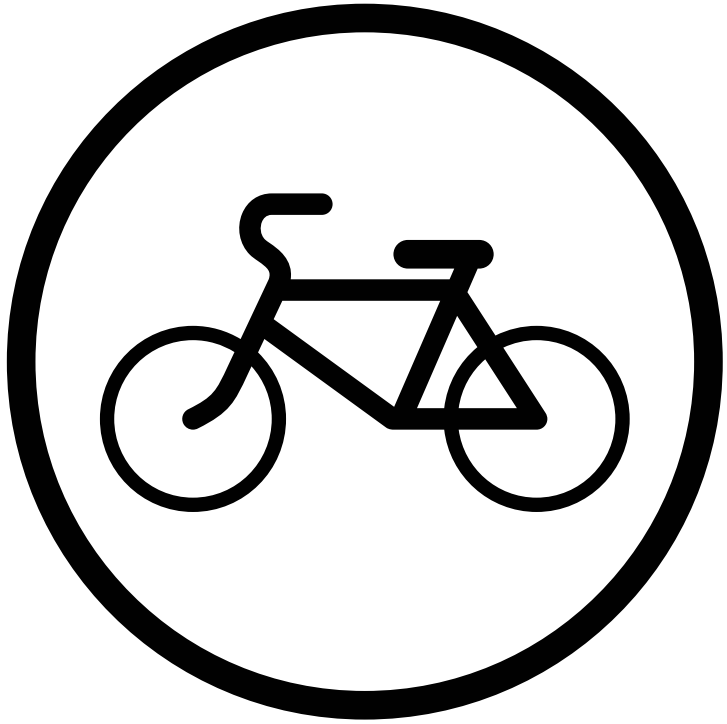
Protect and legalize a cyclists' behaviour near Milan (Italy)

