

**Interreg**



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**Estonia – Latvia**

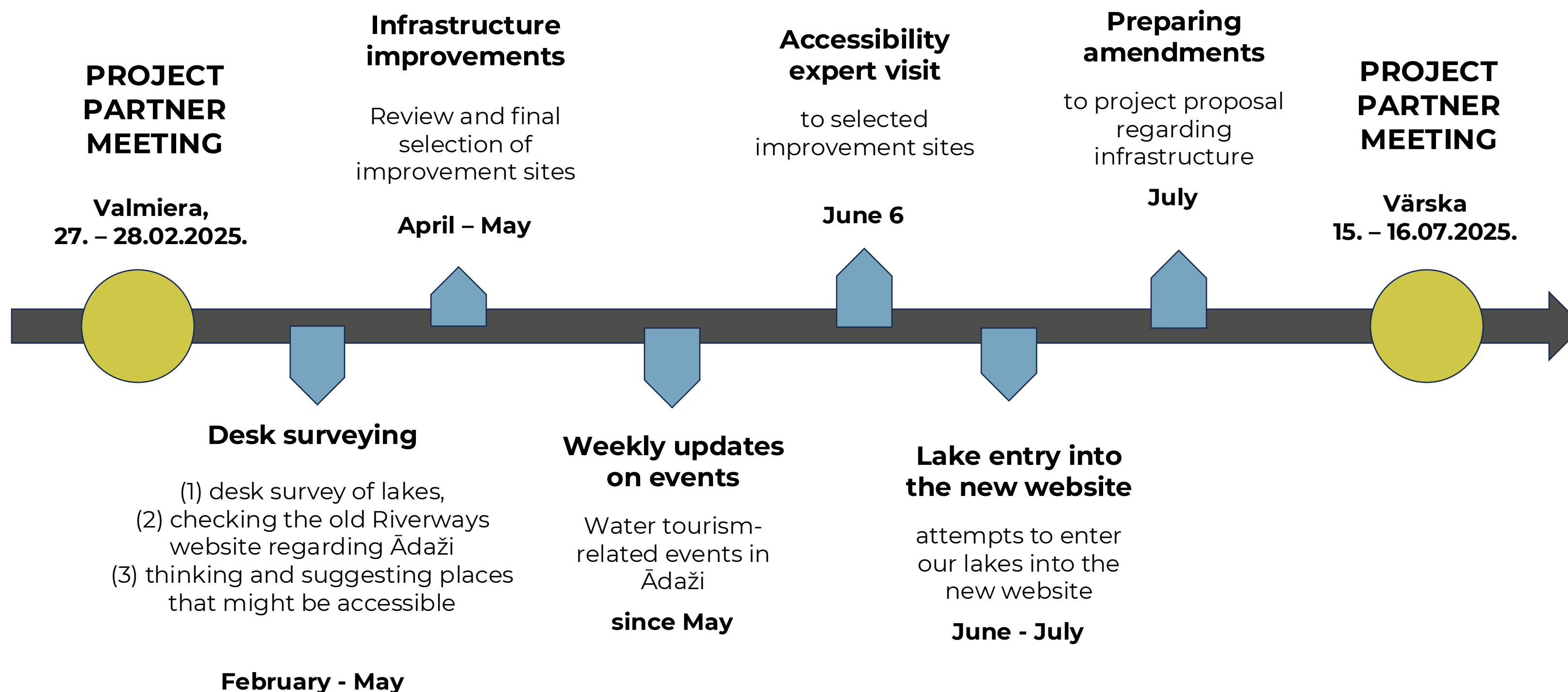


**ĀDAŽU  
NOVADS**

# "Riverways II" in Ādaži Municipality

Progress from March to July 2025

# TIMELINE



# PUBLICITY

## Laivu pietātnes Carnikavā padarīs pieejamākas cilvēkiem ar kustību traucējumiem

Dalīties:



18. jūnijs, 18:26 | Latvijā | Autori: Zemgales reģionālā televīzija

Vasaras sezonā ūdens tūrisms Latvijā ir labi attīstīts, tomēr, lai arī daudzviet ir pietātnes, tās ne visiem ir sasniedzamas. Divas jau esošas vietas Ādažu novada Carnikavā drīzumā varētu kļūt par piemēru tam, kā dabas baudīšana var būt iekļaujoša ikvienam, arī cilvēkiem ar invaliditāti vai kustību traucējumiem.

