Promoting cycling in Northern Finland

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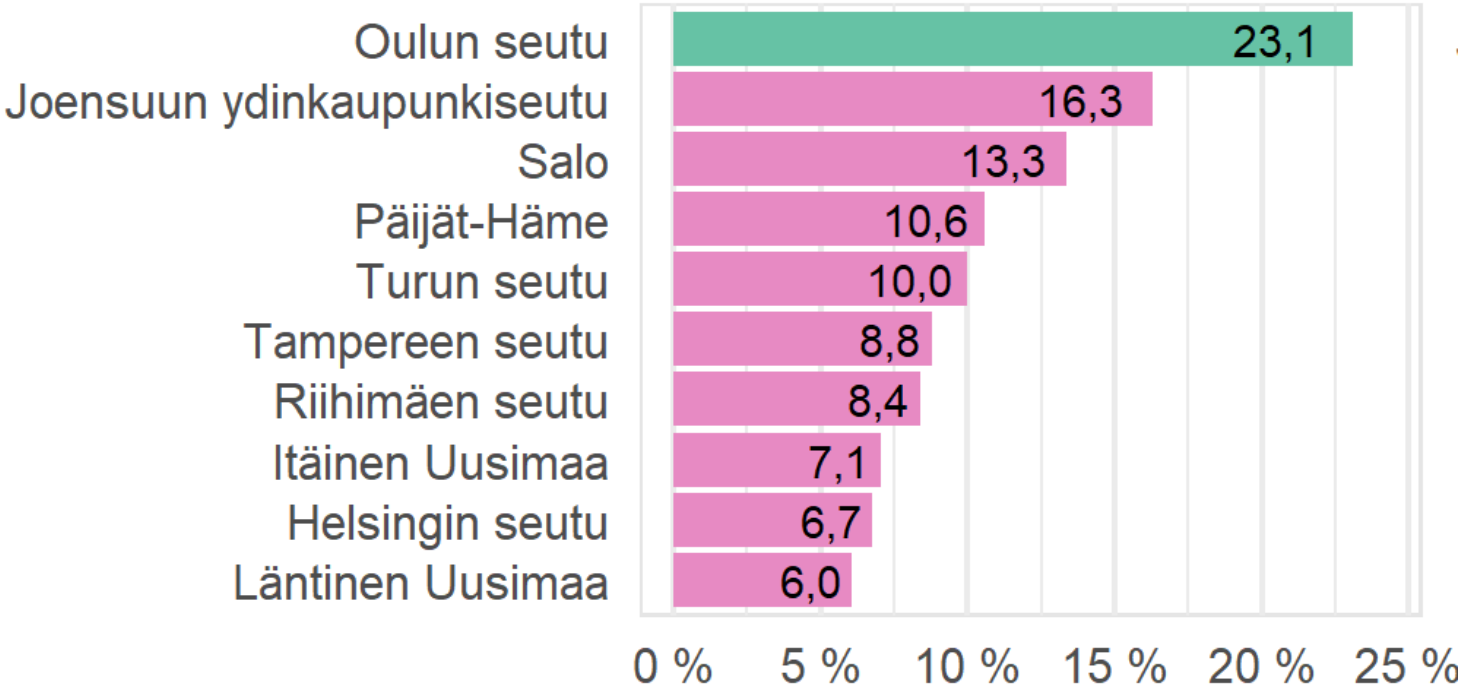
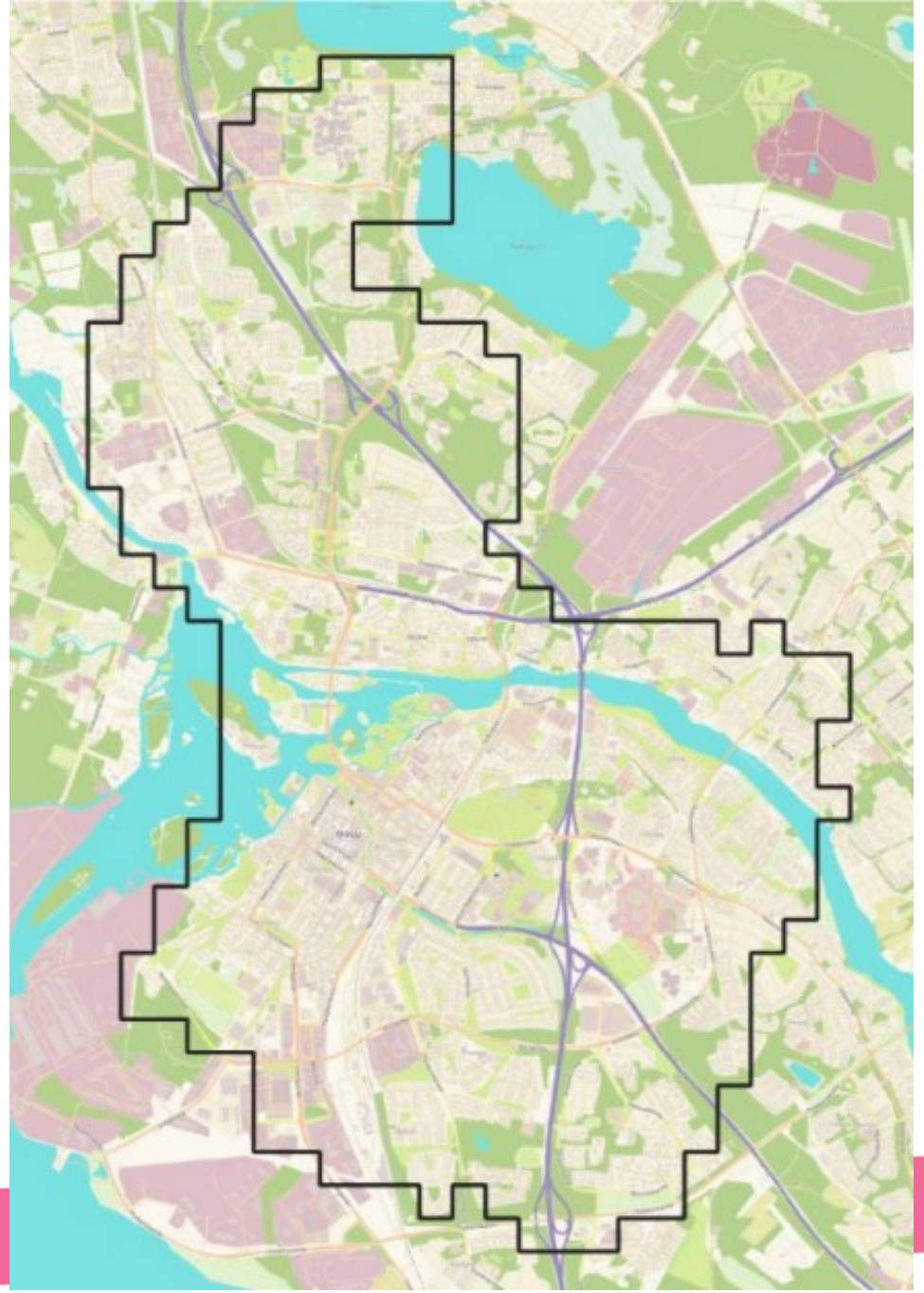
Cycling should be (and often is)

