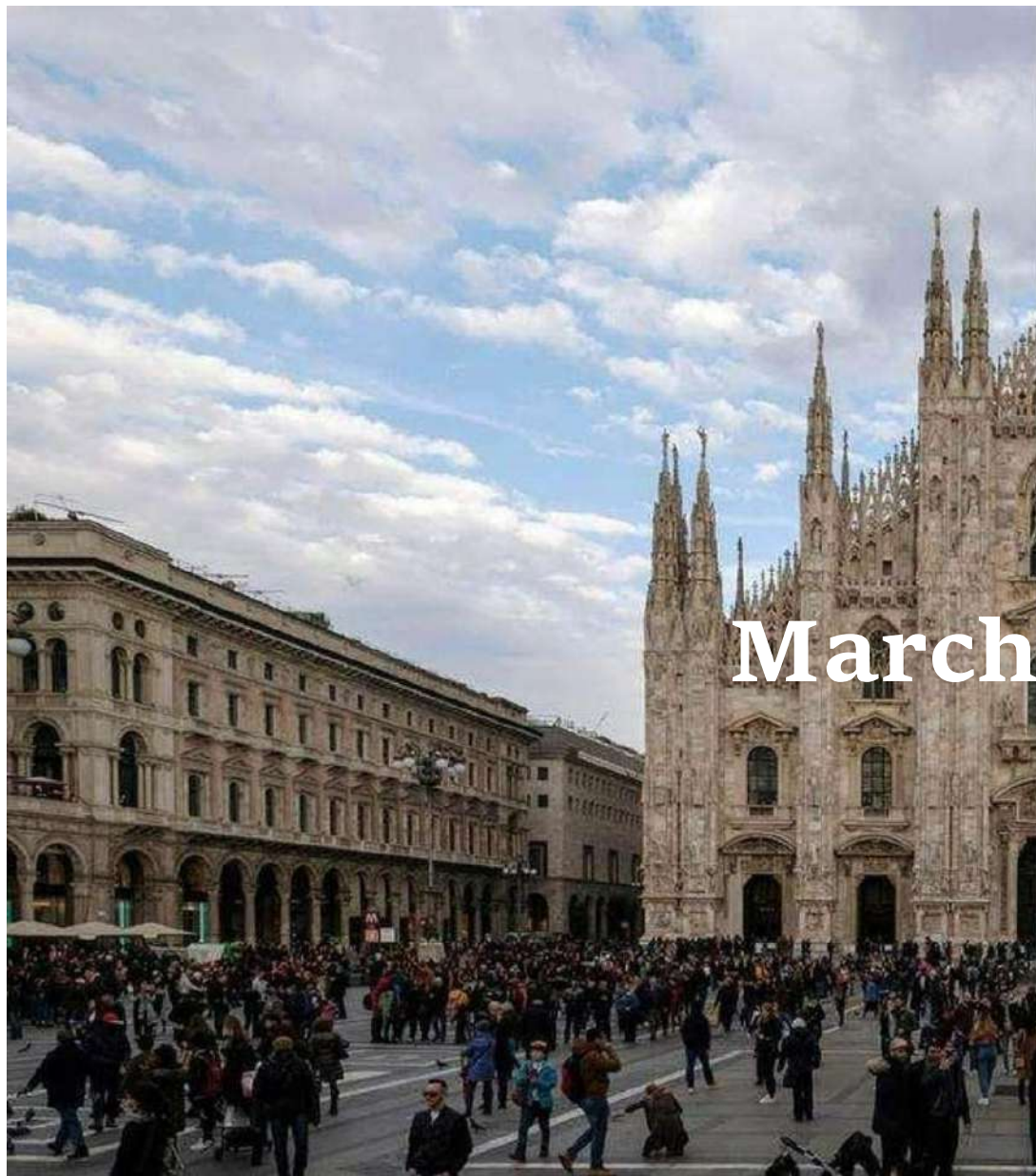


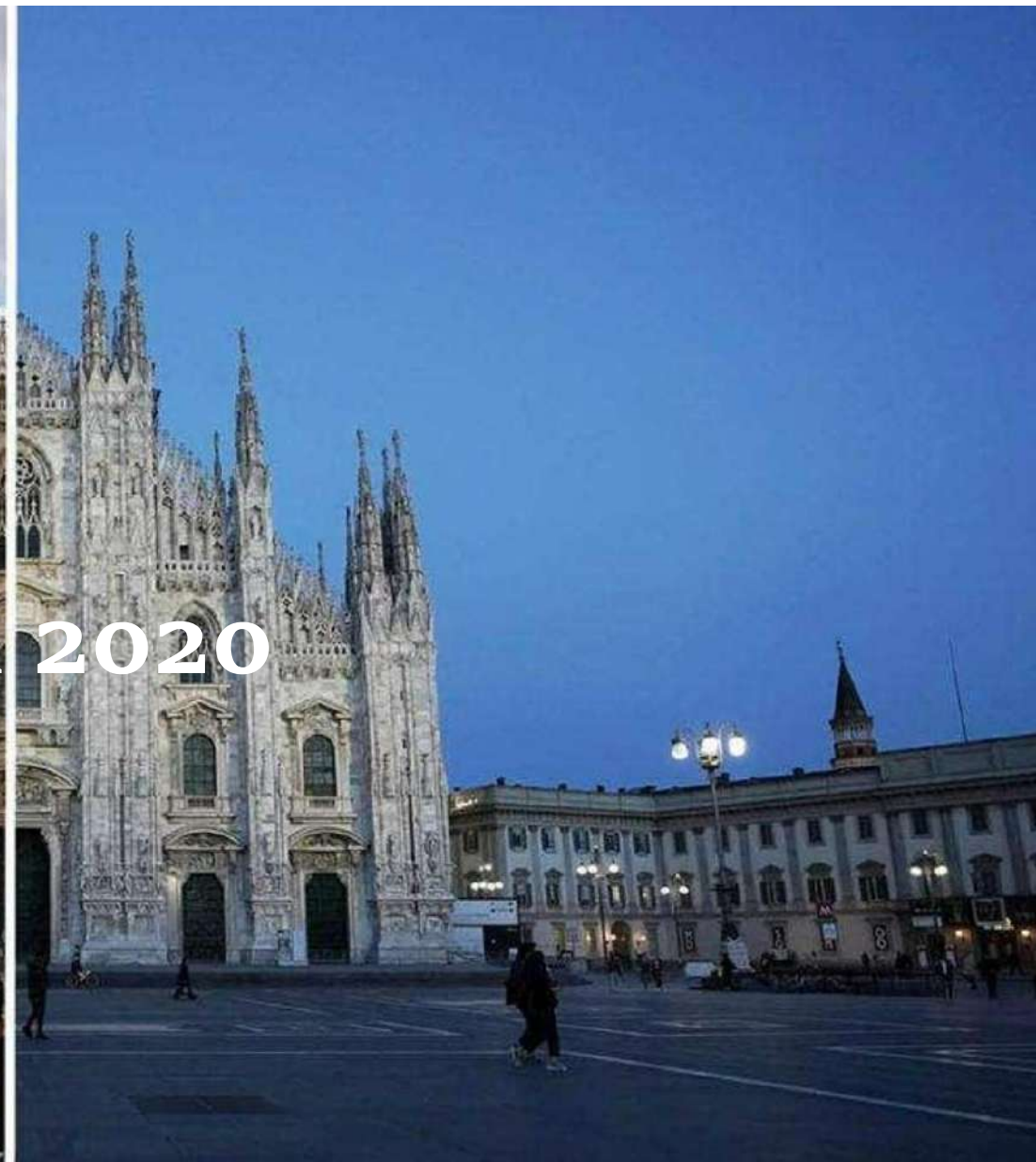


**OPEN STREETS
OPEN PLAZAS
AREA C and AREA B in Milan**

**Stefano Riazzola
Mobility Department Director**



March 2020



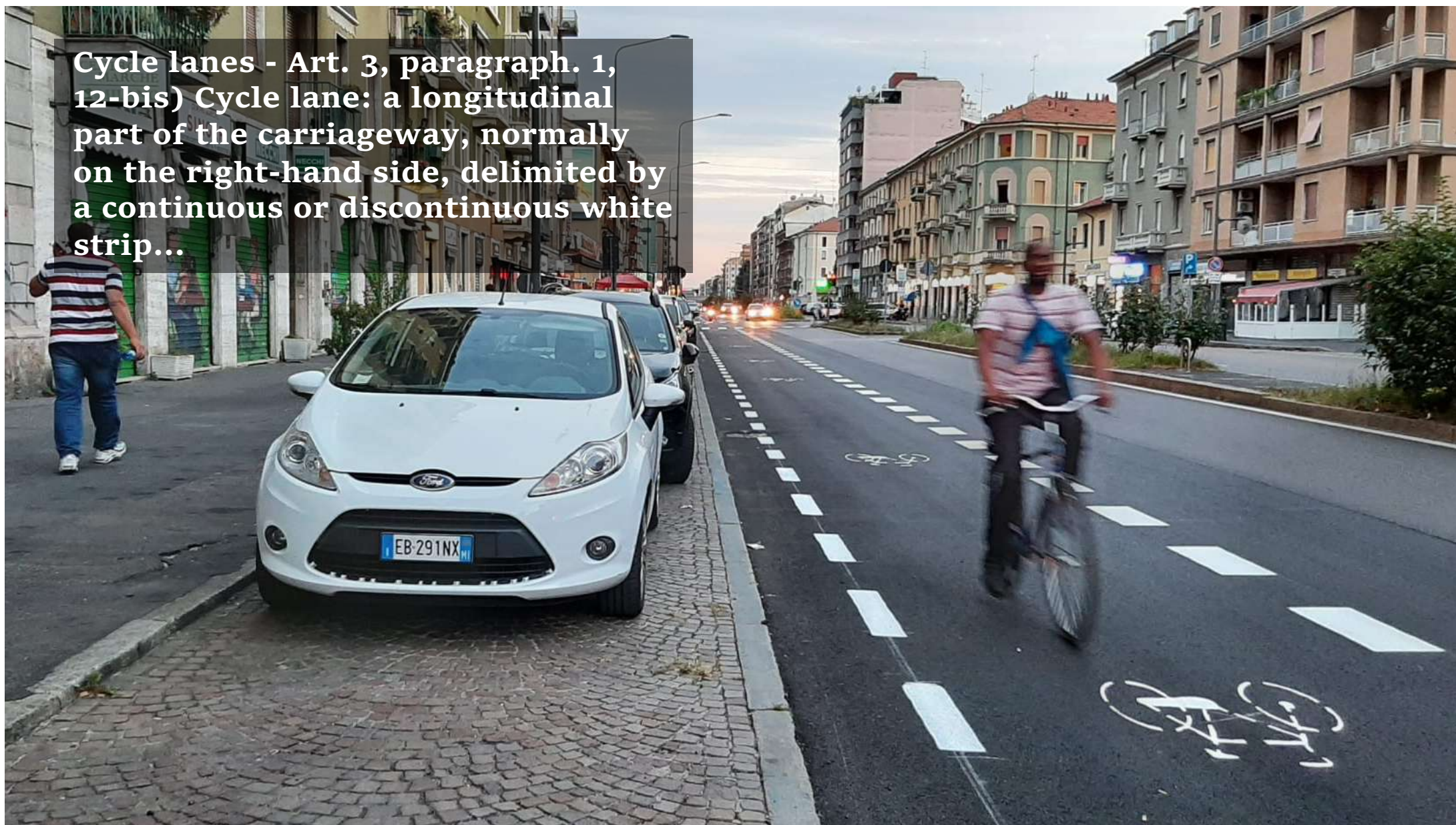
A photograph of a busy city street. In the foreground, a woman wearing a red top and black shorts is riding a bicycle towards the camera. She is wearing a face mask. The street is lined with parked cars on both sides. On the left, there are several silver and white cars. On the right, a large white van is prominent. In the background, there are more cars, including a red truck, and buildings with various signs. Some signs are red with white letters, others are blue. Traffic lights are visible at the intersection. The overall scene is a typical urban environment.


“Open streets” How to plan in an emergency