Infrastructural change of a crossing between a bike path and a busy road



POLITECNICO DI MILANO

European Transport Safety Council

Index

1_Localization

2_Actual situation

3_Problem definition

4_Objectives and Ideas

5_Constraints

6_Proposed solution

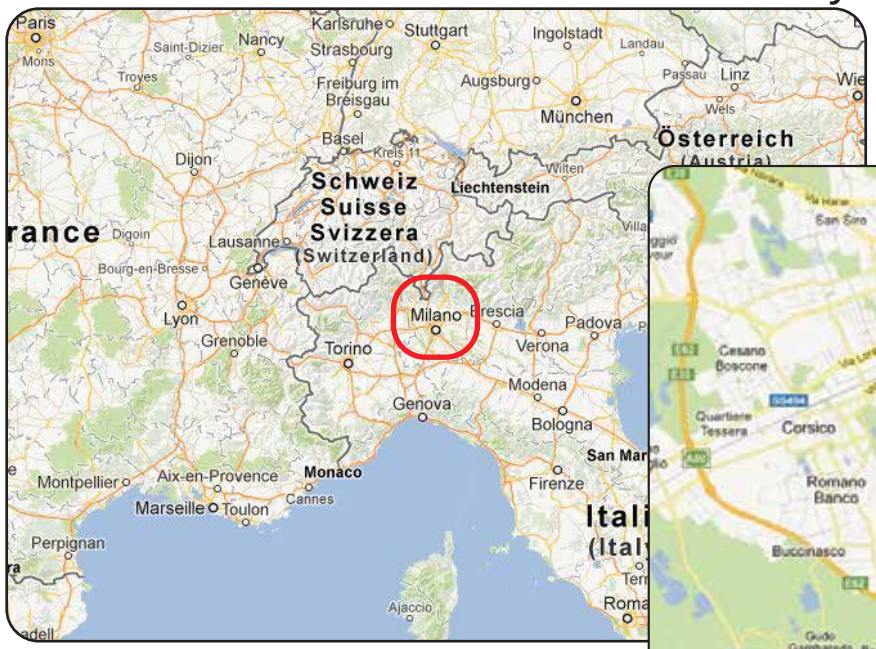
7_Partnership and Communication

8_Difficulties

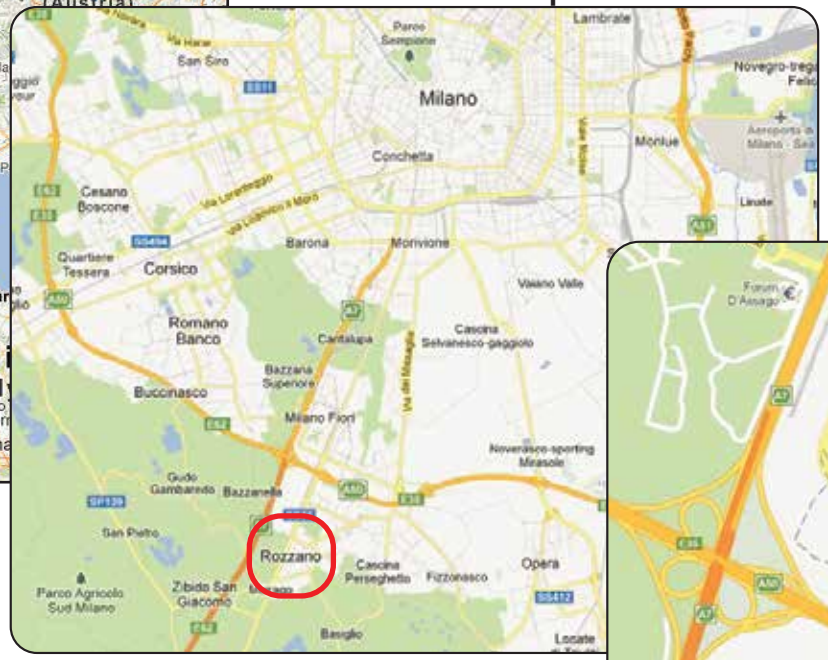
9_Timetable

Localization

Italy



Milan Metropolitan Area



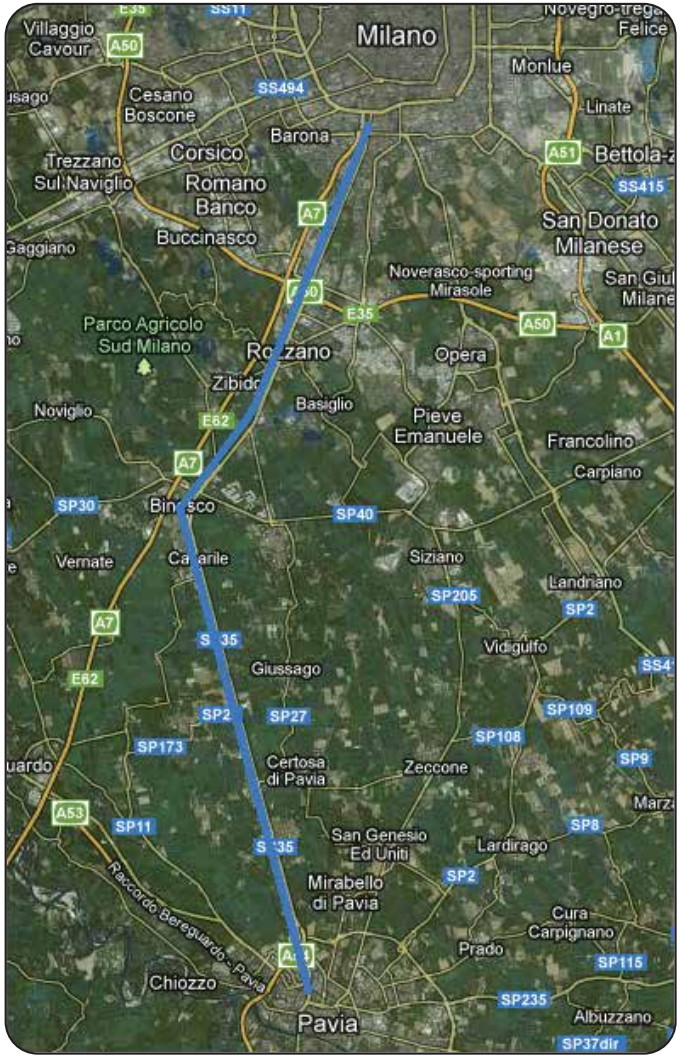
Rozzano



* municipality: Rozzano (40.000 res.)
* province: Milan
* nation: Italy

Localization

The intervention area is located on an important bike path along one of the most famous canals of Milano, the Naviglio Pavese. This artificial canal flows from Milan to Pavia along 36 km, going through several municipalities including Rozzano. At its side there is a bike path separeted from the car flow.



