



**Disused transport  
infrastructure  
Greenways projects**

**Raitis Sijats  
Vidzeme Tourism Association  
Latvian Greenways Association**

Riga 18.09.2015.





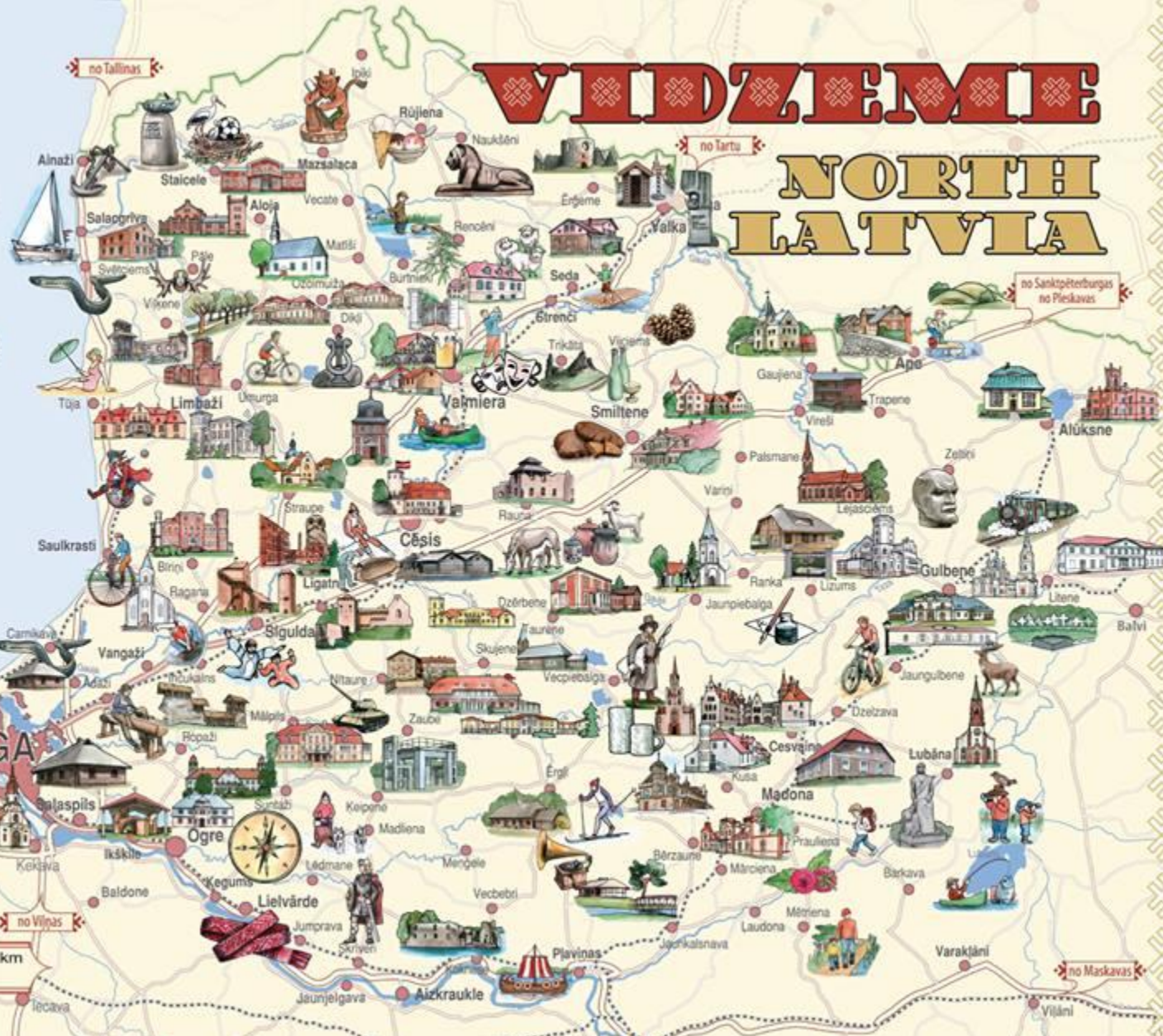
# Vidzeme (Northern Latvia region)



www.vidzeme.com

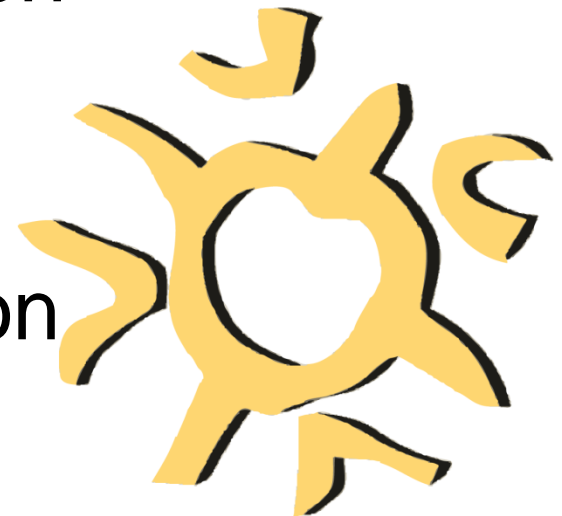


Rīgas  
jūras līcis



# Vidzeme Tourism Association

- Non-governmental organization
- Founded in 1997
- To develop and promote the Tourism in Northern Latvia region
- Members:
  - 33 local municipalities
  - 57 tourism businesses
  - Vidzeme University College



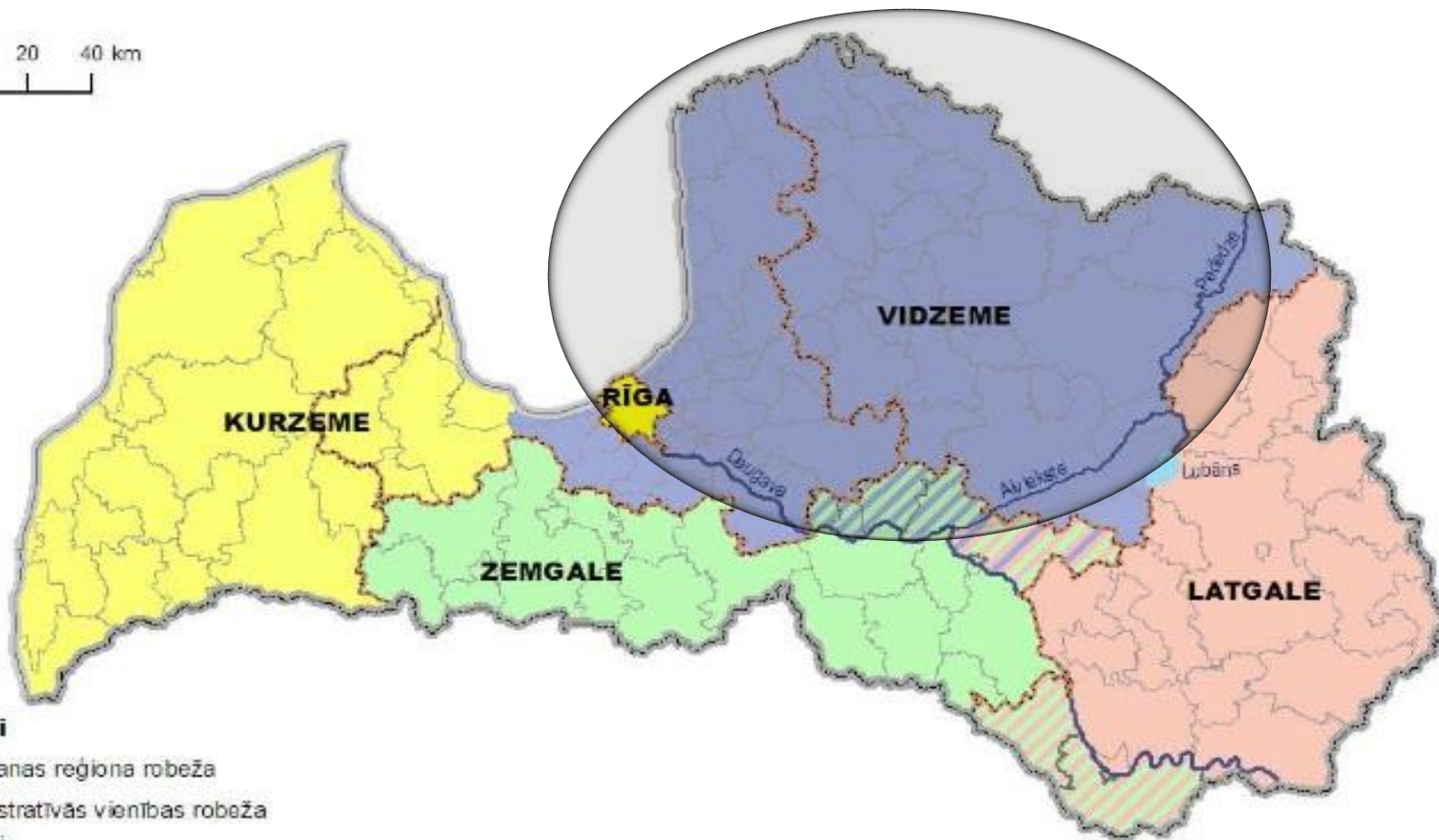
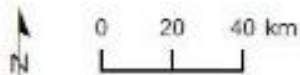
LATVIA

