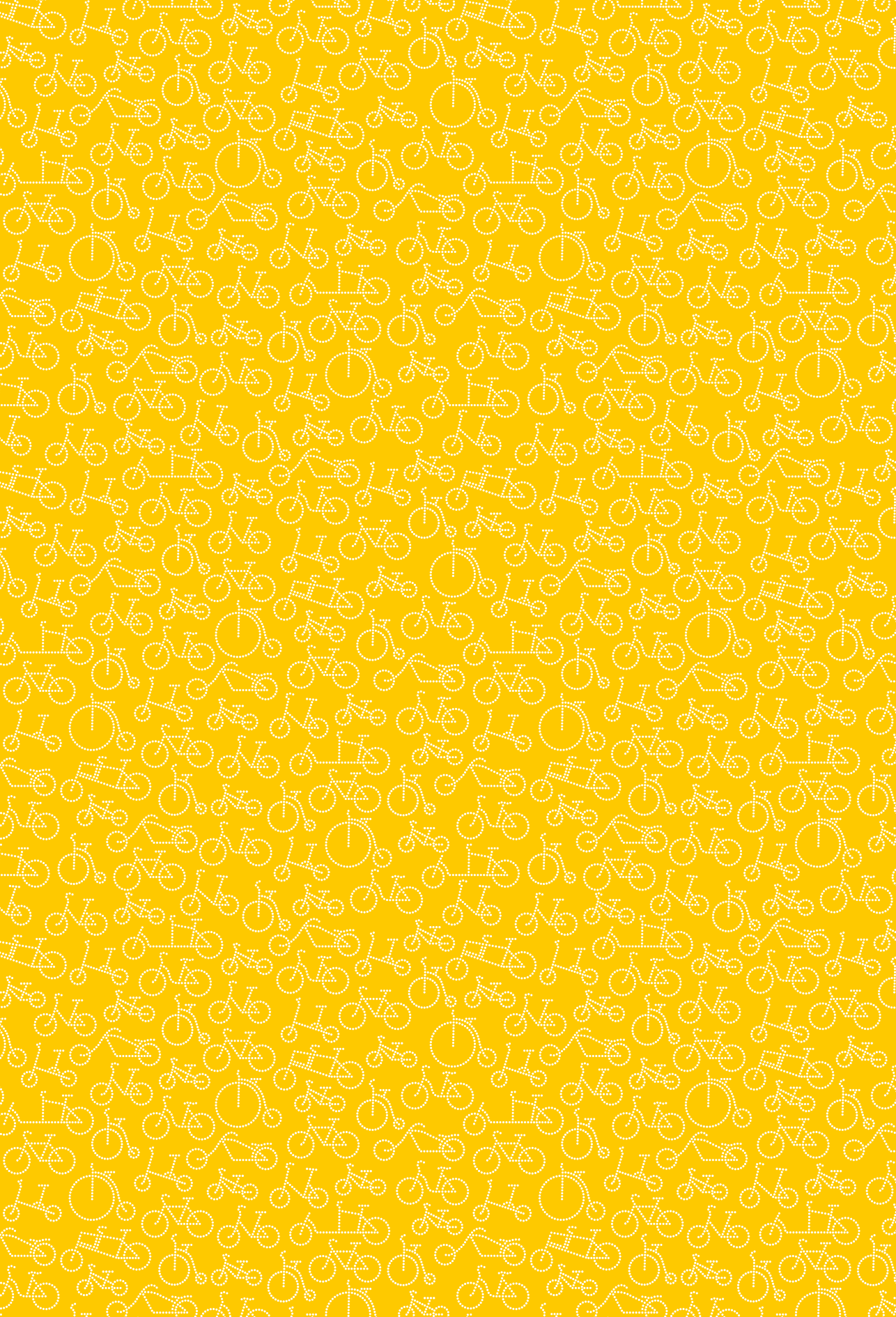


Helsinki



**Bicycle
Account
2021**



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Publication details



Bicycle Account 2021 is the fourth publication in its series in Helsinki, reviewing the development of the bicycle as a mode of transportation, resident opinions, cycling projects and cycling services. The first Bicycle Account was published in 2015.



LILLE SANTANEN



MARTTI TULENHEIMO

Greetings from the Traffic and Street Planning Department: cycling is about team work!

The main responsibility for developing cycling infrastructure in the City of Helsinki lies with the Traffic and Street Planning experts, also referred to as Bicycle Planning Team. However, it takes more than just the City's experts to promote cycling, and therefore we must all work together. After all, it is the residents who do the cycling culture in Helsinki.

Helsinki has already made great progress in promoting cycling. At the end of 2020, the City's new Bicycle Action Plan was approved. This ambitious programme will help ensure that the objectives are met.

Helsinki is a trailblazer when it comes to cycling, both domestically and globally. Plenty of effort has gone into this work, but much can still be done – together. Helsinki factors in cycling in a number of ways when planning large-scale updates to its street network, for example. Over the next few years, approximately 100 kilometres of streets in the inner city will undergo construction or renovation, and two-way cycling

on one-way streets was already introduced to the area last year to facilitate a smoother cycling experience. Last year, Baana passed the milestone of one million cyclists, and the first bicycle street was opened in Kulosaari. Furthermore, roughly 80 per cent of Helsinki's residents have a bicycle!

In the upcoming years, particular attention will be paid to achieving direct and functional cycling routes, maintenance, arrangements during roadworks, bike parking and services. This will make Helsinki increasingly cyclable.