A group of cyclists, including a man in a brown coat and beret, are riding on a city street. They are all wearing face masks. The background shows a busy urban environment with buildings, cars, and a truck. The text "Law no. 120 of 11 September 2020 - amendment of the Highway Code" is overlaid on the image.

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

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



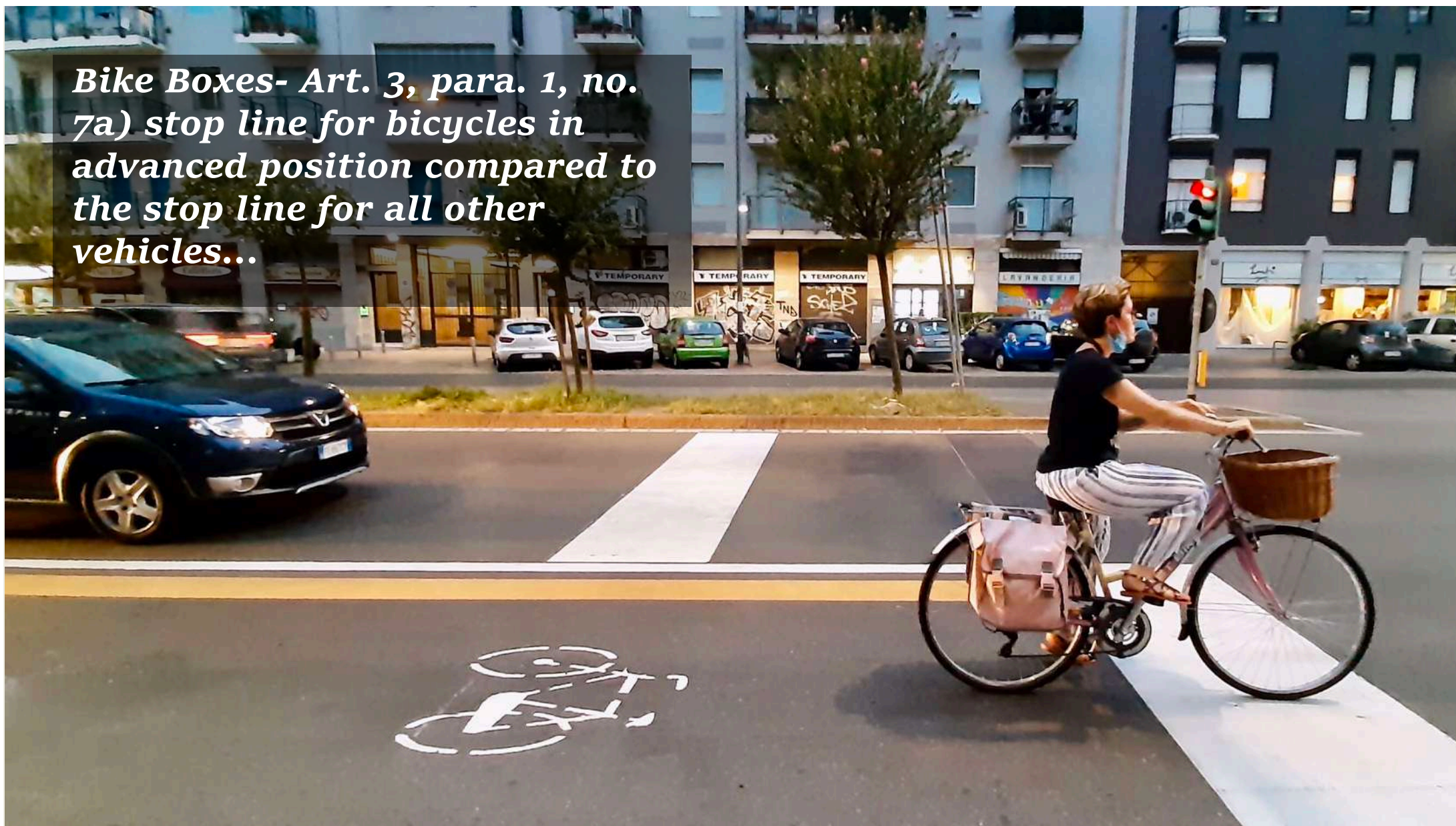
A photograph of a city street scene. In the foreground, a man wearing a dark suit, a light blue shirt, a striped tie, and a light blue face mask is riding a blue and silver bicycle. He is looking towards the camera. Behind him, a motorcyclist in a blue jacket and black helmet is riding a black scooter. Further back, a white car is visible. The street has a white painted bicycle symbol on the pavement. To the left, there is a sidewalk with a black metal trash can and a building with a sign that reads "Valente Bello Strada". The background shows multi-story buildings with many windows.

