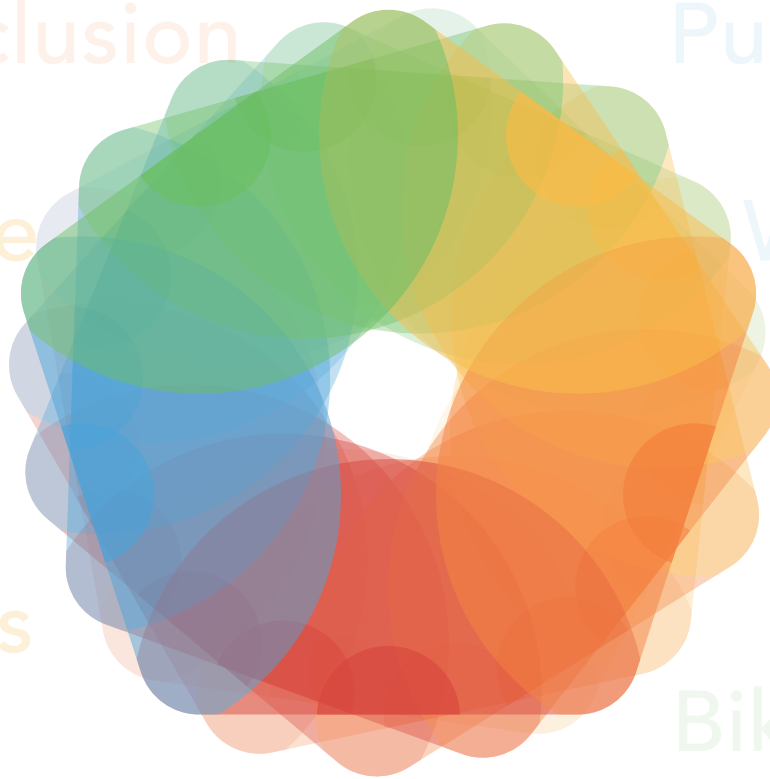


Bologna

ad altra velocità



SUMP

Sustainable Urban Mobility Plan
of metropolitan Bologna



PUMS

**BOLOGNA
METROPOLITANA**

Sustainable Urban Mobility Plan

Summary

**The SUMP of Bologna
is the first in Italy
– and one of the few
in Europe – to deal
with a whole
metropolitan area**

Virginio Merola

The metropolitan City and the Municipality of Bologna, together with the 7 Municipalities Unions which compose our territory, decided to face the issue of **sustainable mobility** as a unique team.

Among the objectives that Bologna has included in its own Strategic Metropolitan Plan PSM 2.0 namely **sustainability, attractiveness and inclusion**, the former contains the deepest meaning, as well as the hardest challenge: **to improve a healthier environment by reducing the emissions of greenhouse gases**.

With the SUMP, our goal is to **redesign the future of Bologna metropolitan mobility**, bringing about important reduction in private vehicles, replaced by **non-polluting means of transport** (such as bicycles or walking), guaranteeing a better service of public transport mainly supported by the Metropolitan Railway System SFM, Tram and Metrobus.



The future of mobility must bring about an ultimate change in our way of life.

Bologna is aware and wishes to become an european city with its own specific identity.

The SUMP is a fundamental step to fulfill this vision.

Ennio Cascetta

The environment is in danger.
The future of our planet requires a new
and widespread sense of responsibility.
Everyone must be strictly involved in this
huge and historic challenge.
Bologna wants to get through, and the
SUMP is its representative manifesto.

Today sustainable mobility (walking,
cycling or public transport) represents less
than 40% of the ways of travelling. The
SUMP aims to overturn this percentage
and get the **60% of sustainable
movements within the metropolitan
area**, over the 70% in Bologna City center
alone.

Ultimately, **Bologna wants to put itself
forward as a national and European
champion of sustainable mobility**,
and wants to do it not only by showing
numbers, but also - and above all -
through each and every individual,
associative and administrative action
concerning the SUMP.



**Bologna has in its
own civic DNA the
energy to challenge
the future and bring
about a change.**

The SUMP challenge

Bologna SUMP originates from the fulfilled need to **put people - and not vehicles - at the heart of the transport system**, developing innovative solutions able to solve critical issues of Bologna mobility system throughout the metropolitan area. Solutions that encourage **new mindful life-styles** and active mobility, thus meeting the double and complementary need of ethical and regulatory nature: reducing the emissions of greenhouse gases, smog and road accidents; ensuring a sustainable and efficient mobility system, a progressive vehicle fleet decarbonisation and the transition to the electric.

From a moral point of view, the increasing attention to sustainability brings us inevitably towards a new mobility paradigm based on the **improvement of public transport services and on**

their integration with wide and safe networks, fit to pedestrian and cycling mobility for a widespread territorial cohesion and effective social inclusion. From a regulatory point of view, the targets set by **PAIR (Piano Aria Integrato Regionale)** show the real need to improve mobility measures and policies able to reduce traffic air pollution in the entire metropolitan area.

SUMP vision is grounded on these basic principles, in order to **elevate the metropolitan City of Bologna as a more attractive territory** thanks to higher levels of urban quality and livability.



The aim is to strengthen both the cohesion and the attractiveness of the territorial system as a whole, as well as the role of Bologna City as an international capital. This theme sets off some food for thoughts.

First of all, the emphasis given to the concept of **attractiveness**, since its meaning is not usually related to the mobility subject; it is rather to be considered as the capacity of the socioeconomic and territorial system to emerge in a competitive way in respect of life quality, standard of services for people and companies, as well as tourist services at a national and European level. In this perspective, mobility becomes not the purpose, but the means to realize this vision, while the monitoring activity come to control – in the mid and long term – the results of programmed actions, the achieved benefits and the necessary balancing measures, also through an info-mobile information system.

The second reflection deals with the concerned territorial area, that includes

the entire metropolitan city.

This important strategic impact involves a solid and proactive approach from all the municipalities, in order to progressively achieve the targets and objectives of the Plan. The aim is to satisfy, with the same level of care and attention, the possibility and the right to express mobility needs from all the territorial realities, improving - case by case - the most suitable solution for that peculiar area.

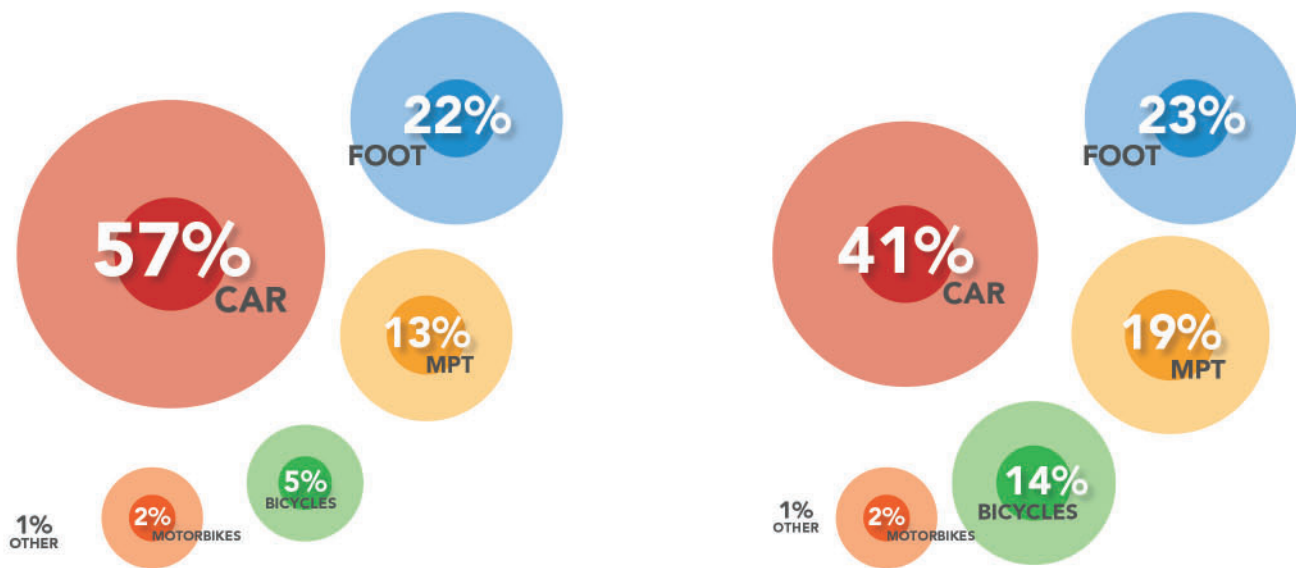
The third aspect is the explicit reference to **urban quality and livability** as icons to improve the attractiveness of the metropolitan City of Bologna.

