

QUESTION OF THE WEEK, WEEK 22–23 (27.5–7.6.2026)

NUMBER OF RESPONDENTS: 477

The margin of error is 4 % and thereby the answers are considered to reflect the opinions of the population in Jakobstad.

THE TOWN'S CYCLE PATHS

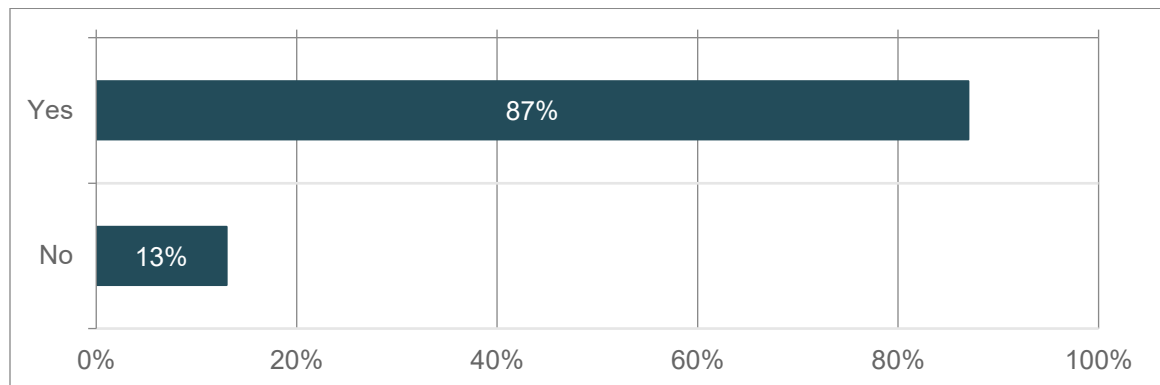
In the Question of the Week the residents were asked: *“Jakobstad is, regarding its land area, one of the smallest cities and municipalities in Finland but seen to the population density of approximately 220 residents per square kilometre we are among the top 15 in the country. If you also consider that at least half of Jakobstad's land area is forest, we are in fact even more densely populated.”*

The terrain in Jakobstad is very flat (small differences in altitude), which together with the population density makes the town an excellent place to bike in. Generally speaking, you are able to reach most of the residential areas within 10 minutes (3 km) from the town square.

By biking instead of taking the car, we are promoting not only the climate but also our well-being regarding better fitness, fresh air, etc.

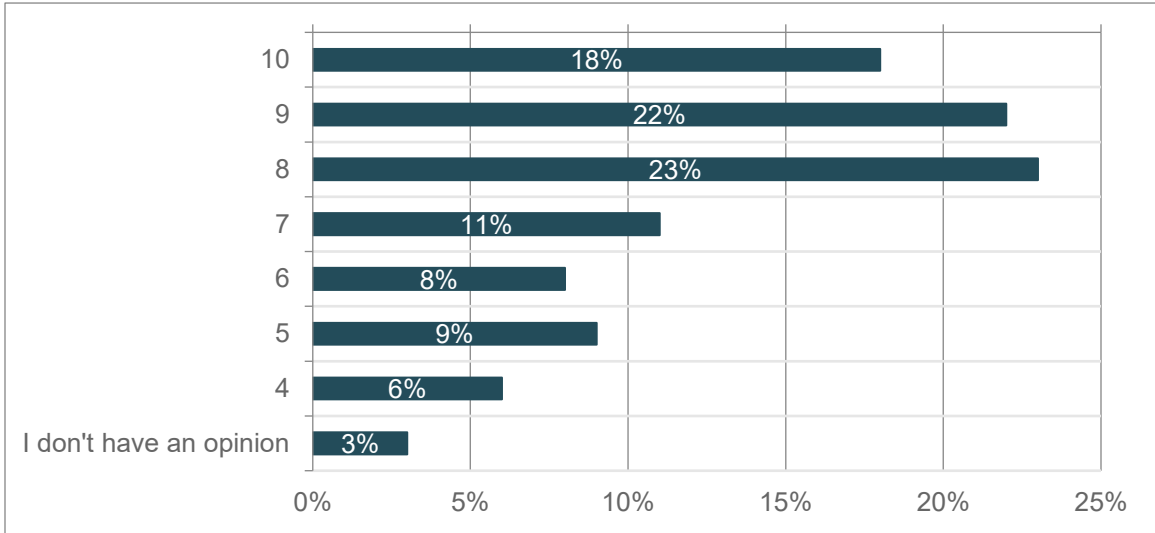
In this survey we would like to know what the residents are thinking about the investment in the new cycle paths and the future investments on cycle paths.