VIDZEME TOURISM ASSOCIATION





# Vidzeme (North Latvia) region



## Apzīmējumi

- plānošanas reģiona robeža
- administratīvās vienības robeža

## Tūrisma reģioni

- |         |         |   |
|---------|---------|---|
| Rīga    | Vidzeme | Latgale   |
| Kurzeme | Zemgale | novadi ar strīdīgu piederību konkrētajam tūrisma reģionam |

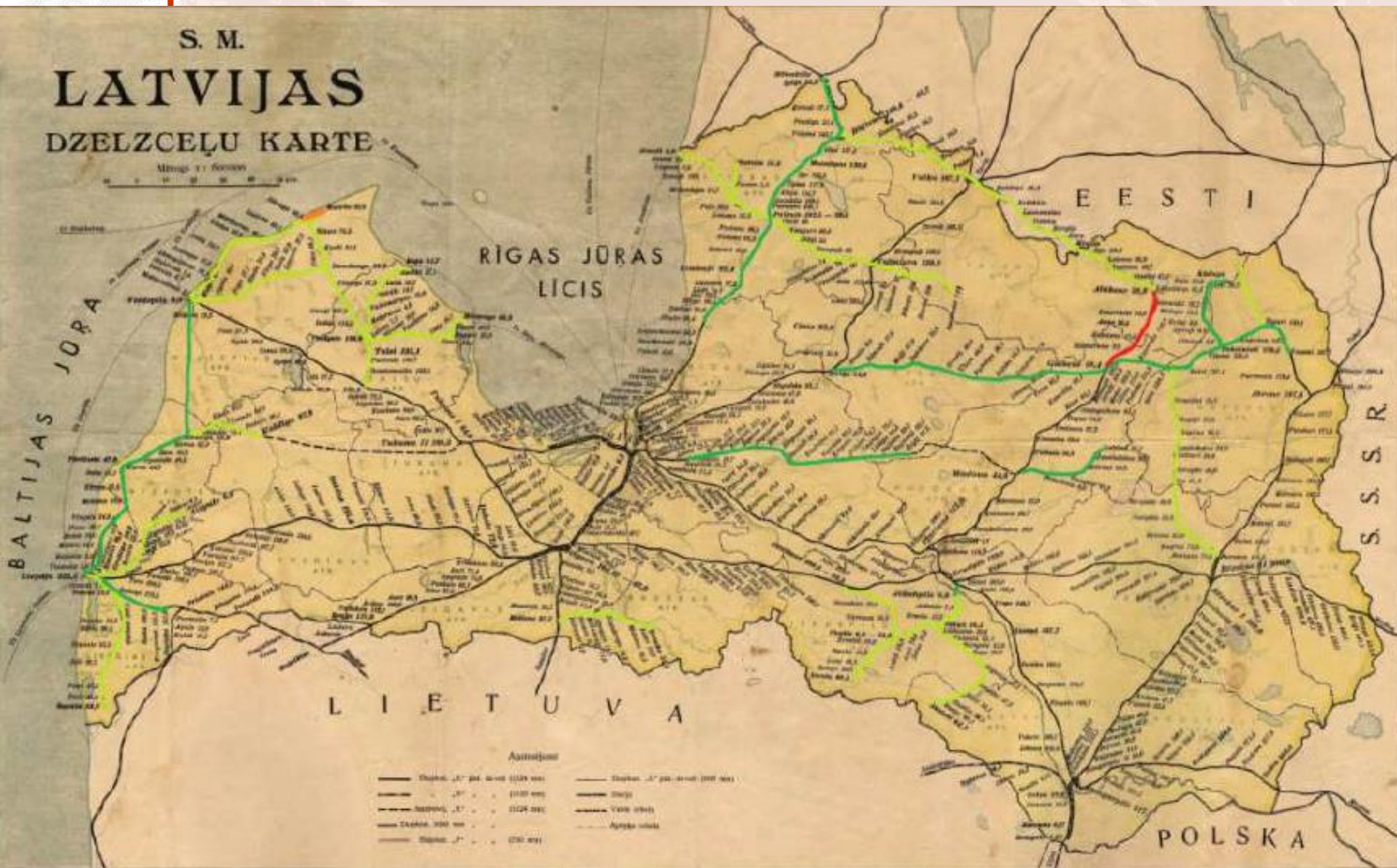
Andris Klepers, Vidzemes Augstskola

Kartogrāfiskā pamatne - Envirotech dati





# Railway lines and current greenways in Latvia (1939 map)



## Statistics - past

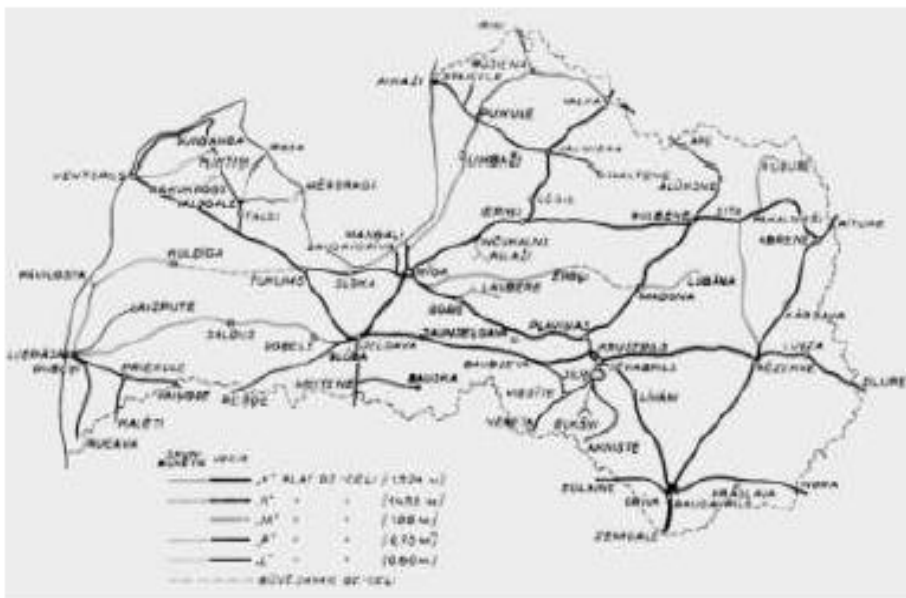
- From 1860 till 1940 totally built 3223 km of railway lines,
- 30 % of them - narrow gauge (less than 1435 mm gauge),
- 50 % of them – secondary railways (Nebenbahn).



## Railway network

1940

2014



## Statistics - present

- Total length of operational railway lines today is 1806 km,
- During last 50 years we theoretically lost 1417 km of railways (all potential greenways),





# Greenways



- Greenways are **transport corridors**, developed along independent routes following past or disused communication pathways and tracks that are available for non-motorised soft traffic.
- They provide a series of common characteristics:
- **Ease of passage**: their slopes, either low or zero gradient, allow their use by all types of users, including mobility impaired people.
- **Safety**, due to their separation from roads, and to appropriate safeguards at the intersections.
- **Continuity** with suitable solutions for any difficulties and alternative routes.
- **Respect for the environment** along itineraries and encouraging its respect by the users.