According to the European Guidelines for SUMP, the way opened by their vision places at the center not merely the traffic rationalisation, but **the citizens, their rights and their needs for health, safety, work, education, accessibility, social inclusion and leisure free time.**

This will allow them to move around easier, in a modern, efficient and healthier way.

At a different speed.

Goals

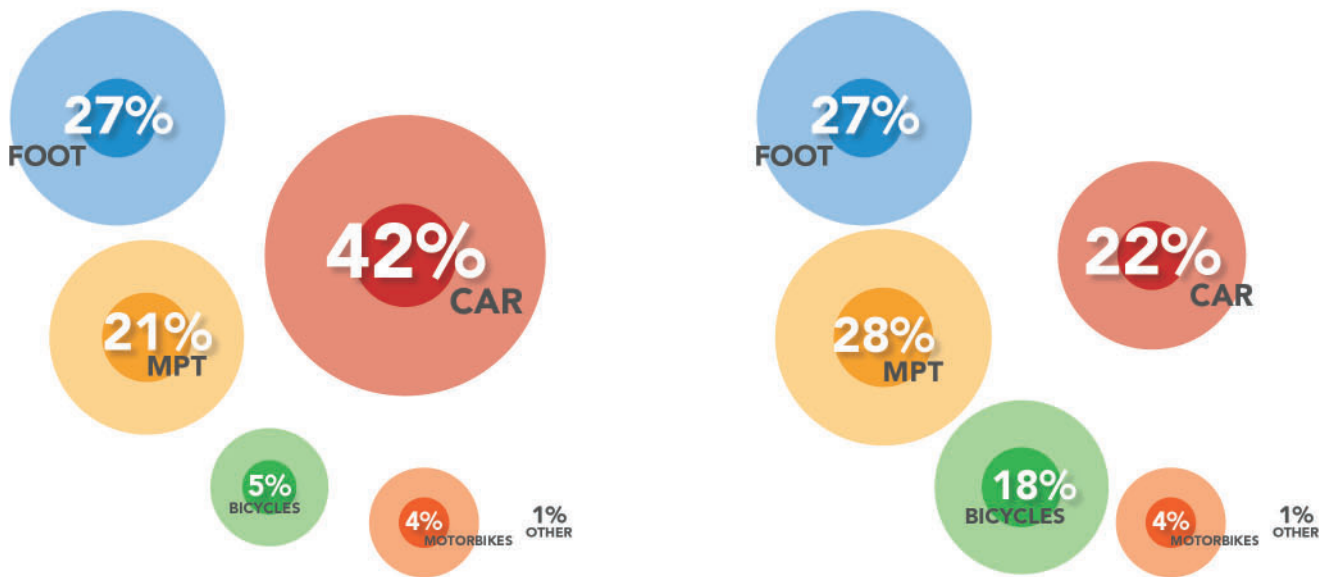


Metropolitan City of Bologna

2016

2030

Bologna City



ACCESSIBILITY

To ensure a high level of accessibility to **facilities, services and transport networks**

CLIMATE PROTECTION

To observe international **climate protection** objectives

AIR QUALITY

To observe international **air quality** objectives

HIGHWAY SAFETY

To reduce the road **accident** rate of **50% by 2020**

LIVABILITY AND QUALITY OF LIFE

To boost the **cohesion** and **appeal** of the metropolitan territorial system and its international role

New mobility styles decided together with stakeholders and citizens

The objective of the SUMP plan is the reduction of traffic emissions in 2030 by 40% compared to 1990 levels; it is in line with what is proposed by the European Union to guarantee the compliance with the Paris climate agreement. Its targets have been shared by over 6,000 people from associations, organisations, companies and informal civilian groups, who have all contributed actively to the creation of the Plan, backing the SUMP's guidelines and direction of choice since its inception in 2016. These guidelines have now extended this objective to the entire metropolitan area instead of just the built-up area identified by the PAIR. The ambitious objective of the Plan is in turn divided into four general objectives: **accessibility**, **climate protection**, **air pollution reduction** and **road safety** all of which contribute to the fifth general objective which aims to make **the metropolitan City more attractive and livable**.

The SUMP focuses on people, their rights and needs, for the development of a sustainable mobility that have the **quality of infrastructures, transport services, the livability of the city spaces and structures as key principles**. The **five general objectives**, that the SUMP sets, aim to grant suitable level of service for citizens and companies that live and are busy in the metropolitan territory.

- 40 %

Reduction of greenhouse gas emissions from traffic by 2030

2030

1

+50.000 km

Increase in the distance travelled on foot within the metropolitan area by 2030

20%

Pedestrian space extended over an area equal at least one fifth of the historic center of each municipality of the metropolitan area by 2030

23%

Percentage of walking on the total numbers of travels made in the metropolitan area by 2030

27%

Percentage of walking on the total numbers of travels made in Bologna by 2030

+1 Mln km

Increase in the travel distance travelled by bicycle in the metropolitan area by 2030

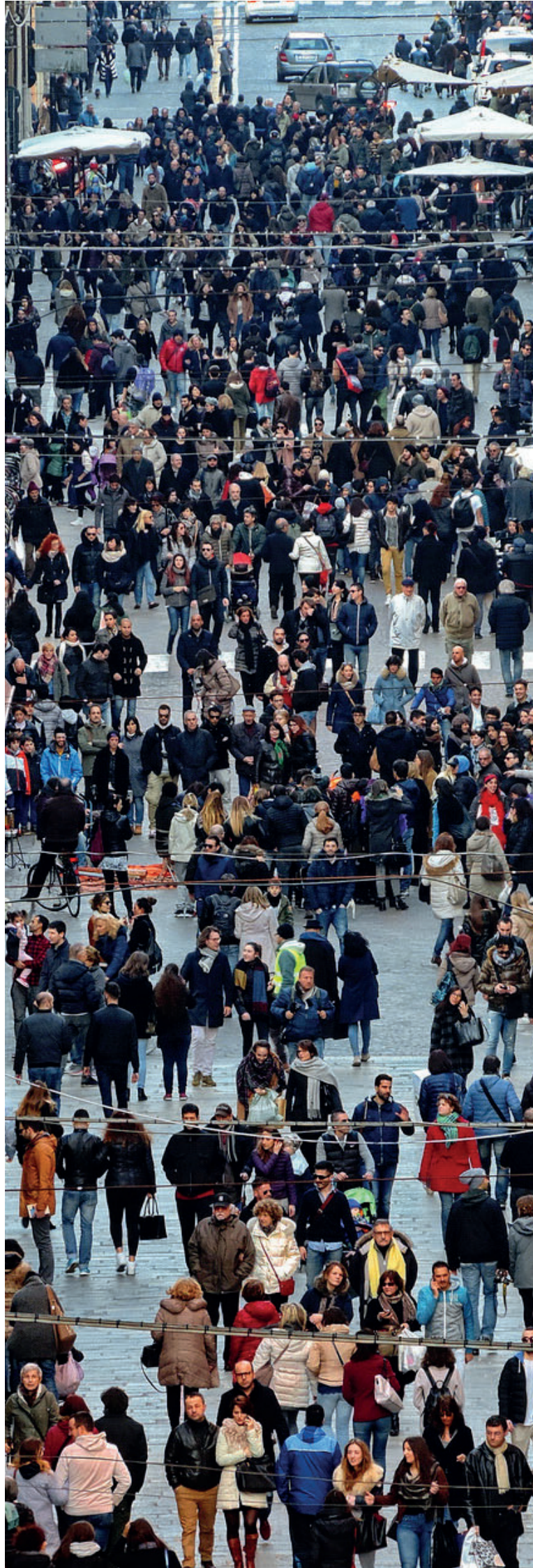
+18

New major metropolitan cycling routes for daily cycle mobility

#WALKING

#CYCLING

#PUBLICTRANSPORT



With the new speed it's easier

🏠 Walking

Streets, squares and - neighborhoods - where it is easy to walk around, will increase the liveability and healthiness of the urban area, contributing to **individual and collective well-being**, reducing smog and noise, encouraging active mobility through short daily journeys to work, study or leisure activities and a better and more democratic sharing of public spaces.