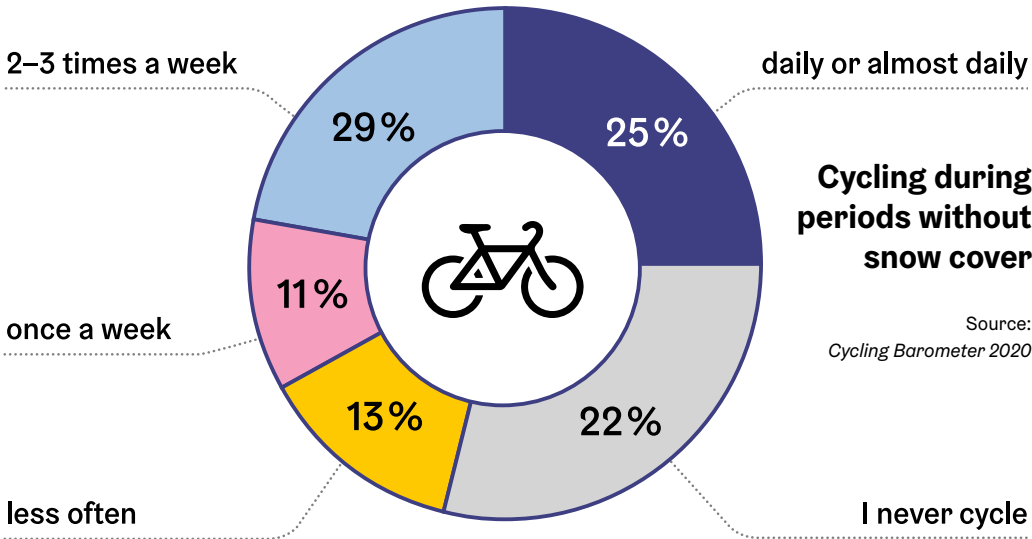
Let's work together to make Helsinki a functional and fantastic cycling city – thank you for being part of this progress!

Henna Hovi
Jenni Huovinen
Oskari Kaupinmäki
Teppo Pasanen
Ilari Heiska

Bicycle Planning Team
 City of Helsinki

Cycling is popular in Helsinki

More than half the City's residents cycle every week

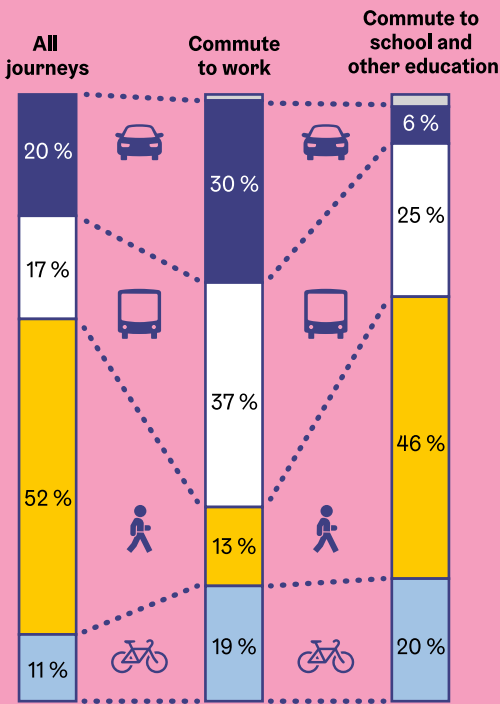


The popularity of cycling is on the rise

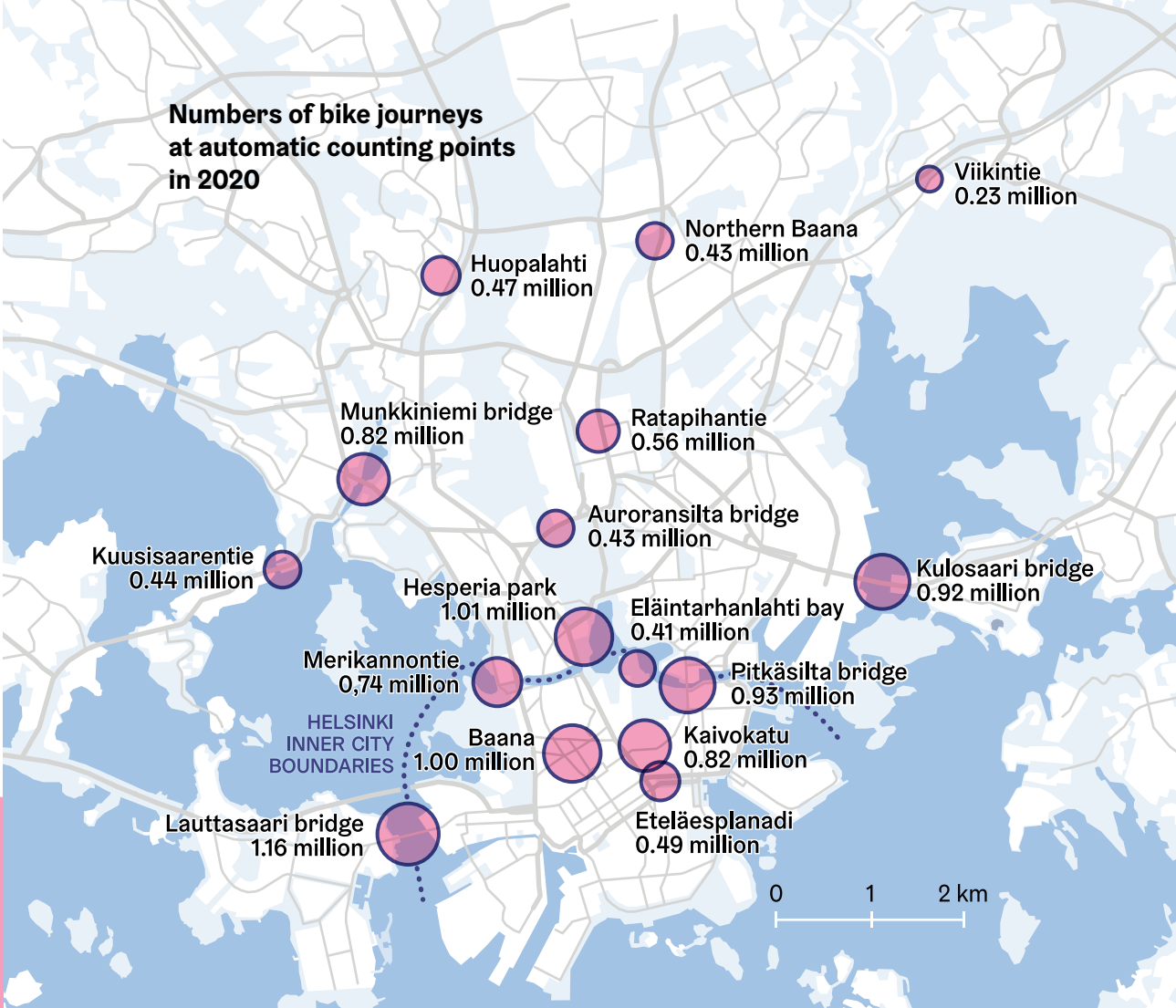
58 per cent of the City's residents travel by bike at least once a week. This is one percentage point less than in 2018. In 2020, a total of 1.16 million cycling journeys were made across Lauttasaari bridge, the most popular bike route in the country. Furthermore, the amount of bike travel in the inner city has been on the rise since 1997. Approximately 200,000 journeys are made by bicycle every 24 hours in Helsinki.

