Customer:	*Riga planning region* *Reg. No.: 90002222018* *Address: Zigfrīda Annas Meierovica bulvāris 18, Riga, LV-1050*
Order No.:	*21-19 – Contractor's*
Name:	***Feasibility study for the development of a regional bicycle infrastructure network and the integration of mobility points in the Riga metropolitan area (SUMBA+)***
Address:	*Riga*
Stage:	*FINAL REPORT* **Development of a regional bicycle infrastructure network and integration of mobility points in the Riga metropolitan area**
Volume No./Number:	*1/1*

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Interreg Baltic Sea Region
EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND
SUMBA

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1 General description of the project

According to the main task of the study, the study and mapping of the bicycle infrastructure in the Riga metropolitan area has been carried out, showing both the current situation and the planned situation in different time periods (short-term, medium and long-term). The achieved result will facilitate the work and investments of the local governments of the Riga Region necessary for the feasibility studies of bicycle infrastructure; will support the work of local governments with bicycle infrastructure and mobility planning, and will serve as a basis for further investments in infrastructure. Purposeful implementation of this project and its continuation with the bicycle infrastructure implementation and supplementation works will improve the mobility opportunities of the population and Latvia will approach the goal of climate neutrality in 2050.

The study takes into account the cartographic materials of the Riga bicycle concept, the cartographic materials of the routes of national significance specified in the Bicycle traffic development plan, as well as the bicycle infrastructure development projects prepared within the framework of the Recovery and resilience facility (RRF). The possibilities and prospective bicycle infrastructure projects of Riga and Pieriga local governments have been identified and taken into account. The study evaluates the bicycle infrastructure projects planned and under construction by VSIA Latvijas valsts ceļi.

2 Evaluation of existing planning documents.

The following planning documents were taken into account during the study:

- Study on bicycle traffic and bicycle traffic infrastructure at national level (2020);
- Daily mobility development plan for 2021–2027
- Spatial vision of Riga metropolitan area mobility;
- Action plan. For the development of the Riga metropolitan area (2020);
- European Union recovery and resilience facility plan (2021–2026);
- Latvia's national development plan for 2021–2027.

Spatial plans:

- The spatial plan of Riga for 2006 –2018 as amended (2009);
- The spatial plan of Ādaži (2018);
- The spatial plan of Carnikava Novads for 2018 – 2028; (2019);
- Amendments to the spatial plan of Saulkrasti Novads for 2012–2024;
- The spatial plan of Sigulda Novads; for 2012–2024 (2012);
- The spatial plan of Garkalne Novads for 2013–2024;
- The spatial plan of Inčukalns Novads; 2013 –2024;
- The spatial plan of Stopiņi Novads;
- The spatial plan of Salaspils Novads;
- The spatial plan of Ikšķile Novads;
- The spatial plan of Ogre Novads;

- The spatial plan of Lielvārde Novads;
- The spatial plan of Ķekava Novads;
- The spatial plan of Baloži Novads;
- The spatial plan of Olaine Novads;
- The spatial plan of Jelgava Novads;
- The spatial plan of Mārupe Novads;
- The spatial plan of Babīte Novads;
- The spatial plan of Jūrmala Novads.

Bicycle concepts:

- Riga City bicycle traffic development concept for 2015–2030 (2015), updated in 2022;
- Thematic planning. Jūrmala bicycle traffic development concept (2016);
- Bicycle concept of Ādaži Novads (2016);

Others:

- Rail Baltica publicly available information https://info.railbaltica.org/lv;
- Available projects. Public procurement portal https://www.eis.gov.lv/EKEIS/Supplier;
- informative report on the Latvian State roads development strategy until 2040;
- website karte.mantojums.lv
- website ozols.gov.lv

3 Regional bicycle infrastructure evaluation.

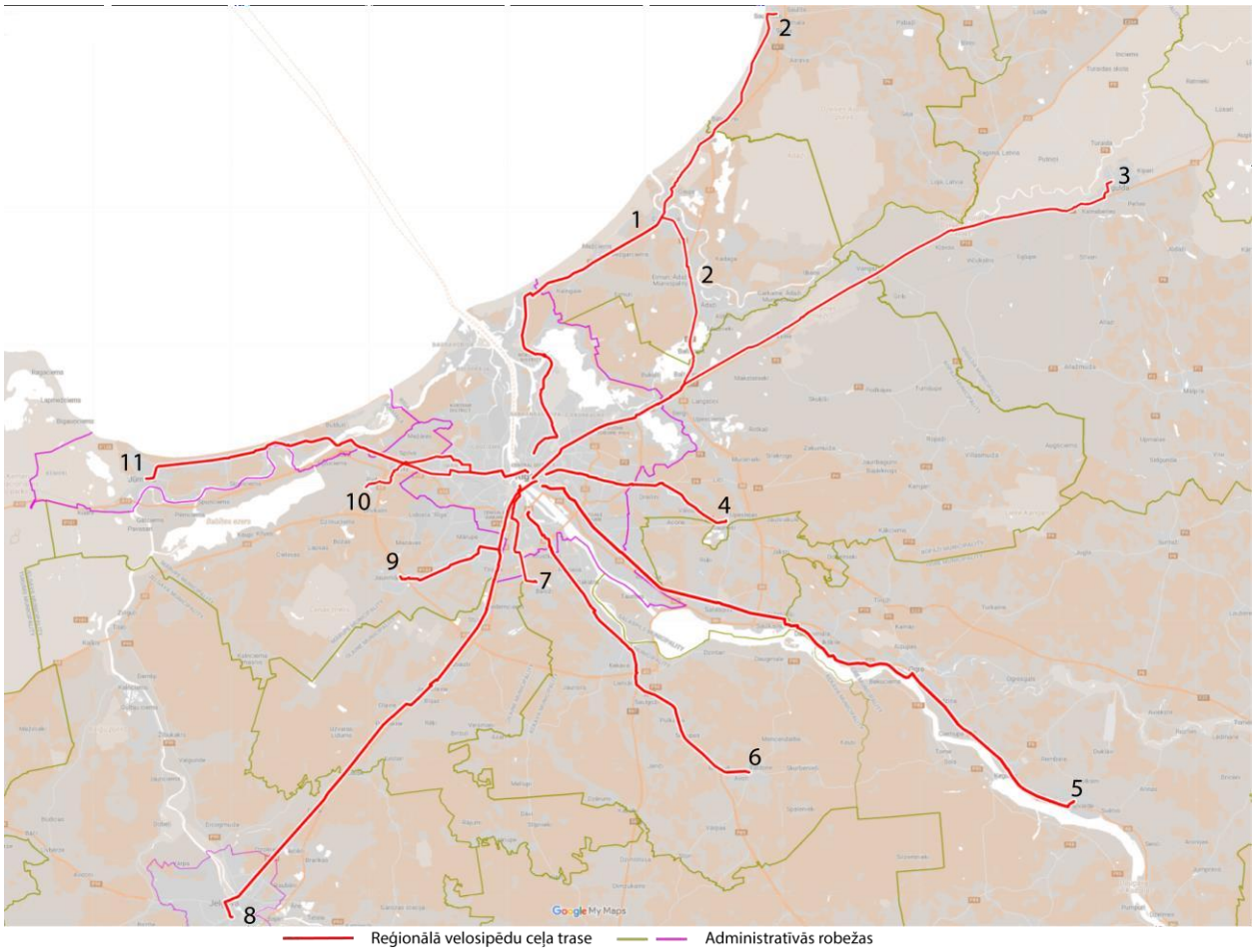
After a more detailed analysis, the 9 directions of bicycle traffic development outlined in the Riga metropolitan area (Spatial vision of Riga metropolitan area mobility, Riga planning region, Group 93, Riga, 2019) have been supplemented with 2 more directions.

Consequently, a total of 11 bicycle path routes, as well as their branches, have been inspected and evaluated in the study:

1) Riga – Carnikava
2) Riga – Ādaži – Saulkrasti
3) Riga – Sigulda
4) Riga – Ulbroka
5) Riga – Ogre – Lielvārde
6) Riga – Ķekava – Baldone
7) Riga – Baloži
8) Riga – Olaine – Jelgava
9) Riga – Mārupe – Jaunmārupe
10) Riga – Babīte – Piņķi
11) Riga – Jūrmala

In addition to the directions of potential regional bicycle paths, alternatives to these routes have also been studied.

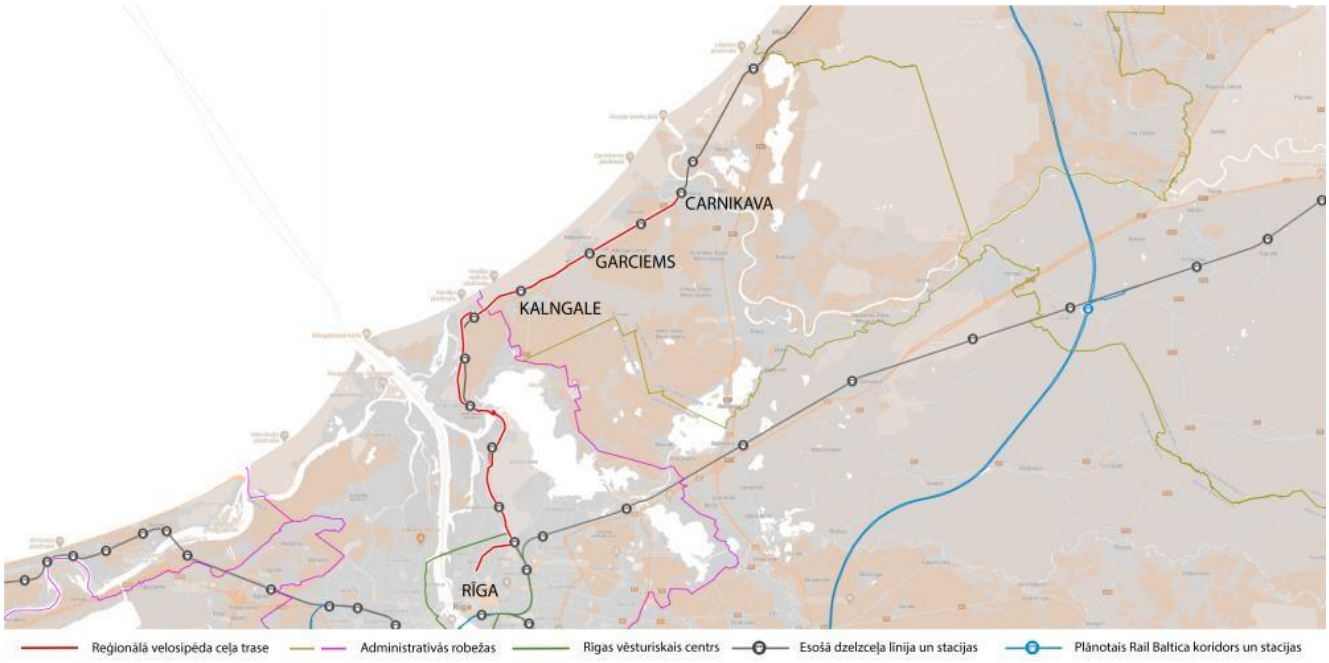
The regional bicycle infrastructure evaluation describes the current situation by looking at the infrastructure already built and evaluating its shortcomings. The description provides an explanation for the choice of the location of the prospective routes. According to the widths of the infrastructure right of way of VSIA Latvijas valsts ceļi and VAS Latvijas dzelzceļš, as well as the boundaries and ownership of land units, the optimal location of each route direction has been established.



Prospective bicycle path routes in the Riga metropolitan area

3.1 Bicycle path route Riga – Carnikava

The total length of the route is approximately 31 km.



Plan of the bicycle path route Riga – Carnikava

3.1.1 Section in the city of Riga

The total length of the Riga city section is 20 km.

The vicinity of Old Riga has been assumed to be the starting point of the bicycle path route.

Starting from Aspazijas Boulevard, the route runs along the existing infrastructure provided for bicycle traffic. When crossing Bastejkalns Park, the existing shared pedestrian and bicycle path reaches Reimersa Street, where the two-way bicycle path is separated from pedestrian flows. At this section, the width of the two-way bicycle path is approximately 2.5 m. Next, the route runs through Esplanade Park, where bicycle traffic is organized along a shared pedestrian and bicycle path. The existing concrete tile surface in the park is in poor condition in some places.

The route continues along the left side of the Skolas Street carriageway, where the two-way bicycle path is separated from the pedestrian flows. The total length of the bicycle infrastructure along Skolas Street is approximately 750 m. The width of the bicycle path is approximately 2.5 m. At the end of Skolas Street, the bicycle path route turns left and runs along Bruņinieku and Sporta streets. On these streets, the bicycle infrastructure is designed as one-way lanes on each side of the street. The width of the bicycle lanes is approximately 1.8 m.

Bicycle lanes on Sporta Street

At the intersection of Sporta and Skanstes streets, the route turns to the right and continues the existing Riga bicycle route Centre – Mežaparks along the right side of Skanstes Street. For the first 90 metres, it is designed as a shared pedestrian and bicycle path, but then becomes a pedestrian and bicycle path (separated by a horizontal marking). The width of the lane provided for bicycle traffic is approximately 2.5 m.

As the bicycle path crosses Jāņa Dikmaņa Street, it again becomes a shared pedestrian and bicycle path. It remains the same for 1.2 km until the intersection of Skanstes Street with Kr. Valdemāra Street. The width of the shared pedestrian and bicycle path is approx. 3 m. The surface is made of both asphalt concrete and concrete paving.

Pedestrian and bicycle path on Skanstes Street

A shared pedestrian and bicycle path on Skanstes Street

A shared pedestrian and bicycle path on Skanstes Street

Crossing Kr. the Valdemāra Street, the bicycle path continues along the right side of Upes Street as a shared pedestrian and bicycle path. The path width is variable. Differences in kerb heights, the presence of road signs and other obstacles, as well as the proximity of local narrowing and car parks, generally lead to unsafe movement along this infrastructure for both pedestrians and cyclists.

When the bicycle path runs 200 m along Klusā Street, a continuation along the left side of the railway line Riga – Skulte is planned at the Brasa overpass, which would create the shortest and fastest connection with the bicycle and pedestrian infrastructure of the Tvaika Street overpass already under construction. The length of the section is 4 km.

Starting from the Tvaika Street overpass route, it is necessary to connect to the existing pedestrian and bicycle infrastructure built in 2021, which runs along the left side of Viestura Avenue. This 900 m long section to Lēdurgas Street can be passed along a pedestrian and bicycle path. The width of the space intended for bicycle traffic is 2.5 m.

The pedestrian and bicycle path on Viestura Avenue, built in 2021

Starting from Lēdurgas Street, the route crosses Viestura Avenue and continues on the right side of the carriageway for a section of 400 m, joining the bicycle route Mežaparks – Vecmīlgrāvis. At present, the existing pedestrian tunnel can be used to cross Viestura Avenue, which should be rebuilt to meet the needs of cyclists. A pedestrian crossing at the Ostas Street traffic lights can serve as an alternative way of crossing.

Pedestrian tunnel under Viestura Avenue near Lēdurgas Street

The infrastructure of the 3.2 km long bicycle route Mežaparks – Vecmīlgrāvis is designed as a shared pedestrian and bicycle path. The existing route runs along Mīlgrāvja Street, Jaunciema Gatve and Vecāķu Avenue. Approximate width of the infrastructure is 2.5 m, the surface is asphalt concrete. At the intersection at Emmas Street, the infrastructure becomes a pedestrian and bicycle path that is separated by horizontal marking.

A shared pedestrian and bicycle path on Mīlgrāvja Street

In the section of the route from Emmas Street to Atlantijas Street, bicycle traffic is organized along a pedestrian and bicycle path that is separated by horizontal marking. The width of the two-way bicycle traffic space is approximately 2 m. The length of this section is 2.5 km.

In the further section of the Vecāķu Avenue route from Atlantijas Street to Saulgriežu Street, no special infrastructure has been allocated for bicycle traffic. The route is currently available on either the pavement or the carriageway. In the future, a bicycle path separated from the pedestrians along the left side of the carriageway must be provided. The width of the building lines of Vecāķu Avenue mainly corresponds to the introduction of such infrastructure.

Starting from Mangaļu Avenue, the route goes through the residential area. The total length of this section is 3.5 km.

Intersection of Vecāķu Avenue and Pludmales Street

Turning from Vecāķu Avenue to Pludmales Street, the route continues for 300 m until the end of the street, where it connects with the Vecāķi railway station. The remaining section to the Riga city border runs along the left side of the railway line Riga – Skulte.

3.1.2 Section Riga city border – Garciems

From the Riga city border to the centre of Garciems (Garciems Station), the location of the prospective bicycle path route is on the left side of the railway line Riga – Skulte. The total length of this section is approximately 5.9 km. Along the way, it is possible to connect the bicycle route to the Kalngale railway station, which is located 2.1 km from the Riga city border. At present, along the railway line, up to the intersection with the P1 road, there are car routes and pedestrian paths that show that such a connection is already being used by the population. The free width of the railway right of way is on average 11 m, which allows the construction of bicycle infrastructure here.

Starting from the A1 road to the Garciems railway station, the prospective position of the route is between the railway line and the mentioned road. A solution for crossing the P1 road is needed, the type of which must be determined according to the traffic intensity. Over the next 3 years, this could serve as a level crossing. The alternative location of the route is to be considered along the left side of the P1 road, forming a crossing with the railway line in the area of Garciems Station.

In Garciems, the regional bicycle route can be successfully connected to the Garciems railway station. Taking into account that the largest part of the Garciems development area is directly to the west of the railway line, the location of the prospective route will allow residents to easily reach the bicycle path without crossing the rail tracks.

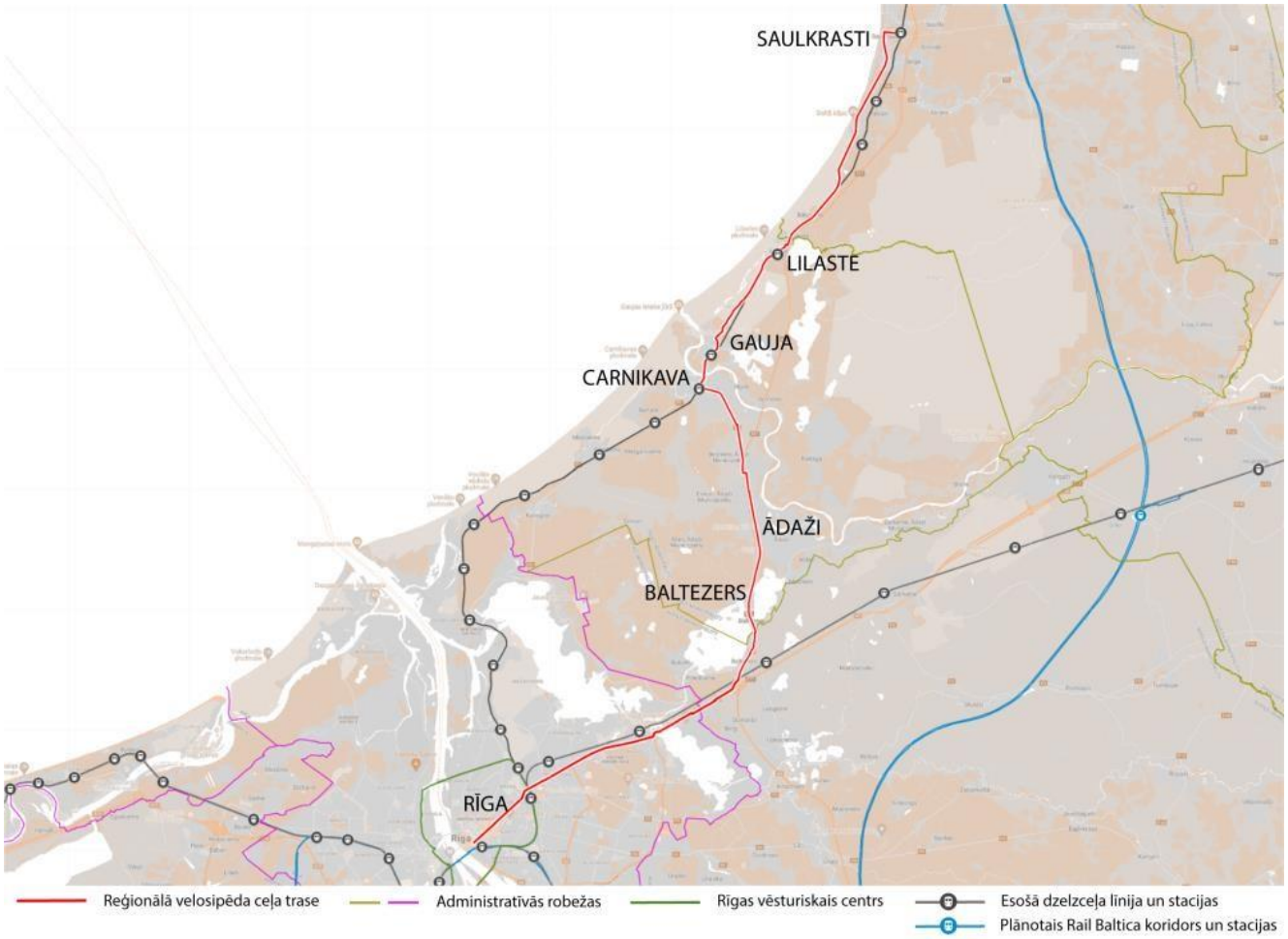
3.1.3 Section Garciems – Carnikava

The total length of this section is 5.2 km, it consists of the section from Garciems to Garupe (2.5 km) and the section Garupe – Carnikava (2.7 km), respectively. In the future, the location of the bicycle path route will be on the left side of the railway line Riga – Skulte. From Garupe to Garciems, the bicycle path route shall be built on a 40 m wide strip of land between the railway line and the P1 road. In turn, from Garupe to the end of the route, the P1 road is further away from the railway line and the route can be continued along the railway, where routes have already been driven and walked. This location of the route in Carnikava allows for connection with the Carnikava railway station with the last 400 m section to the station on Stacijas Street.