In order to give solid pillar to the human dimension of mobility – in a progressive way and starting from the areas with the highest density of services, commercial, cultural and sports activities and places of tourist interest – **the networks of sidewalks and pedestrian areas will be amplified. They will become more linear, continue, accessible, free of architectural obstacles and barriers, aesthetically more attractive**, thanks to high quality - and above all safe - urban installations, along with actions to foresee and reduce potential situations of risk and conflict through a variety of means of transport near intersections and crossings.

Throughout Bologna and its metropolitan area, as long as the new pedestrian areas in the historic center with accesses controlled by CCTV, there will be **environmental Limited Traffic Zones (LTZ), and privileged Pedestrian Traffic Zone (PTZ)**. By 2025, in urban residential streets the **maximum speed limit of 30km/h** will be gradually introduced (with a limit of 10km/h in those areas close to schools and with children and elderly); also, a 50km/h limit will be maintained on the main roads.

Walking is an extraordinary natural remedy that brings many benefits for those suffering from hypertension, diabetes, stress and obesity. 10,000 steps a day (around 7 km) is the recommended distance that one should walk daily launched years ago by the World Health Organisation. Nevertheless, even shorter distances, are useful to counteract sedentary habits.

With the new speed it's easier

Cycling

Transforming the bicycle into one of the main means of transport in the metropolitan area contributes to a more efficient, healthy, clean, safe and economic use of the urban space. In the metropolitan area, half of the journeys are under 5km and from these distances, easily cyclable, the challenge is to bring about an ultimate change in habits and mobility styles.

To stimulate the shift from steering wheel to handlebar, two integrated cycling networks will be complete by 2030.

The first, for daily journeys, will be extended the current 246 km to 944 km, mending and at the same time improving the existing routes. The 18 major radial and transverse routes will connect the main urban areas of the metropolitan city with each other and with Bologna. Moreover, we will ensure a more convenient possibility to switch from bicycle to train, BRT (Bus Rapid Transit) or tram, thanks to the opening of the cycle park and cycle-stations in the new mobility hubs, as well as an extension of the services that allow you to bring your bicycle on trains.

Cycle network development

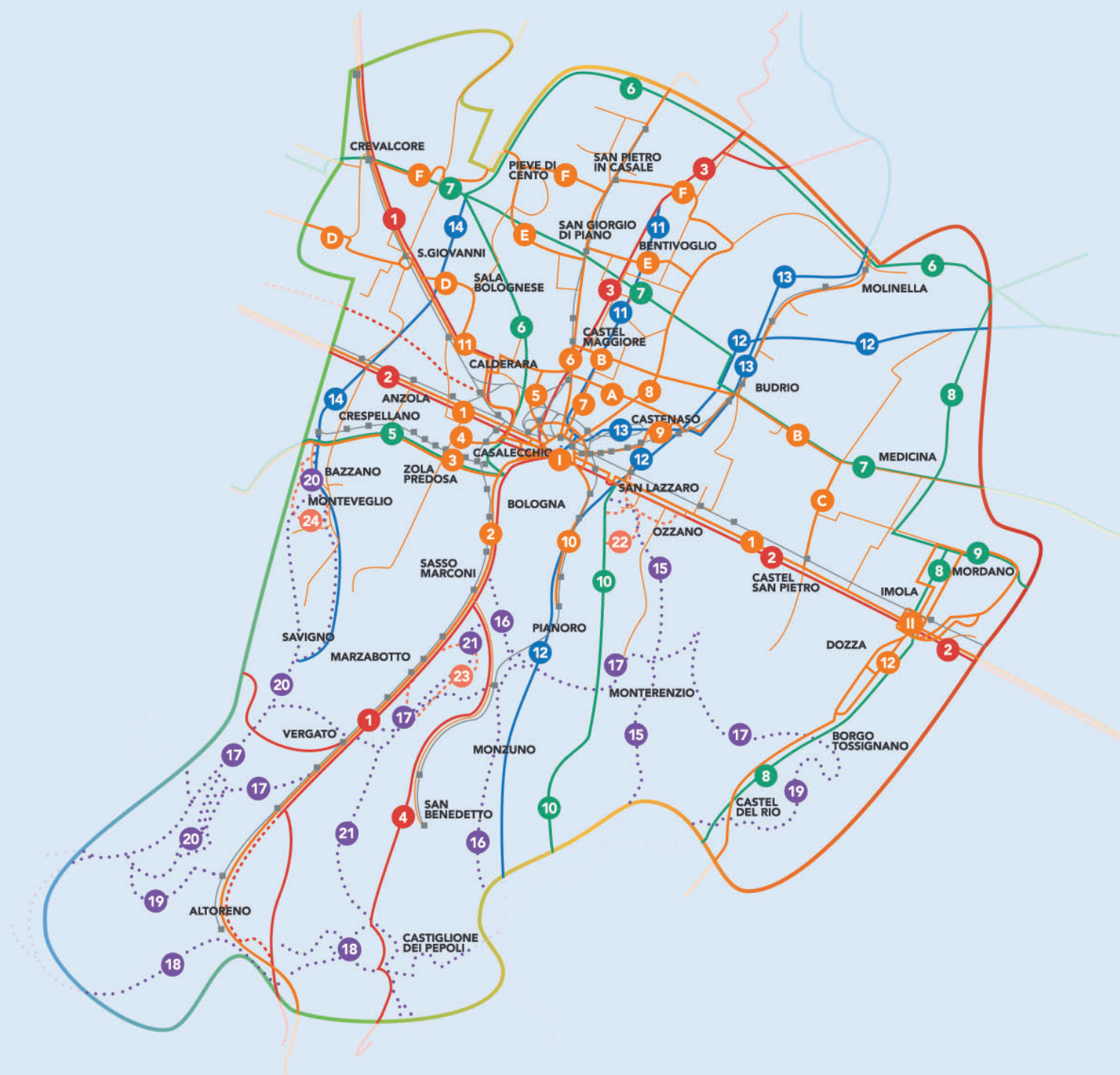
246 km
existing

160 km
funded

538 km
to be fund

+698 km
to cycling
mobility





Daily Cycle Network

- Strategic network
- Integrated network

Tourist Cycle Network

- International and national cycling itineraries
- Regional cycling itineraries
- Metropolitan cycling tourist itineraries
- Hiking routes
- Parks cycle-paths



Thanks to the new tourist cycle network, linked to the previous one, throughout the entire metropolitan area there will be an implement of **routes of European, national and regional interest**, -already planned in the territory to guarantee the possibility of long hiking itineraries for leisure and cycling holidays.

Together with the growth of infrastructures, it is planned an expansion of **bike-sharing**, cycling support services, strong anti-theft actions, facilitations and incentives for bicycle cooperatives and e-bike purchase.

According to one of Italy's largest environmental agency (Legambiente), the Emilia Romagna's **"Bike Domestic Product"** is around 900 million Euros per year. This figure has been stimulated by calculating the set of positive effects generated by bikers (such as health benefits for the population or the reduction of pollution).



With the new speed it's always easier

Traveling by public transport

Overcoming the need of cars by boosting and improving the efficiency of metropolitan public transport will stitch and harmonise the urban and suburban road and rail networks in a unique efficient, reliable, fast, flexible, accessible, comfortable and integrated transport system.

Trains will run every 15 minutes through the main stations and at least every half an hour, increasing the number of seats for trips over 15 minutes, even partially doubling the three single-track sections. An attention to the railway system, which aims to offer Bologna and the more distant areas a systematic connection throughout the day and which, in perspective, will be strengthened by the construction in Bologna of **4 tramlines interconnected with each other, as well with the railway stations**. The metropolitan transport network is completed by the **7 suburban corridors for fast bus connections** on reserved lanes with **scheduled timetable (BRT)**, and integrated by easy transshipments with the local transport network of Bologna and Imola and **interchange parking lots**.

In other major EU countries, the percentage of people using **trams, subway and local railways** is about twice than the Italian one (66% vs 36%). Through a focus on the railway, Bologna and Italy have opened a season of investments in order to align themselves with European standards and make their citizens' life more sustainable

This is a **model of sustainable mobility** that - beginning from the **synchronisation of the schedules** of the different services and the development of the infomobility system - will offer citizens a wide range of mobility choices.