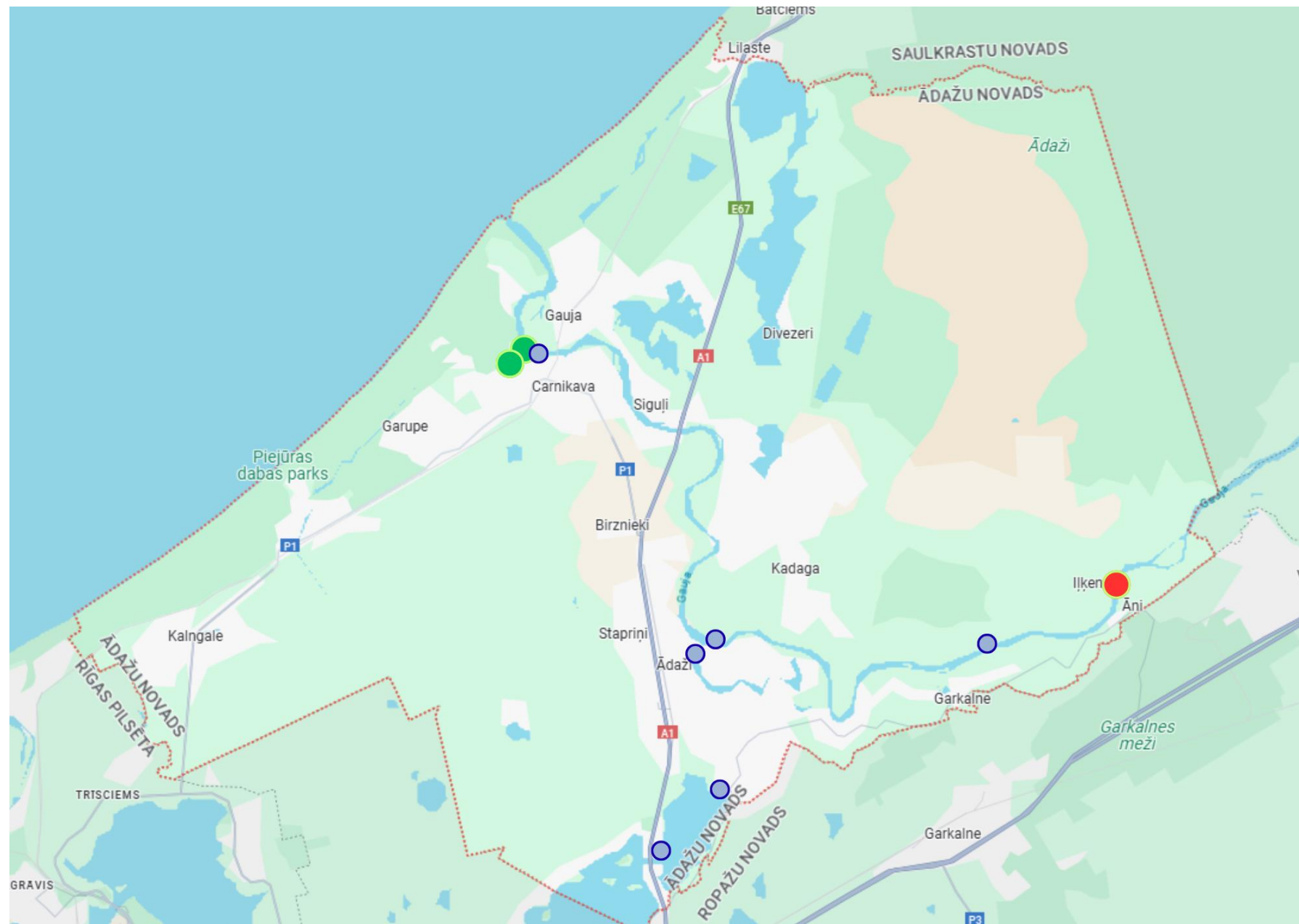
- Title translates to "**Piers in Carnikava will be made more accessible to people with mobility impairments**"
- Published on the website of **Latvian public media** website 2025 and aired on **Latvian Television Channel 1** Day News on June 18th.
- **Thank you** to **Apeirons** for attracting positive interest to the project 😊

