Mobility IAP Tartu Municipality

URBACT

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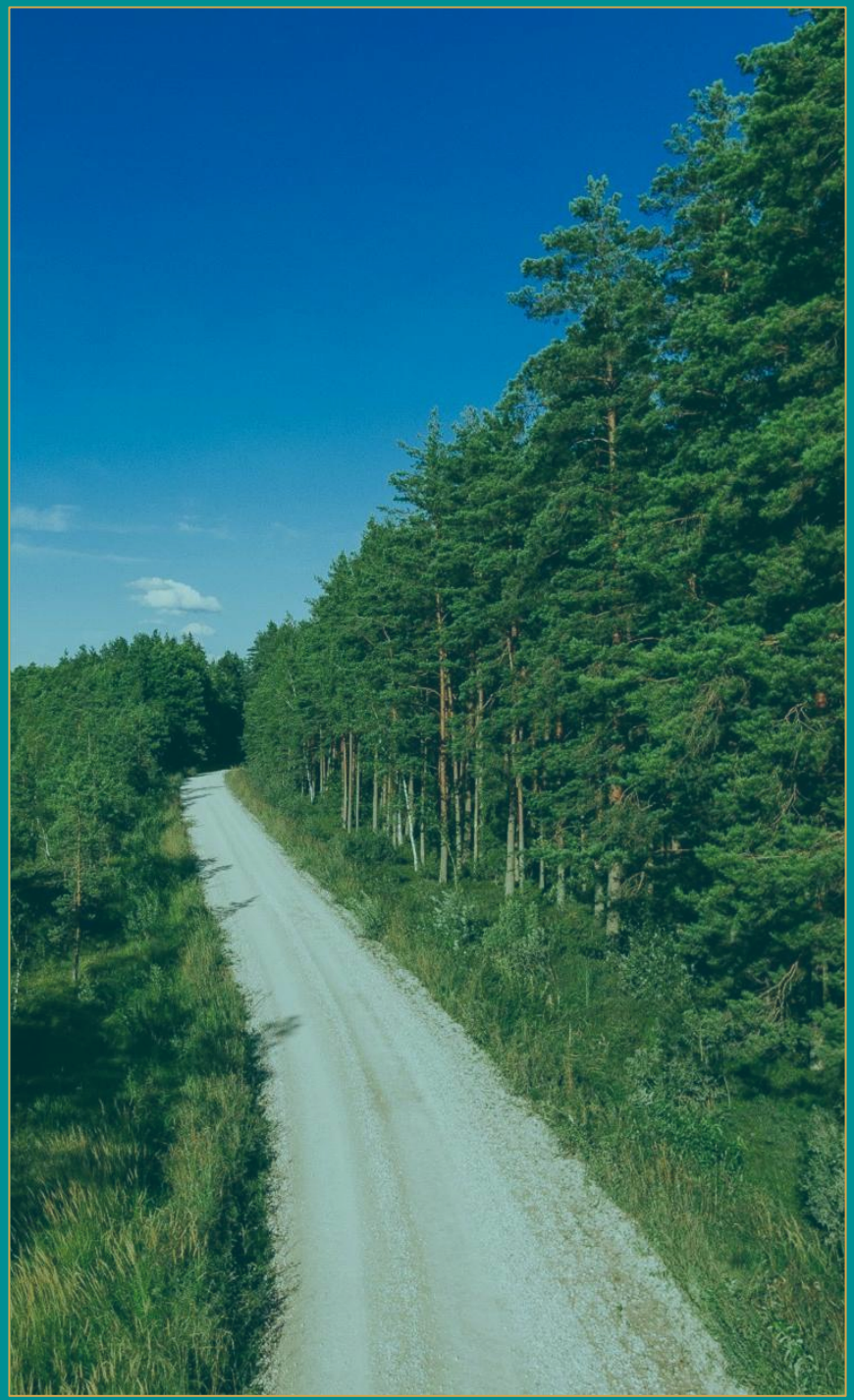
Beyond the Urban

Connecting urban-rural communities

Contents



Challenges

Tartu municipality has developed rapidly since the administrative reform of 2017. The population of Tartu Rural Municipality, which was formed by the merger of Tartu Rural Municipality, Laeva Rural Municipality, Piirissaare Rural Municipality and Tabivere Rural Municipality, has increased by 3000 people in 7 years. At the same time, the Raadi-Kõrveküla area, which has grown into an urban environment, and more distant villages with sparsely populated areas need access to services, jobs and homes in the same way.

Areas close to the city of Tartu have to solve problems related to motorisation, such as congestion on roads going to and from the city during rush hours and problems related to parking. Environmental problems related to transport and transport infrastructure – air pollution, noise, heat islands, etc. – are also important. At the same time, the distances between the usual destinations are relatively short. Workplaces and various services are quickly and conveniently accessible on foot, by bicycle or by public transport.

In rural areas, distances are longer and public transport options are scarcer and there are few locally available services, which is why moving between destinations is time-consuming and highly dependent on the availability of a personal vehicle. Due to the sparsely populated area, it is difficult to organise public transport. At the same time, there are no parking problems and traffic jams typical of the urban area, and the living environment is cleaner.

The unique challenge of Piirissaare, which is part of the municipality of Tartu, is to solve the problem of access to the island by waterways, including taking into account the winter conditions when floating vessels cannot move to Lake Peipsi.

Therefore, when developing mobility solutions, we are faced with the challenge of finding a solution that is at the same time:

Sustainable and environmentally friendly
Accessible to everyone and needs-based
Fast
Easy-to use, comfortable, but at the same time promotes physical movement.

To solve the challenges related to mobility, the municipality of Tartu joined the URBACT Beyond the Urban project, hoping to learn from the experience of other European urban areas, expand the network of relationships and get new inspiration. The participants of the Beyond the Urban network are the Osona region (Catalonia, Spain), Hradec Kralove (Czech Republic), Treviso (Italy), Santa Maria da Feira (Portugal), Kocani (North Macedonia), Machico (Madeira, Portugal), Bucharest-Ilfov (Romania), Bram (France), Szabolc05 (Hungary), Tartu municipality (Estonia).

This Action Plan has been developed and prepared within the framework of the Beyond the Urban project.

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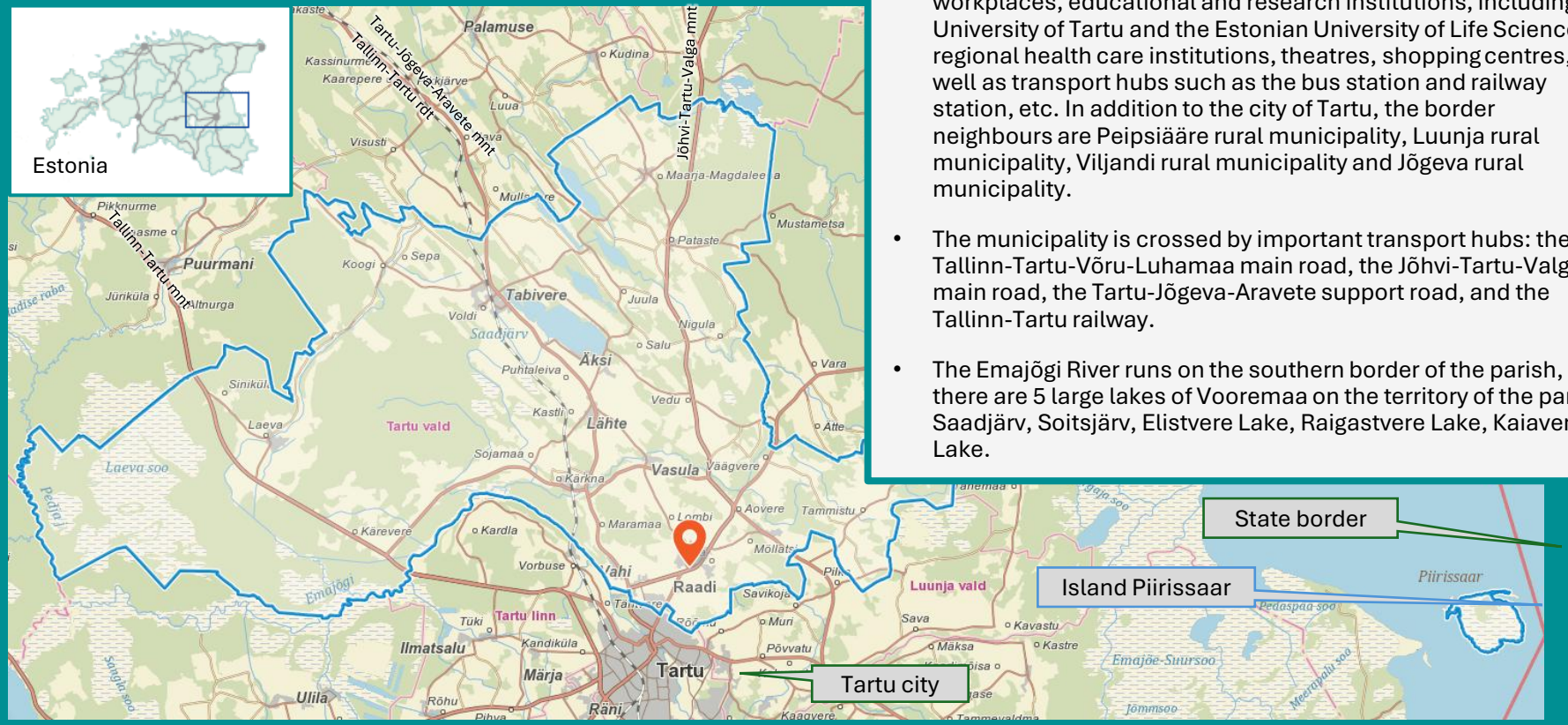
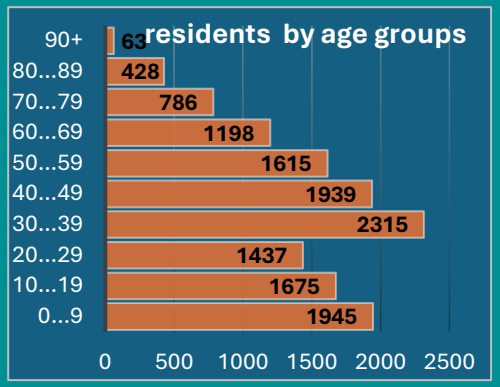
Tartu Municipality