The introduction of the single multimodal ticket by 2020 will be the first distinctive sign of this modern travel policy: a single pass to access trains, buses and trams throughout the metropolitan area and to reward frequent users with attractive charges.

The SUMP gives birth to the Metropolitan Public Transport (MPT) a new network of integrated connections that replaces the concept of subdivision of public transport in urban and suburban networks.

The MPT consists of: **railway network**

- SFM, BRT (first level network), tram;

urban bus network – Bologna urban network, Imola urban network; **suburban**

buses- second level network, third level network, local network.



2025

The tram returns to Bologna

The **Red Line** will run from the Terminal Emilio Lepido (Borgo Panigale) to the Centro Agro Alimentare (San Donato), passing through the city center, the central station and the Fair, for over 15km, with a branch towards the Terminal Fiera.

+2 Mln km

Increase in distance travelled by bus, tram and train

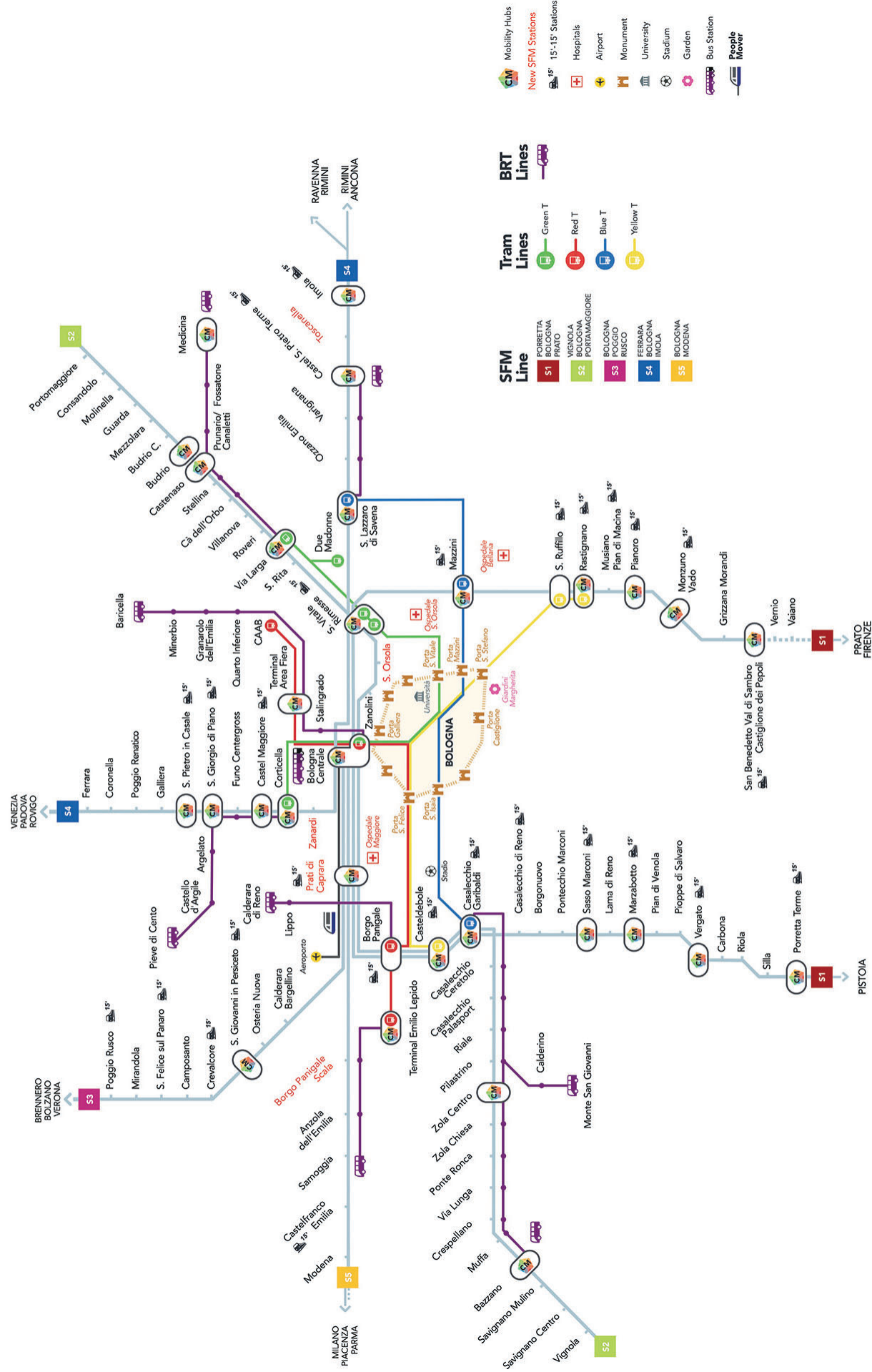
+167.000

Increase in the number of journeys made by public transport by 2030 (+46% compared to nowadays)

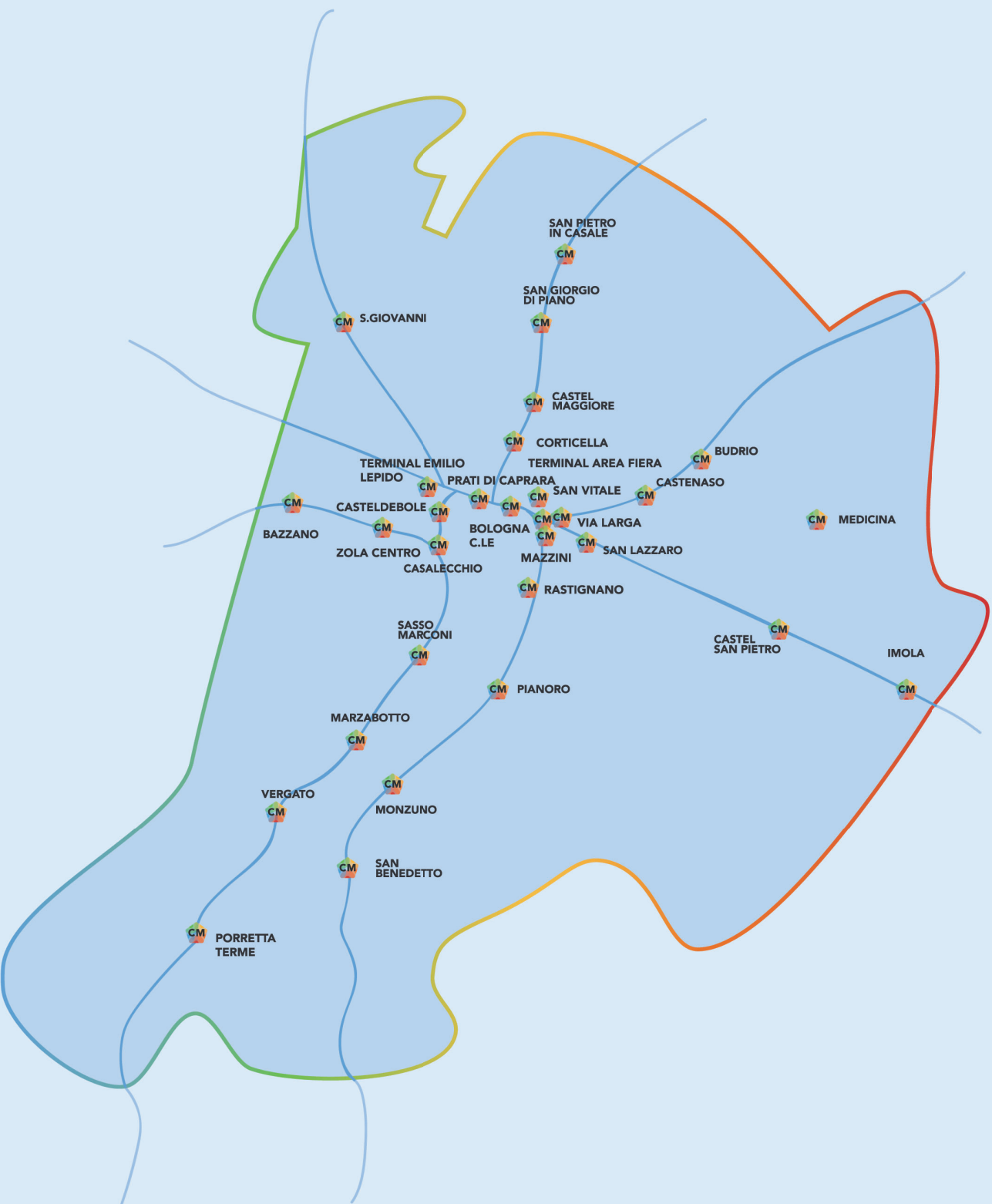
90.900

Estimation of daily passengers of the Red Tram Line by 2030

Metropolitan Public Transport Network



30 Mobility Hubs



A place of interchange for future mobility

In a network based on the **interchange** between different public transport systems and on the intermodality with private transport systems (cars, motorbikes, bicycles) and with pedestrian mobility, the organisation of the main nodes of interchange assumes a significant importance. This is why the new **Mobility Hubs** will be built in **30 railway stations and terminals**, where the greatest opportunities of transshipment/intermodality are concentrated. These are welcoming and technologically advanced spaces, where thanks to **Smart Mobility**, it is possible to benefit from a range of services and travel alternatives: users can reschedule their journey according to their changing needs and the operational state of the network. The 30 Mobility Hubs are organised to follow a "rendez vous" format, which makes them more comfortable and **minimises the waiting time** for exchanges between rail and road services.



