



CIVITAS Peer to Peer Exercise in Reggio Emilia

11 November 2014

“30 km zone: Reggio Emilia gets to know the experience of Odense and Vitoria-Gasteiz”



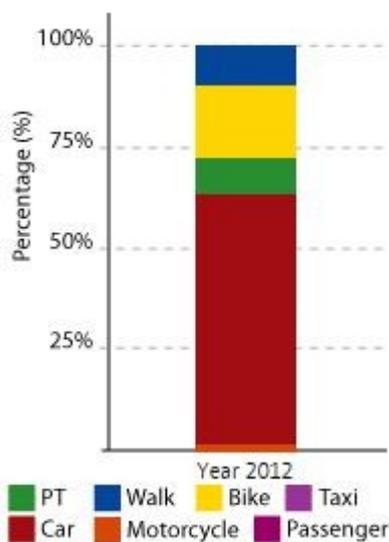
The City of Reggio Emilia

Reggio Emilia is a medium sized city in the northern part of Italy. Chief town of the Province and fourth city in Emilia Romagna Region for number of inhabitants (172,525 at the end of 2013), Reggio Emilia is located on the main axis of the country's infrastructure, along the highway and railway linking Milan to Bologna and then Rome.

Reggio Emilia is a friendly and people-oriented city always on top of the most prosperous and livable cities in Italy; in the Smart City Index 2013, Reggio Emilia ranked in first place among 45 middle-sized municipalities between 80,000 and 250,000 inhabitants, and fourth among all the Italian cities, with excellences in Smart Health, Sustainable Mobility, Smart Mobility, Energy Efficiency, Natural Resources and Broad Band. Reggio Emilia is a city with a dynamic and export oriented economy, and the significant presence of partnerships between private and public sector is one of the distinguishing feature of the Reggio Emilia's development model, combining a balanced social development and a dynamic industry. On these fundamentals, education, sustainable territorial development and mobility play as a development engine in supporting the growth of the city.

Main mobility features

In Reggio Emilia, urban mobility is acquiring a more and more central role: the Administration's primary principle is that improving mobility using means that are sustainable, safe and high-quality is essential in order to reduce congestion in the urban area.



The system of urban mobility saw high rates of per capita displacements (2.8 trips/day), rather small distances, and a strong use of the car. About 35% of all trips are made under 3 km, a figure that raise to 65% if we consider the trips under 5 km. The modal share of the car was quite relevant even for short journeys.

In order to overcome these figures and limit the criticalities (especially traffic congestion and air pollution, long standing problems in many Italian cities and throughout the Po area in particular) it was necessary to integrate mobility policies with environmental and land use planning policies, and to ensure fuller citizen participation, information transparency and social education to promote integrated sustainability. To do that, in 2008 the City

Council approved the **Urban Mobility Plan (PUM)**, a document designed as the strategic plan for the development of urban mobility policies (5 years prior, but fully fulfilling to the Action Plan on Urban Mobility and the Guidelines of the European Commission). It consists in a set of instruments and integrated policies intended to overcome unbalanced developments in mobility and territorial expansion, with short, medium and long term strategic interventions with high investments on environment, mobility and safety to strongly reduce personal car use, with a special focus on cycling.

Some moderation projects in Reggio Emilia

During the CIVITAS Peer to Peer exercise, Reggio Emilia will present some projects of speed moderation (realized or in a planning stage) so that technicians coming from the city of Vitoria-Gasteiz can discuss and give recommendations on possible areas of improvement.

The projects are:

- Rosta Nuova: pilot project of 30 km neighborhood
- Via Emilia Ospizio: traffic calming on a main road
- Via Compagnoni: realization of a woonerf
- Via Cecati: traffic calming on a main road

Rosta Nuova: a wide 30 km speed neighborhood

Aim: to create a 30 km zone pilot for other areas of Reggio Emilia

Strategies:

- specific interventions on key points to clearly define the 30 km zone
- to create a safe environment reducing high speed
- to increase awareness among citizens towards the benefits of traffic calming in social and environmental terms

Actions:

- realize a project redefining the public space
- communicational campaign (brouchure and printed materials, seminars, events in the neighborhood)

