

THE CITY

Pordenone, Italy
51,632 inhabitants



The city of Pordenone is located in the west side of the region Friuli Venezia Giulia; it stretches for 38,23 square kilometers and its population density is 1,345 inhabitants/kmq. The number of cars is 36,240 units on a total of 45,800 vehicles, with 70 cars per 100 inhabitants. The city is divided into six municipal districts and is the third most populous in the region.

The city and its plains are characterized by the presence of many green areas and spaces as well as two major waterways. After World War II and its industrial development, the local entrepreneur Lino Zanussi managed to transform his company into a big Italian engineering firm, second only to Fiat, with more than 13,000 employees. This impetuous industrial development brought to Pordenone became one of the most vibrant cities in the North East (production sectors were: carpentry, furniture, cutlery, metal works, textile). Following the world financial crisis of 2007, Pordenone has experienced a growing economic crisis, but still has different industrial clusters composed of SMEs. It is important to highlight the presence of a convention center for national and European fairs and exhibitions.

THE SUMP

The SUMP of Pordenone is called “Mobility System Project” and its key factors are: Satisfy population needs in favour of a more sustainable mobility

- Increase city liveability levels
- Reduce levels of air and noise pollution
- Reduce energy consumptions for mobility purposes
- Enhance transport measures for safety and security.

SUMP actions concern specifically:

- Implementation of new policies (i.e. enlarging restricted traffic zones, creation of green areas, new parking lots management, traffic monitoring, info-mobility, etc.)
- Renovation of the so-called ring (one-way road running around the city center)
- Improvement of road security, in particular for weak road users
- Planning new and alternative roads and itineraries to reduce traffic
- Study of new safety measures for roads and bike lanes
- Raising awareness in children about different mobility habits and implementing new pedibus (walk to school) and bicibus (cycle to school) schemes
- optimization of existing road infrastructures and transport networks in favour of more sustainable mobility such as bike and public transport
- Bike lanes extension, and update of the “Biciplan”
- Targeted measures on public transport, whether possible, in order to increase the capacity and number of users
- Promotion of shared and individual journeys such as car-pooling, etc.
- Incentive to use low polluting vehicles
- Monitoring urban area livability for a better quality of city life.

MID-TERM GOALS

In the mid-term scenario intermodal mobility is the focus, promoting bike transport and soft mobility. Moreover, in order to improve the traffic and secure an existing major arterial road connecting the city from east to west, the SUMP proposes the construction of nine roundabouts. In the suburban areas, new 30 km/hour zones will be introduced. The pedestrian zones in the city center will allow a urban renovation, more enjoyable to citizens and visitors, without necessarily making changes to traffic and roads. These interventions, generally accompanied by environmental improvement measures, are therefore more favorably received than the enlargement of the restricted traffic zones.



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LONG-TERM SPECIFIC OBJECTIVES

A new city bypass in the southern part of Pordenone will complete the roads infrastructure. Other interventions will concern extension and requalification of other sections. Following the SUMP guidelines, the city parking spots will be increased and reorganized, through the creation of three parking lots in strategic points of the city:

Exhibition Center: 720 parking spots

Meduna Shopping Mall: 200 parking spots

City hospital: 400 parking spots.

The city will also be improved with a network of uninterrupted, direct and marked bike paths, structured in a circular route, the CicloRing, and a number of external paths. The trails will be organized into a BiciPlan creating a series of routes available for daily commuting. In addition, measures are envisaged to promote the use of soft mobility, such as the ability to park the bike in the parking lots close to facilities. With this reorganization, it has been estimated that 820 users/hour would use bikes instead of cars. The reorganized infrastructure and the suggested intermodal mobility will allow a reorganization of the traffic in the city center. It also would provide the creation of new pedestrian areas, usually accompanied by environmental and urban recovery projects. Finally, within a long-term horizon, it would be possible to influence a wider area of intervention, actively involving other surrounding towns.

MAIN IMPLEMENTATION FEATURES

Context analysis

Private transport: automatic counting of traffic flows in 24 sections, and 2,300 motivational interviewing;

Analysis of the stop: counting machines in multi-storey structures and hourly analysis in areas related to the city center (day and night);

Public transport: the data provided by the Province; counts climbed and descended the local public transport (411 interviews) and the station (260 interviews);

Interviews with citizens: in particular traders / artisans (393 employees interviewed 149 business) and pedestrians (302 interviews);

Cycling: automatic counting of flow paths on the cycle network and urban road, the investigation on the propensity to cycling (1,245 interviews distributed in the different polarity of the city).

Monitoring and evaluation procedures

Expected results of actions undertaken within the SUMP can be seen by comparing the current situation with designed scenarios. Thanks to the program EMISMOB, aimed at quantifying the consumption and emissions of pollutants, it is possible to know exactly the amount of fuel consumed by passing vehicles, and the amount of emissions (NOx: oxides of nitrogen and their mixtures, CO: carbon monoxide, PM10: Particulate Matter, SPM: suspended particulate matter, CO2: carbon dioxide, N2O: nitrogen monoxide, CH4: methane), within a specific time frame, circulating vehicles and their speed.

Seen the current situation of mobility in the city of Pordenone, referred to the hour of the morning rush hour (7:30 to 8:30), through the form EMISMOB, the current fuel consumption and pollutant gas emissions have been quantified. In the SUMP is reported in tabular form the overall fuel consumption and emissions of major pollutants caused by vehicular mobility in the current scenario, the scenario of immediate implementation, medium-term and long-term. The data refer to the whole Pordenone road network, for a total of 380 km. A macro assessment on the consequences of the emission system of the area inside the Ring (about 26.5 kilometers) results in a reduction between 6% and 8%.

Project partner



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