Parking and Assistance

Charging, repairing and washing area



Citizen services

Shopping, restaurants
first aid centers



Multi/intermodality

Several possibilities of transport at hand



Mobility on Demand

The user decides when, where and how to travel

2

-65%

Reduction in number of congested road sections by 2030

-50%

The halving of the number of road accident victims is the target of the National Road Safety Policy and the White Transport Book of the European Union

0

The goal of 0 children killed on the road is the target of the National Road Safety Policy and the White Transport Book of the European Union

-16%

Overall reduction of CO2 emissions from cars and commercial vehicles by 2030

-53%

Overall reduction of CO2 emissions from metropolitan public transport means by 2030

#BREATH

#MOVEYOURSELF

#CLIMATE



With the new speed it's safer

🏠 Breathing

The transformation of citizens mobility habits and the reduction of congestion ensure cleaner air and quieter roads in Bologna and its surrounding municipalities. Today, at least **440,000 daily journeys within the metropolitan area made by car. By 2030, they will be replaced by walking, cycling or public transport.** A significant contribution to smog reduction will also come from new LTZs in all the historical centers that will be complementary to the already active

one in Bologna.

There will be areas with a precise time regulation for goods delivery, where gradually nobody, not even residents, will be able to access by car, motorbike or other polluting commercial vehicles (not meeting RIAP standards).

For the LTZs of Bologna, the 2030 objective is even more ambitious. It aims to reach a totally electric mobility with zero emissions.



The **SUMP** promotes a more equal, shared use of public space among different mobility modes through the following policies



ENVIRONMENTAL LTZ AND GREEN AREA



PEDESTRIAN MOBILITY



LIMITED TRAFFIC ZONE



CITY "30"



PARKING POLICY

-12%

Average reduction
in private
vehicle trip
length

-70%

Reduction in
emissions of the
main pollutants
produced by
cars and heavy
vehicles

100%

Only electric
vehicles
in the LTZ of
Bologna

The undergoing experimental “Green Area”, dealing with the whole urban center of Bologna, **by 2020** will implement ecological directives to limit accesses, according to the environmental impact of cars and other vehicles. The Green Area will be progressively extended, considering the internal zones with the widest service of metropolitan public transport as a priority. Even buses will contribute to improve a better air quality. **New vehicles of the urban fleet will only be electric, while the metrobus and extra urban service means will be electric, hybrids or methane.**

In Europe there are **520,000 deaths** are caused by the air pollution from fine dust, ozone and nitrogen dioxide. In the metropolitan City, smog induces the premature death of 340 people every year. During the engagement phase of the SUMP, citizens have underlined **the achievement of air quality objectives as a priority.**

With the new speed it's safer

🏠 Moving around

City 30 (Città 30) is an economic and democratic way to improve safety.

The aim is to have fewer deaths and injuries on urban roads, less risks for pedestrians and cyclists, as well as a more equally share of public space among all users of mobility. In 2020 the **new 30km/h speed limit** will be gradually applied throughout the districts of Bologna, with exception for the main road network. Over the next ten years, that measure will be extended to the municipalities of the metropolitan area, maintaining even in this case a speed limit of 50 km/h on the main roads of the urban network.

The **SUMP** aims to reset the number of deaths among pedestrians by 2030, guaranteeing safe pedestrians zones within urban areas, consisting of continuous, clear and comfortable routes to encourage all city users - regardless of age or ability- to choose walking. Slowing down motorized vehicles helps to restrain the number of conflicts at intersections between all mobility users,

consequently **increasing safety, especially for vulnerable categories** such as children, elderly people and cyclists. Moreover, standardising speed to less dangerous levels contributes to make the traffic more fluid and smooth, without a significant effect on time trip. City 30 also allows a **more equally shared use of public space** among the different users and modes of transport: neighborhoods will become more peaceful, and a more relaxed atmosphere will be created between those who drive, ride and walk. In the same perspective of greater security, **safer home-school routes** (walking bus and cycling bus) will be promoted, establishing **temporary school safe islands and zones off-limit to motorized vehicles** during the students entry and exit school time. The programme to **renew existing roads** also includes actions aimed at minimizing the risks of active mobility, as well as improving the visibility of pedestrian crossings.

With the new speed it's safer

🏠 The climate

Reducing private traffic by more than a quarter, along with encouraging the renewal of the car fleet in circulation will produce in 2030 the cut of greenhouse gasses by the 40%, compared to the 1990 levels. This is a precious contribution to the City of Bologna and its municipalities to meet global objectives of climate protection. In other words, in the main inhabited centers of the metropolitan **city logistics will be completely carbon free by 2030**, thus respecting the objective set by the European Commission. Above all, the target is made possible thanks not only to the LTZs of the historical centers of greatest architectural value, that will be gradually accessible only by electric vehicles and cargo bikes, but also to the **doubling of goods transported by train (+135%)** as well as to the control over the commercial vehicles - a main sources of congestion - achieved by optimising the loading and unloading areas and limiting the sprawl of companies through the creation of a **logistics hub** that promotes the rationalisation of travel.

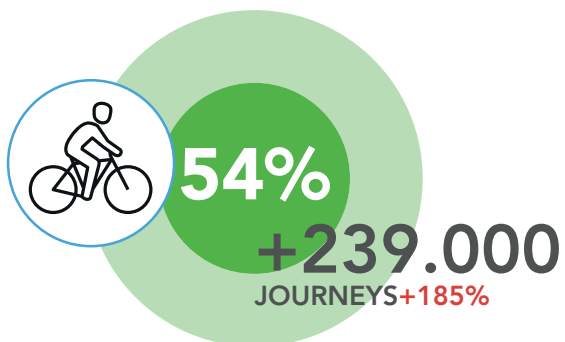
The electrification of the public transport bus fleet will push **e-mobility**; the purchase of pedal assisted bicycles will be encouraged and a public recharge network will be guaranteed in all the municipalities. There will be a transition towards ecological means of transport, including taxis and NCC. **The electronic wallet of sustainable mobility** also provides economic bonuses for citizens or companies that choose not to take private or company cars for their journeys.

Beyond the **carbon dioxide reduction**, the SUMP also proposes a reduction in land consumption by providing for a halt to the further dispersion of settlement and housing in rural areas and the construction of new residential agglomerations, with the limit of 3%, allowing it only in urban centres served directly by metropolitan public transport with a good range of services.

