

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 bicycle lane marked with white dashed lines and a white bicycle symbol on the pavement. To her left, a line of cars is parked along the curb. To her right, a white van is partially visible. In the background, there is a red truck, several other cars, and buildings with various signs, including a red 'M' sign and a 'DP... am' sign. Traffic lights are visible, some showing red lights. The overall scene is a typical urban environment.

“Open streets”
How to plan in an emergency



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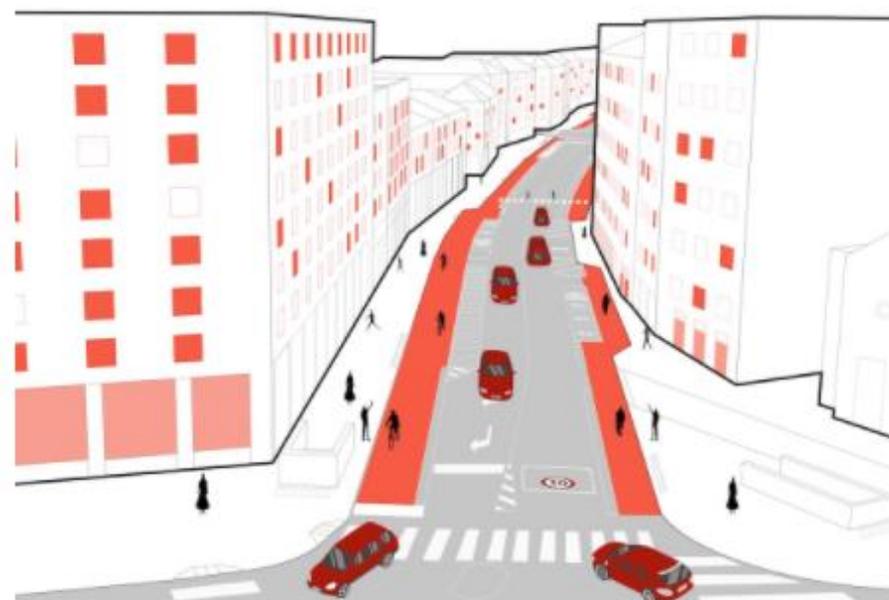
Quartieri. Con "Strade aperte" nuove aree pedonali, ciclabili, zone 30 e spazi pubblici

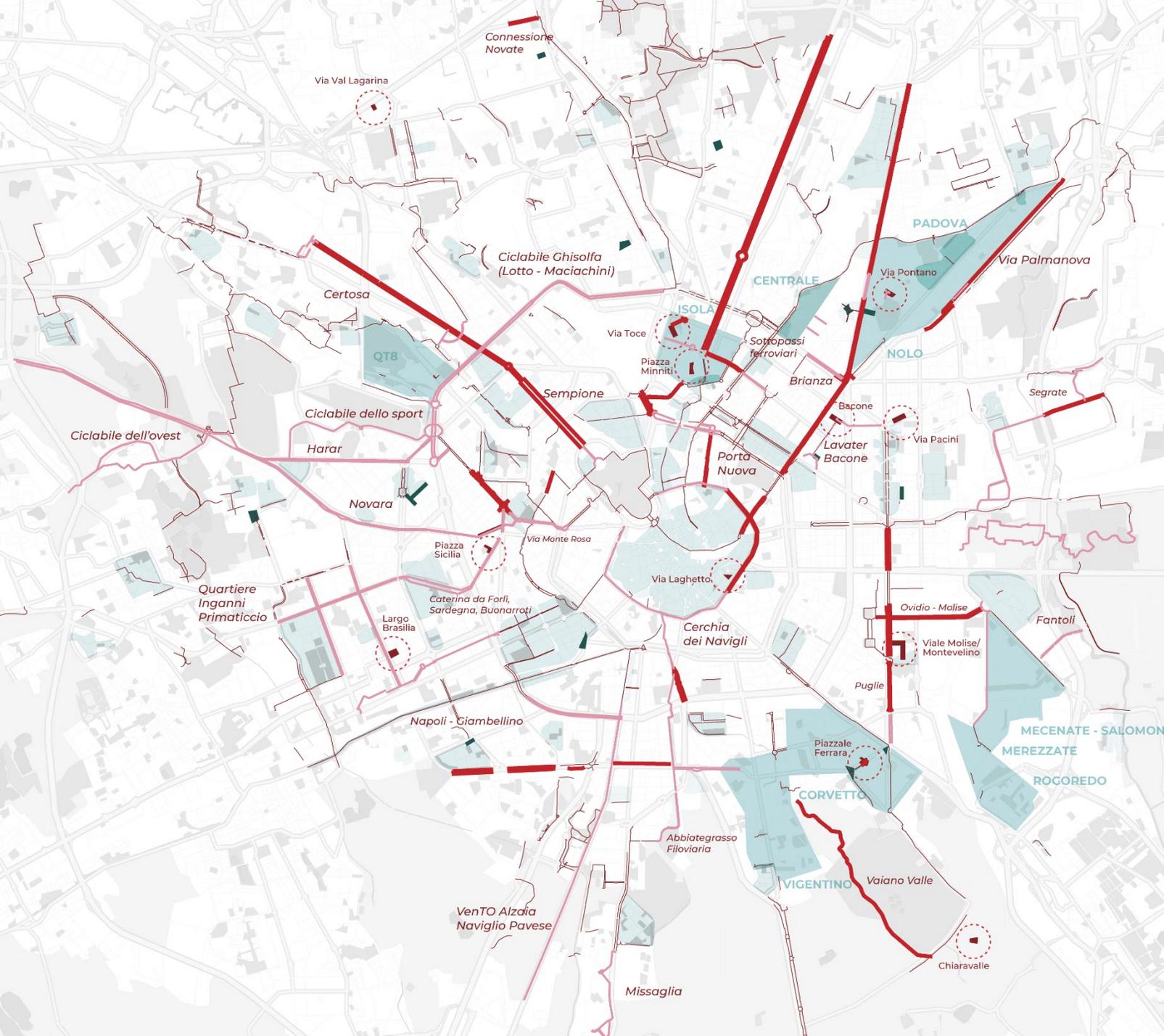
Il progetto dell'Amministrazione per una città più sostenibile e sicura. Lazzaretto e Isola progetti-pilota del quartiere a 15 minuti a piedi