<https://www.lsm.lv/raksts/zinas/latvija/18.06.2025-laivu-piestatnes-carnikava-padaris-pieejamakas-cilvekiem-ar-kustibu-traucejumiem.a603801/>



# INFRASTRUCTURE IMPROVEMENTS

## the journey

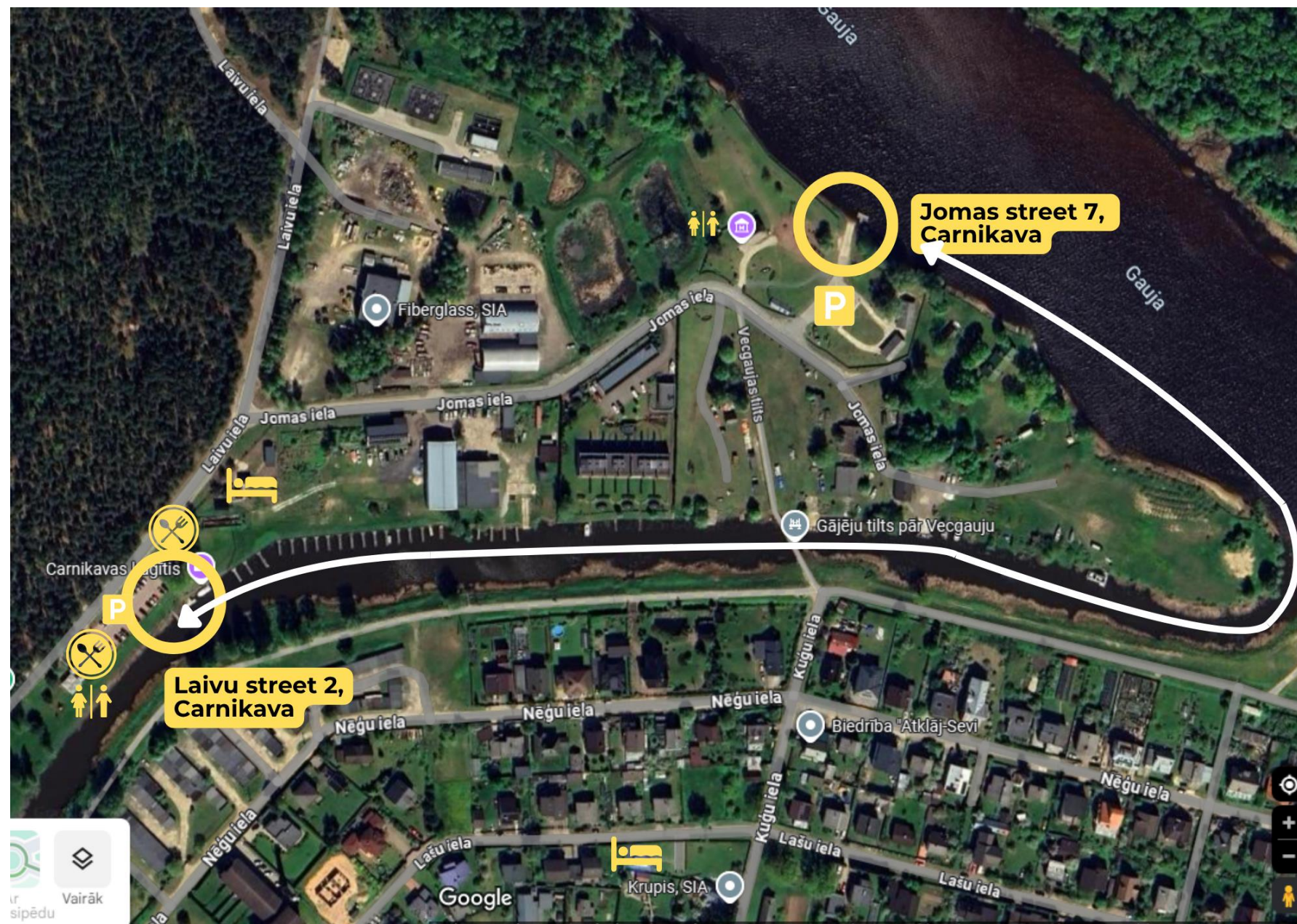


- Initially **selected 3 sites** (two in green, one in red)
- After assessing selected locations, it became clear that some locations (i.e. in Ilķene, see **red** dot) **were too expensive to improve** (at least **73 400 euros**)
- Conducted search for alternative infrastructure improvement sites (marked by **blue** dots)
- Settled on **2 sites** (see **green** dots) as these improving these would **fit the budget restraints** and **are not as burdensome** as other sites



