

# SAFETY INTERVENTION FOR THE STRADA ALZAIA NAVIGLIO PAVESE JUNCTION

Stefano Grillo, Giorgio Wetzl





Introduction



Localisation: territorial and local context



Project Idea



Situation before and after



Evaluation of the project



Communication activities



Mid-term evaluation visit



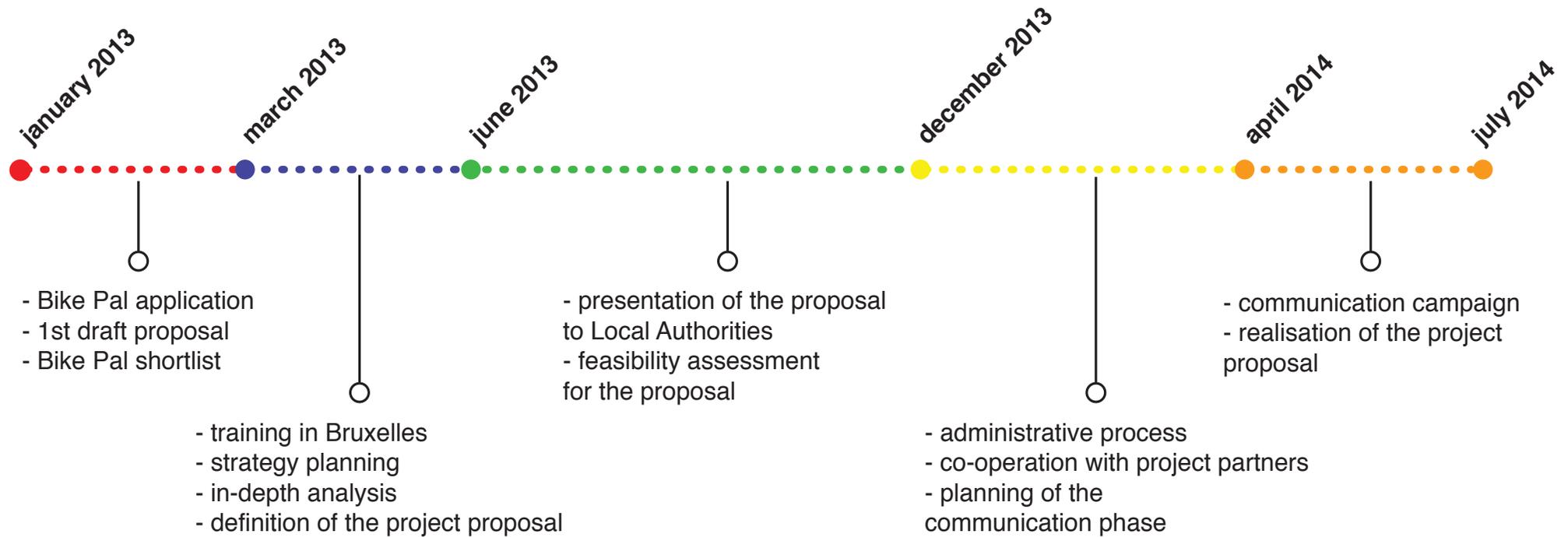
Project Partners



Conclusions

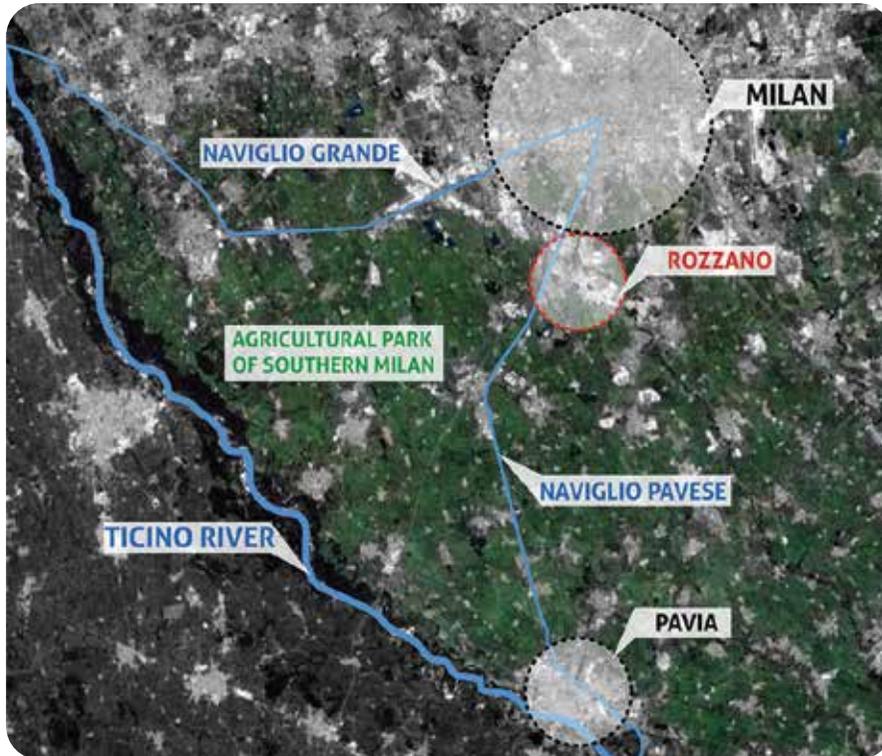


Credits



## Bike Pal Project features

- **LOCALISED**: the focus on a small intervention area simplifies the identification of specific cycling safety issues, and the development of the project proposal