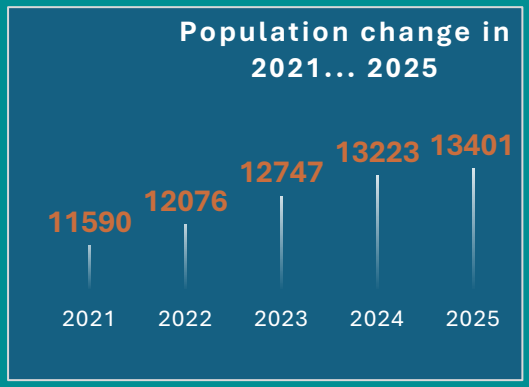
- Area 742km2
- The population as of 01.01.2025 is 13401 people.
- The population density is 18 people per km2. A little more than 1/3 of the population occupies 2% of the territory of the municipality.
- 77 settlement units, of which 1 small town, 6 small towns and 70 villages.
- Administrative Centre - Kõrveküla alevik
- Tartu rural municipality also includes Piirissaar in Lake Peipus with about 100 inhabitants.
- The city of Tartu is the centre of attraction, as it is home to workplaces, educational and research institutions, including the University of Tartu and the Estonian University of Life Sciences, regional health care institutions, theatres, shopping centres, as well as transport hubs such as the bus station and railway station, etc. In addition to the city of Tartu, the border neighbours are Peipsiääre rural municipality, Luunja rural municipality, Viljandi rural municipality and Jõgeva rural municipality.
- The municipality is crossed by important transport hubs: the Tallinn-Tartu-Võru-Luhamaa main road, the Jõhvi-Tartu-Valga main road, the Tartu-Jõgeva-Aravete support road, and the Tallinn-Tartu railway.
- The Emajõgi River runs on the southern border of the parish, and there are 5 large lakes of Vooremaa on the territory of the parish: Saadjärv, Soitsjärv, Elistvere Lake, Raigastvere Lake, Kaiavere Lake.

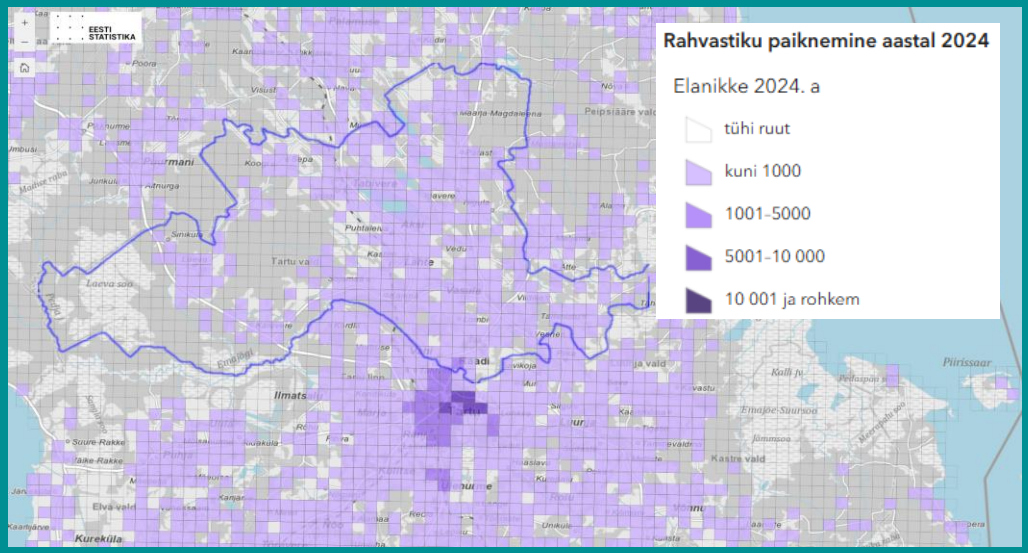


Settlement

- Urban areas: Raadi (over 3500 inhabitants), Kõrveküla (1350 inhabitants).
- The historical regional centres of Tabivere, Lähte, Laeva, Maarja-Magdaleena, have retained the function of a local centre of attraction with a kindergarten, basic school, youth centre and shop. These densely populated local centres are also home to the main employers in the respective area.
- The somewhat exceptional small town of Äksi, where there is no school or kindergarten, but one of the most important tourist objects in the region is located here: the Ice Age Centre.
- 70 sparsely populated villages with a population of between 8 and 300 people.
- The population of Tartu rural municipality has grown from 10647 people to 13401 people by 2025 since the merger of local governments in 2018. The population of the municipality grew the fastest in the period 2022...2024, when approximately 500 people were added to the municipality every year.
- The north-eastern and western edges of the municipality are covered by extensive forest masses with very sparse human settlements and swamp areas. The Laeva swamp, located in the western part of the parish, is a popular place for trips for the residents of Tartu.







Public transport

Tartu City Transport

Tartu city lines. Tartu rural municipality is served by the city of Tartu's bus lines to Vahi Industrial Park (line No. 9) and Kõrveküla (line No. 7).

Tartumaa Ühistranspordikeskus

County lines. The districts of Tartu rural municipality are connected to the city of Tartu or another destination by a network of public transport lines within the county. The starting stop of most bus lines is in the city of Tartu.

Ministry of Regional Affairs and Agriculture

Tartu rural municipality is crossed by large transport corridors in the direction of Tartu-Tallinn, Tartu-Jõgeva-Rakvere and Tartu-Jõhvi-Narva. Therefore, several inter-county bus transport routes pass through Tartu rural municipality and have stops.

Tartu Rural Municipality Government

Bus lines within the municipality. The transport of the residents of Tartu rural municipality, including students, is mainly organised with the help of Tartu's city lines, county lines and long-distance lines. To compensate for the lack of existing lines, there are 4 student transport lines.

AS Elron

Rail transport. In Tartu rural municipality, passenger train stops are in Tabivere and Kärkna.

Tartumaa ÜTK + Kihnu Veeteed AS

Water transport. Piirissaare, which is part of Tartu rural municipality,
To ensure accessibility, the mainland and Passenger transport between the island is carried out by ferry in the summer and by hovercraft in the winter.

Tartu City Transport

Tartu Smart Bike Share system. Rental bike parking lots in Raadi small town (Kaupmehe, Selver), Kõrveküla small town, Lähte
small town, Vahi small town (Hanza, Huum). Smart Bike Share parking lots are constantly being added.

Private companies (Bolt and others)

Ride-sharing services and similar transport solutions. In the Bolt scooter rental area is Raadi borough, Kõrveküla borough.