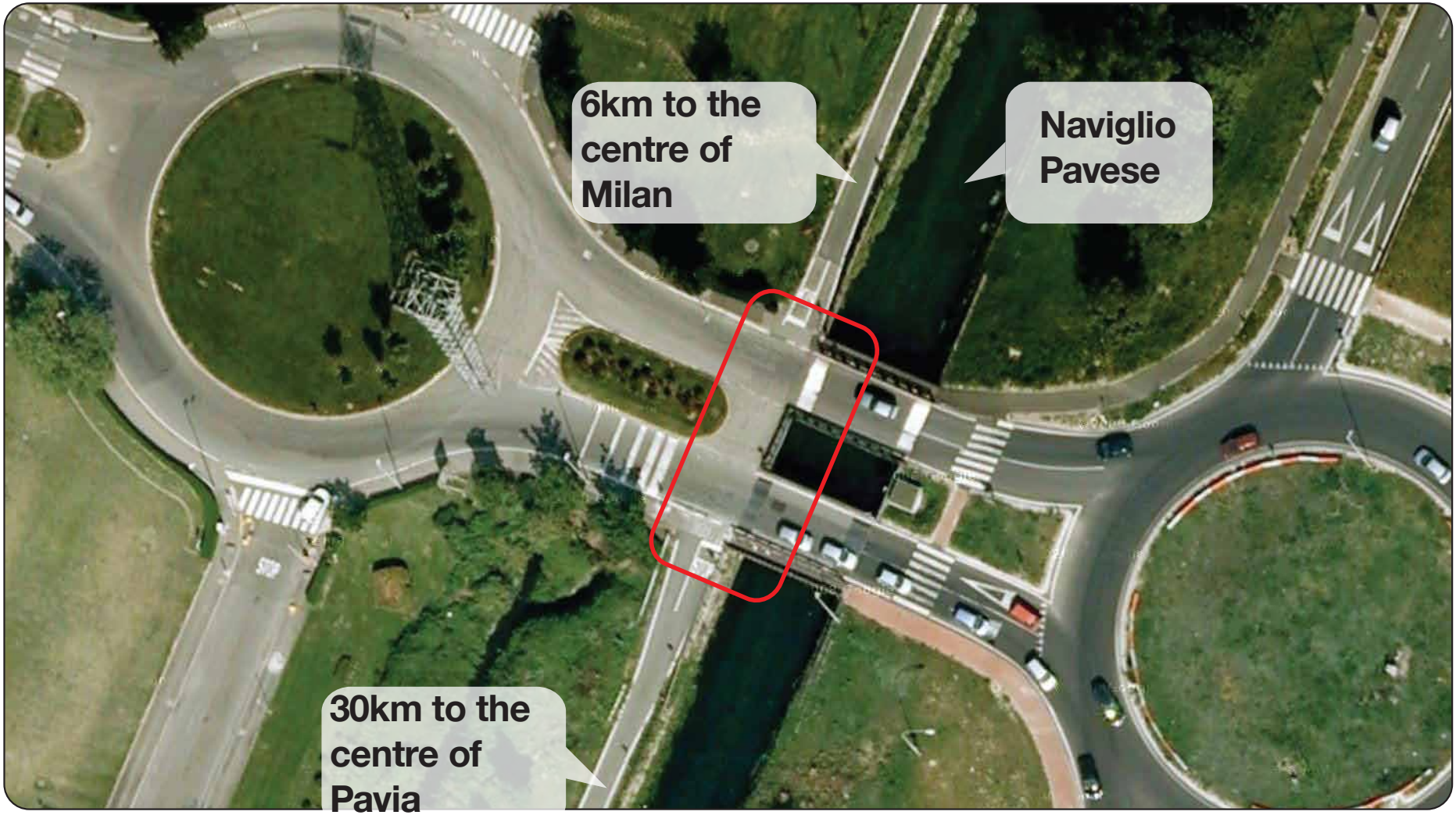
⁎ **Naviglio Pavese course and bike path**