Railway line at Garupe Station

3.2 Bicycle path route Riga – Ādaži – Saulkrasti

The total length of the bicycle path route is 48 km.



Plan of the bicycle path route Riga – Ādaži – Saulkrasti

3.2.1 Section in the city of Riga

The initial stage of the route in the city of Riga coincides with the bicycle path route Riga – Sigulda already considered in this study (see Section 3.3.1).

3.2.2 Section Riga city border – Baltezers

The section of the route from the Riga city border to the State main road A1 (2.1 km) runs along the route Riga – Sigulda (see Paragraph 3.3.2).

An approximately 400 m long route runs along the left side of the A1 road as a shared pedestrian and bicycle path. Shortly before Zvirgzdu Street, it connects to a local street – Senču Avenue, which is located parallel to the A1 road. In the current situation, traffic space must be shared with motor vehicles. The street is asphalted and calmed with speed bumps. In the future, assess the need for a separated bicycle infrastructure based on the intensity of traffic on the street.

The approximately 700 m long route continues along Senču Avenue and it turns into a shared pedestrian and bicycle path 100 m before Liepkalnu Street. The path width is from 1.5 to 2 m. Taking into account the adjacent buildings (with the possibility of the appearance of pedestrians), as well as the importance of the regional bicycle route, an opportunity must be found to separate the bicycle flows from the pedestrians.

After the intersection of Liepkalnu Street, the route continues again along the street of local significance – Pļavas Street. After about 250 m, the route reaches a shared pedestrian and bicycle path, which continues for 200 m to Mētru Street.

A shared pedestrian and bicycle path along the A1 road in Baltezers

Mētru Street in Baltezers

In the current situation, the bicycle path route along the asphalted Mētru Street continues for about approximately 600 m to the end of the street, which coincides with the border of Ādaži Novads. In all sections where the bicycle route is used on local streets, the mode and intensity of motor traffic must be assessed in order for bicycle traffic to be safe.

3.2.3 Section Baltezers – Ādaži

In Ādaži Novads, the bicycle path route crosses the A1 road and continues along its right side. Taking into account the existing narrow street space, which is affected by development on both sides of the carriageway, there are currently not many options for a large bicycle space. The 2.2 km long route continues along a pavement with concrete paving, the approximate width of which is 1.5 m.

If a high-speed road is built in the future along the Rail Baltica railway line from the State main road A2 Riga – Sigulda – Estonian border (Veclaicene) near Vangaži to approximately Skulte, then it would be possible not to direct the transit flow of motor vehicles through the densely populated Baltezers. As a result, it would be possible to narrow the carriageway through Baltezers and it would be possible to build a separated pedestrian and bicycle infrastructure of appropriate width.

Pavement along the A1 road in Baltezers

At the end of the pavement, the route runs along an asphalt roadway, which is located parallel to the A1 road.

Asphalt road parallel to the A1 road at the border of Baltezers village

At the end of the asphalt carriageway, the route continues along a shared pedestrian and bicycle path on the right side of the A1 road. Approaching Ādaži, the route continues along the right side of Rīgas Gatve. The path width is 2 to 2.5 m, the surface is asphalt concrete. In some places the asphalt concrete surface has cracked. In a small section of the route near Draudzības Street, the surface is made of concrete paving. The total length of this section to Gaujas Street is 2.4 km. In the territory of Ādaži, the prospective bicycle path route should be separated from the pedestrian flows.

A shared pedestrian and bicycle path on Rīgas Gatve in Ādaži

A shared pedestrian and bicycle path on Rīgas Gatve in Ādaži

3.2.4 Section Ādaži – Carnikava

In the continuation of the bicycle path route along Rīgas Gatve in the 2.2 km long section from Gaujas Street to Muižas Street, the bicycle infrastructure is designed as a shared pedestrian and bicycle path. The width of the route is from 2 to 2.5 m.

At the intersection of Muižas Street, Rīgas Gatve and the A1 road, the location of the bicycle path route changes. Crossing the A1 road, it is further directed along the left side of this road to the national State road P1 Riga – Carnikava – Ādaži. No bicycle or pedestrian infrastructure is currently built in this 700 m long section. The prospective crossing, given the high traffic intensity of the A1 road, must be built as a two-level crossing. In the approximately 20 m wide strip between the A1 road and Ataru Ceļš, the prospective route is recommended to be located closer to Ataru Ceļš.

The bicycle path route in the section from the A1 road to the centre of Carnikava is planned to be directed along the right side of the P1 road. In the current situation, there is no infrastructure provided for cyclists or pedestrians in the length of 3.2 km to Ludmilas Azarovas Street. The small width of the existing road shoulders does not allow safe movement along the side of the carriageway. The free width of the road right of way is approximately 8 to 9 m, which allows for the construction of a section of the regional bicycle path.

A pedestrian pavement has been built in the section of the route from Ludmilas Azarovas Street to Stacijas Street along the right side of the P1 road. Its width is approximately 1.5 m. Starting from Liepu Street, the pavement also appears on the left side of the street. The total length of the section is 1 km. The route is planned to continue along the right of way on the right side of the P1 road. Where there are existing pavements, they should be separated from bicycle traffic flows in the future.

Intersection of P1 road and Birznieku Street

3.2.5 Section Carnikava – Lilaste

In Carnikava, the bicycle path route near Stacijas Street is connected to with the regional bicycle path Riga – Carnikava. Then the route turns north and reaches the pedestrian bridge over Gauja River along the right side of Stacijas Street. The length of this section is 500 m. At the beginning, the section shall pass along a pavement or carriageway, further – along a shared pedestrian and bicycle path (width 2.5–3 m). The section is illuminated. In the future, bicycle flows must be separated from pedestrians.

Further on, crossing the Gauja over the bridge, the route reaches Smilškalnu Street in the village of Gauja. The length of this section of the shared bicycle and pedestrian path is 900 m. The route width is 2.5–3 m.

Pedestrian and bicycle bridge over the Gauja

Route in the section from Gauja bridge to Smilškalnu Street

Starting from Smilškalnu Street and ending in the village of Lilaste, the route is directed in accordance with the RRF (Recovery and resilience facility) 2026 project "Construction of a new bicycle infrastructure from the intersection of Smilškalnu/Buru Street to Lilastes Street/A1".

In this 4.8 km long section, the route is drawn along the left side of the railway line Riga – Skulte, moving away from it in some places and passing through the forest area (nature park "Piejūra"). Approaching the centre of Lilaste, the last 1.5 km route is planned along Lilastes Street. The route must be connected to the Lilaste railway station in the future.

Pavement along the A1 road in Lilaste

In the centre of Lilaste, in the area around the Lilaste River crossing, there are two alternative route versions. It can be continued along the left side of the railway, thus avoiding the difficult crossing of the railway line with the A1 road. In the second version, it crosses these routes, as a result of which the bicycle path would serve more people living in the area around Lilaste Lake, and the existing pedestrian and bicycle infrastructure would also be partially used. The approximate length of this section is 800 m.

The Ādaži Novads sustainable development strategy for 2013–2037 envisages the construction of a pedestrian and bicycle tunnel in Lilaste.

A shared pedestrian and bicycle path in Lilaste

3.2.6 Section Lilaste – Saulkrasti

Further on, the bicycle route section in question runs along the railway line and the V101 road to the border of Saulkrasti city. The length of the section is 5.2 km. It is possible to direct approximately 2 km of this section along a forest road that runs parallel to the V101 road.

V101 road before Saulkrasti

Starting with the Saulkrasti city border, in the future, the bicycle route will run along the left side of Rīgas and Ainažu streets. In the current situation, a pavement has been built along both sides of Saulkrasti's central street, which is separated from the carriageway by a green area. Starting from Ainažu Street 11F, the pavement is located only on the left side of Ainažu Street. The pavement width is 1.5–2.5 m. Starting from the Viada petrol station, the street is illuminated. The bicycle path route is planned to Neibādes Street. The length of this section is 4.8 km. Throughout the section of the city, the bicycle path must be separated from pedestrian flows and road traffic to ensure safe movement for all traffic participants.

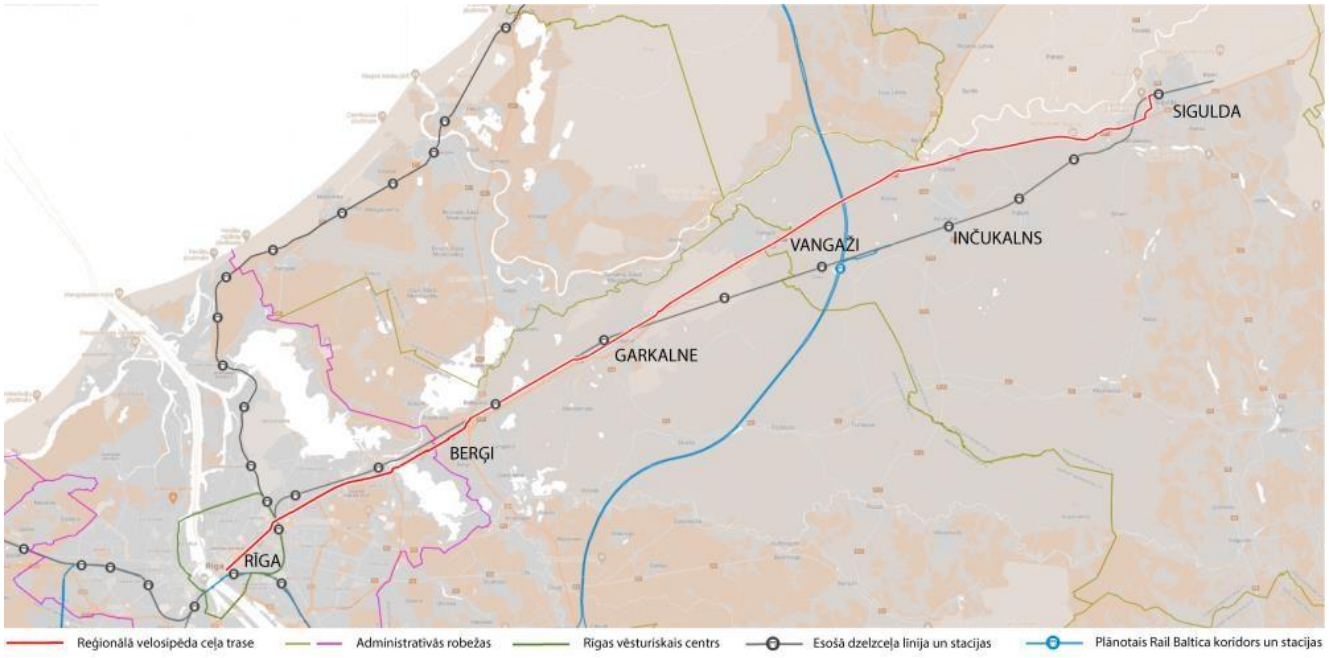
The prospective regional bicycle route is planned to be completed at the Saulkrasti railway station and bus station, which would also serve as a mobility point. The length of the last section along Neibādes Street is 700 m. Already today, Neibādes Street is designed as a residential area, and its

width allows cyclists to conveniently reach the final destination. The street space has a visually separated space of traffic for its various participants. Lighting is arranged on the street.

Pavement along Rīgas Street in Saulkrasti

3.3 Bicycle path route Riga – Sigulda

The total length of the bicycle path route is approximately 52 km.



Plan of the bicycle path route Riga – Sigulda

3.3.1 Section in the city of Riga

The total length of this section is 12.2 km. In the city of Riga, the vicinity of Old Riga has been assumed to be the starting point of the bicycle path route. The route in question runs along Kr. Barona Street and Brīvības Street (Brīvības Gatve). As an alternative to Kr. Barona Street, Brīvības Street shall be considered for the construction of a regional bicycle path in the future.

Evaluating the infrastructure according to the principle of the shortest route and on the basis of the already built infrastructure provided for bicycles or the route included in the plans, Kr. Barona Street and Brīvības Street have been selected as a priority in the study for the bicycle path route in the central part of Riga.

- In the current situation, recommended bicycle lanes have been built on each side of the carriageway in the section of Kr. Barona Street from Aspazijas Boulevard to Pērnavas Street. There is a two-way tram line in the middle of the carriageway. Given that cyclists also have to share traffic space with motor vehicles, these bicycle lanes cannot be considered as fully-fledged and safe bicycle infrastructure. The approximate width of bicycle lanes is 1.6 m. The length of this section is 2.8 km. At this section, the prospective bicycle path must be as a complete two-way bicycle infrastructure, which is separated from the motor vehicles by a side safety lane.

- A two-way bicycle path with a total width of approximately 2 m has been built on the right side of the carriageway on Kr. Barona Street in the section from Pērnavas Street to Brīvības Street. Pedestrians are separated from the bicycle traffic by the difference in levels and a cobblestone paving is chosen as the separating line. The approximately 60 m long section before Brīvības Street is arranged as a shared pedestrian and bicycle path. At this point, the track connects to the existing Riga bicycle path Centre – Berģi. At this section, the prospective bicycle path must be a complete two-way bicycle infrastructure, which is separated from the motor vehicles by a side safety lane.

Bicycle path on Kr. Barona Street

- In the section of Brīvības Street from Kr. Barona Street to the Gaisa Bridge, bicycle traffic is arranged along the pedestrian and bicycle path on the right side of the street. Traffic participants are separated from each other by horizontal marking lines. The width of the space intended for two-way bicycle traffic is approximately 2.3 m. The width of the space intended for bicycle traffic in this section shall be increased according to the expected intensity of bicycles.

- The bicycle infrastructure is finished in the beginning of the Gaisa Bridge and cyclists have to cross the bridge with pedestrians, who take priority here. The width of the pavement on the bridge is variable. In some places, the traffic space is significantly occupied by lanterns with catenary supports. The width of the pavement is variable – from 2 m to 1.25 m. The width of the space provided for bicycle traffic in this section shall be increased according to the expected intensity of bicycles, providing a separate traffic space for both pedestrians and cyclists.

Pavement on the Gaisa Bridge

- In the section of Brīvības Gatve from Bērzaunes Street to Gustava Zemgala Gatve, bicycle traffic is arranged alternately along the pedestrian and bicycle path and along the shared pedestrian and bicycle path, where pedestrians take priority. Where flows are separated, it is arranged with horizontal marking. The length of the section is 500 m. Frequent and unjustified changes in the traffic management can lead to conflictive situations, so at this

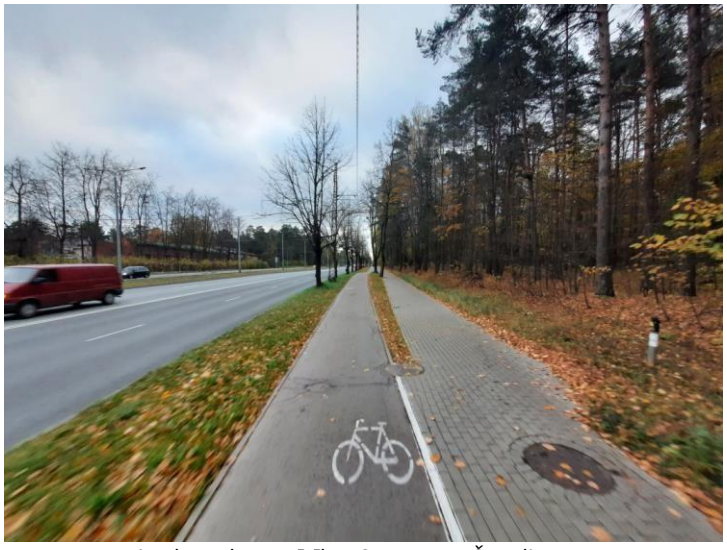
stage it is recommended to follow the principle that the regional bicycle path route must be a separate infrastructure from intensive pedestrian flows.

- In the section of Brīvības Gatve from Gustava Zemgala Gatve to Šmerļa Street, the bicycle path is mainly separated from the pedestrian flows by the green area. Flows in local areas are delimited by horizontal markings. At places where the bicycle infrastructure crosses the entrances, the bicycle path is highlighted in red to highlight its presence to drivers. The length of the section is 3 km.

Bicycle path in the section of Brīvības Street between Struktoru and Bajāru streets

On 06.01.2022 Riga Council Traffic Department announced a tender "Development of the Vanšu Bridge-construction project in the minimum composition and development of the Gaisa Bridge - construction project in the minimum composition".

- In the section of Brīvības Gatve from Šmerļa Street to Silciema Street, the bicycle infrastructure is designed as a pedestrian and bicycle path, separating the flows with horizontal marking. Flows in local areas are separated by a green area. The width of the bicycle path is approximately 2 to 2.3 m.



Bicycle path on Brīvības Street near Šmerlis Forest

- In the section of Brīvības Gatve from Silciema Street to Juglas Street, bicycle traffic is arranged along a shared pedestrian and bicycle path. The approximate path width is 3 m. The width of the space provided for bicycle traffic in this section shall be increased according to the expected intensity of bicycles.

Bicycle path in the section of Brīvības Gatve from Silciema Street to Juglas Street

- In the section of Brīvības Gatve from Juglas Street to the Riga city border, bicycle traffic is arranged in sections both along a shared pedestrian and bicycle path and separated from pedestrians by horizontal marking. When crossing the intersection of Juglas Street and Brīvības Gatve below, the road is unseen in some places at the turns of the ramp areas and dangerous situations may arise in operation. No infrastructure for bicycle traffic as well as pedestrians has been built in the approximately 300 m long section of the route, where Brīvības Gatve is connected to Berģu Street and Jaunciema Gatve. As a result, there are tracks walked on the grass and dangerous intersections are crossed just anywhere. A shared pedestrian and bicycle path has recently been built in the area near the Riga city border on the right side of Brīvības Gatve.

Brīvības Gatve at the turn to Jaunciems

A shared pedestrian and bicycle path has recently been built in the area near the Riga city border on the right side of Brīvības Gatve. Its width is 2.5 m.

A shared pedestrian and bicycle path on Brīvības Gatve not far from the city border

In the future, in the section of Brīvības Gatve from Juglas Street to the Riga city border, the bicycle infrastructure must be provided with a width corresponding to the intensities and a constant character, separating it from the pedestrian flows. At the crossing of Juglas Street and Brīvības Gatve, visibility and safety at sharp turns on ramps must be improved. In the part of the route near Berģu Street, safe crossings of connection nodes must be ensured.

3.3.2 Section Riga city border – Garkalne

The total length of this section is 9.6 km. The beginning section of the bicycle path route runs along the right side of Brīvības Gatve (the State main road A2 Riga – Sigulda – Estonian border (Veclaicene)). In the section of approximately 200 m, the route is a shared pedestrian and bicycle path built in 2021 (width 2.5 m). Upon reaching the pedestrian and bicycle overpass, the carriageways of the country's main road A2 are crossed.

Pedestrian and bicycle overpass over the A2 road in Berģi

The route continues along the left side of the A2 road to the intersection with the State main road A1 Riga (Baltezers) – Estonian border (Ainaži). Following the exit ramp of the A1 road, the route crosses the A1 road at the bottom of the railway line. The further infrastructure follows the A1 road access ramp until it returns to the side of the A2 road carriageway. In this section, the bicycle traffic

infrastructure is arranged along a shared pedestrian and bicycle path with an approximate width of 2 to 2.5 m.

A shared pedestrian and bicycle path under the A1 road overpass over the railway

In the section of the route from the Riga city border to the railway line Riga – Lugaži, it is recommended to separate the bicycle path infrastructure from the pedestrian flows.

End of the shared pedestrian and bicycle path in Ropaži Novads

The existing shared pedestrian and bicycle path ends at the asphalt road owned by Ropaži Novads local government.

