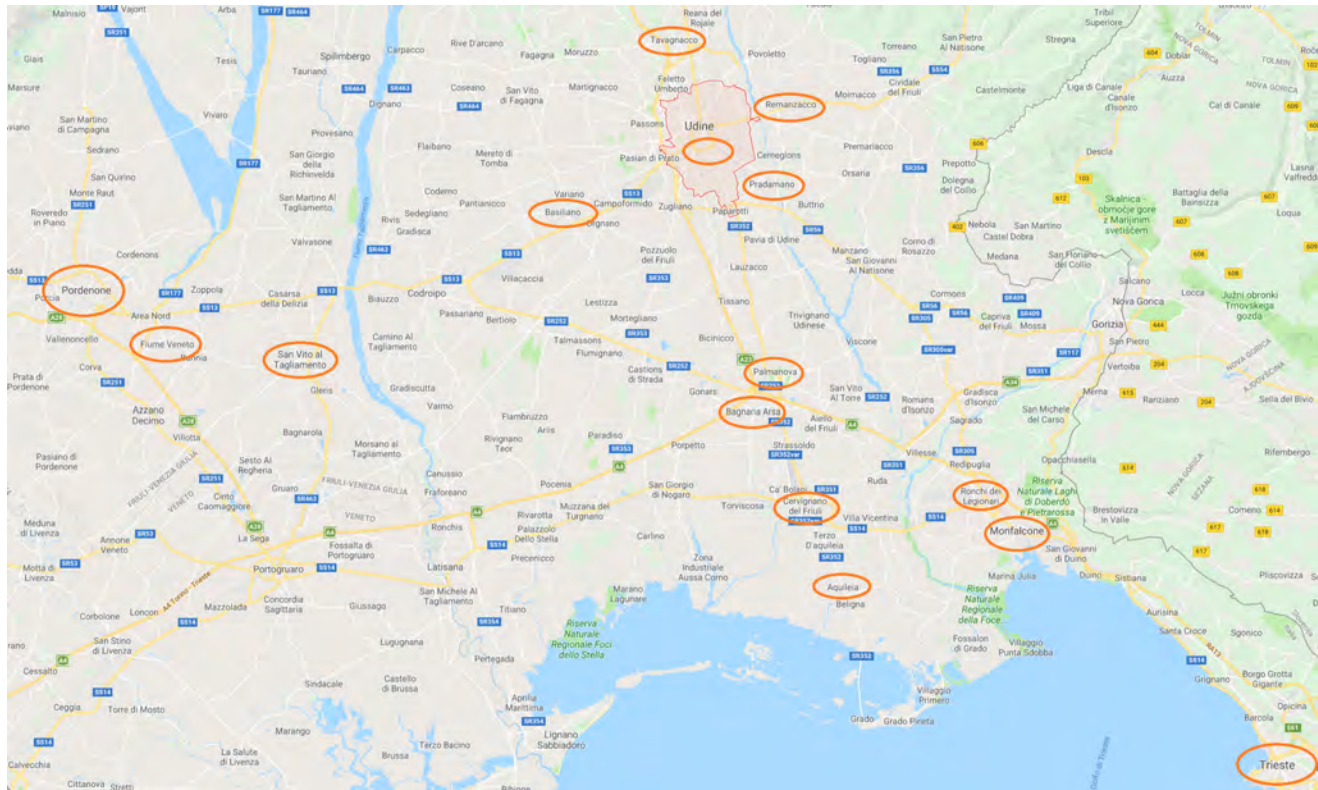


# Cycling in urban mobility planning: experiences in Friuli Venezia Giulia



- **Recuperate in centro a Udine 27 bici abbandonate**
- La polizia municipale (su segnalazione di alcuni cittadini) le ha trovate in diversi punti della città. Il sindaco: “La zona della stazione non può diventare un deposito di ferri vecchi abbandonati”
- 24 ottobre 2018

# Mobility planning

- Different modes of transport **must lead** to different networks
- Each network gives answers to **specific demand groups**
- Each network interacts with the others in specific points (**knots**)
- Problems arise in these points and when **stretch of roads coincide**

# A few cycling planning items

- **Road hierarchy:** not all roads are alike!
- **3 main types:**
  1. Main roads
  2. Pedestrian roads / residential roads
  3. Connections and links between the first two

# Main roads & cycling

- Is it necessary?
- Is there enough room and there is high traffic volume? NO!!! >>> better avoid inadequate solutions, find alternatives
- Space is enough for bicycle two lane + separation hedge >>>> ok!
- Be careful with knots!

# Pedestrian /residential roads

- How many pedestrians?
- Very many>>>>>better exclude bicycles
- Not so many>>>>>they can go together
- On 20-30 km/h roads bicycles, cars and pedestrians can go together!!!! NO NEED for bicycles lanes!!!

# Links and connections

- Specific bicycles lanes are needed
- If space is not enough, car parking must be sacrificed!!!
- Particular attention to school areas!!!



# Some CRITICAL examples