# INFRASTRUCTURE IMPROVEMENTS

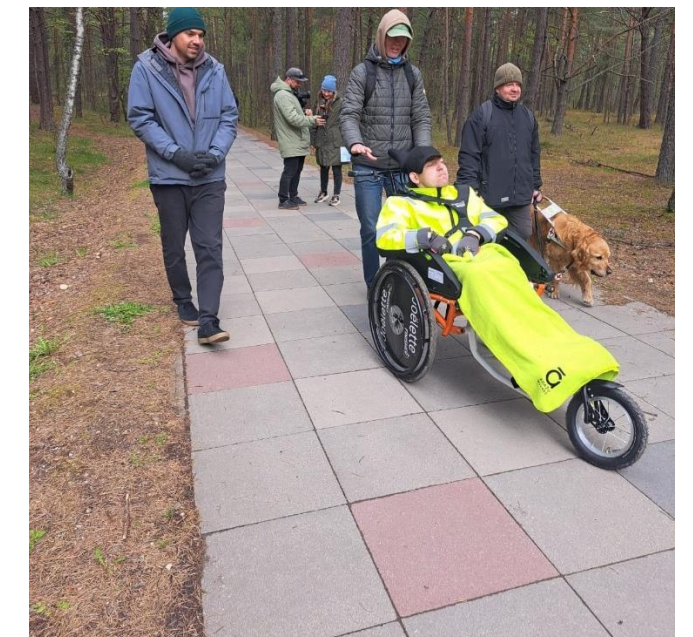
## Further reasons for selecting Carnikava



- **Infrastructure is in place** (cafes, more-or-less accessible toilets, parking spots, accommodation), so access is **quite easy**
- Short test route from one place to another is available

### Carnikava - accessible tourism destination

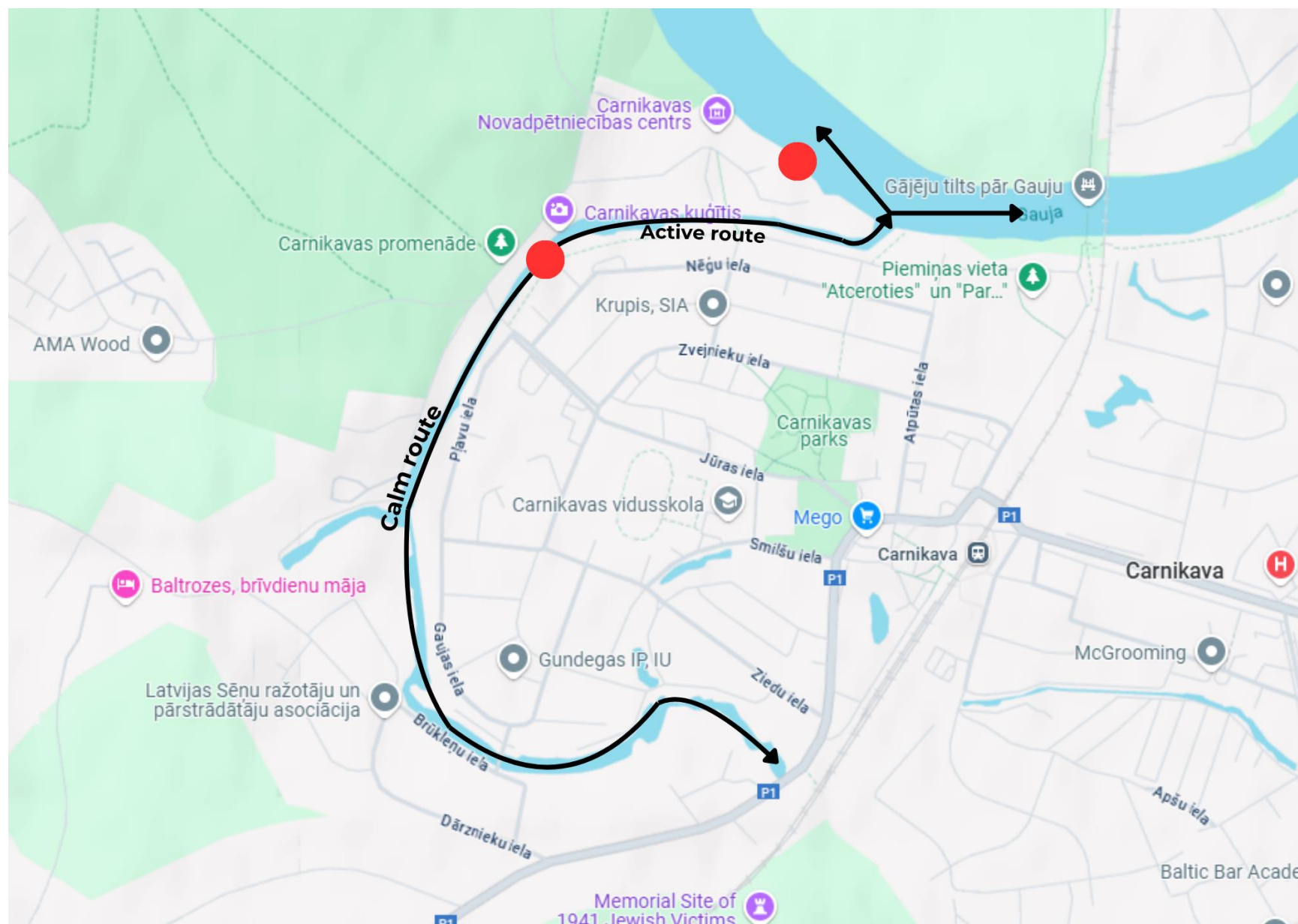
Thanks to Riga Planning Region and project "Accessible Hiking Trails" two specially adapted wheelchair and a bicycle with platform for wheelchair are available for use free-of-charge