# ¡Vive la VIA VERDE DE LA SIERRA!

Ahora ya conoces los principales valores de la Vía Verde de la Sierra: sus pueblos, sus paisajes y su riqueza natural y cultural. Es hora de salir a disfrutar y vivir esta singular ruta entre Olvera y Puerto Serrano, pero recuerda algunas normas básicas que debes cumplir:

- Recorre la Vía Verde a pie, a caballo o en bici, pero nunca en vehículo motorizado.



- Si usas la bici, circula por la derecha y adelanta por la izquierda, siempre avisando y sin llevar una velocidad excesiva.



- Respeta a los animales y plantas que te encuentres en tu recorrido, así como todas las instalaciones que encontrarás a disposición de los usuarios.



- Aunque encontrarás fuentes en tu camino, siempre es aconsejable que vayas provisto de agua.



- Si llevas un animal de compañía, tenlo siempre controlado.



- Llevar una linterna te será de utilidad al atravesar los túneles, especialmente los más largos. Y recuerda: dentro del túnel y en los pasos estrechos circula en fila.



- Recoge siempre tu basura y deposítala en contenedores.



- Ante cualquier duda o problema puedes acudir al personal de la Patrulla Verde, al que encontrarás los fines de semana y festivos recorriendo el trazado de la Vía Verde.

La Vía Verde de la Sierra te está esperando. ¡Vívela!



VIDZEMES TŪRISMA ASOCIĀCIJA



Gulbene – Aluksne narrow-gauge railway  
Banītis

(1903 – 2013)



**Local transport and tourist destination**



# The Only Operational Narrow Gauge Railway in the Baltic States

- Regular daily traffic between Gulbene and Aluksne ;
- Up to 20 000 passengers per year.





# Latvijas dzelzceļa līnijas

BALTIJAS JŪRA

LIEPĀJA

VENTSPILS

Ugāle

Stende

Sabīle

TUKUMS II

RĪGAS JŪRAS LĪCIS

RĪGA

Sloka

Sloka

Olaine

Kalvene

Skrunda

Saldus

Brocēni

Dobele

Kalvene

Skrunda

Saldus

Brocēni

Dobele

Auce

Renģe

MAŽEIĶI

Valsts robeža

JONIŠKI

VIĻŅA

Glūda

MEITENE

JELGAVA

Iecava

Vecumnieki

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Saulkrasti

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KLAIPĒDA

VIĻŅA

EGLAINE

Ilūkste

Zajumi

Krauja

Ilūkste

Zajumi

Krauja

Izvalda

Krāslava

Krauja

Izvalda

Krāslava

INDRA

INDRA

Krāslava

KĀRSAVA

Burzava

RĒZEKNE II

Ludza

ZILUPE

MAŠKAVA SEBEŽA

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PITALOVA

MASKAVA  
SEBEŽA

BALKRIEVIJA

LIETUVA

Rūjiena

IGAUNIJA

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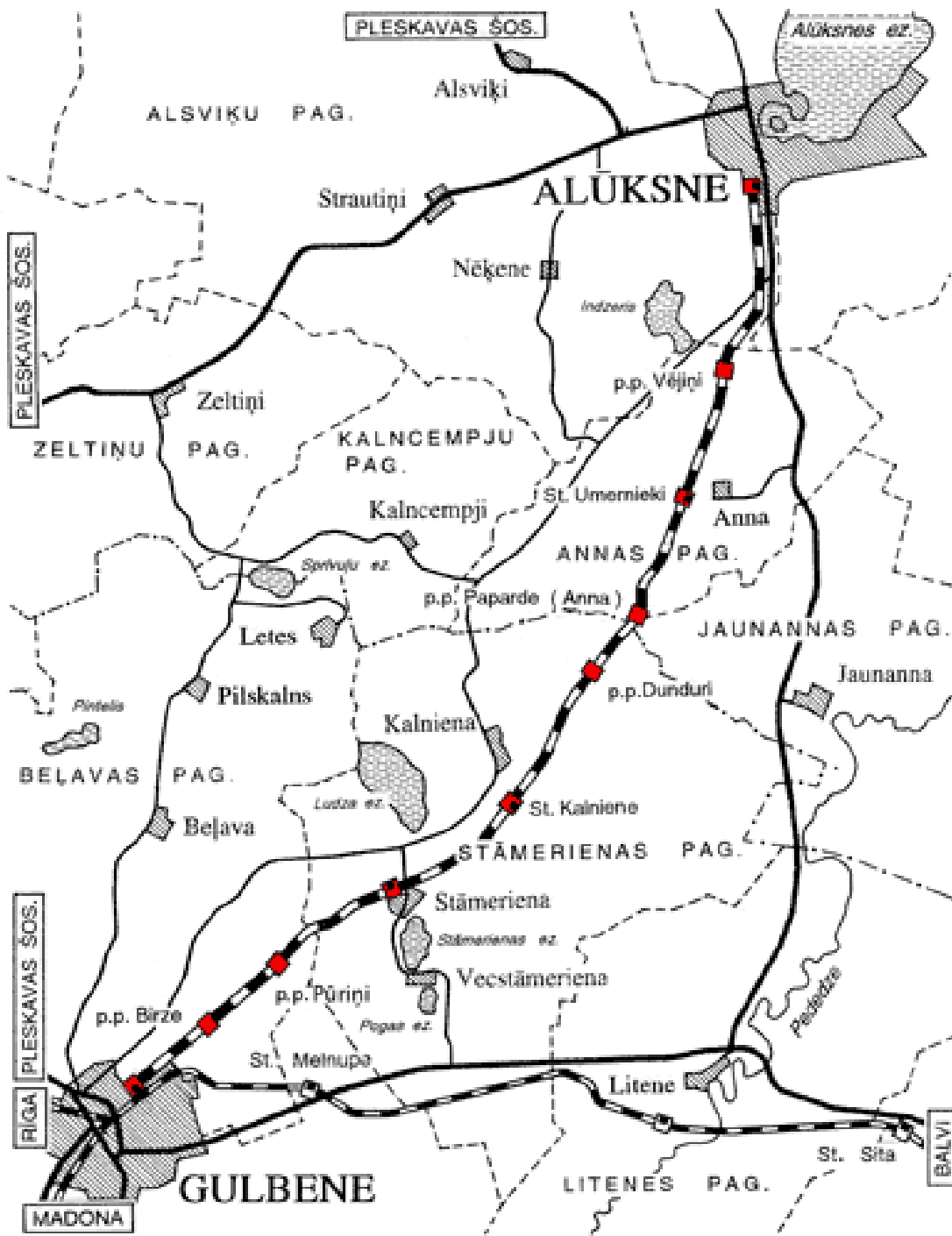
Vecumi

204 km

186 km

33 km







# Activities for visitors





# Improvements for Tourism Infrastructure

- Renovation of the station  
“Kalniena”;
- Restoration steam engine Gr-319;
- Construction of open passenger  
wagons





