

A photograph of a busy city street. In the foreground, a woman wearing a red tank top, black shorts, sunglasses, and a black face mask is riding a bicycle towards the camera. She is in a dedicated bike lane marked with white dashed lines and a white arrow on the pavement. To her left, a line of cars is parked along the curb. To her right, a large white van is partially visible. In the background, there is heavy traffic, including a red truck and several cars. The street is lined with buildings, some with commercial signs like 'M' and 'DP... am'. Traffic lights are visible, with some showing red lights. The overall scene depicts a typical urban environment.

“Open streets” How to plan in an emergency



Quartieri. Con "Strade aperte" nuove aree pedonali, ciclabili, zone 30 e spazi pubblici

Il progetto dell'Amministrazione per una città più sostenibile e sicura. Lazzaretto e Isola progetti-pilota del quartiere a 15 minuti a piedi





Milano, 30 aprile 2020 - Realizzare nuovi percorsi ciclabili anche in sola segnaletica; incrementare le strade a velocità moderata e le zone 30 e le strade residenziali a prevalente mobilità pedonale e ciclabile; ampliare i percorsi pedonali attraverso l'allargamento di marciapiedi; prevedere pedonalizzazioni temporanee nei quartieri ampliando l'offerta per il gioco e l'attività fisica dei bambini; realizzare nuovi interventi di urbanistica tattica nell'ambito del progetto Piazze Aperte; facilitare la possibilità di posare tavolini per bar e ristoranti sulle aree di sosta ai fini di recuperare parte della capienza persa all'interno per il distanziamento.

Sono le azioni chiave di "Strade aperte", il piano del Comune per ripensare la mobilità e lo spazio pubblico nei prossimi mesi. Una strategia che vede convergere la visione di una città più sostenibile e vivibile, cui l'Amministrazione sta lavorando attraverso molteplici azioni dall'inizio del mandato, con le temporanee esigenze di distanziamento sociale e sicurezza legate all'emergenza sanitaria in corso. L'obiettivo è realizzare strade più protette e fruibili da parte di tutti, offrendo nuovi spazi pubblici per grandi e bambini e incentivando gli spostamenti a piedi, in bicicletta e monopattino per le percorrenze su scala urbana attraverso un'offerta diversificata, complementare e alternativa al trasporto pubblico e all'auto privata.








Programmazione

-  Itinerari ciclabili realizzati
-  Itinerari ciclabili programmati
-  Nuove Zone 30
-  Piazze Aperte 2020

Stato di fatto

-  Itinerari ciclabili esistenti
-  Zone 30 esistenti
-  Piazze Aperte realizzate

Cycle routes (km)

