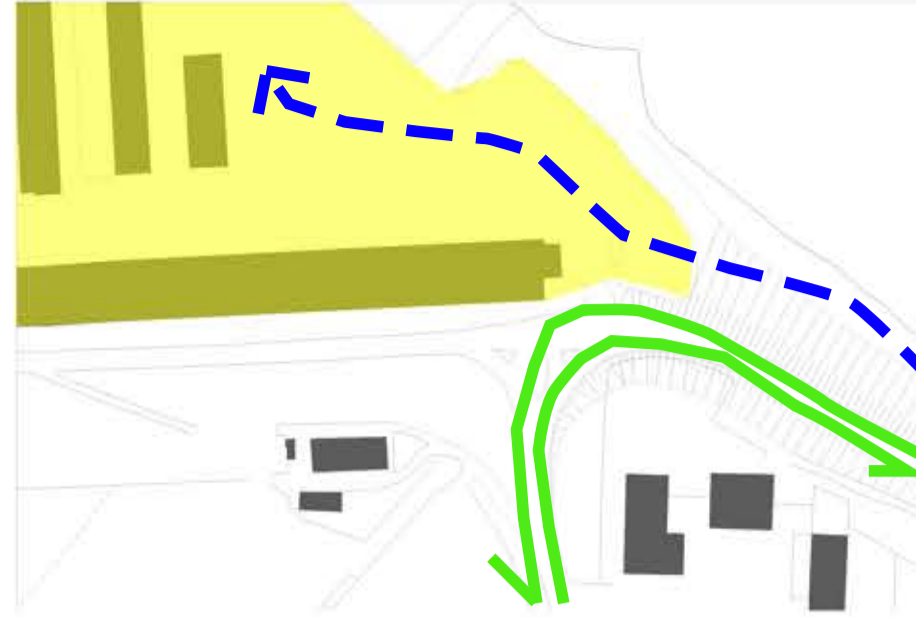


PROVIDING SAFE PEDESTRIAN ACCESSIBILITY

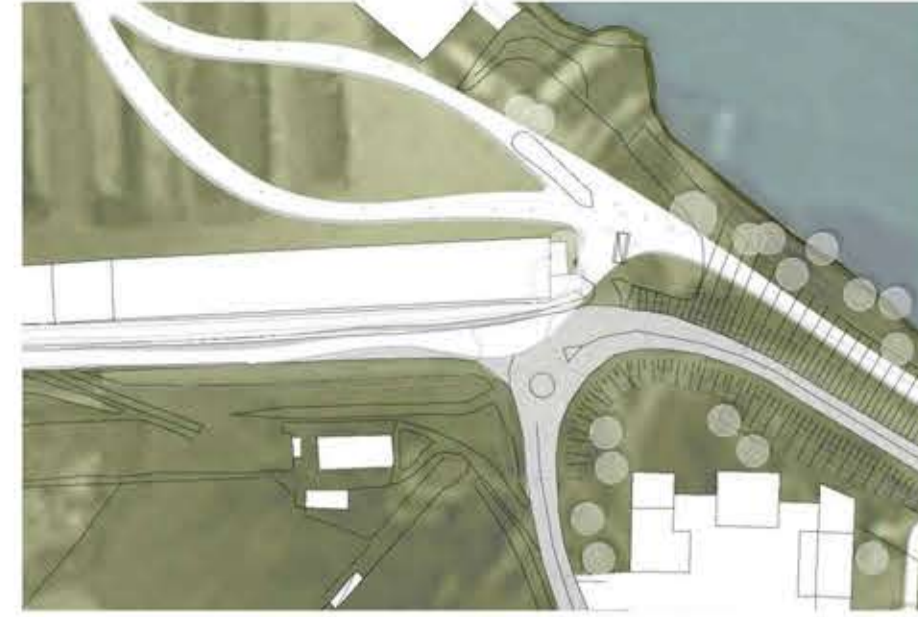
MILITARY AREA



Existing abandoned military base, at the South bank of the river PO, alongside the Via del Pontiere.



Possibility to take advantage of the abandoned area of the military base, and transform it into the entrance zone of Parco fluviale Trebbia. Connection through the pathways along the river bank and waterfront.



Providing safe pedestrian paths at both high and low level of the embankment. Creating a safe pedestrian access to the parco fluviale Trebbia through the abandoned military base.

VIA BACCIOCHI



Existing friendly, pedestrian oriented, paved road Via Bacciochi.