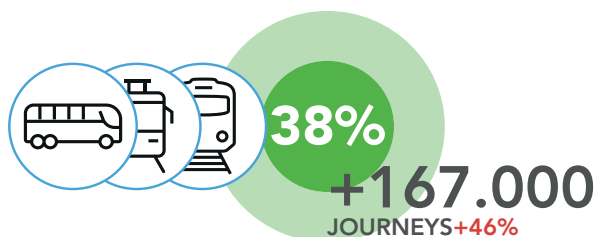
**- 1.000.000
tons
emissions of CO2 avoided
every day by 2030**

2030

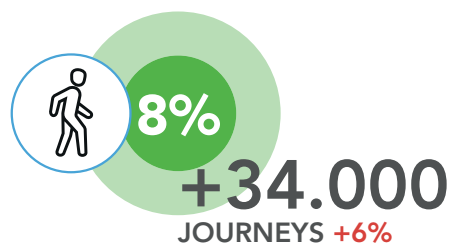
+ active
mobility



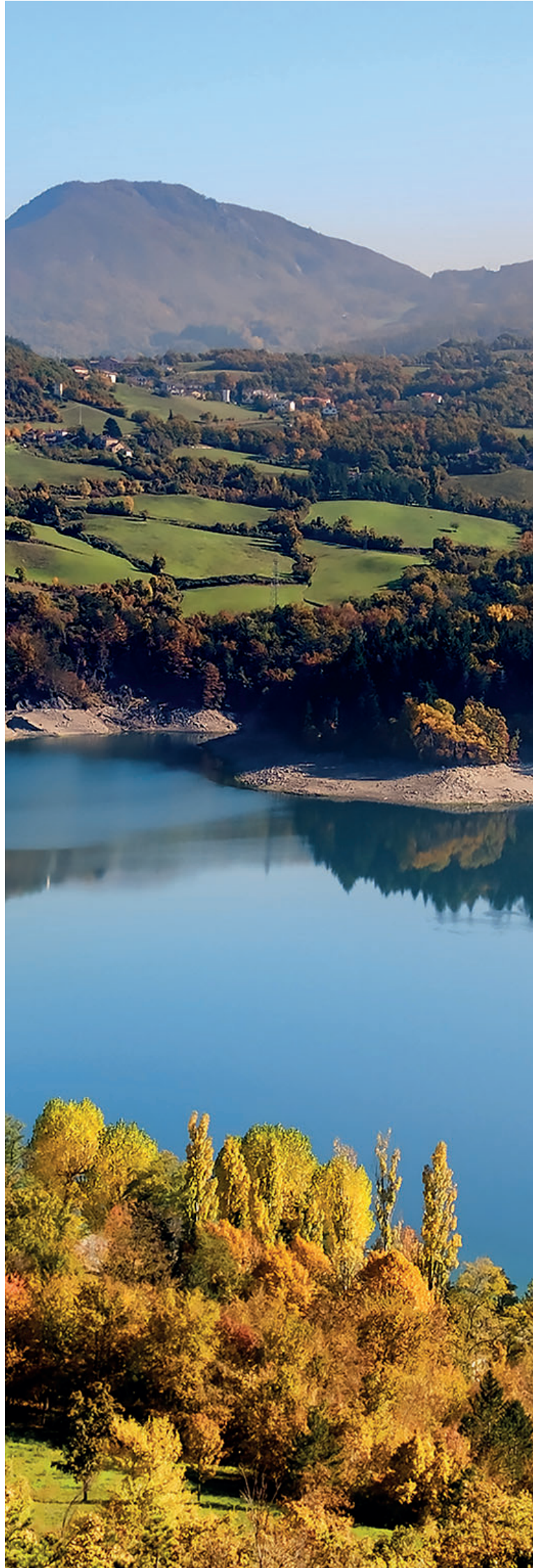
+ 1.000.000 km
by bicycle



+ 2.000.000 km
by bus, train and tram



+ 50.000 km
on foot



3

City 30

30 km/h will become the new speed limit within inhabited areas, with the exclusion of the main road network

440.000

Number of daily journeys that by 2030 will no longer be made by car but walking, cycling, or using public transport

300€

Annual cost of the pass for public transport in Bologna

721€

Annual cost of the pass for sub-urban public transport (10 zones)

4.000€

Average annual cost for car maintenance and usage

#NOBARRIERS

#PUBLIC SPACE

#SOCIABLE



The new speed is vital for

Breaking down barriers

The **SUMP** promotes the concept of **universal accessibility** that will overcome the issues concerning architectural barriers, replacing them with a general attention to the planning of **universally accessible spaces and itineraries**, with a particular attention to those with physical or sensory disabilities (acoustic or visual), and for those over 65.

This approach stems from the desire to foster **intergenerational socialisation** and to include any disability: an objective to be considered fundamental in the development of a society in which life expectations progressively rise in accordance with the degree of self-sufficiency. Most urban centers of the metropolitan City of Bologna, especially the city center and Imola, need to have a network of continuous and universally accessible routes. These should be characterized, for example, by the removal of steps at crossings, by the

presence of buzzers for blind people at intersections regulated by traffic-lights - as well as tactile directional and warning signs - and by the removal of obstacles on sidewalks, such as irregularly parked vehicles or vertical signposts. **The upgrading of the metropolitan public transport fleet** will continue, with the aim of **guarantee universal accessibility to at least 90% of the vehicles in circulation by 2030**. At the same time, accessibility to bus stops and railway stations will be upgraded.

The figure of the **Disability Manager** has long been present in the Municipality of Bologna. He participates in local administrative projects, suggesting how to make them accessible, and maintains an open channel of communication with associations, people with disabilities and their families.

The new speed is vital for



◆ The quality of public space

The focus on people, and not on vehicles, which places them at the center of the mobility policies, offers to all citizens the opportunity to move freely and quickly throughout the territory with valid alternatives to private cars. Public space quality care and urban regeneration have a key role in the SUMP, which aims to increase the sustainability of moving, together with an aesthetic quality of the different urban parts of the metropolitan territory: from the historic centre to the suburbs, from the areas surrounding the railway stations to all the territories crossed by roads, cycle paths and railways. The new different speed, with the growth of an active mobility moving on foot and by bicycle, wants to promote the vision of the road as a meeting place rather than a conflict one, a shared space instead of a disputed one.

Therefore the need to enlarge the already existing pedestrian areas and to create new ones. This choice leads to the decision to basically reduce the construction of new car parking lots and roads, to review parking charges in central urban areas of higher quality in order to persuade citizens not to buy a second car, thus reducing both the costs of individual mobility and the amount of public space used for parking. It is also expected a great difference between the minimum and maximum hourly costs, to enable the turnover of vehicles parked on the road, as well as a reduced charge for the so-called "incentive parking", namely parking lots with public transport connection. The programme of developing car and bike sharing services throughout the metropolitan urban centres also goes on in this perspective.

The Graz Declaration, signed at the end of 2018 by environmental and transport ministers of the European Union, defines as a priority all those policies implemented for fostering active, safe, inclusive, shared and zero-emission mobility, changing mobility styles and offering a coherent, integrated, attractive and economic public transport system.



Improving sociability

During a whole year each citizen of Bologna spends 104 hours in traffic jams. One of the challenge of the SUMP is to **transform lost time into leisure time**. By 2030 **the mobility within the metropolitan area will be completely turned out through a transition from private cars to more efficient modes**: collective, electric and rail transport, along with human-powered transport (bicycle, walking). Car will be used only when strictly necessary and always through an *on demand* formula (taxi or car-sharing). Future mobility will be characterized by flexible solutions, fit to immediate needs, without the unnecessary consumption of land typical of a system based on owning cars parked for 90% of the day.

Citizens and the economy gain both in terms of **transport and energy efficiency**, as well as air quality. This change, running towards urban areas with lower rate of motorization, brings with it a **greater social cohesion, a better life quality, an increase in the pleasantness and attractiveness of urban spaces, a healthier, more modern, less alienating and conflictual enjoyment of cities**.

Thanks to the development of pedestrian movements, cycling and public transport, and together with a deep attention to universal accessibility of mobility services and road safety, the appeal of municipalities for residents, tourists and investors grows, as well as the **happiness of the city and its citizens**.