- **LOW-COST**: a low-cost proposal is necessary to limit possible economic constraints, and to simplify the implementation phase and the related administrative process (led by the Local Authority)
- **EFFECTIVE**: the proposal must generate effective safety improvements for cyclists, and road users in general; the involvement of citizens to raise cycle and safety awareness is also beneficial



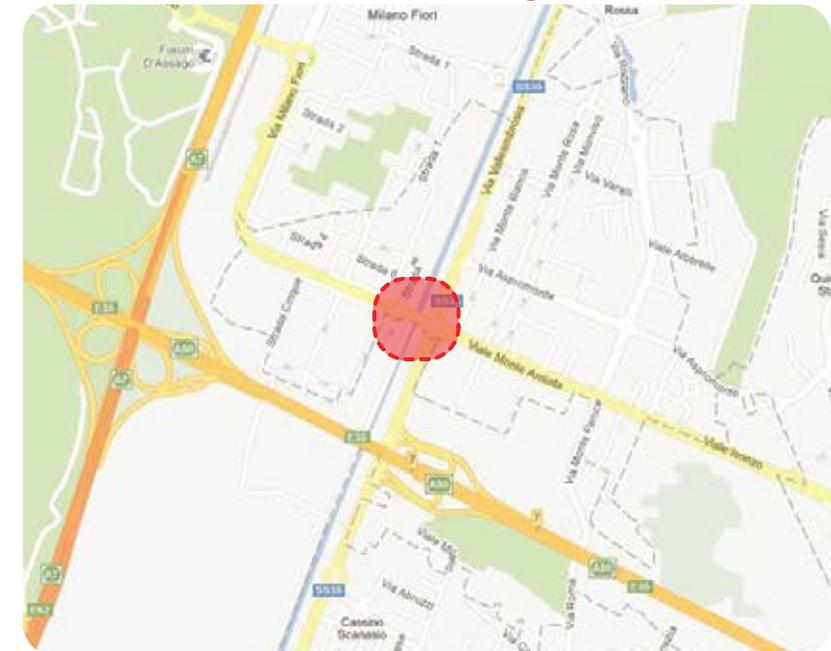
The project area is localised on an **important cycle path**, due to both its inter-municipal perspective (**36km connecting Milan to Pavia** and the Ticino river), and closeness to the Naviglio Pavese

The cycle path passes through **different municipalities**, including **Rozzano** (pop. 40,000) where our project area is located

