

# REVISING THE TRANSPORTATION NETWORK

## PIAZZALE MILANO



Piazzale Milano, with four exits (Strada statale 9 Via Emilia, Viale Sant Ambrogio, Viale Risorgimento, Via Cardinale Maculani). Roundabout (Via Diete di Roncaglia, Via Nino Bixio, Via XXI Aprile)



Via Cardinale Maculani and Via XXI Aprile became blocked for vehicular transportation. Possibility to extend the ZTL zone from city center until Piazzale Milano for safe pedestrian circulation. Roundabout on Via Diete di Roncaglia, Via Nino Bixio, Via XXI Aprile is not needed anymore and can be replaced by a simple road.



Piazzale Milano with three exits. Via Cardinale Maculani became pedestrian and working as a part of the park. Viale Risorgimento became ZTL.

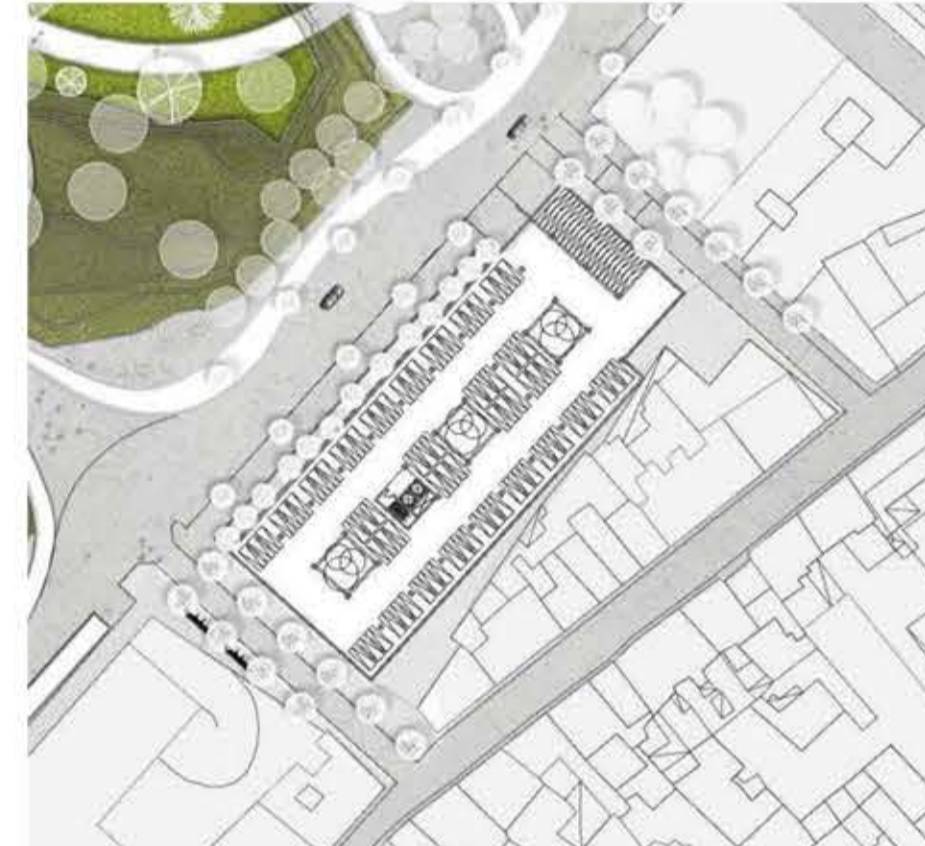
## VIALE RISORGIMENTO



Abandoned buildings in a plot between Viale Risorgimento and Via X Giugno. Ground level of the plot is three meters below Viale Risorgimento.



Possibility of offering a replacement of the parking spaces lost from Via Cardinale Maculani.

