



BEAUTIFUL ROADS AND STREETS COMPETITION

2008

RESULTS



Hollanti private road bridge



Ylläs landscape road

BEAUTIFUL ROADS AND STREETS COMPETITION 2008

For the fourth time, the Finnish Association of Local Authorities, the Finnish Road Association and the Finnish Road Administration have collaborated in arranging the “Beautiful Roads and Streets” competition. The competition aimed at finding and rewarding roads and streets which have been adapted in a natural way to their environment. The competition is held every three years. The first competition was in 1999, the winner road 317 in Asikkala, the second in 2002 and the winner the Koli village and road 5040 project. In the third competition in 2005, the winner was the Jyväskylä lakeside promenade.

The competition was open to roads and streets designed for car or pedestrian and bicycle traffic. The proposals could be for a new road or street, improvement of an existing one or for a new way to maintain an existing road or street. In this context, "new" meant a project implemented within the past 10 years.

The competition jury was chaired by Silja Siltala from the Association of Local Authorities. The other members were Jarkko Valtonen, representing the Finnish Road Association, Petteri Katajisto from the Ministry of the Environment, Outi Ryyppö from the Road Administration and Raimo K. Saarinen, representing the Association of Finnish Municipal Engineering. The jury was assisted by a secretariat consisting of Markku Axelsson from the Association of Local Authorities, Anders H.H. Jansson from the Road Administration and Jaakko Rahja from the Road Association.

EVALUATION CRITERIA

The criteria used in the evaluation were:

GENERAL CHARACTERISTICS AND ADAPTATION TO THE ENVIRONMENT

- the adaptation of the road or street to the local conditions and surroundings
- adaptation to the landscape and greenery (the year 2008 is the national landscaping year)
- consideration of local values
- beauty

PERFORMANCE AND SAFETY

- scale and design in relation to land use and traffic demand
- traffic safety for different user groups

DESIGN, IMPLEMENTATION AND MAINTENANCE

- traffic and maintenance costs
- consideration and evaluation of environmental impacts in planning and design
- partnership in planning, design, implementation or maintenance
- design and implementation quality
- construction and landscaping finish
- special characteristics
- innovation, especially if adaptable for general use



Ylikiiminki centre traffic arrangements



Road arrangements in Ylöjärvi centre

COMPETITION RESULTS

15 proposals were received: two dealing with public roads, two with streets and roads, two with streets, four with paths, three with private roads and one with environmental art. There was no obvious winner, so the jury decided to share the Beautiful roads and streets award between two projects:

YLIKIIMINKI CENTRE TRAFFIC ARRANGEMENTS and ROAD ARRANGEMENTS IN YLÖJÄRVI CENTRE

In both projects, urban road and environment improvements were made in collaboration by the regional road

administration, the local authority and land owners. The projects show clearly the characteristics and differences in scale of the two centres: these streets and roads really are in their right context. There are also things one would improve in these projects, materials selection or traffic arrangements - but perfect examples do not exist.

A large group of experts have planned and implemented the projects. The award is given to the road and street owners, but the acclamation is for the efforts of all of them.

YLIKIIMINKI CENTRE TRAFFIC ARRANGEMENTS

The project consists of a public road, Harjutie, the municipal market area and the local streets Kirkkotie and Toritie. The municipality centre is located on a ridge forming the southern boundary of the Kiiminki river valley. Harjutie and Kirkkotie are part of the church tract, a nationally important heritage area. The aim of the project was to improve the functioning and safety of Harjutie for all kinds of traffic, improve parking along it and raise the service level for pedestrians and cyclists on Harjutie and Kirkkotie, as well as improve the townscape of the centre, emphasising the characteristic terrain. In addition to the local authority and the regional road administration, the parish and private landowners also took part by improving their sites.

This is a solution that was carefully adapted to the village character. The project has served to create a comfortable centre with well-ordered traffic. The measures taken were in scale, appropriate to precisely this size of village and this amount of traffic.

The street area is correctly organized and the speed bumps were built the right way. But the curbstone solution could have been better thought out; in some places, the present curbstones might not remain in place or whole.





ROAD ARRANGEMENTS IN YLÖJÄRVI CENTRE

In Ylöjärvi town, three traffic signal intersections and three four-way intersections were replaced by roundabouts. Pedestrian and bicycle paths, speed bumps and zebra crossings were built. To improve the road-scapes, stone paving and plants were added and new lighting fixtures installed.