In the prospective situation, the continuation of the regional bicycle path route is planned not along the route of the A2 road, but along the right side of the railway line Riga – Lugaži. Currently, there are tracks already walked and driven along the railway right of way, which shows that infrastructure is needed in this place. The prospective section of the bicycle path route from the A1 road to the beginning of Garkalne village is 5.7 km. The width of the railway right of way from the railway bed to the boundary of the land plot is on average 24 m, which is sufficient for the construction of the bicycle path infrastructure, taking into account the safety distances. The choice of the route location on the right side of the railway line is justified by the avoidance of double railway crossing, as well as by the proximity of the protected area of the sources of water of SIA Rīgas Ūdens (Sudrabezers Lake) on the left side of the railway line.

Starting from the border of Garkalne village, the route runs along Venču Street, which after approximately 650 m connects to the central street of the village – Vidzeme Highway (State local road V46 Ādaži – Garkalne). Taking into account that there is no intensive presence of motor vehicles on Venču Street, it is possible to direct bicycle traffic along the existing carriageway. The Vidzeme Highway crosses the whole village in the longitudinal direction. The width of the highway is approximately 7 m, there is a pavement about 1.5 m wide along the right side of the street in the most populated part of the village, separated from the street by a green zone. The street is illuminated. The prospective bicycle path can be arranged in the local government land strip by reconstructing the pavement that runs parallel to the Vidzemes Highway. The average width of the land strip owned by the local government is 7 to 8 m.

Pavement along the Vidzeme Highway in Garkalne

Near the border of the village, the bicycle path route crosses the railway line and continues along Lielā Zaļā Street for 1.7 km to the A2 road.

The railway line crossing at the border of Garkalne

Similar to Venču Street, bicycle traffic can be directed along the Lielā Zaļā Street carriageway, as there is no intensive presence of motor vehicles here.

3.3.3 Section Garkalne – Vangaži

The total length of the section is less than 9.8 km. The whole section runs along the left side of the A2 road, surrounded by Garkalne forest areas. The width of the part of the State main road right of way from the side of the carriageway to the border of the right of way is on average 8 m. It is not possible to build a safe bicycle infrastructure on such a narrow strip of land. Therefore, in order to develop the regional bicycle path route along the road, additional forest lands must be allotted for this purpose.

The State main road in the A2 in the section between Garkalne and Vangaži

At the Vangaži city border, an alternative to the route is possible – with a bend through the city centre, using Gaujas Street. Shared pedestrian and bicycle paths have already been established on both sides of the carriageway on Gaujas Street. The street is illuminated. This alternative would require a change – separation of bicycle traffic from pedestrian flows, ensuring a bicycle path width in line with the planned intensities.

A shared pedestrian and bicycle path on Gaujas Street in Vangaži

But the fastest and straightest route is to continue along the A2 road, which is the primary solution of this study. Lighting is installed along the A2 road in the part of Vangaži city. The width of the strip for arrangement of the prospective bicycle path in the land right of way of the Vangaži State main road is from 6 to 18 m. Consequently, additional land must be expropriated in local areas in order to create a secure infrastructure.

3.3.4 Section Vangaži – intersection of A2 and A3 roads

The total length of the route is less than 7 km. The whole section of the route runs along the left side of the A2 road, surrounded by forest areas. No pedestrian or bicycle infrastructure has been built in the section. The width of the available land strip for arrangement of the prospective bicycle path in the land right of way of the road is from 6 to 18 m. Consequently, additional land must be expropriated in local areas in order to create a secure infrastructure.

Approaching the intersection with the State main road A3 Inčukalns – Valmiera – Estonian border (Valka), the development of private houses and the development of service facilities appear in the route area. In local areas, where the road right of way borders with the natural person's land units "Ogas" and "Saulrieti", it is currently not possible to create a bicycle infrastructure, because the width of the free land strip here is only 1.5 m. During the research stages of technical projects, a solution must be found in these areas – either bypassing the section or expropriating the necessary land areas.

At the "Sēnīte" building, the route must cross the A3 road and in the future continue along the left side of the A2 road. A pedestrian tunnel has been built to cross the A3 road, renovated in 2020. In the current situation, cyclists must either carry their bicycle to use the tunnel or cross the A3 road in an unauthorized manner, for example at the "Sēnīte" stop.

In the future, it is necessary to provide for the reconstruction of the existing tunnel by constructing access/exit ramps that would allow cyclists to cross the A3 road without getting off their bicycle. Connection of the bicycle path route to the village of Inčukalns (2100 inhabitants) must be created, the shortest way of which is along the P10 road. It is also necessary to find solutions for connecting the existing bicycle infrastructure Loja – Murjāņi to the regional bicycle path near "Sēnīte".

When designing the regional bicycle path route, the solutions must be taken into account and matched with the new railway line overpass over the A2 road approximately in the middle section between Vangaži and "Sēnīte" provided for within the framework of the Rail Baltica project.

Pedestrian tunnel at the "Sēnīte"

3.3.5 Section Road A2 and A3 intersection – Sigulda border

The total length of the bicycle route in question is approximately 9.6 km. The start of the route is assumed to be from the "Sēnīte" tunnel on the left side of the A2 road and its location up to the border of Sigulda city is planned to be unchanged. The route, which is approximately 2.7 km long, runs through the village of Gauja, which is located not far from the Gauja River and borders the territory of the Gauja National Park.

The width of the available land strip for arrangement of the prospective bicycle path in the land right of way of the road is on average 8 to 10 m. In local areas, where it decreases to 3–7 m, additional land must be expropriated to create a secure infrastructure.

A2 road in the section from "Sēnīte" to Sigulda

Krasta Street in the village of Gauja

The central asphalt streets of the village of Gauja can serve as alternative routes for the route along the A2 road. In the continuation of the route at the Lorupe Ravine, taking into account the complicated and financially expensive Lorupe Bridge reconstruction options, the State local road V96 Access road to the Lorupe Ravine, which is paved with asphalt, is offered as the primary location of the route. The length of this section is 1.7 km. Accordingly, the route reaches the border of Sigulda city in this section. Taking into account that there is no intensive presence of motor vehicles on the V96 road, it is possible to direct the bicycle traffic using the existing carriageway.

A2 road viaduct over Lorupe Ravine

V96 road

3.3.6 Section in the city of Sigulda

The total length of this section is 4.2 km. In the city of Sigulda, the bicycle path route from the Lorupe access road connects to Kalna Street. The continuation of the bicycle path offered at this junction is offered along the left side of the A2 road as a primary solution. Reconstruction in the section of the A2 road near the overpass over the railway line Riga – Lugaži is planned in 2022, as a result of which a 900 m long shared pedestrian and bicycle path will be built, 75 m of which is planned on the overpass. Its intended width is 2.5 m.

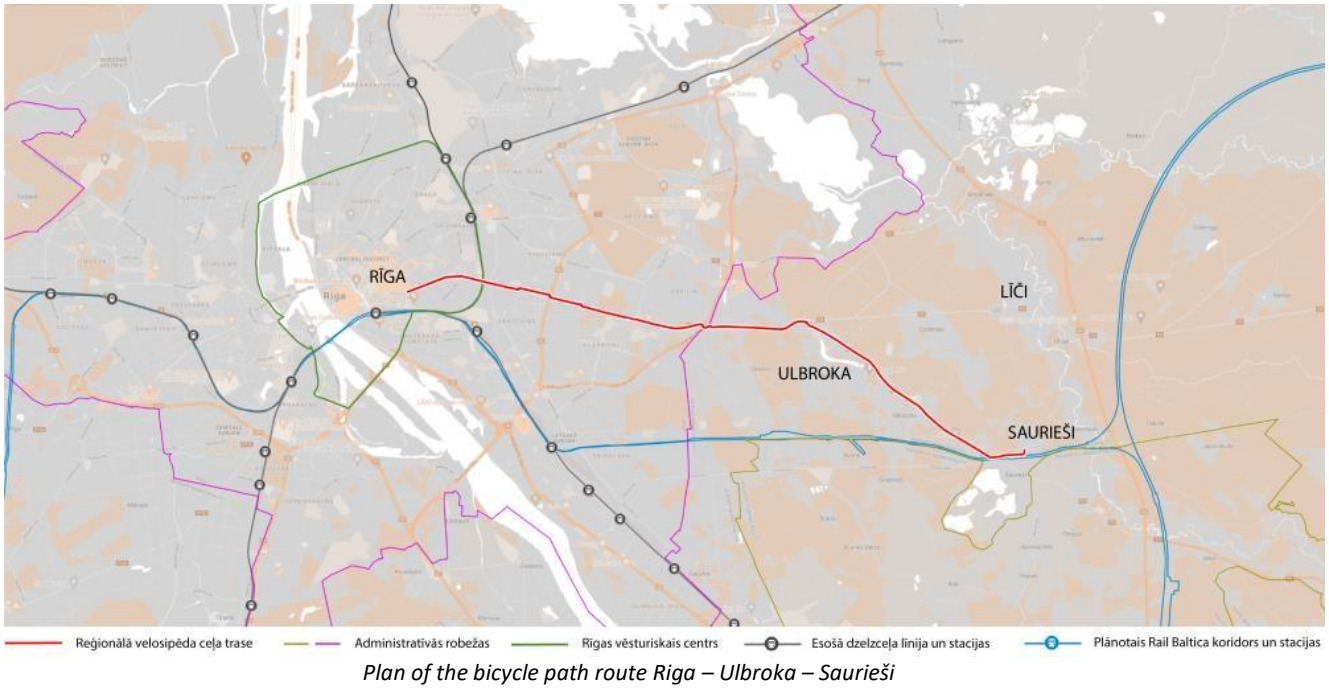
Overpass of the A2 road over the railway line Riga – Lugaži

At the intersection of the A2 road with Pulkveža Brieža Street, it is planned to direct the route to the centre of Sigulda. It is planned to direct the bicycle path route along Pulkveža Brieža Street, Rīgas Street and Ausekļa Street until it reaches the territory of Sigulda Station Square and bus station. The total length of the mentioned section is 1.7 km. In the current situation, an infrastructure provided for bicycles – bicycle lanes with an average width of 1.5 m – has been built on both sides of the carriageway in Pulkveža Brieža Street and Rīgas Street. Pulkveža Brieža, Rīgas and Ausekļa streets are illuminated.

Kalna Street and Šveices Street, which connects to Ausekļa Street in the last section of the route, can serve as an alternative route to reach the centre of Sigulda.

3.4 Bicycle path route Riga – Ulbroka – Saurieši

The total length of the bicycle path route is approximately 17 km.



Plan of the bicycle path route Riga – Ulbroka – Saurieši

3.4.1 Section in the city of Riga

The start of the bicycle path route is planned on Avotu Street. In the current situation, it is possible to ride a bicycle in Avotu Street from Lāčplēša Street to Lienes Street along the carriageway in the opposite direction to one-way motor traffic. The length of this section of the route is 1.2 km.

Avotu Street in the section Lāčplēša Street – Lienes Street

Then the route for 600 m is planned to continue along Deglava Street, where no infrastructure provided for bicycles has been built. The Deglava Street overpass can be crossed along the left side using a separated pedestrian and bicycle path. The bicycle path width is 2 m. The length of the section is 600 m.

Existing bicycle infrastructure of Deglava Street overpass

There is no existing infrastructure provided for bicycles along the carriageway in the section from Deglava Street to Ilūkstes Street (2.1 km). The safest way here is to move on the pavements, although their technical condition is unsatisfactory in some places.

Pavement in the section of A. Deglava Street from Deglava overpass to Ilūkstes Street

There is a shared pedestrian and bicycle path in the continuation of the route from Ilūkstes Street to Andreja Saharova Street. It is located on the right side of the street. The approximate width is 2.5 m. In some places, the asphalt concrete paving has cracked and crumbled. At the intersections with perpendicular streets, local narrowing of the space is formed, which is caused by insufficiently deepened street kerbs. The length of the section is approximately 700 m.

A shared pedestrian and bicycle path on A. Deglava Street before A. Saharova Street

In the 2.2 km long section from Andreja Saharova Street to the Lubānas Street roundabout, the existing bicycle infrastructure has been built as a pedestrian and bicycle path, separated from each other by a green zone, however in local areas – there is a shared pedestrian and bicycle path.

In order to ensure safe and smooth bicycle traffic, the bicycle infrastructure must be built as a bicycle path separated from the infrastructure provided for pedestrians in the entire section from the Deglava Street bridge to the Lubānas Street roundabout. Entrance areas must be provided at one level with the bicycle path, ensuring that bicycles move across the entrances as a matter of priority.

A pedestrian and bicycle path separated by the green area

At the Lubānas Street roundabout, bicycle traffic is currently arranged along a shared pedestrian and bicycle path. Its width is approximately 2 m.

View of the Lubānas Street roundabout

3.4.2 Section Riga city border – Ulbroka

In this section of the route, the bicycle path route is planned along the right side of the State regional road P4 Riga – Ērgļi and the left side of the State regional road P5 Ulbroka – Ogre. The total length of the section is 2.8 km.

Starting from the Lubānas Street roundabout, the bicycle traffic in the 1.5 km long section is arranged along a pedestrian and bicycle path, which was built in 2021. It has been built on the right side of the P4 road. The width of the space provided for bicycle traffic is 2 m. Throughout this section, the bicycle path is illuminated.

Pedestrian and bicycle path in the section Riga city border – Dreiliņi

In the remaining section up to Acones Street in Ulbroka, bicycle traffic in the current situation is arranged along a shared pedestrian and bicycle path. The width of the shared space is approximately 2 to 2.5 m.

Existing infrastructure at the "Radiocentrs" bus stop

3.4.3 Section Ulbroka – Saurieši

The total length of the section is 5.5 km. As the bicycle path route continues along the P5 road from Acones Street to Ulbroka Secondary School, bicycle traffic is arranged along a shared pedestrian and bicycle path. The infrastructure width is 2 to 2.5 m.

There is no existing infrastructure provided for pedestrians or cyclists in the further section of the route along the P5 road (from Ulbroka Secondary School to Burtnieku Street). The location of the bicycle path on the left side of the road is provided here, where the free width of the road right of way is from 8 to 10 m. Within the framework of the RRF 2026, a construction project "Construction of a new bicycle infrastructure in the section Ulbroka Secondary School – Saurieši" has been developed in the mentioned section. The length of the section is 2.3 km.

The remaining section of the route goes to Saurieši centre along Burtnieku Street. The carriageway on Burtnieku Street is asphalted, and lighting is installed there. The length of the section is 800 m. For a prospective bicycle path route, the location can be considered both on the left side of the street (owned

by the local government) and on its right side (owned by the local government, State). In this section of the route, the infrastructure solutions related to the Rail Baltica project must be taken into account, which envisage a branch of the railway line to Riga along the existing railway line and Burtnieku Street.

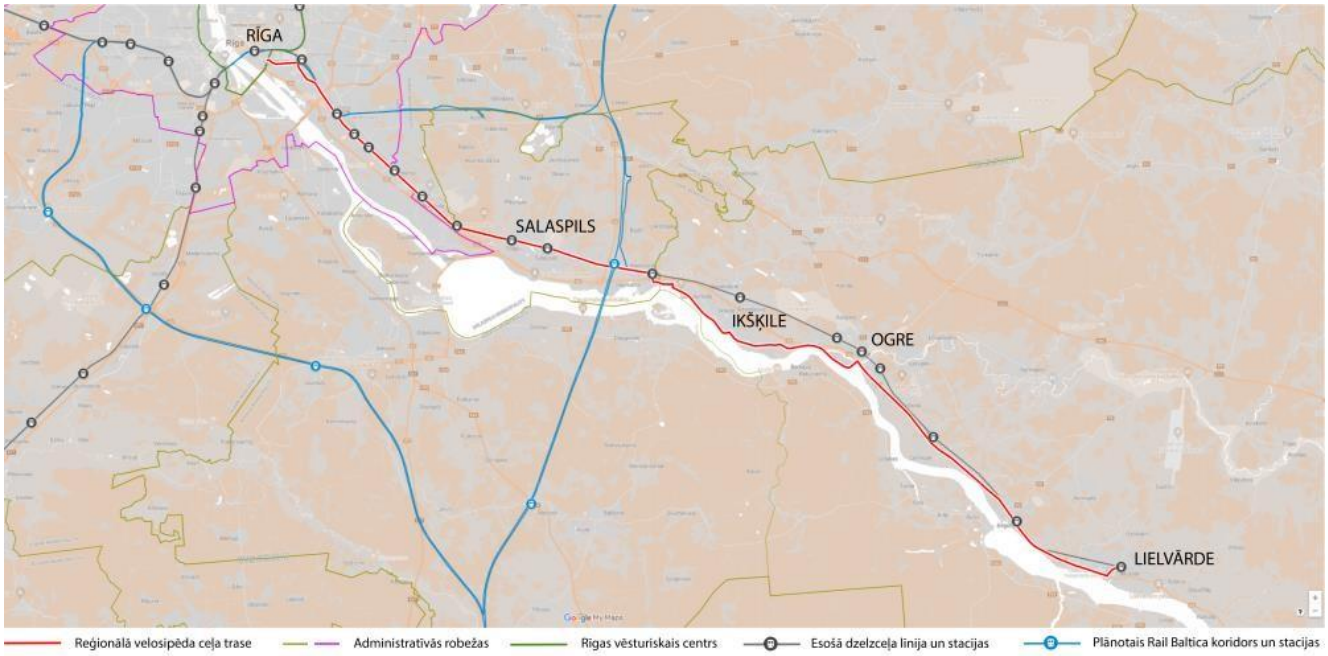
A shared pedestrian and bicycle path in Ulbroka

P5 road in the section Ulbroka – Saurieši

Burtnieku Street in Saurieši

3.5 Bicycle path route Riga – Ogre – Lielvārde

The total length of the bicycle path route is approximately 52 km.



Plan of the bicycle path route Riga – Ogre – Lielvārde

3.5.1 Section in the city of Riga

The starting point of the prospective route is assumed to be at the intersection of Gogoļa and Dzirnavu streets. The 200 m long bicycle path route is planned to be directed along Gogoļa Street in the direction of Firsa Sadovņikova Street. When the route crosses Lāčplēša Street, then it is planned to be directed to Ludzas Street (500 m). Currently, no infrastructure provided for bicycles has been built either on Gogoļa Street or on Firsa Sadovņikova Street. Pavements with a width of 1.5 to 3 m have been built along the carriageway.

Pavement on Firsa Sadovņikova Street

In the next stage, it is planned to direct the route along Ludzas Street (section Firsa Sadovņikova Street – Lauvas Street), where currently the infrastructure provided for bicycles – a one-way bicycle lane has already been built. The width of the bicycle lane is approximately 1.5 m and the approximate length of the section is 1 km.

Bicycle lane on Ludzas Street

Further on, the bicycle path route is directed along Lauvas, Lomonosova, Lubānas and Salaspils streets for approximately 2 km to the Slavu Street overpass. Throughout this section, infrastructure provided for bicycles has already been built – bicycle lanes on both sides of the street. Their approximate width is 1.5–1.8 m. In the future, this section of the route will have to be built in accordance with the requirements of the regional bicycle path – as a two-way bicycle infrastructure separated from road traffic and pedestrian flows. Lazdonas Street and Kalna Street can serve as an alternative to the route along Ludzas Street. This extends the route by 200 m, but allows direct connection to the planned pedestrian and bicycle overpass over railway lines at Vagonu Parks.

Bicycle lanes on Lubānas Street

The route continues for 4 km along Salaspils Street and Lokomotīves Street to Višķu Street. No infrastructure provided for cyclists has been built in this long section. The width of the pavements is variable – from 1.5 to 3.5 m. The type of surface is also varied – concrete paving, asphalt concrete. In some places along the left side of the street (near the railway stations), pavements have not been built, as a result of which there are paths walked in the grass. The infrastructure solutions of the Rail Baltica railway line project must be taken into account when developing the bicycle path route.

Pavement in Salaspils Street near the "Akropole" shopping centre

Crumbled pavement on Lokomotīves Street

No infrastructure provided for bicycles or pedestrians has been built in the 800 m long section of the Lokomotīves Street route from Višķu Street to Krustpils Street. The asphalt concrete of the carriageway in this section is worn out. The asphalt concrete surface in the approximately 100 m long section before Krustpils Street ends. The prospective regional bicycle path route is planned to be built along the right side of the above-mentioned streets, where the densest development is also concentrated and, accordingly, there is a high population density. The bicycle infrastructure shall be established as a two-way bicycle path separated from road traffic and pedestrian flows.

When crossing the railway line Riga – Daugavpils, the further bicycle path route is planned to be directed along the left side of the railway line Riga – Daugavpils. The choice of the route location is based on the fact that on the right side of the railway line mainly industry related companies and related infrastructure – rail tracks are located, as well as certain boundaries of land units of legal and natural persons are closely adjacent to the railway line. In turn, on the left side of the railway line, there are mainly plots of land of natural persons with the private house development and a much wider railway land right of way is freely available.

The section from Krustpils Street to the Riga city border is 1.7 km long. The free land area for the construction of bicycle infrastructure in the railway right of way is on average approximately 20 m.