Cycle 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...

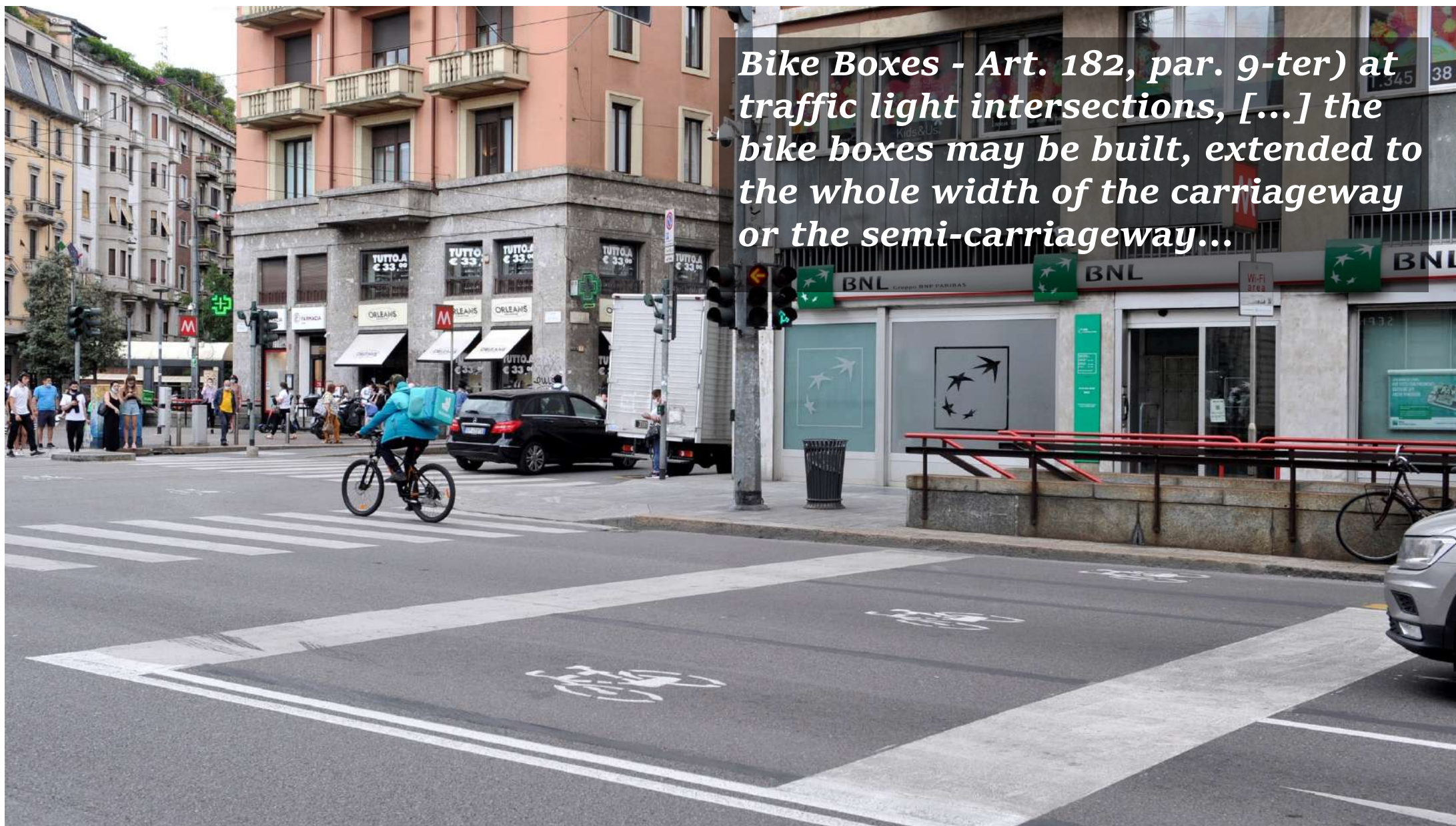
Two-way cycle lane - Art. 3, para. 1, 12-ter) Two-way cycle lane: a longitudinal part of the one-way urban carriageway, located to the left of the direction of travel, delimited by a discontinuous, crossable and mixed-use white strip....



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...





72 km of new lanes



Planning

- Routes done
- Routes planned
- New 30 areas
- 2020 Open plazas

State of the art

- Existing cycle Routes
- Existing 30 areas
- Realized open plazas

Cycle routes (km)

