



Rome, a cycling transformation in the making



Covid and the Cycling Revolution

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Motorization rate and road safety

620 cars x1.000 inhabitants - 500.000 motorbikes
Social cost 1,2 billion€ (404€ per inhabitants)



Motorization rate and road safety

1 fatality every 3 days and 46 injured every day

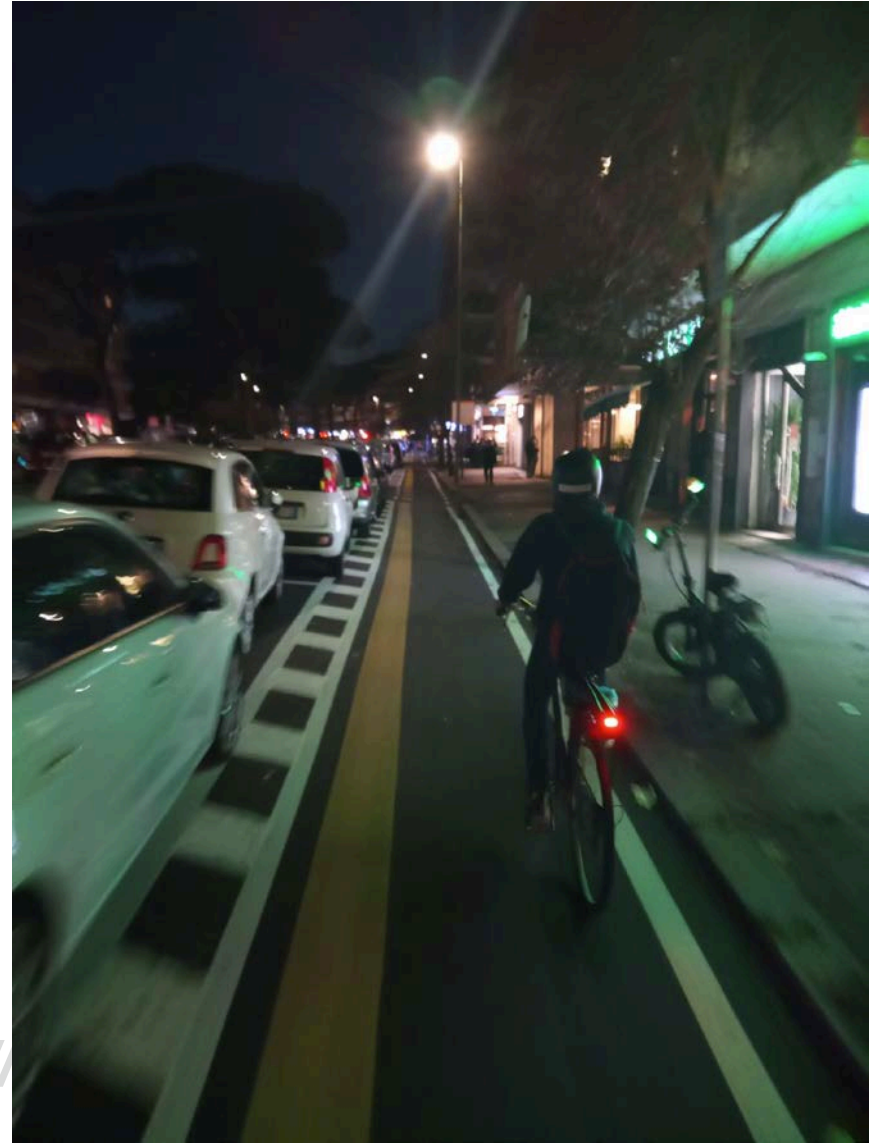
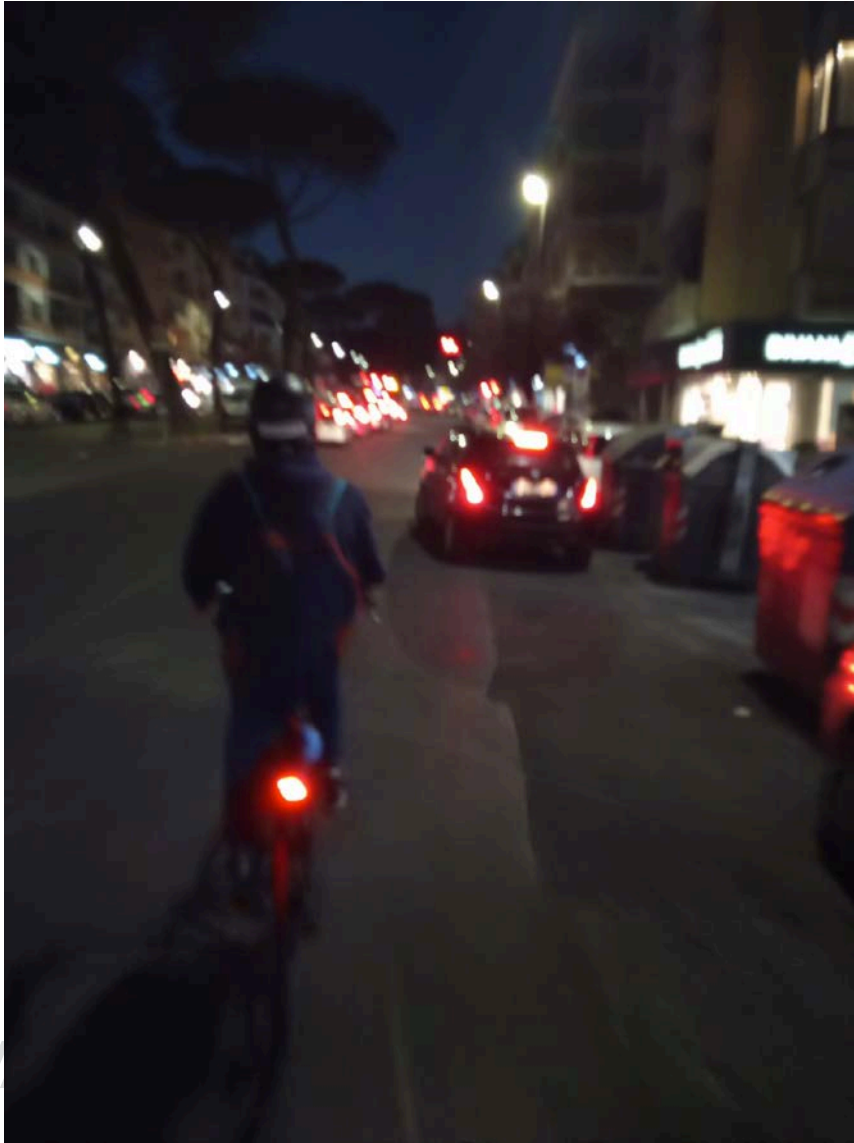