3.5.2 Section Riga city border – Salaspils

The total length of this section is 7.2 km. The location of the bicycle path route remains unchanged – along the left side of the embankment of the railway line Riga – Daugavpils". The terrain throughout the section is relatively flat, a bit boggy in some places. The location of the route has several advantages in comparison with the alternative options considered, for example, the route along Maskavas Street and the A6 road or the route along the edge of Daugava. The location along the railway allows the route to be directed along the shortest trajectory, which saves travel time, and does not create intersections with other streets or access roads. In addition, it is also more comfortable to use the route, because cyclists are not disturbed by the sound of A6 road traffic or, for example, cyclists are not exposed to possible windy weather, as would be in the case of the route along Daugava.

The existence of an alternative bicycle route along the bank of Daugava, which would serve as a daily or recreational route for leisurely cyclists, is not ruled out either.

In this section of the route, connections will be made to the Rumbula, Dārziņi and Dole railway stations, as well as to Salaspils Station, which is intended to be established as a mobility point in the future. The free land area for the construction of bicycle infrastructure in the railway right of way is from 12 to 20 m, which is sufficient for the construction of a two-way bicycle path.

Railway line at Rumbula Station

Railway line at Dole Station

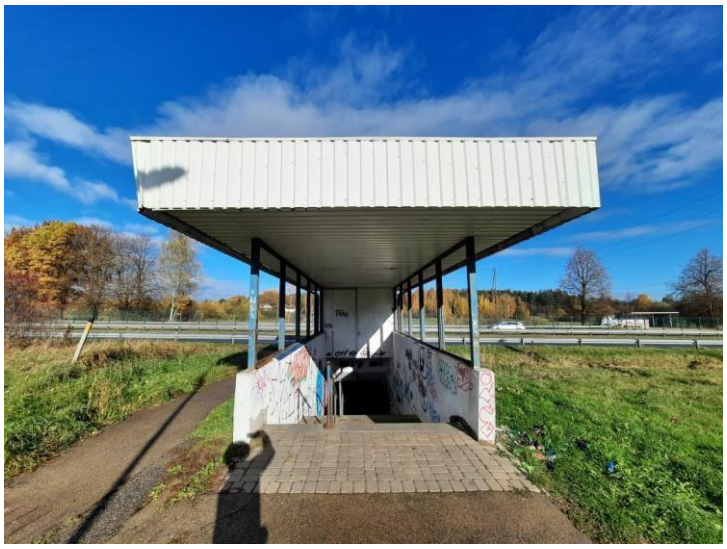
Salaspils railway station

3.5.3 Section Salaspils – Ikšķile

In the section from the Salaspils mobility point to Saulkalne Station, the location of the route remains unchanged – on the left side of the railway line Riga – Daugavpils. The length of the section is 5.2 km. The free land area for the construction of bicycle infrastructure in the railway right of way is on average approximately 18 m.

In the section of the route between Salaspils and Saulkalne, the territory of the cargo transhipment terminal of the new railway line *Rail Baltica* is planned at the State main road A4 overpass over the railway line Riga – Daugavpils. When designing the regional bicycle path route, the development solutions of this area must be taken into account.

In the future, the route changes its direction in Saulkalne, crossing the railway line and the A6 road. The existing pedestrian tunnel shall be used to cross the A6 road, which should be adapted to suit bicycle traffic needs in the future. As the route continues in the direction of the centre of Saulkalne and Daugava River, it joins Daugavmalas Street. The length of the section from Saulkalne Station to Daugavmalas Street is 500 m.



Pedestrian tunnel at the A6 road in Saulkalne

Then the route along Daugavmalas, Līvciema and Ievu streets continues in the direction of Ikšķile promenade. The last 200 m before the connection to the promenade are performed on the easement road of natural persons. Daugavmalas and Līvciema streets have asphalt concrete surface, while the easement road is with gravel surface. It is possible to consider the possibility of bypassing the easement road and directing the route through the land unit owned by the local government (cadastral No. 80310170132), which is located 100 m further east and connects the State-owned land with the local government owned Daugavmalas Street. The total length of the section is 1.1 km.

The remaining section to the centre of Ikšķile shall be performed along the existing promenade, which is built as a shared pedestrian and bicycle path. The path width is 2.5–3 m. Taking into account the expected intensity of pedestrians and cyclists on the promenade, the separation of bicycle flows from pedestrian flows should be evaluated. Taking Peldu Street as the central connection to the bicycle path route, the total section to be performed along the promenade is 2.6 km.

Promenade in Ikšķile

3.5.4 Section Ikšķile – Ogre

From Peldu Street in Ikšķile, the prospective regional bicycle route along the Ikšķile promenade is directed to Rīgas Street, where the promenade also ends. The length of the section is approximately 1 km.

In the section of Rīgas Street from the end of the promenade to Pils Street, the bicycle route runs along a pedestrian and bicycle path, which is visually separated by different paving colours.

Location of the path – left side of Rīgas Street in the beginning, then right side. In order to serve as a safe regional bicycle path, the width of the space provided for bicycles needs to be increased. The length of the section is 400 m.

The route continues along Rīgas Street and the local government road to the Ogre promenade. The carriageway surface is asphalt concrete and gravel, the width is approx. 6 m. In the current situation, no pedestrian or bicycle infrastructure has been built along the carriageways. The total length of the section is 4 km. Looking at the intensity of traffic flows in this section, the possibility of using one carriageway for all traffic participants can be considered. In the future, the gravelled section of the street must be provided with a hard surface.

Rīgas Street in Ikšķile

The remaining section of the route to the centre of Ogre is again to be performed along the promenade, which runs 2.5 km to Kalna Avenue along the very bank of the Daugava. In the current situation, the bicycle infrastructure is established as a shared pedestrian and bicycle path with a width of 3 to 3.5 m. Taking into account the expected intensity of pedestrians and cyclists on the promenade, the separation of bicycle flows from pedestrian flows should be evaluated. In the future, the Ogre mobility point located only 600 m from the route can be connected to the regional bicycle route along the Kalna Avenue and Skolas Street.

Daugava promenade in Ogre

3.5.5 Section Ogre – Ciemupe

The bicycle path route to Ciemupe continues on the right side of the A6 road. In the current situation, a shared pedestrian and bicycle path with an approximate width of 2.5 m and the asphalt concrete surface has been built along the right side of the carriageway. It is separated from the main road by a green area approximately 4 – 7 m wide. Separate sections are performed along local carriageways, which serve as access roads to private houses. In the future, bicycle traffic flows must be separated from pedestrian flows, and the use of house access roads to the bicycle path needs must be evaluated, taking into account safety aspects. It is possible to introduce the bicycle street principle, where the driver is perceived as a guest in the traffic space.

The total length of the route from Kalna Avenue in Ogre to Liepu Street in Ciemupe is 4.7 km.

End of a shared pedestrian and bicycle path before Urgas Street in Ogre

A shared pedestrian and bicycle path along the A6 road in Ogre

A shared pedestrian and bicycle path along the A6 road in the village of Ciemupe

3.5.6 Section Ciemupe – Ķegums

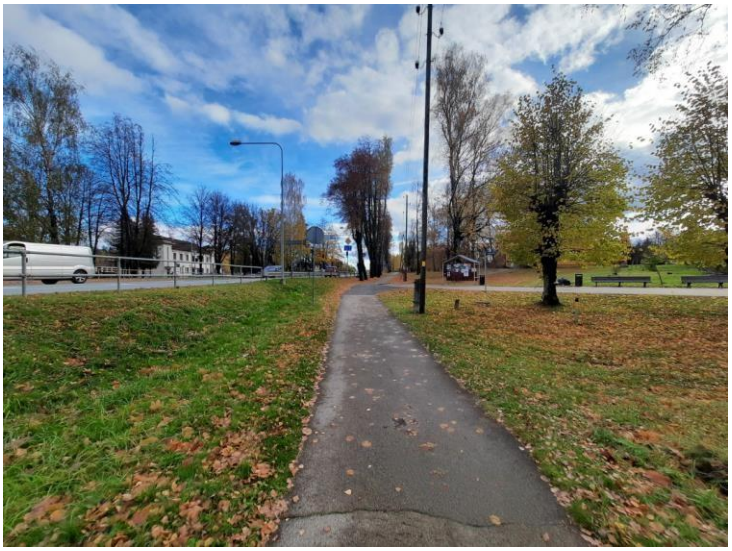
In the section Ciemupe (Liepu Gatve) – Ķegums (railway station), the prospective bicycle route continues along the right side of the A6 road. The bicycle infrastructure in the approximately 300 m long section from Liepu Gatve to Daugavas Street is designed as a shared pedestrian and bicycle path. Further on, the 5.2 km long section has no infrastructure built for pedestrians or cyclists. The average free land area for the construction of bicycle infrastructure in the road right of way is approximately 9 m.

An approximately 2 m wide pavement has been built in the 400 m long section along the A6 road from Celtnieku Street (the intersection of A6 road with the P8 road) to Ķeguma Avenue in Ķegums. In the future, the infrastructure built in this section needs to be expanded to allow the separation of bicycle and pedestrian flows in the city.

A6 road in the section Ciemupe – Ķegums

Pavement along the A6 road in Ķegums

In the 400 m long section from Ķegums Avenue to the Ķegums railway station, which in this study has been assumed to be the city centre, a shared pedestrian and bicycle path with asphalt concrete coating has been built. The total length of this section is approximately 6.3 km. Taking into account the importance of the regional bicycle path, it is necessary to separate the pedestrian and bicycle flows in the section, providing appropriate route widths for prospective intensities.



A shared pedestrian and bicycle path in Ķegums

3.5.7 Section Ķegums – Lielvārde

The planned route in the section of the city of Ķegums from the Ķegums railway station to Kuģu Street (city border) runs along both the shared pedestrian and bicycle path and the pavement section of 400 m road. In the future, pedestrian and bicycle flows in the section must be separated.

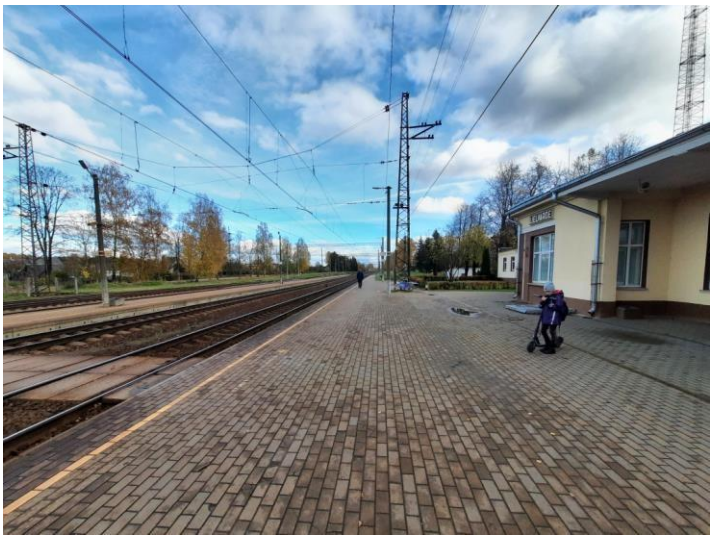
On the further 3.2 km long route from Kuģu Street in Ķegums to Laivu Street in Lielvārde, no infrastructure has been built for cyclists and pedestrians. The track continues on the right side of the A6 road. The free land area for the construction of bicycle infrastructure in the road right of way is from 10 to 20 m, which allows it to be safely diverted from motor vehicle traffic.

A6 road in the section Ķegums – Lielvārde

A shared pedestrian and bicycle path with a width of approximately 2 m has been built in the 1.7 km long section from Laivu Street to Rembates Street in the town of Lielvārde. In the future, pedestrian and bicycle flows in the section must be separated.

The remaining connection of the route to the Lielvārde railway station shall be made along Rembates Street and Ausekļa Street. In the current situation, asphalt concrete pavements have been built along both sides of Rembates Street, separated from the carriageway by a green area. Their width is 1 to 1.5 m. A concrete paved pavement with a width of approximately 1.5 m has been built along the right side of the Ausekļa Street carriageway to the railway station. In the future, bicycle flows on Rembates Street must be separated from pedestrian flows. According to the traffic intensities, it is necessary to evaluate the concept of a bicycle street in Ausekļa Street, where the driver is perceived as a guest in the traffic space, thus avoiding the construction of a separate bicycle infrastructure.

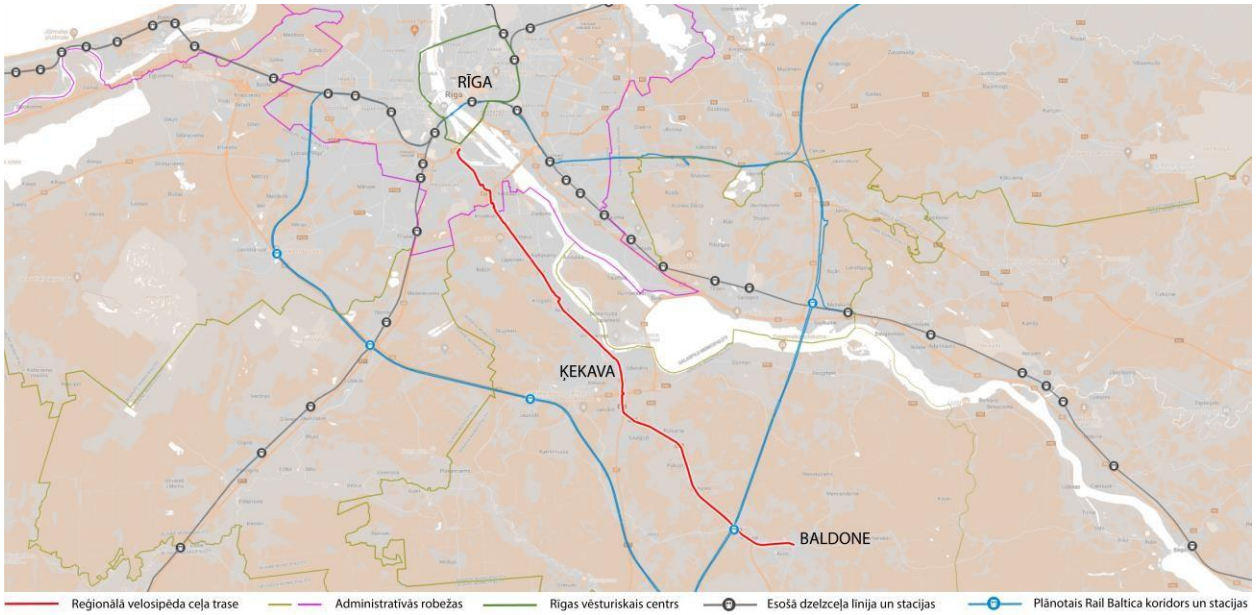
A shared pedestrian and bicycle path in Lielvārde



View of the Lielvārde railway station

3.6 Bicycle path route Riga – Ķekava

The total length of the route is approximately 29.4 km. The regional bicycle path route coincides with the Riga – Bauska bicycle connection of national significance.



Plan of the bicycle path route Riga – Ķekava

3.6.1 Section of the city of Riga (Ziepniekkalna Street) (4.4 km)

The beginning of the bicycle path route is taken at the end of the shared pedestrian and bicycle path on Lucavsalas Street near the Salu Bridge. The RRF 2026 plans to build a bicycle path in the city of Riga along Mūkusalas, Ziepniekkalna, Ceraukstes, Lapotnes and Ūpju streets. The Riga City Council Development Department has carried out a study on the location of the route and the consultants agree with the chosen route along Ziepniekkalna Street.

Several large projects are currently being planned/designed in the section of the route near the border of Riga and Ķekava:

- RRF 2026 study in the city of Riga;
- RRF 2026 (from the Riga city border (Ziepniekkalna Street/A7), 3.2 km;
- Stage 4 of the Dienvidu Bridge;
- Two-level crossing for pedestrians and cyclists at the shopping centre A7;
- E67/A7 Riga – Bauska – Lithuanian border (Grenctāle) section 7.9–25.0. km (Ķekava Bypass) design, construction, financing and maintenance;
- “Construction of a pedestrian path and bicycle path along the A7 road in Ķekava Pagasts, Ķekava Novads”.

During the study, there was no access to the Ķekava Bypass private partnership project documentation to evaluate bicycle infrastructure solutions. However, joint meetings are held with all stakeholders to ensure that all projects are aligned.

Pavement on Mūkusalas Street

The route of the Riga section is directed along Mūkusalas Street and Ziepniekkalna Street. The existing pavement needs to be rebuilt as a separated pedestrian and bicycle path. The route is diverted along Ceraukstes, Lapotnes and Ūpju streets to cross Jāņa Čakstes Street. The next section to Bauskas Street is assumed to be along the State main road A7 to Bauskas Street, providing access for Baloži residents. As an alternative to the regional bicycle path, the connection of Bauskas Street with the Dienvidu Bridge through Valdlauči was considered.

Pavement on Mūkusalas Street

3.6.2 Riga city border – Ķekava (9.4 km)

The path route is directed parallel to the State main road A7 to Ķekava (Lakstīgalas Street).

Projects with different statuses are planned in this section. A project has been developed for a shared 2.50 metre wide pedestrian and bicycle path parallel to the A7 road, which is divided into 7 stages. The stage 4 section, 400 metres long, was built in 2021. The other sections are waiting for their construction stage. Design is planned to start on a separate section from Bauskas Street to Pļavniekkalna Street. RRF projects along the A7 road (from Sporta Street to Pļavniekkalna Street, section length 0.8 km) are also planned. The study has evaluated the route alternatives along Rāmavas and Katlakalna streets through Rāmava and Katlakalns, but taking into account the directness and necessary reconstructions, the respective route along the A7 road is the optimal solution for the regional bicycle path route. The route mostly runs along low-rise and private housing

development areas. The current and prospective route is on the left side of the carriageway. Safe crossing points must be created over the road to ensure access to villages (Krogsils, Lapenieki, etc.) on the right side of the carriageway.

A shared pedestrian and bicycle path along the State main road A7

3.6.3 Ķekava centre (Lakstīgalas Street – Dienvidu Street) (1.65 km)

The route in the centre of Ķekava is continued along the State main road A7, but the existing infrastructure does not meet the requirements of Latvian State standards. The consultants' recommendation would be to develop a bicycle concept in Ķekava Novads. Existing infrastructure needs to be rebuilt. In the current situation, pedestrians or cyclists are not provided with access to the bridge over Ķekava River. The pavements on the bridge are narrow and the space provided for bicycle traffic is small. There are not many alternatives to the Ķekavas street network for directing the bicycle path route. The direction of the route is defined along the A7 road, as it is the most direct connection with the nearby villages.

Existing pavement alongside the "Lība" shopping centre

Separated pedestrian and bicycle path

Pedestrian pavement over the Ķekava River

Bridge over the Ķekava River without adequate pedestrian and bicycle infrastructure

Pedestrian and bicycle path near Skolas Street

Infrastructure inadequate for the accessibility of the environment in the centre of Ķekava

Given the existing narrow street space and right of way, currently there is not much space for a large bicycle space. An alternative is to rebuild the street and calm the traffic in the centre of Ķekava after the construction of the Ķekava Bypass. It must be taken into account that the bypass will not remove the traffic intensity from drivers going in the direction of Riga on the P89 road from Baldone, Vecumnieki and Skaistkalne. The alternative is to bypass the narrow section by using a detour along Dienvidu, Īguma and Skolas streets, thus ensuring a connection with the planned Ķekava mobility point. Within the framework of the Rail Baltica project, a Ķekava regional railway station is planned, which is located 5 km east of the centre of Ķekava and does not affect the regional bicycle path route Riga – Ķekava – Baldone.

Pavement along the A7 road in a limited-width right of way in Ķekava

Existing pavement along the A7 road

3.6.4 Odukalna Street – Baldone (1.65 km)

No pedestrian and bicycle infrastructure has been built from Odukalns to the turn to Baldone. In the current situation, the traffic space must be shared with motor vehicles driving on the paved road shoulder. The route runs along mixed production and business development areas. The high intensity of light and freight vehicles makes it difficult to cross the carriageway in the direction to Baldone.

A7 road carriageway at the border of Ķekava

According to the order of VAS Latvijas Valsts ceļi, a construction project in the minimum composition "Traffic safety improvement measures for the State main road A7 Riga – Bauska – Lithuanian border (Grenctāle) in the section from Ķekava to P89 road, km 18.1–20.6" has been developed. The solutions envisage a 2.50 m wide shared pedestrian and bicycle path along the A7 road from Odukalna Street to the P89 road with a total length of 2 km. The relevant section is included in the list of RRF projects. It should be noted that the reconstruction of the State main road A5 is planned for the future.

State regional road P89

The section of the route from the intersection of the P89 road and the A7 road to the border of Baldone Novads – the village of Pulkarne is included in the list of RRF projects, the total length is 4.5 km. The further 6.4 km long section to Baldone shall be built with other funds. In the future, the Rail Baltica railway line route will cross the bicycle path route. A two-level crossing of the P89 road will be created and the Baldone regional railway station will be built, which will be located 3.5 km from the centre of Baldone. Accordingly, intensities of bicycle traffic and pedestrians in the region are expected to increase. In the future, a shared pedestrian and bicycle path shall be built on the left side of the road. In the current situation, pedestrian infrastructure has already been established on the bridge along the left side of the carriageway.