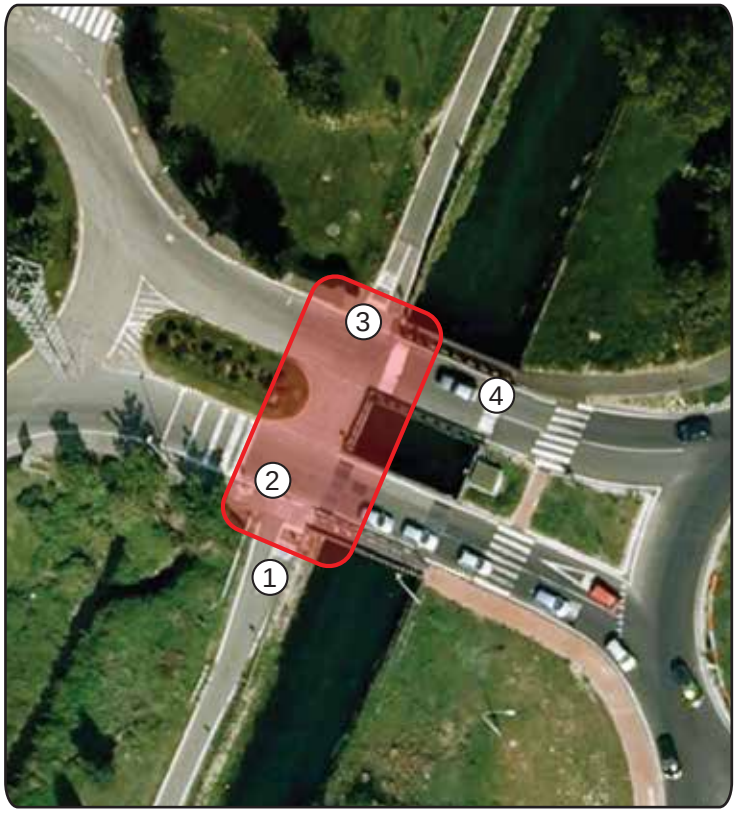
⁎ **Naviglio Pavese course and bike lane**

Actual Situation

6 km far away from Milan, the bike path crosses a busy road which connects the state road SS 35 with the commercial district of MilanoFiori. In this intersection cyclists have to cross car flow in a point where crossing is not allowed, resulting very dangerous for cyclists' safety.



Problem definition





* Interrupted Bike path



* Poor conditions of the road surface

Lack of cyclists' safety and protection while crossing a busy road



* Informal crossing



* High flows of cars and bikes

Objectives and Ideas

Project Objectives

- Make more confortable the cycle path, in order to promote the use of bike as transportation mode

- “Legalize” a behaviour that is already on-going (the cross of the street) and create a safe situation both for cyclists and drivers

How to reach the goal

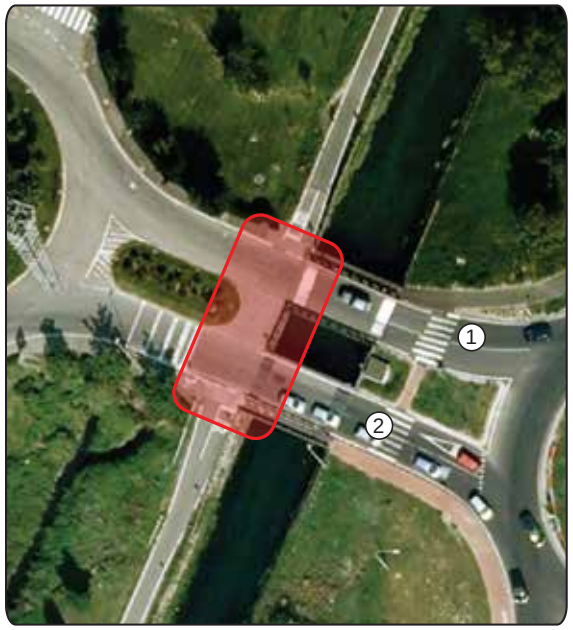
- give **continuity** to the bike path

- improve cylists’ **visibility**

- create a “legal” bike crossing

Constraints

The presence of two roundabouts closed to the intersection requires particular attention be-couse the solution must not affect their operation.
In the intervention area there is also a pedestrian flow that has to be considered. Currently pedestrians can cross the road thanks to crosswalks located about 15 metres away from the bike path.