2019 - 226 km

2020 - 293 km

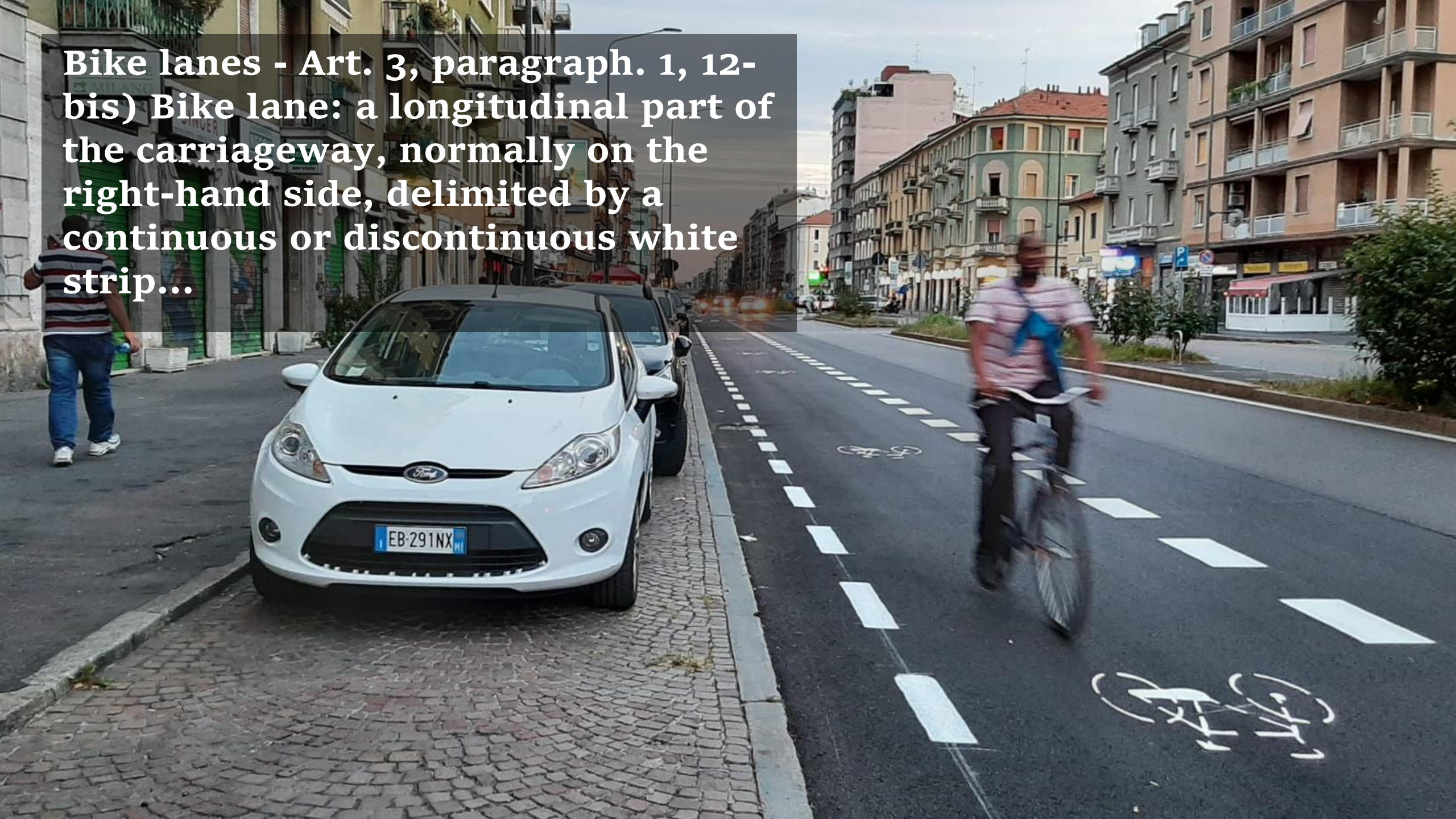
2021 - 298 km

+ 72 km

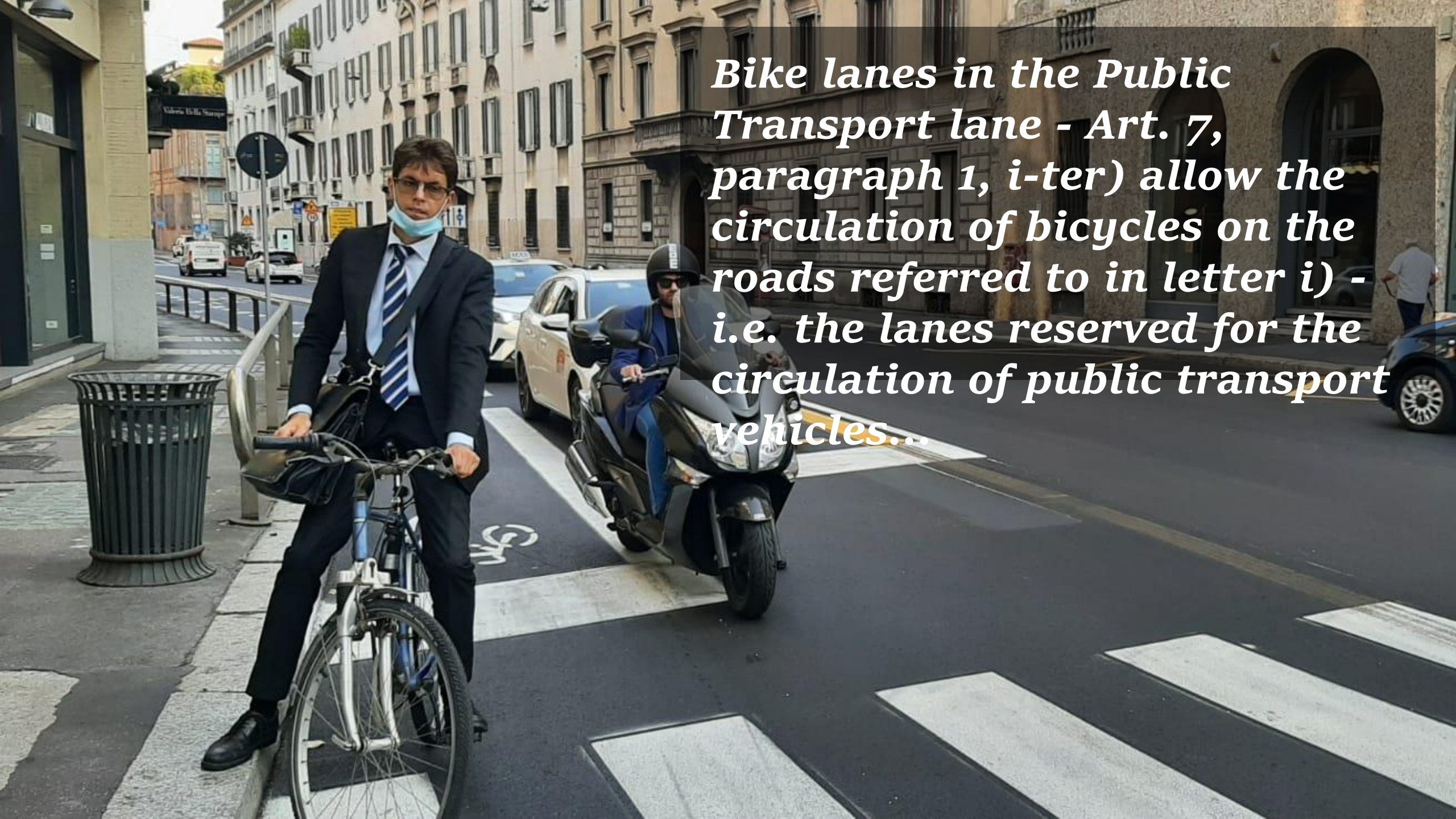


Law no. 120 of 11 September 2020 - amendment of the Highway Code

Bike lanes - Art. 3, paragraph. 1, 12-bis) Bike lane: a longitudinal part of the carriageway, normally on the right-hand side, delimited by a continuous or discontinuous white strip...