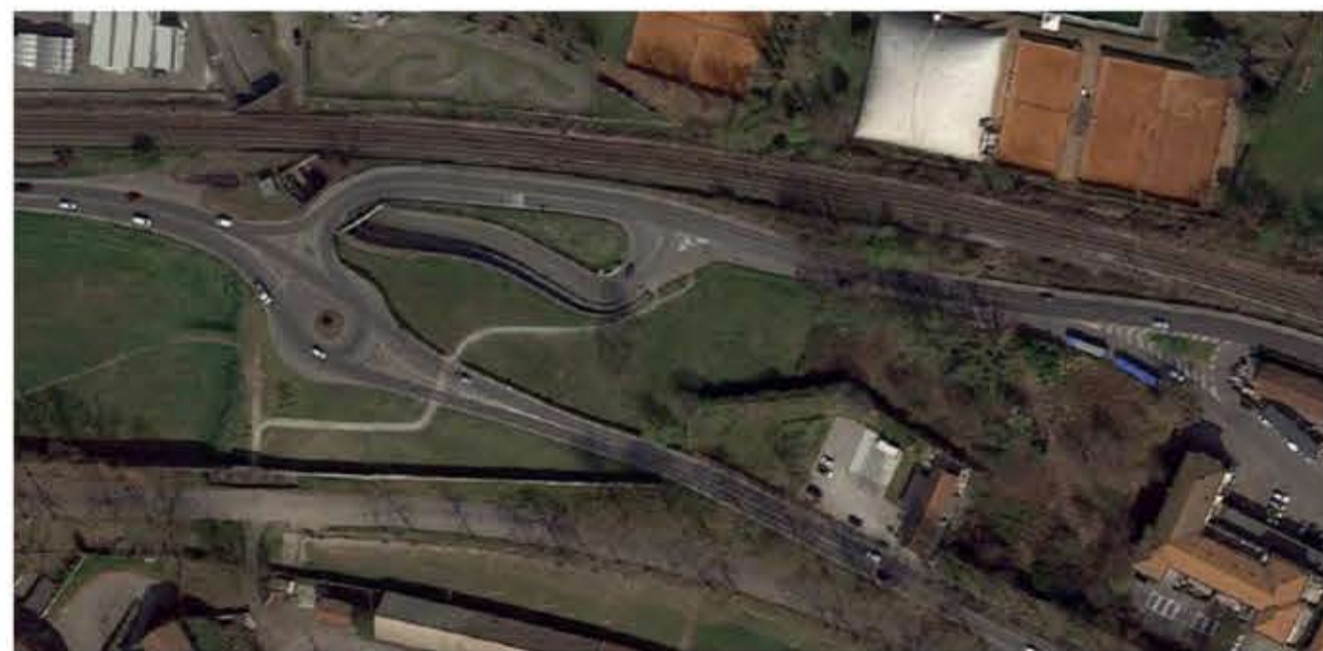


Connecting the new project with the city grid. Implementing and creating two new streets from both sides of the new parking building. These two roads are similar to Via Bacciochi in shape and design with pedestrian priority.



Making two connections between Via X Giugno and Viale Risorgimento. Favorising the pedestrian connections between the city and the park. Make these two roads a copy of Via Bacciochi.

Railways and Via XXI Aprile



Existing Rail way tracks, and vehicular roads at ground level causing to block the pedestrian connection between both sides.

