

## THE CITY

Bistrita, Romania  
81,000 inhabitants



Bistrita is located in the north-east of the Transylvania Plateau, surrounded by Bistrița Hills and is crossed by the Bistrita river. The main access is the European road E 58 that connects Transylvania and Moldova (hence the name of *Gate of Transylvania*).

The climate is temperate continental.

The main economic activities in the town include: metallurgy, engineering, electronics, plastics, wood, textile, mining, glass and food processing.

## THE SUMP

The SUMP is based on a long-term vision for transport and mobility development in Bistrita and includes all types and forms of transport: private and public, passenger and freight, motorized and non-motorized. The plan proposes a strategic vision to provide a qualitative description of a desired urban future, and to define concrete, measurable targets all embedded in an overall strategy of sustainable development.

## LONG-TERM SPECIFIC OBJECTIVES

- Efficient transport and mobility management
- Good freight distribution and performant logistics
- Investments aimed at reducing CO2 emissions in urban areas
- Rehabilitation of Bistrita City.

## MID-TERM GOALS

- Green Line public transport route Viișoara-History-Union Center
- Electric and non-motorized transportation
- Bike lanes
- Intermodal Transport Center Bistrita
- Restrictions in certain areas of the city
- Promotion of public transport
- Promotion of alternative means of transport
- Choosing public transport, walking, cycling or scooter over transportation by cars
- Provision of sufficient parking spaces and areas for skaters and cyclists
- Modernization and / or expansion of access infrastructure in Bistrita
- Increasing the number of parking spaces
- Modernization of urban streets adjacent lands subject to interventions.

## SPECIFIC INDICATORS

- Up to 30% reduction of CO2 emissions in the transport sector compared to the current situation
- 20% increase in the average speed of motorized transport
- 30 km of bike lane systems
- 10% increase in the share of the bicycle use in the total of urban mobility
- 25% increase of the number of passengers using public transportation (compared to the current situation)
- 10% of the public transportation to be made with electric vehicles.



# MAIN IMPLEMENTATION FEATURES

## Context analysis

Data collection on the current mobility features will be made using data from the last census, from the General Urban Plan for Bistrita, the national transport master plan, from institutional and legislative framework and from other local sources through:

- interviews on the mobility of the citizens (at least on 1.5% of the population)
- traffic analysis in major intersections and at city entries
- surveys on the origin / destination of the traffic at different points in the city
- assessment of all modes of transport, private and public
- analysis of road infrastructure and traffic safety systems
- analysis of public transport services and freight, etc
- assessment of the costs and benefits of all modes of transport
- analysis of all strategic documents at local level
- assessment of available human and financial resources
- valuation of public service contracts and other financing systems of local public transport.

## Measures to secure horizontal and vertical integration and participation of all main stakeholders

- The main stakeholders in the mobility domain must be identified
- Questionnaires are to be conducted in order to establish fields of interest of the stakeholders
- Regular meetings are to be held during which the different steps of the SUMP elaboration are to be discussed
- An online mobility forum are to be established in Bistrita
- The purpose of these measures is the active involvement of the main stakeholders in the mobility domain along the analysis and decision steps during the elaboration of SUMP.

## Measures to foster a balanced development of all means of transport

- Green Line public transport route Vișoara-History-Union Center
- Electric and non-motorized transportation
- Investments aimed at reducing CO2 emissions in urban areas
- Bike lanes
- Intermodal Transport Center Bistrita.

## Monitoring and evaluation procedures

The effectiveness of the SUMP is ensured in a large extent by the monitoring and evaluation of the implementation of the SUMP, which consequently allow to find problems and suggest on time corrective measures.

Responsibilities regarding the monitoring and reporting activities will be clearly established.

Monitoring and evaluation should be a continuous mechanism that is ought to start at the beginning of the implementation phase. It should be based on measurable qualitative and quantitative set of key performance indicators. Reports will be made every two years and in they will provide corrective measures in the implementation of the SUMP.

## KNOW MORE

Analysis of the current situation highlights the shortcomings in the existing system of transport in Bistrița. The array of problems ranging from the lack of access in certain areas (lack of railway), and the faulty organization of transport in general.

### Project partner



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