2019 - 226 km

2020 - 293 km

2021 - 298 km

+ 72 km

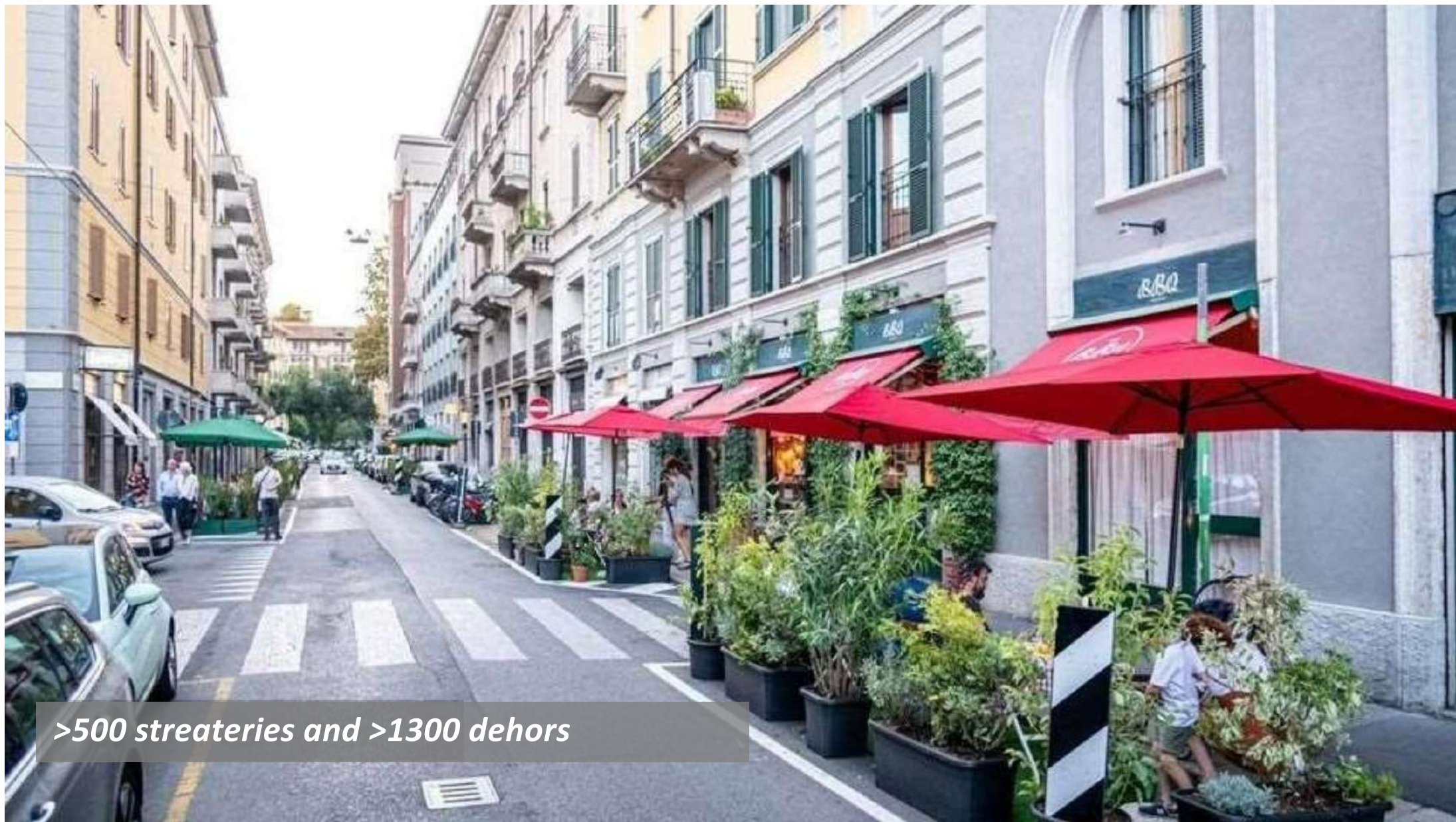
Streateries





Use of public space





>500 streateries and >1300 dehors



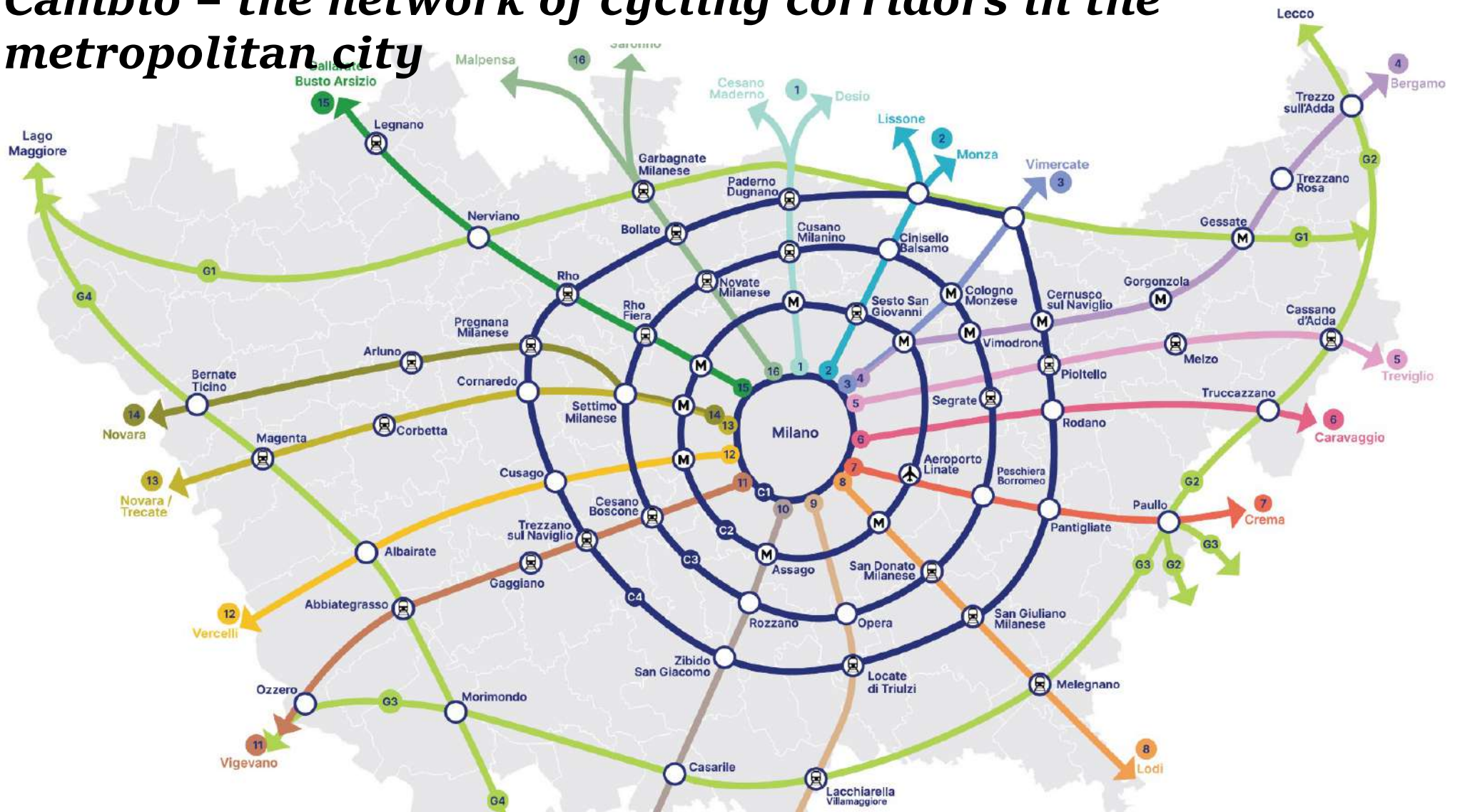


A photograph showing a person from behind, riding a bicycle on a wide, paved path. The person is wearing a dark green hooded jacket and blue jeans. The path is flanked by green grass and trees. In the distance, other cyclists are visible on the path. The overall scene is bright and sunny.

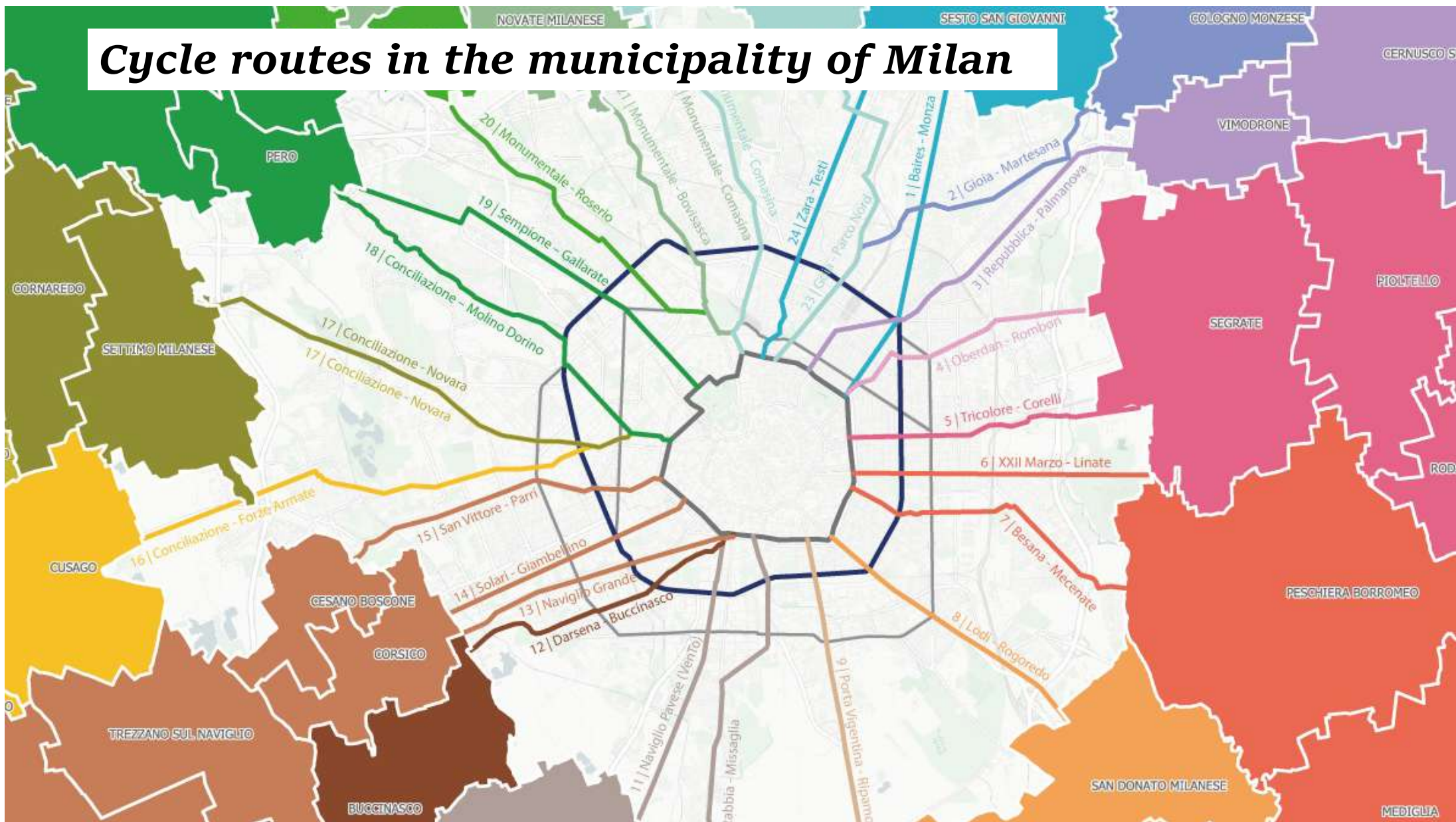
**Towards a new phase,
metropolitan planning**