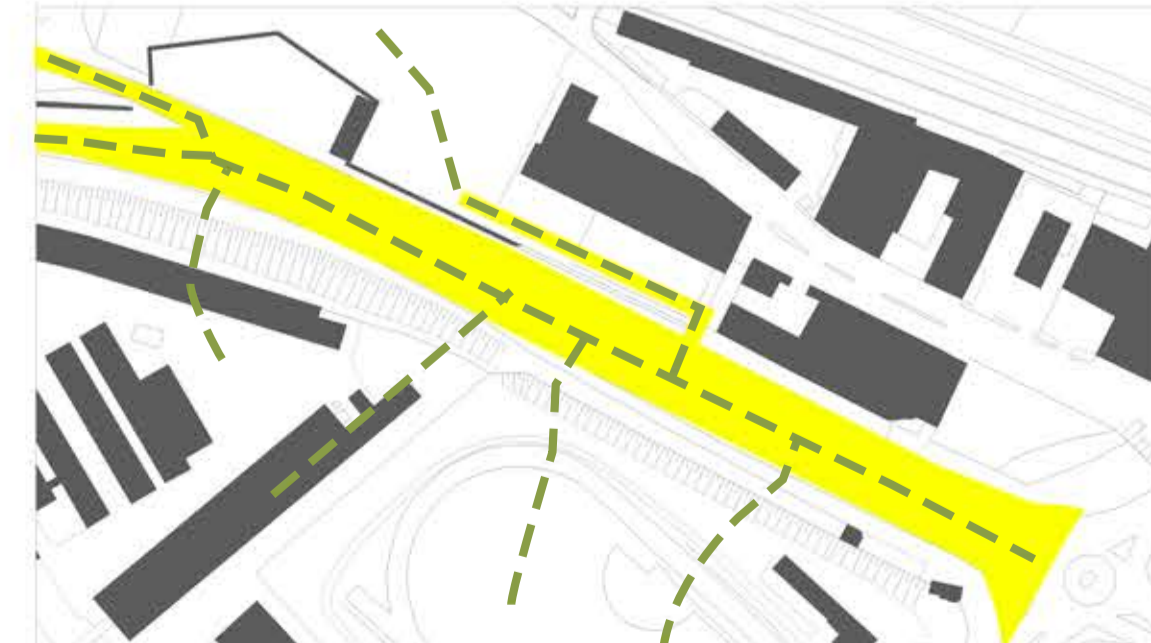


Moving the railway underground for a length of 270meters. Simplifying the vehicular road network by making it one linear road, which make crossing of people easier.



Covering the railway tunnel by a layer of soil and greenery. The vehicular road became one avenue with sidewalks, bicycle lanes, vehicular lanes. Each lane is separated from the other by greenery. Crossing points, zebra lines, lights, bumps are added to reduce car speed and assure safe pedestrian circulation and crossing.

Via Cardinale Maculani



Blocking all kind of vehicular circulations between Piazzale Milano and the roundabout of Via XXI Aprile and Via del Pontiere. Making Via Cardinale Maculani pedestrian friendly and connecting it with pathways with the surrounding and the park.



Making Via Cardinale Maculani a linear park, similar to Via Pubblico passeggio in the south part of the historic center. It is connected with the surrounding with pathways, sloped, stairs, steps.

This linear passage can be extended later toward Via Alessio Tramello.

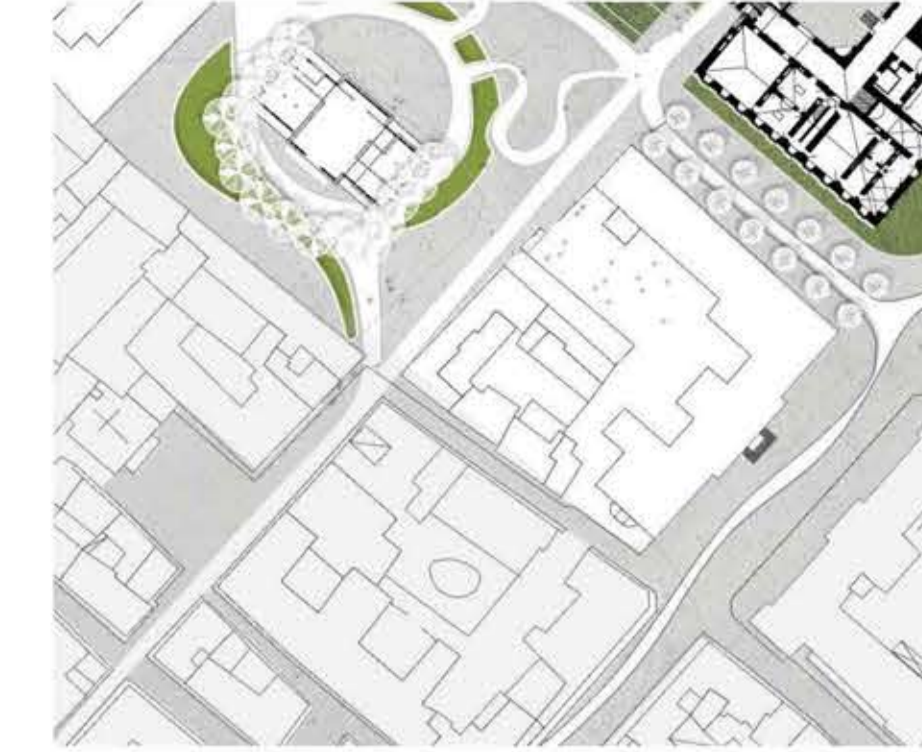
VIA CITTADELLA E VIA BACIOCCHI



Existing view showing the two roads, both vehicular, leading to Piazza Cittadella: Via Cittadella and Via Bacciochi. The main Piazza next to the palace is car oriented and not pedestrian friendly.



Car dominance in the Piazza in completely substituted by pedestrian dominance. Vehicular access to the Piazza are prohibited. Via Bacciochi is blocked for car circulation. Concerning Via cittadella, cars are diverted to Via Risorgimento through Via Gregorio X.



Making the part of Via Bacciochi between Palazzo Farnese and Mazzini school as well as all of Via Cittadella a car free, pedestrian friendly street. Restore the old abandoned bus station, and make it a cultural center working with Palazzo Farnese. Redesign the area around the bus station into a proper Piazza, pedestrian friendly.

