


Towards the PSCL UNIBG. Improvement of pedestrian areas

2014

 **University**
Università degli Studi di Bergamo
Country
Italy

Location 
City of Bergamo, town of Dalmine

Size 
10,000-20,000

Mobility Organizational Structure 
Mobility Manager

Summary

The best practice consists of analyzing pedestrian conditions around University sites in order to improve pedestrian areas.

Aims

- Change employees' and students' mobility behaviours and increase sustainable mobility.
- Reduce traffic congestion near the University sites.

Stakeholders

Actors involved:

- University of Bergamo.
- University students and employees.
- Municipality of Bergamo.
- Municipality of Dalmine.

Background

Not available.



Description

We have analyzed pedestrian conditions around University sites to improve pedestrian areas.

We have designed maps on pedestrian conditions around University sites to discuss with local authorities the possibility of obtaining better, state of the art of pedestrian areas.

We are aware of the importance of providing a pathway that is safe, direct, continuous and appealing to users. We realized that, in order to gain pedestrian users, it is necessary to intervene on existing paths to redefine them. This task cannot be undertaken by the University. It is therefore necessary to find support from the public body responsible for mobility.

Thoughts on actions to improve intermodal mobility, with the last mile designated for walking or cycling:

We are working with the municipality of Dalmine to improve pedestrian areas around University sites and to improve the connection between the University site and the inter-urban service bus-stop (Fermata Autostradale).

The area surrounding the University site of Dalmine will be rearranged for pedestrians, providing areas to wait, rest or move safely in conjunction with new pedestrian routes being redefined by the municipality. With regards to the University site of Bergamo, the city is already a pleasant place to walk and there are numerous existing pedestrian paths. However, living labs organized in collaboration with the municipal administration will still allow intervention and redefinition, if and where necessary.



Indicators

- Modal split.
- % of Km of pedestrian paths or areas out of total Km of streets or areas.



Results

All initiatives are running.



Expense

No expenses charged to the University at the moment.



Financing

Not available.



Findings

Pedestrian mobility is almost always, if not always, the last link of the transport chain. As such, it is the most used mode of movement. Pedestrian mobility therefore needs particular attention, especially in the design phase: spaces for this mode of transfer must be in service not only for completing a route but also as an alternative way of moving.



Pictures

SEZIONE 2 - Viale Brembo

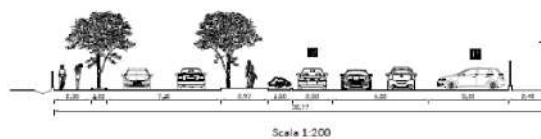
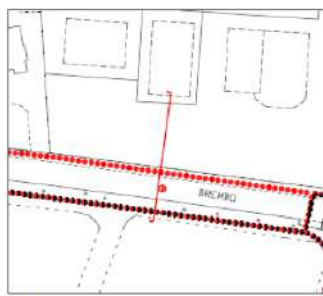
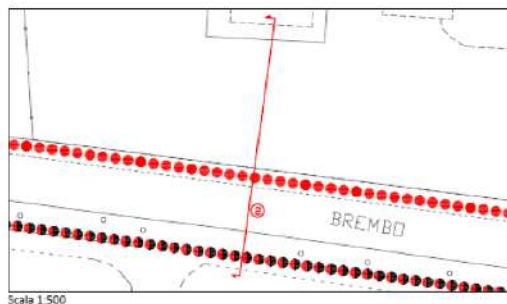


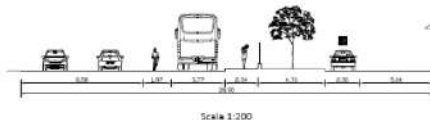
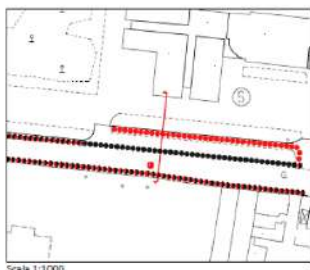
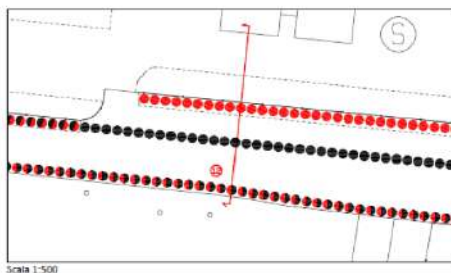
Fig. 1. Analysis of cycle and pedestrian ways near the University site in Dalmine

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Pictures

SEZIONE 12 - Via Giuseppe Verdi



SEZIONE 20 - Via XXV Aprile

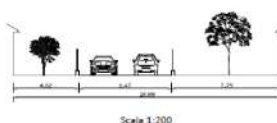
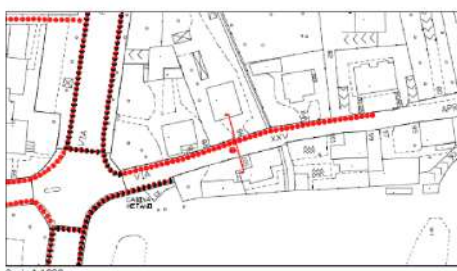
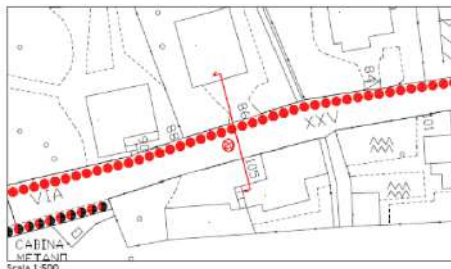


Fig. 2-3. Analysis of cycle and pedestrian pathways near the University site in Dalmine

Links

- <http://en.unibg.it/life-unibg/services/mobilities-services>
- www.interreg-central.eu/shareplace

Contact person

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 30-09-2014)
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