

FACTSHEET - TARTU, ESTONIA

City Facts



Pilot Area edged in red, Pilot Institution marked by the star

City of Tartu

Size city area	39 km ²
Population size	97.000
Unemployment rate	3.4 % (2017)
Average annual temp	6.2 °C
Population growth	-0.25%

Pilot Area, Vaksali and central areas

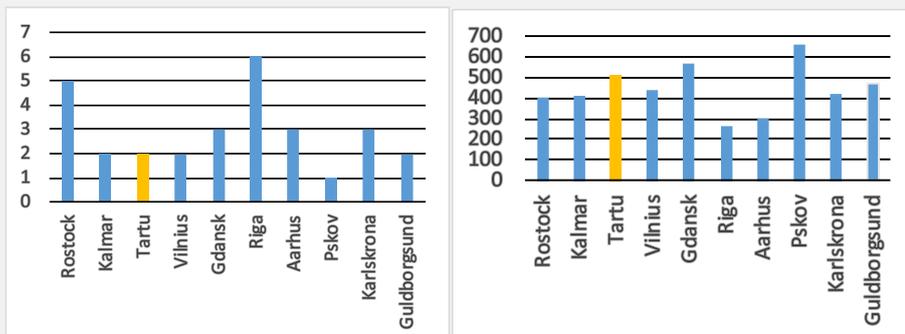
Size	1.63 km ²
Population	est. 10.000

Similarities with other cities

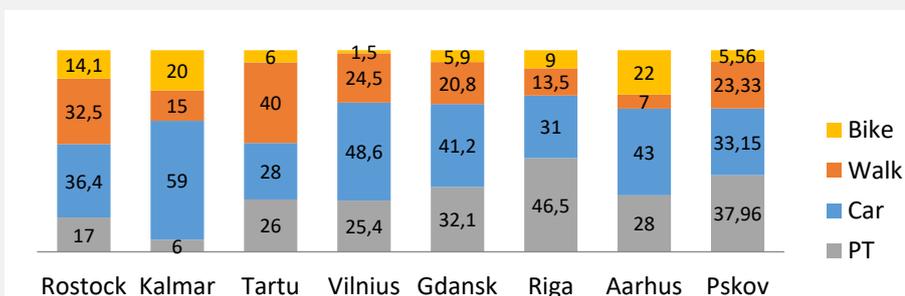
- Together with Kalmar, Vilnius and Guldborgsund the second lowest number of PT modes
- Third smallest population size and density after Kalmar. However, Tartu has the 5th largest city area, closely behind Vilnius.

City level

Low number of public transportation modes and Car ownership rate



High bike usage in modal split



City Level

Success Factors

Tartu has the **highest percentage of pedestrians** (second graph).

Reasons:

- Tartu has the smallest city area, and a **high population density**. Also, the round shape of the city and the fact that the furthest distance between the city border and the city center is no more than 4 km, makes walking a commonly used transportation mode. A large part of the population lives within 1,5km from the city center.

Tartu has the **lowest percentage of car users** (second graph).

Reasons:

- Even though Tartu has the third highest car ownership rate among the CMM cities, the data available (based on outdated surveys older than 7 years) shows it has the lowest percentage of people using the cars for their daily trips. One reason for it might be that there are many students in town who cover many trips by walking. Another reason may be that homes and workplaces are close to each other. However, currently, the percentage of car users is estimated much higher.

Challenges

3rd highest car ownership rate: 510/1.000

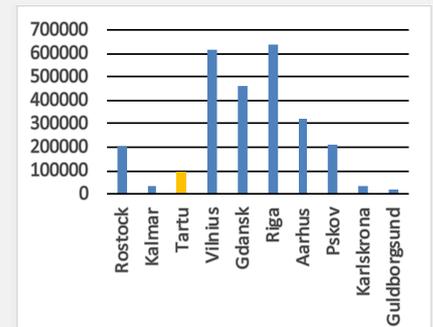
Reason:

- Only one car sharing provider with only 3 stations.

- 3rd lowest unemployment rate. Hence, it can be assumed – especially with the low amount of actual car users – that the private cars are rather for entertainment / holiday travel reasons.

- Only two public transportation modes available that could substitute trips with the private car

Fourth smallest CMM city in population size:



Mobility Management

In terms of a pedestrian- and cycling-friendly environment, one of Tartu's biggest advantages is its round, compact and mostly flat topography. The City Government is actively engaged in mobility management and is consistently investing in infrastructure. There have been large investments in cycling lanes. The streets are being narrowed to reduce car speed and give more room for cyclists and pedestrians. New busses and new bus timetable will arrive in June 2019. Estonia's first electric bike share scheme will be introduced in Spring 2019. On the other hand, citizen engagement in reducing car usage is irregular and mostly project based. Also, climate change awareness is rather low and the impacts of transportation on the environment is seen as less relevant. Urban sprawl is having a major effect on increase of private car use.