Bike lanes in the Public Transport lane - Art. 7, paragraph 1, i-ter) allow the circulation of bicycles on the roads referred to in letter i) - i.e. the lanes reserved for the circulation of public transport vehicles...



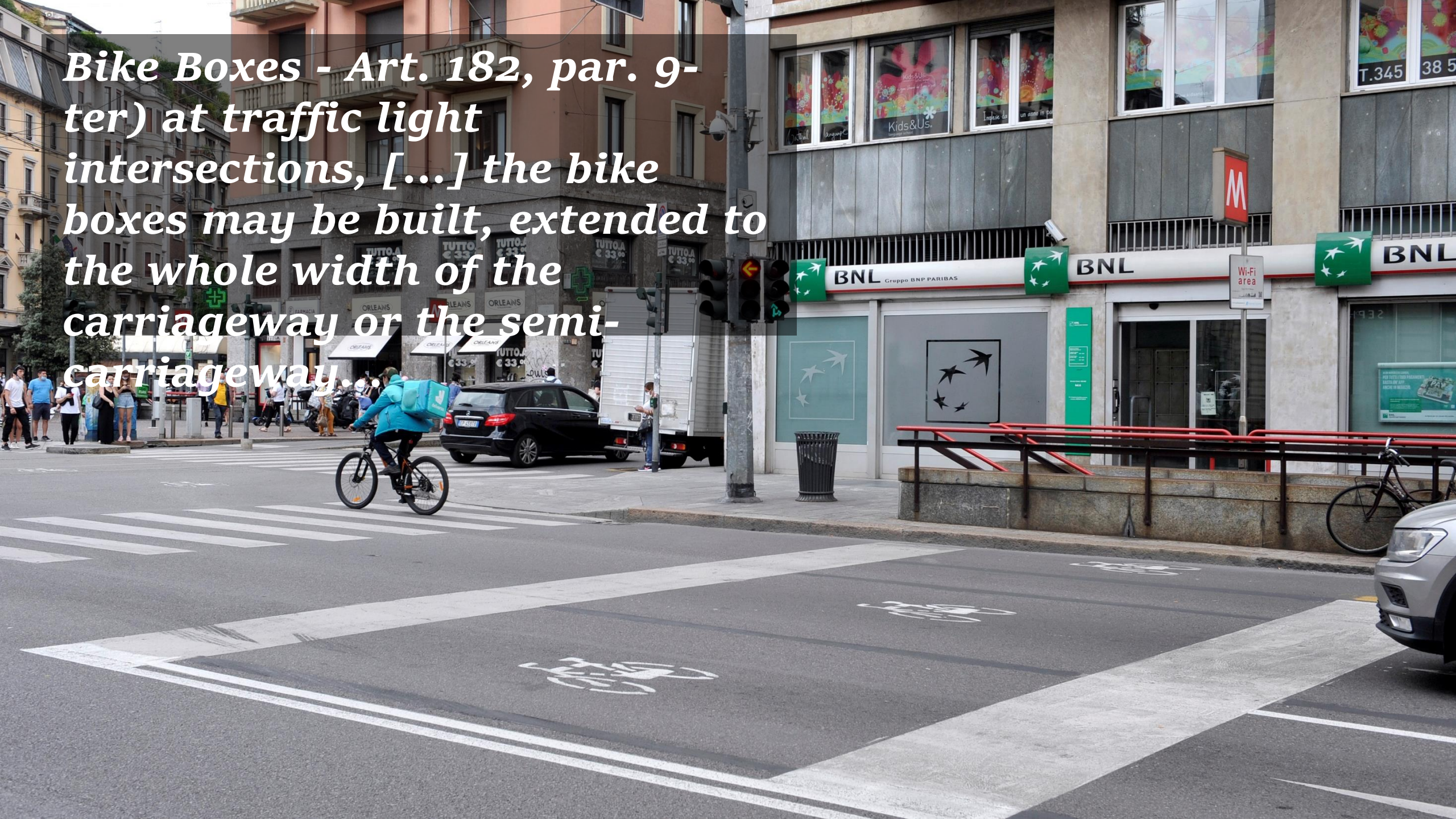
Two-way bike lane - Art. 3, para. 1, 12-ter) Two-way bike lane: a longitudinal part of the one-way urban carriageway, located to the left of the direction of travel, delimited by a discontinuous, crossable and mixed-use white strip....