# INFRASTRUCTURE IMPROVEMENTS

## Further reasons for selecting Carnikava



**Vecgauja** offers kayaking experiences for different needs:

- People that are new to kayaking and/or wish to safely experience it in summer can take the "**calm route**"
- People that are experienced or feel that they are ready for challenge may take a more "**active route**", where they may interact with other kayakers, motorboats and leisure boats.

# INFRASTRUCTURE IMPROVEMENTS

## Site No. 1: 2 Laivu street, Carnikava



### SOLUTIONS:

- Construct wooden access ramp between car park and existing pontoon pier, which is:
  - equipped with handrails,
  - equipped with barrier (50 mm in height) from the bottom of the ramp,
  - length: 10 to 20 meters, depending on slope and location of construction,
  - width: 1.2 to 1.5 m,
- Slope of the ramp must not exceed 8%
- Ramp must be connected to the car park to preclude formation of an off-level edge
- Parking spaces should be preserved if possible. If not, one parking place needs to be removed and adopted as entrance to the ramp, installing necessary safety solutions and signage.
- Equip pontoon platform with additional plastic extensions, handrails and other elements to ease access to or from kayak.
- All new elements need to be easily dismantlable.



# INFRASTRUCTURE IMPROVEMENTS

## Site No. 1: 2 Laivu street, Carnikava



Rather steep slope from the parking lot to the pontoon.