The traffic flow is intense and the roundabouts lower the speed of the flow as well as make it easier to join it and visit shops along the road. The road profile, landscaping and materials follow a high standard. In the Soppeenmäki area, the solution is based on the needs of the commercial centre. Speed bumps and

zebra crossing islands make for safer pedestrian and bicycle traffic and support shopping on foot. The stone pavements emphasise the central area townscape. The environmental artworks "The centre of the Milky Way" and "The dark side of the moon" are located in the roundabouts. The local authority and the regional road administration collaborated on this project.

This is a large scale urban area project. The number of roundabouts and the short distance between some of them is notable. Some of the speed limiting measures do not seem to be quite practical.

THE OTHER PROPOSALS WERE

YLLÄS LANDSCAPE ROAD

An 8.8 km long road west of the Yllästunturi fell links Äkäslompolo and Ylläsjärvi villages in Kolari municipality. The road was built along the mountain terrain. All material removed from the construction site was used in road verges and to emphasise landscaping details. The road simplified local traffic connections and supports tourist facilities development. Pedestrian, bicycle and ski traffic use the recreation routes, crossing the road in underpasses. This was a complicated project in a difficult terrain. The solution as a whole is most successful.

SALLA CENTRE IMPROVEMENT

Improving the road in the centre of Salla municipality and the adjoining market square and buildings has enhanced the urban structure. A roundabout is the gate to the centre, as well as the end point of public road 950. Traffic safety improvements include a new pedestrian and bicycle path, narrowing the roadway, zebra crossings and bollards, and widening the road for bus parking at the Salpa defense line monument. The projects of the different actors have been carefully co-ordinated.

THE NEW ROAD TYPE ON MAIN ROAD 5, VEHMÄSMÄKI - HILTULANLAHTI

This 11.5 km long so called narrow 4-lane road (2+2 lanes and median barrier) was the first new type median barrier road in Finland. It has been a model for design and implementation of later median barrier roads. It has worked well: the service level for the present 13 000 vehicles per day is almost at motorway standard. The accident rate on this road stretch fell by 23% and casualties by 60%.

SÄKYLÄ BOULEVARD - PYHÄJÄRVENTIE

Pyhjärventie was originally a private road. In the late 1960s, the Lieto-Eura highway was built, making Pyhjärventie the main entry road to Säskylä village. In the 1970s, large scale commercial development took place along Pyhjärventie, and at the same time structural and traffic safety improvements were made on the road. Lately, the aim of traffic design and landscaping has been to develop the service centre delimited by Säskylä Boulevard, Pyhjärventie and the municipi-

ality office's beach park area into a functioning and safe traffic environment and an enjoyable landscape.

OLD NURMIJÄRVI ROAD

This is part of the extensive landscaping and park development of the Vantaa river valley and river rapids area implemented by the city of Vantaa. The alignment of the old Nurmijärvi road was changed, paths and pedestrian crossings built. The service level and safety of pedestrian and bicycle traffic has improved significantly.

PALOKKA LAKESIDE PATH

In autumn 2007, a 1100 m long pedestrian and bicycle path was built along lake Palokka in Jyväskylä municipality. The lakeside path became a popular recreational and outdoors route as soon as it was finished. In addition to recreational use, the path serves children's school journeys to the school centre. This was a challenging project in a difficult terrain. The path fits into the terrain in a narrow zone between the beach and the housing.

PEDESTRIAN AND BICYCLE PATH ALONG ROAD 12691 IN SÄKYLÄ

The newest stretch of the pedestrian and bicycle path between Säskylä village and Luvalahti in Eura municipality was finished in 2002 as a collaboration project with the local authorities, local associations and the villagers. The aim was to improve traffic safety especially for bike journeys to work from Eura to the Lännen tehtaat factory. This stretch is on a 30 km continuous route from Huovinrinne in Säskylä municipality to Myllyojanlahti in Eura. This kind of fairly long path is increasingly in demand, because of the changes in urban structure and transport modes.