There are bus stops in all settlement units in Tartu municipality. Bus lines pass through all major settlements. Each carrier has its own ticketing system. Routes can be planned and route schedules can be viewed from the unified public transport application peatus.ee.
In order to serve sparsely populated areas, several Tartu county lines have stops and/or detours on request, which allow to extend the route or change the shape of the route to rarely used stops in sparsely populated areas, if desired.

Mobility milestones 2017-2024

06.01.2017
Merger of Tartu, Tabivere, Laeva and Piiris-saare rural municipalities

01.07.2018. Right to free travel on county lines

01.04.2021 Social transport service through TÜTK.

22.09.2021 Smart Bike Share parking lot in Lähte

9.01.2023
City line No. 7
To Kõrveküla

On 22.01.2024, free travel on county routes en ed

2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025

31.10.2017
Establishment of the Tartu County Public Transport Centre

08.06.2019 Tartu Smart Bike Share system was opened

19.05.2021 Smart Bike Share Kõrveküla bicycle parking lot

01.07.2023 Golden buses on county lines

18.11.2020
nart Bike Share parking lot Tartu rural municipality (Kaupmehe)

13.06.2022 City line No. 9 to Vahi

01.01.2025
Motor vehicle tax entered into force

The process of creating an action plan

Task

Joining the URBACT project Beyond the Urban,

Problems

Formation of the ULG (Urbact Local Group) and compilation of the problem tree

Initial action plan

Formulating problems and challenges, planning possible solutions

Pilot Actions (SSA Small Scale Actioins)

Testing some of the activities of the action plan on a small scale

Integrated Action Plan

Preparation of the action plan, preparation of the action plan

Approval of the action plan by the rural municipality council and the rural municipality government

01.06.2023 — 31.12.2025

ULG

ULG (URBACT Local Group) is a voluntary action group that brings together specialists and representatives of interest groups in order to develop an action plan for solving the problem in cooperation on the basis of the widest possible knowledge and experience. The ULG working group, which was convened within the framework of the project "Beyond the Urban" to solve the challenges of mobility, takes the form of meetings. The working group was led by the Development Department of Tartu Rural Municipality Government: Development Adviser Tõnis Tõnissoo, Head of Department Kadri Leetsaar.
During the ULG meetings, mobility problems were identified and formulated, and more appropriate solutions were sought to address these problems during discussions and workshops. The activities described in this action plan have been developed as a result of the activities of the ULG working group.
A total of 6 ULG meetings were held.

ULG members:
Representatives of interest and expert groups
Tartu Rural Municipality Government
Tartu Rural Municipality Council
Tartu County Public Transport Centre
Transport Administration
Tartu City Transport
Community Representatives
Representatives of educational institutions

Jaanuar 2024
- Formulating problems

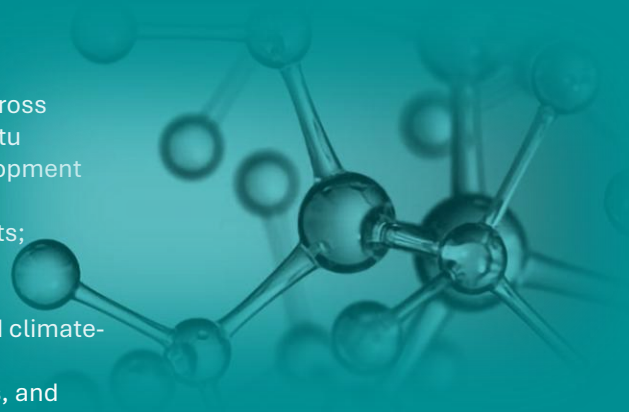
Aprill 2024
- Preliminary planning of the activities of the action plan

August 2024
- Planning pilot activities
- Planning pilot activities

Veebruar 2025
- Evaluation of the results of the pilot activities

Märts 2025
- Review of the Action Plan

Integration



It is important to keep in mind that the activities are complex and involve multiple interconnections across different sectors, regions, governance levels, and development objectives when implementing the Tartu Municipality Mobility Action Plan. All measures in the action plan address the three sustainable development goals:
Economic – the measures are feasible and generate measurable financial and/or non-financial benefits;
Social – the outcomes of the activities are accessible to all residents of the municipality and aim to ensure the social well-being of as many people as possible;
Environmental – the activities have small impact to the living environment and are energy-efficient and climate-resilient.
The challenges addressed in the action plan are tackled both through training, informational materials, and activities that promote active mobility, as well as through design and construction measures needed to establish public transport, cycling infrastructure, and fast transport connections.

CROSS-SECTORAL LINKS

Various departments of the Tartu Rural Municipality Government are involved in the complex topics of mobility both in the preparation and implementation stages of the action plan:
Construction and Planning Department: spatial planning, including planning of roads and streets, planning of parking lots and bus stops. Processing of building and occupancy permits. Land ownership issues, e.g. land ownership of bus stops, roads and strelets; **Department of Infrastructure**: organisation of public transport, including student lines, bus routes, road construction; **Development Department**: procurements, grant applications for investments, development plans, incl. sectoral plans related to mobility. **Social Department**: organisation of on-demand transport, assessment of access for people with special needs, tasks of involving educational institutions. **Finance department**: taking into account measures in the rural municipality budget, financial planning of activities;
Communication specialist: information activities, communication; **Office**: legal issues.

VERTICAL INTEGRATION

To ensure continuity, the mobility plan aligns with both local and national development goals. The municipal council was involved in its preparation, and national institutions play a key role in shaping mobility in Tartu Parish. The municipality cooperates with the state on regional transport planning, including rail and long-distance bus services. The Transport Administration, which manages national roads and bus stops, was a close partner in developing the plan.

TERRITORIAL INTEGRATION:

One of the important objectives of the creation of the plan was to ensure efficient, sustainable and accessible mobility solutions in densely populated urban areas as well as in sparsely populated rural areas. A large part of the mobility of the residents of Tartu municipality is related to the destinations in the city of Tartu: workplaces, schools, services, trade, transport hubs, etc. Therefore, the mobility action plan of Tartu municipality is strongly linked to the transport infrastructure and public transport solutions of the city of Tartu.
County lines, social transport, and Piirissaare ferry and hovercraft traffic are organised by the Tartu County Public Transport Centre, which is why there is close cooperation with other local governments at the county level.

HORISONTAL INTEGRATION

The action plan builds strong local partnerships to meet the needs of all target groups. Key stakeholders—including Tartu City Transport, the County Public Transport Centre, the Transport Administration, local businesses, and schools—have contributed to the plan and will support its implementation. Notably, Kõrveküla Basic School played a central role in the “Jupike Jala” pilot. Students, teachers, and parents have actively supported efforts to reduce car use on school journeys. A broad-based local action group (ULG), including officials, experts, and residents, was formed to guide the process.

Small activities, pilot projects

In order to test the activities of the initial plan, three topics were selected at the ULG meeting, for which it was decided to carry out pilot projects or small-scale experiments (SSA – Small Scale Actions) in accordance with the URBACT methodology. The experiences and results of the pilot projects help to assess the risks involved, plan and, if necessary, change or rethink the planned activities.
The following were carried out as pilot projects:

1. Online survey on the mobility of the residents of Tartu municipality. The aim of the survey was to test the possibility of conducting an online survey and the readiness of residents to respond. As a result of the study, it was hoped to obtain information about where and how people move and what mode of transport (walking, cycling, public transport or private car) influences their choice.

2. A real problem: The initiative of the parents of Kõrveküla Basic School "Jupike Jala" as an attempt to disperse the morning rush hour traffic at educational institutions. The aim of the pilot project was to test how the school and the students contribute to solving the mobility problem related to them and how the stop marked away from the school works, where parents can bring the child by car and from where the children walk the last part of the journey to school. The pilot project included several activities, starting with a logo competition between students, marking stops and a study of school routes.

3. A pilot project for a multifunctional bus stop, which aims to find a modular and multifunctional bus shelter in sparsely populated regional centres. The problem arose from public meetings held in the course of the development plan of Tartu rural municipality, in which it was often pointed out that the bus stop is not weatherproof and it is dark, that there is no parcel machine in the village, and that there is no notice and information board in the village.