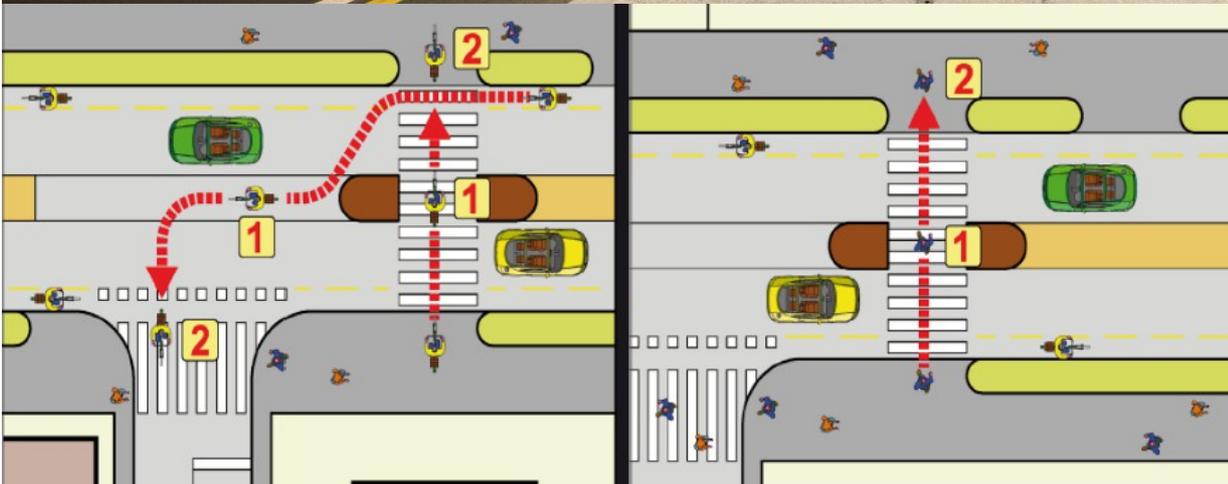
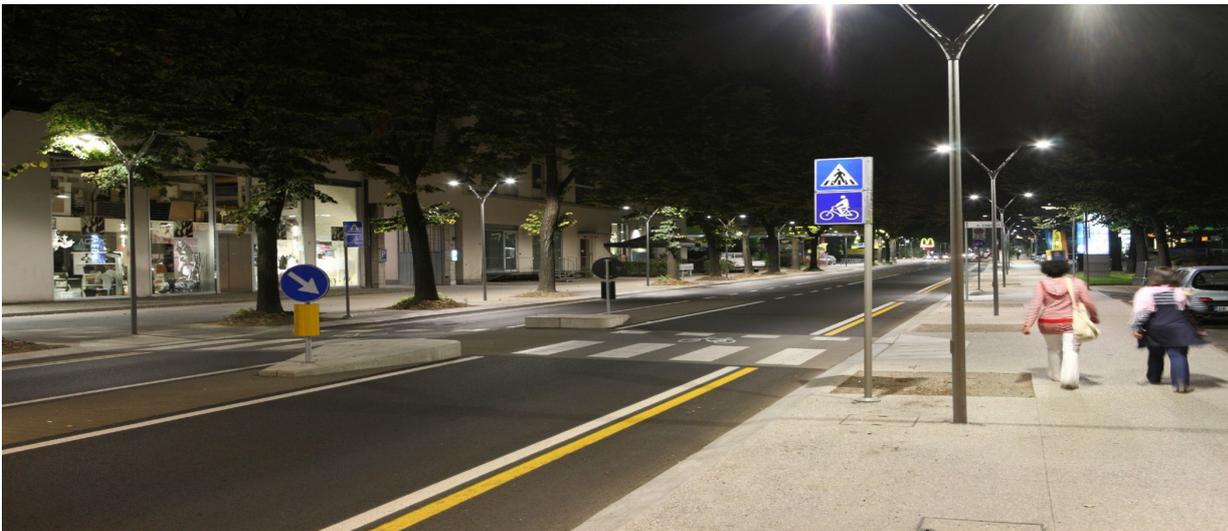


Traffic calming in Via Emilia Ospizio

This is an example of redevelopment and securing of a main road and an example of construction of a main cycle route. Over the past six years along this road there more than **319 car accidents** happened, with a total of **420 injureds** and **3 deads**: therefore a multifunctional central lane was realized on the roadlane in order to ensure greater safety for pedestrians, cyclists and motorists who have to cross or turn.