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

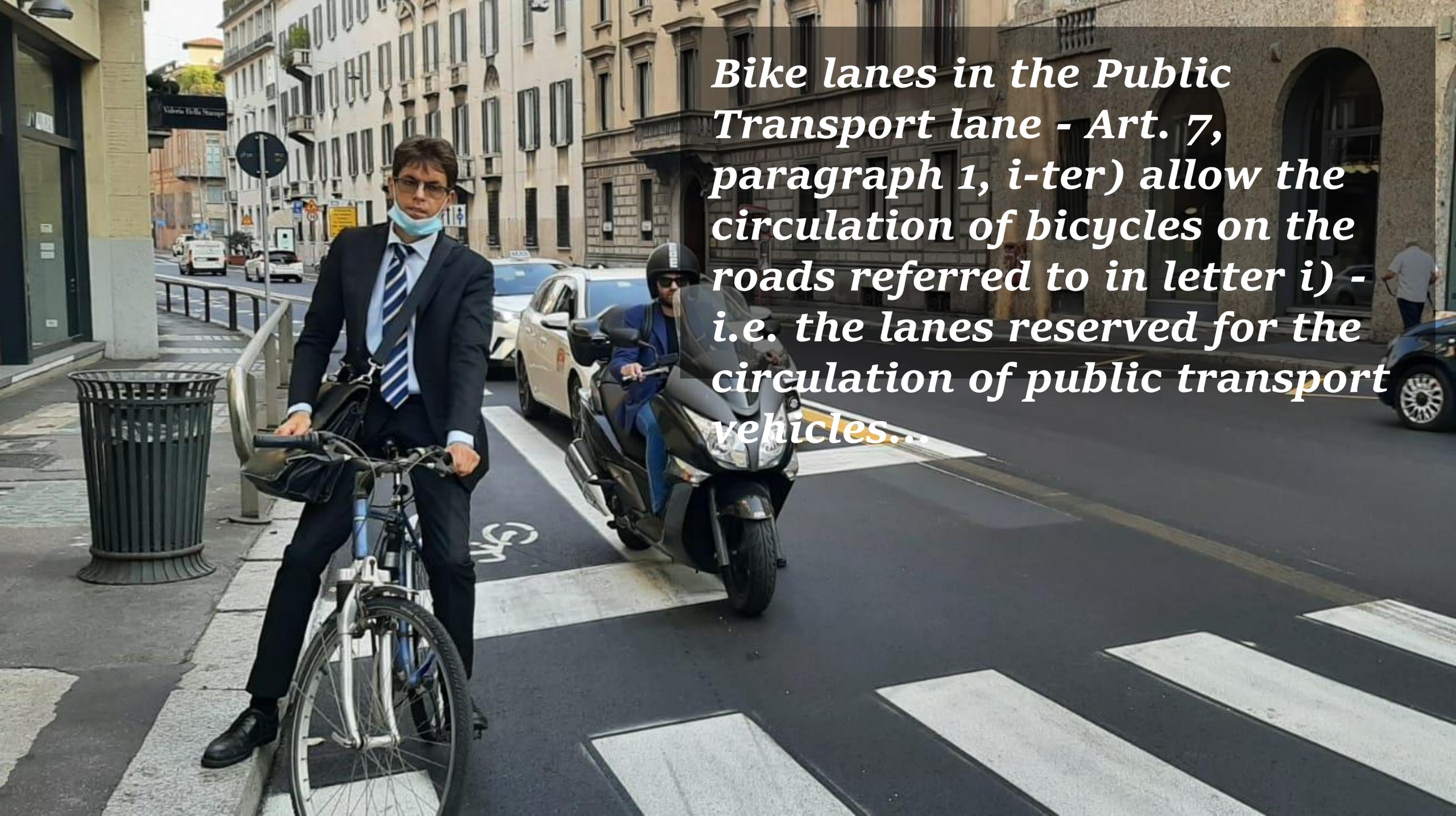


Law no. 120 of 11 September 2020 - amendment of the Highway Code

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...



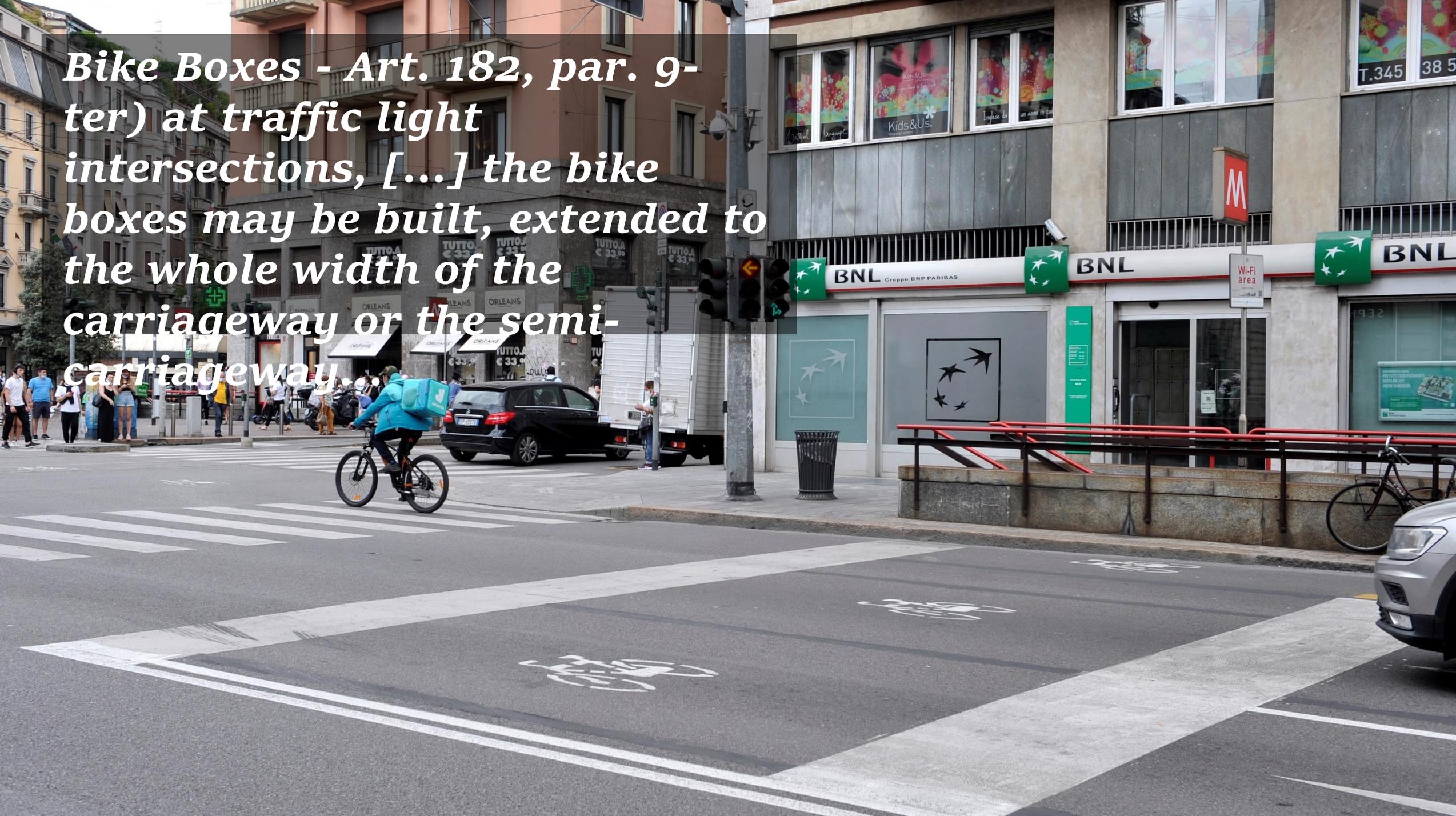
Two-way bike lane - Art. 3, para. 1, 12-ter) Two-way bike lane: a longitudinal part of the one-way urban carriageway, located to the left of the direction of travel, delimited by a discontinuous, crossable and mixed-use white strip...