Small activities, pilot projects

1. Mobility survey

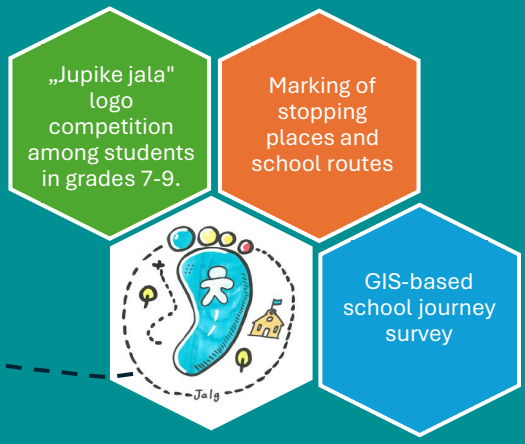
- An online survey was carried out as part of the 2024 Mobility Week. The 17 questions of the survey sought to find out why, with what (walking, cycling, public transport or private car) and where people move and what influences their mobility choices.
- 60 people responded to the questionnaire, 45 of them from urban areas and 15 from rural areas. Of the respondents, 42 were women and 18 were men; 30 public sector employees, 2 students, 6 pensioners, 6 homemakers, 1 unemployed. The total number of respondents was relatively small considering the population indicators of the municipality, but respondents from a total of 18 settlement units were represented. When analysing the results and collecting feedback from residents, the main reasons were: lack of information that such a survey was being conducted; The form and length of the questionnaire are difficult to fill out on the phone, many would have liked to fill out the questionnaire on paper. Information was also provided as feedback that several questions did not have a sufficient selection of answer options, which is why the respondent could not answer adequately.
- 12 people move from one place to another in less than 1 hour, 16 people in 1 hour, 9 people in about 1.5 hours, 15 people in 2 hours, 8 people in 3 hours. These results show that although a large proportion of respondents were from urban areas, it takes a relatively long time per day for people to move from one place to another.
- Based on the description of the destinations, as expected, the most common trips are to the grocery store – more than half of the respondents made daily trips there. At least 3 times a week, 1/3 of the respondents also went to school and kindergarten. People travel the most between destinations by car – 55% of respondents travel by car on a daily basis, and 37% of respondents travel between destinations on foot on a daily basis.
- The reasons given for preferring a car were mainly speed, comfort and habit. The main reason for preferring cycling was its healthiness, affordability and environmental sustainability. The most frequently cited reasons for public transport preferences were the fact that there is a bus stop at home and at the destination, as well as the safety and environmental friendliness of this mode of transport.
- **Insights**:
- A large number of people travel by car, they also move on foot, but few public transport users. At the same time, for many, driving a car is a habit.
- Cars would be replaced with other modes of transport if bus schedules were more frequent (62% of car users replied), cycle and pedestrian tracks would be safer (53%), and light traffic roads would be maintained as a priority in winter (51%). Car tax and fuel prices do not have such a big impact.
- Regarding the conduct of the study, the realization was that it is necessary to carry out in different seasons to assess the differences in winter and summer behavior. It is necessary to improve the structure of the questionnaire and the multiple-choice scale of questions. It is necessary to carry out smaller-scale and more precisely targeted studies.

Pilot projects

2. „Jupike jala“

An initiative by the parents of Kõrveküla Basic School to reduce the morning traffic chaos near the school and to nudge students to move with the help of stops located away from the school. In addition, the GIS survey was tested. The results of the Kõrveküla "Jupike Jala" initiative will be evaluated and, if necessary, adapted to transfer a similar solution to the school routes of other schools in Tartu municipality.

The pilot project of the "Jupike Jala" initiative consisted of three stages:



1. Logo competition.

In cooperation with Kõrveküla Basic School, the 7th-9th grades of the school were organised. The aim of the competition was to:

- find a characteristic and memorable visual identity for the initiative, which can be used in both electronic and print media and in the design of objects (stop sign, possible souvenirs, street space objects, etc.);
- introduce the project to students as the main target group and make it their "own";
- introduce students to the process of creating logos.

From the approximately 200 logo sketches submitted, the 10 best were selected, including the winning entry.

The author of the winning entry, Kaspar Helü, and Martin Eelma, the designer of Tuumik Stuudio OÜ, who was separately involved in the project, created a logo design for use in print and digital media.

The competition showed that the involvement of the school and students is successful, and students and teachers are motivated to participate

2. Selecting and marking stops.

Suitable safe stopping places were found at the parking lots along the major roads leading to the school, where parents can let their child out of the car and from where the children walk the last section of the way to school to school. These stops were marked with signs in the form of traffic signs with the design of the winning entry of the logo competition.

Stops :

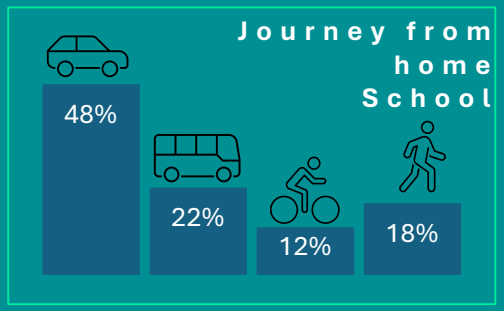
-Kõrveküla Basic School parking lot
-Parking lot next to the store
-Parking lot of the Pärna Street recreation area
-Next to the artificial lake on Haridus Street
-At the intersection of Pihlaka Street and Kooli Street

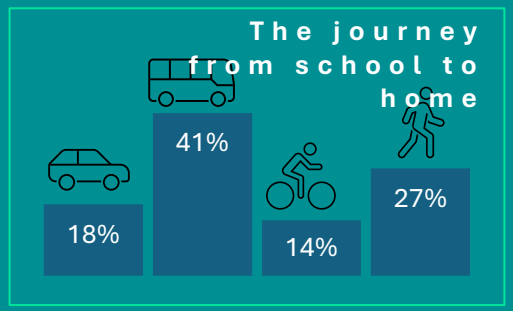
A „Jupike Jala“ stop in the store's parking lot

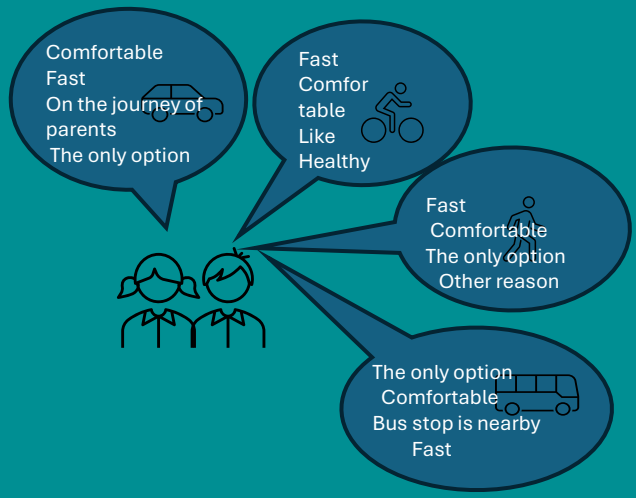
Pilot projects

2. „Jupike jala“

3. Study of school journeys. In order to determine whether the selected stops correspond to the actual school journeys of the students, a mapping of the school routes was carried out among all the students of Kõrveküla Basic School on a GIS-based web map prepared for this purpose. Students in grades 1-2 drew their school routes on a paper map. 464 students and 22 school staff participated in the survey.

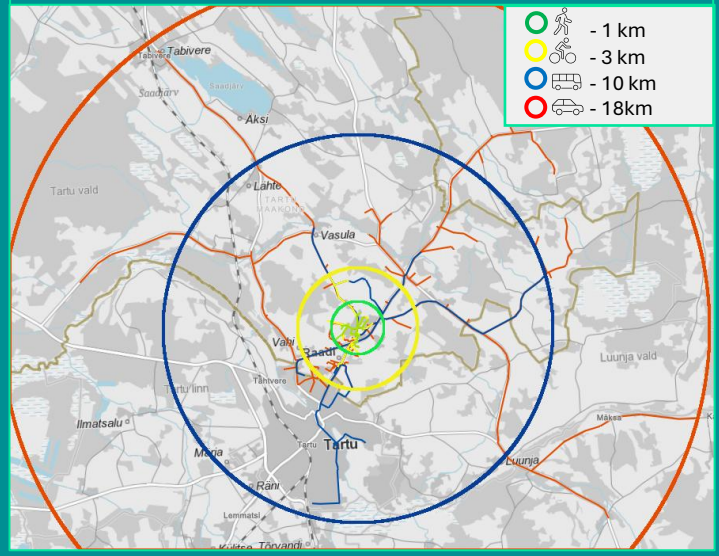






Examining the justification for the mode of transport revealed that children travel to school by car mainly out of convenience, but also because the parent's morning commute passes the school. For many children, travelling by car is also the only way to get to school, as there is no public transport from home and the distance is too long to get around on foot. Pedestrians and cyclists have cited the healthiness of this mode of transport as the reason. The answers reveal, among other things, the parents' desire or unwillingness to take their child to school by car.