“We can’t get back to normal because normal was the problem”

Children, elderly and users with disabilities are modern canaries of our cities, if you don’t see them around you must worry!



Gregorio VII street Before and





The “silent majority” speak out

"The difference of having a #bikelane on our street can be explained by my 14yrs old son who is now able to cycle back home alone from school. Fancy talking about the future of our children, i can introduce you to my son” Michelangelo, father and urban commuter



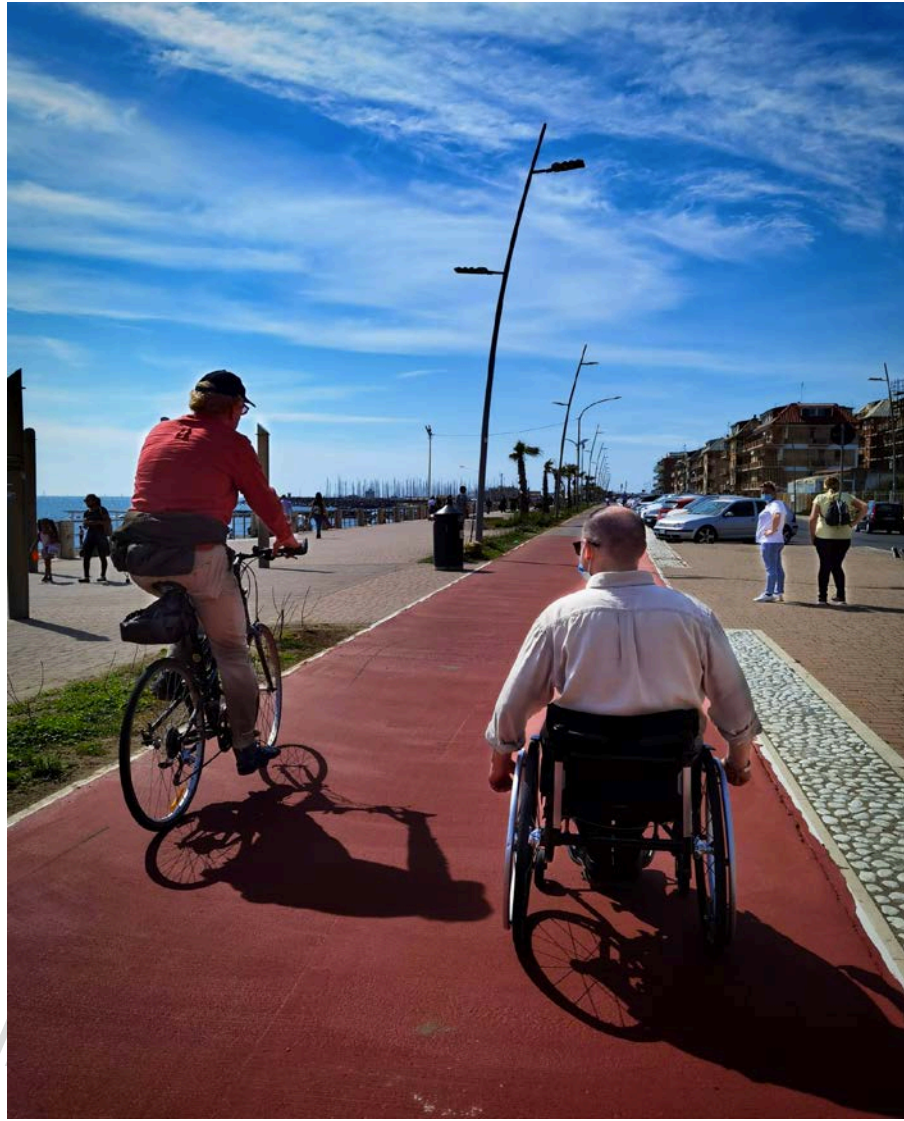
Gregorio VII



Gregorio VII



Restoring people's dignity



Tuscolana bikelane - Fair road space allocation example



Tuscolana bikelane – After





Included as a best practice example by NACTO in the *“Transit stops and access session”* of the Streets for Pandemic Response and Recovery guide.



Modal Conflict Avoidance



Modal Conflict Avoidance



The role of Active Mobility

Some men fight for silver and some men fight for gold but #Cyclists and #Pedestrians are fighting for the land that the motorists stole!



Cyclists had 84% lower CO2 emissions from all daily travel than non-cyclists.



Contents lists available at [ScienceDirect](http://www.sciencedirect.com)

Transportation Research Part D

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The climate change mitigation effects of daily active travel in cities

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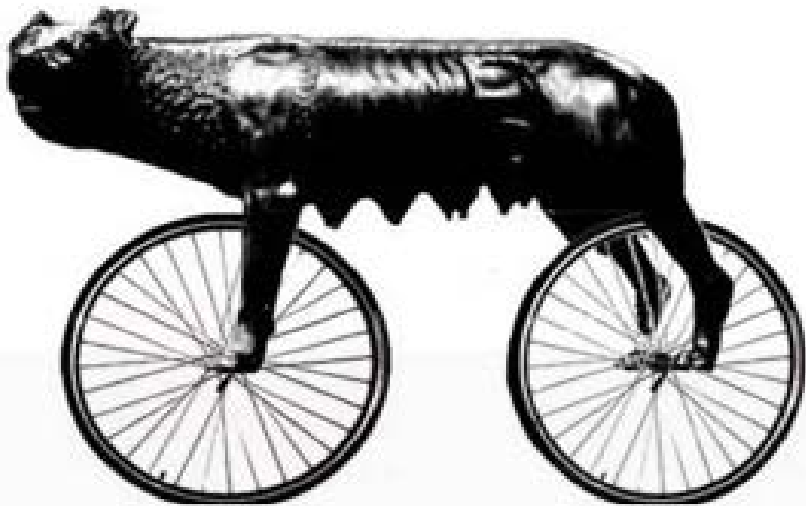
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The Transitory Plan

A Cycling transformation in Rome

How to make our city one of the 10 Handshake's Future Cycling Capitals through the planning of 150 km of transitory bike-lanes