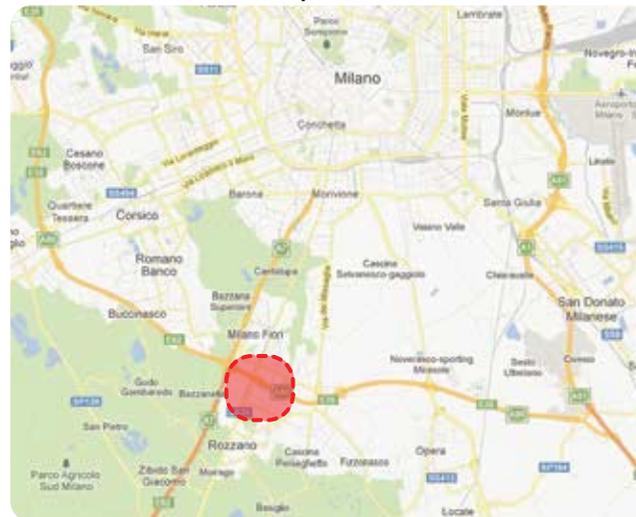
### Main aspects of interests:

- the junction is the “**missing piece**” of a continuous cycling path
- **border territory**
- **unsafe and dangerous junction**, in particular for cyclists

### Rozzano - **Strada Alzaia Naviglio Pavese Junction**



### Milan Metropolitan Area - **Rozzano**



Naviglio Pavese and the cycle path





### Constraints

- two close roundabouts
- **busy road**, presence of HGVs
- **border territory** (administrative, natural and infrastructural borders)
- **low visibility** of the junction for car drivers



### Opportunities

- on-going project for a **bike path in Viale Monte Amiata**
- potential junction to reconnect fragmented **cycling paths at metropolitan level** (Milan-Pavia, Assago-Rozzano)
- “**completion**” project (minimum intervention, low-cost scheme, potentially significant impact)

**Lack of safety conditions for cyclists while crossing a busy junction**



Interrupted bike path



Poor conditions of the road surface



Informal Crossing



High flows of cars and bikes

**PROJECT GOAL:** Improving cycling safety conditions in the junction, through three kind of safety devices:



## 1. Traffic order and Hierarchization

- Painting of cycling crossing and combination with pedestrian crosswalk, to reduce negative outcomes for car transit



## 2. More visibility for both the intersection and bike lane

- Use of colorful painting and flashing traffic lights



## 3. Cyclists' protection

- use of posts between opposite car flows in order to prevent U-turns of vehicles, and to break the crossing in two phases