In the future, better coordination with surrounding municipalities to connect surrounding settlements with the city's public transportation and light traffic network can reveal its potential. Promotion of benefits of active transportation, dedicated bus lanes, restricted car usage in the city and raising parking prices in the city may be further opportunities. However, one potential future threat is that the perception of the private car as the quickest mode of transportation in the city remains dominant. Therefore, improvements in public transportation could reduce cycling and walking and not impact private car use. The lack of a strategy for citizen engagement is seen as another future threat.

City Level

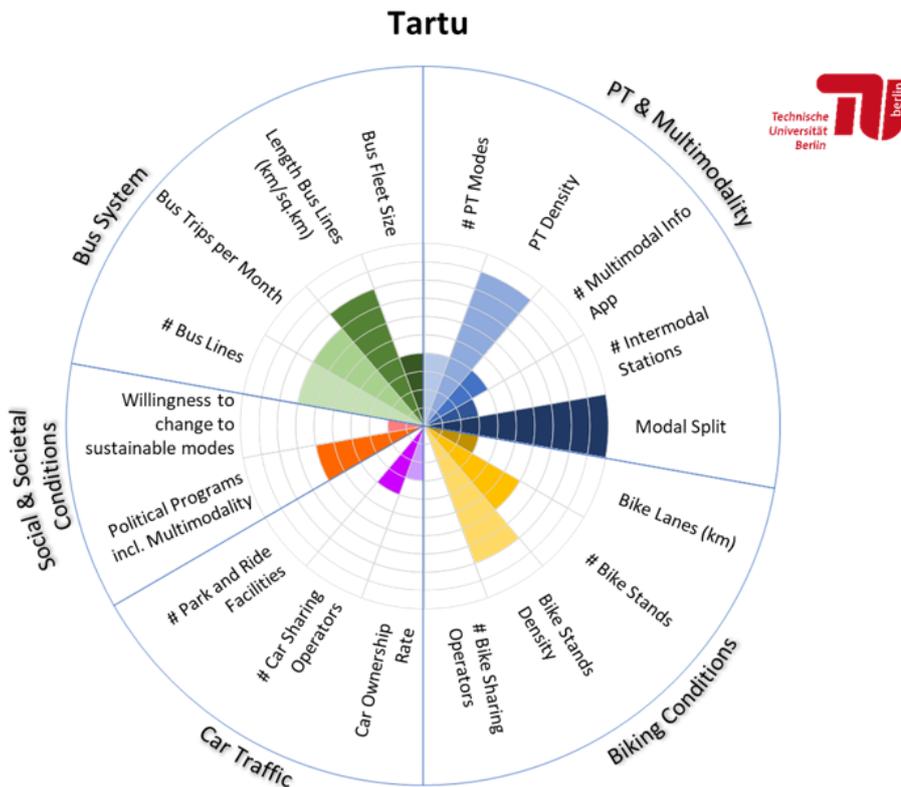
Additional Observations

The city is proactively trying to **encourage car users to change their modes of transport to biking and busses**. There are projects to improve the already good bus networks to – however – be more direct routes instead of circular ones. Currently the busses' long lines and usage of small streets lead to inaccurate timetables, long routes and – even if that is not the case – illusions of longer travel times by bus than they actually take.

Bike lanes were added along the train tracks in 2017, creating a new cycling corridor to connect the city.

A bike sharing scheme will be opened in 2019. It will consist of 80 stations and 600 bikes (400 electric; 200 non-electric)

Multimodality Indicators Ranking



More quick facts on pilot area:

- The **area** consists of the intercity bus station area, the historic city centre area, historic Toomemäe park and mixed residential area with apartment buildings, office buildings, mixed use buildings, university library and academic buildings, theatres, cinemas, schools, kindergartens and train station.

- The **train station** and intercity bus station are not situated side by side. They are about 1,5km away from each other. There are bus lines to connect them, but timetables are not synchronized. Since national train company is changing its schedule two times a year, it is difficult to have city's bus timetable and the train timetable coordinated. This problem has been solved in August 2018, when a new bus line was introduced which is independent from the other lines and possible to adjust its schedule to match the arrival times of the trains.

- **Inter city bus station** is located to the open market. This open market is regionally important institution attracting traders from Southern-Estonia.

- The pilot area consists officially of Vaksali area and central area. River side is much lower than southern side of the area. Many important streets have **steep ascends from the river** towards the south and train station.

Rank Multimodality = Conclusion = Category

Compared to the other CMM cities Tartu performs at present good concerning multimodality conditions. It reached the status of a:

Start-Up City

Scale-Up City

Lighthouse City