⁎ **Existing pedestrian Crosswalks**



⁎ **Crosswalks near a roundabout**

Proposed Solution

Our solution idea is dedicated to improve the cyclists' safety during the road crossing. We would like to solve the problem with minimum effect on the car flow. We have designed three kinds of measures:



Traffic order and hierarchization: painting cycling crossing and its union with pedestrian crosswalks. By maintaining only one crossing point we would like to limit the effect on car transit.



More visibility of the intersection and of the bike lane: use of colorful painting and flashing traffic lights.

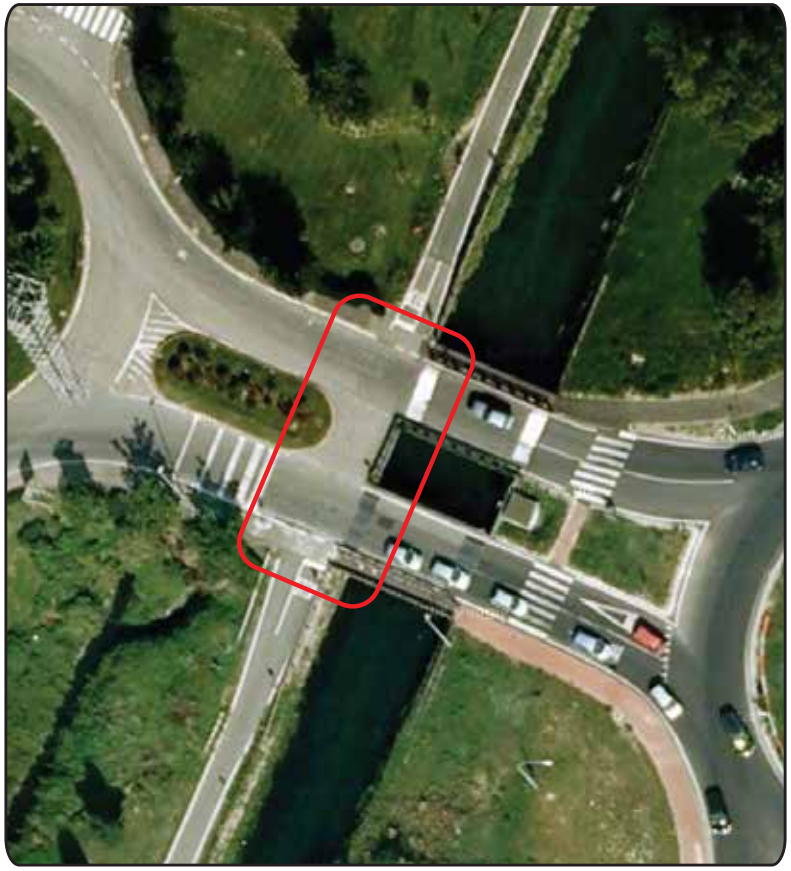


Cyclists' protection: use of posts between the opposite flows in order to prevent U-turn of vehicles and to break the crossing in two phases.