1. Easy
2. Fast
3. Comfortable

4. Giving good feeling about social status

Modal share of cycling, inner city area





Inner city area in Oulu

Concrete actions

- Maintaining what is good
- Small and quick improvements of the infrastructure
- High-quality, separated cycling lanes outside city centre
- Cycle streets in city centre
- Route information

Maintaining what is good

Small and quick improvements of the infrastructure, example I: removing the level differences from the crossings. 3000 euros.

Small and quick improvements of the infrastructure, example II:

Condition-sensitive winter maintenance.

Ploughing before 7.00 in the morning,
when snow thickness >3 cm

Sanded only if there is ice

In contractor hiring,
the work quality is considered

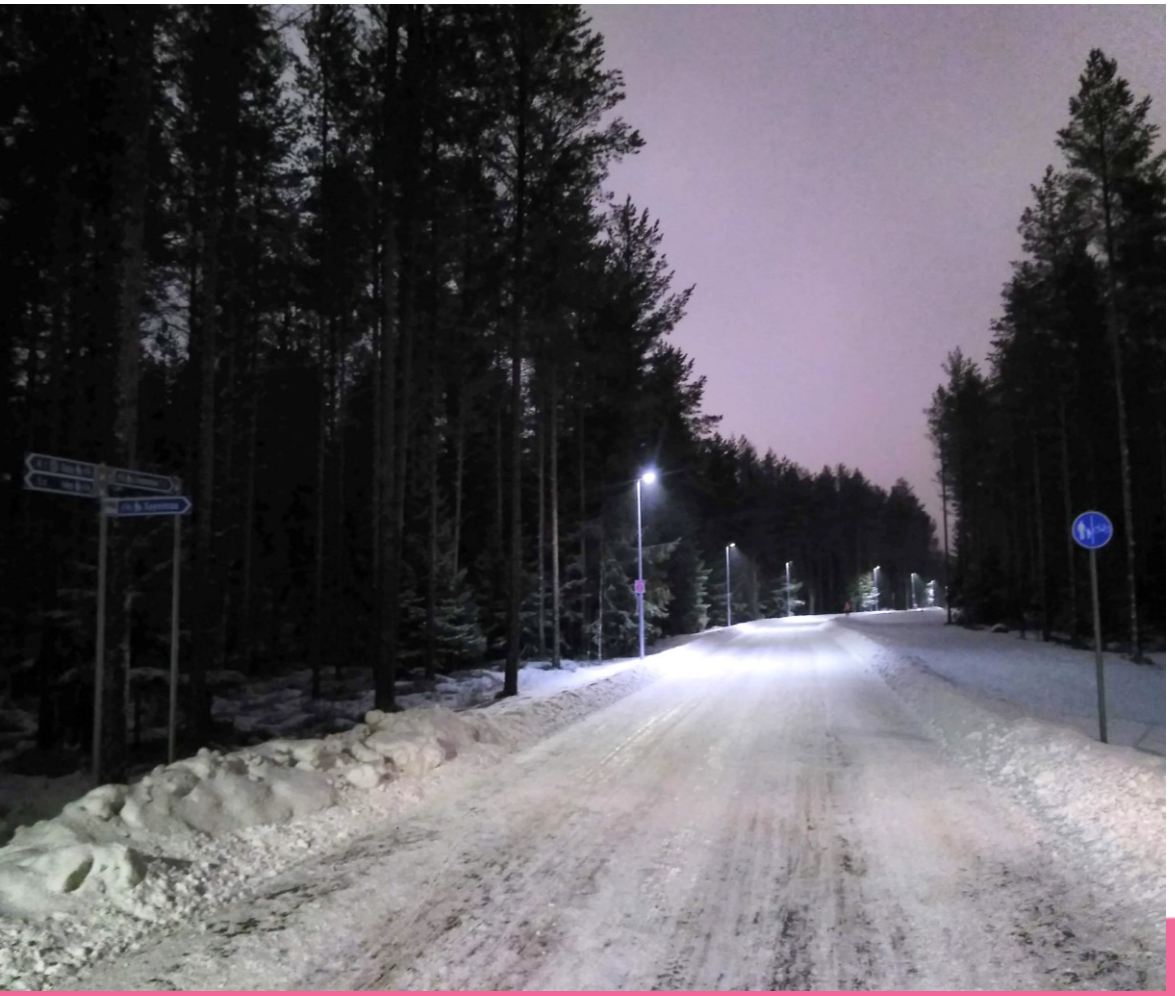
Cyclists are in average quite satisfied,
”proper” winter is not a problem