PEDESTRIAN AND BICYCLE PATH ON PULKKILANHARJUESKER IN ÄSIKKALA

This is a 4 km long path along road 314 from Pulkkilansalmi to Käkisalmi bridge. Its is part of a 16 km route from Vääksey. The path was built partly as a separate forest path, partly as a walkway with curbstones by the driveway. The bridge over Pulkkilansalmi sound was extended for the path by a lattice deck. This was an extremely demanding project. One section is in a

national park, and all of it is in a nationally important landscape area. It is on a narrow ridge, with many areas where new structures are difficult to fit in. It was designed and built in close co-operation with the environmental authorities. The construction is not yet finished.

LAAJALAHTI BAY PATH

The Laajalahti bay path is a 2.5 km stretch of the beach promenade along the coast of Espoo city. The path consists of new and improved sections and a low traffic private road maintained by the city. The path links Otaniemi to the area north of Laajalahti bay and brings nature close to users. It has been carefully adapted to the valuable natural environment, in part in a nature protection area. The path was constructed so as not to disturb the flora or fauna in the protection area. It also gives users views of age-old coastal meadows.

KANKAANPÄÄ INTERSECTION AND LIGHT FOREST

For 20 years, plans have been made for the intersection of main roads 23 and 44 in Kankaanpää. The aim was to improve the functioning and safety of this busy four-way intersection. Finally, a roundabout was decided on and built in 2005-2007. In addition to the roundabout, the project consists of the adjoining roadworks on both main roads and the Valometsä (Light Forest) environmental art in the roundabout. The artwork extends from the centre of the roundabout to the lighting fixtures on its outer perimeter.

LEISNIEMI PRIVATE ROAD

This private road in Rantasalo and Asikkala villages in Rantasalmi municipality was overhauled on a 3.3 km section. The aim was to simplify maintenance on the oldest stretch of the road, make traffic easier, protect the Rouhiala manor heritage landscape and install an enlarged culvert to increase water flows to Leislahti bay.

QVIDJA-KASSÖR-PERAS PRIVATE ROAD

The standard of this private road in the town of Pargas was low, there were visibility problems on the road and a lack of meeting places. 2.5 km of the road was overhauled. Large vehicles can now meet without reversing. There are sufficient sight distances to the next curve and the signage is visible. The design was based on bearing strength measurements and criteria.

HOLLANTI PRIVATE ROAD BRIDGE

The old bridge on the Hollanti private road in the town of Kannus had to be removed for 1-2 months every spring. Its capacity was 1.5 tons. It was replaced by a two span bridge crossing an island in the river. The bridge is 3.5 m wide with a carrying capacity of 5 tons. The bridge ensured a fixed link to Välikannus village and especially to the school. The river channel has not been narrowed and its depth is unchanged.



COMMENTS BY THE JURY

The number of participants in the competition is gradually growing. The present group is an encouragingly broad and balanced selection, with proposals from private individuals as well as associations, road administrations and local authorities and organisations, together or separately. The geographical range is also good.

Collaboration experience inspires and citizens' initiatives increase. This kind of competition is also important - roads and streets concern everybody and thus we should continue to assess their planning, implementation and impacts.

Large public road projects are always supported by an effective planning process, but now there is an increasing focus on pedestrian and bicycle paths and their implementation is improving. The standard of urban road and centre projects also shows the confidence gained by experience. Private road design is

developing professionally, with projects emphasising technical standards, affordable construction and simple maintenance. At the same time, there are parts or details of every project that could have been better made.

It could be appropriate to make a general assessment of the urban road and street projects generated by the planning and design renewal of the 1990s. These roads have now been in use for some time.

Paths are no longer used only by traditional pedestrian and short range bicycle traffic and one type of path, or one maintenance schedule, will no longer serve all needs. New forms of these modes are continuously developing. Planning and design should take account of the changes in these key modes of our transport system. Solutions are needed that also serve the new forms of recreation, sports and fitness mobility.

THE NEXT COMPETITION IN 2011

The Beautiful Roads and Streets Competition jury proposes that the fifth competition be held in 2011, again with the aim to find and reward roads and streets which have been adapted in a natural way to their environment. The jury proposes for consideration enlarging the group of organisers.

THE COMPETITION WAS ARRANGED BY

The Finnish Road Association, www.tieyhdistys.fi

The Finnish Road Administration, www.tiehallinto.fi

The Finnish Association of Local Authorities, www.kunnat.net