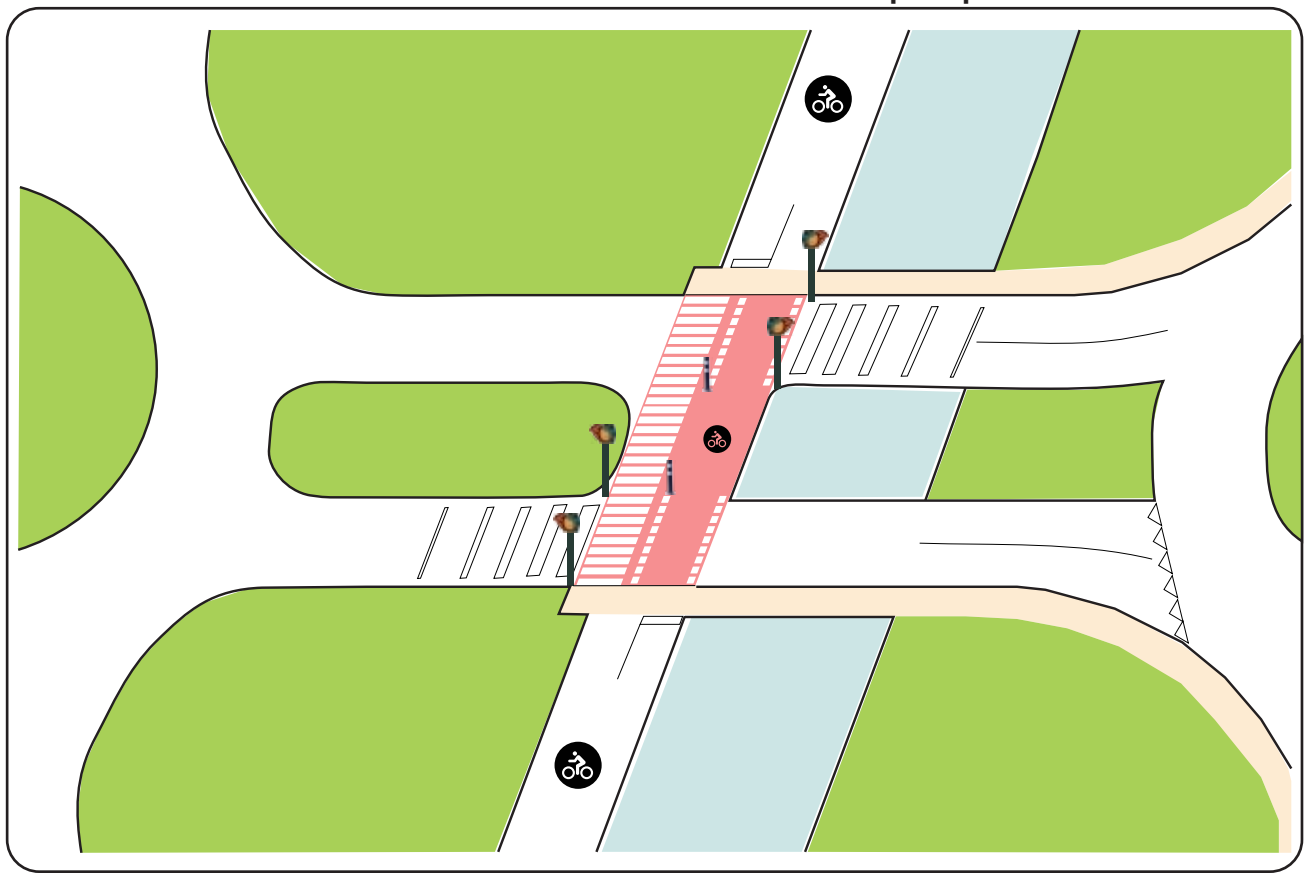
Proposed Solution

* Representation of our solution idea

actual situation



proposed solution



Partnership and Communication

Possible **partnerships** to activate:

INSTITUTIONAL ACTORS: Municipal Police, Politecnico di Milano, Rozzano municipality, ...

SECTORIAL ACTORS: Fiab, Ciclobby, Asaps, SalvaiCiclisti, ...

ECONOMIC ACTORS: Expo s.p.a., Assago Shopping Mall, Mediolanum Forum, material providers, ...

Communication strategy

1_INITIAL PHASE
get inform local community through local newspapers (in the first months) for making pression on local authorities

2_DURING THE PROCESS
temporary communications for the cyclist on the site (signs)

3_AT THE END OF THE PROJECT
communicate the project, the results and positive impacts (newspapers, university conferences)

Difficulties



Technical difficulties

Impossibility for the creation of the bike crossing due to high flow of cars

Alternative solution: continuation of the bike lane in the roundabout



Economic difficulties

Lack of public fundings, no possibilities for sponsorship

Alternative solution: shift from infrastructural project to communication campaign on the risk of crossing the road unsafely

Timetable

April: survey (data and inspection on field) and preparation of project report (with University support)

May: contact sectorial partners to lobby the local authority and ask for their support

June-July: contact and deal with local authority, deepening financial possibilities (possible search for sponsors) and detailing technical situation

August-September: realization of the project

October-November: post-evaluation (how is changed the situation) and communication of the intervention



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