Identity

Identifiable and defined places along the territory



Attractiveness

Comfortable and inclusive places



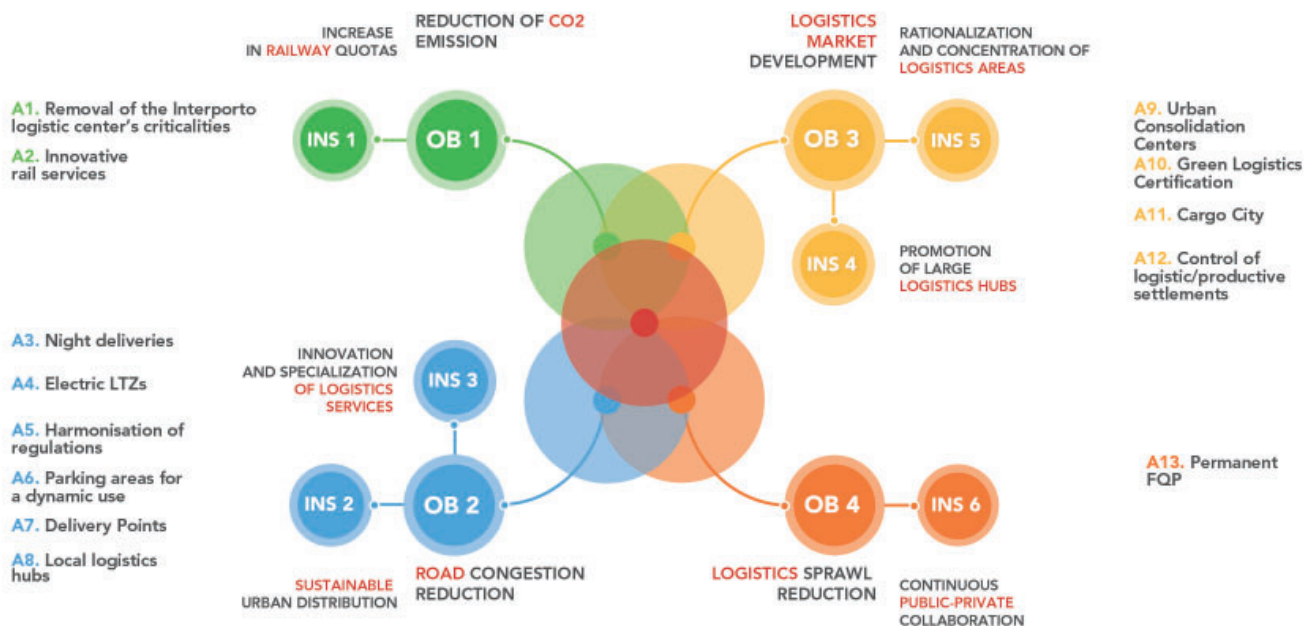
Sociability

Places for the daily life of everyone

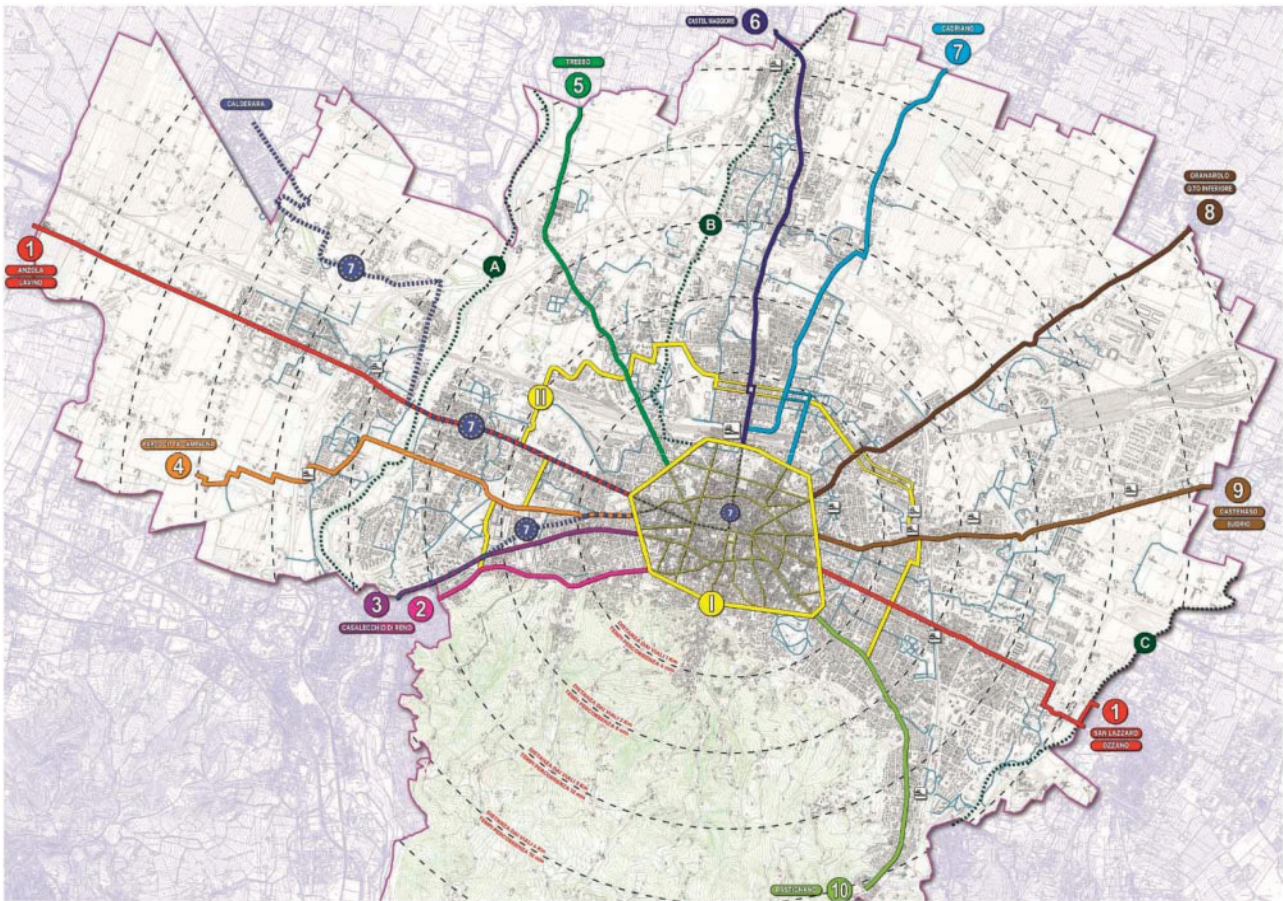
Coordination between Plans and the SUMP

The **SUMP** carries on the future actions necessary to enable people to choose when and how to travel in an efficient, safe, comfortable, healthy, integrated and inclusive way. The integrated system held by the SUMP concerns not only the different transport components, but also the various aspects mobility has influence on, including urban planning, logistics, economic and territorial development, environment, tourism, health and safety. This aims to fill the gap between integration and cooperation as the hardest task and main innovation of the SUMP, together with an improvement of the way of the planning itself.

The SUMP found its own credibility in a harmonious and coordinated elaboration of its main operative plan, namely the **General Urban Traffic Plan (PGTU)**, as well as its sectorial plans: the **Sustainable Urban Logistics Plan (SULP)** and the **Metropolitan Bike Plan** (concerning the metropolitan City together with the municipality of Bologna). **Bologna's PGTU** identifies actions and policies on mobility in order to get better traffic conditions and road safety, while protecting the environment, reducing air and noise pollution and energy consumption. Therefore, PGTU shares the objectives and strategies of the SUMP and can be considered, for its short term validity, the instrument defining the SUMP immediate actions in the urban context.



SULP - Sustainable Urban Logistics Plan



Bologna Cycling Plan

During the last ten years, the already mentioned PGU brought on a wide and articulated series of measures aiming at a greater sustainability, safety and efficiency for Bologna mobility system.