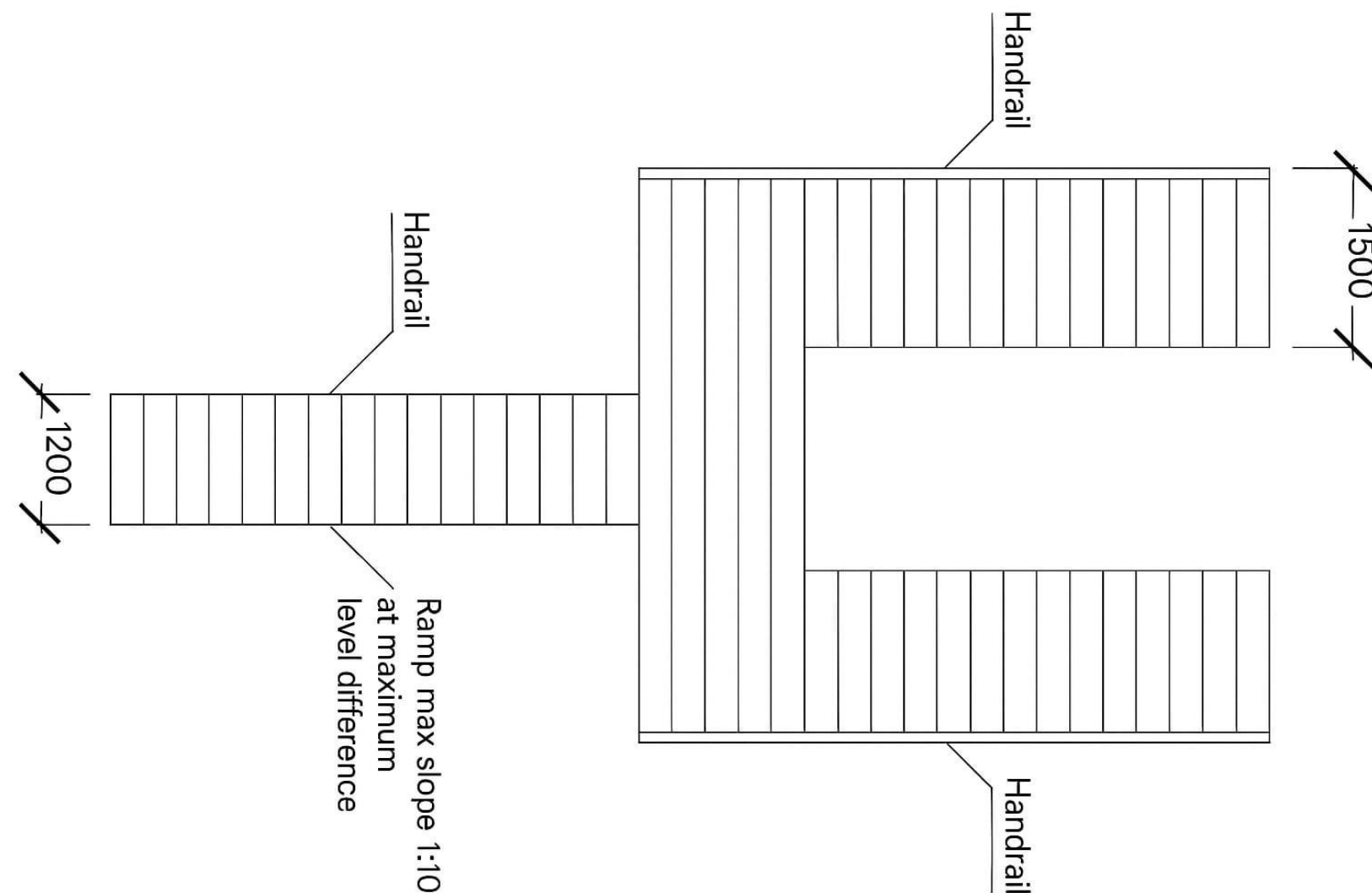


Pontoon pier that is going to get improved.



# INFRASTRUCTURE IMPROVEMENTS

## Site No. 1: 2 Laivu street, Carnikava



### RECOMMENDATIONS

#### 1. Accessible Ramp Installation

1. Slope should not exceed 8% (max 10% if assistance is available).
2. Safe, continuous access from parking to pontoon must be ensured.

#### 2. Pontoon Design for Mobility Aid Users

1. Include side support rails, rotating transfer chair, and support handles.
2. Minimum platform width: 1500 mm; prevent falls/trips with secure edge railing.