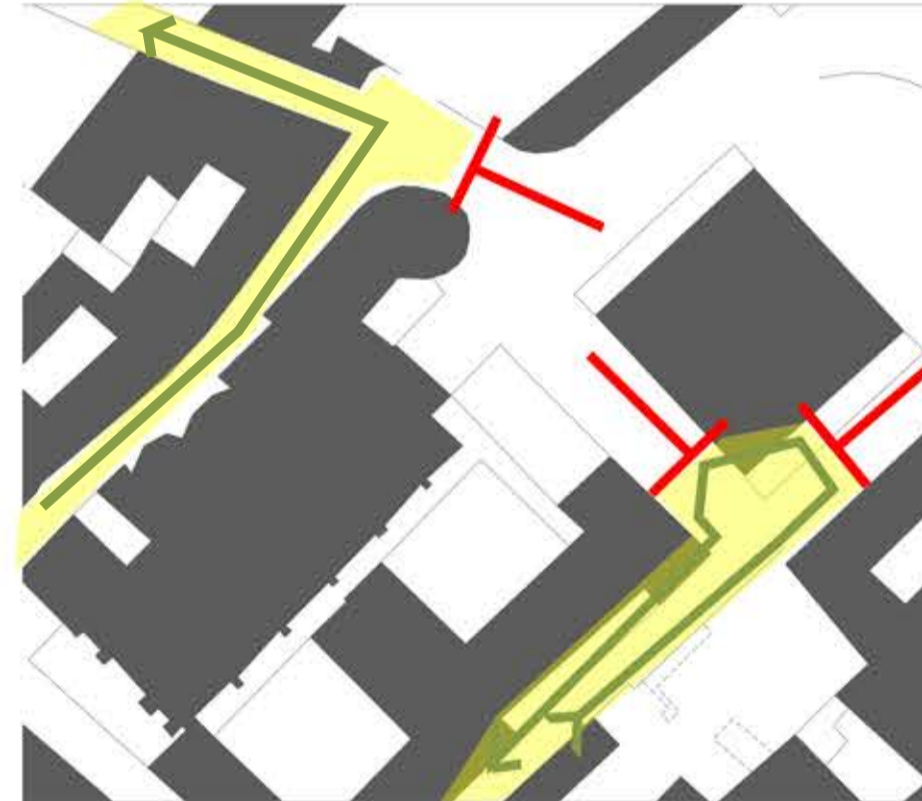


Parking on two levels, with accessibility from Viale Risorgimento. No need for excavation that can be threatening the ruins underground.

## PIAZZA CASALI



Piazza Casali is dominated by cars. It became a car parking. It is not a safe and pleasant place for pedestrian.



Assure vehicular circulation only where needed (Caserma Filippo Nicolai and The Residential Building between Piazza Casali and Cittadella)

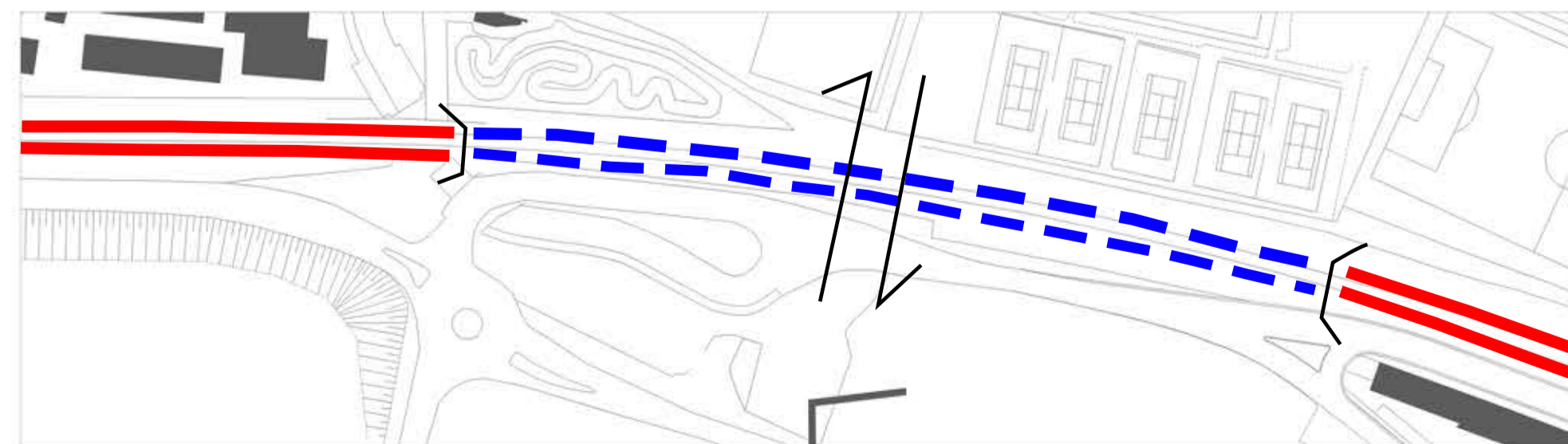


Piazza Casali is completely blocked for vehicular circulation.

## RAILWAYS



Rail tracks connecting to to and from the train station are at ground level. They are a barrier, dividing the space into two zones and separating the city from the river.