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. On the left, a sidewalk with a cobblestone pattern runs alongside a row of buildings. One building has a sign that says "NOVE 25" and another has a green sign that says "FARMACIA". Pedestrians are walking on the sidewalk. In the middle of the street, there is a lane for cyclists, marked with white lines. Several people are riding bicycles in this lane. To the right of the cyclist lane, there is a lane for cars. Several cars are parked along the curb, and a few are driving. The buildings on the right are multi-story, light-colored buildings with many windows and balconies. Some of the buildings have signs for "KIKO" and "D&B". The sky is clear and blue. The overall scene is a typical busy city street.

**Case study, Venezia – Buenos Aires –
Loreto - Monza**

Preliminary analysis - Safety and accidents

TOTALE INCIDENTI

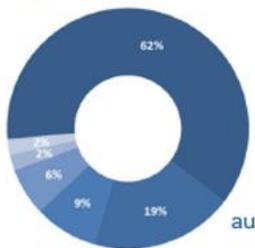


69%
coinvolti
UTENTI
DEBOLI

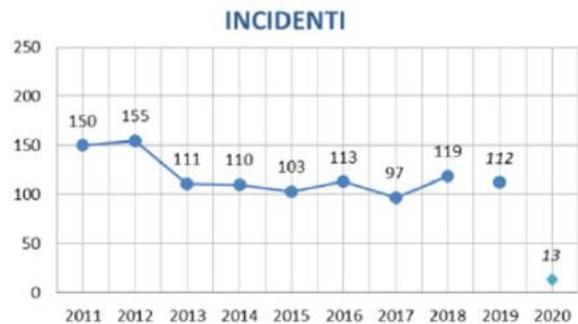


48%
motociclisti
12%
pedoni
8%
ciclisti

INCIDENTI CON CICLISTI
tipologie di veicoli



autovetture
autocarri



Dal 2011 ci sono stati
1083 INCIDENTI

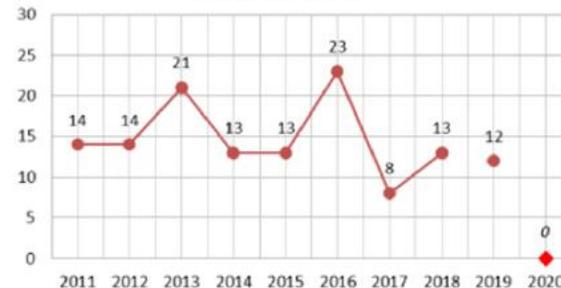
**[1 INCIDENTE
ogni 3,3 GIORNI]**

che hanno causato
6 MORTI

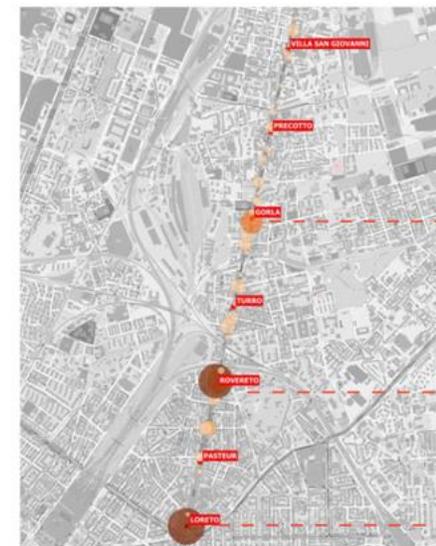
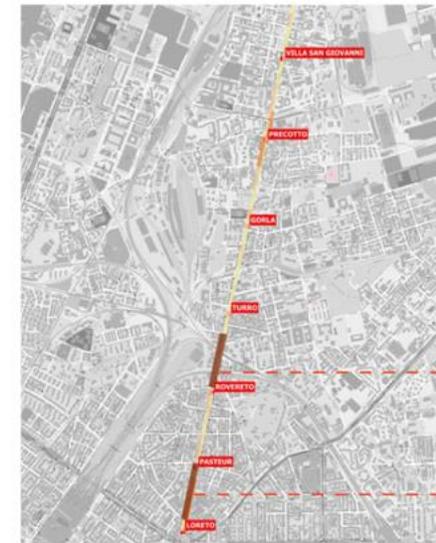


il **57%**
dei FERITI è un
UTENTE DEBOLE:

PEDONI FERITI

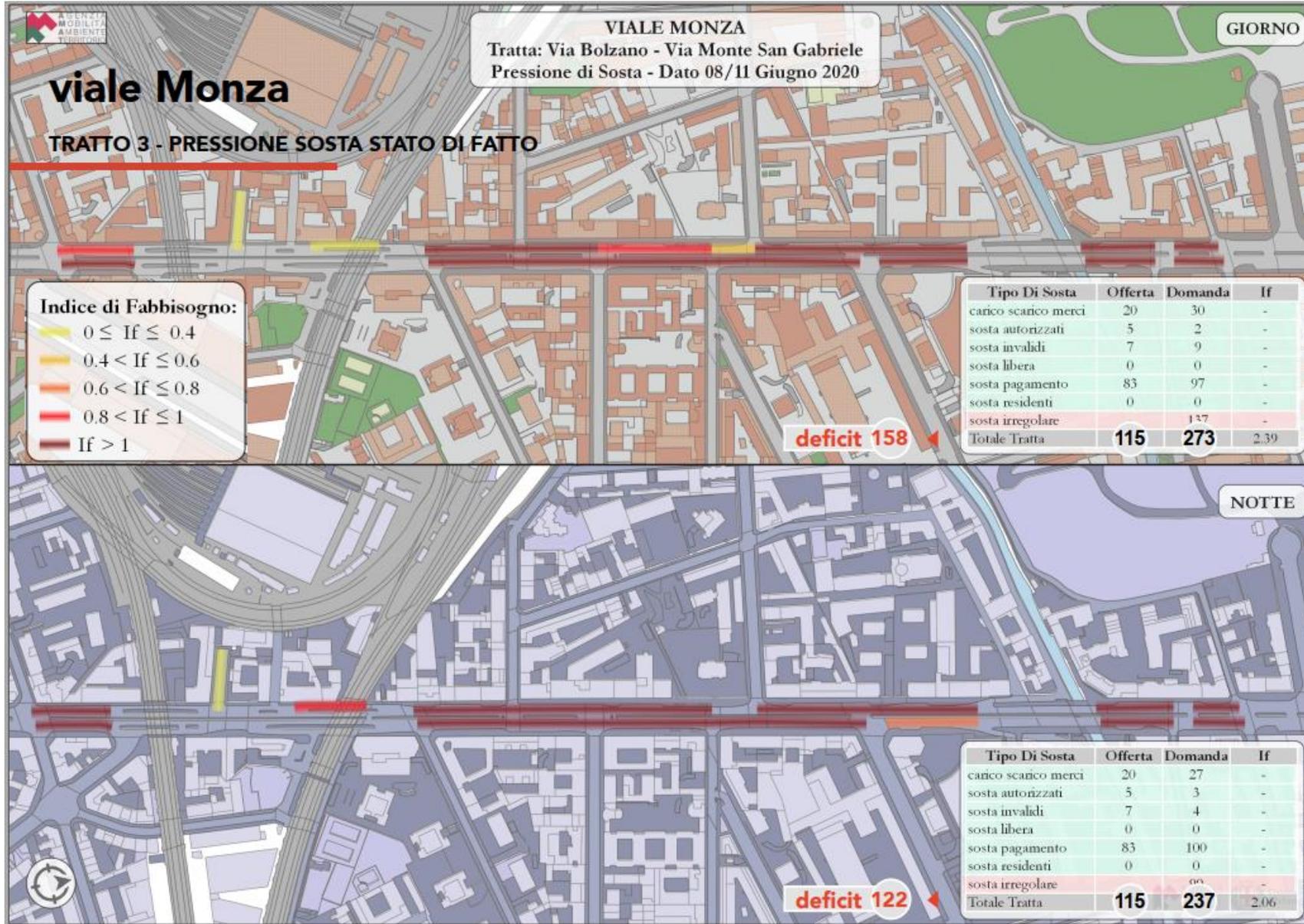


*i dati relativi al 2019 sono in fase di consolidamento
**i dati relativi al 2020 sono parziali