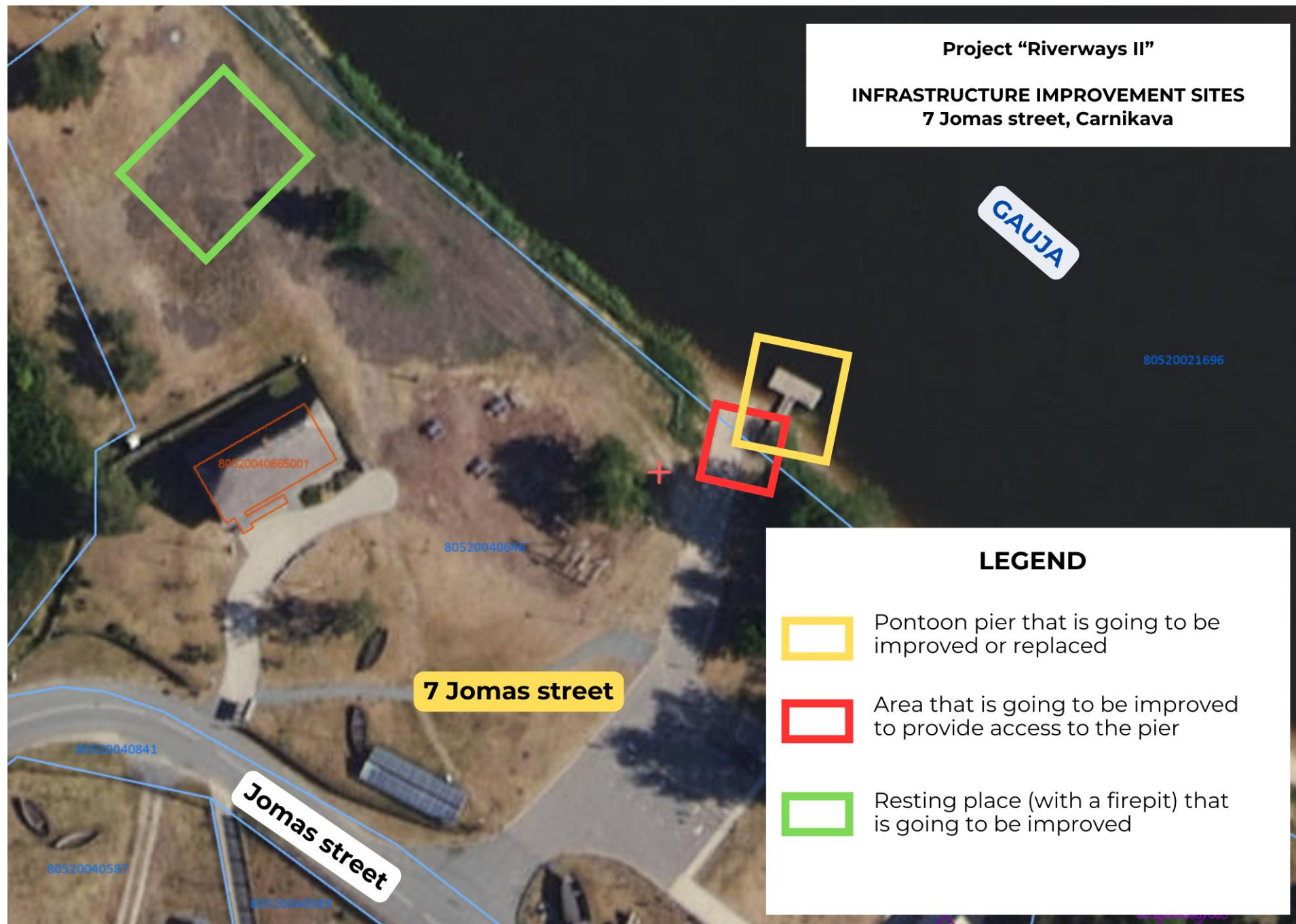
#### 3. Safe Transitions with Water Level Changes

1. Ramp-to-pontoon transitions must have <20 mm gaps.
2. Design must remain stable despite fluctuating water level



# INFRASTRUCTURE IMPROVEMENTS

## Site No. 2: 7 Jomas street, Carnikava



### SOLUTIONS:

- Construct access ramp between concrete boat launch and existing pontoon pier, which is:
  - equipped with handrails,
  - equipped with barrier (50 mm in height) from the bottom of the ramp,
  - length: ~ approx. 5 meters with a turn of 45 to 90°,
  - width: 1.2 to 1.5 m.
- Slope of the ramp must not exceed 8%
- Ramp must be connected to the boat launch at one level.
- Equip pontoon platform with additional plastic extensions, handrails and other elements to ease access to or from kayak.
- All new elements need to be easily dismantlable.
- Equip fire pit with publicly accessible grill that:
  - fixed in place
  - height not less than 60 cm.