This is HANDSHAKE

100% Partnership and Collaboration



Bringing together 13 EU Cities to share and inspire cycling excellence



ISI NOVA



MOBIEL21
SETTING PEOPLE IN MOTION

DECISIO
ECONOMIC RESEARCH

**Urban
Cycling
Institute**

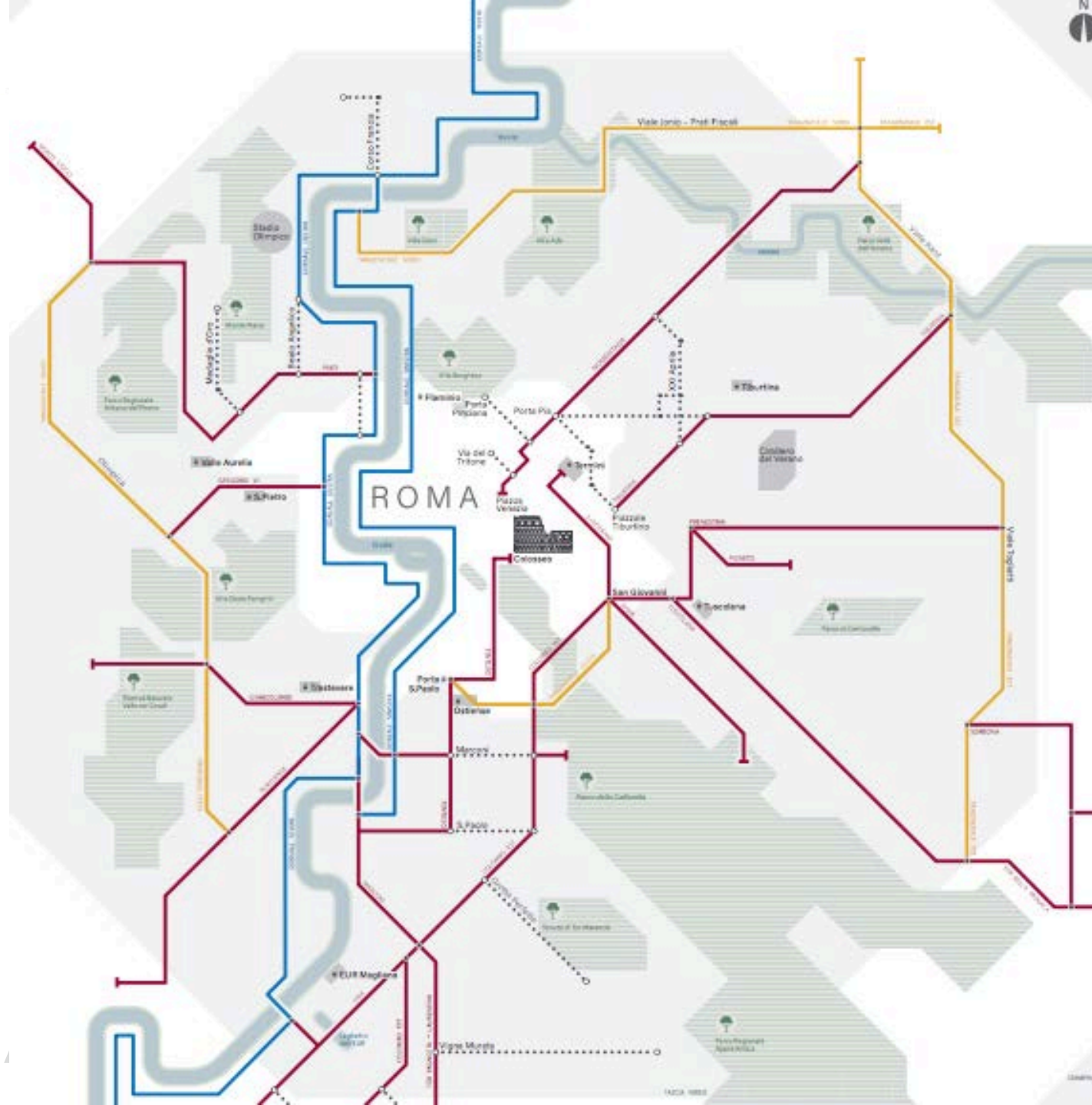

Vélo Mondial

**Budget
3.2 Meuro
Lenght
150km**




Legenda

-  **Ciclovia urbana**
Urban cycle path
-  **Ciclovia tangenziale**
Ring road cycle path
-  **Lungotevere**
Tiber waterfront
-  **Connessioni**
Connections






The vision behind it

- Identify road axis and connect them with the current cycling network
 - Intercept the post lockdown growing cycling flows
 - Focus on systematic journeys
 - Be agile, quick and smart
- 



The vision behind it

- The plan took also inspiration from the PumsRoma as well as the Handshake project
 - Bike to work trips must be prioritized through a fair balance between operating speed and budget availability
 - Isole Ambientali need to be seen as complementary to the plan
- 

Undoubtedly perfectible..

Transitory bikelanes proved to be safe and reliable. Most importantly they will remain in place!



Strade Scolastiche

17 schools involved

DAL 20 APRILE 2021 PARTE LA SPERIMENTAZIONE



STRADE SCOLASTICHE



Largo alle bambine
e ai bambini.