VIA RISORGIMENTO E VIA CITTADELLA



Existing view showing the North part of the Historical city center. In general, it is car dominant, except in some zones where ZTL applies.



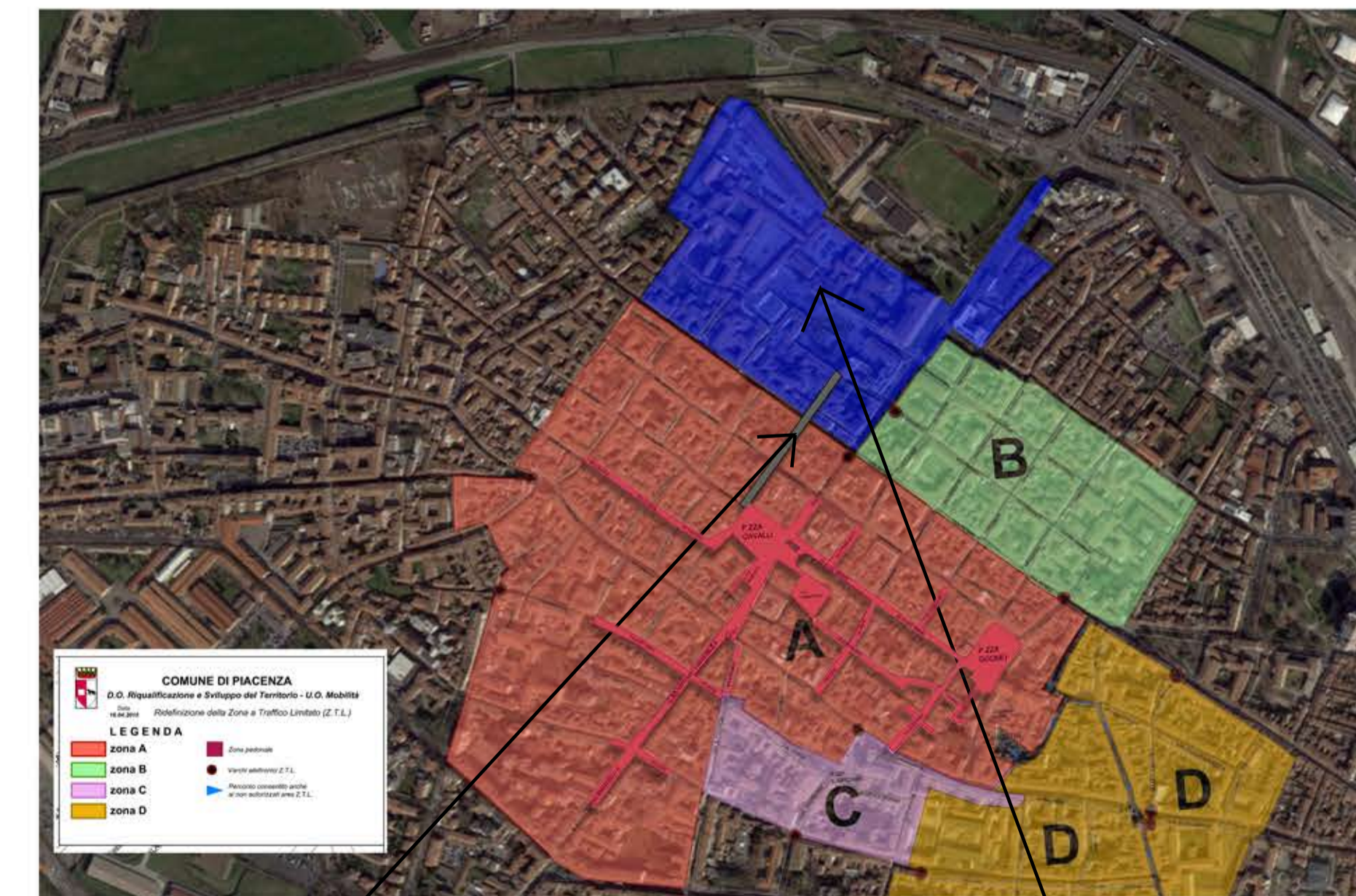
To bring people from the center toward the palace, the connection should be a safe connection in the first place.



People are reaching more safe to the Palace from Piazza Cavalli. Via Cittadella will have more commercial activities that attract people on the ground level.

Making Via Cittadella, Viale Risorgimento and Via Cavour under the ZTL zones, to favourise the pedestrian circulation from and toward the Palace.

EXTENDING ZTL UNTIL PIAZZALE MILANO



Extending the Pedestrian zone by adding a connection between Piazza Cavalli and Piazza Cittadella through Via Cittadella.

Extending the ZTL area to cover the marked zone in blue, covering Piazza Cittadella, Piazza Casali and Palazzo Farnese.