83 children come to school on foot from up to 1 km away – a total of about 200 children live in this radius.
56 children come to school by bicycle from a distance of up to 3 km as the crow flies. About 550 children live in this radius, i.e. the vast majority of the students of Kõrveküla Basic School. However, the majority of respondents arrive at school by car. According to the survey, there are also those who arrive at school by car from a distance of 500 m as the crow flies.
In the direction of Raadi, there are 67 people going to school by bus, which is slightly more than the number of people travelling by car (58).
85 children have shown the temporary parking lot in front of the library as the final stop on their way to school with their cars.
29 of the participants in the study are already using the principles of "Jupike Jala" – they get out of the car away from school and travel the last part of the journey on foot.

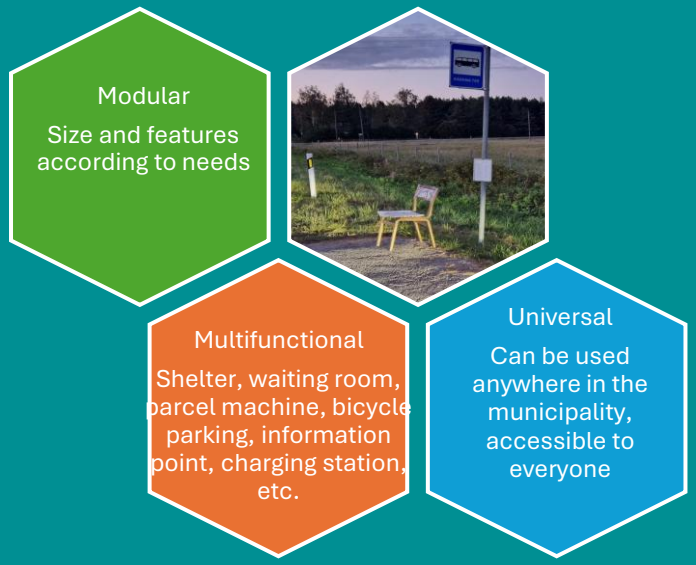


Insights: The GIS study showed that we have planned the "Jupike Jala" stops in the right locations, A stop is also necessary for vehicles coming from the direction of Kooli Street. How large a proportion of children arriving at school by car come from areas close to the school, which is why it is necessary to increase motivation to walk to school. Both children and parents must be informed

Pilot projects

3. Multifunctional bus stop

The third pilot project was the construction of a multifunctional bus stop in a compactly populated regional centre. Tartu rural municipality has several sparsely populated regional centres, such as Tammistu, Vedu, Maarja-Magdalena, Äksi, Laeva. These centres have a relatively large population and are also stops for public transport lines. In order to satisfy the wishes and needs of the residents at the annual village meetings, the idea of creating a multifunctional bus stop has emerged. In addition to the bus waiting area with a bench sheltered from rain and wind, such a bus stop also has a parcel machine and a notice board. In order for the bus stop to function as a multimodal transport hub, a bicycle parking lot and a small car park are planned for the bus stop for those arriving from further away on the bus. In order for a similar bus stop to be used in places of different sizes and needs, the solution has also been designed as modular.



1. idea.
Tartu Rural Municipality Government conducts village meetings in different locations every year during the review of the development plan In 2024, meetings were held in 10 locations (Raadi, Kõrveküla, Lähte, Äksi, Tabivere, Maarja-Magdalena, Laeva, Tammistu, Vedu and Piirissaare). In many places, among other problems, it was revealed:
The need for a rainproof and windproof bus shelter.
The need for a parcel machine, as many services are usually missing in small settlements
The need for a physical bulletin board so that even those who do not use the internet can get information.
Based on these wishes, it was understood that the best solution was to build a bus stop with several functions.

2. Development of solutions.
In order to find the most suitable solution, meetings were held to involve Tartu Valla Haldus OÜ as the maintainer of bus stops in Tartu municipality and entrepreneurs whose product range also includes bus stops. In the course of sketching the ideas, it turned out that the most optimal solution is to solve the stop on a standard base plate so that their installation would be easy. We also came to the conclusion that the stop could be modular, so that it would be possible to adapt the stop to a specific situation. For example, it would be possible to make the bus stop larger as the neighbourhood expands simply by adding modules. It would also be possible to install a module for additional services (parcel machine, information point, bicycle parking lot, etc.) according to the needs of a specific place.
In order to collect ideas for the best technical as well as visual solution, it was decided to hold a design competition.

3. Building solutions.
Design according to the conceptual solution
Building a sample solution
Cooperation with neighbouring municipalities Expansion of the network of multifunctional bus stops in the county

Insights:

Other local governments have similar needs. A county-wide project is being planned

Needs vary by region

The solution must be simple and affordable to build and maintain, while also visually attractive, convenient to use, accessible and safe.

Action plan

Vision

Vision of the development plan of Tartu rural municipality

Tartu Rural Municipality has become a growth centre for smart and green life in Tartu County and the whole of Southern Estonia with a pleasantly developing living and business environment, with fast connections to both the university city of Tartu and the global city of Tallinn. The well-being of Tartu Rural Municipality is based on healthy, smart, enterprising and creative people, close-knit communities, and a knowledge-intensive and environmentally sustainable economy.

VISION FOR THE MOBILITY ACTION PLAN

The residents of Tartu rural municipality prefer to travel by public transport, bicycle or on foot. All modes of transport are accessible and accessible. Residents' routes are safe, including school routes and public transport stops. The connection to the destinations is fast and accessible. The information is easy to find and available to everyone.

Connections of the Mobility Action Plan with the Development Documents of Tartu Rural Municipality

Tartu valla arengukava 2024-2030. Activities planned to achieve the objectives of the development plan: Development of infrastructure that promotes physical activity; ensuring the availability of services (including education, health care, social welfare); achieving climate neutrality; the development of a safe and accessible road network that ensures that destinations are accessible by all modes of transport; ensuring accessible public transport for all; development of residential areas with beautiful and high-quality living environments.

Tartu valla energia- ja kliimakava aastani 2030 sets the goals, among other things, to ensure the climate proofing of the transport infrastructure, including ensuring water traffic to Piirissaare.

Tartu valla üldplaneering Among other things, it sets out the conditions for the road network in suburban areas, which must ensure public transport traffic on distribution and main streets. The comprehensive plan also plans a network of cycle and pedestrian paths and prioritises the needs of pedestrians, cyclists or other light electric vehicles (including e.g. wheelchairs) and public transport in the development of the space.

Objectives

The general objectives of Tartu Rural Municipality:

high-speed transport links throughout the municipality,

environmentally friendly transport solutions,

low CO2 emissions from the mobility sector,

well-being of the population

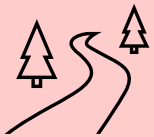
Competitiveness and attractiveness of Tartu municipality

In addition to the general objectives, the ULG working group selected four strategic objectives of the Mobility Action Plan for the next five years:

Tartu municipality has timely and relevant strategies, plans and other development documents that guide mobility

Walking, cycling and public transport routes are in active use, and these modes of transport are preferred to travelling by car

Public transport stops in Tartu municipality are safe, accessible and convenient



Connections to destinations, including the city of Tartu, are fast and convenient

The action plan for the construction and reconstruction of roads and streets is presented in the Tartu Municipality Road Maintenance Plan: https://adr.novian.ee/tartu_vald/.The planning of public transport routes and service frequency is carried out by the Tartumaa Public Transport Centre (https://transport.tartumaa.ee/) and Tartu City Transport (https://visittartu.com/et/transport/). These activities were not included in this action plan to avoid duplication.