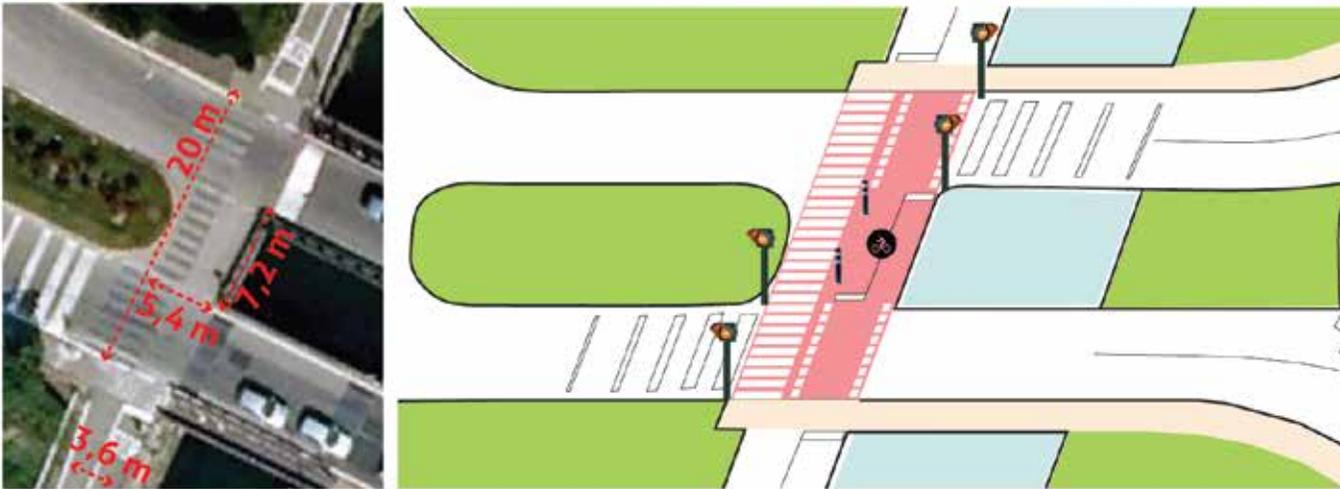
# Project idea



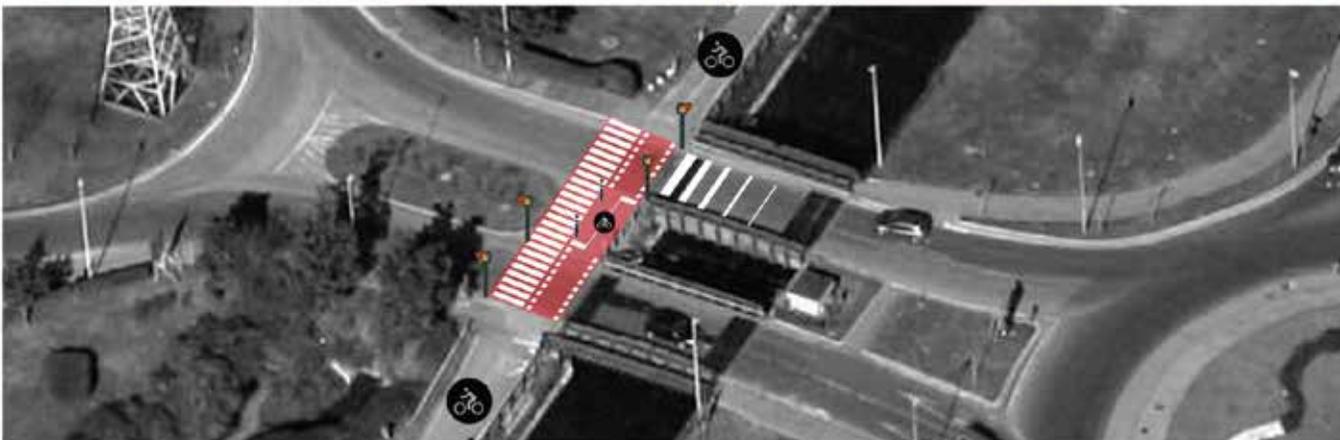
slide 6/17



Project site layout (january 2013)