# Guest house “Depo”





# Former railway line (Greenway) Ieriķi-Gulbene – 100 km



Optisko tīklu savienojums ar  
Krievijas dzelzceļa optiku





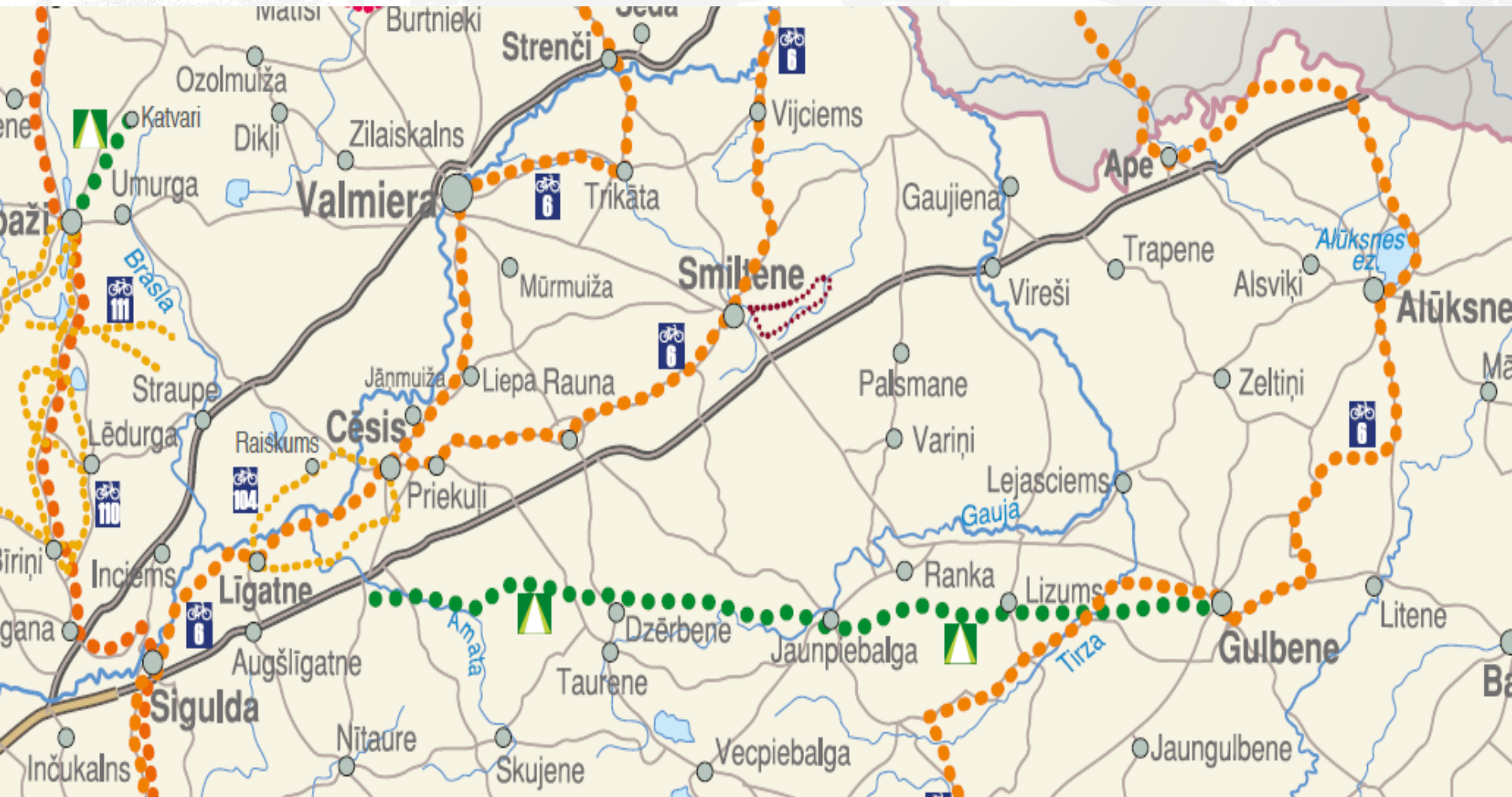






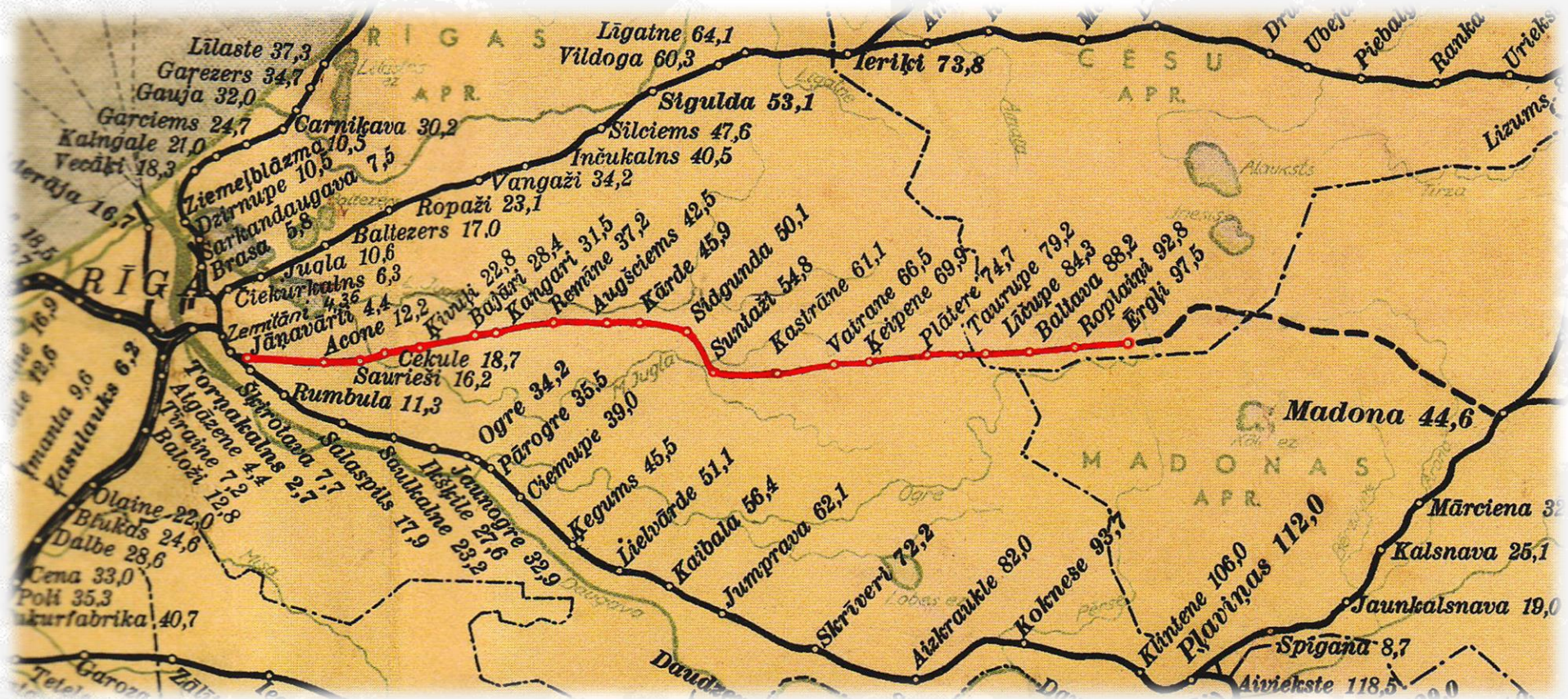


# Former railway line (Greenway) Ieriķi-Gulbene – 100 km





# Greenways in LATVIA (Riga-Ergli)





# „Rīgā zviedza kumelīnis — Vidzemē atskanēja”

Satiksmes ministrs atklāj Rīgas—Ērgļu dzelzceļu.



1. Satiksmes ministrs B. Einbergs saņemas sveiciens no dzelzceļniekiem.

Jaunās Rīgas-Ērgļu dzelzceļlīnijas pirmo vilcienu visur sagaidīja sajūsmīnīgie lauksimnieki un pārējie novada iedzīvotāji. Būvniecības darbi šeit pabeigti kopā skaitā un sumināja jaunā dzelzceļa būvētājus. Visur bija celti arī krāšņi godavārti, pie kuriem skanēja sirsnīgas runas un dziesmas. Dzelzceļlīnijas atklāšanas svinības sākās Sūtažos. Jau pa gabalu sveicināja diženi godavārti ar uzrakstu: „Valsti šķērso labi ceļi — novads novadom dod roku”, un „Rīgā zviedza kumelīnis — Vidzemē atskanēja”. Vietējo aizsargu priekšnieks Puriņš īsos vārdos izteica pateicību par jauno dzelzceļu, un vilciens ierīvoja tālāk līdz Kastrānei. Šeit vilciens sagaidīja daudz jaunu, kas pulcējās pie dzelzceļa stacijas.

## Stacijās drīz zvanīs tālruņi

Ainas Rīgas-Ērgļu dzelzceļa līnijas būves vietās



Zemes vidienas ciemā ar zeltainiem stabiņiem, smailo baznīcas torni, skaisto kalnu, pilsdrūpām, klusi par senu naivno gultni plūstošo Ogru un kašpūti, kur guļ tautas rakstnieks Rudolfs Blaumanis.

Pa ceļu brauc malēji uz vietējiem izirnāvē. Vezumi ir smagi, tāpēc braucēji iet kājām.