Action plan

No.	Action	Time-frame	budget	Responsibility	Goals and Indicators		Priority
1.1	KERGLIIKLUSTEEDE VÕRGUSTIK	2026-2027	50000 €	Building and Planning Department	• Completed roadmap • Defined condition levels and maintenance standards • Number of pedestrians and cyclists	1 document 1 document Increasing	I
1.2.	KERGLIIKLUS-STRATEEGIA	2026-2027	42000 €	Development Department	• Finalised strategy document	1 document	III
2.1.	JUPIKE JALA	2025-2026	5000 €	Development Department	• „Jupike Jala" drop-off points • Number of vehicles stopping near the school during peak hours • Number of students arriving at school by foot or bicycle	5 locations decreasing increasing	I
2.2.	RATTATARKUSE HARIDUS-PROGRAMMID	2026-2030	32000 € + 11500 € per year	Schools	• Number of extracurricular clubs • Number of students participating in bicycle training • Completed learning routes	1 per school 150 students/year 6routes (one per school)	II
2.3.	LIIKUVUSMÄNGUD	2026-2030	20000 €	Development Department	• Completed learning routes • Developed mobility games • Number of users	3 routes 1 game 200 users/year	III
3.1.	ÜHISTRANSPORDI UURING	2025-2030	40000 €	Building and Planning	• Completed public transport study • Number of new or improved bus routes	1 study increasing	I
3.2.	MULTI-FUNKTSIONAALSED BUSSIPEATUSED	2025-2030	20000 € + 20000 € each stop	Development, Infrastructure Department	• Constructed bus stops • Number of public transport users	5 stops increasing	I
3.3.	TURVALISED BUSSIPEATUSED HAJAASUSTUSES	2026-2030	15000 € + 1000 € iga peatus	Infrastructure Department	• Number of illuminated bus stops • Number of public transport users	increasing increasing	I
4.1.	PARGI JA SÕIDA LAHENDUS RAADI ALEVIS	2025-2028	50000 €+ construction	Building and Planning	• Completed parking area • Number of cars entering the city	1 parking area decreasing	II
4.2.	KÄRKNA RDTJ PARKLA	2027-2028	39000 €	Building and Planning	• Completed parking area (Kärkna station) • Number of train users from Kärkna	1 parking area Increasing	III
4.3.	TARTU LINNA ÜMBERSÕIDUD	2026-2030	NA	Building and Planning	• Completed eastern bypass • Completed northern bypass	1 bypass 1 bypass	I

Network of cycle paths

Planning of a coherent network of cycle and pedestrian paths in Tartu municipality integrated with the network of Tartu City.

OBJECTIVES

Linking existing and planned destinations (including schools, kindergartens, retail, service providers, playgrounds, etc.) to a route accessible on foot and by bicycle.
Connecting the network of light traffic roads in Tartu municipality with the network of the city of Tartu in order to make movement between neighbouring municipalities fast, safe and convenient.
Development of the priority, functional and technical requirements and recommendations for the development of cycle and pedestrian tracks.
Creating a systematic (long-term) plan in the development of cycle and pedestrian paths in the municipality.

ACTIVITIES

Collection of underlying data.
Mapping of cycle and pedestrian paths planned with existing and valid plans; describing their connections with the network of light traffic roads in the city of Tartu.
Mapping opportunities and bottlenecks, identifying and describing incomplete connections.
Conducting engagement processes to plan the development of the network.
Creation of a roadmap for the development of a network of cycle and pedestrian tracks.
Preparation of guidelines for the planning of new cycle and pedestrian tracks.
Defining and establishing the condition levels and maintenance standards of cycle and pedestrian tracks.
Marking roads belonging to the network of cycle and pedestrian paths with signs and traffic signs.
Outreach activities. Campaigns, events to activate the use of the network.
Supplementing the network dataset with data on additional roads.
Review of the roadmap as required.

BUDGET

Process management service: 40000 EUR + VAT
Introductory events: 3000 EUR+VAT
Road markings: 150 EUR + VAT/sign
Source: Rural municipality budget, Funds (Attractive Regional Business and Living Environment)

RISKS AND NEEDS

Cooperation – effective cooperation with the city of Tartu and other local governments is necessary.
Service provider – a competent and competent partner necessary to manage the process of compiling the roadmap.
Involvement – it is necessary to involve communities, companies involved in road design, construction and maintenance, developers, and research institutions.
Finance – the financial resource required for data collection, analysis, and process

CONCERNERD PARTIES

Tartu Vallavalitsus, kogukonnad, teenusosutajad, ettevõtjad, liikuvusega seotud MTÜd., ühistranspordiettevõtted.

ACTION PLAN	SCHEDULE	RESPONSIBLE
Collection and mapping of underlying data	2026	Building and Planning Department
The process of creating a roadmap	2026-2027	Building and Planning Department Development Department
Introduction of the roadmap	2026-2027	Building and Planning Department, Communications Specialist
Necessary legislation	2027	Secretariat
Monitoring and upgrading	2027-2030	Development Department, Building and Planning Department

Light Traffic Strategy

Development document of mobility in Tartu municipality.

OBJECTIVES

Formulating a long-term plan for the field of non-motorised traffic.
Directing the transport infrastructure plans of new development areas based on strategic goals.
Directing the community to use environmentally friendly mobility solutions.
Shaping the high-quality built and natural environment of Tartu municipality.
Implementation of the NEB (New European Bauhaus) in the field.

ACTIVITIES

Data Collection.
Preparation of the light traffic strategy document as a process using co-creation solutions involving governing bodies, experts, target and interest groups.
Preparation of guidelines for developers, road designers and builders based on strategic decisions.
Creating an action plan based on the strategy and reflecting the activities set out in the action plan in the rural municipality budget.
Introduction of the light traffic strategy, information activities.
Monitoring and periodic updates.

BUDGET

Process management service: 40000 EUR+VAT
Engagement events during preparation: 2 x 500 EUR= 1000 EUR
Outreach activities: 1000 EUR
Source: Municipal budget, Funds (INTERREG)

RISKS AND NEEDS

Community interest – it is necessary to find the right people and create interest in the field in communities.
Service provider – in order to achieve a high-quality result, it is necessary to involve a competent and competent partner.
Description of relevant indicators in the strategy and consistent monitoring to update and complement the strategy.

PARTIES

Municipality Government, communities, service providers, entrepreneurs, NGOs, public transport companies.

ACTION PLAN	TIMEFRAME	VASTUTAJA
Collection and mapping of underlying data	2026	Development Department, Building and Planning Department, Infrastructure Department
Strategy Preparation Process	2026-2027	Development Department
Formalising and introducing the strategy, communication activities	2027	Development Department, Communications Specialist
Monitoring and UPGRADING	2027-2030	Development Department, bUILDING and Planning Department

Walking, cycling and public transport routes are in active use, and these modes of transport are preferred to driving.

JUPIKE JALA

Creating stopping places near schools where children can safely get out of the car and walk to school.

OBJECTIVES

To increase security near schools. To reduce traffic intensity near the school during rush hours.
To raise awareness and shape the exercise habits of parents and students.
To reduce the use of cars
To make children's school journeys more interesting.
As a pilot project for the students of Kõrveküla Basic School. Activities will be expanded in other regions as needed (Lähte Co-educational Gymnasium, Tabivere Basic School, Raadi Basic School, etc.)

ACTIVITIES

The choice of stops located further away from the school door, where children can safely exit the family car and walk the last section of the school journey along light traffic roads.
Marking of stopping places with a corresponding sign.
If necessary, the construction of road extensions at stopping points or the creation of other solutions that enable safe stopping.
Marking the routes from the stopping place to the school on footpaths.
Sharing information with school staff, children and parents. Compiling and preparing handouts with information about stopping places, footpaths and public transport, and distributing them at least to children going to school.
Media coverage. Information and introduction in the municipality's media channels consistently.
Collection and analysis of information on the use and satisfaction of stopping places.
If necessary, selecting additional stops or changing locations, changing and supplementing routes.

BUDGET

Logo design: 900 EUR + VAT
Stop signs: 70 EUR/sign + VAT
Waymarks: 8 EUR/m2 +VAT
Leaflets: 0,6 EUR/piece +VAT
Source: Rural municipality budget, funds (The design of the logo and the construction of the Kõrveküla stop signs are supported by the EU Intrerreg URBACT programme)

RISKS AND NEEDS

Weather – maintenance of stops and routes necessary in winter is a priority.
Marking routes in dry weather.
Involving and consistently informing teachers, the community, parents, students.
Constant monitoring and, if necessary, changing stops and routes.

PARTIES

Municipality Government, communities, educational institutions, student and parent representatives.

ACTION PLAN	TIMEFRAME	VASTUTAJA
Selection of „Jupike jala" Stops	2025	Development Department, Building and Planning Department, Infrastructure Department
Marking of stopping places	2025	Infrastructure Department
Marking journeys	2026	Infrastructure Department
Additional studies, analysis and suggestions for improvement of school journeys	2025-2026	Building and Planning Department, Development Department
Information and communication	2025-2030	Communication Specialist

Walking, cycling and public transport routes are in active use, and these modes of transport are preferred to driving.

Cycling Wisdom Educational Programs

OBJECTIVES

To develop children's skills and proficiency in moving around bicycles and scooters.
To introduce the repair and maintenance techniques of bicycles and other non-motorised vehicles.
To teach everyone about traffic rules and safe driving.
To reinforce people's cycling habits.
To reduce the use of cars.
To improve the state of the environment.

