

# Strade Aperte — Milan's Pandemic-Era Pop-Up Cycle Lane Programme

City Innovation Library · Good practice · Italy

Quality score: 67/100

Evidence strength: Moderate

## Summary

Milan converted up to 35km of car lanes into low-cost pop-up cycle lanes and wider pavements as COVID-19 cut car traffic ~75%. An NGO census found up to 77% more cyclists on key corridors within months, though several stretches were later removed after parking disputes.

## Key dimensions

| Dimension                                  | Score |
|--------------------------------------------|-------|
| Evidence of impact / measured results      | 2/3   |
| Transferability / demonstrated replication | 3/3   |
| Scalability                                | 2/3   |
| Sustainability / continuity                | 1/3   |
| Innovation                                 | 3/3   |
| Inclusiveness / equity                     | 1/3   |
| Multi-stakeholder collaboration            | 2/3   |

Evaluated by C-NAPSE

## Data sources

[C-NAPSE web research](#) — accessed 2026-08-26

[Comune di Milano \(City of Milan\)](#) — accessed 2026-08-26

[World Economic Forum — Milan's Strade Aperte plan](#) — accessed 2026-08-26

[FIAB Milano Ciclobby — 2020 cyclist census](#) — accessed 2026-08-26

[Milano Città Stato — backlash coverage](#) — accessed 2026-08-26

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