Bridge over Ķekava River in Baldone

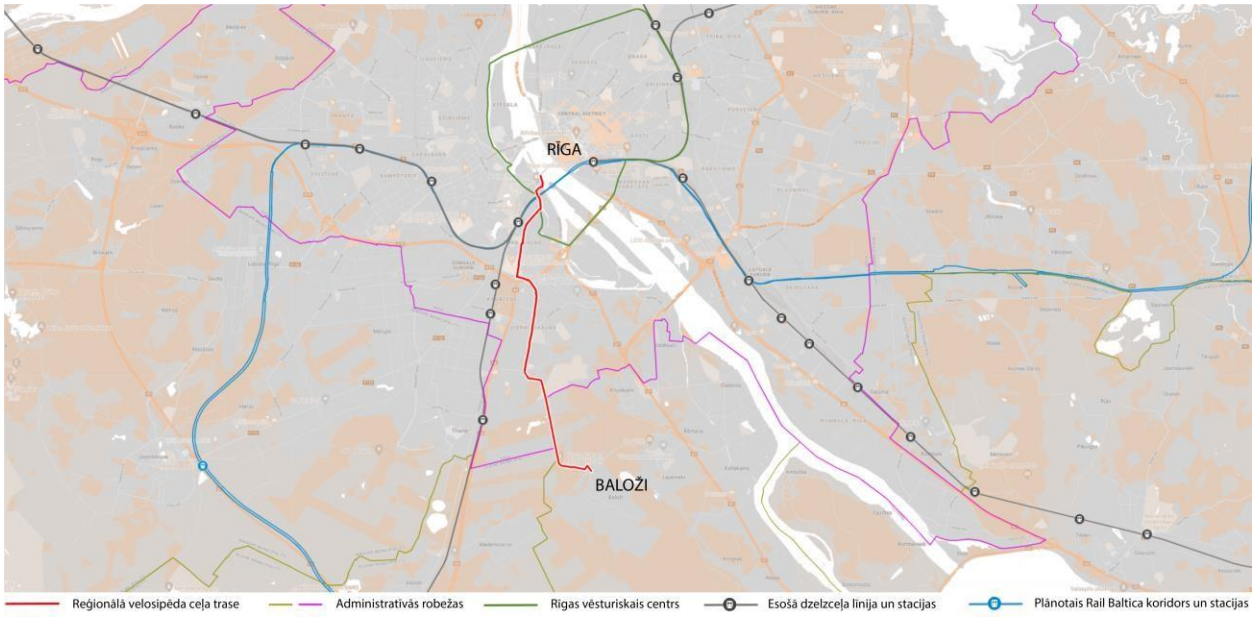
The existing infrastructure in Baldone does not meet the requirements of a regional bicycle path and shall be rebuilt until the end of the bicycle path route at Baldone Secondary School and the intersection of Rīgas and Iecavas streets. In the future, Baldone needs to develop a bicycle traffic network that provides access to the regional bicycle path. In the area of the centre of Baldone, the prospective bicycle route should be separated from the pedestrian flows.

Pavement on Rīgas Street in Baldone

Pavement on Rīgas Street in the centre of Baldone

3.7 Bicycle path route Riga – Baloži

The total length of the route is approximately 10 km.



Plan of the bicycle path route Riga – Baloži

3.7.1 Section of the city of Riga (Ziepniekkalns bicycle path) (5.6 km)

The beginning of the bicycle path route is assumed to be the beginning of the bicycle path route "Centre – Torņakalns – Ziepniekkalns" at Akmens Bridge. In the future, a Rail Baltica pedestrian and bicycle bridge parallel to the Railway Bridge is expected, which will generate additional bicycle intensity in the direction of Ziepniekkalns. On the selected regional bicycle path, the route is directed along the Ziepniekkalns bicycle path, which is under construction in 2021, to Ozolciema Street. The approximate length 5.6 km. Type of infrastructure – pedestrian and bicycle path, but in some places the infrastructure is planned as a shared pedestrian and bicycle path. Space provided for pedestrians is 2.0 m, for two-way bicycle traffic it is 3.0 m.

In the future, when renovating or rebuilding the surface, the bicycle infrastructure solutions at intersections and entrances need to be reconsidered, as the bicycle path and pedestrian pavements are interrupted by a reduced kerb at the entrances.

Jelgavas Street. Ziepniekkalns bicycle path construction

Then, after approximately 1 km, the route must be connected to the border of Ķekava Novads in order to continue it along the peat embankment. In this section, until the construction of Stage 4 of the Dienvidu Bridge, the possibility of connection must be ensured without major financial investment. When updating the Stage 4 of the Dienvidu Bridge, the solutions of the roundabout and overpass must be reviewed so that the connection with Baloži would be cyclist and pedestrian-friendly.

Screenshot from youtube.com video "Stage 4 of Dienvidu Bridge – J.Čakstes Gatve – visualization"

Further on, the route is directed along the nature and greenery territory of SIA Rīgas meži along the border of Riga and Ķekava Novads (Baloži peat narrow-gauge railway) to Bērzu Street in Baloži. The area along the administrative borders has a protection zone around drainage structures and devices. The route is the most direct connection with Baloži, where about 6,500 inhabitants live. Assuming Riga Central Station as the final destination, alternative routes are with the use of the Jelgava (15.92 km, d.f. 2.05) or Ķekava, 11.07 km, d.f. 1.42) routes. According to the CROW standard (detour factor), the direct Riga – Baloži flight length is 7.75 km.

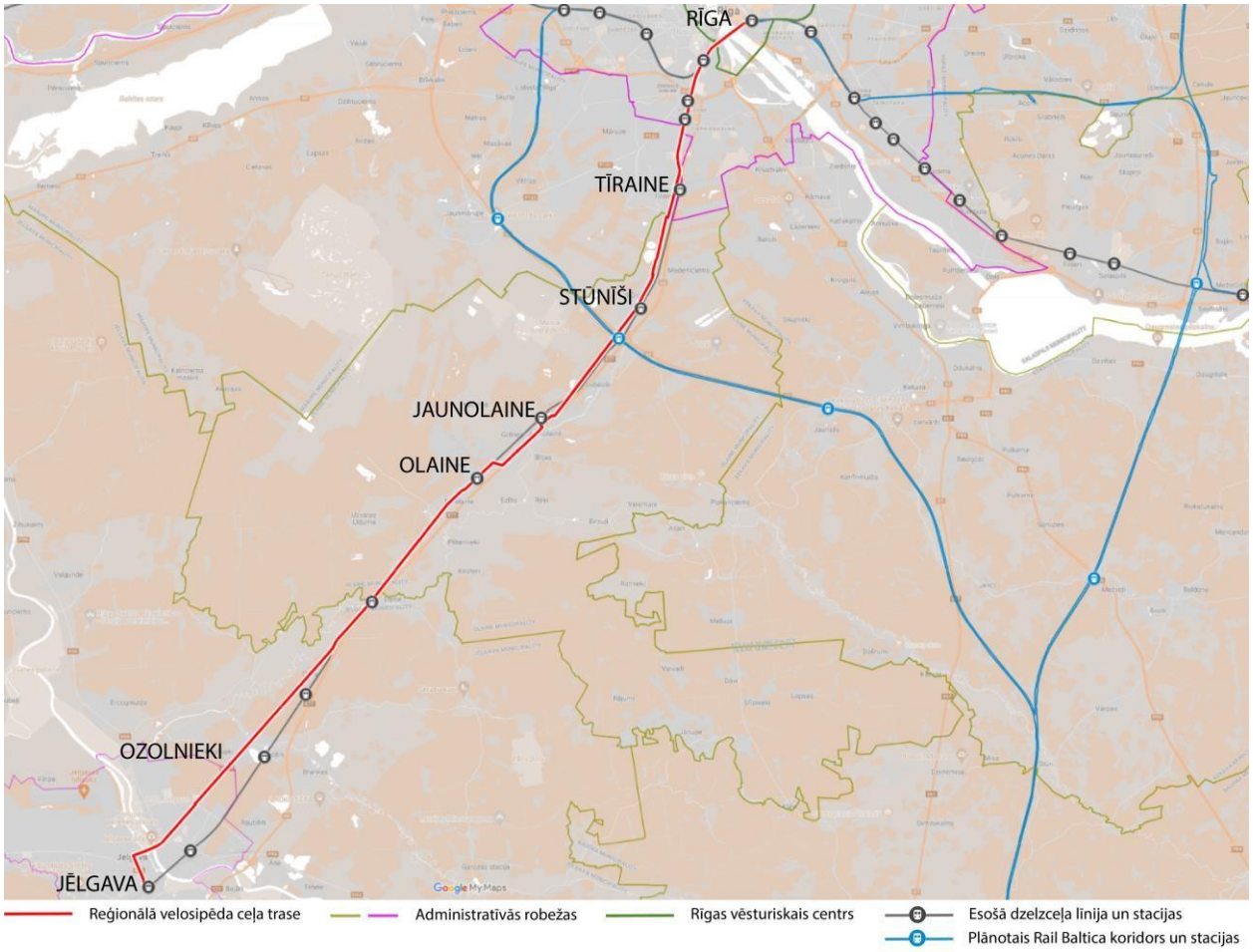
View of the SIA "Rīgas meži" territory. Source: Kadastrs.lv

The route in the section from Bērzu Street to Rīgas Street is directed using Jaunatnes and Skolas streets.

Bērzu Street in Baloži

3.8 Bicycle path route Riga – Jelgava

The total length of the route is approximately 44 km.



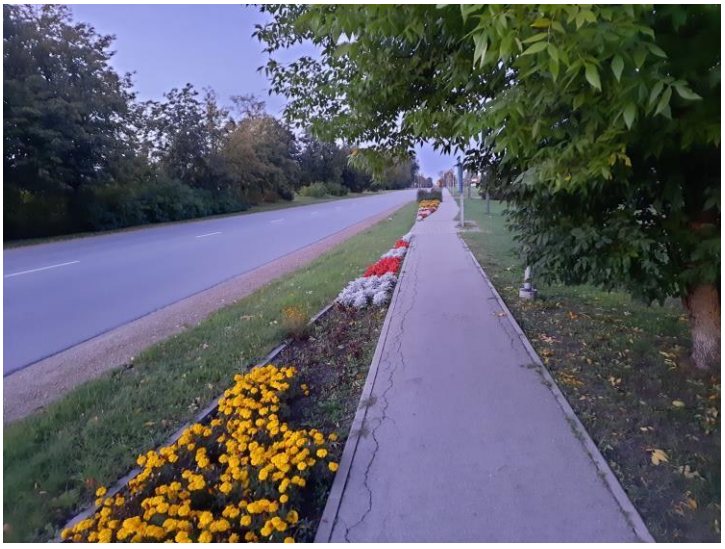
Plan of the bicycle path route Riga – Jelgava

3.8.1 Section in the city of Riga (5.3 km)

Riga Central Railway Station has been assumed to be the start of the bicycle path route. The Rail Baltica pedestrian and bicycle bridge parallel to the Railway Bridge is expected in the future. Within the framework of Rail Baltica integration projects, it is planned to create bicycle traffic for Riga to the Turība University along the left side of the railway line Riga – Jelgava. The new bicycle path route would continue to Graudu Street, cross the railway and continue along the residential area of Dzelzceļa Street. The remaining section to the Riga city border runs from Graudu Street to Sīpeles Street at the border of Mārupe Novads. In all sections where the bicycle route is used on local streets, the mode and intensity of motor traffic must be assessed in order for bicycle traffic to be safe.

Railway right of way

Then the route continues along Dzelzceļa Street to Tīraine (the intersection of the Old Jelgava Highway V13 and Rudzroga), where a populated area and a pavement on the right, which needs to be rebuilt in the future, begin. In some places the asphalt concrete surface is cracked and has dangerous pits.



Pavement in Tīraine

The pavement continues to the border of the village of Tīraine. No pedestrian and bicycle infrastructure has been built in the following section. Olaine local government plans to establish a connection between Stūnīši and Tīraine. A connection to Medemciems must also be established at the respective section.

V13 road between Tīraine and Stūnīši

The pavement in the village of Stūnīši will have to be rebuilt in the future.

Pavement in Stūnīši

From Stūnīši in the direction of Jaunolaine, a design tender "Construction of a combined pedestrian and bicycle path in the section from Bērzpils to Miglas Street in Stūnīši village, in the V13 road right of way, Olaine Novads" has been announced. Next, the solutions of the regional station and railway route of the Rail Baltica project must be taken into account and the infrastructure to Jaunolaine and Stūnīši must be planned, directing the route along Jaunolaine streets and not crossing the A8 road.

A5 road overpass

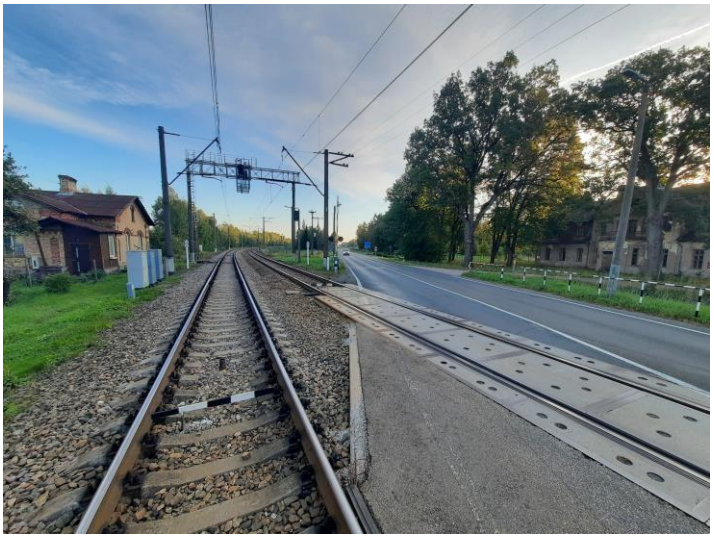
The Jelgava railway line is crossed in the stage. In 2019, a 2.0 m wide shared pedestrian and bicycle path was built before the railway crossing point. After crossing the railway, the route continues along the V13 road to Jaunolaine.

Border of Riga and Ķekava Novads

In the next section, the bicycle path route does not cross the A8 road, but continues along the parallel streets of residential areas of Jaunolaine (Priežu Street or Pionieru Street) and at the intersection with Īsā Street the route connects to the existing shared pedestrian and bicycle path, which runs along the A8 road right of way to the turn to Olaine. The width of the space provided for bicycle traffic in this section shall be increased according to the expected intensity of the bicycles, providing a separate traffic space for both pedestrians and cyclists.

A shared pedestrian and bicycle path parallel to the A8 road from Jaunolaine to Olaine

Taking into account that in the section after the intersection of Rīgas Street it is not possible to build high-quality infrastructure on the A8 road right of way without expropriation of lands and buildings, the route is directed along Rīgas Street to the railway and Olaine Station. Using the right of way of the railway line Riga – Jelgava, in the future the prospective bicycle path route, which is approximately 7 kilometres long, will be directed through Olaine, Pārolaine, Lazdiņi to the intersection of the railway track at the State regional road P100. The free width of the railway right of way is 11 m, which allows for the construction of bicycle infrastructure here. The alternative is to direct the bicycle path along the State main road A8, but then it would be necessary to cross the railway line twice and deal with land issues to gain access to the bicycle path. In the study on bicycle traffic and bicycle traffic infrastructure at national level(2020), Olaine Novads Council plans a connection Ozolnieki – Olaine.



Rail crossing. Regional road P100

The prospective route continues along the road right of way of the State regional road P100 along forest areas for about 4.5 km to the existing pavement in Ozolnieki. The pavement continues for 700 metres to the pedestrian and bicycle path at Ozolnieki County Novads Council. The mentioned bicycle path continues to the Jelgava border and further along the forest areas to the Loka Main Road in Jelgava. In the future, it needs to be rebuilt, replacing the cobblestone paving with asphalt concrete. It is desirable to create bicycle infrastructure with a difference in height in relation to the pavement, as well as by arranging the conflicting bicycle infrastructure road signs.

Pavement along the P100 road in Ozolnieki near Krasta Street

Pedestrian and bicycle path in Ozolnieki

A pedestrian and bicycle path along Loka Main Road in Jelgava

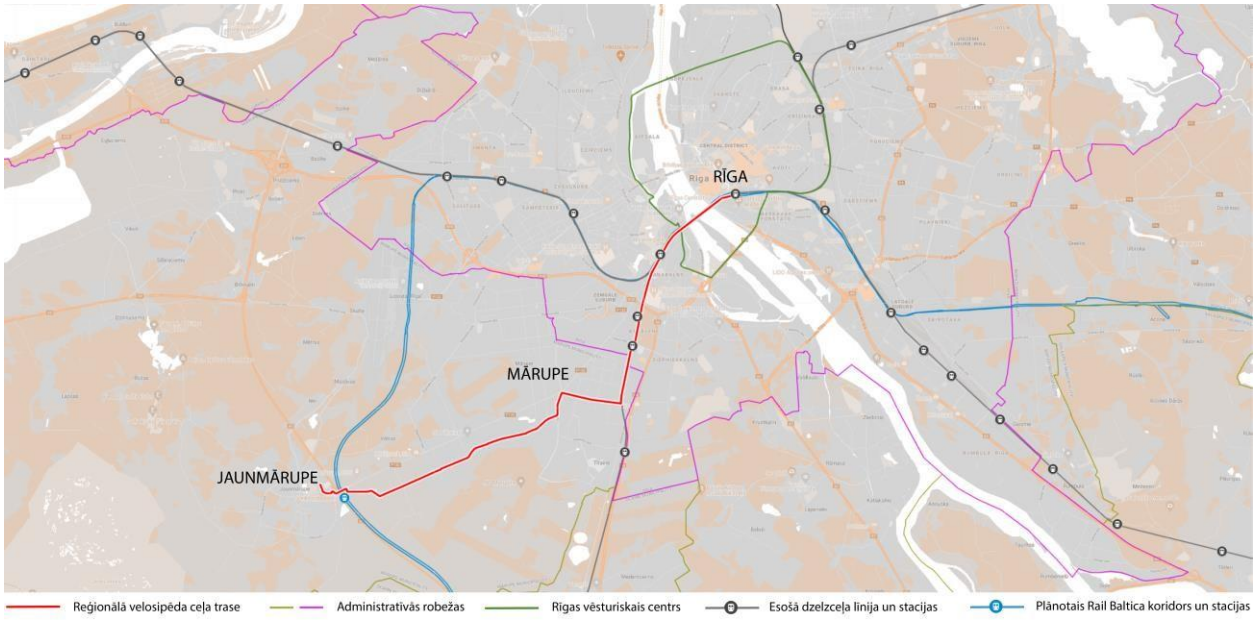
The route in the city of Jelgava runs along the existing 3.5 metre wide shared pedestrian and bicycle path, which is located on both sides of Rīgas Street. The type of existing infrastructure is not suitable for

the populated area, so it is recommended to build it as a separated pedestrian and bicycle infrastructure.

The route crosses the Lielupe Bridge and continues straight to Pasta Street. An alternative route option is to direct it along Jāņa Čakstes Boulevard, using the existing pedestrian and bicycle path and continuing along Raiņa and Akadēmijas streets to Jelgava Station. As a result of the study, it is concluded that the most appropriate road for a regional bicycle path is, however, Pasta Street, which has the nature of a central street.

3.9 Bicycle path route Riga – Jaunmārupe

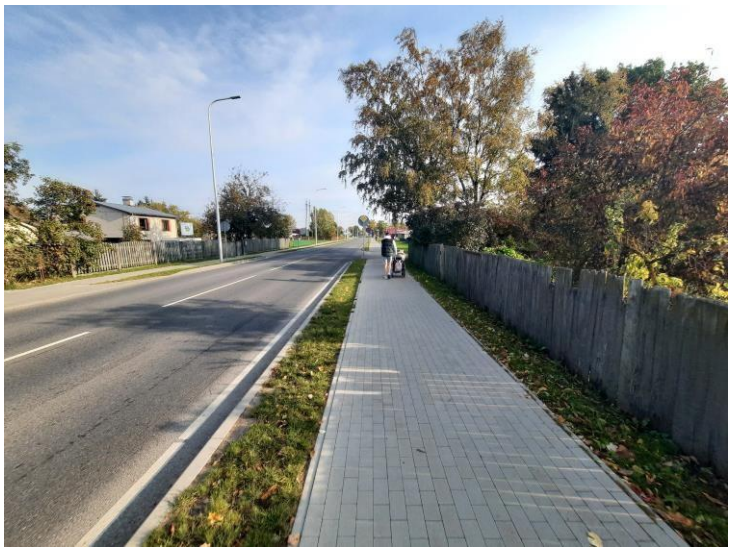
The total length of the route is approximately 14.3 km.