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## Pasažieru satiksmi starp Sūtažiem un Ērgļiem uzsāks decembrī

Rīgas-Ērgļu dzelzceļa līnijā Sūtažu-Ērgļu posmā darbi norit visai sekmīgi. Zemes darbi un sliežu uzlikšana jau pabeigta visā ceļa garumā. Šai posmā iet darbu vilciens. Jau veikta ceļu un intensīva nā ceļa.

kās pāris nedēļās. Bet vēl jānobalastē šai posmā staciju ceļi, laukumi, piebraucamie ceļi, pārbrauktuves u. t. t. Posmā starp Sūtažiem un Ērgļiem turpinās ierīkot staci-

# Pirmais vilciens Rudolfa Blaumaņa dzimtenē

Pāri dzimtenes laukiem tev skriet, stiprākām saīfēm mūs kopā siet

Rīgas - Ērgļu dzelzceļa līniju satiksmē atklāja vakar. Pirmajā vilcienā uz Ērgļiem devās satiksmes ministrs B. Einbergs, dzelzceļu galvenais direktors K. Bjodnieks, satiksmes ministrijas inspektors J. Svanks, ministrijas sekretārs J. Egļitis, šoseju un zemesceļu dep. dir. J. Melnalksnis, pasta un telegrafa departamenta direktors H. Resnais, gaisa un autobusu satiksmes daļas vadītājs J. Jēriņš, kara ministrijas pārstāvis plkv.-lt. Ronis, Rīgas apriņķa vecākais J. Zvaigzne, dzelzceļu direktori, nodaļu vadītāji un daudz citu.

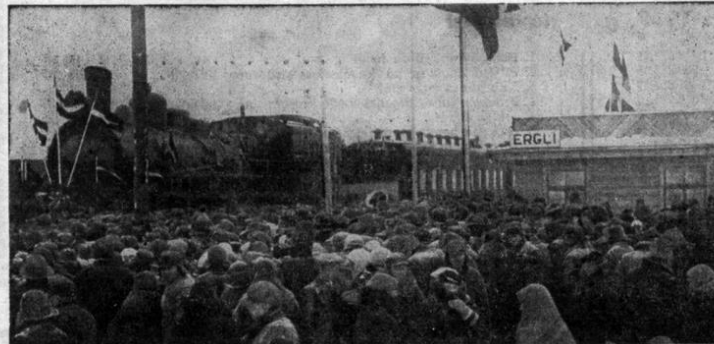
## Rīgas - Sūtažu dzelzceļu līnijas būvdarbi nobeigti

osmā Rīga-Sūtaži pagaidu kustību at- 26. novembrī. Šīs līnijas posms būs 50 km garš. Tānī atradīsies sekojošās stacijas: Jānavārti, Acone, Saurieši, Ķī- Kangari, Remīne, Augšciems, Sidgun- un Sūtaži. Dzelzceļu staciju ēkas uz līnijas vēl nav izbūvētas un attiecīgo kooperāciju izdarīšanai staciju vietās ielikti preču vagoni. Jaunatklājamās ēkās darbi izmaksājuši 1 km posmā.

Ar kustības atklāšanu pa jauno līniju, vietējiem zemturiem būs sagādāta liela satiksmes ērtība, jo tagad tiem bija jāiet līdz dzelzceļam jāmēro 50—60 km. Cerams, ka šī līnija pašos apmēros saistīs arī tūristu ievēribu.

Posma Rīga-Sūtaži atklāšanas svinībās ņems dalību satiksmes ministrijas vadība un dzelzceļu virsvaldes augstākie ierēdņi. Uz šīs līnijas pabeigti vilcieni būs ap-

## Vilciens ved līdz Ērgļiem



Dzelzceļa līnijas atklāšanas kopkats Ērgļu stacijā.

Pag. piektdien Ērgļi sagaidīja pirmo vilcienu. Šis vilciens ir ļoti agrāk sniega putešos netīrīti. Satiksmes ministrs jaunā dzelzceļa atklāšanas dzot kur listit

Jānis Grots

## Rīgas—Ērgļu pirmajam vilcienam

Iet pirmās vilciens nu uz Ērgļiem maniem, — Tik jauns un drošs un straujš un spējš! To pavadiet ar gavilēm un zvaniem, To, kas tik spirts, kā agra rīta vējš. Nu ceļiet vārtus košus, zaļām mētrām, Nu steldziet karogus pret ziemas sauli sliet, — Caur tūkstotš vasarām un ziemas vētrām Šim vilcienam lai lemts pret tālī skriet!

Būs ceļš jaunas stacijas un tālī, Būs jaunas telejas un pakalni jauks, Kas saņems braucējus. kā labus draugus, slikti, Kam atsmaldis ir birze, mežs un lauks. Lal dzīvo Ērgļu sliedes, — liela darba slava! Stmts balšim steldzot savā sirdī saukt, — Par šito līniju, šķiet, skaistākas vairs nava, Ak, nu tik būs, nu tiešām būs kur braukt!

Skrien pirmās vilciens nu uz Ērgļiem maniem, Kā ērglis varenš, kas pret tālī rit, To sagaidiet ar gavilēm un zvaniem. Kā jaunas asinis, kas zemes dzīslās rit!







"Kangarū"





Deconstruction of rails

17.09.2007













VIDZEMES TŪRISMA ASOCIĀCIJA







VIDZEMES TŪRISMA ASOCIĀCIJA











Ķeipenes cinema station – only preserved section of rails

VIDZEMES TŪRISMA ASOCIĀCIJA







Cinema museum in the former railway station

VIDZEMES TŪRISMA ASOCIĀCIJA







KANGARI



# Kangari station - inhabited



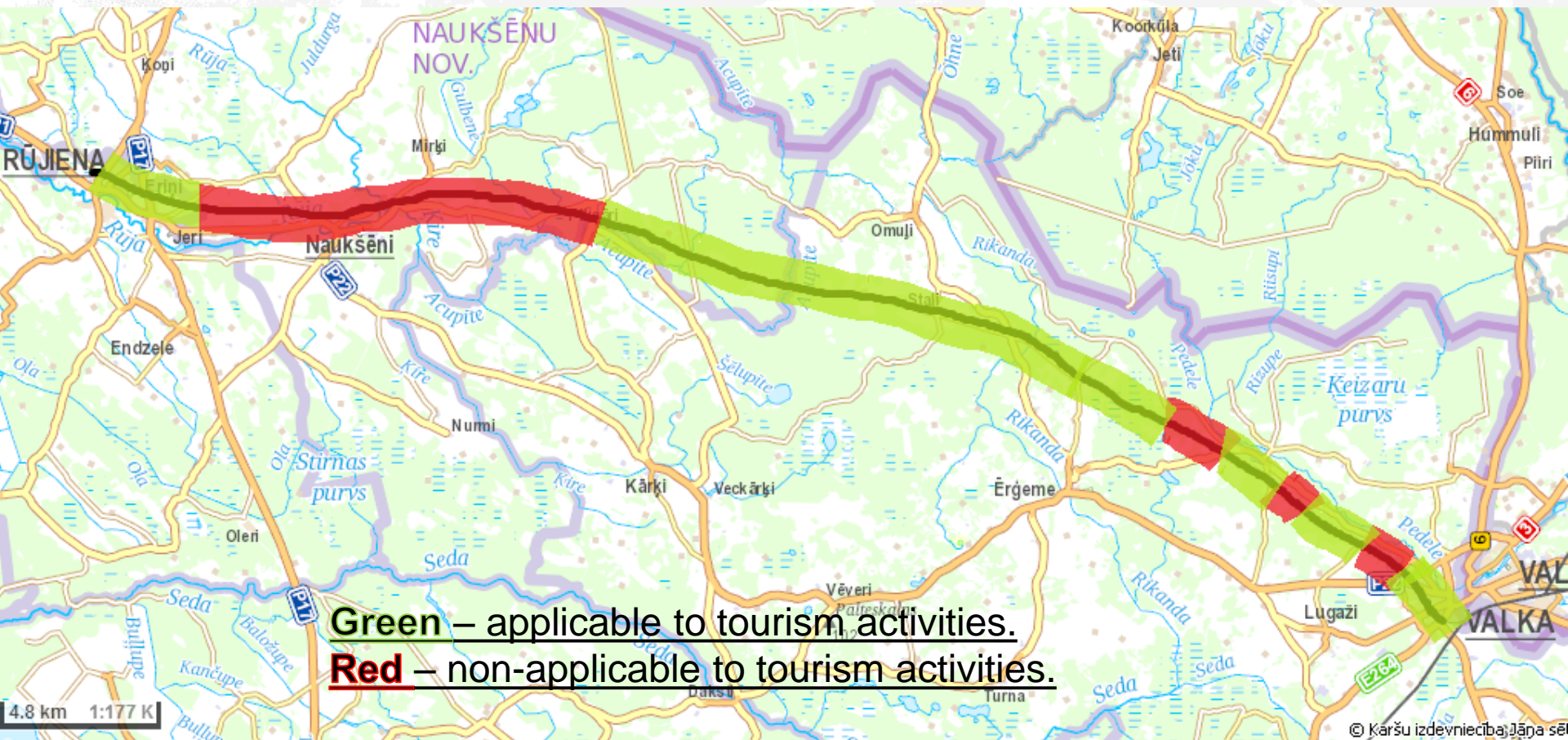


Study tour after the Greenways Workshop in Riga, May 21, 2014





# Evaluation of «Valka - Rūjiena» section



- Good possibility to create cyclist route between Valka and Rūjiena for more experienced cyclists, while using both former railway line and roads.