Dimensions of the intersection  
Proposed infrastructural intervention



Potential outcome of the project



# Situation before and after



slide 7/17

## THE SITUATION BEFORE THE INTERVENTION



## THE SITUATION AFTER THE INTERVENTION

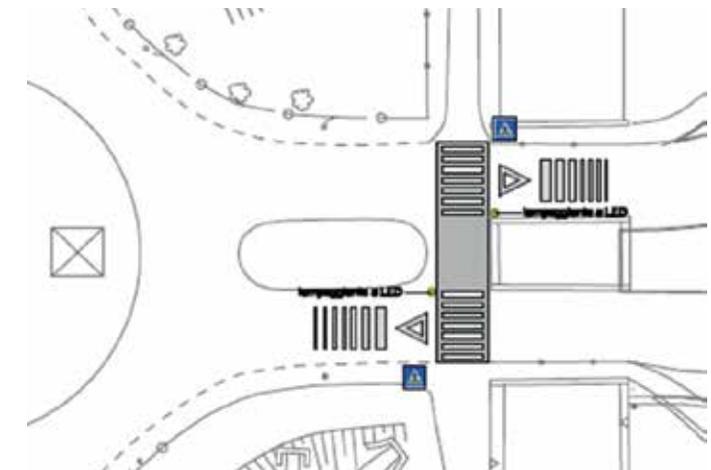


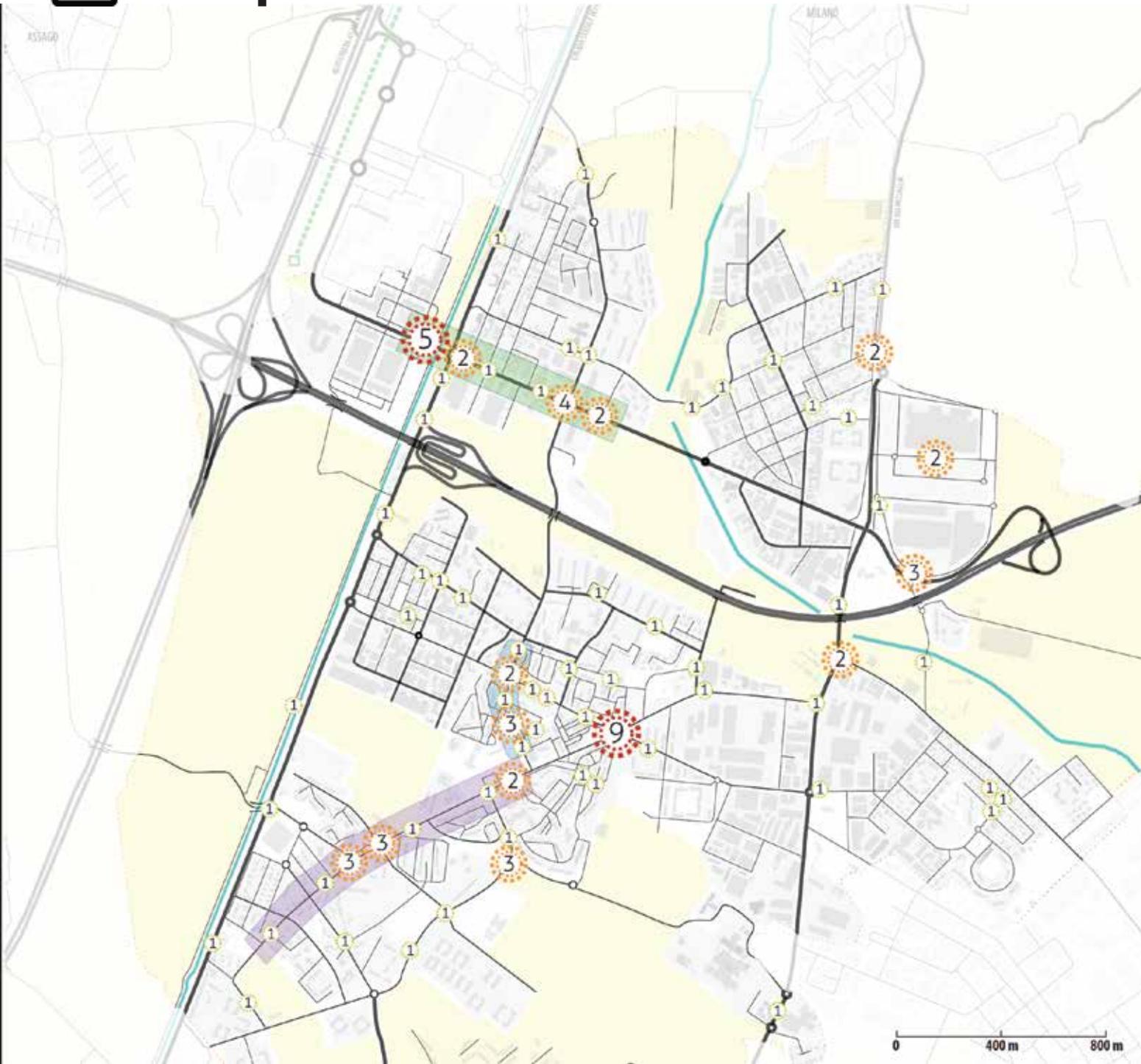
## Reached goals

- “legalise” an already-existing **cyclist behaviour** through a minimum infrastructural project
- give **continuity to the Naviglio Pavese bike path**
- improve safety conditions to incentivise the **development of other cycle-related topics**
- **increase visibility in the junction** for car drivers, thanks to flashing lights

## Differences between project proposals and realisation

- crossing is **not red-painted**, due to national recommendations
- **posts** for avoiding U-turn **are not placed**, since the presence of the two roundabouts already discourage this kind of manoeuvre
- the existing **pedestrian crossing is kept apart** from the project one





### Accidents Map (involving cyclists), in Rozzano Municipality

period: January 2005 - May 2013

Data analysis conducted in collaboration  
with: **Corpo Polizia Locale di Rozzano**