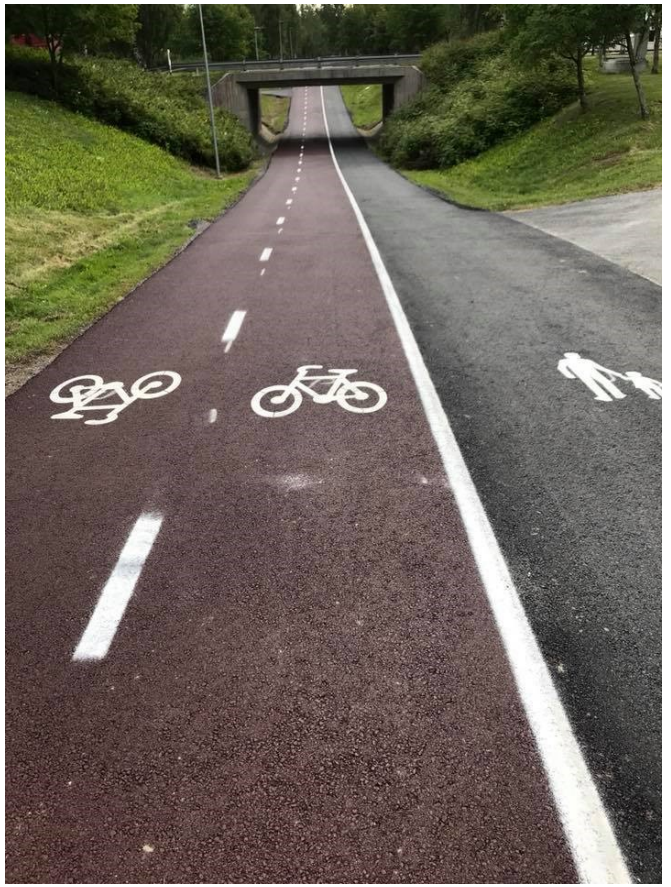
A bit larger basic issue:

New asphalt.