Plan of the bicycle path route Riga – Jaunmārupe

3.9.1 Section of the city of Riga (5.3 km)

The start of the bicycle path route Riga – Jaunmārupe coincides with the start of the bicycle path route Riga – Jelgava and overlaps to Ventas Street in Mārupe. Tēriņu Street in Riga and Daugavas Street in Mārupe were considered as alternatives. In 2018, Daugavas Street was rebuilt in the section from Sīpeles Street to Lielā Street. The project solutions have not provided any bicycle infrastructure in the central Mārupes Street. There is a narrow right of way on Tēriņu Street, which prevents the establishment of a high-quality and direct connection from Riga to the centre of Mārupe. Ventas Street has a private housing development and the traffic management regime is a residential area. The recreational bicycle route along Mārupīte River is not considered as a direction of the regional bicycle path. It is left as a bicycle route for recreational purposes, connecting to Mārupe along Dauguļu, Rožleju and Laimdotas streets.



Daugavas Street pavement in Mārupe.

3.9.2 Mārupe (5.3 km)

The bicycle path route Riga – Jaunmārupe continues along Ventas Street (residential area) to Mārupītes Street, where there is a 2.5 m wide pavement on the left side of the street separated from the carriageway by a ditch.

Pavement along Mārupītes Gatve

Then the bicycle path route turns to Rožu Street. At the beginning of Rožu Street there is a 1.0 m wide pavement. The speed limit is 30 km/h.

Pavement on Rožu Street

A 3.0 m wide shared pedestrian and bicycle path starts at Rožu Street after the intersection with Kalēju Street. The P132 road right of way can serve as an alternative to Rožu Street. There are private housing development areas in Rožu Street. Mostly business, light industry and maintenance facilities development areas are along the P132 road.

A shared pedestrian and bicycle path on Rožu Street

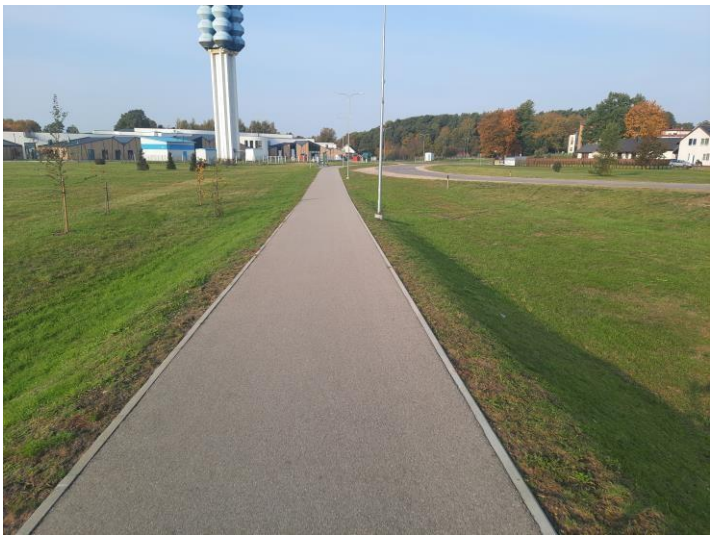
On Rožu Street, the shared pedestrian and bicycle path changes its position on the other side of the street near the pre-school educational institution “Mārzemīte”.

A shared pedestrian and bicycle path on Rožu Street

Then the route connects to the P132 regional road. A 3.0 m wide shared pedestrian and bicycle path is arranged on the overpass over the A5 road.

A shared pedestrian and bicycle path on the P132 road overpass over the A5 road

Starting from the overpass along Meža Street to the centre of Jaunmārupe, a 2.0 m wide pavement has been built. A Rail Baltica crossing and the Jaunmārupe regional railway station are planned in this section, which will increase the intensity of bicycle traffic and pedestrians on the respective bicycle path route.



Pavement on Meža Street

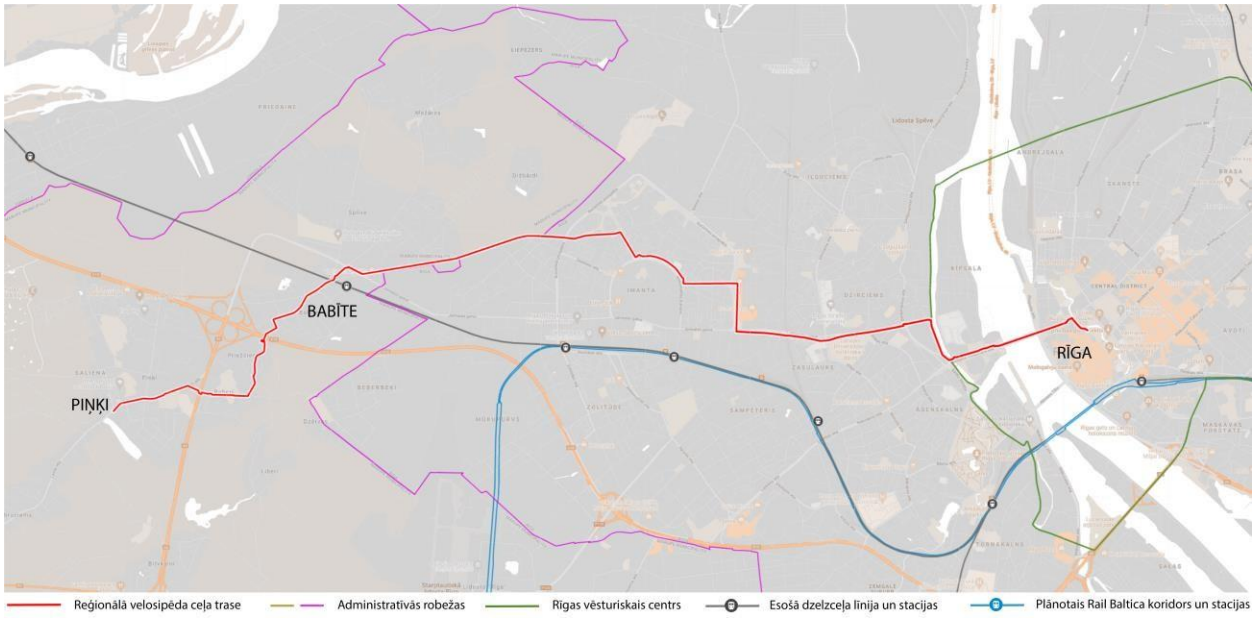
No bicycle infrastructure has been built in the centre of Jaunmārupe. Within the framework of RRF projects, it is planned to rebuild Meža, Mazcenas and Ozolu streets, providing bicycle connections to the regional bicycle path.

Meža Street pavement near Jaunmārupe Primary School

Pavement on Mazcenu Alley

3.10 Bicycle path route Riga – Piņķi

The total length of the route is approximately 14.9 km.



Plan of the bicycle path route Riga – Piņķi

On the bicycle path, the route overlaps with the Riga –Jūrmala bicycle path to Kurzeme Avenue. See the section Centre – Kurzemes Avenue in Section 3.11. The bicycle path route is directed through the vicinity of Imanta to the State local road V20 and the village of Spilve, Mārupe Novads. Residents of Piņķi can use a more direct connection along the regional bicycle path route "Riga – Jūrmala", without turning through Imanta. The route alternative along Lielirbes Street, Kārļa Ulmaņa Gatve and the State main road A10 is not studied in depth.

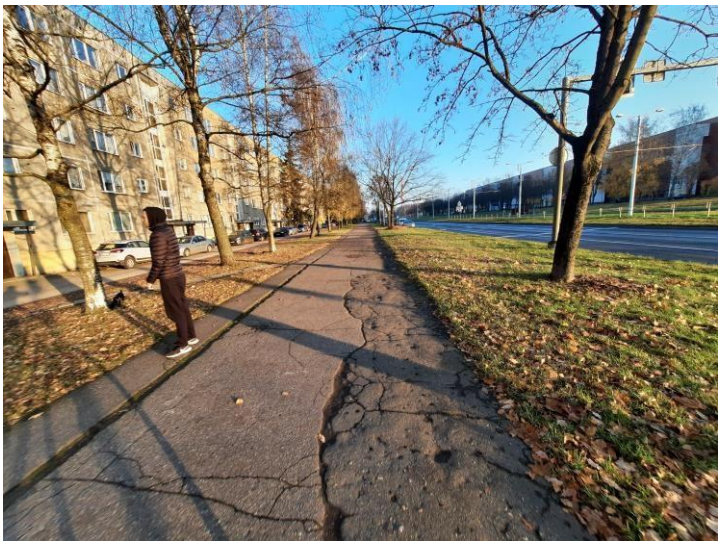
The beginning of the route is assumed to be the centre of Riga, but the end – Piņķi Reservoir. The beginning of the route follows the Riga bicycle path route "Old Riga – Imanta". In all sections where the bicycle route is used on local streets, the mode and intensity of motor traffic must be assessed in order for bicycle traffic to be safe.

3.10.1 City of Riga (5.01 km)

The section of the route from the Riga city centre of to Kurzeme Avenue runs along the route of the route Riga – Jūrmala (see Clause 3.11.2).

3.10.2 Riga City border – Mārupe Novads (2.9 km)

The bicycle route from Jūrmalas Gatve turns to Kurzeme Avenue and is directed to Bebru Street. It is further directed along Bebru Street to the existing separated pedestrian and bicycle path in Anniņmuiža. Kurzeme Avenue has wide pavements and a right of way to build high-quality bicycle infrastructure, which cannot be said of Bebru Street, where the existing pavements are narrow and a full reconstruction of the street is required. On Anniņmuiža Boulevard, the bicycle infrastructure must be rebuilt, physically separating it from the pedestrian flows, as well as an opportunity must be found to provide two-way traffic. Then the route turns to the wide pavements of Dammes Street and the residential area of Slokas Street. The relevant section from the intersection of Jūrmalas Gatve and Kurzemes Avenue to the intersection of Slokas Street and Kurzemes Avenue is included in the RRF project. Respectively, the Riga Council Traffic Department has to build a bicycle connection on Slokas Street to the shared pedestrian and bicycle path built along the V20 road in 2020 by Latvijas Valsts ceļi.



Pavement on Kurzemes Avenue

Pavement on Bebru Street

Pedestrian and bicycle path on Anniņmuižas Boulevard

Dammes Street

Residential area with pavement on Slokas Street

Connection of Slokas Street with the V20 road

3.10.3 Mārupe Novads (7.9 km)

The route continues along the shared pedestrian and bicycle path built in 2020 along the V20 road. The path width is 2.5 m. The route passes through forest areas and the private housing development

area of the village of Spilve. The route continues to the State main road A5. A solution must be found at the location of the bicycle path route to cross the mentioned road as soon as possible and get to Bērzu Street. This would avoid having to travel the extra distance to the pedestrian crossing at Mēness Street. To get to Mēness Street, it is necessary to cross the territory of private property or to ride, turning back along the A5 road to Bērzu Street.

The most direct connection with Mēness Street

The route continues to the Jūrmala railway line. Upon reaching Lieplapu Alley, the bicycle path route Riga – Centre and railway tracks are crossed. Within the framework of RRF projects, it is planned to build bicycle infrastructure from Lieplapu Alley to a two-level crossing over the State main road A10. The crossing was built in 2016 and is 3.5 metres wide. Private housing development area.

Continuation of the route is directed through Priežciems along the RRF 2026 project section Ziedu Street – Pumpura Street – Augļu Street – Annas Sakses Street for 1.97 kilometres. The traffic management regime of particular streets is a residential area with separate one-way street sections. The streets are asphalted and calmed with speed bumps, because they pass through the private housing development area. In the future, it is necessary to assess the need for a separated bicycle infrastructure on the street based on the intensity of traffic.

After Annas Sakses Street, the 600-metre-long route runs through the property of a legal person on Ausekļa Street, which is located in a low-rise residential development area.

Two-level crossing over the A10 road

Residential area on Pumpuru Street

Pavement on Ausekļa Street

The route crosses the State main road A5 Riga Bypass (Salaspils – Babīte). In the current situation, a pedestrian crossing with a button has been arranged. As intensity of the motor traffic and bicycle traffic increases, it is recommended to build a tunnel under the road. Pedestrians have walked tracks on the private property of a natural person, in the public development area in order to get to the centre of Piņķi by the shortest route. When designing the bicycle infrastructure, the territory of the Piņķi cemetery natural resources protection zone around the cultural monument of the State or local significance must be taken into account. A relatively long bypass is required to bypass the area. An optimal solution must be found for pedestrians and cyclists to get to the city centre via appropriate infrastructure.

Then the route continues to the Piņķi reservoir. Currently, the centre of Piņķi has narrow pavements without bicycle infrastructure, so it is recommended to develop a bicycle concept for the village of Piņķi that would provide solutions for connecting a part of populated areas to the regional bicycle path.

Pedestrian crossing over the A5 road

A walked track in the direction of Piņķi

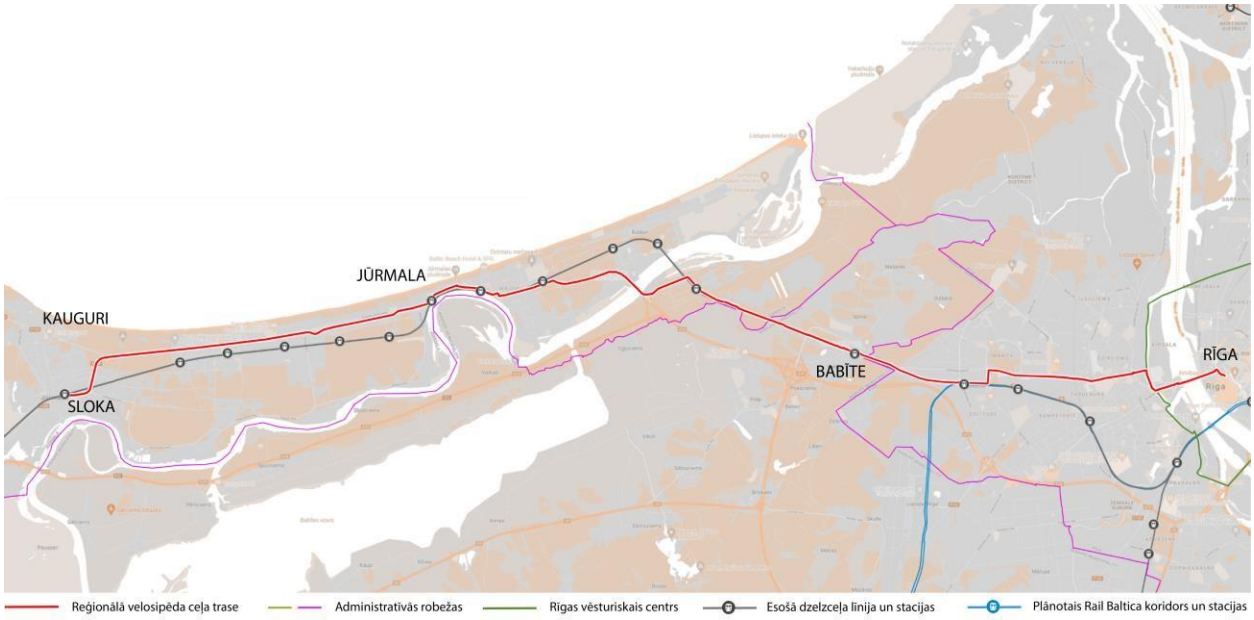
Rīgas Street in Piņķi

3.11 Bicycle path route Riga – Jūrmala

The total length of the route is approximately 30 km.

The route follows the Riga bicycle route Old Riga – Imanta with minor corrections.

When evaluating the optimal location of the route, ‘‘Thematic planning. Jūrmala bicycle traffic development concept” was taken into account.



Plan of the bicycle path route Riga – Jūrmala

3.11.1 Section in the city of Riga (7.9 km)

In the city of Riga, the vicinity of Old Riga, Bastejkalns has been assumed to be the starting point of the route.

The route in question runs along the Zigfrīda Annas Meierovica Boulevard along the pedestrian and bicycle path up to Kr. Valdemāra Street, where it is necessary to build bicycle infrastructure up to Vanšu Bridge.

On 06.01.2022 The Riga Council Traffic Department has announced a tender “Development of the Vanšu Bridge-construction project in the minimum composition and development of the Gaisa Bridge -construction project in the minimum composition”, one of the goals of which is to increase the number of pedestrians and cyclists by building appropriate, compatible and convenient infrastructure.

Pedestrian and bicycle path on Zigfrīda Annas Meierovica Boulevard

A “bottle neck” is formed in the current situation in Kr. Valdemāra Street before Vanšu Bridge, because the existing pavements are narrow, moreover, it is necessary to turn along the pavements of Noliktavas Street to access Vanšu Bridge. Access to Vanšu Bridge will be addressed during the Vanšu Bridge reconstruction project.

Start of a shared pedestrian and bicycle path before Vanšu Bridge

A shared pedestrian and bicycle path on Vanšu Bridge

A pedestrian and bicycle path has been built in the section from Krišjāņa Valdemāra Street (end of Vanšu Bridge) to Ķīpsalas Street. Conflict points with pedestrian flows form at the "Ķīpsala"stop.

Pedestrian and bicycle path in the section Vanšu Bridge – Ķīpsalas Street

In the section from Ķīpsalas Street to Nameja Embankment, the route runs along a shared pedestrian and bicycle path. The problem area is at the intersection with the Zunda Embankment (narrow pavement). The alternative of the future would be to ride along the bicycle lanes of Ķīpsalas Street, Paula Valdena Street and the prospective bridge over the Zunda Canal. Crossing the Zunda Canal, the route continues along the pedestrian and bicycle path on Nameja Embankment and Durbes Street.

Pedestrian and bicycle path on Nameja Embankment

Within the framework of the RRF 2026 project, it is planned to build a new street, connecting Durbes Street with Jūrmalas Gatve, thus not using the narrow pavements on Kuldīgas and Slokas streets.

A shared pedestrian and bicycle path on Slokas Street

The 350 m long Jūrmalas Gatve bicycle path from the Botanical Garden to Dzirciema Street continues as a shared pedestrian and bicycle path.

The beginning of the bicycle path on Jūrmalas Gatve

After the intersection with Dzirciema Street, the existing bicycle route runs along Kandavas Street and Vecā Jūrmalas Gatve. The installed road signs do not comply with the infrastructure that meets the requirements of cyclists. The regional bicycle path route is directed along the Jūrmalas Gatve overpass planned by RRF 2026 to Anniņmuiža Boulevard. The pedestrian and bicycle path along Akācijas Street connects to the existing Riga – Jūrmala bicycle path, which runs along the railway right of way. In the relevant section, the impact of the Rail Baltica project is expected, which will improve the connectivity of the adjacent neighbourhoods with the bicycle path route. The Rail Baltica project envisages a tunnel that connects the Anniņmuižas Boulevard, ensuring safe access to the regional bicycle path for the residents of the Zolitūde vicinity. An alternative to the route is to direct it along Jūrmalas Gatve to the border of Mārupe Novads.

Existing pedestrian and bicycle path along the railway

In the section from Anniņmuiža Boulevard to the border of Mārupe Novads, the bicycle path route has been built as a pedestrian and bicycle path, where we observe an intensive flow of pedestrians, which runs along the Imanta railway station. At this stage, it is recommended to separate pedestrian flows from bicycle flows with a difference in levels and different surfaces.

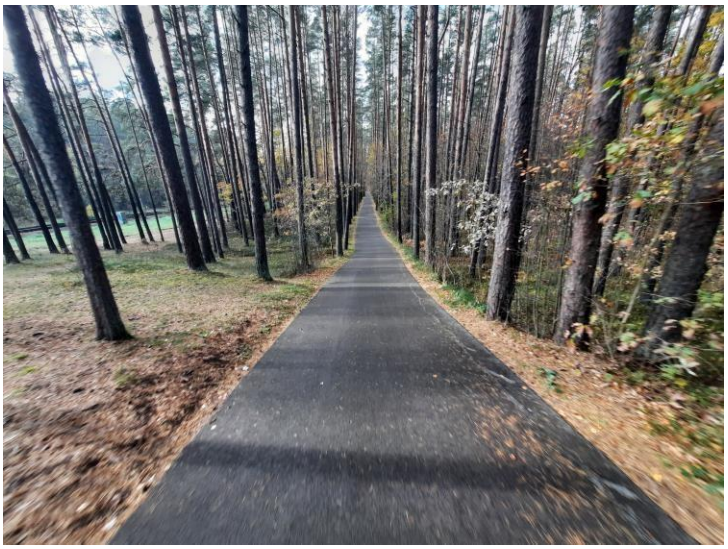
3.11.2 Bicycle infrastructure along the railway line (6.0 km)

There are no objective alternative routes in Mārupe Novads to evaluate, therefore the route is directed along the existing bicycle path in the Riga – Jūrmala railway right of way.