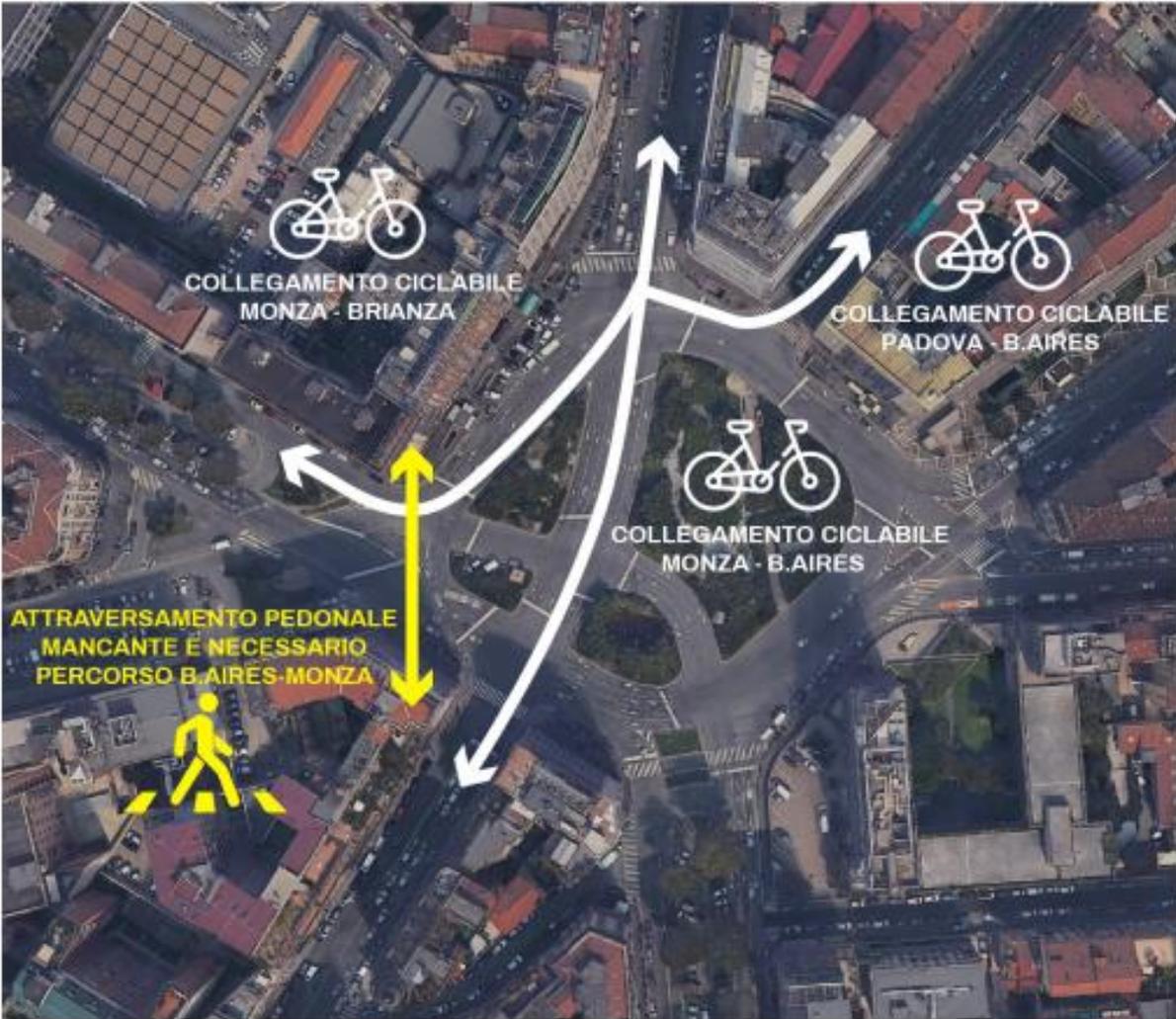
Viale Monza

Preliminary analysis - Parking. How to manage public space

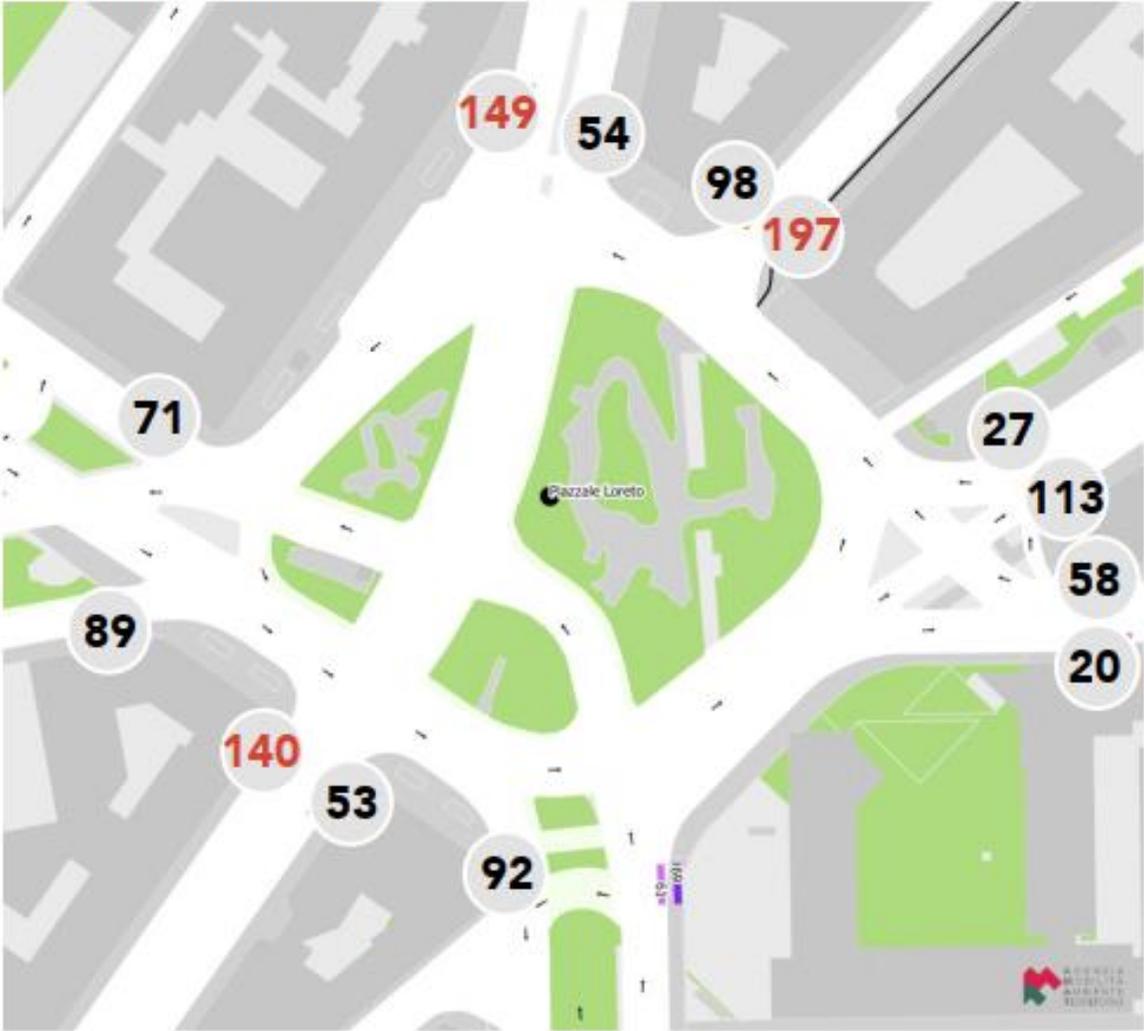


Viale Monza

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%

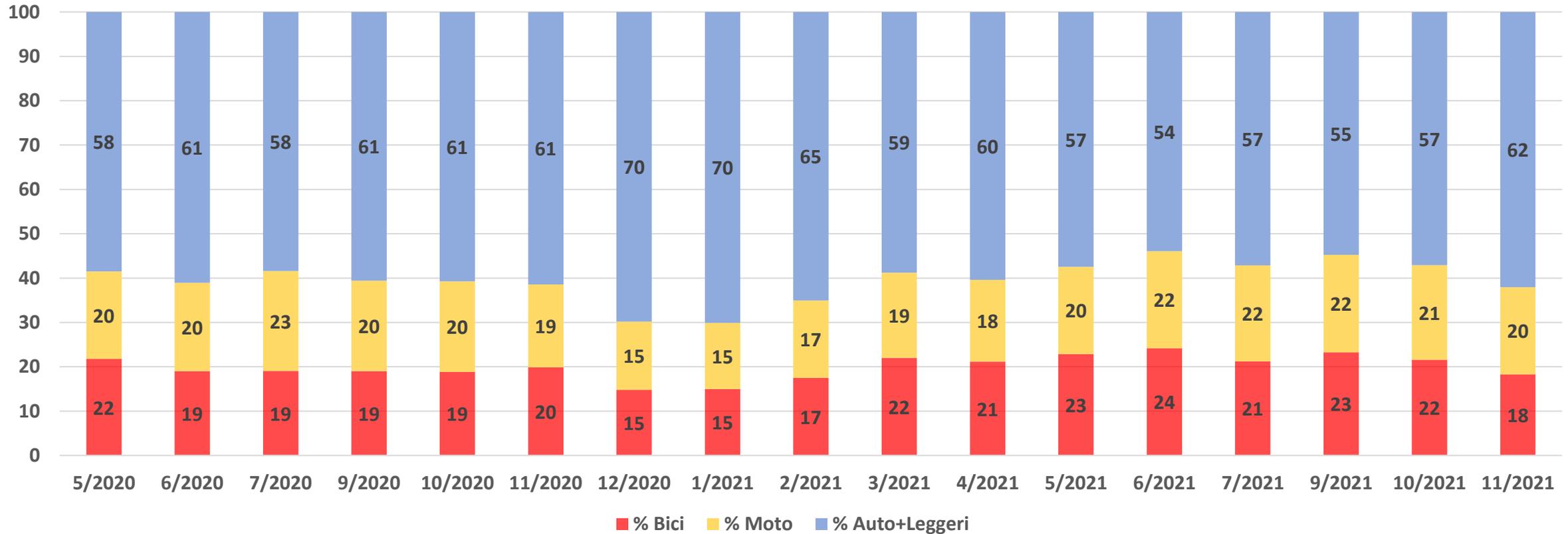
**End of work
May 2020**

Buenos Aires c/o Oberdan (monitoraggio: 26 maggio 2020 – in corso)



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 young girl with curly hair, wearing a white t-shirt and dark pants, is riding a bicycle on a city street. She is positioned in the foreground, riding towards the right. The street is paved with asphalt and has a red-painted circular area around a speed limit sign that reads '30'. In the background, a person is pushing a blue and black baby stroller. The street is lined with parked cars and buildings. The scene is captured from a slightly elevated angle, showing the street's perspective.