ACTIVITIES

Cycling and scooter riding trainings in all schools in Tartu municipality, which end with an exam and the issuance of bicycle driving licence.
Lessons about the repair and maintenance of light mobility vehicles in Tartu Municipality shools.
Open repair and maintenance workshops for light mobility vehicles at each Tartu Municipality youth centre..
Selection and installation of maintenance stations for light mobility vehicles along key cycling and pedestrian routes.
Support for the creation of a community repair workshop in the Raadi-Kõrveküla apartment building area.
Construction of practice tracks for learning and improving bicycle and scooter riding skills in every settlement with at least 400 residents.
Organization of an annual event promoting the use of bicycles and other light mobility vehicles.
Media coverage and awareness-raising activities.

BUDGET

Cycling lessons: 150children x 50eur=7500 EUR/yea. Renovation workshops 6 x 500 = 3000 EUR/yea. Service point on cycle and pedestrian tracks: 2000 EUR/p. Study trails: 6 x 5000EUR=30000EU. Events: 1000EUR/year
Source: Municipal budget, support measures (INTERREG, HORIZON), enterprises.

RISKS AND NEEDS

The involvement and cooperation of educational institutions is necessary for conducting driving lessons and hobby groups.
It is important to engage and encourage local communities to take part in mobility-related activities.
Resources – funding and dedicated people are needed to provide training, guidance, and serve as role models.
Suitable spaces are required for training tracks, workshops, and maintenance stations.

PARTIES

Municipal Government, local communities, educational institutions, hobby schools, training companies, and entrepreneurs

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Cycling and traffic training	2026-2030	Educational institutions, Social Services Department
Maintenance and repair hobby groups	2026-2030	Educational institutions, youth centres
Service points on roads	2026-2030	Infrastructure Department
Study trails in larger settlements	2026-2030	Building and Planning Department, Development Department, Schools
Thematic events	2025-2030	Cultural Specialist, Development Department
Information and communication	2025-2030	Communication Specialist

Mobility games

OBJECTIVES

Children, as well as adults, acquire a large part of their skills through play.
To motivate people to walk or cycle.
To make walking and using light mobility vehicles more engaging and to make journeys to destinations more interesting.
To integrate physical activity into both formal and non-formal lifelong learning.
For teaching traffic rules and road safety.
To reduce car dependence.

ACTIVITIES

Planning of educational trails on pedestrian and cycling paths, as well as other routes accessible by walking or cycling. This includes both permanent trails and routes with variable tasks, information points with static content at points of interest, and dynamic info points (e.g., via QR codes). Data collection and documentation, with possible integration into school lessons.
Construction of educational trails and information points, including marking the trails and info points, and manufacturing and installing the necessary structures.
Development of games that promote physical activity, including organizing participatory workshops, idea collection, and similar activities to design the games. Development of motivation systems.
Implementation of technical solutions for the games, including digital solutions.
Integration of educational trails into school curricula.
Application of the games, including conducting competitions and completing tasks.

BUDGET

Planning study trails:
engagement meetings 3x100eur=300 EUR
Construction of study trails: 2000 EUR/trail
Game development: 1000 EUR
Game production: 10000 EUR
Source: Municipal budget, support measures (HORIZON, INTERREG), companies.

RISKS AND NEEDS

The involvement of educational institutions is necessary for the integration of games into the curriculum.
It is necessary to involve communities in the collection of ideas and to ensure user activity.
It is necessary to find both funding and the people who create the games.
Safe street space for study trails is required.
In order to avoid technical solutions and the expiry of interest, it is necessary to constantly update games, tracks and information points, and to organise competitions.

PARTIES

Municipality Government, communities, educational institutions, sectoral NGOs and companies.

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Planning study trails	2026-2027	Development Department, Educational Institutions, Social Services Department
Construction of study trails	2027-2030	Infrastructure Department, Schools
Game development	2026-2030	Development Department, Schools
Preparation of technical solutions for games	2027-2030	Development Department, Schools
Implementation, integration into curricula	2028-2030	Department of Social Services, Schools
Information and communication	2025-2030	Communication Specialist

The public transport stops of Tartu municipality are safe, accessible and convenient.

Public transport survey

Study of bus routes and public transport in the Raadi-Vahi-Kõrveküla area

OBJECTIVES

To provide fast and accessible public transport coverage for the urbanized areas of Raadi, Kõrveküla, and Vahi.To guide spatial development in the area.To encourage residents to use public transport instead of private cars.To develop multimodal transport solutions, including park-and-ride options, cycling-to-bus connections, and similar measures.To improve the accessibility of services.

ACTIVITIES

Conducting the study:

- Data collection
- Data analysis
- Preparing forecasts
- Based on the analysis, making recommendations for urban bus routes, public transport stops, park-and-ride facilities, and other infrastructure objects.

Applying the study results in planning and construction processes – planning stops, park-and-ride facilities, and rental vehicle parking areas.

Reorganizing existing bus routes according to the study results.

Launching new bus routes based on the study findings.

Constructing park-and-ride facilities in the Raadi–Vahi–Kõrveküla area in line with the study outcomes.

BUDGET

Conducting the survey 40000EUR

Reorganisation of bus routes, launch of new bus lines, construction of park-and-ride car parks, construction of other multimodal transport infrastructure objects according to the results of the study.

Source: Municipal budget, national and EU support measures (INTERREG, HORIZON)

RISKS AND NEEDS

1. Availability of current data and sufficient basic information.
2. A high cost for both conducting the study and implementing the results.
3. Difficult to find a competent research company or research group.
4. The existing street space may not be suitable for obtaining an optimal solution.
5. Rapidly changing needs can make it difficult to implement the results of the survey.

PARTIES

Municipality Government, Tartu City Transport, TÜTK, OÜ Tartu Valla Haldus, R&D Institutions, Communities

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Conducting the survey	2025-2027	Building and Planning Department, Economic Department
Restructuring of bus routes	vajadusel	Infrastructure Department
Launch of new bus routes	vajadusel	Infrastructure Department
Design and construction of park-and-ride car parks	vajadusel	Building and Planning Department, Infrastructure Department
Information and communication	2025-2030	Communication Specialist

Multifunctional bus stops

Parking lot, bicycle parking, bulletin board, parcel machine, wind- and rain-proof bus shelters

OBJECTIVES

To create transport hubs in small settlement centers within sparsely populated areas.
To promote environmentally friendly modes of transport, including public transport.
To improve the user experience of public transport.
To make bus stops safer.
To consolidate and add various services in the area.

ACTIVITIES

Idea competition for multifunctional bus stops.
Designing a multifunctional and modular solution.
Selecting locations for multifunctional bus stops.
Choosing modules adapted to each bus stop location and designing them accordingly, including lighting, electrical supply, roads, parking areas, and bus bays. Obtaining design conditions and approvals from the Transport Administration and network operators.
Acquiring land ownership if necessary for construction.
Issuing building permits and, if needed, conducting construction tenders.
Constructing bus shelters.
Establishing contracts with parcel locker service providers or manufacturers.
Awareness and communication activities, including informing the community, public transport operators, and service providers.

BUDGET

Design competition 5000 EUR
Design: 15000 EUR
Location-based project: 5000 EUR/stop
Construction of stops: up to 15000 EUR/stop
Source: Rural municipality budget, national and EU support measures (LEADER, PEEK measure) development strategy

RISKS AND NEEDS

1. Maaomandi küsimused, kui peatus ei mahu valla maadele.
2. Liiklusele turvalise lahenduse leidmine
3. Elektri kättesaadavus.
4. Pakiautomaadi teenuse toimepidevus ja teenuse järjepidev olemasolu.
5. Demograafilised protsessid, piisav bussitranspordi klientuuri olemasolu piirkonnas.
6. Suur investeeringukulu.

PARTIES

Municipal Government, public transport companies, Transport Administration, research institutions e.g. Mobilitylab, communities, landowners

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Design competition	2025	Development Department
Design	2026	Development Department, bUILDING and Planning Department
Site selection and location-based design	2026-2030	Building and Planning Department, Infrastructure Department
Procurement	2026-2030	Development Department
Construction	2025-2030	Building and Planning Department
Communication	2025-2030	Communication Specialist

The public transport stops of Tartu municipality are safe, accessible and convenient.

Safe bus stops in sparsely populated areas

OBJECTIVES

To make the use of public transport safer in sparsely populated areas, especially during dark hours.
To encourage the use of public transport.
To improve road safety.
To enhance the accessibility of public transport.