The Jūrmala bicycle path (Beberbeķu Street – Bērzu Street) is marked with the road sign 413, which prohibits pedestrians from walking there according to the LVS standard. Consequently, there is no space for pedestrians to walk in the relevant section and they have conflicts with cyclists.

Jūrmala bicycle path

The Jūrmala bicycle path in the section from Bērzu Street to the Jūrmala city border is arranged as a shared pedestrian and bicycle path.



Jūrmala bicycle path

The Jūrmala bicycle path in the section from the Jūrmala city border to Babītes Street is designed as a bicycle path. In 2021, reconstruction of its separate sections is performed.

Jūrmala bicycle path

3.11.3 Section in the city of Jūrmala (8.4 km)

At the end of the existing Jūrmala bicycle path, the railway line Riga – Tukums II must be crossed. A shared pedestrian and bicycle path of poor quality begins when crossing the rails. It has been observed that cyclists prefer to cross the respective street section along the street carriageway without using the bicycle infrastructure.

A shared pedestrian and bicycle path along Babītes Street

The route continues along the bridge over Lielupe.

Bridge over the Lielupe

There is existing bicycle infrastructure in the section Pērkona Street/Rīgas Street up to Brīvības Avenue. In the future, the existing pedestrian and bicycle path shall be reconstructed to comply with standard widths. The relevant section is marked in the Jūrmala bicycle concept as the primary bicycle path.

Pedestrian and bicycle path on Rīgas Street

In the bicycle concept of Jūrmala, the bicycle path continues across the railway tracks near Dzintari. The study route is directed along the railway right of way along the existing shared pedestrian and bicycle path on Brīvības Avenue (in the section from Rīgas Street to Smilšu Street). In the future, a railway crossing must be planned, reaching the main street of Jūrmala along Smilšu Street, providing a more direct connection than using the alternative of a longer route – riding along Turaidas and Jūras streets. The bicycle infrastructure on Jūras Street is inconvenient for bicycle users, because in the current situation there is a difference in levels at each entrance. Therefore, it is necessary to rebuild the infrastructure of Jūras Street.

A shared pedestrian and bicycle path on Brīvības Avenue

After crossing the railway route, the route is connected from Smilšu Street to Lienes/Jomas Street. In 2021, the construction of the project “Reconstruction of Dubultu Avenue and Zigfrīda Meierovica Avenue from Baznīcas Street to Pils Street Square in Jūrmala” was started. 3.0 m wide bicycle infrastructure is being built on only one side of the street, allocating an area of 1.5–2.0 m wide for bicycle traffic. In order to correspond to the regional bicycle path, the infrastructure provided for bicycles needs to be expanded.

Pedestrian and bicycle path on Zigfrīda Meierovica Avenue

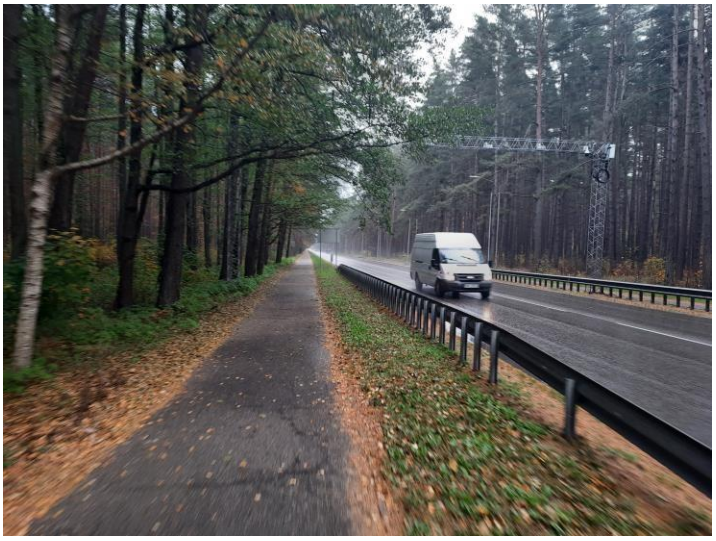
3.11.4 Strēlnieku and Asaru avenues (5.96 km)

The problematic section is from Dubulti Station to the built bicycle path on Strēlnieku Avenue. The bicycle path route is directed along Strēlnieku Avenue to Mellužu Avenue. An alternative is to direct the route along Dubultu Avenue, rebuilding the pavements into infrastructure suitable for a bicycle path.

Two-way bicycle path on Strēlnieku Avenue

Then the route is directed along Mellužu and Asaru avenues. An alternative is to direct the route through the residential area on Kāpu Street. On Mellužu and Asaru avenues, the streets need to be rebuilt in order to create appropriate bicycle infrastructure.

Pavement on Mellužu Avenue



A shared pedestrian and bicycle path on Asaru Avenue

3.11.5 Section along the P128 road (Ventspils Highway) (1.9 km)

From the intersection of Asaru Avenue and Skautu Street to the vicinity of Kauguri, the bicycle infrastructure has been built as a shared pedestrian and bicycle path. The prospective regional bicycle path is set in the direction of Sloka, which can later be developed to Tukums using the railway right of way.

4 Prospective solutions for regional bicycle traffic infrastructure

4.1 Evaluation of requirements of regulatory enactments.

Prospective regional bicycle path routes have been identified, avoiding protected environmental objects and monuments as much as possible. Prospective bicycle path routes will have to be developed mainly in cooperation with VSIA Latvijas valsts ceļi and VAS Latvijas dzelzceļš and local governments, as the location of the routes has been chosen in the land rights of way or street building lines of the respective infrastructure. This automatically avoids touching protected areas and also creates compact associated infrastructure.

The study evaluates the location of the planned bicycle infrastructure in relation to the Natura 2000 network of protected areas, which includes national parks, biosphere reserves, nature parks,

protected landscape areas, nature restricted areas, nature reserves, natural monuments and protected sea areas.

4.1.1 Bicycle path route Riga – Carnikava

Specially protected biotopes: in Mežaparks. Wooded seaside dunes, 2180; Vecāķu Avenue. Wooded seaside dunes, 2180. Along the railway right of way. Specially Protected Nature Territory (SPNT) – Seaside; Wooded seaside dunes, 2180; Swamp forests, 91D0* Old or natural boreal forests, 9010*;

Information available from the State Inspection for the Protection of Cultural Monuments:

Aldera Park. Ziemeļblāzma Culture Centre building ensemble with a park. Church Hill.

4.1.2 Bicycle path route Riga – Ādaži – Saulkrasti

Along the State Local road V101. Specially protected biotopes. Wooded seaside dunes, 2180, Wetland forests, 9080* Swamp forests, 91D0*, SPNT – Seaside;

Along the Brīvības Gatve right of way. Specially protected biotopes. Wooded seaside dunes, 2180;

Along the right of way of the State main road A1. Specially protected biotopes. Wooded seaside dunes, 2180; in Baltezers. Sandy grasslands, 6120*;

Rīgas Gatve. Specially Protected Nature Territory (SPNT). Protected trees. Oak

Information available from the State Inspection for the Protection of Cultural Monuments:

Memorial and cemetery to the victims of communist mass terror (Baltezers). Baltezers Church.

4.1.3 Bicycle path route Riga – Sigulda

Railway right of way. Specially Protected Nature Territory (SPNT). Protected trees. Pines,

Specially protected biotopes. Eutrophic lakes with sunken aquatic plant and floating plant vegetation, 3150, Wooded seaside dunes, 2180; Depressions in swamps, 7150;

Species habitats (points) IP

Along the right of way of the State main road A2. Specially protected biotopes

Wooded seaside dunes, 2180;

Dry heaths of the seaside lowland sand plains, 2320;

Old or natural boreal forests, 9010*;

Species-rich pastures and grazing meadows, 6270*

Swamp forests, 91D0*

Species habitats (points) IP

Garkalne forests,

Nature restricted area zones.

Gauja National Park,

Landscape protection zones

4.1.4 Bicycle path route Riga – Ulbroka

Augusta Deglava Street. SPNT – protected trees (Reddening willow);

Information available from the State Inspection for the Protection of Cultural Monuments:

Ulbroka Cemetery.

4.1.5 Bicycle path route Riga – Ogre

In the railway right of way:

Species habitats (points) IP;

Wooded seaside dunes, 2180;

Old or natural boreal forests, 9010*

Along the right of way of the State main road A6 – specially protected biotopes;

Matgrass grasslands, 6230*;

Species-rich pastures and grazing meadows, 6270*

Information available from the State Inspection for the Protection of Cultural Monuments:

Kābeles cemetery (Saulkalne). Ankeršmiti ancient cemetery. Zemturi medieval cemetery along Rīgas Street. Ķegums Hydroelectric Power Plant with workers' village building.

4.1.6 Bicycle path route Riga – Ķekava

Gulbju Street. Specially protected biotope (Forest coastal dunes, 2180) in the right of way;

Information available from the State Inspection for the Protection of Cultural Monuments:

St. Anne's Church of Dole Ķekava parish. Pļavniekkalna school ancient cemetery. Rāmava manor park;

4.1.7 Bicycle path route Riga – Baloži

Vienības Gatve. In the right of way – SPNT (Horse Chestnut);

80700030103, 01001070337, 01001072313.
Degraded high bogs in which natural regeneration is possible or takes place, 7120

4.1.8 Bicycle path route Riga – Jelgava

Along the right of way along Stūnīšu Lake.
Degraded high bogs in which natural regeneration is possible or takes place, 7120

Along the P100 right of way. Species-rich pastures and grazing meadows, 6270*

Along the P100 right of way. Old or natural boreal forests, 9010*

Along the right of way of Rīgas Street. Old or natural boreal forests, 9010*

Information available from the State Inspection for the Protection of Cultural Monuments:

Memorial to the victims of communist terror. Torņakalns Church. Bridges on Fr.Brīvzemnieka and Torņakalna streets. Dalbe cemetery. Jelgava Castle with a park. Jelgava city historical centre;

4.1.9 Bicycle path route Riga – Jaunmārupe

There is no specially protected territories in the vicinity of the bicycle path.

4.1.10 Bicycle path route Riga – Babīte – Piņķi

Along the right of way of Slokas Street – Wooded seaside dunes, 2180

Individually determined territory of the protection zone of the environment and natural resources around the cultural monument of State or local significance

Information available from the State Inspection for the Protection of Cultural Monuments:

Piņķi cemetery.

4.1.11 Bicycle path route Riga – Jūrmala

Along the Jūrmalas Gatve right of way. Wooded seaside dunes, 2180

Along the railway right of way.

Old or natural boreal forests, 9010*

Wetland forests, 9080*

Wooded seaside dunes, 2180

Along the Rīgas and Pērkona Street right of way. Wooded seaside dunes, 2180;

In Strēlnieku Avenue. Specially Protected Nature Territory (SPNT). Protected tree – pine, natural monuments – Scots pine;

Along the Asaru Avenue and Ventspils Highway right of way. Wooded seaside dunes, 2180

Information available from the State Inspection for the Protection of Cultural Monuments:

Ķīpsala historical buildings. Buildings of Wolfschmidt manor. Dzintari–Bulduri summer house quarters. Majori-Dzintari summer house quarters. Dubulti-Majori-Dzintari-Bulduri-Lielupe summer house districts. Vaivari-Asari-Melluži-Pumpuri-Jaundubulti summer house district.

4.2 Risks of implementation of bicycle infrastructure projects

The main risks in the implementation of bicycle infrastructure projects are:

- the widths of the road and railway separation lanes, which take the form of the variation of the free lane intended for the prospective bicycle infrastructure or local narrowing;
- land units of individual legal or natural persons that partially or completely affect the sections of the prospective bicycle path route;
- cooperation between local governments, VSIA Latvijas valsts ceļi, VAS Latvijas dzelzceļš;
- different views of the project implementers on one or the other solution, for example, on the width of the bicycle path;
- fragmentation of the bicycle infrastructure, only the implementation of certain sections of the route without creating a continuous network; the costliness of building more complex bicycle tunnels or overpasses;

- Decisions of VSIA Latvijas valsts ceļi and VAS Latvijas dzelzceļš regarding the implementation of specific solutions in their land right of way;
- the safety distances of the bicycle infrastructure in relation to the carriageway surface of the high-speed roads;
- nature protection – location of prospective bicycle path routes in the protection zones of nature parks, touching of separate protected trees, habitats and biotopes.
- the location of prospective bicycle paths in the protection zones of cultural monuments.

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- the safety distances of the bicycle infrastructure in relation to the carriageway surface of the high-speed roads;
- nature protection – location of prospective bicycle path routes in the protection zones of nature parks, touching of separate protected trees, habitats and biotopes.
- the location of prospective bicycle paths in the protection zones of cultural monuments.

4.4 Impact area of projects and long-term benefits for society

The study has identified the impact area, the approximate number of users and the area of each prospective bicycle path.

Today, it is important to create an environment based on the principles of sustainable development, a healthy lifestyle and efficient mobility, promoting the economical use of resources in the economy. One of the tools to achieve this goal is the development of bicycle traffic.

Today, it is no longer a fashion trend in urban planning or the whims of a particular interest group, it is a need for an orderly, safe and human-friendly environment. The goal of the bicycle traffic development is not to turn people into cyclists, but to use resources as needed; to maximize as much as possible the possible modes of transport by adapting the most appropriate means of transport to each situation, thus optimizing time and saving resources. The development of bicycle traffic is the creation of opportunities and new platforms for the modern development of urban processes.

The benefits of the bicycle traffic development are both global – improving the quality of the urban environment, reducing emissions, saving resources, mobility, energy independence and local – bicycle traffic promotes various socialization processes, the formation of new social groups, is a platform for thematic activities that promote a healthy lifestyle and attract people of all ages to participate in social activities outside the home.

Various events related to the bicycle culture, which promote the influx of tourists, the active participation of the population in social processes and the growth of bicycle traffic participants, are performed in Europe and around the world every day.

4.5 Transport structure maintenance and engineering maintenance costs

The calculation of the bicycle infrastructure maintenance and engineering maintenance costs is based on the publication "Methodological instructions for the preparation of the cost-benefit analysis of road projects" published by VSIA Latvijas valsts ceļi in 2019.

Nr.	Normāl-profils	Seguma kopējais platums, m	Seguma veids	Gada vidējā diennakts satiksmes intensitāte (transportlīdzekļi/24h)											
				Ikdienas uzturēšana							Seguma atjaunošana				
				< 200	201-500	501-1000	1001-3000	3001-10000	10001-20000	> 20000	< 200	200 - 2000	2000 - 3000	3000 - 5000	> 5000
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	NP 35,5	29,0	a/b						47 300	50 900					25 300
2	NP 33	27,0	a/b						45 400	49 100					23 600
3	NP 29,5	23,0	a/b				40 000	41 800	43 700	47 300				14 000	20 100
4	NP 26	20,0	a/b				38 800	40 000	41 800	43 700				12 200	17 500
5	NP 20,5	15,5	a/b				34 600	36 400	38 200	40 000			9 200	9 400	13 500
6	NP 16	13,0	a/b				25 000	27 300	30 900	34 600			7 700	7 900	11 400
7	NP 15,5	11,5	a/b				22 100	25 500	29 000	32 600			6 800	7 000	10 000
8	NP 14A	11,0	a/b				20 000	23 600	27 300	30 800			6 500	6 700	9 600
9	NP 14	9,0	a/b				16 400	20 000	23 600	27 200			5 300	5 500	7 900
10	NP10,5	7,5	a/b		10 900	12 700	14 500	16 400	18 200			4 400	4 500	4 600	6 600
11	NP 9,5	6,5	a/b		7 300	8 000	9 100	10 200				3 500	3 800	4 000	5 700
12	NP 7,5	6,0	a/b		6 500	7 300	8 400	9 500				3 300	3 400	3 600	
13	NP 5,5	3,5	a/b	2 600	3 700						2 100	2 200	2 200	2 400	
14	NP 4,5	3,5	a/b	2 600	3 700						2 000	2 100	2 200	2 400	
15	NP 3,5	3,0	a/b	1 800	2 600						1 700	1 800	1 900	2 100	
16	NP 10,5	10,5	grants	6 600	7 400	8 100					11 400	14 600	17 800		
17	NP 9,5	9,5	grants	5 500	6 600	7 400					10 300	13 200	16 100		

1. Table "Summary of maintenance and renewal costs of the bicycle path (euro/km without VAT)"

To obtain an approximate maintenance costs, the intensity of motor vehicles is equated to the intensity of bicycles. The average width of the bicycle path is assumed to be 3 m, which corresponds to a cross profile of NP 3.5. The calculation assumes that the annual average daily intensity of cyclists is 201–500 (Bicycle/24h). It follows that the daily maintenance costs would be 2600 euro/km, but based on the fact that the bicycle path does not require several road-specific works, the arithmetic mean between <200 Bicycle/24h (1800 euro/km) and 201–500 Bicycle/24h (2600 euro/km), which is 2200 euro/km, is used in the calculation. The lowest intensity shown in the table <200 Bicycle/24h, the cost of which is 1700 euro/km, is assumed for the calculation of surface renewal costs. These values have been chosen because the transport loads on the bicycle path are minimal and the bicycle path surface renewal may be necessary mainly in the event of local defects caused by, for example, freezing and thawing processes or rainfall. Although the repair of surface defects will be minimal during the first 2–3 years of path surface service life, however, as the surface ages, each year's surface renewal costs increase until it is time for a full renewal of the upper layer or even load-bearing layer of the surface.

The total estimated costs of maintenance and renewal for a 1 kilometre 3 m wide bicycle path per year are 3900 euro without VAT.

Table 2 provides a calculation to illustrate the approximate maintenance costs for each direction of the bicycle path.

2. Table "Costs of daily maintenance of roads and renewal of road surface in 2019 (euro/km without VAT)"

It can be concluded from the table that the maintenance and the renewal of surfaces of all planned regional bicycle paths for 1 year without VAT would cost 1.3 million euro, however over 30 years the costs, including surface reconstruction, would amount to approximately 40 million euro.

It should be noted that the costs are approximate and may decrease or increase depending on the plan of maintenance of structures of each local government building and the funding provided for each section and direction of the bicycle path.

4.6 Path bed cross profiles

Cross profile selection methodology

In order to create an appropriate cross profile, the expected intensity of bicycles and pedestrians must be taken into account, and the importance of the infrastructure in the specific network must be evaluated. LVS 190-9 "Bicycle traffic" indicates the forecast bicycle intensities at which the relevant cross profile must be selected (Table 3), however, based on the study of bicycle path characteristics, these values do not correspond to the real situation at the specified bicycle traffic intensities. For example, many conflictive situations are on the bicycle path Riga – Jūrmala (width 2.5–3 m) when 500 or more bicycles per hour travel along it. The ratio of high intensity to narrow cross profile does not allow comfortable overtaking manoeuvres, riding two bicycles next to each other, does not allow safety distances to be maintained, which makes the bicycle path unsafe and unattractive.

In turn, in the CROW standard issued in the Netherlands, the bicycle path width indicators (Table 4) are very high even at relatively low bicycle intensities. This is due both to the long traditions of cycling and to the much larger population in the cities of regions and the overall population density.

Two-way bicycle path based on the LVS standard	
Bicycle/h (rush hour)	**Total width of bicycle path (m)**
≤400	2.00

400–500	2.50
500–600	3.00
>600	4.00

3. Table

Two-way bicycle path based on the CROW standard	
Bicycle/h (rush hour)	**Total width of bicycle path (m)**
0–50	2.50
50–150	2.50–3.00
150–350	3.50–4.00
>350	4.50

4. Table

For this reason, the choice of two-way bicycle traffic cross profiles is based on a trade-off between the two considered standards and the intermediate values between the CROW and LVS indications are taken (Table 5).

Traffic intensity	**Cross profile width**
0–100 bicycle/h	2.5 m
100–200 bicycle/h	3.0 m
200–500 bicycle/h	3.5 m
>500 bicycle/h	4 m

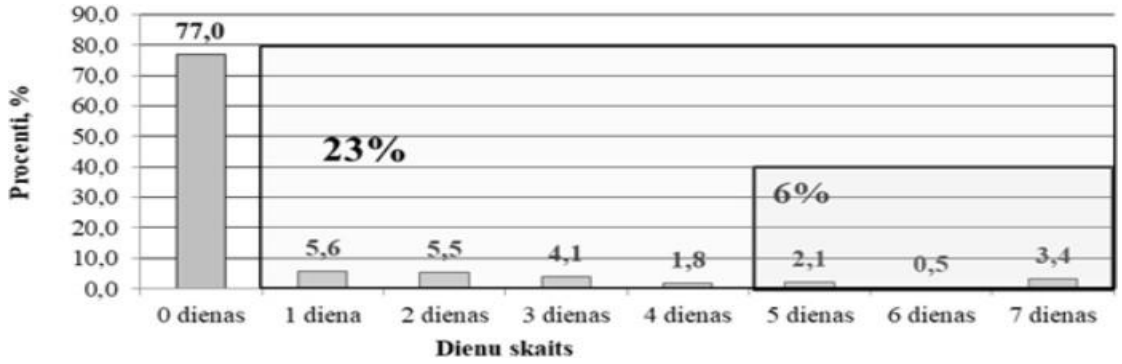
5. Table

Input data

The number of inhabitants of the populated areas adjacent to the bicycle path is assumed to be the input data in the cross profile selection calculation. The inhabitants of the areas adjacent to the regional bicycle path will be the ones who will use this bicycle path the most for both daily commuting and recreation.