ROMA



mobilità

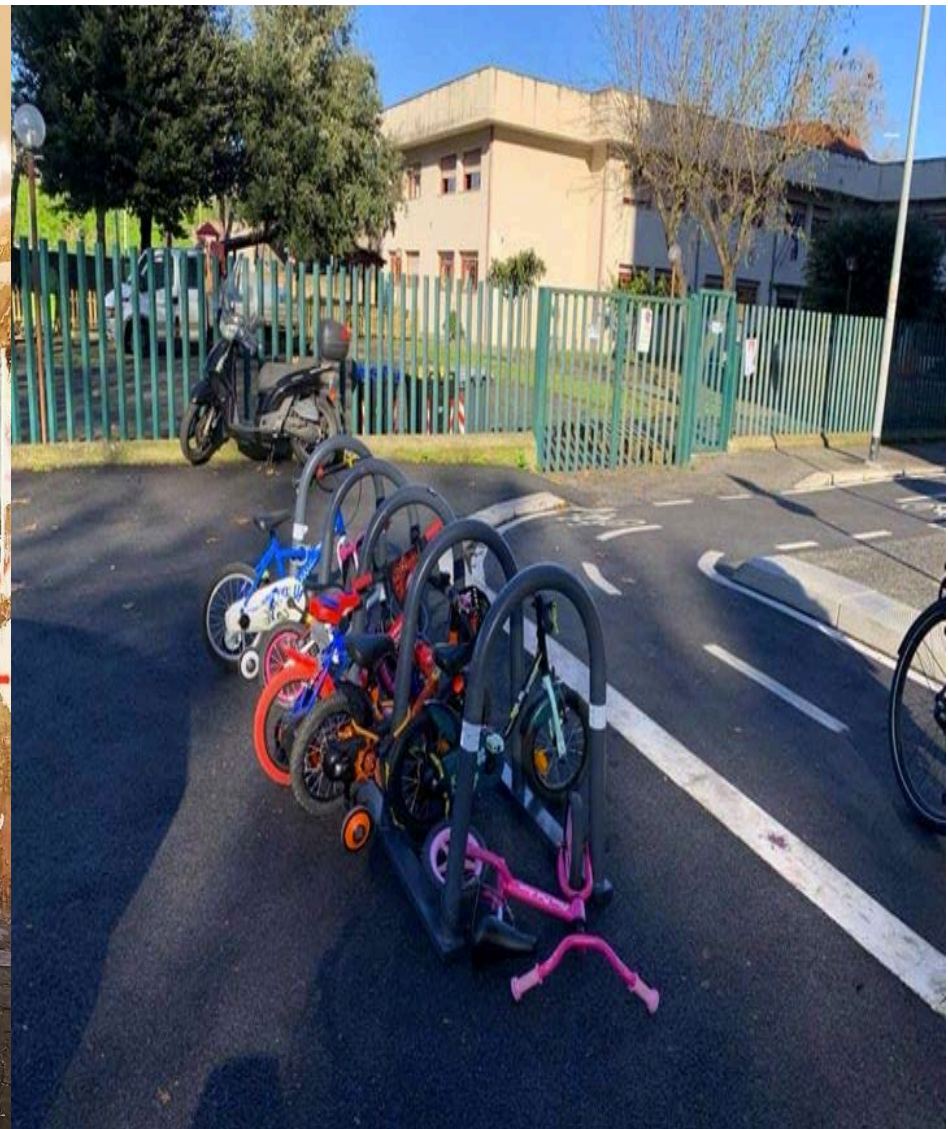
ROMA



When school bus meets school streets



More than 2000 bike racks



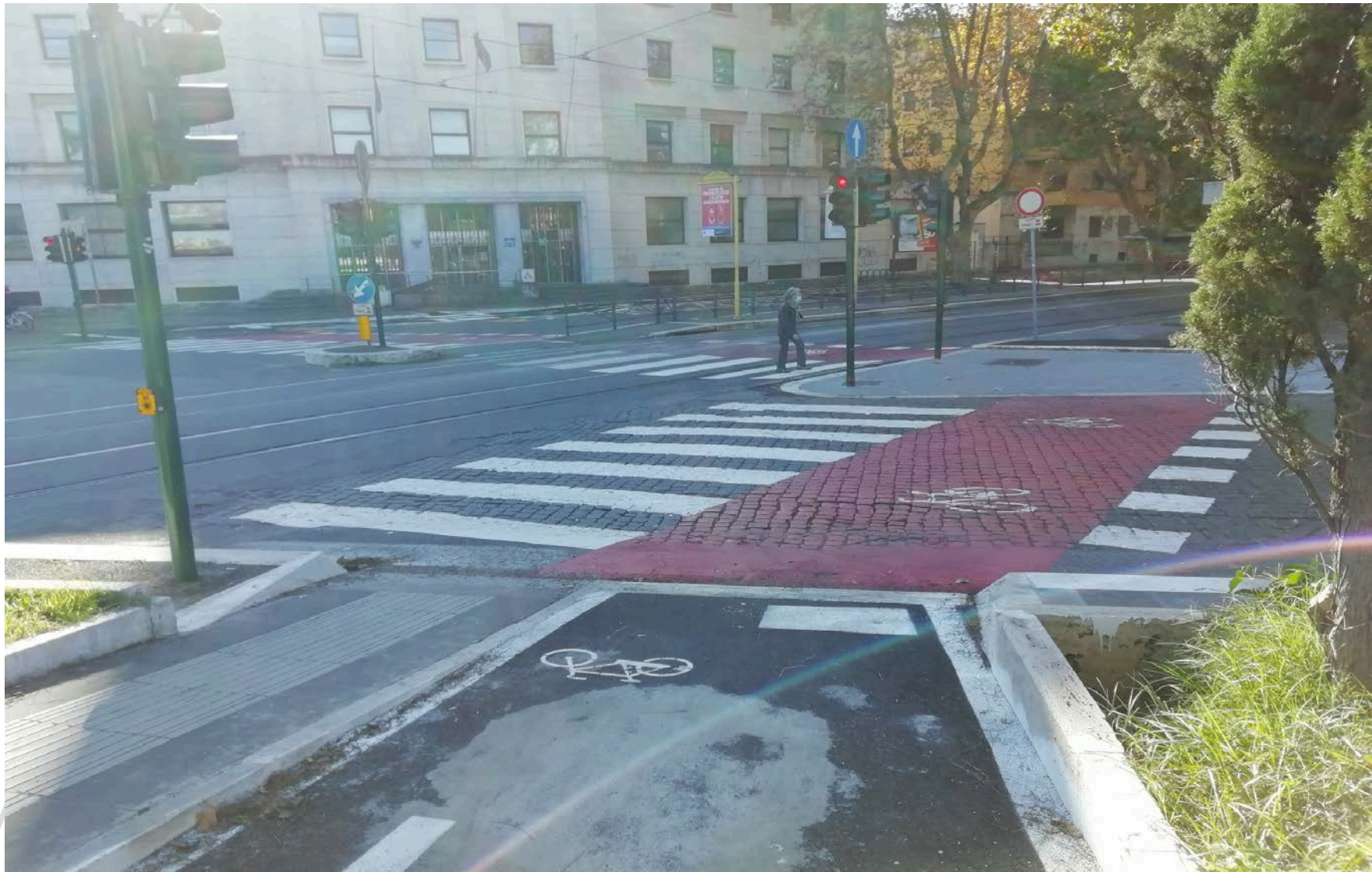
Taranto-La Spezia bikelane



Taranto-La Spezia bikelane



Via delle Milizie bikelane





Trafoiro Before-After



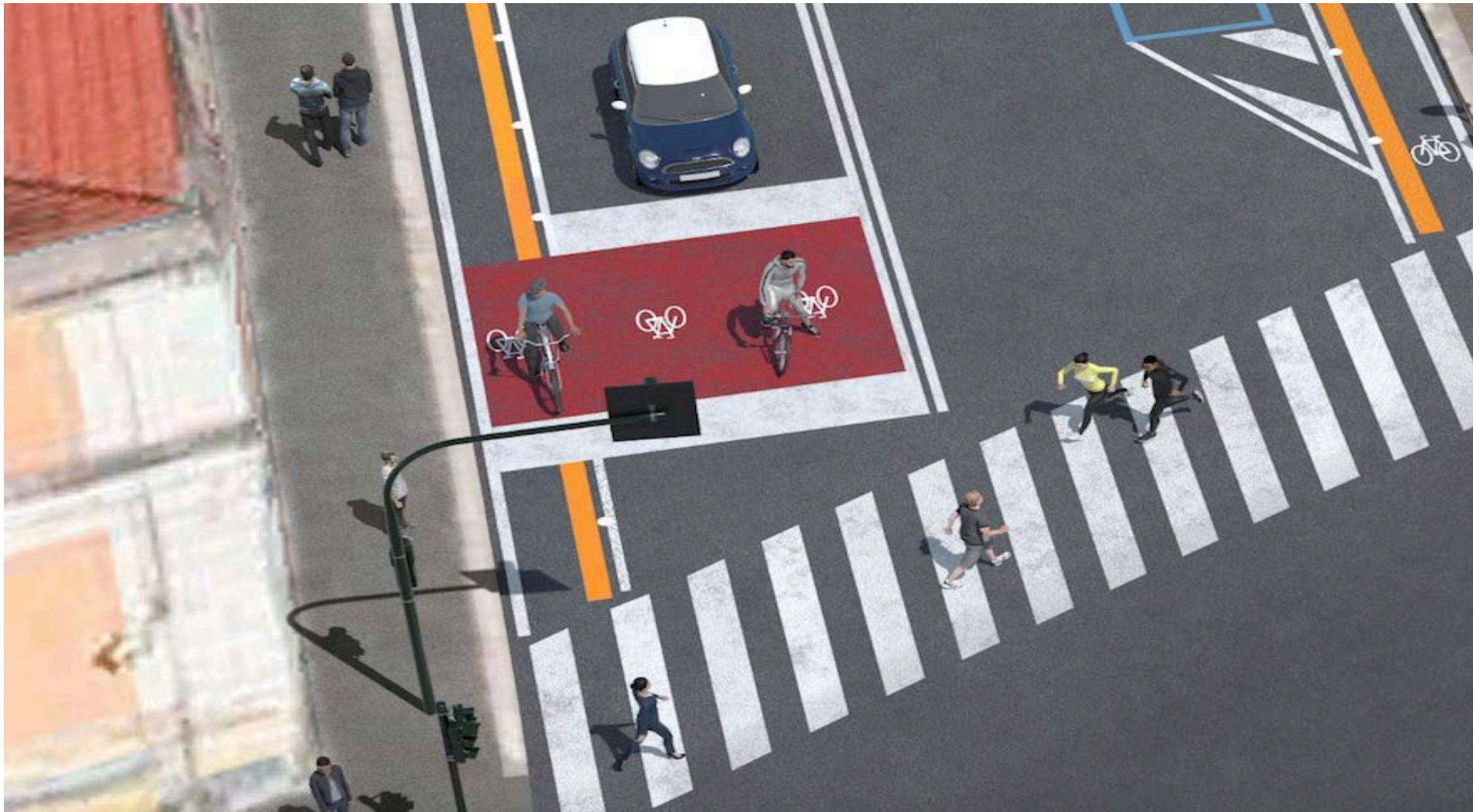
Tuscolana Before-After



Prenestina



1° Bike box example in Rome



And it works just fine



Shark's teeth road markings



Shark's teeth road markings



GRAB La ciclovía Romana

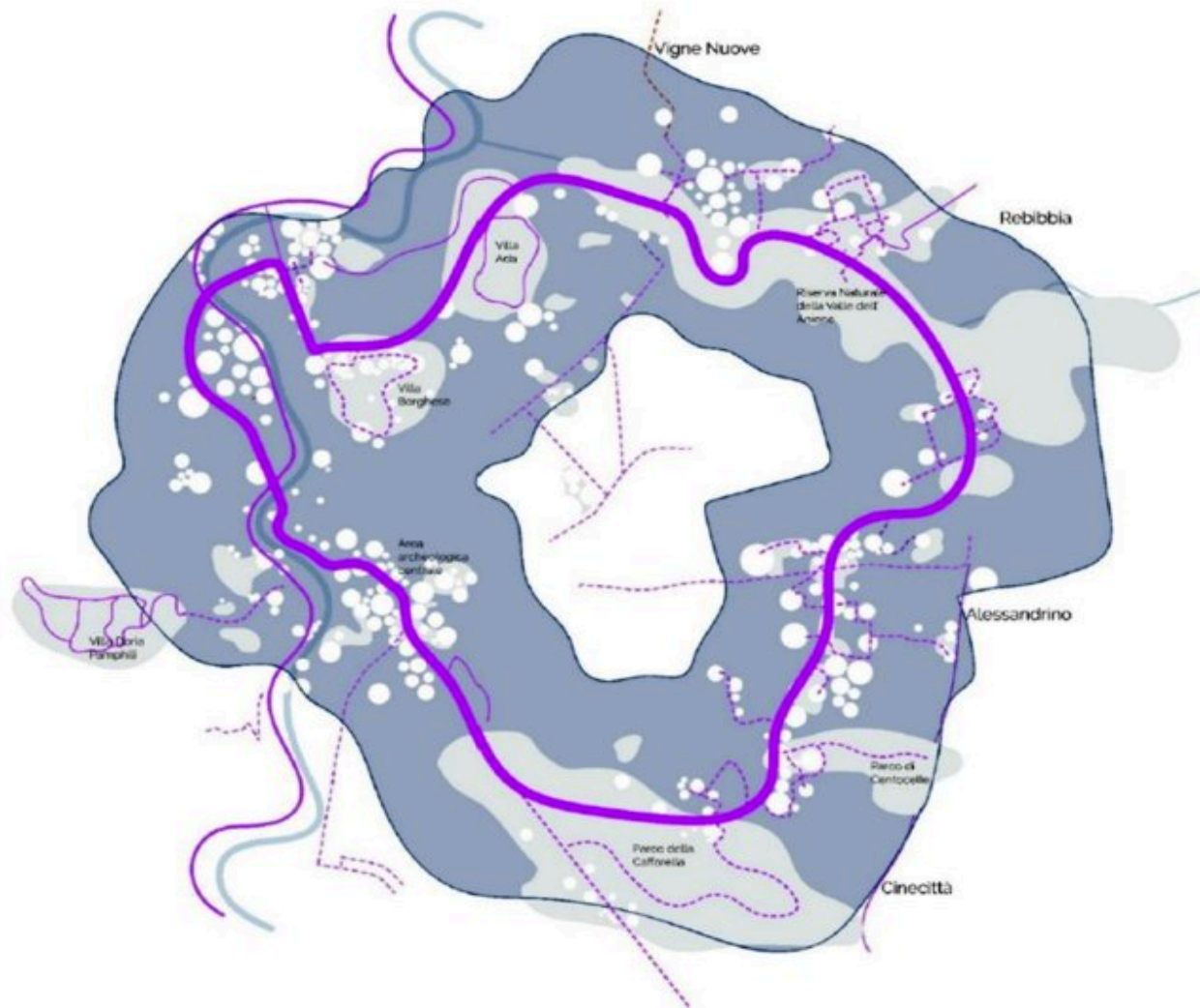
Ciclovía Turistica Urbana di Roma