In 2020, 11 per cent of all journeys were made by bicycle. However, even though cycling has gained popularity, its proportion amongst all transport modes has not increased as planned. Helsinki's goal is to have 20 per cent of all journeys to be made by bike by 2035.

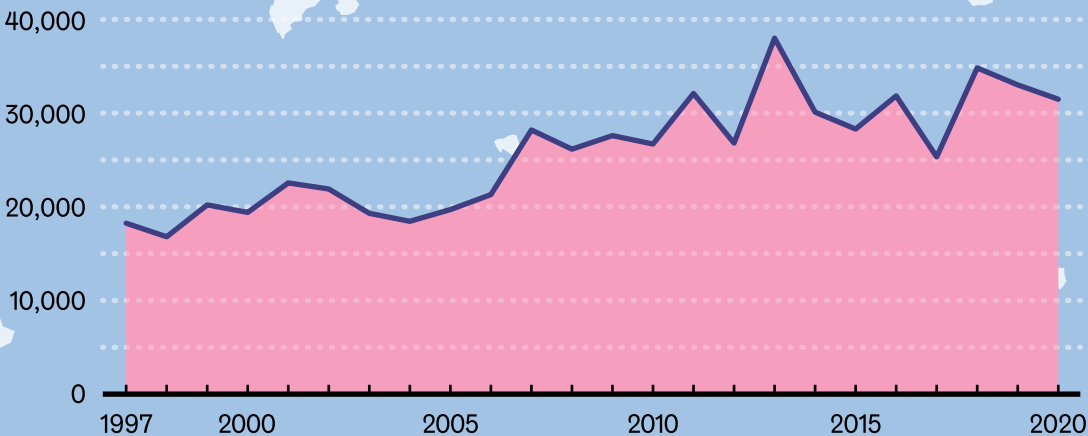
Modal share of trips in Helsinki



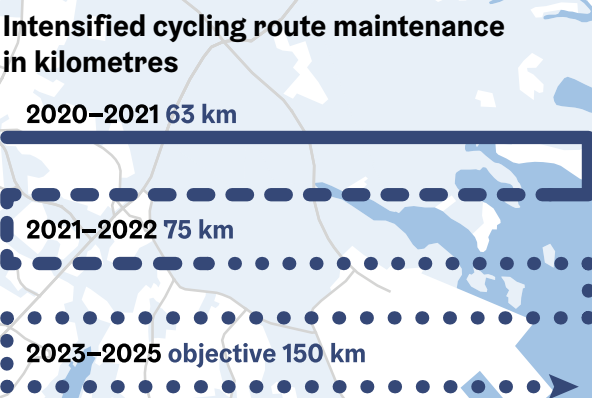
Numbers of bike journeys at automatic counting points in 2020



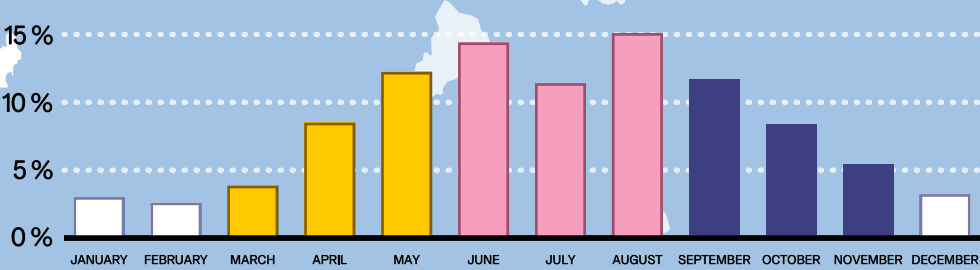
Number of bike journeys at the borders of the Helsinki peninsula during a single weekday in June 1997–2020



More effective winter maintenance of cycling routes



Distribution of the numbers of cyclists by month, 2019–20 average



A city of year-round cycling

The City of Helsinki wants to make it possible for people of all ages to cycle throughout the year. Currently, 13 per cent of the City’s adult residents cycle all year round. In order for cycling to be safe and smooth in the winter, Helsinki has adopted more efficient winter maintenance procedures on 63 kilometres of its bike routes. These procedures will be gradually expanded to cover a 150-kilometre network. Furthermore, winter maintenance will be improved on routes not covered by the more intensive winter maintenance measures. Plenty of work remains in order to for us to achieve this, but the necessary means and methods already exist.

The method of brushing and salting is used as a means of intensified winter maintenance, removing the snow by brushing and spreading salt to prevent slipperiness. Thanks to the salt, there is no need to use grit, which could puncture tyres and put cyclists at risk of falling when the snow melts. Reducing the use of grit also reduces the amount of street dust in the spring. The use of brushing and salting has increased the amount of winter-time bike traffic on the Baana routes, in comparison to the other routes.

Why people cycle:

An easy way to get around

39 %

Positive effects on physical fitness and health

33 %

Outdoor exercise and recreation

9 %

Environmental reasons

4 %

Journeys not dependent on timetables

4 %

A financially beneficial transport mode

4 %

The coronavirus pandemic

2 %

Other reasons

5 %

The TOP 5 factors:

The residents of Helsinki would cycle more if...

1. The parking facilities for bicycles were better protected from vandalism and theft
2. The network of cycling routes were more extensive and better connected
3. Cycling were safer
4. Cyclists were better taken into account at intersections
5. The cycling arrangements were better during roadworks.