A window along the train track between two points was selected due to the best location and efficiency to take the train underground and liberate the ground floor from any railways.

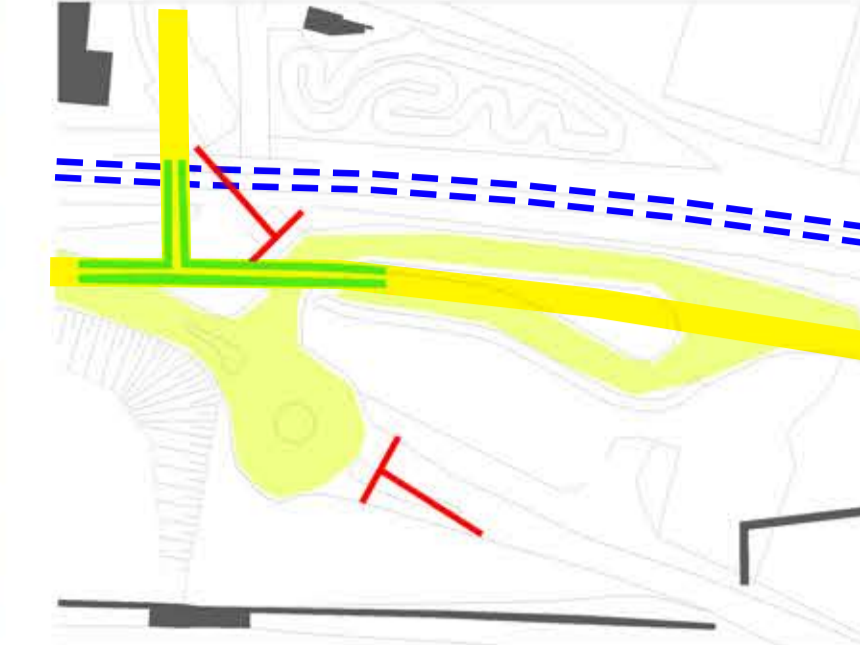


A new tunnel was added between the two selected points. 1,5% slopes from both sides with a length of 450 meters were added to reach the clearance level for the trains. Slopes are left uncovered.

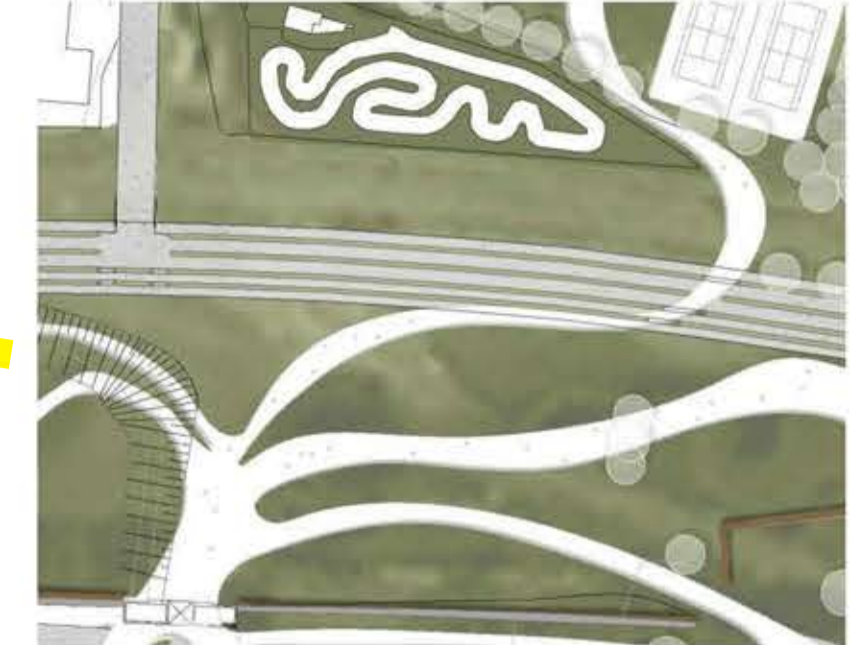
## VIA XXI APRILE E VIA DEL PONTIERE



Existing roundabout with three exits (Via XXI Aprile, Via Cardinale Maculani). A tunnel for vehicular circulation is crossing underneath the railways to reach to tower part and the water front..



With the moving of the railways underground, Via del Pontiere will be at ground level. There is no need more for the roundabout.