Bike Boxes- Art. 3, para. 1, no. 7a) stop line for bicycles in advanced position compared to the stop line for all other vehicles...



Bike Boxes - Art. 182, par. 9-ter) at traffic light intersections, [...] the bike boxes may be built, extended to the whole width of the carriageway or the semi-carriageway...



A wide-angle photograph of a busy city street, likely in Buenos Aires. The street is filled with cars, including several dark-colored sedans and SUVs. In the foreground, a young boy wearing a blue helmet and a light blue shirt is riding a green and black bicycle. Behind him, a woman in a pink shirt and a young girl are also riding bicycles. Further back, more cyclists and pedestrians are visible. The street is lined with multi-story buildings, some with ornate facades and balconies. On the left, there are shops and a pharmacy sign. On the right, there are more shops, including one with a 'KIKO' sign. The overall scene depicts a vibrant, urban environment with a mix of transportation modes.

Case study, Venezia – Buenos Aires – Loreto - Monza

Preliminary analysis - Safety and accidents



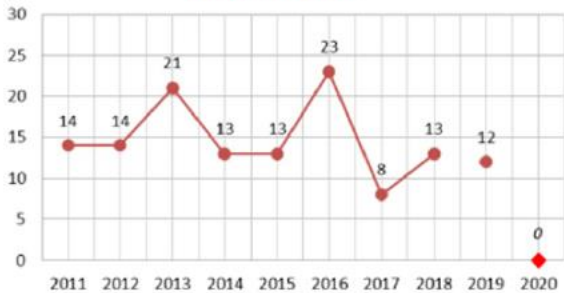
Dal 2011 ci sono stati **1083** INCIDENTI

[1 INCIDENTE ogni 3,3 GIORNI]

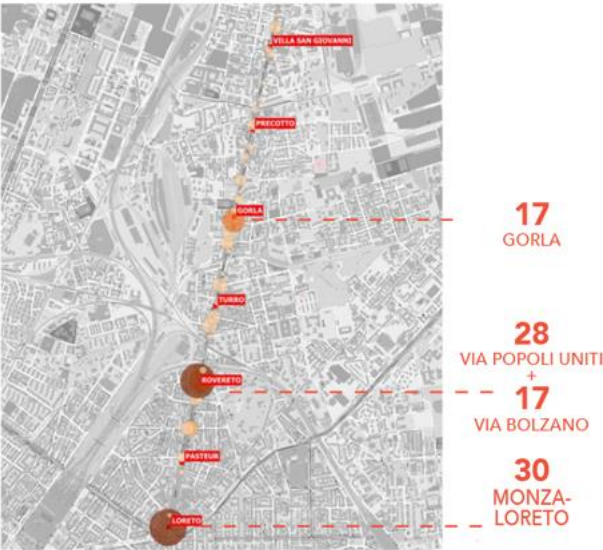
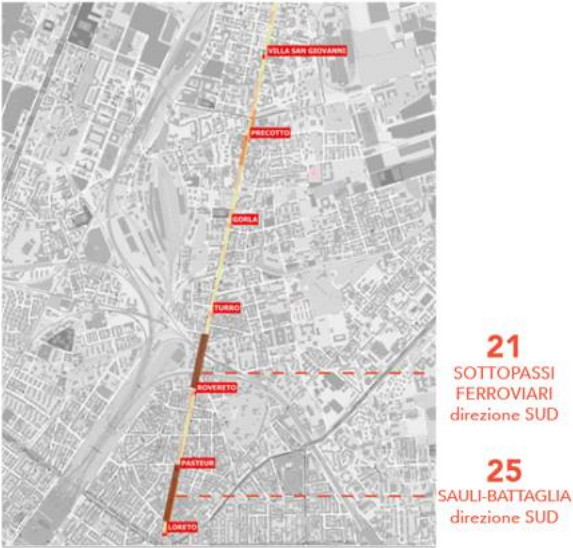
che hanno causato **6 MORTI**



il **57%** dei FERITI è un UTENTE DEBOLE: **PEDONI FERITI**



*i dati relativi al 2019 sono in fase di consolidamento
**i dati relativi al 2020 sono parziali