Source: Cycling Barometer 2020



The convenience of cycling

People in Helsinki use bikes primarily because they are an easy way to get around. In addition to this, the positive impact on health and fitness, as well as the opportunity to exercise and enjoy the outdoors, encourage people to get on the saddle. Commuting to work or school is the most common reason for bicycle use, but in 2020, the number of leisure journeys made by bicycle increased as well.

Furthermore, bicycles are used in conjunction with other modes of travel. Of those who cycle daily, nearly 24% also use public transport every day. The satisfaction level with the opportunities for combining cycling and public transport to complete a

journey has remained the same in comparison to 2018, but there is a notable increase from 2016.

The City's residents say that they would cycle more if the bike parking facilities were safer and the cycling route network were more extensive and interconnected. Improved cycling safety, junction designs and bike route arrangements and maintenance during roadworks would also increase the popularity of cycling.

Cycling in Helsinki

- **Cycling is about team work.**
- **Here are some tips for**
- **smooth and enjoyable riding.**

Cycling on the bike path or street

Bicycles belong on bike paths, bike lanes or streets. Bike paths are indicated by painted road markings and signs, while bike lanes have just painted markings. If no bike path or lane exists, cyclists must ride on the street with the rest of the traffic. The sidewalks are dedicated to pedestrians, and only children under the age of 12 may cycle on them.

Cycling paths and lanes are one-way

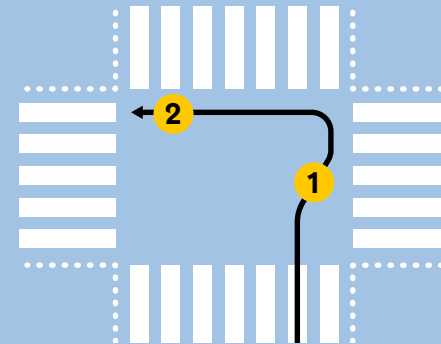
Most of Helsinki's bike paths are one-way. Typically, a street has a one-way bike path on either side, meaning that cyclists travel in the same direction as the rest of the traffic. Any deviations from this principle are marked on the road and indicated by traffic signs.

New kerbs to be installed on bike paths

On the new bike paths, bicycle traffic is kerb and level-separated from the sidewalk, similarly to other vehicle traffic.

Looping around to turn left

When turning left on one-way bike paths and lanes, the recommended procedure is to complete the turn in two stages. The first stage is to cross the intersecting street in a direct line and, once on the other side, the cyclist should position themselves between the bicycle crossing or vehicle lane and a zebra crossing. The cyclist may perform the second stage once the light turns green for traffic on the intersecting street or when it is otherwise safe to do so.



A list of things to remember about the new Road Traffic Act for cyclists:

1. Lights on during twilight and darkness – a white light at the front, a red one at the back.
2. Make sure your bike has reflectors, a bell and fully functional brakes.
3. On the new bicycle street, cyclists set the pace – Kulosaaren puistotie has Helsinki's first bicycle street.
4. Cyclists may ride on one-way streets in both directions if so indicated by a traffic sign.
5. If a bike path is on the left side of a street, in respect to the direction a cyclist is moving, cyclists may ride on the right side, either on the road or the shoulder.



Travel farther with a city bike

In 2021, Helsinki's city bike system will expand to cover almost the entire city. The city bikes in Helsinki and Espoo have become extremely popular. According to a review completed in spring 2019, the city bike system is one of the world's most popular ones.

Source: City bikes in Helsinki and Espoo 2020

- **You can check the**
- **location of your nearest**
- **city bike station on HSL's**
- **website. While there,**
- **you can also register**
- **as a city bike user:**
- **kaupunkipyorat.hsl.fi/en**

Cycling network expanding rapidly in the inner city areas

New cycling routes are being built in Helsinki and old ones renovated wherever cycling cannot take place on the street with cars. This will ensure that cycling is convenient and safe. Over the next few years, most new routes will be constructed in the inner city because of the bike routes' connectivity issues and high number of cyclists there.

The new bike paths on Hämeentie will be completed in spring 2021. Cyclists and pedestrians will receive a new connection, running below the Central Railway Station, when the Kaisantunneli tunnel is completed in 2023. The project Kasin katutyöt, affecting

tram route No 8, will include the construction of one-way bike paths on Caloniuksenkatu, a section from Töölöntori square to Mannerheimintie on Runeberginkatu, and new cycling arrangements on Helsinginkatu between 2021 and 2022.

Most of the bike paths in the inner city will be one-way. These are safer and fit better in the available street space.

• You can read more about the plans in Finnish at pyoraliikenne.fi/blogi

NEW SECTIONS TO BE BUILT*

To be completed in 2021

- Hämeentie, Viides Linja and Haapaniemenkatu
- Kulosaaren puistotie's bicycle street

To be completed in 2022

- Caloniuksenkatu
- Runeberginkatu (Töölöntori - Mannerheimintie)
- Helsinginkatu (Hammar skjöldintie - Kaarlenkatu)
- Hietaniemenkatu (Hietakannaksentie - Mechelininkatu)
- Lauttasaarentie (Isokaari - Ruukinlahdentie)
- Radiokatu

Existing bike paths to be made one-way:

- Aleksis Kiven katu (Ratapihantie - Sturenkatu)
- Nordenskiöldinkatu (Pohj.Stadiontie - Vauhtitie)
- Savonkatu
- Viipurinkatu
- Stenbäckinkatu