Assumed values

In order to make a calculation, the number of cyclists in the specific section must be evaluated. To do this, it is assumed that residents within a 5 km radius of the populated area, the district crossed or affected by the regional bicycle path will use the regional bicycle path. To calculate the intensity of bicycle traffic, it is assumed that 5% of the populated area or district will use this bicycle path every day. The basis for such an assumption is the “Results of the Population Health Survey in Latvia 2016”, where it is indicated that 6% of the Latvian population ride a bicycle for more than 10 minutes at least 5 days a week.



Breakdown of bicycle use habits

The calculations use a rush hour intensity that is 20% higher than the average bicycle intensity.

Calculation example

In order to show the calculation in more detail, the section in the city of Riga of the regional bicycle path Riga – Sigulda is taken as an example:

				Velosipēdu ceļa profila izvēles kritēriji								
N.P.K.	Trases posms	Apakšposms	Trases garums, km	Iedzīvotāju skaits trases posmā	Saistītās apdzīvotās vietas (5%) velobraucēji	Rīgas ietekme (5%) velobraucēji	Nacionālas nozīmes velosipēdu ceļš	Valstpilsētu savienojums	Sporta/ tūrisma posms	Euro velo	Aprēķina velo skaits/h	Velosipēdu ceļa aprēķinātais profils
1	Rīgas pilsēta	Kr. Barona iela (Aspazijas bulvāris-Pērnavas iela)	2,8				X	X				RVC zonas profili
		Kr. Barona iela (Pērnavas iela - Kr. Barona 140)	0,3				X	X				
		Kr. Barona iela (Kr. Barona 140 - Brīvības iela)	0,05				X	X				
		Brīvības iela (Kr. Barona - Gaisa tilts)	0,05				X	X				
		Gaisa tilts	0,4				X	X				
		Brīvības iela (Bērzaunes iela - Gustava Zemgala gatve)	0,5	214000		10700	X	X			1070	4.0 m
		Brīvības gatve (Gustava Zemgala gatve - Šmerļa iela)	3	158000		7900	X	X			790	
		Brīvības gatve (Šmerļa iela - Silciema iela)	1,8	132000		6600	X	X			660	
		Brīvības gatve (Silciema iela - Juglas iela)	0,3	132000		6600	X	X			660	
		Brīvības gatve (Juglas iela - Berģu iela)	2,4	95800		4790	X	X			479	3.5 m
		Brīvības gatve (Berģu iela - Jaunciema gatve)	0,3	41600		2080	X	X			208	
		Brīvības gatve (Jaunciema gatve - pilsētas robeža)	0,3	41600		2080	X	X			208	
		Kopā:	12,2									

6. Table

Table 4 shows that the intensity of the regional bicycle path in the city of Riga will be caused by the residents of the Riga vicinities, while it is assumed that 5% of them will travel by bicycle every day. Based

on these 5% of cyclists, the rush-hour intensity is calculated, from which the corresponding cross profile is determined according to Table 3.

In turn, Table 5 shows the next sub-section from the border of Riga to Garkalne, where in addition to the intensity of bicycle traffic created by the vicinities of Riga, the intensity of bicycle traffic in the populated areas adjacent to the regional bicycle path is also added.

				Velosipēdu ceļa profila izvēles kritēriji							
N.P.K.	Trases posms	Apakšposms	Trases garums, km	Iedzīvotāju skaits trases posmā	Saistītās apdzīvotās vietas (5%) velobraucēji	Rīgas ietekme (5%) velobraucēji	Nacionālas nozīmes velosipēdu ceļš	Valstpilsētu savienojums	Sporta/ tūrisma posms	Euro	Aprēķina V
2	Rīgas pilsētas robeža - Garkalne	Autoceļš A2 (Rīgas pilsētas robeža - autoceļš A1)	2,1	1800	90	1365	X				
		Gar dzelzceļa līnijas Rīga - Lugaži labo pusi (autoceļš A2 - Garkalnes robeža)	5,7	2800	140						
		Venču iela (Garkalnes robeža - Vidzemes šoseja)	0,								
		Gar Vidzemes (Venč									

Table 5

The width of the cross profiles of the path bed has not been evaluated in the protection zone of the Riga Historical Centre (RHC). The existing and planned bicycle infrastructure in the RHC zone must ensure high-quality connections to the outlets of the bicycle path route from the city of Riga.

The path bed cross profiles of each of the 11 bicycle path routes calculated according to the methodology and the approximate calculations of construction costs for all sections to be newly built are presented below. For the calculation of the input data, the average construction costs of the bicycle path projects developed by the authors have been assumed *(for example, the construction costs of a new 1 km long and 3 m wide bicycle path amount to 260,000 euro without VAT).* The calculations do not take into account the required bicycle infrastructure in the RHC zone, as well as the costs of reconstruction of the already existing bicycle infrastructure to adjust it to the calculation profiles.

4.6.1 Bicycle path route Riga – Carnikava

- 4.0 m wide cross profile has been selected for the bicycle path route in the section from Brasa Station to the traffic overpass over rail tracks, which is at the construction stage, along the railway line Riga – Skulte. In 2021, a 2.5 m wide bicycle path separated from pedestrians was built in a 900 m long section. Its width does not correspond to the prospective width of the regional bicycle path. However, taking into account that this route to Ostas Avenue can also be performed along an alternative existing route through Mežaparks, the flows of cyclists will be separated and the profile will probably be maintained for the next 5–10 years. In total, a section of 4.0 m wide cross profile shall be built in the length of 4.0 km.

- In the section of the route from the above-mentioned new overpass, the cross profile width is reduced to 3.5 m according to the calculation methodology. It remains so in the section of the route along Viestura Avenue, Mīlgrāvja Street, Jaunciema Gatve and Vecāķu Avenue up to Emmas Street, which is one of the central streets of the Vecmīlgrāvis vicinity. A section of 3.5 m wide cross profile shall be built in the length of 4.5 km.

- Starting from Emmas Street in the vicinity of Vecmīlgrāvis, continuing through the Vecāķi vicinity to the village of Kalngale in Ādaži Novads, the prospective profile of the bicycle path is assumed to be 3.0 m. In this 8.4 km long section, the demand for bicycle infrastructure is formed both by the residents of the immediate vicinities of Riga and by the residents of Kalngale and Garciems.

- A 2.5 m wide path profile is planned from Kalngale Station to Carnikava. The length of the path route is 9 km.

Expansion of the selected cross profiles is possible in the future depending on demand, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;
- the geographical location of the route close to the sea and nature parks attracts sports and tourism cyclists;
- the route partially coincides with the Latvian sections No. 10 and No. 13 of the Eurovelo network.

Approximate estimated amount of financing for the construction of the route is 5,018,000 euro without VAT.

4.6.2 Bicycle path route Riga – Ādaži – Saulkrasti

- Brīvības Street and Brīvības Gatve (in the section Gaisa Bridge – Juglas Street) – the cross profile width is 4 m. The length of the section is 5.6 km.
- Brīvības Gatve (in the section Juglas Street – Riga city border) – the cross profile width is 3.5 m. The length of the section is 3.0 km.
- In the section from the Riga city border to the railway line Riga – Lugaži, the cross profile width is 3.0 m. The length of the section is 2.1 km.
- The calculated cross profile of the route in the section from the railway line Riga – Lugaži to the end of the route in the city of Saulkrasti is 2.5 m.

Expansion of the selected cross profile in the section Carnikava – Saulkrasti is possible in the future, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;
- the geographical location of the route close to the sea and nature parks attracts sports and tourism cyclists;
- the route partially coincides with the Latvian sections No. 10 and No. 13 of the Eurovelo network.

Approximate estimated amount of financing for the construction of the route is 6,760,000 euro without VAT.

4.6.3 Bicycle path route Riga – Sigulda

- Brīvības Street and Brīvības Gatve (in the section Gaisa Bridge – Juglas Street) – the cross profile width is 4 m. The length of the section is 5.6 km.
- Brīvības Gatve (in the section Juglas Street – Riga city border) – the cross-profile width is 3.5 m. The length of the section is 3.0 km.
- In the section from the Riga city border to Garkalne, the cross profile width is 3.0 m. The length of the section is 9.6 km.

- In the section from Garkalne to the end of the route in Sigulda, the width of the cross profile is 2.5 m. The length of the section is 30.5 km.

Expansion of the selected cross profile in the section Riga city border – "Sēnīte" is possible in the future depending on demand, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;
- the direction of the route goes to popular tourist destinations (Sigulda and its vicinities) and nature parks (Gauja National Park), which attract sports and tourism cyclists;
- connection of State cities (part of Riga – Valmiera section).

Approximate estimated amount of financing for the construction of the route is 9,620,000 euro without VAT.

4.6.4 Bicycle path route Riga – Ulbroka – Saurieši

- In the section of Augusta Deglava Street from the Deglava Street overpass to the Lubānas Street roundabout, the cross profile width section is planned to be 4.0 m. The length of the section is 5.2 km.
- In the section from the Lubānas Street roundabout to Acones Street in Ulbroka, the width of the cross profile is planned to be 3.5 m. The length of the section is 2.8 km.
- In the section from Acones Street in Ulbroka to the centre of the village of Saurieši, the cross profile is assumed to be 2.5 m. The length of the section is 5.5 km.

Approximate estimated amount of financing for the construction of the route is 1,352,000 euro without VAT.

4.6.5 Bicycle path route Riga – Ogre – Lielvārde

- In the section from Firsa Sadovņikova Street in Riga to the Riga city border, the calculation cross profile width is 4.0 m. The length of the section is 10 km.
- In the section from the Riga city border to the Dārziņi railway station, the cross profile width is 3.5 m. The length of the section is 2.6 km.
- In the section from the Dārziņi railway station to the Salaspils railway station, the cross profile width is 3.0 m. The length of the section is 4.6 km.
- In the section from the Salaspils railway station to Pils Street in Ikšķile, the cross profile width is 2.5 m. The length of the section is 10.8 km.
- In the section from Pils Street in Ikšķile to Ciemupe, the cross profile width is 3.0 m. The length of the section is 11.2 km.
- In the section from Ciemupe to the end of the route in Lielvārde, the cross profile width is 2.5 m. The length of the section is 12.4 km.

Expansion of the selected cross profiles in the section Riga city border – Ogre City is possible in the future, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;

- the route goes to popular tourist destinations (for example, Riga Hydroelectric Power Plant, Ogre, Daugava River bank) and nature parks (Ogre Blue Mountains), which attract sports and tourism cyclists;
- connection of State cities (Riga – Ogre).

Approximate estimated amount of financing for the construction of the route is 8,996,000 euro without VAT.

4.6.6 Bicycle path route Riga – Ķekava – Baldone

- The calculation cross profile width in the section Mūkusalas Street – Riga city border is 4.0 m. The length of the section is 4.4 km.
- In the section from the Riga city border to Pļavniekkalna Street, the calculation cross profile width is 3.0 m. The length of the section is 4.3 km.
- In the section from Pļavniekkalna Street to Baldone city centre, the calculation cross profile width is 2.5 m. The length of the section is 20.7 km.

Approximate estimated amount of financing for the construction of the route is 7,332,000 euro without VAT.

4.6.7 Bicycle path route Riga – Baloži

- In the section Jelgavas Street – Riga city border, the calculation cross profile width is 4.0 m. The length of the section is 5.7 km.
- In the section along the Riga city border and through the Riga forest peat bog to Dārzu Street in Baloži city, the calculation cross profile width is assumed to be 3.5 m. The length of the section is 1.9 km.
- In the section in the Baloži city from Dārza Street to Rīgas Street, the calculation cross profile width is 3.0 m. The length of the section is 0.7 km.

Approximate estimated amount of financing for the construction of the route is 2,600,000 euro without VAT.

4.6.8 Bicycle path route Riga – Olaine – Jelgava

- In the section Mūkusalas Street – Mārupe Novads border, the calculation cross profile width is 4.0 m. The length of the section is 3.7 km.
- In the section Mārupe Novads border – Lapiņu Dambis, the calculation cross profile width is 3.5 m. The length of the section is 3.6 km.
- In the section Lapiņu Dambis – Miglas Street, the calculation cross profile width is 3.0 m. The length of the section is 4.1 km.
- In the section from Miglas Street in Stūnīši to Skolas Street in Ozolnieki, the calculation cross profile width is 2.5 m. The length of the section is 22.8 km.
- In the section from Skolas Street in Ozolnieki to the Jelgava city border, the calculation cross profile width is 3.0 m. The length of the section is 1.1 km.

- In the section from the Jelgava city border to the Jelgava railway station, the calculation cross profile width is 3.5 m. The length of the section is 6.5 km.

Expansion of the selected cross profiles in the section Riga city border – Jelgava city is possible in the future, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;
- the route goes to popular tourist destinations, as well as attracting sports cyclists;
- connection of State cities (Riga – Jelgava).

Approximate estimated amount of financing for the construction of the route is 8,190,000 euro without VAT.

4.6.9 Bicycle path route Riga – Mārupe – Jaunmārupe

- In the section from Mūkusalas Street in Riga to the Mārupe Novads border, the cross profile width is 4.0 m. The length of the section is 3.7 km.
- In the section from the Mārupe Novads border to Kalēju Street in Mārupe, the cross profile width is 3.5 m. The length of the section is 2.4 km.
- In the 5.7 km long section of Rožu Street in Mārupe, the cross profile width is 3.0 m.
- In the section from the intersection of the A5 and P132 roads to the centre of Jaunmārupe, the cross profile width is 2.5 m. The length of the section is 1 km.

Approximate estimated amount of financing for the construction of the route is 1,846,000 euro without VAT.

4.6.10 Bicycle path route Riga – Babīte – Piņķi

- In the section of Riga city from Nameja Embankment to Kurzeme Avenue, the cross profile width is 4.0 m. The length of the section is 6.3 km.
- In the section from Kurzemes Avenue to Mēness Street in Mārupe Novads, the cross profile width is 3.5 m. The length of the section is 3.1 km.
- In the section from Mēness Street to Piņķi Reservoir, the cross profile width is 2.5 m. The length of the section is 4.1 km.

Approximate estimated amount of financing for the construction of the route is 2,392,000 euro without VAT.

4.6.11 Bicycle path route Riga – Jūrmala

- In the section from Nameja Embankment in Riga to Babīte Station, the cross profile width is 4.0 m. The length of the section is 6.0 km.
- In the section from Babīte Station to the bridge over Lielupe, the cross profile width is 3.0 m. The length of the section is 8.0 km.
- In the section from the bridge over Lielupe to Upes Street in Jūrmala, the cross profile width is 2.5 m. The length of the section is 8.4 km.

- In the section from Upes Street in Jūrmala to the end of the route at Ventspils Highway. the cross profile width is 3.0 m. The length of the section is 8.4 km.

Expansion of the selected cross profiles in the section is possible in the future, depending on demand, taking into account such factors as:

- the route coincides with the bicycle path route of national significance;
- the geographical direction of the route to the sea beaches, nature parks, tourist attractions in Jūrmala attracts sports and tourism cyclists;
- the route coincides with the Latvian sections No. 10 and No. 13 of the Eurovelo network.

Approximate estimated amount of financing for the construction of the route is 3,354,000 euro without VAT.

5 Functions of mobility points in connection with bicycle paths.

The regional bicycle path routes are evaluated in the study, taking into account the Plan for the location and creation of the mobility points developed within the framework of the SUMBA project. When comparing the alternatives, an efficient direct connection to the regional mobility points was chosen as one of the criteria, thus promoting the integration of bicycle traffic and rail passenger traffic.

The lengths of the regional bicycle path sections are relatively long, so access to the mobility points developed at the railway stations makes it possible to combine daily travel routes using train traffic, if longer sections have to be overcome.

Therefore, bicycle parking facilities need to be developed at regional mobility points. It is necessary to combine both short-term open parking areas and covered and closed parking areas, where bicycles can be left safely in bad weather conditions and for a longer period of time.

6 Summary

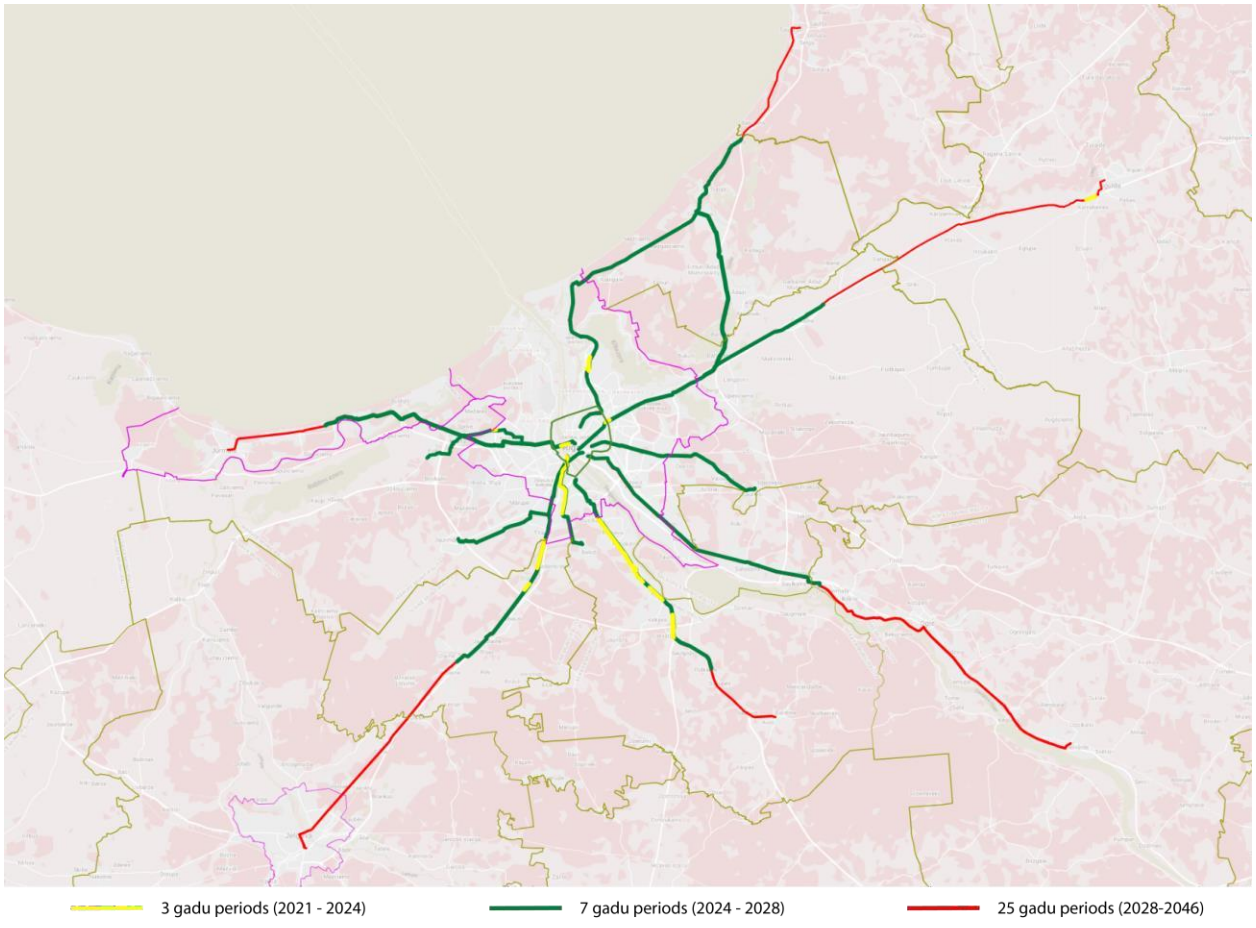
- In the course of the study, construction projects, planned development projects of bicycle paths, railway development for passenger traffic, as well as development plans of Rail Baltica routes and Regional railway stations have been taken into account and analysed.
- The study has mapped 11 regional bicycle path routes, as well as marked alternatives for route sections and connections to associated mobility points;
- According to the number of inhabitants in populated areas and the density of the population, the widths of the cross profiles of bicycle paths have been determined according to the methodology;
- The approximate costs of construction and maintenance of bicycle paths have been determined according to an appropriate methodology;
- Risks of implementation of projects have been evaluated;

7 Cartographic material

7.1 Vision of regional bicycle traffic infrastructure development

The development of regional bicycle path routes is influenced by the construction projects already started, the already existing development plans of bicycle paths, development plans of the main roads and development plans of the railway.

Thus, in accordance with the evaluation performed in the study, the possible development periods of bicycle paths have been determined, as a result of which the parameters of the cross profiles determined in the study have been reached.



ANNEX (GRAPHIC PART)