# Evaluation of «Smiltene – Valmiera» section











- 1) Some parts of former narrow gauge railway line between Smiltene and Valmiera are usable for tourism, but there are not enough tourism attractions;
- 2) Many parts of former narrow gauge railway line between Valka and Rūjiena are usable for tourism;
- 3) The best possibilities to create cyclist (or hiking) routes are near most populated areas;





# Greenway Mazirbe-Sīkrags





## Problems according greenways

- Part of the abandoned railways continue to carry the railway infrastructure status, which means here is prohibit to change anything, in other words – even touch the ground. But practically local people doing here everything (including vandalism), nobody are monitoring it.

















# Portugal - Ecopista do Dão

- 49,2 km long;
- Developed infrastructure;
- Good practice example



**DÃO**  
**ecopista**  
SANTA COMBA DÃO . TONDELA . VISEU





VIDZEMES TŪRISMA ASOCIĀCIJA











4.5

km



ecopista





VIDZEMES TŪRISMA ASOCIĀCIJA











VÍA VERDE DE  
LA SIERRA

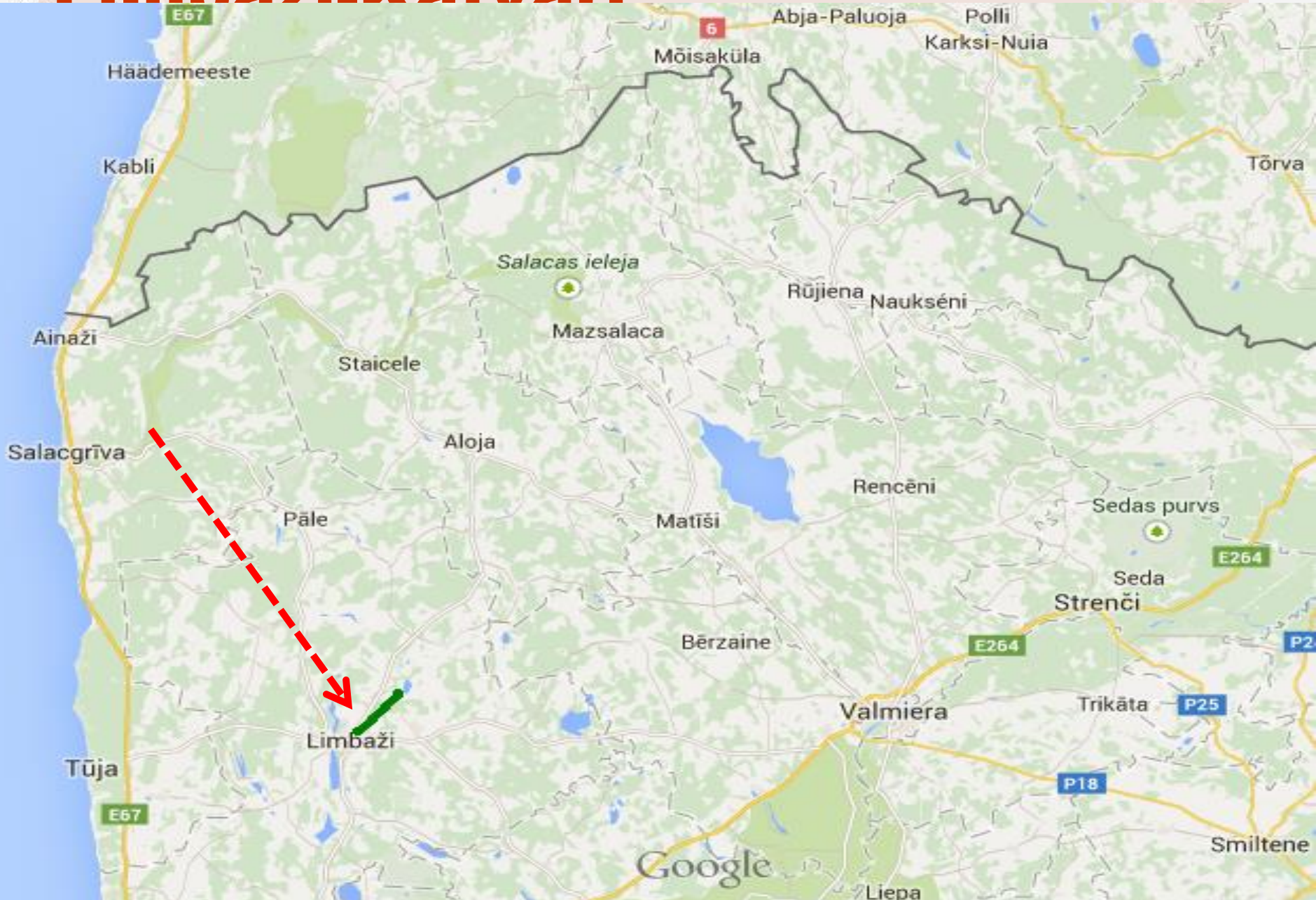
RECINTO FERIA →



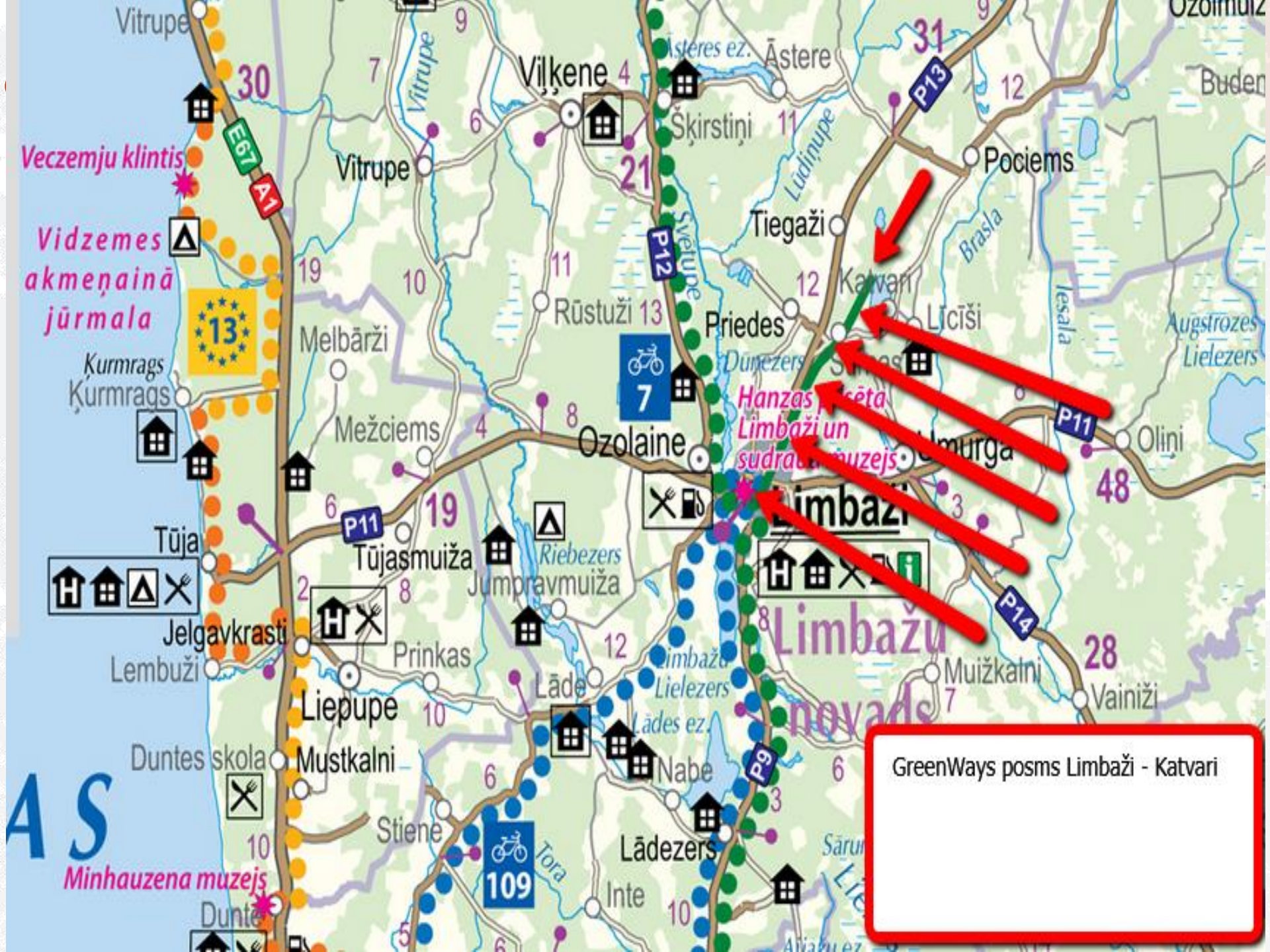


# Reconstructed Greenway

## ● Limbaži-Katvari







Veczemju klintis  
Vidzemes  
akmeņainā  
jūrmala



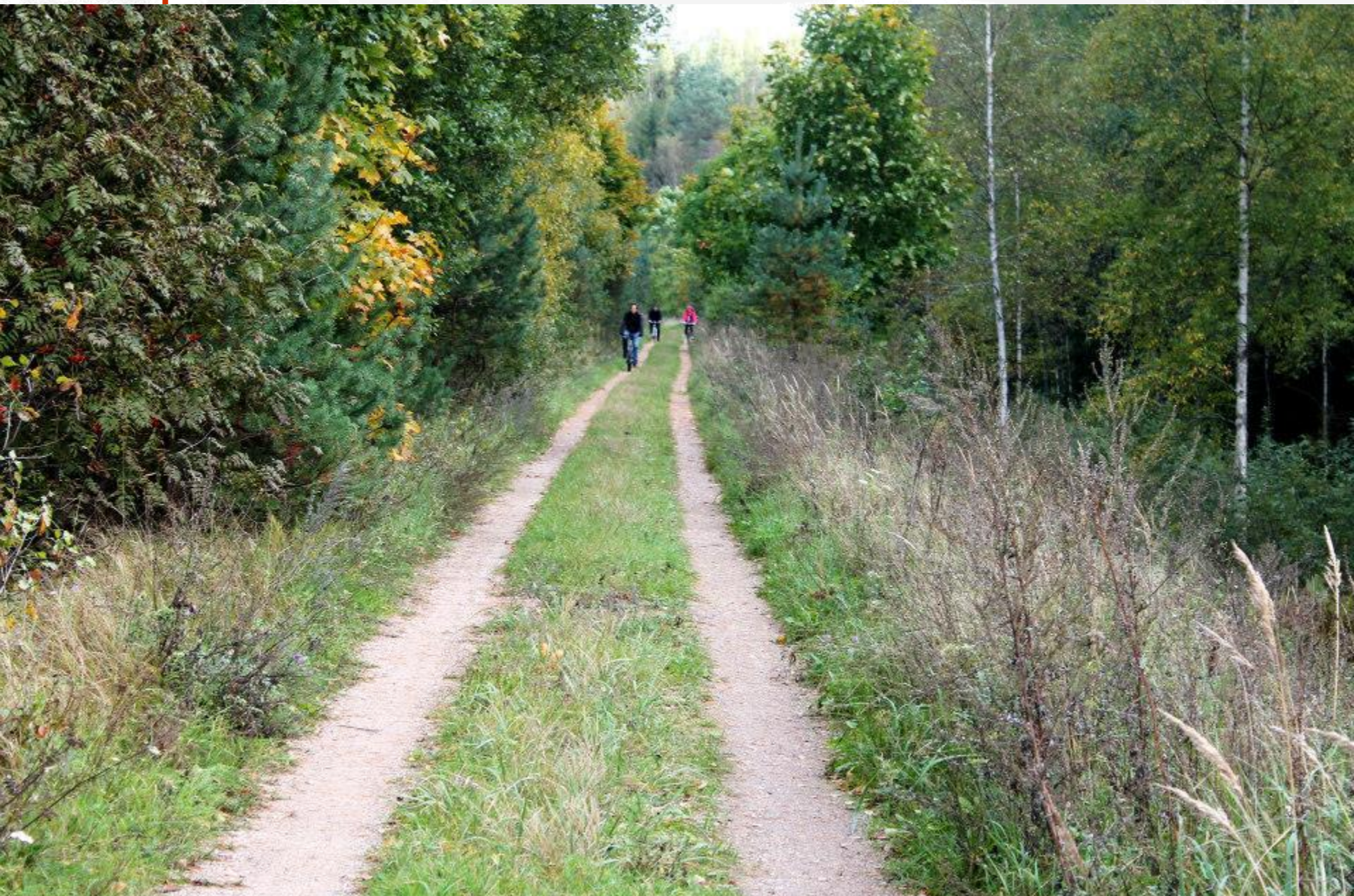
Hanzas pilsēta  
Limbaži un  
sudrabu muzejs

Limbažu  
novads

GreenWays posms Limbaži - Katvari



Opening of the reconstructed greenway Limbazi-Katvari, September 2014





Opening of the reconstructed greenway Limbazi-Katvari, September 2014





# Reconstructed Greenway Limbaži-

## ● ● Katvari





**GREENWAY**  
ZAĻAIS CEĻŠ



**LIMBAŽI-KATVARI**  
**7km**





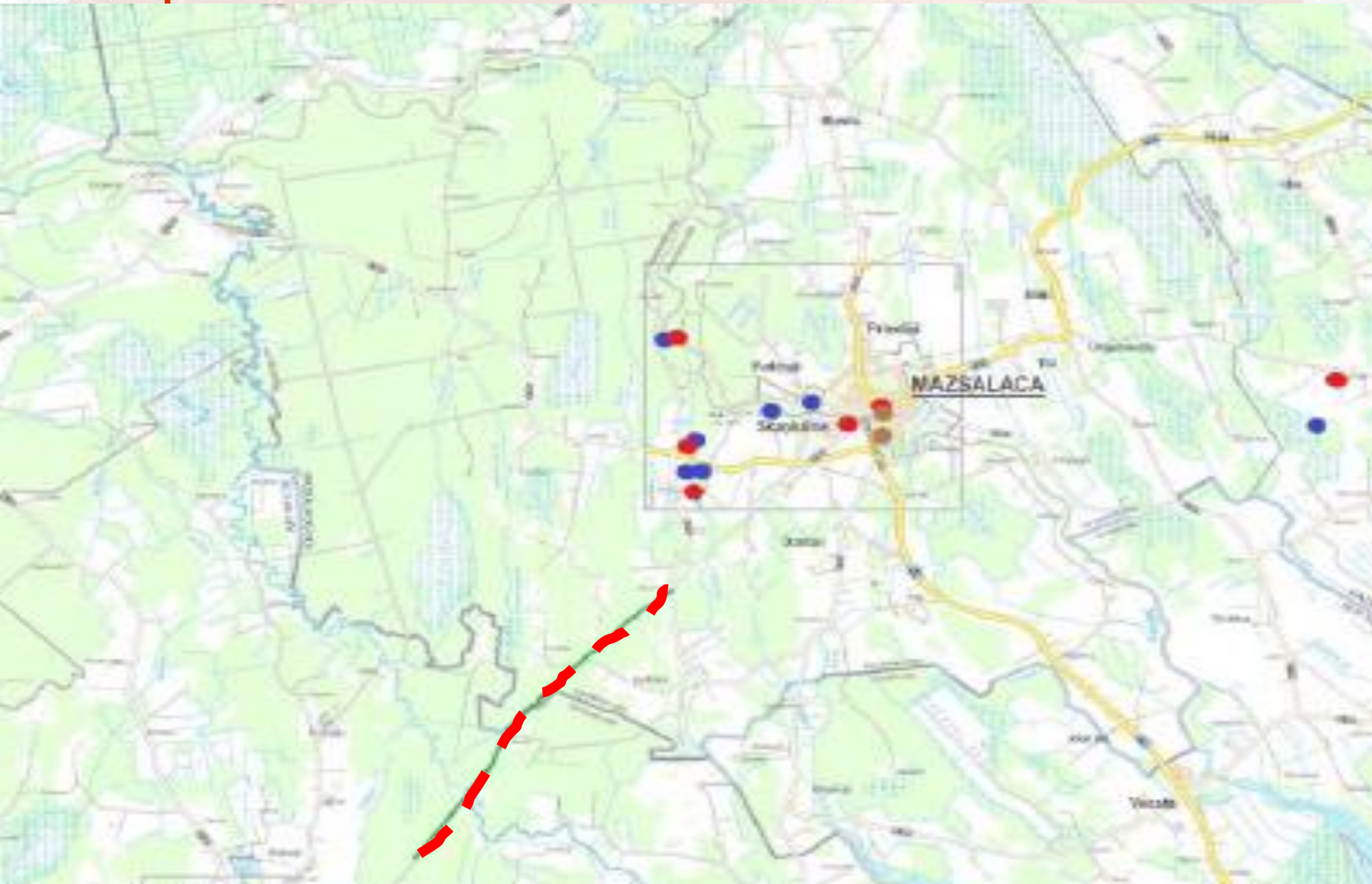
# Reconstructed Greenway Limbaži-Katvari