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.

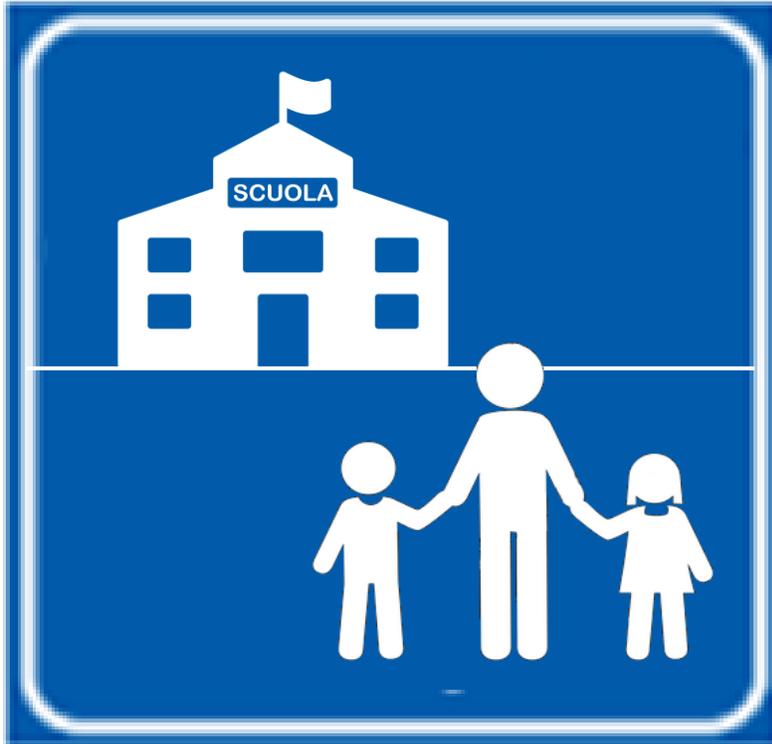


FIG. II 318/c

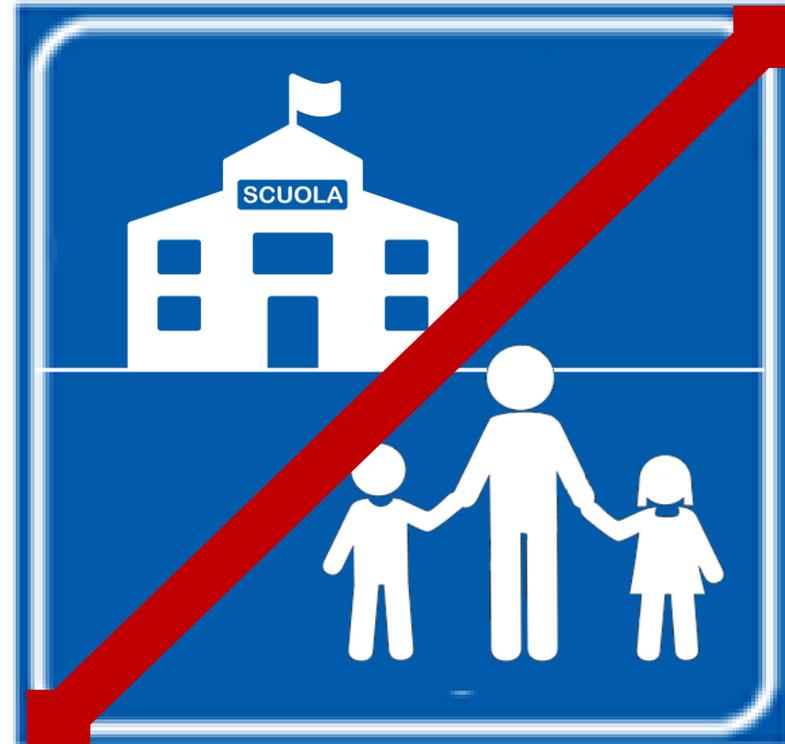


FIG. II 319/c

A photograph of a person riding a bicycle on a paved path. The person is wearing a dark green jacket and blue jeans, and is seen from behind. The path is lined with green grass and trees. In the background, other people can be seen riding bicycles. The overall scene is bright and sunny.

Towards a new phase, metropolitan planning

Cycle routes in the municipality of Milan