To be completed in 2023–2026

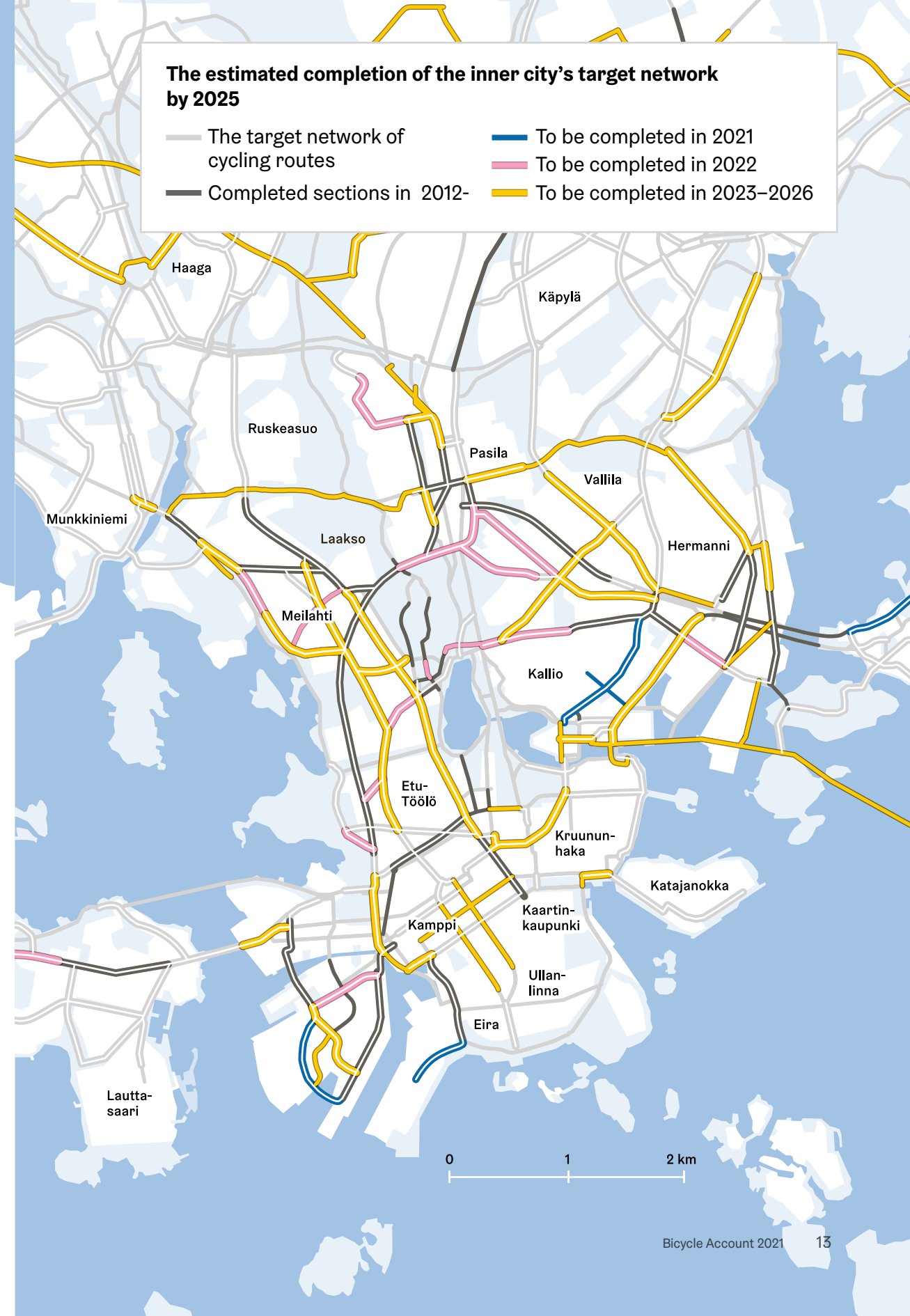
- Kaisantunneli tunnel
- Siltasaarenkatu (John Stenbergin ranta - Hämeentie)
- Mannerheimintie (Postikatu - Reijolankatu)
- Kaivokatu
- Kaisaniemenkatu
- Sturenkatu
- Mäkelänkatu (Kumpulantie - Hämeentie)
- Runeberginkatu
- Topeliuksenkatu
- Aleksis Kiven katu (Sturenkatu - Hämeentie)
- Linnankoskenkatu
- Porkkalankatu (Lauttasaari bridge - Länsisatamankatu)
- Mechelininkatu (Länsilinkki-Lapinlahdentie)
- Hakaniemi bridge, Hakaniemenranta
- Hietalahdenranta-Ruoholahdenranta
- The Market Square area
- Asemapäällikönkatu
- Pasilankatu (Esterinportti - Veturitie)

* estimated construction years

Source: City of Helsinki 2021

The estimated completion of the inner city's target network by 2025

- The target network of cycling routes
- Completed sections in 2012–
- To be completed in 2021
- To be completed in 2022
- To be completed in 2023–2026





The Baana network to expand across the entire region

Helsinki is planning to build a network of high-quality bicycle highway “Baana” routes. At the end of 2020, the total distance of finished Baana routes in Helsinki was roughly eight kilometres, in addition to which about 11 kilometres of more were under construction. Once finished, the network will be 130 kilometres long. During the next few years, the focus will be on the designs of the northern and eastern Baana routes. The Baana network will be complemented by other projects, such as the Crown Bridges, Laajasalo boulevard and the tram line from Kalasatama to Pasila.

New Baana connections to be built

TO BE COMPLETED IN 2021

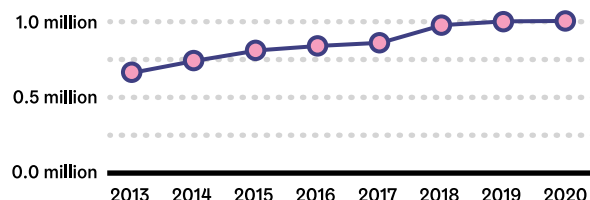
- 8 Kulosaaren puistotie's bicycle street

TO BE COMPLETED IN 2022

- 8 Eastern Baana (Tupasaarentie–Hiihtäjänkuja)