ACTIVITIES

Collection and analysis of baseline data – bus stop usage statistics, traffic counts, etc.
Selection of bus stops that require lighting and/or marked pedestrian crossings.
Designing lighting solutions for bus stops, including, if necessary, autonomous lighting systems or connections to the electrical grid.
Procuring and installing the lighting solutions.
Designing pedestrian crossing markings, and, if needed, additional lighting solutions.
Installing or constructing the pedestrian crossing markings and lighting as required.

BUDGET

Studies and analyses 10000 EUR
design: up to 5000 EUR/stop
construction: from 2000 EUR/luminaire
Source: Rural municipality budget, national and EU support measures (energy saving measures mediated by LEADER, KIK/RTK)

RISKS AND NEEDS

Lack of connection to the electrical grid or high costs associated with such a solution.
Impracticality, high cost, or difficulty in finding suitable autonomous solutions, such as solar-powered systems.
The solution must ensure safety for both bus stop users and road users.
Issues related to land ownership.
Lack of approvals or coordination from the Transport Administration or other road owners.

PARTIES

Tartu Municipality, public transport companies, Transport Administration, Tartu Valla Haldus, research institutions e.g. Mobilitylab, communities, landowners

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Surveys, analyses, location selection	2026-2027	Infrastructure Department
Designing	2027-2028	Building and Planning Department
Construction	2027-2030	Building and Planning Department, Infrastructure Department
Procurement	2026-2029	Development Department
Communication	2025-2030	Communication Specialist

Connections to destinations, including the city of Tartu, are fast and convenient.

Park and drive solution in Raadi distrct

OBJECTIVES

To reduce congestion during morning and evening peak hours.
To provide fast public transport connections to the city of Tartu.
To improve access to services for residents coming from sparsely populated areas.
To reduce traffic load and improve safety on the streets of Raadi borough.

ACTIVITIES

Selection of suitable Park and Ride locations in cooperation with landowners, developers, and public transport operators.
Procurement procedures for design and construction.
Design of the Park and Ride facility.
Construction of the Park and Ride area, including necessary infrastructure and access roads.
If needed, adjustment of bus schedules or stops, or planning of new bus routes and stops.
Installation of signage and directional signs for the parking area.
Public information and awareness activities.

BUDGET

Design 50000EU; Construction of a park and drive car park: 50 EUR/m; Marking and signposting: 150 EUR/marke; Rearrangement of bus routes (if necessary): 3 EUR/km
Source: Rural municipality budget, private companies, EU funds (mediated by RTK)

RISKS AND NEEDS

Lack of a suitable location.
Lack of interest from developers and landowners.
High construction cost.
Unsuitability of bus routes and timetable for potential users.

PARTIES

Tartu Municipality, public transport companies, Tartu Valla Haldus, real estate developers and landowners, community, R&D institutions, Tartu City Government

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Negotiations with developers, choice of location	2025-2027	Building and Planning Department
Designing	2026-2027	Building and Planning Department
Building	2027-2028	Building and Planning Department
Procurement	2026-2028	Development Department
Restructuring of bus routes (if necessary)	2027-2028	Infrastructure Department
Communication	2026-2030	Communication Specialist

Connections to destinations, including the city of Tartu, are fast and convenient.

Kärkna railway station parking lot

OBJECTIVES

Better integration of railway transport into the Tartu Municipality transport network.
To improve the convenience and safety of using Kärkna railway station.
To promote the use of public transport.
To ensure fast connections with the city of Tartu and Tallinn.

ACTIVITIES

Design of a car park and bicycle parking area, access road, and necessary lighting at Kärkna railway station.
Construction of lighting and the access road for the parking area.
Design and installation of safety solutions.
Installation of signage and public information activities through the municipality's communication channels.

BUDGET

Design 8000 EU; Construction of a park and drive car park: 30000 EUR; Marking and signposting: 1000 EUR
Source: Rural municipality budget, cooperation with the Transport Administration and Estonian Railways, national and EU support measures (RTK)

RISKS AND NEEDS

Issues related to land ownership and/or land use rights.
Relatively high investment cost.
Continuity of train services at times and in directions suitable for Tartu Municipality residents.
As the station is located outside the settlement, ensuring the safety of the parking area is essential.

PARTIES

Tartu Municipality, public transport companies, Transport Administration, Estonian Railways, Tartu Valla Haldus OÜ, Technical Regulatory Authority, community

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Designing	2027	Building and Planning Department
Construction	2028	Building and Planning Department
Procurement	2027-2028	Development Department
Communication	2026-2030	Communication Specialist

Connections to destinations, including the city of Tartu, are fast and convenient.

Bypasses of the Tartu City

Construction of the eastern and northern bypass roads of the city of Tartu

OBJECTIVES

To create fast connections to various destinations within the city of Tartu.
To establish fast connections to transport hubs (airport, railway station, and road links toward Tallinn, Viljandi, Võru, and Valga).
To reduce traffic intensity on streets in Raadi heading toward Tartu city.
To improve the safety of local roads and streets in the municipality.
To promote business and entrepreneurship in the municipality.

ACTIVITIES

Tartu municipality does not participate in the design or construction of high-speed roads or Tartu bypasses.
The municipality contributes, within its possibilities, to the establishment of bypasses through communication with local communities, and by taking road locations into account in planning activities and by including road routes in planning documents within the municipal territory.
If needed, the municipality can assist road construction by acquiring land and/or transferring municipal land plots to the road developer.
The municipality also supports road planning, design, and construction through communication and public information activities.

BUDGET

Tartu municipality has no planned costs. The municipality contributes to communication and takes the planned roads into account in planning documents and action plans.

RISKS AND NEEDS

Very high investment costs.
Long-term planning and design required.
Potential opposition from residents.
Environmental impacts related to road construction and use, requiring planning and implementation of mitigation measures.
Possible disruption to the municipality's internal road network.
The necessary land units have not been partially acquired.

PARTIES

Tartu Municipality, Transport Administration, landowners, developers, community

ACTION PLAN	TIMEFRAME	RESPONSIBLE
Communication	2025-2030	Communication Specialist
Taking detour routes into account in plans	2025-2030	Building and Planning Department

MOBILITY ACTION PLAN of TARTU MUNICIPALITY

VISION: TARTU MUNICIPALITY IS ACCESSIBLE TO EVERYONE, SAFE, AND WELL-CONNECTED

Residents of Tartu Municipality prefer to travel by public transport, bicycle, or on foot. All modes of transport are available and accessible. Residents' travel routes are safe — including school routes and public transport stops. Connections to destinations are fast and reliable. Information is easy to find and accessible to all.

OBJECTIVES

General objectives: smart, healthy, and successful residents, a high-quality and attractive living environment, and a competitive local government.

Mobility-specific objectives:

Tartu Municipality has timely and relevant mobility strategies, planning documents, and other development frameworks.	**Walking, cycling, and public transport routes are in active use and are preferred over car travel.**	**Public transport stops in Tartu Municipality are safe, accessible, and comfortable.**	**Connections to key destinations, including the city of Tartu, are fast and convenient.**

ACTIVITIES

Planning a cohesive network of light traffic (cycling and walking) routes in Tartu Municipality	Creating "Jupike jala" drop-off points near schools	Conducting a public transport and bus route study in the Raadi–Vahi–Kõrve-küla area	Developing park-and-ride solutions in the Raadi–Kõrveküla area (near City transport stops)
Developing a light traffic strategy for Tartu Municipality	Implementing bicycle safety and traffic education programs	Establishing multifunctional bus stops in local centers	Developing park-and-ride solution at Kärkna railway station
	Designing and running mobility-themed games (Learning through gamification)	Building safe bus stops in sparsely populated areas (lightning, crossings)	Planning bypass roads around the Tartu City (Planning and support for actions, rather than investments)

Beyond the Urban
URBACT
Co-funded by the European Union
Interreg

Implementation of the Action Plan

- The mobility action plan of Tartu municipality is valid until 2030.
- The mobility action plan will be approved by the Tartu Rural Municipality Council.
- The action plan will be reviewed in accordance with the Tartu Rural Municipality Council Regulation No. 27 of 28.11.2019 "The Procedure for the Preparation, Processing, Adoption and Disclosure of Development Documents of Tartu Rural Municipality".
- The mobility action plan of Tartu municipality is published on the website of Tartu municipality.
- The mobility action plan is the basis for reflecting the activities presented in the action plan in the rural municipality's budget strategy and for applying for grants for financing the activities.
- The activities planned in the action plan will be carried out by the Tartu Rural Municipality Government with the involvement of interest groups and communities
- To finance the activities planned in the action plan, support is applied for from national and European Union support funds.

Contact details

Information about the mobility action plan is provided by the development department of Tartu Rural Municipality Government:

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