Do you bike? (even if more seldom)”



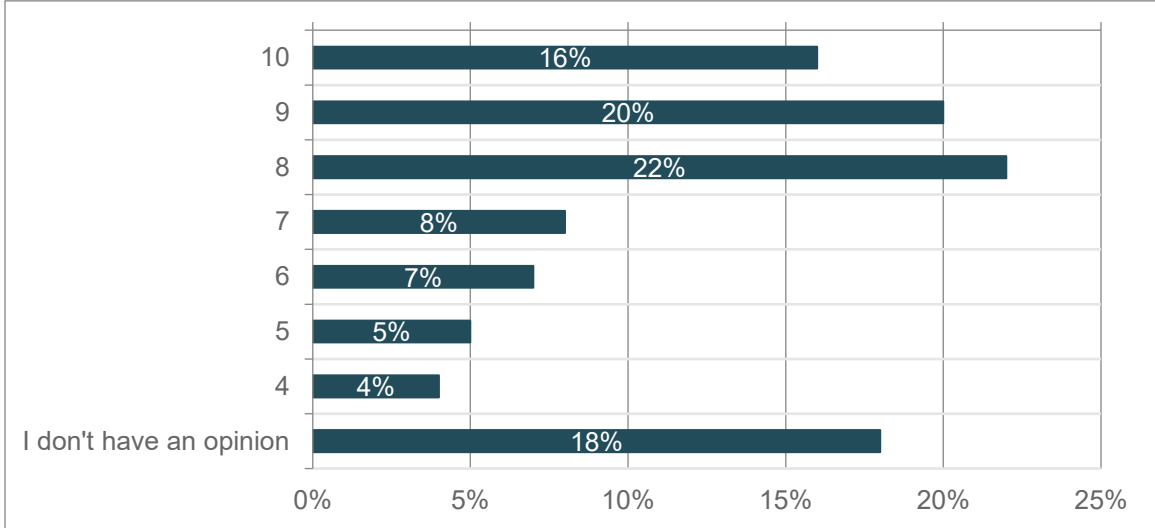
The question was included in a corresponding survey in spring 2025, and at that time 90% answered “Yes.”

“What do you think about the reconstruction of Pedersesplanaden? (Rate 10–4, where 10 is best and 4 is worst. You can also comment your answer.)”



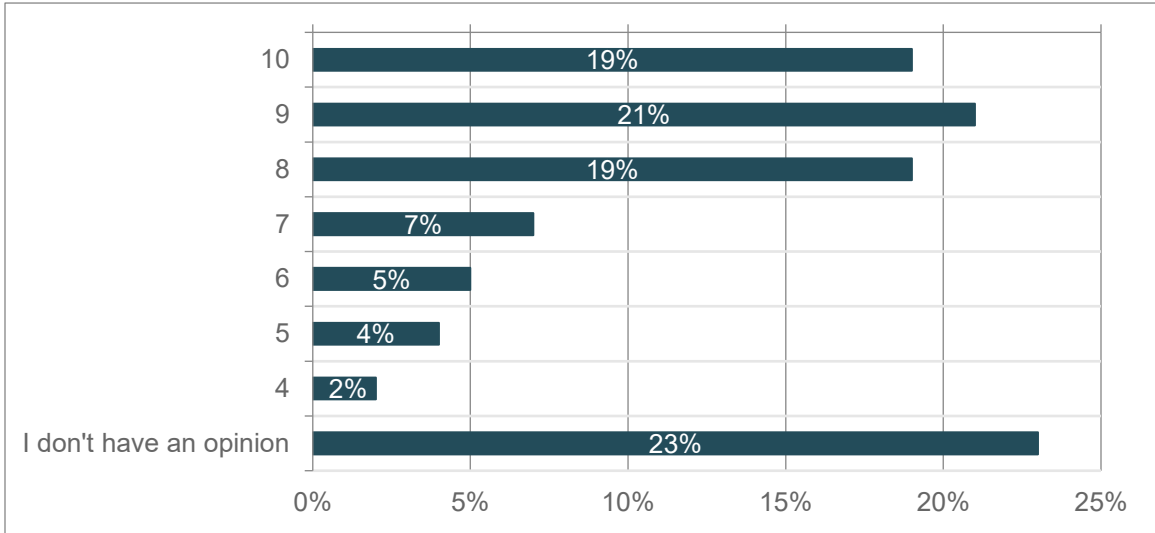
The most common grade is 8, with 23 percent of the votes. 63 percent give a grade between 8 and 10 (last year the corresponding figure was 58 percent), and 23 percent give a grade between 4 and 6 (the same as last year).