Il progetto per la prima Ciclovía di Roma prevede la realizzazione di un anello ciclabile ad alta accessibilità.

Si tratta di **un'infrastruttura complessa** finalizzata non solo alla valorizzazione dell'offerta turistica ma anche all'aumento dell'accessibilità urbana ampliata, e alla diffusione di modalità di spostamento più sostenibili e salutari, anche di scala locale.

Il progetto di Ciclovía si differenzia da quello di semplice pista ciclabile perchè il suo tracciato dialoga con la città che attraversa, avviando **processi di valorizzazione e riqualificazione** degli spazi fisici della città oggi trascurati, abbandonati, degradati.

Spazi di eccellenza e funzioni urbane quotidiane sono intercettati e messi in rete dalla Ciclovía anche grazie alla massima interconnessione che il tracciato ha con le altre infrastrutture della «mobilità dolce» - piste ciclabili, esistenti e di progetto - e la rete di TPL, con particolare riferimento a quella su ferro.





GRAB La ciclovia Romana

- 45-km long, easily accessible cycling and pedestrian ring will extend throughout the city.
- Improving connectivity between neighbourhoods and providing a dedicated and safe space for active travel for everyone.
- Being “light” infrastructure, its construction will also have a small environmental impact.



GRAB and the Handshake experience will be presented at Velocity 2021



+65km so far
#PedalaPerRoma

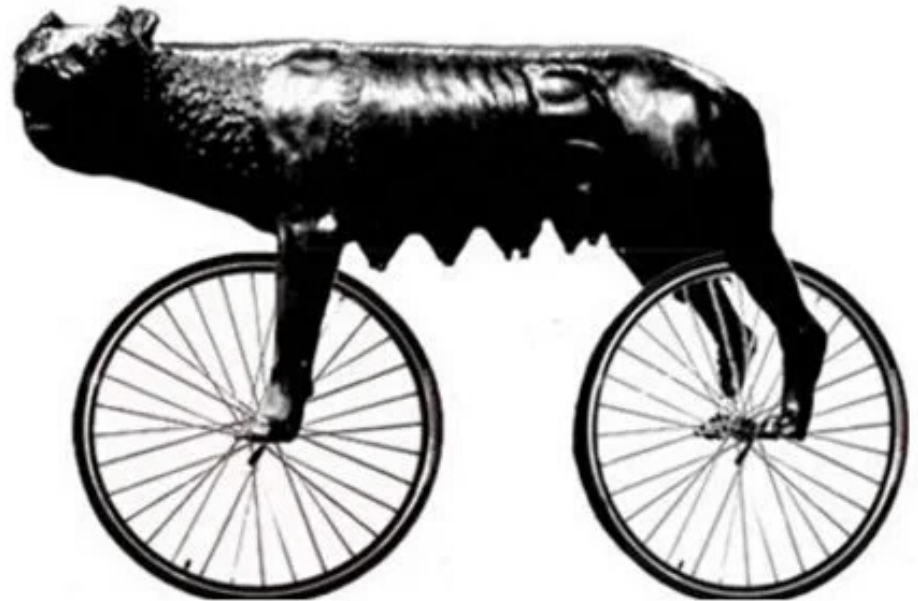


***Rome is the world's biggest
open air museum, get out of
your car and ride a bicycle. Wise
up and enjoy the sweet smell of
freedom. #PedalaperRoma***



Spending on bikelanes is a *NO REGRET* investment

AUTONOMY



@francis_rojo_
@romamobilita
@pumsroma
@handshake_eu



