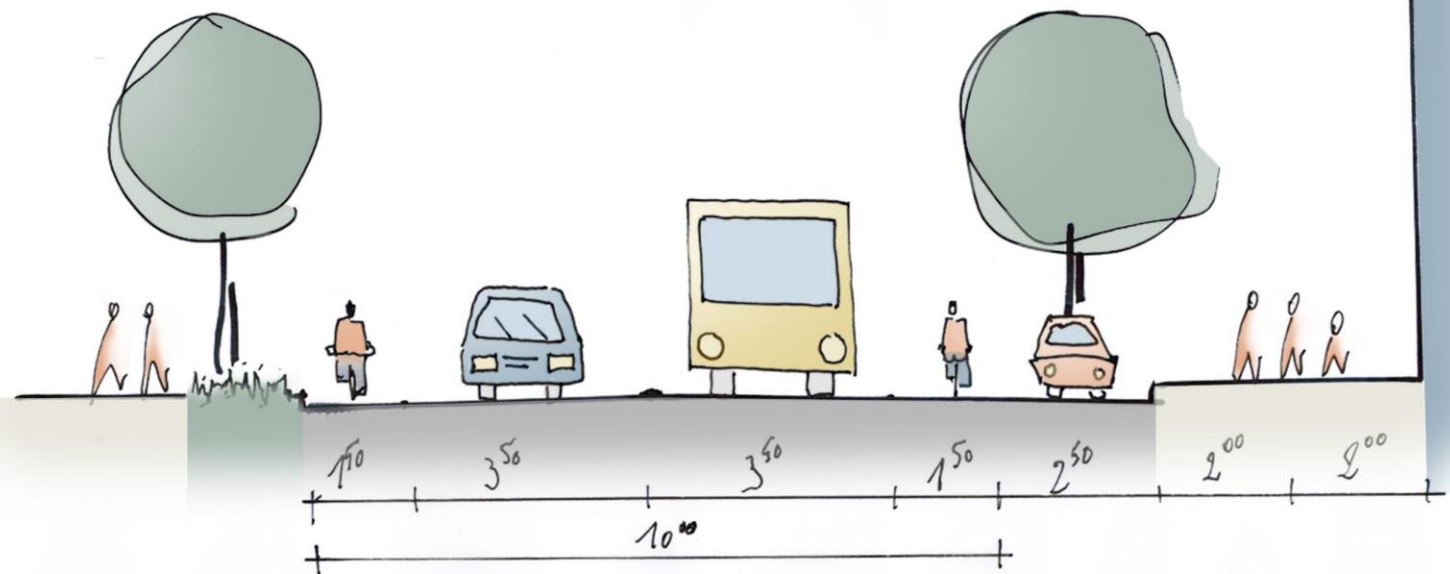


**LONG TERM**  
**PART 3 CENTRE**  
**ZONE 30**

Section A *advisory bike lane*

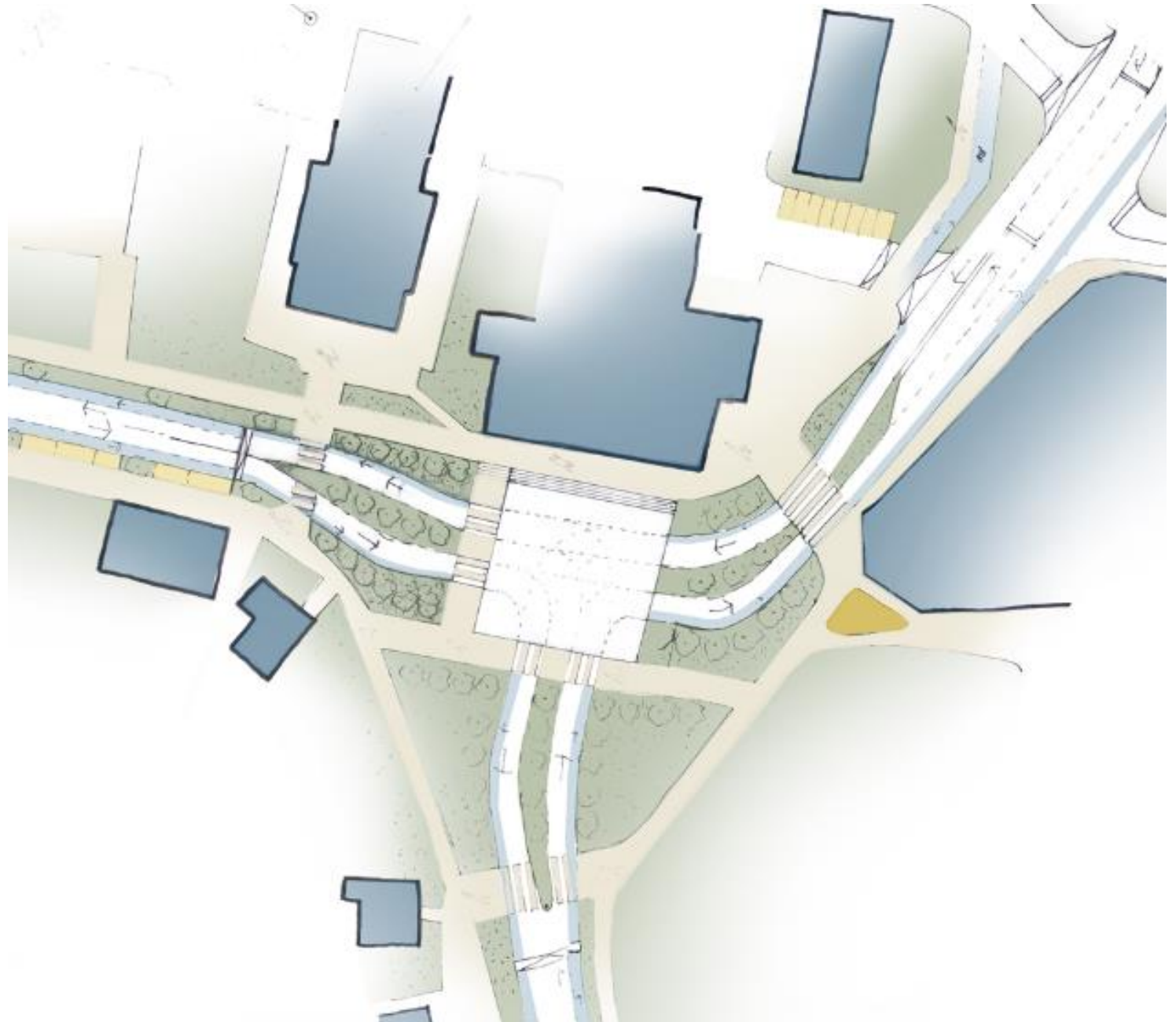


Section B *legal bike lane*



**LONG TERM**  
**PART 3 CENTRE**  
**ZONE 30**

**Regular crossing**  
*Bikes mixed with cars*





**PALDIES**