Foto: Cambio – Città metropolitana di Milano

Cambio – the network of cycling corridors in the metropolitan city



Cycle routes in the municipality of Milan




An aerial photograph of a city plaza. The plaza is paved with large triangular tiles in yellow and white, arranged in a geometric pattern. Several green rectangular tables are placed on the yellow tiles. People are seen sitting on the ground or standing around the tables. To the left of the plaza is a large, leafy tree. To the right is a street with parked cars and a building with a red-tiled roof. In the background, a multi-story building with many windows is visible.

Open Plazas

Piazze Aperte

An aerial photograph of the Milan metropolitan area. A white, irregular line is drawn over the image, representing the projected urban boundary for the year 2030. The line encompasses the dense urban core and extends into the surrounding agricultural and forested areas. The text 'Milano 2030' is centered over the urban core.

Milano 2030



Public space as a common good

Planning Masterplan - PGT

Sustainable Urban Mobility Plan - SUMP

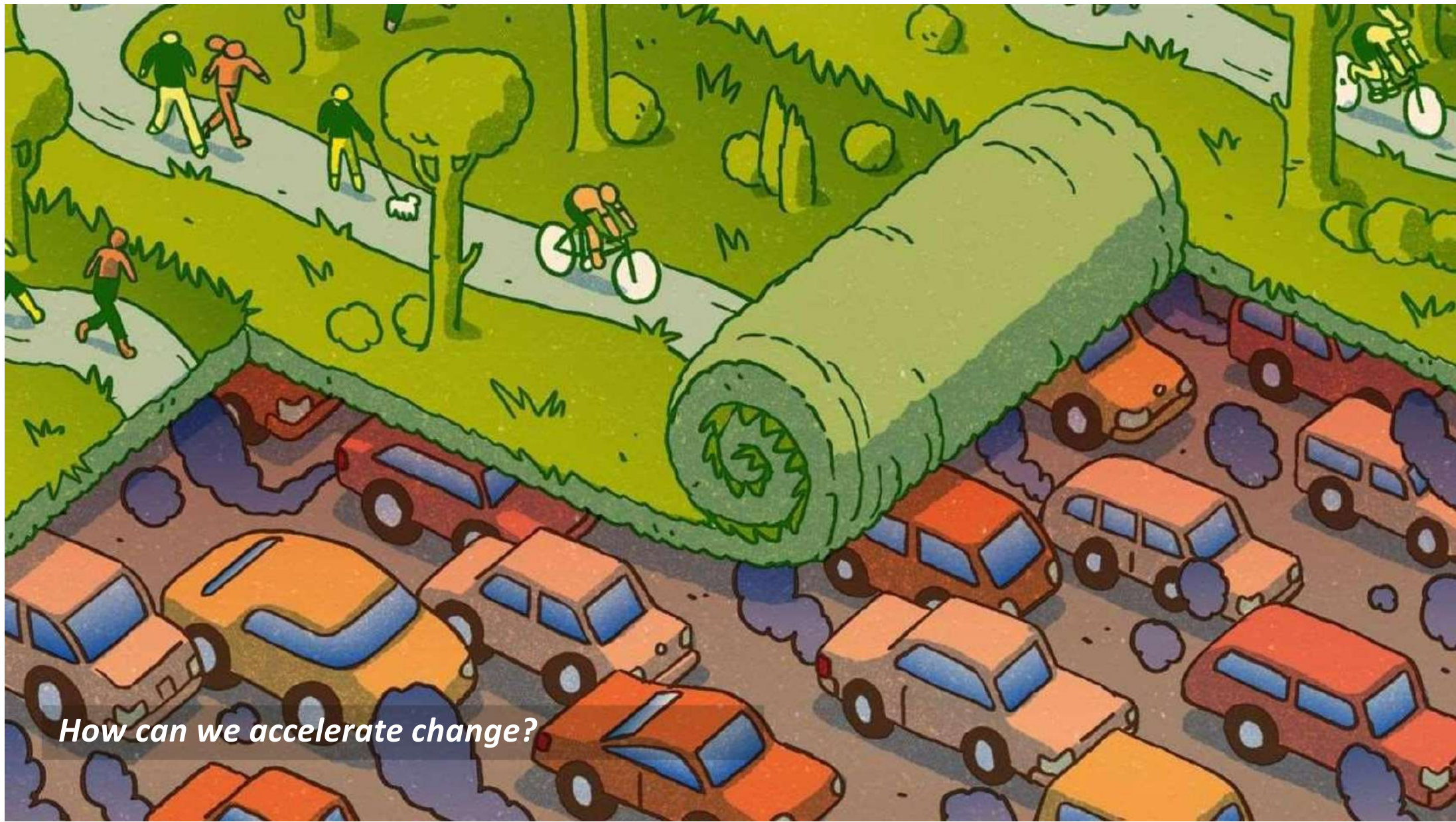
Climate Plan - PAC

Neighbourhood Plan

Towards Milan 2030

An aerial photograph of the Milan metropolitan area, showing a dense network of roads and green spaces. A semi-transparent, light-colored overlay is centered on the city, representing a projected urban development plan. The overlay features a complex web of lines and shaded regions, indicating planned infrastructure and land use changes. The text 'Milano 2030-2020' is superimposed on the map, with '2020' highlighted in yellow.

Milano ~~2030~~-2020



How can we accelerate change?