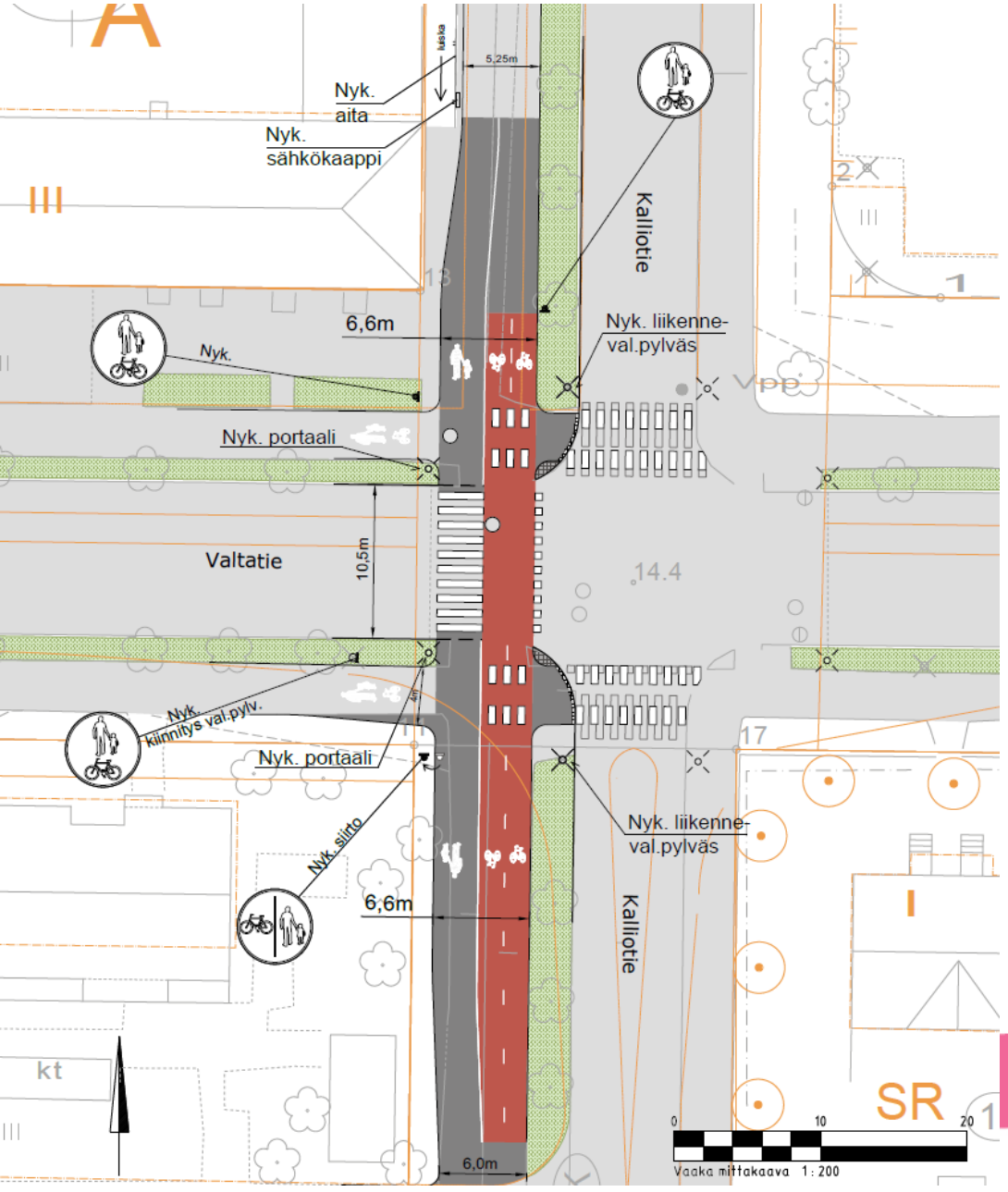
30 euros/m (asphalt only)
80 euros/m (layer changes)

High-quality, separated cycling and walking lanes outside city centre





Super crosswalk, about 25 000 euros



- Separated paths for pedestrian and cyclists
- Radar based detection, requesting & prolonging