“What do you think about the reconstruction of Trädgårdsgatan? (Rate 10–4, where 10 is best and 4 is worst. You can also comment your answer.)”



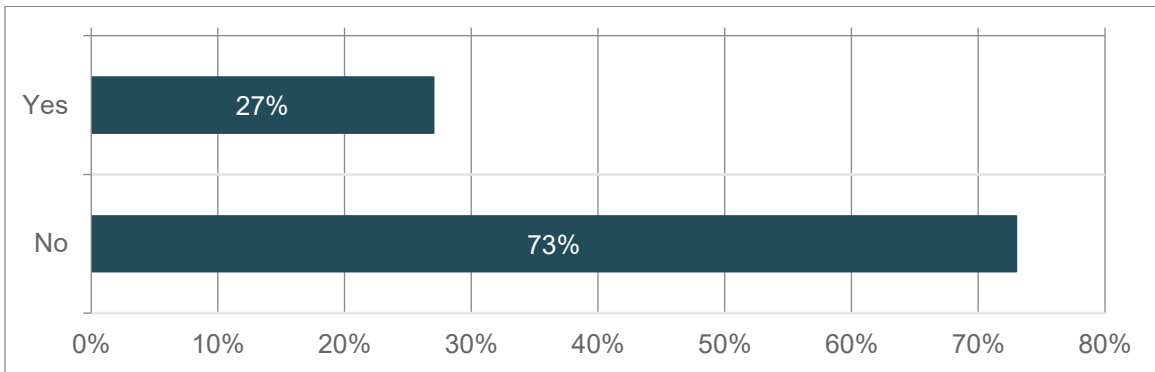
The most common grade is 8, with 22 percent of the votes. 58 percent give a grade between 8 and 10, and 16 percent give a grade between 4 and 6. As many as 18 percent have no opinion.

“What do you think about the reconstruction of Skutnäsgratan? (Rate 10–4, where 10 is best and 4 is worst. You can also comment your answer.)”

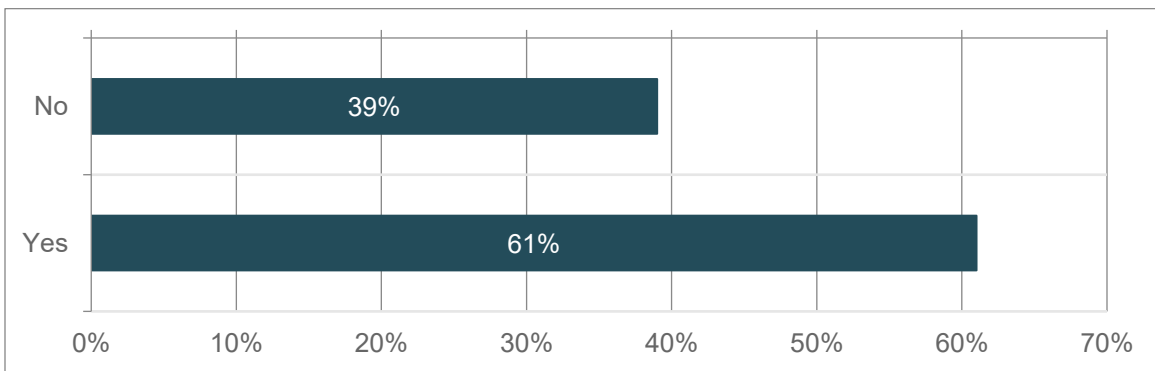


The most common response is “No opinion,” with 23 percent of the votes. 59 percent give a grade between 8 and 10, and 11 percent give a grade between 4 and 6.