Tactical Urbanism

Thousands
Months
Reversible

Spoletto Venini





Tools

Kit

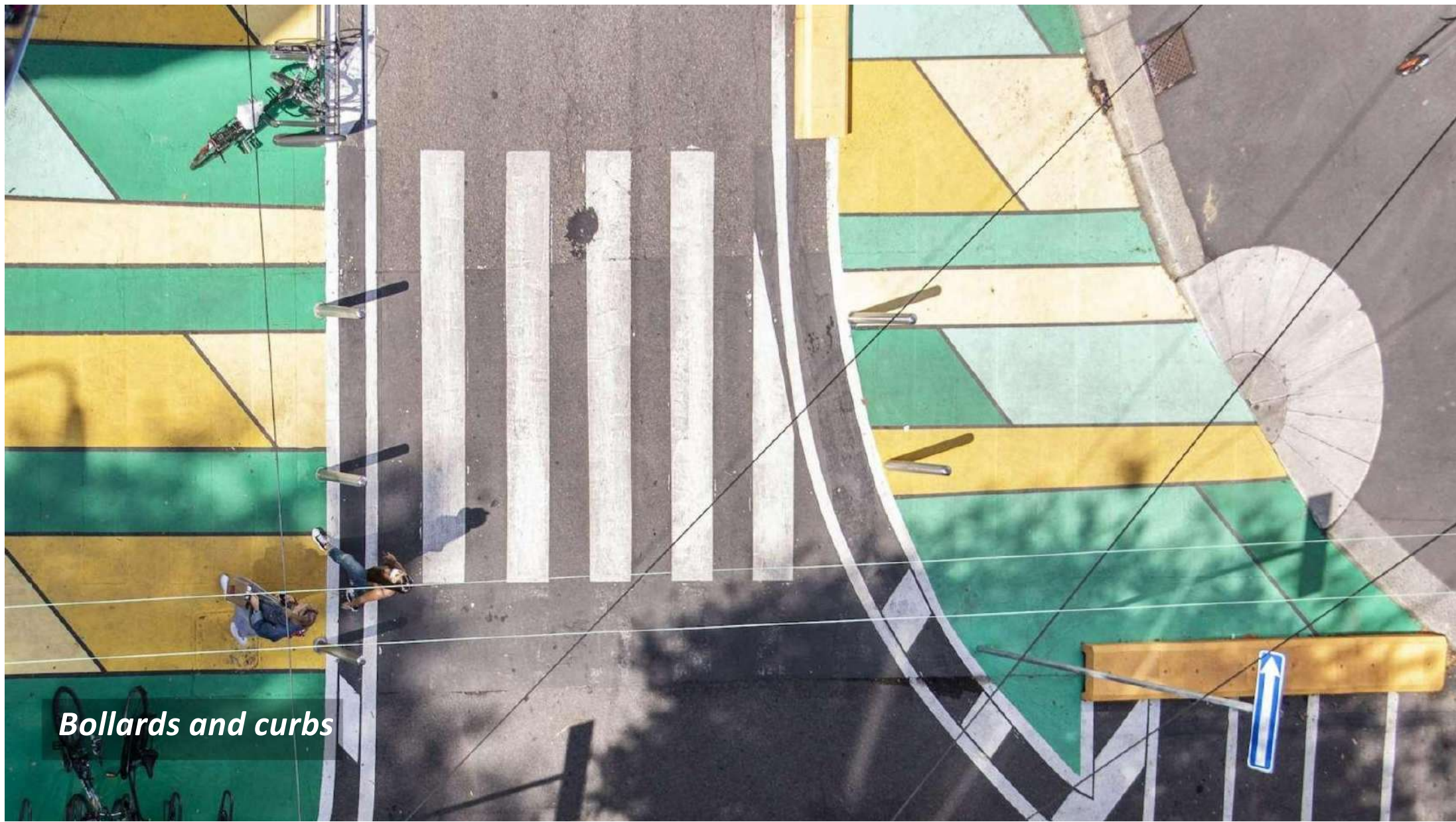
Collaboration Pact

Volunteering

Porta Genova



Asphalt art



Bollards and curbs



Street furniture



Volunteering

Before

Dergano





After

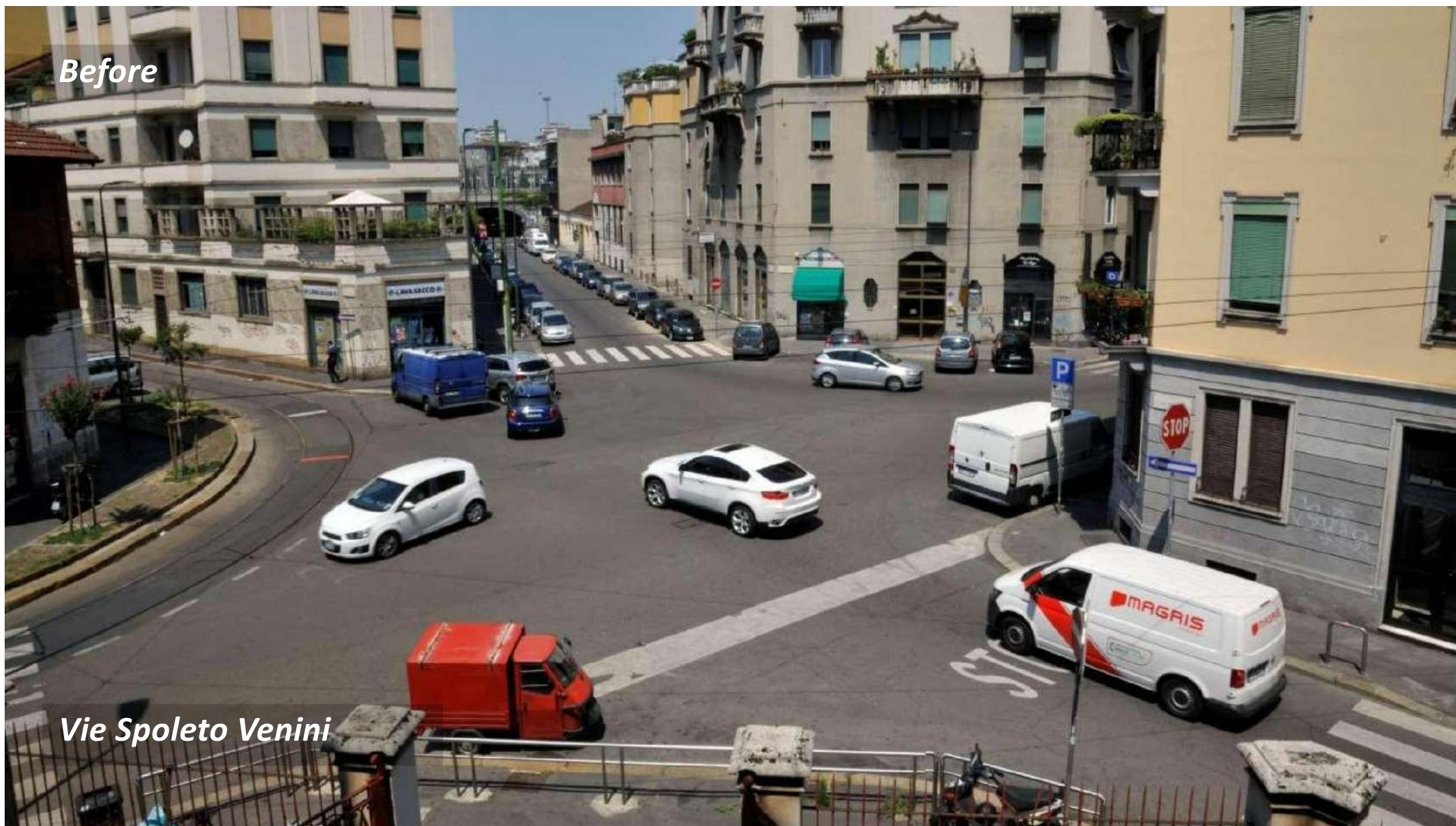
Dergano



Dergano

Before

Vie Spoleto Venini

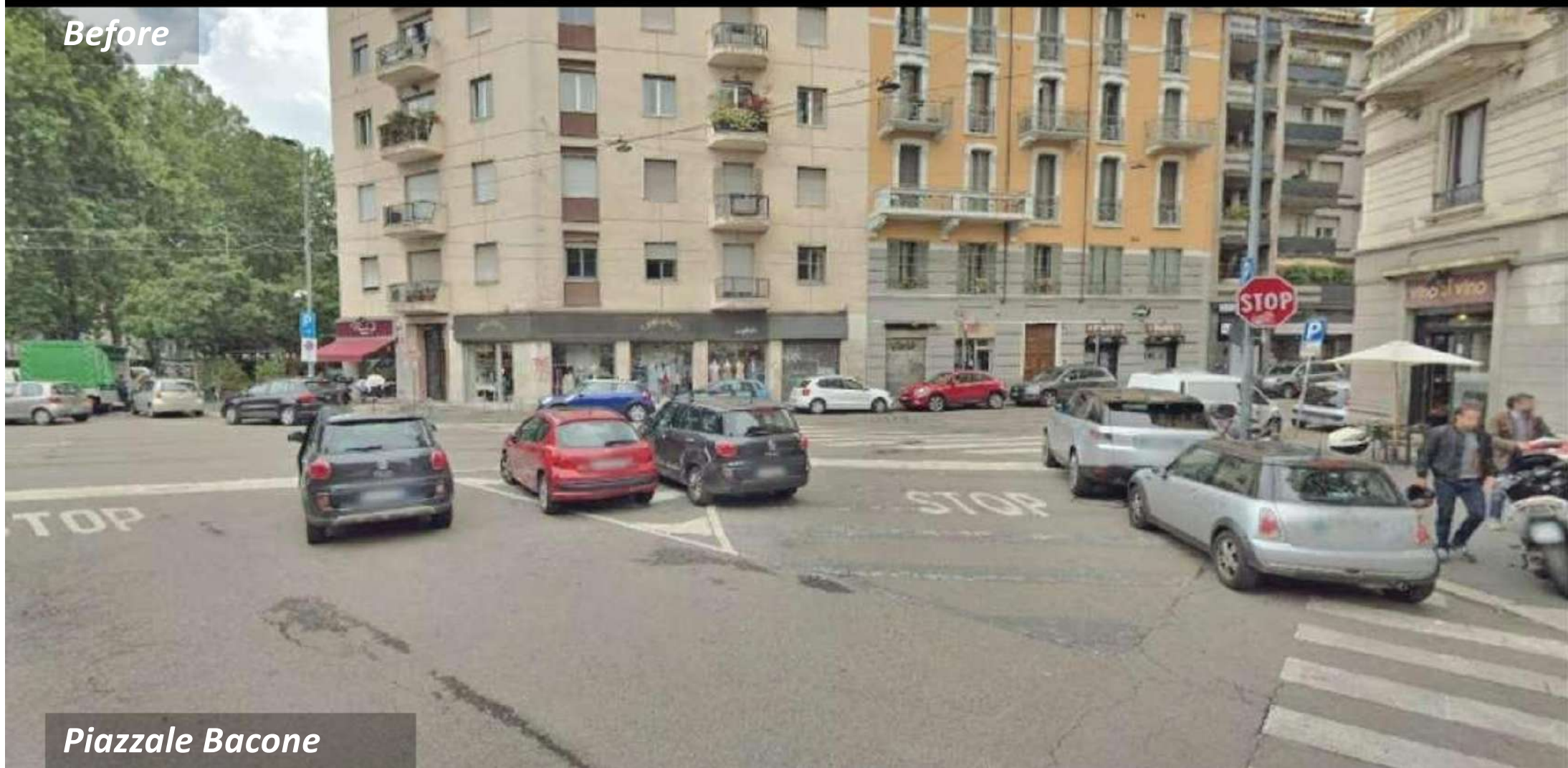


After

Piazza ArcoBalena



Before



Piazzale Bacone

After



Piazzale Bacone



Val Lagarina



New paradigms

Sustainable mobility

Ecology

Urban Quality

Social Inclusion

Piazza Angilberto



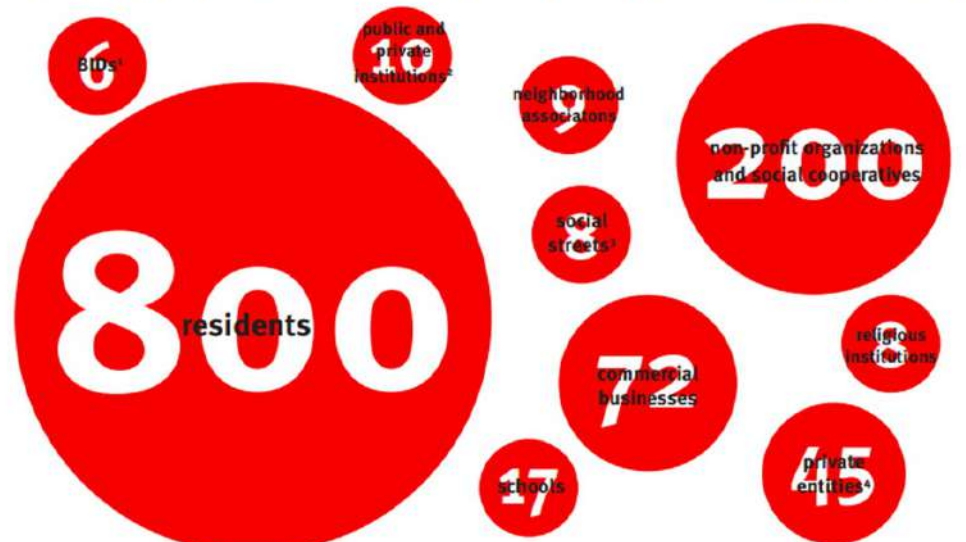
What has happened in the city over the past three years?

22.000 m ²		of new pedestrian spaces
38		tactical urbanism interventions
250		benches
310		potted plants
380		bike racks
35		tables
32		ping-pong tables

How many residents have benefited from the program?

One in two Milanese residents now have a square within 15 minutes (800 meters) from their home.

Who took part in the Call for proposals “Piazze Aperte in ogni quartiere”?



1 Business Improvement Districts 2 municipalities, museums, foundations, universities 3 residents associations 4 including many designers





Area C



- The area = 8.2 km², 4.5% of the whole territory of the Municipality of Milan