**Total accidents:** 105  
(more than one per month)

#### Key:

-  5-9 accidents
-  2-4 accidents
-  1 accident

The cycle-related accidents Map has  
been the **starting point of the  
project-development phase**

The map is the **main quantitative  
indicator** to assess the current cycling  
situation in Rozzano, due to the lack of  
relevant studies on number of cyclists



- The **Accidents map** has been the starting point to evaluate the cycling situation in Rozzano, at the time; this is also the **main tool to evaluate** the consequences of the proposed project
- It would need **some years to get reliable results** about the change in the accidents figure; this is because survey time must cover significant periods, to avoid random fluctuations
- The infrastructural intervention in the project junction should determine a **tangible and localised cycling safety improvement**
- We expect that **cyclists safety in the project junction** and in Rozzano territory would **increase**
- This increase should be represented by the **decrease in the relation** between the number of **accidents involving cyclists** and the number of **cycle transits** in each spot
- Number of accidents must be put in relation with the number of overall cyclist transits to be reliable



# Communication activities



slide 11/17

- the **Communication phase** was a crucial step for the development of our project proposal

- the communication goal was to **present our project to Rozzano citizens** to stimulate the debate on cycling issues in Rozzano

- for the above reasons, we set up a **public event** called “**Prospettive Ciclabili nell’area Sud Milanese**” (April 2014)

- we developed a **two-tier strategy** to promote the event.

- we promoted the event **on the internet** (social networks) reaching over 4,000 views

- we advertised the event **on the ground** (involvement of citizens, distribution of flyer in shops and on the streets)

- **Set up of a network** composed by professionals and citizens operating to improve cycling conditions in the wider Southern Milan area

comune di **Rozzano**

Set In - Home - Ufficio stampa - Ultimi com.

**Nuova pista ciclabile in via monte Amiata**

Ufficio stampa - Ultimi comunicati stampa

**Comunicato Stampa**

**Rozzano, nuova pista ciclabile in via monte Amiata**  
Entro la fine di aprile partono i lavori per la realizzazione di un nuovo percorso ciclabile in via monte Amiata. Sarà riqualificato anche l'attraversamento ciclabile già esistente all'altezza della rotonda di Milanofiori. Tutte le novità in un incontro pubblico sulla mobilità ciclabile in Cascina Grande sabato 12 aprile

Rozzano 11 aprile 2014 - Il Comune di Rozzano punta sulle due ruote e sulla mobilità sostenibile. Due gli interventi in programma questo mese: la realizzazione di un nuovo percorso ciclabile di circa 2 km in via monte Amiata e il miglioramento dell'attraversamento ciclabile già esistente all'altezza della rotonda di Milanofiori.

I lavori inizieranno nelle prossime settimane con un investimento economico di 82 mila euro, di cui circa la metà è finanziata da Regione Lombardia. Entrambi i progetti sono inseriti all'interno di un bando regionale sulla sicurezza stradale, a testimonianza dell'attenzione dell'amministrazione comunale sul fronte della riqualificazione stradale e della messa in sicurezza di ciclisti e pedoni. **Se ne parlerà sabato 12 aprile in Cascina Grande dalle ore 9.30 alle 13, in un convegno sulle prospettive ciclabili nell'area sud milanese organizzato nell'ambito del progetto europeo Bikepal.**

incontro pubblico:  
**PROSPETTIVE CICLABILI NELL'AREA SUD MILANESE**  
progetti, politiche e buone pratiche per favorire la mobilità ciclistica

**SABATO 12 APRILE 2014 - ore 9.30 - 13.00**  
**Centro culturale Cascina Grande**  
via Togliatti - Rozzano

L'incontro vuole richiamare l'attenzione sulla mobilità ciclistica e sulle tematiche ad essa collegate, presentando alcune progettualità fisiche e di policy volte all'accrescimento dell'utilizzo della bicicletta e sottolineando l'importanza della sicurezza delle infrastrutture come condizione necessaria per l'esistenza e lo sviluppo di tale mobilità. In particolare si vuole accrescere la consapevolezza riguardo gli ambiti che possono trarre sostanziali benefici dalla valorizzazione degli interventi a favore della mobilità ciclistica, la quale non deve più essere solamente associata a tematiche sportive o relative al tempo libero, bensì assumere sempre maggiore rilevanza in relazione a diversi aspetti economici, sociali, ambientali e culturali. L'incontro approfondirà diversi progetti attivati o in fase di completamento, caratterizzati da parziale discontinuità con gli appalti tradizionali al tema, sviluppati nel territorio sud milanese.