“Does the reconstruction of Pedersesplanaden, Trädgårdsgatan, and Skutnäsgratan contribute to you biking more often than before?”



“The cycle paths on Pedersesplanaden are one-way paths, you cycle north on the east side and south on the west side. Do you find it hard to follow the traffic rules?”



In the corresponding survey last year, 29 percent answered “Yes” and 71 percent “No.”

Those who answered “Yes” were given a follow-up question: *“Why?”*

110 people answered the question. The rules are generally perceived as relatively clear in themselves, but many find them impractical since they often involve detours and unnecessary intersections. Therefore, many cyclists choose the quickest and easiest route, even if it means cycling against the rules. At the same time, poor compliance and some uncertainty regarding one-way directions create insecurity and risky situations in traffic.

“Where would you like to see the next investment on cycle paths being made in the town?”

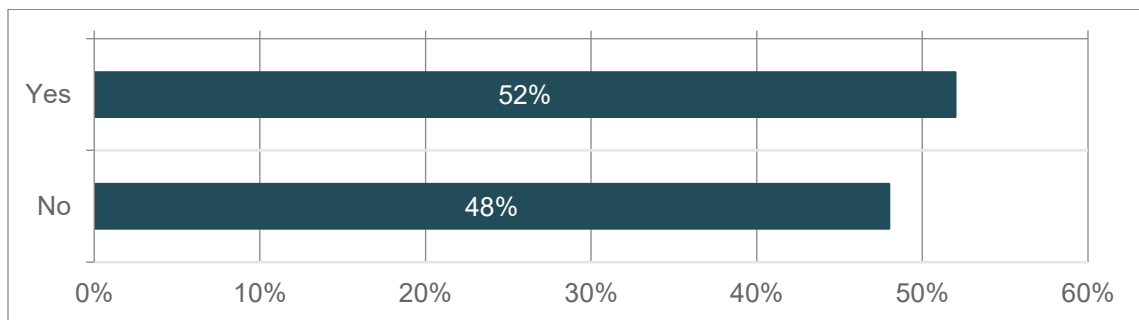
288 people answered this voluntary question. Residents’ responses clearly show that many are calling for investments in safer and more connected cycling routes, especially between the town center and key destinations such as Fäboda, schools, commercial areas, and neighboring municipalities.

A large share of the responses also highlights the need for improved safety in the town center and along central streets such as Skolgatan, Rådhusgatan, and Storgatan, where congestion, car traffic, and unclear solutions are perceived as problems.

At the same time, many emphasize that the focus should be on improving the maintenance and quality of existing cycling paths, for example through better surfacing, smoother edges, and improved winter maintenance.

A recurring view is also that cycling paths should be planned with particular consideration for children and school routes, as well as in areas with high pedestrian traffic, such as commercial zones and the eastern parts of the town.

“Currently there are really no cycle paths in the town centre and the need of cycle paths along Storgatan, Rådhusgatan, Stengbergsgatan, and Skolgatan is big. Building these cycle paths would lead to fewer spaces for car parking. Are you willing to give up car parking in the town centre to promote pedestrian and bicycle traffic?”



(In last year’s survey, 62 percent answered “Yes” and 38 percent “No.”)

“Comment your answer.”

Residents’ justifications clearly show that the majority oppose reducing parking spaces in the town center, mainly because they perceive car accessibility as crucial for a vibrant center and for the survival of shops. Many point out that a large share of residents and visitors depend on cars—especially commuters, those living outside the center, people with goods to transport, or those with limited mobility. It is also emphasized that the current parking supply is already perceived as insufficient, and that reducing it risks leading customers to choose other towns

instead. At the same time, there is a smaller group willing to sacrifice parking spaces, but usually only on the condition that adequate alternatives are ensured and that the needs of car traffic continue to be taken into account.

NEXT STEP

A preliminary plan for a cycling route along Strengbergsgatan and Skolgatan, extending all the way to Kållbyvägen and the hospital entrance, is currently underway.

A preliminary plan for a cycling route along Rådhusgatan and Stationsvägen is also in progress. In the continued planning, we aim to take as much as possible from the survey responses into account.

More information:

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