- Residents = 77,950 (42,300 families)
- Every day about 500.000 people, coming from outside, get there
- 43 access points, monitored by cameras, including 7 for exclusive use of public transport
- The charge is active Monday-Friday from 7.30am to 7.30pm.
- Payment (5€) enables vehicles to drive around, leave and re-enter the charging zone as many times as required in one day.

Area C - Objectives

Decreasing vehicular access to the Area C, therefore:

- ✓ Decreasing traffic congestion;
- ✓ Improving public transport speed;
- ✓ Decreasing the occupation of on-street parking;
- ✓ Reducing road accidents;
- ✓ Reducing pollutant emissions caused by traffic;
- ✓ Reducing health risks related to air pollution;
- ✓ Increasing the share of sustainable modes of travel;
- ✓ Improving urban center quality and attractiveness;
- ✓ Raising funds for sustainable mobility services and infrastructures.





Area C – rules and bans

Residents: the first 40 accesses (every year) are free. From 41st access onward they pay 2 €
Service vehicles pay 3 € (after registration).

Access is free of charge for **electric vehicles**, **mopeds** and **motorbikes** and **M1 hybrid vehicles** (electric-thermal propulsion) with an **emission contribution** ≤ 100 g/km. Access is always permitted for Euro 6 petrol vehicles.