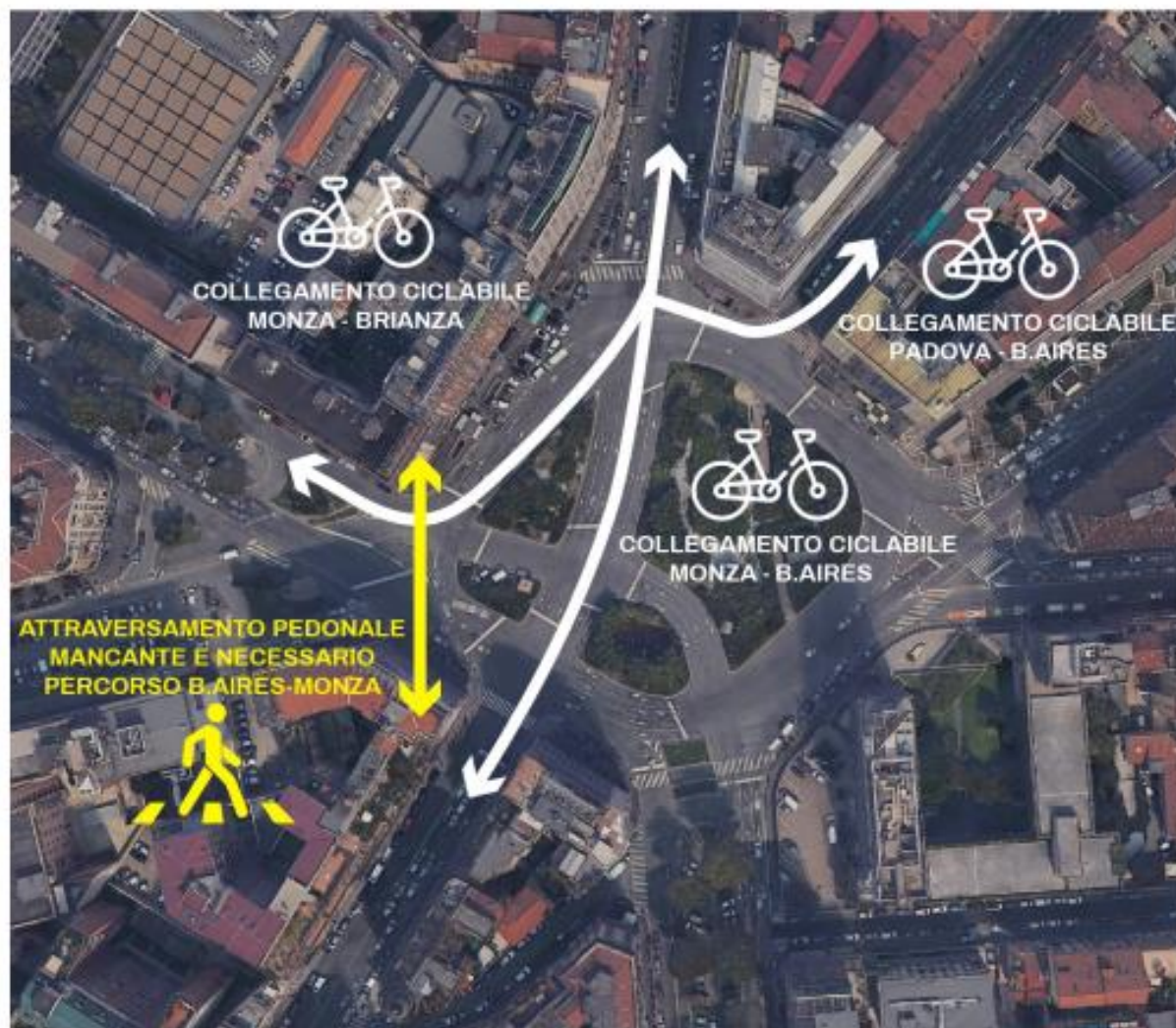
Viale Monza

Preliminary analysis - Parking. How to manage public space

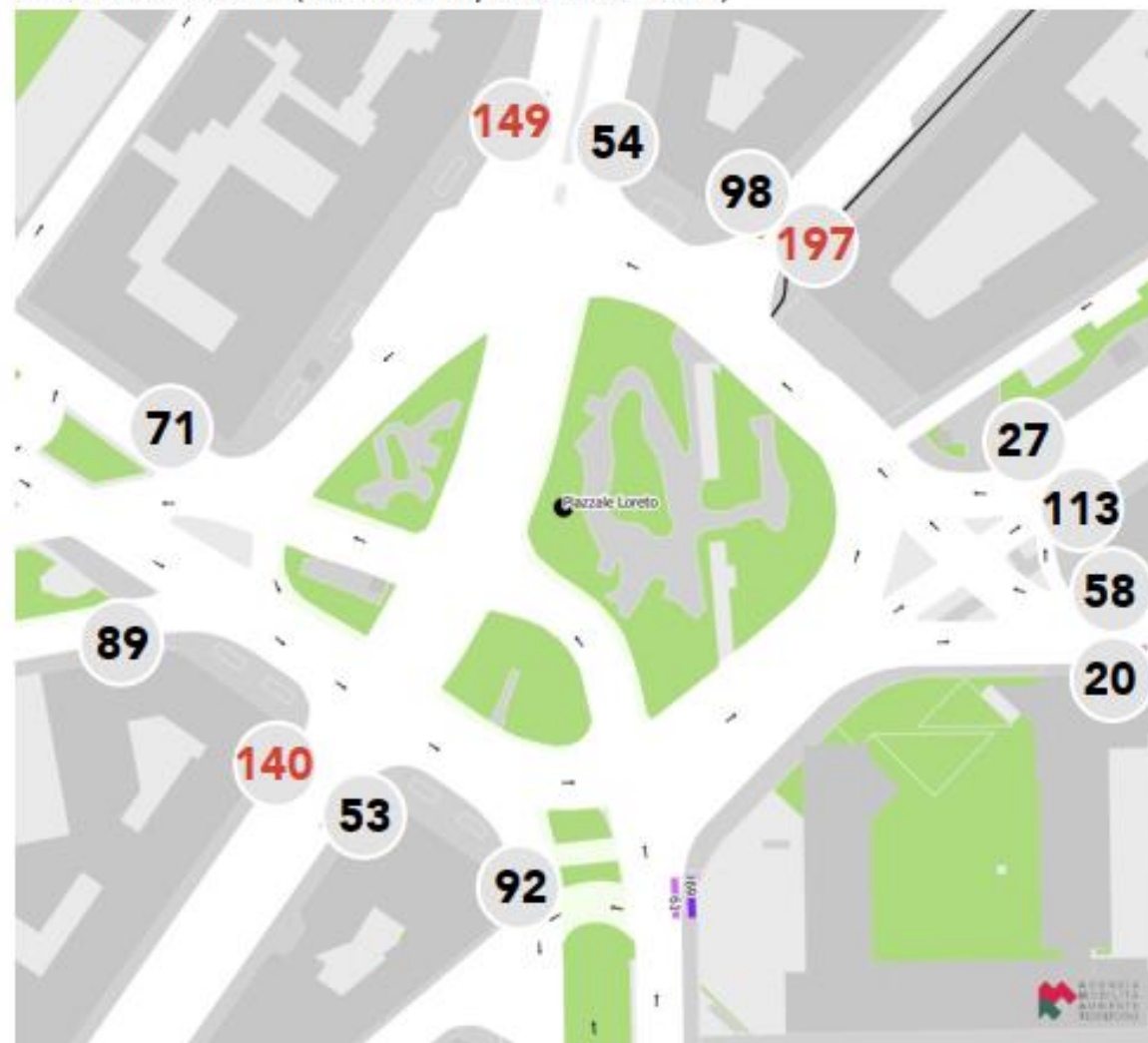


Viale Monza

Preliminary analysis - Survey of flows. Understanding demand and analysing connections