In a nutshell:

- Traffic calming with central multifunctional band
- Protection of crossings
- Bike lane for faster cyclists
- Pavement as cycle-pedestrian lane for slower cyclists



Actions:

- construction of a multifunctional central lane
- “Safety islands” to protect pedestrians and cyclists road crossings
- Drains for cyclists and lowered curbs to facilitate travels along the cycle lane

WOONERF in via Compagnoni

What is a woonerf? A woonerf is a living street, first implemented in the Netherlands and in Flanders in the 1970s, where spaces are shared among the different users (car drivers, cyclists and pedestrians) and vehicles have a speed limit of 8 km/h. Techniques include shared space, traffic calming, and low speed limits. In a woonerf, the street is shared among pedestrians, bicyclists, and motor vehicles; however, pedestrians have priority over cars. The street is designed without a clear division between pedestrian and auto space (i.e., no continuous curb), so motorists are forced to slow down and travel with caution. Limiting vehicular speed not only improves residents' feelings of safety, but also promotes greater use of the public space.

The Municipality of Reggio Emilia will realize a woonerf in via Compagnoni, a residential area in the surroundings of the city.



Actions: Each woonerf implementation requires a distinct approach to street design, so the following woonerf core concepts will be realized:

- a clear and distinct entrance
- physical and visual features that will encourage people to drive slowly and with greater caution (parking arrangements will also be used as a mechanism to calm traffic)
- outdoor furnishings and landscaping
- pedestrian lanes along the roadlane
- architectural barrier-free design
- new spaces for play and social activities
- use of different colors or textures in pavement material as tool to guide the users of the street

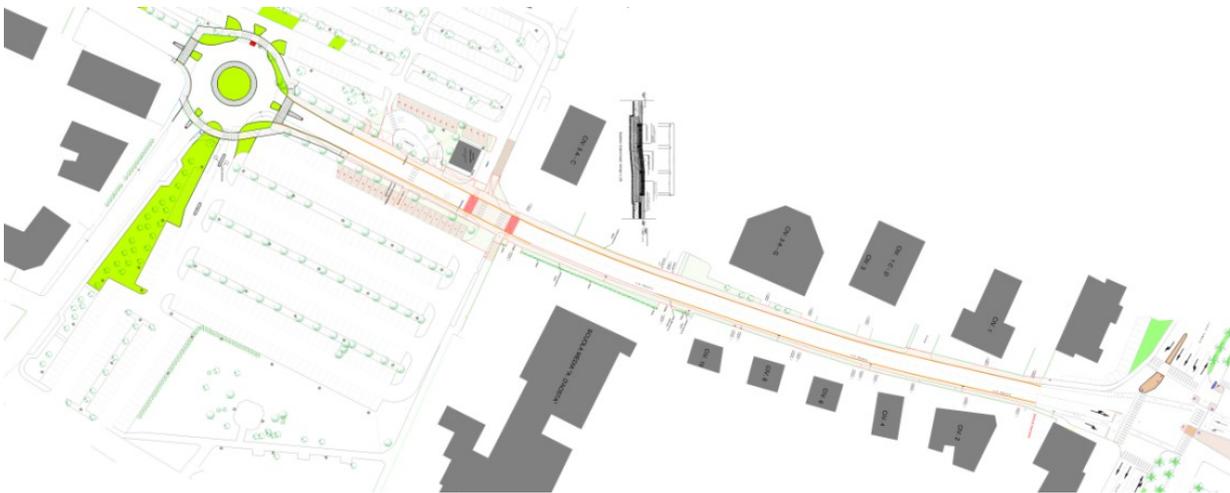


Traffic calming in Via Cecati

Via Cecati is one of the main pedestrian access to the historical city center since in this area there are two large parkings (600 parking stalls), a primary school and a kindergarten; it is also a crucial path for cyclists and motorists, thus it is characterized by intense traffic flows of pedestrians, cyclists and car drivers.

In particular it was necessary to resolve these issues:

- long traffic jams caused by improper parking behaviors in particular at the entrances of the parking lots;
- high accident rate caused by the excessive speed of the vehicles;
- shortage of spaces dedicated to pedestrians and cyclists;
- outdated lighting;
- unsafe pedestrian crossings;
- poor quality of space and materials.



The redevelopment/traffic calming intervention on via Cecati carried out in the section between via Pariati and viale Timavo consisted in a reorganization of road spaces to ensure a greater safety for pedestrians, cyclists and motorists, and to provide better quality of the road.



The following actions have been carried out:

- roundabout serving as entrance/exit from the two parking lots;
- road narrowed to 6m;
- extensive walking and cycling lanes on both sides of the road;
- protected pedestrian crossings;
- raised platform near the entrance of school.