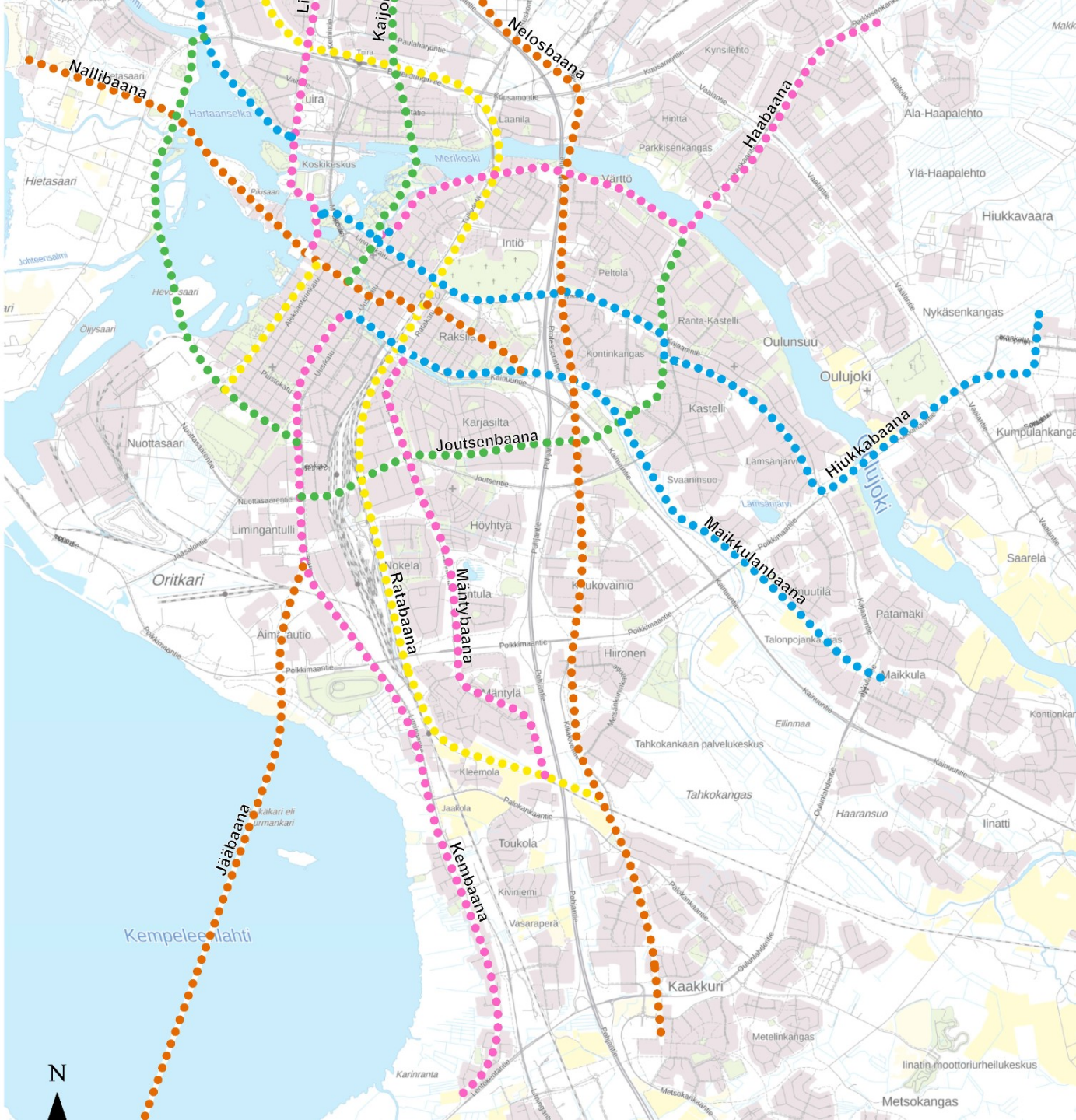
OULUN SEUDUN PYÖRÄILY

Cycling super highway network plan 2030

Crossings with no level differences

No sight barriers

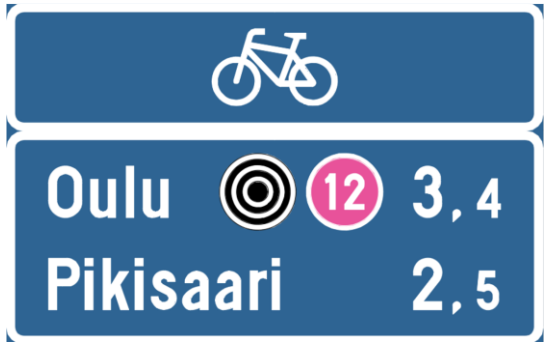
A target is also that motor traffic gives way in crossings



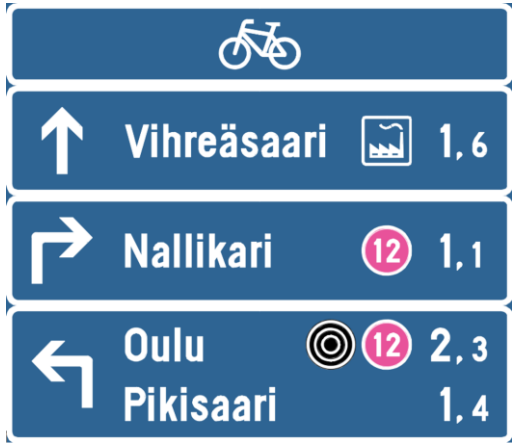
Cycle streets in city centre ”Auto is a guest”

Route information

3000 traditional traffic signs



260 distance panels



1100 navigational panels