Access is progressively prohibited to personal transport vehicles cat. M1 (Vehicles designed and constructed for the carriage of passengers, with no more than eight seats in addition to the driver's seat):

	2019		2022	2024	2027	2029	2030
 PETROL	EURO 0	EURO 1	EURO 2 *	EURO 3	EURO 4		EURO 5
 DIESEL	EURO 0	EURO 1	EURO 4 *	EURO 6 A-B-C purchased after 31.12.2018	EURO 6 A-B-C purchased before 31.12.2018	EURO 6 D	
	EURO 2	EURO 3	EURO 5 *			EURO 6 D temp	

* Starting from 01/10/2022

Area B – Low Emission Zone

Control of the most pollutant vehicles and control and tracking of access for heavy vehicles and for the transport of dangerous goods

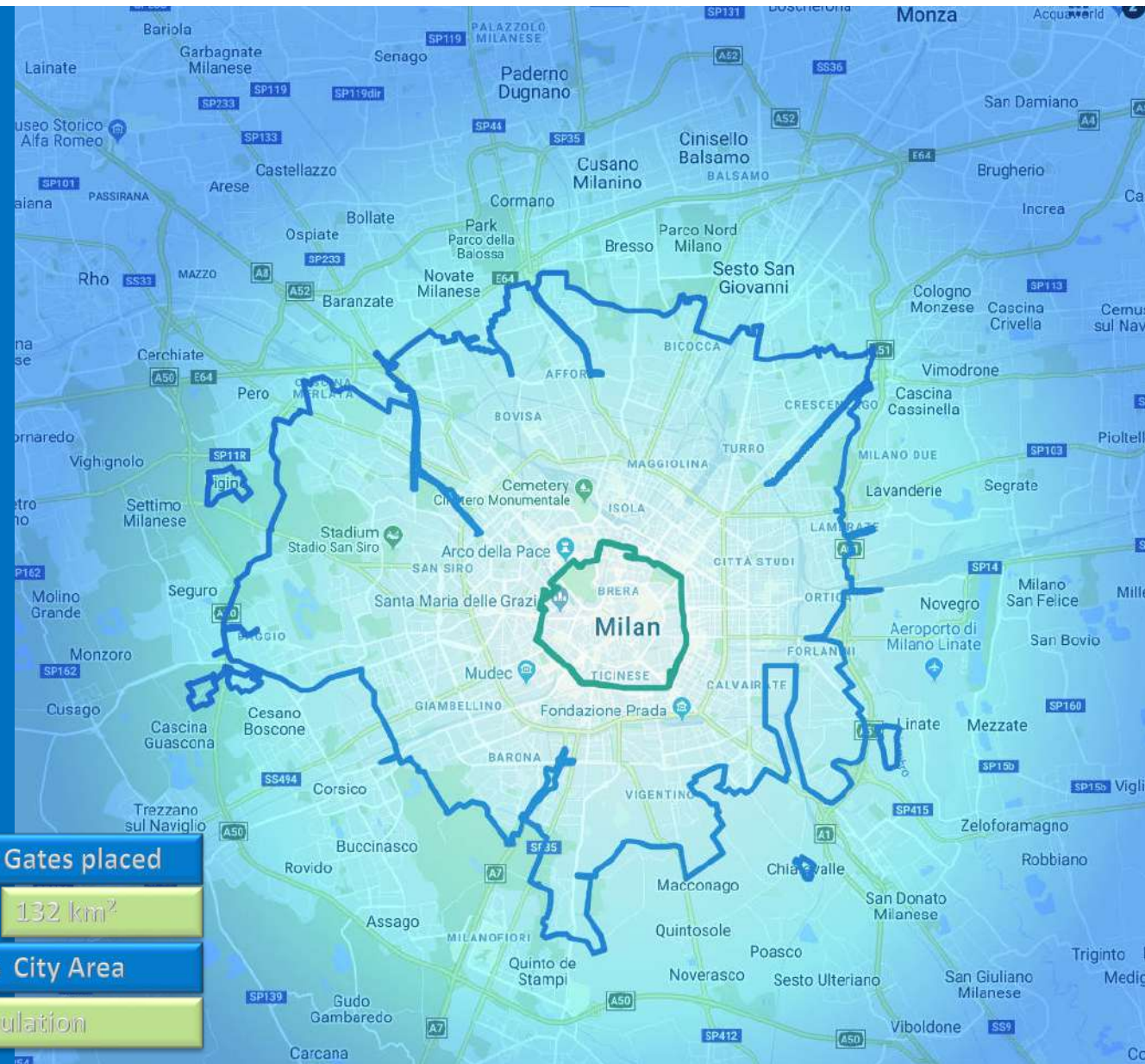
As stated in the Sustainable Urban Mobility Plan, in February 2019 the City of Milan launched the Italy's largest Limited Traffic Zone and **one of the largest Low Emission Zone of Europe**, called Area B, an infrastructure of **electronic gates** around and next to the municipal boundary. The system is set up for the **control of the most pollutant vehicles** and for the **control and management of the most heavy vehicles** and the ones used for the **transport of dangerous goods**.

188 Gates placed

132 km²

~ 70% City Area

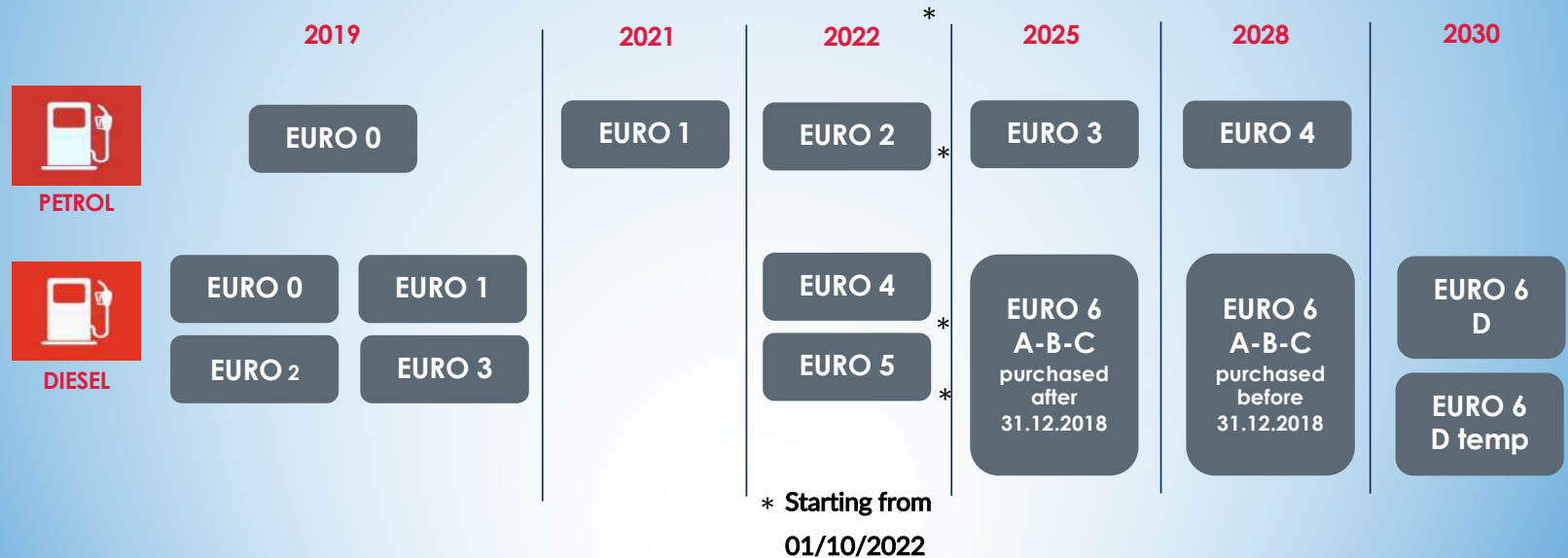
97% Population



Area B – rules and bans

As foreseen in the Sustainable Urban Mobility Plan, in February 2019 the Municipality of Milan launched the **largest Limited Traffic Zone in Italy** and **one of the largest Low Emission Zones in Europe**, called Area B, delimited by **188 gates** with cameras around the municipal boundary. The system is designed to **control the most polluting vehicles** and to control and manage the **heavier vehicles** and those used to transport **dangerous goods**. Access is always allowed for Euro 6 petrol, electric and hybrid vehicles.

Access is progressively prohibited to personal transport vehicles cat. M1 (Vehicles designed and constructed for the carriage of passengers, with no more than eight seats in addition to the driver's seat):





Comune di
Milano

Thank you for your attention

Stefano.Riazzola@comune.milano.it