FLUSSI CICLABILI (h 7.30-9.30, dicembre 2019)






Piazzale Loreto

Monitoring analysis

Monitoraggio 2020-2021

corso B. Aires

Oberdan

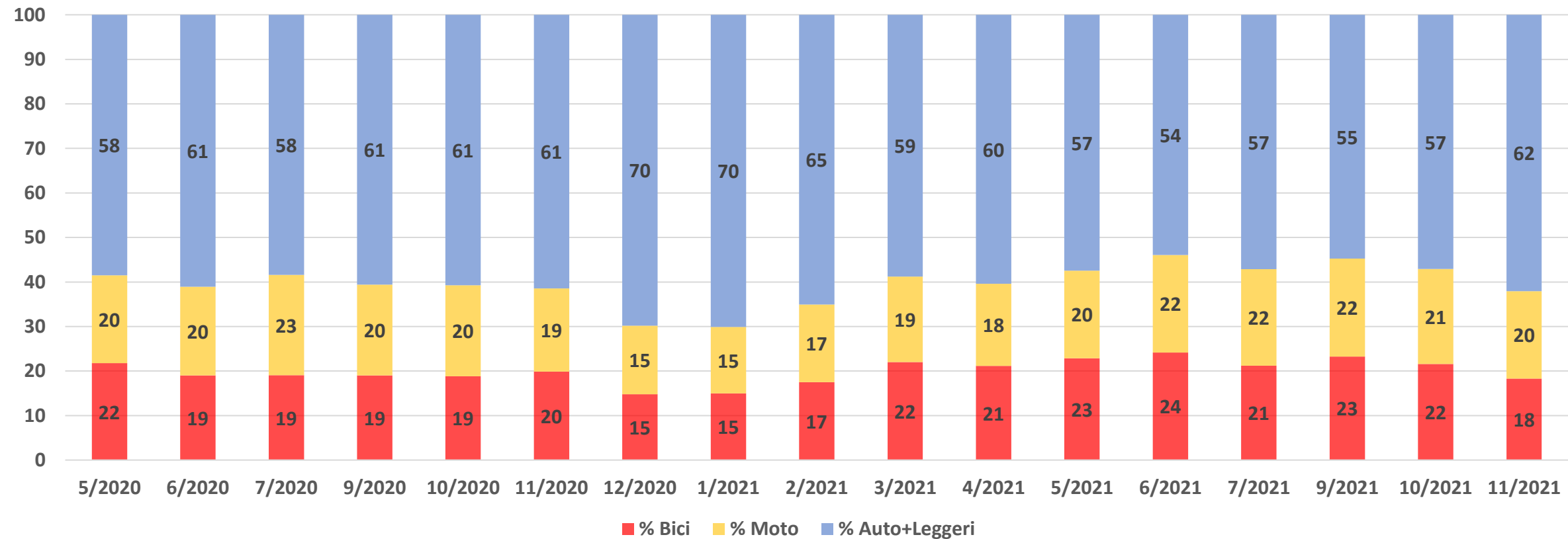
	21/11/2019	17/09/2020	19/11/2020	18/11/2021
auto 	75%	54%	65%	58%
moto 	20%	23%	17%	21%
bici 	5%	23%	18%	21%