Source: City of Helsinki

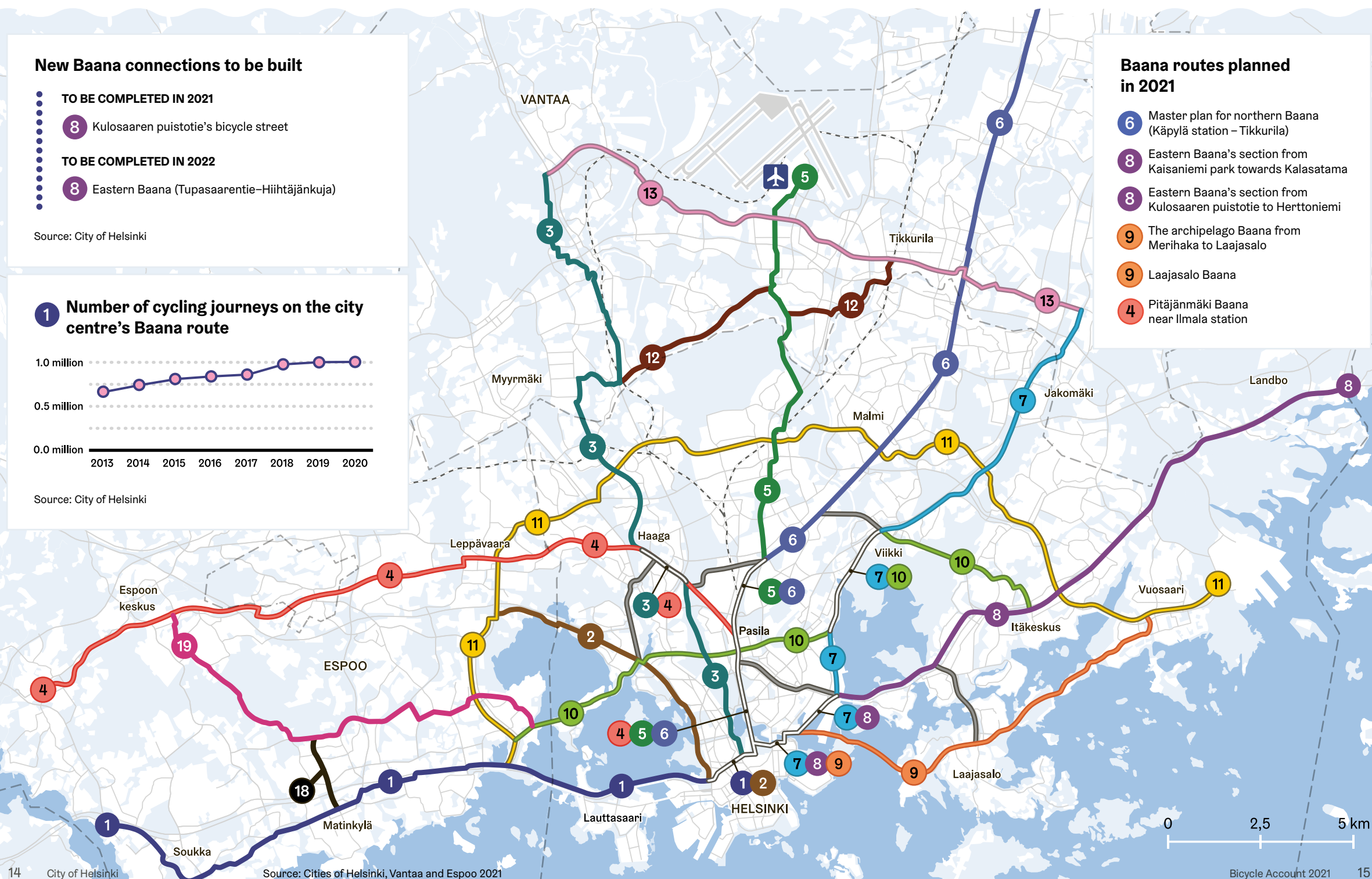
1 Number of cycling journeys on the city centre's Baana route



Source: City of Helsinki

Baana routes planned in 2021

- 6 Master plan for northern Baana (Käpylä station – Tikkurila)
- 8 Eastern Baana's section from Kaisaniemi park towards Kalasatama
- 8 Eastern Baana's section from Kulosaaren puistotie to Herttoniemi
- 9 The archipelago Baana from Merihaka to Laajasalo
- 9 Laajasalo Baana
- 4 Pitäjänmäki Baana near Ilmala station



Source: Cities of Helsinki, Vantaa and Espoo 2021

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More bicycle parking for Kamppi, Katajanokka and Malmi