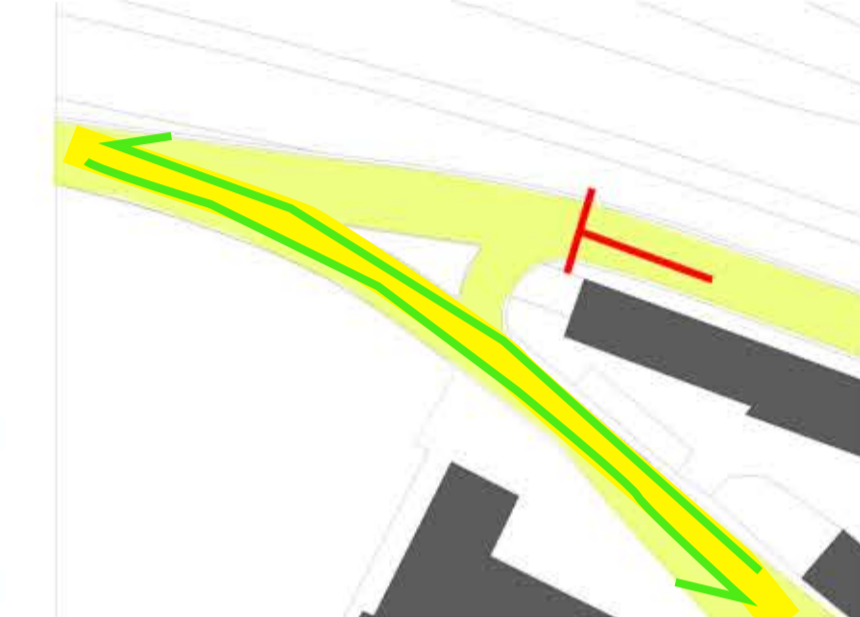


Road network is simplified, by replacing all roads at ground level by one simple road. One connection of Via XXI Aprile with Via del Pontiere exists at ground level to reach the waterfront.

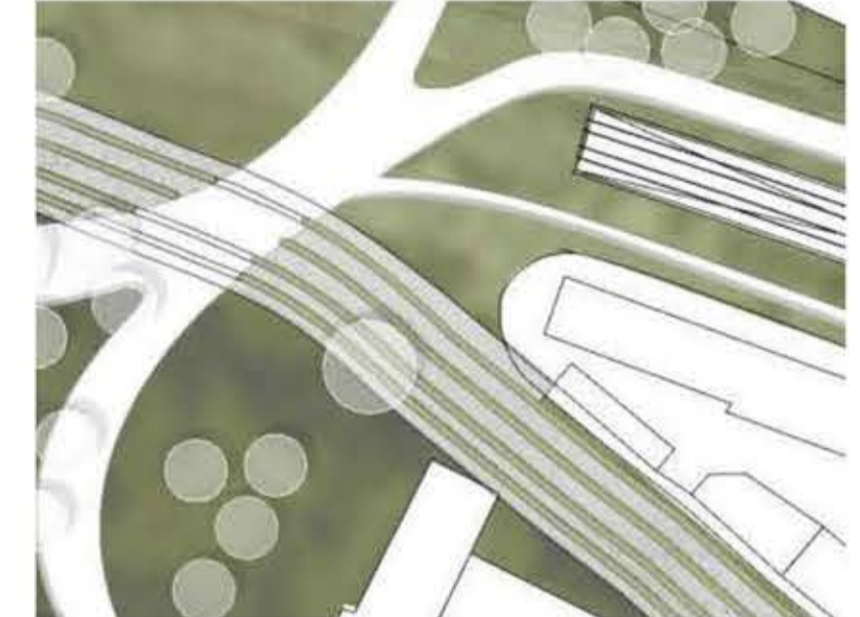
## VIA XXI APRILE



Via XXI Aprile is divided into two roads. These two roads serve the same buildings. However, the same buildings are separated from the the upper road by a wall, making the road unnecessary.



Blocking the upper part of the Via XXI Aprile road for vehicular circulation, and keeping only the lower part functional.



Simplifying the road network, by rendering the Via XXI Aprile as one road, and serving the surrounding buildings from both sides.

## CASERMA FILIPPO NICOLAI



Existing parking space for military personnel inside the caserma Filippo Nicolai with access from Piazza Casali.



Possibility of offering new parking lots for the Monastery of San Sisto when reconverted to a University of fine arts.



Green parking serving the new University of Fine Arts of Piacenza with Entrance and Exit from Via Cardinale Maculani.

The Parking will be granted access only from Via Cardinale Maculani.