End of work
May 2020



Monitoring analysis

Modal share trend (weekday) c.so Buenos Aires maggio 2020 - November 2021



Average weekday bike 6.00-22.00 post intervention: **6.471** bikes bi-directional

Average festive bike 6.00-22.00 post intervention: **5.053** bikes bi-directional

Peak hour bi-dir.: **1.138** (time slot 18-19, Tue 04/05/2021)

Most transited day 6.00-22.00: **10.457** (Tue 01/06/2021)

A photograph of a city street scene. In the foreground, a child with curly hair, wearing a white t-shirt and dark pants, is riding a black and white bicycle away from the camera. The child is positioned on a red-paved area that features a large white circular speed limit sign with the number '30' in black. To the left of the child, a person is pushing a blue and black three-wheeled stroller. The street is paved with asphalt and has white lane markings. On the right side of the street, there is a green-painted area with yellow plastic barriers and several potted plants. In the background, a white car is parked on the right, and a row of cars is parked along the left side of the street. A building with a brown facade and windows is visible on the left. The overall scene suggests a focus on urban mobility and safety regulations.

Regulation, new opportunities

Urban cycle road - a single-carriageway urban road, with paved verges and pavements, with a speed limit of no more than 30 km/h with priority given to cycles.



FIG. II 318/b



FIG. II 319/b

School zone - a street or area within which there are buildings used for school purposes and in which particular precautions of behaviour are in force.