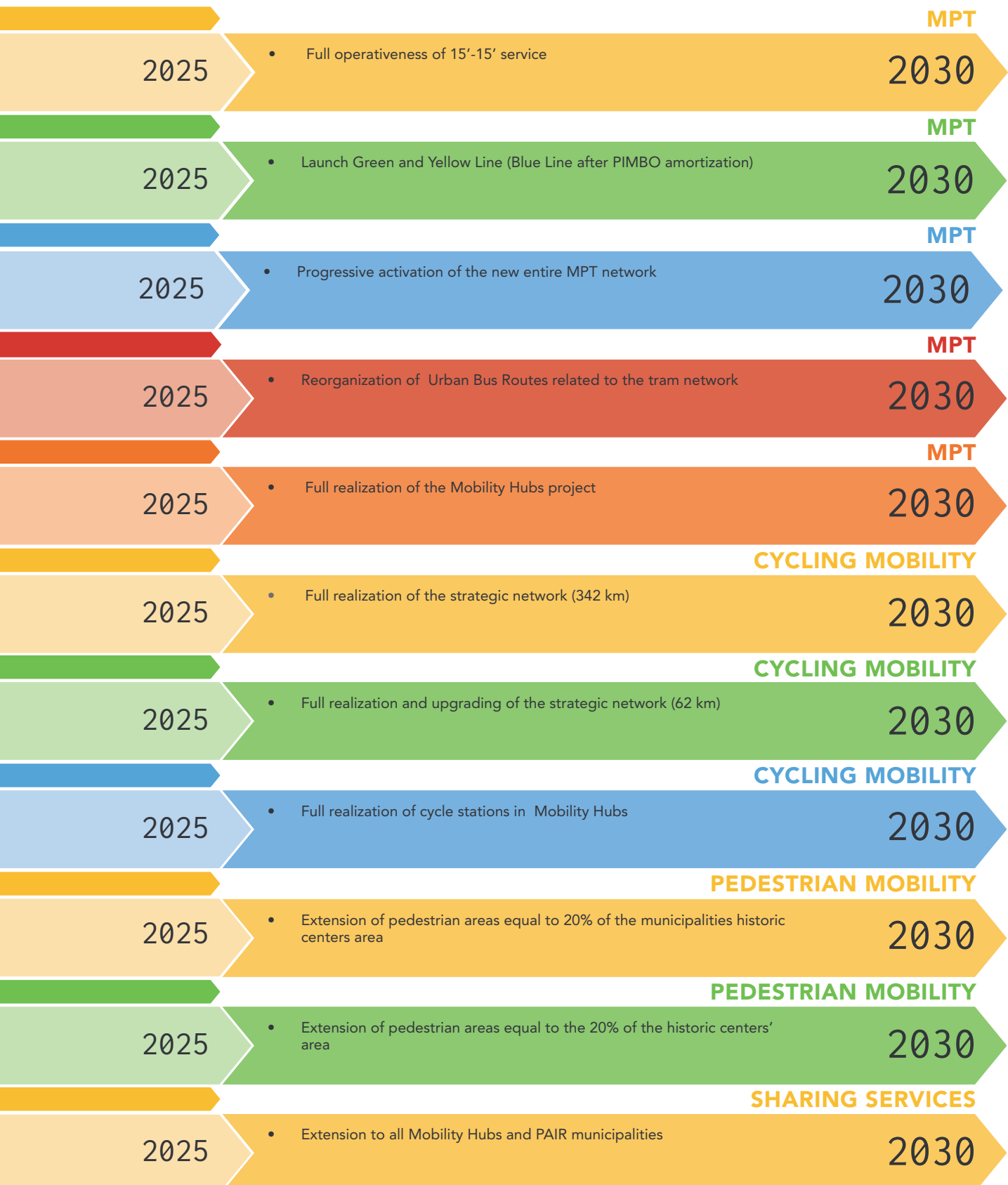
Confirming the strategic lines of the actions already in place, regarding **tele-control**, development of **cycle network**, **traffic calming measures**, **replacement of operational car fleet**, together with the **creation of pedestrian areas**, the challenge of the new PGU concerns the security of road **safety conditions for those users categories considered as "vulnerable"** (i.e. pedestrians, cyclists,

people with limited mobility, etc.).

As accidents and mortality levels are still too high, this current slow decreasing trend needs to be kept under control. At the same time, the new PGU wants to address the **high and growing levels of demand** for urban public transport, whose network is continuously improving. Another challenge of the PGU is related to the **public space**, still perceived as a place where "to park" or to struggle for and not to be shared, despite plenty of urban renewals for pedestrians, aiming to reduce the surface parking.

SUMP next steps

UNIQUE METROPOLITAN TICKET		
<ul style="list-style-type: none"> Full integrated ticket facilitation 	2020	
SFM		
<ul style="list-style-type: none"> Full realization of the SFM according to the agreement Full realization of the 15'-15' S4B line service (Imola-Bologna) 	2020	<ul style="list-style-type: none"> 15'-15' S3-S4-S5 line service
TRAM		
<ul style="list-style-type: none"> Competitive tender and assignment of Red Line construction works 	2020	<ul style="list-style-type: none"> Launch of Red line Assignment of Green and Yellow Lines' construction works
SUBURBAN BUS ROUTES		
<ul style="list-style-type: none"> New services (evening-holidays) Cross connections between municipalities Testing of the first BRT line 	2020	<ul style="list-style-type: none"> Reorganization of the Suburban network related to the Red Tram Line and SFM enhancement
URBAN BUS ROUTES		
<ul style="list-style-type: none"> Launch of the "Crealis" (trolley bus) Night service extension 	2020	<ul style="list-style-type: none"> Reorganization of the Urban Bus Routes related to the Red Tram Line Launch of PIMBO in accordance with the Plan measures
MOBILITY HUBS		
<ul style="list-style-type: none"> Design of the Terminal "Fiera" Realization of Imola e Castel San Pietro Terme stations (SFM S4B) 	2020	<ul style="list-style-type: none"> Realization of Terminal "Fiera" and Emilio Lepido stations (Red Tram Line) Realization of stations with SFM 15'-15'
METROPOLITAN CYCLING PLAN		
<ul style="list-style-type: none"> Development of 35% of the strategic network (120km) 	2020	<ul style="list-style-type: none"> Development of 70% of the strategic network (240 km)
BOLOGNA CYCLING PLAN		
<ul style="list-style-type: none"> Development of 60% of the strategic network (37 km) 	2020	<ul style="list-style-type: none"> Development of at least 90% of the strategic network (56 km)
VELOSTATIONS		
<ul style="list-style-type: none"> Realization of the first cycle stations in Mobility Hubs 	2020	<ul style="list-style-type: none"> Increase in the number of the cycle stations in Mobility Hubs
PEDESTRIAN AREAS IN THE METROPOLITAN AREA		
<ul style="list-style-type: none"> Extension of pedestrian areas in metropolitan municipalities 	2020	<ul style="list-style-type: none"> Increase in pedestrian areas and control systems
PEDESTRIAN AREAS IN BOLOGNA		
<ul style="list-style-type: none"> Strategy to increase walkability Improvement of traffic control systems in pedestrian areas 	2020	<ul style="list-style-type: none"> Enlargement of pedestrian areas and increase in control
BIKE AND CAR SHARING		
<ul style="list-style-type: none"> Full operativeness in Bologna and extension throughout the PAIR municipalities 	2020	<ul style="list-style-type: none"> Progressive extension to the already existing Mobility Hubs and PAIR municipalities





SHARING SERVICES

2025

- Extension to all Mobility Hubs and PAIR municipalities

2030

LIVING CENTERS REGULATION

2025

- Control system and access allowed only for zero emission vehicles

2030

LIVING CENTERS REGULATION

2025

- Access only available for electric vehicles

2030

LIVING CENTERS REGULATION

2025

- Application of environmental control with progressive extension to the concerned areas

2030

LIVING CENTERS REGULATION

2025

- Progressive application in all municipalities, with an exception for the main urban roads

2030

INCENTIVE POLICIES

2025

- Fleet (BRT, urban and suburban bus, public bodies, taxi, VFH) only electric and methane hybrids

2030

INCENTIVE POLICIES

2025

- Full operativeness of mobility "charge wallet" system

2030

INCENTIVE POLICIES

2025

- Extension of new walking bus/cycling bus for the entire metropolitan area and PAIR municipalities

2030

ELECTRIC MOBILITY

2025

- Distribution of public charging points in all municipalities

2030

ROAD PARKING (PAIR municipalities)

2025

- Redefinition of parking facilities reserved for residents during urban renewal and new projects in the areas served by the MPT

2030

ROAD PARKING (PAIR municipalities)

2025

- Realization and reorganization of interchange parking lots in the areas served by MPT

2030

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Credits

TEXTS

By GO-Mobility

With the collaboration of the Mobility Planning Service and Communication Service of the Metropolitan City of Bologna

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PUMS
BOLOGNA
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Sustainable Urban Mobility Plan

Decarbonisation Breathing Free time
Walking MPT Mobility as a service
Individual and collective well-being
Street furniture Sustainability 2030
Excursion routes Vitality Bike-sharing
Metrobus Parking CO2 Passengers
E-mobility Services for citizens
Mobility on demand Halving of
road accident victims Zero emissions
Electric mobility City '30 Multimodal
mobility Carbon free Green area
Non-polluting means of transport
Parking policies Signposting Safe
home-school routes Happiness Road
upgrading Off limits zone Barrier free
architecture Walking bus Pedestrian
areas Vulnerable user protection
Air pollution Logistics hubs Eletronic
wallet
Manager
Intergenerational socialization LTZ
Urban quality Comfortable places



PUMS
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Disability
itineraries