- Total length: 7km
- Reconstruction: >5km (removing sleepers, trees, brushes, improvement of surface)
- Setting-up signs
- Installing barriers to avoid motorised traffic (except near the lake)
- Promotion of the Greenway (maps)
- Future plans: signposting, additional improvements for safety, connection with asphalt road in Limbaži
- Total cost of reconstruction: ~10 300 EUR / EU funding and municipality co-funding





# Connecting Mazsalaca and Aloja





















# First Latvian Greenways/EuroVelo/Signposted Cycling Routes

VIDZEMES TŪRISMA ASOCIĀCIJA

## Map



### LATVIA BIKE MAP



**13**

**Euro Velo 13 – Iron Curtain Trail**

The EuroVelo 13 – Iron Curtain Trail is a unique cycling route that starts at the North European town Sillimäe in Norway and ends up at the border of Bulgaria/Turkey near the Black Sea in the South. The whole route is 4000 km long. It spans 30 countries thus marking the vertical border between the East and the West of Europe that remained during the Cold War for more than a half a century. The route presents both unique historical sites and completely new tourist attractions.

The route in Latvia covers 122 km. It offers various surface and intensity roads with a unique opportunity for cycling diversity for the entire season for about 300 km. The cycling route is flat and without steep inclines. The cycling infrastructure is well-developed: gravel/castle towns. About 100 km of cycling and pedestrian roads are available. When crossing sections of North-Western European States and Latvia, Estonia and Siberia National Security Park, Riga National Park and Gdly Reserve, one can enjoy about 100 km of sand and gravel roads.

The Iron Curtain Trail in Latvia that starts from Estonia border in Akulle and finishes at Mida in Lithuania, is rich with military heritage and other tourist attractions along whole its length. It is possible to continue the route north into Estonia and Finland as there are no existing major problems and appropriate cycling route marking signs have been placed there.

As the area consists of Northern Latvia, the route will include an option for beach trails by the Rīgas, Sēli, Arona, Air, Daugava Forests in Balvi, Rūjiena, Līvānu municipalities as well as visit from Baltic borders. Of particular interest will be the only private Maritime Museum in the Baltic States with unique exhibits in Liepāja. The EuroVelo 13 route in Northern Latvia is completely signposted.

Riga is the largest capital city in the Baltic States, as well as an important regional hub with an international airport, port, rail and bus networks. The Riga Old Town is included in the UNESCO World Heritage List. The city is rich with military heritage sites, such as the Museum of Occupation of Latvia, the Museum of Earthquake of 1961, Daugavpilsfortification, Brāņinieku Memorial, the Palace of the Sash and others.

In Rūjiena, the Brāņinieku part of Latvia, from Cape Kulla and Mārupis the village and their language, that is similar to Estonian dialects, has still preserved. Here the cyclists can also visit the museum of former Soviet military base Žogāne (former Kibara collective farm) that was used for counter espionage during the Soviet times and is the 8th largest building of its kind worldwide in located nearby.

Ventspils and Liepāja are coastal cities, offering convenient ferry connections with Germany and Scandinavia. Both cities have well-developed cycling infrastructure. Liepāja is the most attractive military heritage centre in Latvia with historical fortresses on the city of special interest in Latvia area, where tourists can spend a night in a real Soviet time prison and enjoy other unique activities. The EuroVelo 13 route in Western Latvia is well signposted.

For some sections of the cycling route, particularly from Akulle till Rīga and from Liepāja till Sillimäe border, one must travel 100 km of unpaved roads with intense traffic. It is therefore recommended to use public transport services instead. Roads with low traffic intensity stretches for about 140 km. Reconstruction of various parts of the route has begun. It is planned to complete the reconstruction until 2020 and develop 140 km of cycling infrastructure.

For more detailed information about Latvia's route as well as National, Regional and Local cycling routes is available in brochures, maps and other materials available on the website:

**1** Vidzemes Tūrisma Asociācija, Līvānu ielā 20, Rīga, LV-1001  
[www.vta.lv](http://www.vta.lv)  
[info@vta.lv](mailto:info@vta.lv), +371 67 22 22 22  
 Complete Latvian to road map  
[www.vta.lv/eng](http://www.vta.lv/eng)

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**MAP LEGEND**

	EuroVelo 12 – Iron Curtain Trail
	National routes
	Regional routes
	Greenways
	Local routes
	Local routes in Latvia's Eastern border region
	Local routes in Latvia's Eastern border region
	Digital Mountain Bike routes
	Congress place on Greenways routes



# First Latvian Greenways/EuroVelo/Signposted Cycling Routes

## • GREENWAYS •

To some cyclists Greenways in Latvia could sound surprising, as in Latvia Greenways have just started their development. In Europe and other parts of the World Greenways have already become very popular.

Greenways have developed on the former railway lines, where trains used to go in the past. An essential precondition for the route to become a Greenway is not to be available to the motorized transport, but be freely accessible to every visitor with any degree of fitness or mobility. Outside Latvia greenways can be used at any time of the year – for skiing, Nordic walking, dog sledging, horse riding, roller-skating etc.

In 2014, the Latvian Greenways Association (LGA) was established based upon the previous experience of Vidzeme Tourism Association in the development of Greenways in Latvia. LGA involves municipalities that have former railway lines and aim to engage in and develop Greenways projects in the future.

Currently, there are five Greenways with gravel surface available in Western and Northern Latvia. They can be easily used by cyclists and pedestrians, although their accessibility varies depending on weather conditions and quality of the road surface. Some sections of the Greenways are still used by motorized vehicles.

## Vidzeme (Northern Latvia) Region

### Limbaži – lake Katvaru

The Greenway from Limbaži town until lake Katvaru is the first reconstructed and permanently managed route of this kind in Northern Latvia. It leads from the Hanseatic town Limbaži to the lake Katvaru using the historical railway line Rīga–Rūjiena. The total length of the route is about 7 km. It is covered with sand and gravel that in some parts could become a challenge for cycling.

At the end of this Greenway, a beautiful view over the lake can be enjoyed from a platform made from rail sleepers. This is also a popular place for anglers. The lake is managed by the foundation Katvari Lake and it is possible to rent a boat as well as take a rest and cook your catch on-site. On the opposite site of the lake one can enjoy the historic Katvari Manor park with peculiarly shaped lime trees. There is a swimming area available for cyclists there.



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J A





# Summary

- Greenways – unique opportunity to visit less known and popular destinations;
- If possible – connections with other cycling routes and roads
- Nature and historical sights
- Accessible to everyone!
- Huge economic impact!



# *Cross country skiing*





● ● ● **Thank you!**

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VIDZEMES TŪRISMA ASOCIĀCIJA