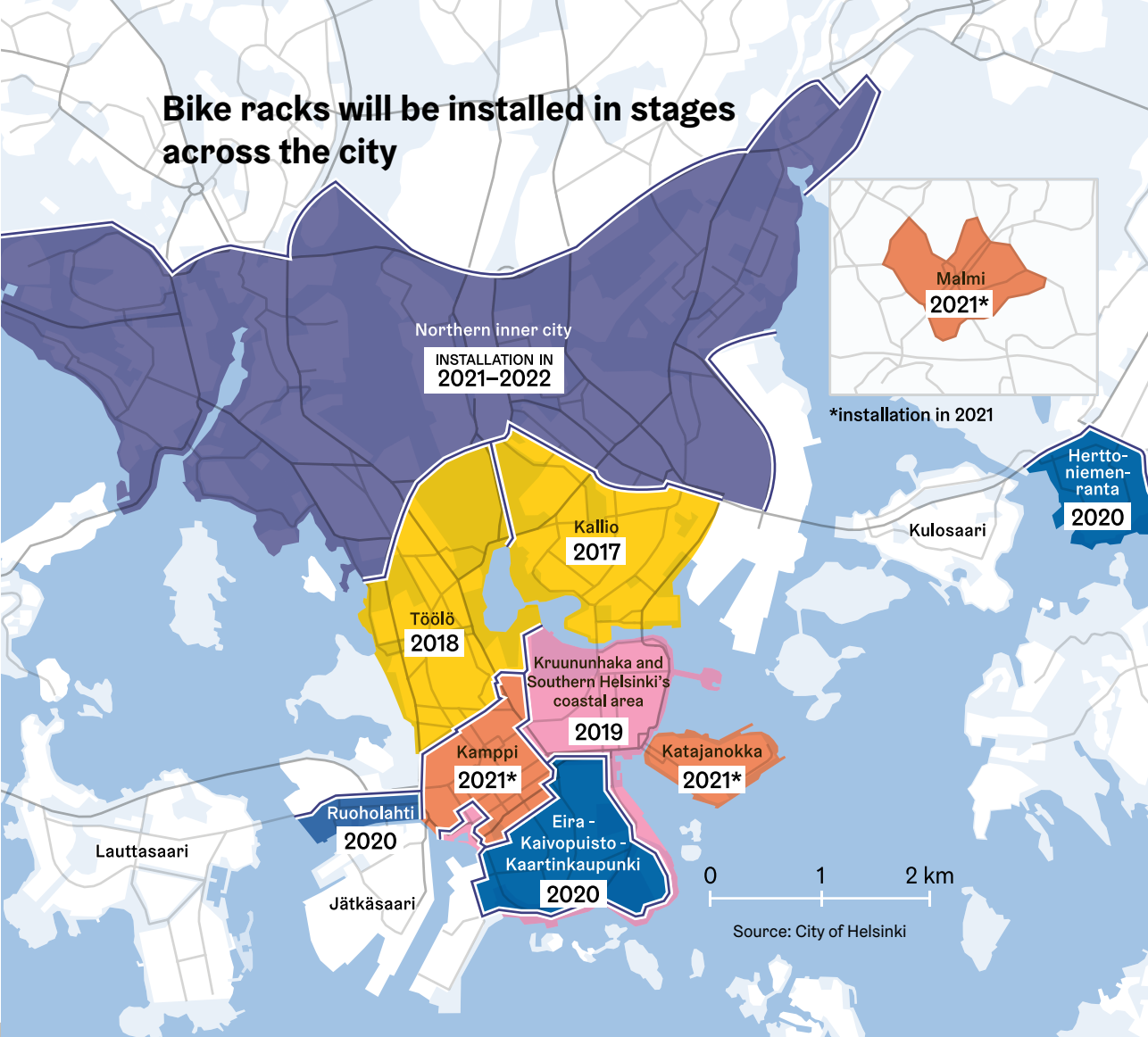
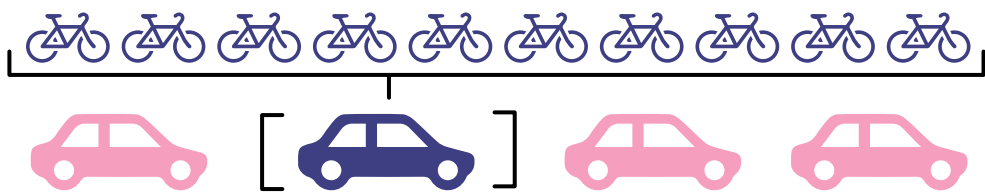
Helsinki is continuously improving and expanding its bicycle parking facilities. More frame lock racks will be installed throughout the city. Studies show that increasing the quality and capacity of bicycle parking could encourage Helsinki's residents to cycle more.

New bicycle racks were installed in Ruoholahti, Herttoniemi, Eira, Kaartin-kaupunki and Kaivopuisto in 2020. In 2021, more racks will be installed in Kamppi, Katajanokka and Malmi.

Bicycle parking facilities increase satisfaction

The bike parking capacity is monitored with Cycling Barometer surveys carried out every two years. According to the barometer, satisfaction with bike parking at stations and other public locations has increased.

A single car parking spot can accommodate racks for 10 bikes



Bike racks in 2017–2021

2017 Kallio 864 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	2019 Kruununuhaka 504 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	2020 Ruoholahti 174 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	Herttoniemenranta 86 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>
2018 Töölö 640 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	Southern Helsinki's coastal area 306 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	Eira-Kaivopuisto-Kaartinkaupunki 308 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>	2021 Kamppi, Katajanokka, Malmi Approximately 1,000 parking spots <div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> </div>

= 100 parking spots



RIKU PIHLANTO

Residents give the green light to the promotion of cycling

The residents of Helsinki continue to show strong support for the City's objective of promoting cycling. 94 per cent of adult residents feel positive about the promotion of cycling.

Residents who cycle think that Helsinki is a good city for cycling, and their satisfaction has been increasing in recent years. Residents' satisfaction with the safety and efficiency of cycling has also increased slightly. However, about one in five cyclists feel unsafe when cycling.

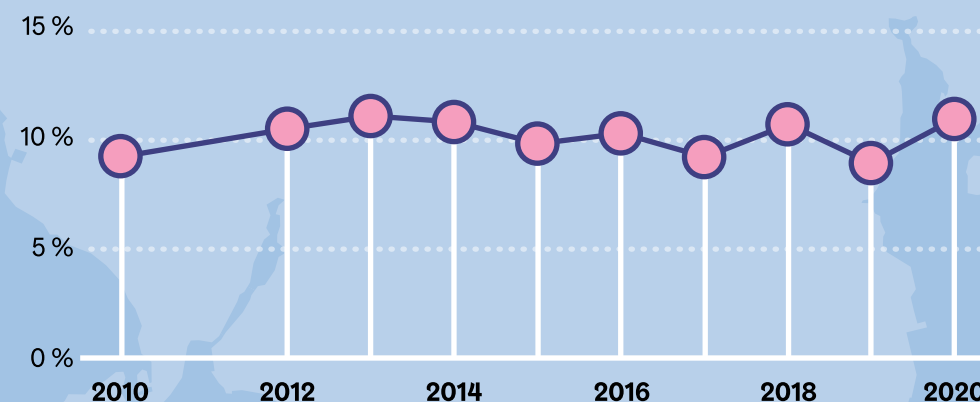
The ability to combine cycling and public transport resulted in the highest increase in satisfaction. This was likely due to the park and ride facilities for bicycles, the city bikes and the possibility of taking bikes onboard trains and the metro.

Nearly one third of the respondents said that they have been using their bicycles more than usual during the coronavirus pandemic.

The City aims to further enhance its residents' cycling satisfaction by building new cycling routes and bike parking facilities, and by improving the arrangements during roadworks, cycling services and the cycling routes' winter maintenance.