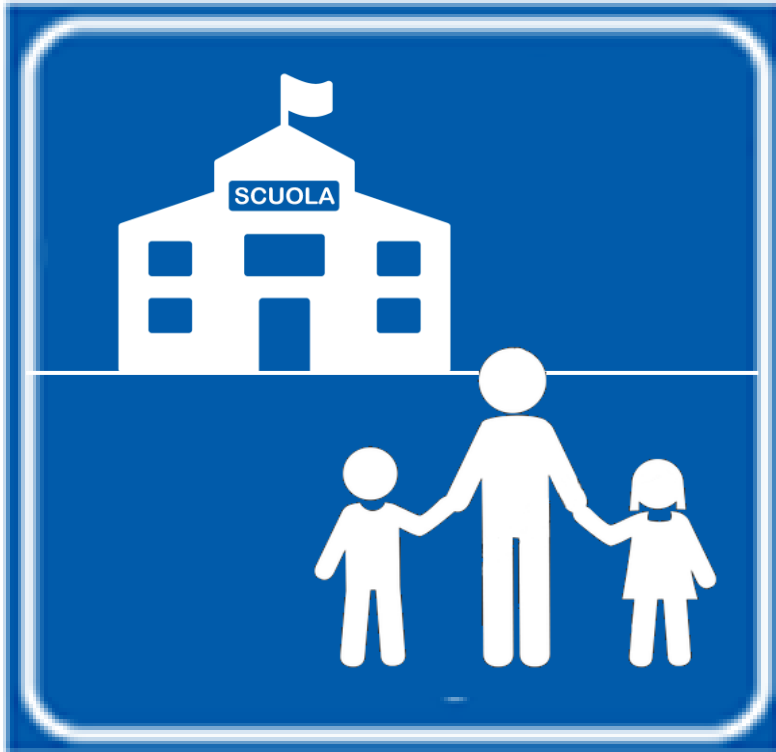


FIG. II 318/c

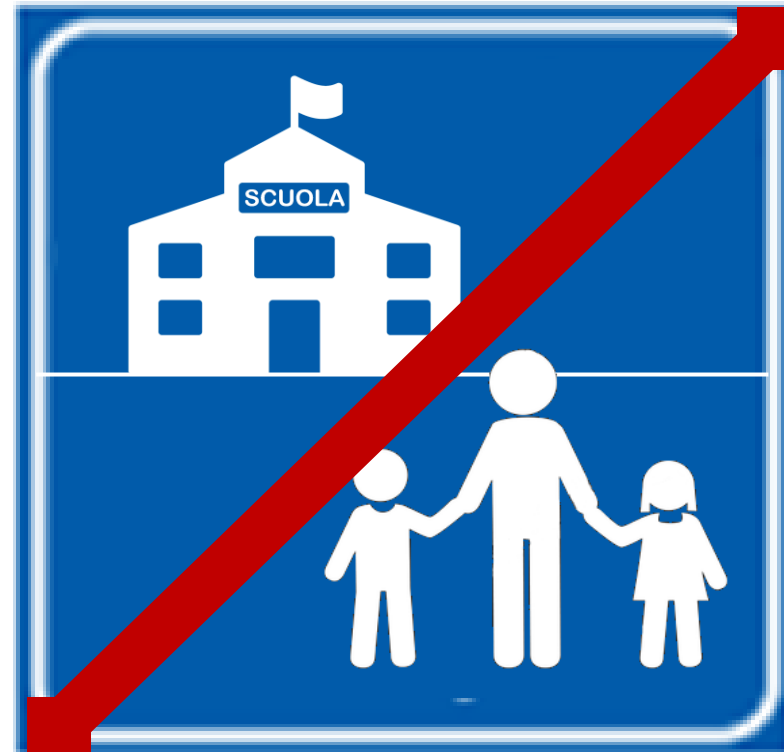
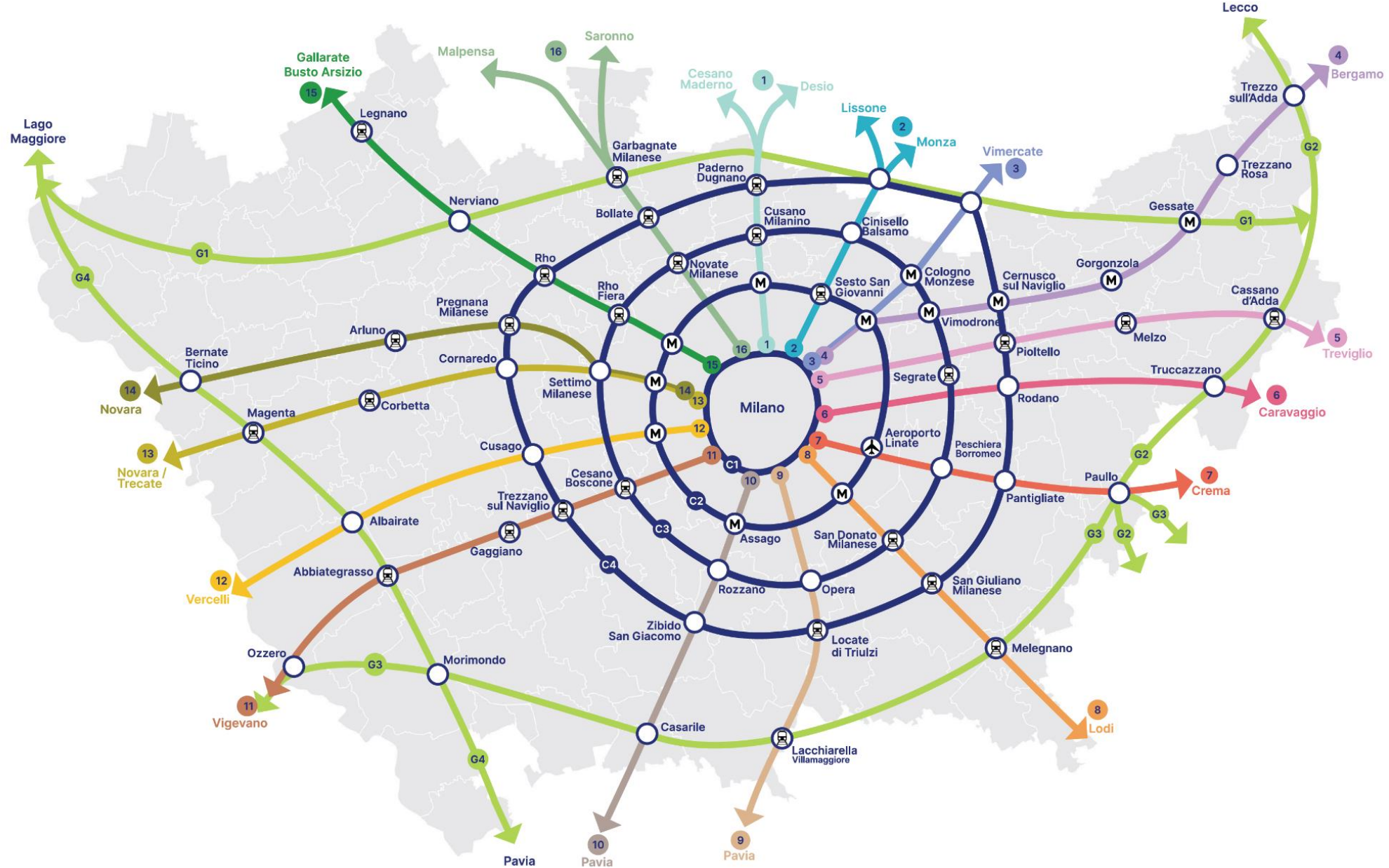


FIG. II 319/c

A photograph of a person riding a bicycle away from the camera on a paved path. The person is wearing a dark green jacket and blue jeans. The path is flanked by green grass and trees. In the background, other cyclists are visible on the path, and a road with traffic signs is on the left. The text "Towards a new phase, metropolitan planning" is overlaid in white serif font.

**Towards a new phase,
metropolitan planning**

Cambio – the network of cycling corridors in the metropolitan city



Cycle routes in the municipality of Milan