# INFRASTRUCTURE IMPROVEMENTS

## Site No. 2: 7 Jomas street, Carnikava



Pontoon pier that is going to be improved or replaced with a better and more accessible version



Aerial overview of the Carnikava Local History Center



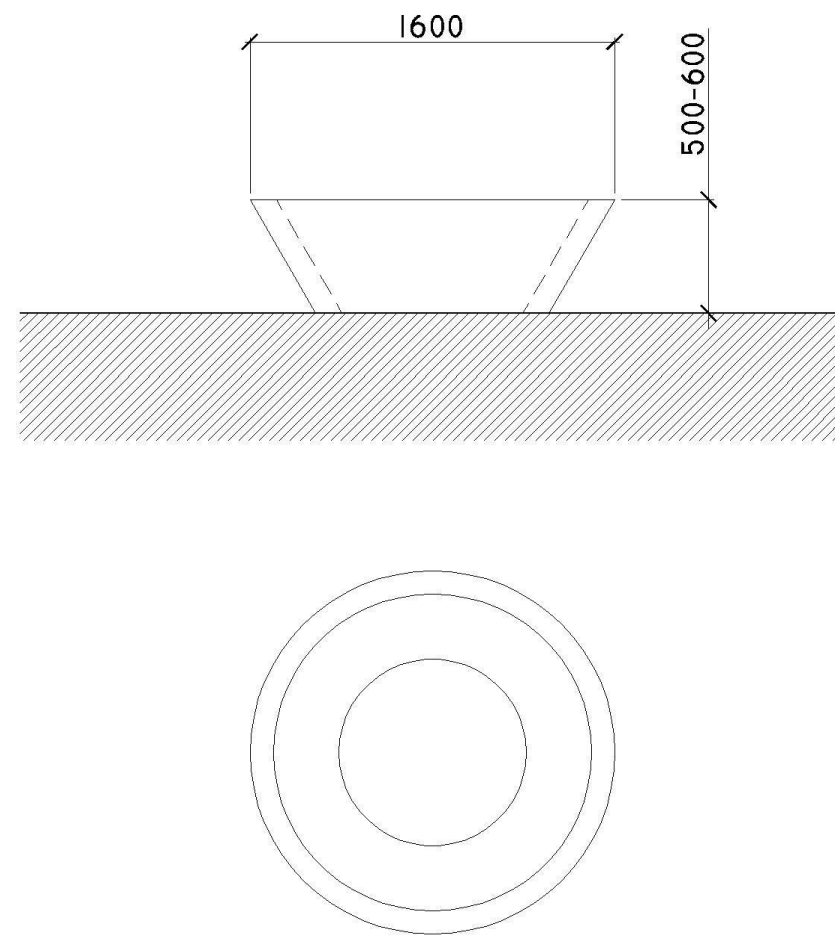
(above) Fireplace that is going to be improved

(below) Boat launch and pontoon to its right during a kayaking event



# INFRASTRUCTURE IMPROVEMENTS

## Site No. 2: 7 Jomas street, Carnikava



### RECOMMENDATIONS:

#### 1. Accessible Ramp & Dock Design

1. Ensure ramp slope to pontoon does not exceed 8% (max 10% with assistance).
2. Connection points must be gap-free (<20 mm) for safe transitions with fluctuating water levels.

#### 2. Universal Boat Boarding Features

1. Pontoon should include a boat pocket with side support, support handles, and rotating transfer chair.
2. Platform width minimum: 1500 mm; install railing on the outer edge.

#### 3. Adapted Campfire Site

1. Surrounding surface should be smooth (paved or compact gravel) and 1500 mm wide.
2. Use elevated fire pit and benches with backrests and armrests for safe, independent use.



# INFRASTRUCTURE IMPROVEMENTS

## Important challenges

### 2 Laivu street (i.e. Parking lot site)

- Water level fluctuations (at spring thaw floods water level may reach the height level close of parking lot);
- Access from the parking lot onto the ramp (this will require "sacrifice" of a parking spot in busy parking lot);
- Pontoon is likely to be used by different actors (e.g. SUP board users, fishermen);
- Ease of maintenance (especially seasonal removal).

A raft parked at the pontoon pier during Home Cafe Days



### 7 Jomas street (i.e. Local history center site)

- Water level fluctuations;
- Pontoon is used by different actors (e.g. it is used by local leisure boats to take on and take off passengers, nearby boat launch is used by boat owners, emergency services);
- Fire pit improvement durability;
- Ease of maintenance (especially seasonal removal).



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# THANK YOU FOR YOUR ATTENTION!