**Intervengono e discutono:**

- Amministrazione Comunale, saluto di Enrico Gaeta (Vice Sindaco di Rozzano);
- Stefano Grillo, Giorgio Wetzl [Progetto BikePal Milano];
- Francesca Podda [ETSC, European Transport Safety Council];
- Emanuele Toraldo [Politecnico di Milano];
- Antonio Panzarino [Direzione dell'Ente Comune di Rozzano];
- Ass. Mario Burgazzi, Manuela Caffotti [Comune di Assago];
- Jacopo Zurlo [Touring Club Italiano];
- Marco Mazzei [Progetto In Bici a Scuola].

incontro organizzato nell'ambito del progetto europeo: Team Milano: Stefano Lillo, Giorgio Wetzl

promosso da:

Contatti per informazioni:  
ESP: bikepal.milano@protonmail.com  
Bike Pal Milano Team  
Telefono: 335 9795603  
Giorgio: 338 7799543

incontro pubblico:  
**PROSPETTIVE CICLABILI NELL'AREA SUD MILANESE**  
progetti, politiche e buone pratiche per favorire la mobilità ciclistica

**Sabato 12 Aprile**  
ore 9.30-13.00

**@ CASCINA GRANDE**  
via Togliatti, Rozzano (MI)

Contatti per informazioni:  
ESP: bikepal.milano@protonmail.com  
Bike Pal Milano Team

incontro organizzato nell'ambito del progetto europeo: promosso da: e con il patrocinio di:



## Public Meeting

### “Prospettive Ciclabili nell’area Sud Milanese”

when: 12 April 2014

where: Cascina Grande Cultural Centre (Rozzano)

#### speakers:

- Errico Gaeta (*Deputy Mayor of Rozzano*)
- Stefano Grillo, Giorgio Wetzl (*Bike Pal Milano Team*)
- Francesca Podda (*European Transport Safety Council*)
- Emanuele Toraldo (*Politecnico di Milano*)
- Antonio Panzarino (*Rozzano Directorate of Territorial Planning*)
- Mario Burgazzi (*Assago Deputy Mayor*)
- Jacopo Zurlo (*Touring Club Italiano*)
- Marco Mazzei (*In Bici a Scuola*)
- Rossella Galbiati (*Team Galbiati*)





## Mid-term Evaluation visit in Rozzano (November 2013)

- opportunity for **sharing goals between the main project partners** (Rozzano Local Authority, ETSC, Politecnico di Milano, Bike Pal Milano Team)
- deepen **Bike Pal project methodology** and ETSC project activities
- **lobbying Rozzano Local Authority** to implement the project
- opportunity to **schedule the following project steps**
- confirmation about the feasibility of the proposal and about the **successful application for regional fundings**



## Communication phase (April 2014)

- **participation of ETSC** (in the person of dr. Francesca Podda) **at the public meeting “Prospettive Ciclabili nell’area Sud Milanese”** to present ETSC’s methodologies and activities carried on to improve safety conditions on roads



## TECHNICAL PARTNERS



POLITECNICO  
DI MILANO

## INSTITUTIONAL PARTNERS



Regione Lombardia



Comune di Rozzano



## COMMUNICATION PARTNERS



Touring Club Italiano



- Even a very local and low-cost project can take a **long time to be implemented**
- **Analyse the context** and look at the 'bigger picture' to identify all the **available opportunities**
- **Be flexible** and keep focusing on the final goal
- Provide as many **figures and analysis** as you can
- **Share your project** with as many people as possible
- **Communication** initiatives can unlock a stalled project
- **Work with ETSC** to overcome barriers
- Build a wide and varied **network 'on the ground'**





- Don't give up
- Each constraint could become an opportunity
- Consider all the available options, you never know which one will 'open the door'



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stefano.stegrillo@gmail.com - giorgio.wetzel@gmail.com