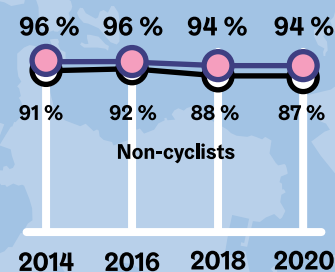
Feedback and development ideas regarding the cycling conditions in Helsinki can be submitted via www.hel.fi/feedback

The modal share of cycling out of all journeys (%)

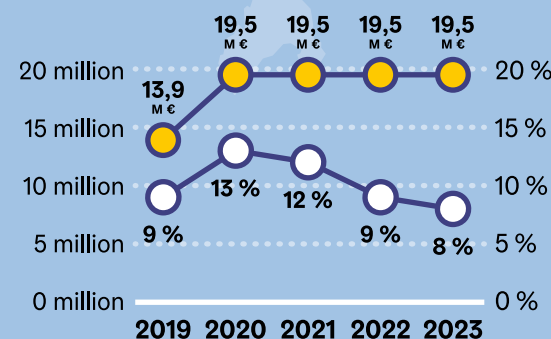


Source: Transport behaviour of Helsinki's residents in 2020

Percentage of all people



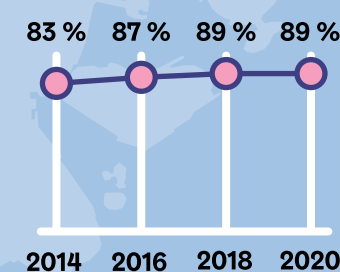
Those favouring the promotion of cycling



● The investment budget for cycling
○ Proportion of the entire street and transportation budget

Source: City of Helsinki

Percentage of cyclists



Satisfaction with Helsinki as a cycling city

Source: Cycling Barometer 2020

The proportion of the total transport budget dedicated to cycling (%).

Helsinki is investing in cycling routes, both in the inner city and the Baana route network. In 2020, 19.5 million euros will be invested in cycling routes, which accounts for 13 per cent of the total transport budget. The UN recommends that 20 per cent of transport budgets be spent on walking and cycling.

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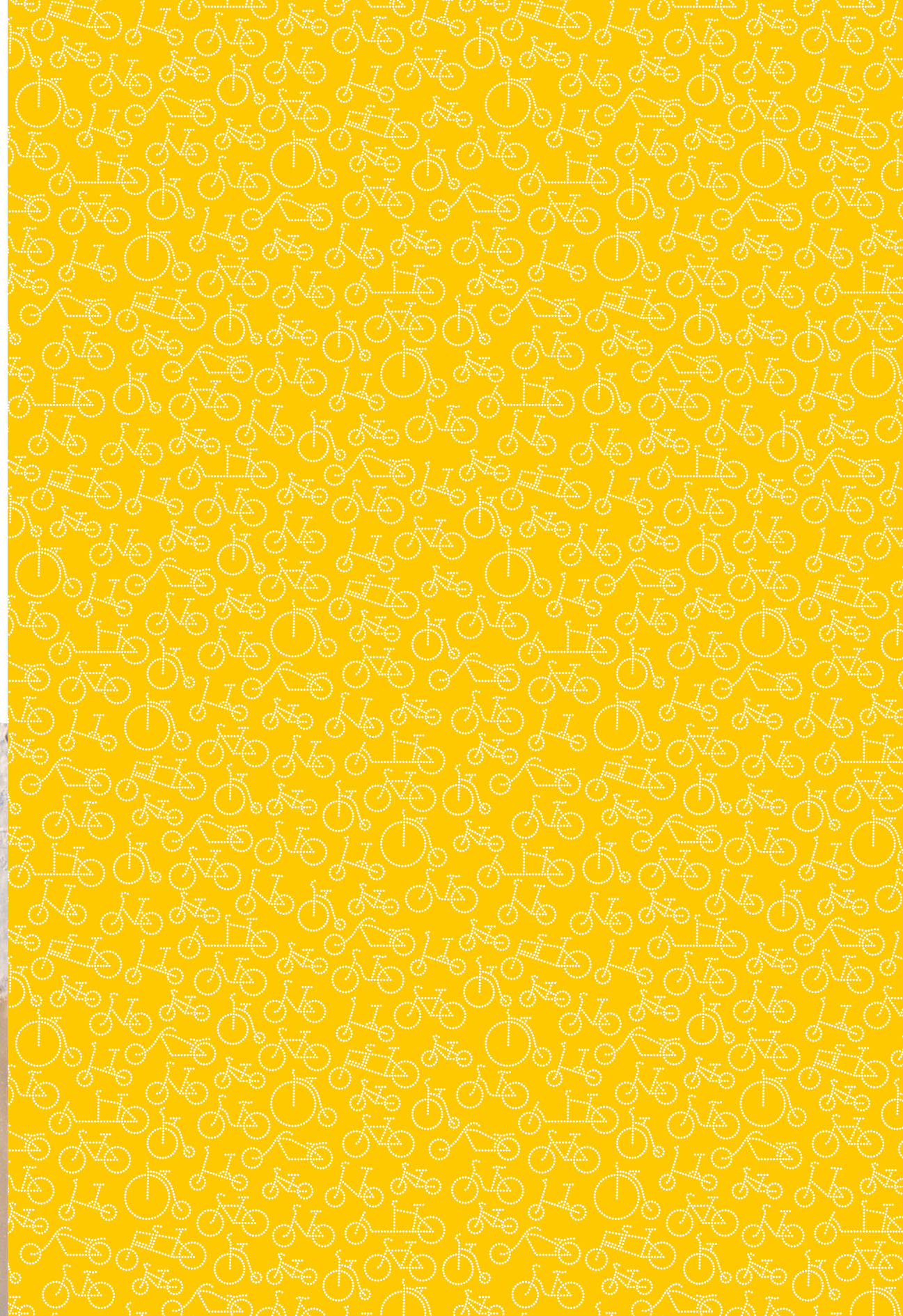
For more information, please see

[www.hel.fi/helsinki/en/maps-and-transport/cycling/
cycling/](http://www.hel.fi/helsinki/en/maps-and-transport/cycling/cycling/)

Give feedback at www.hel.fi/feedback

For urban environment planners (in Finnish):

www.pyöräliikenne.fi



Urban Environment
brochures 2021:4

Helsinki's Urban Environment Division

Street address

Työpajankatu 8
00580 Helsinki

Postal address

PO Box 58200
00099 City of Helsinki

Switchboard

09 310 2611
hel.fi/urbanenvironment