

La mobilità come progetto di spazio pubblico e paesaggio urbano



funzionalismo primitivo delle infrastrutture standard

(J. A. Acebillo Marin)



Firenze, svincolo "Lotto 0" SGC Firenze-Pisa Livorno

Barcellona, Svincolo e parco della "Trinidad" (1988-1992)

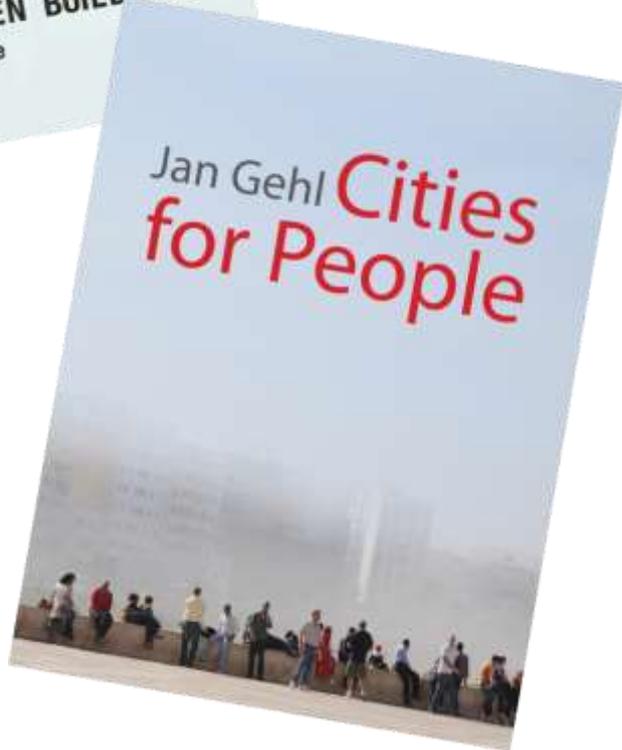
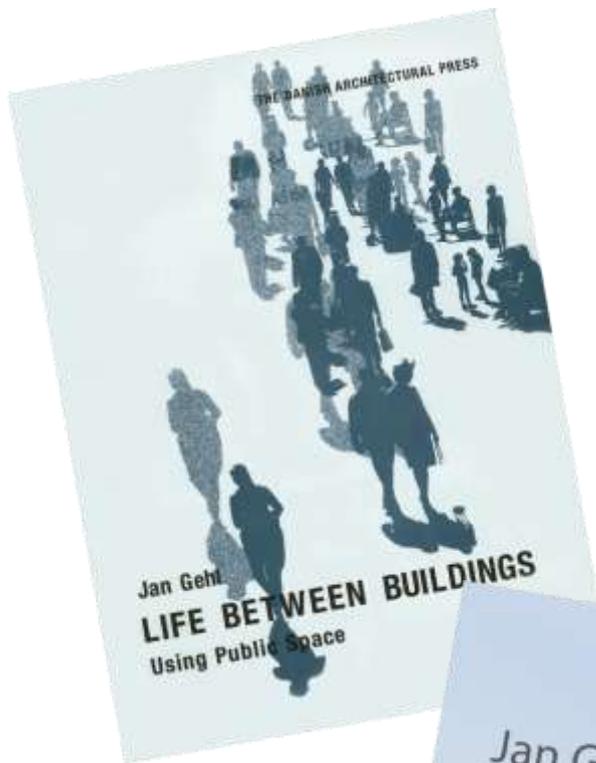


infrastrutture a
rendimento sociale
(J. Busquets)

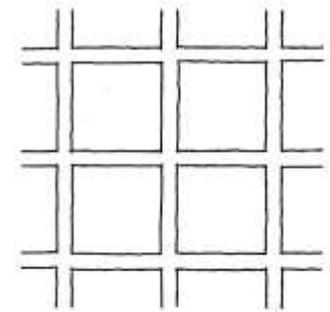
- M. de Solà Morales, **Un'altra tradizione moderna**, «Lotus international» n. 64, 1989

1. Effetti territoriali oltre l'area di intervento
2. Carattere complesso e interdipendente dei contenuti; superamento della monofunzionalità (parco, strada, tipologia, ecc.); mescolanza di usi, utenze, ritmi temporali e orientamenti visivi
3. Scala intermedia, da completarsi in un tempo limite di pochi anni
4. Impegno volontariamente assunto di adottare un'architettura urbana, indipendentemente dall'architettura degli edifici
5. Importante componente pubblica negli investimenti e negli usi collettivi del programma.

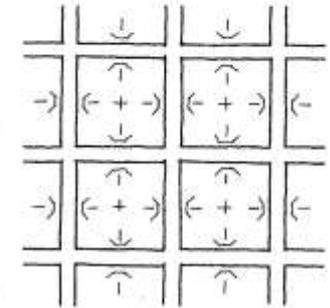
L'intervento nella città
consolidata: “traffic calming”
e “circulation douce”



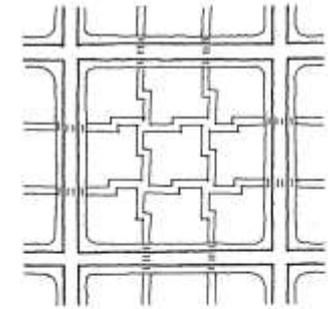
Los Angeles:
Integrazione del traffico in termini di circolazione veloce. Un sistema semplice di strade rettilinee con un basso livello di sicurezza. Le strade sono utilizzate esclusivamente per il traffico veicolare.



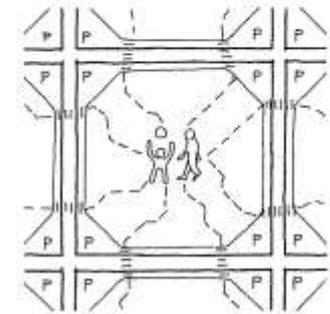
Radburn:
Separazione del traffico introdotta nel 1928 a Radburn, nel New Jersey: un sistema complicato e costoso che prevede molte strade e sentieri paralleli con numerosi sottopassaggi dispendiosi. Indagini condotte nelle zone residenziali rivelano che questo criterio, che in teoria sembrerebbe migliorare il livello di sicurezza stradale, è poco efficace nella realtà, poiché i pedoni preferiscono le strade più corte a quelle più sicure ma più lunghe.

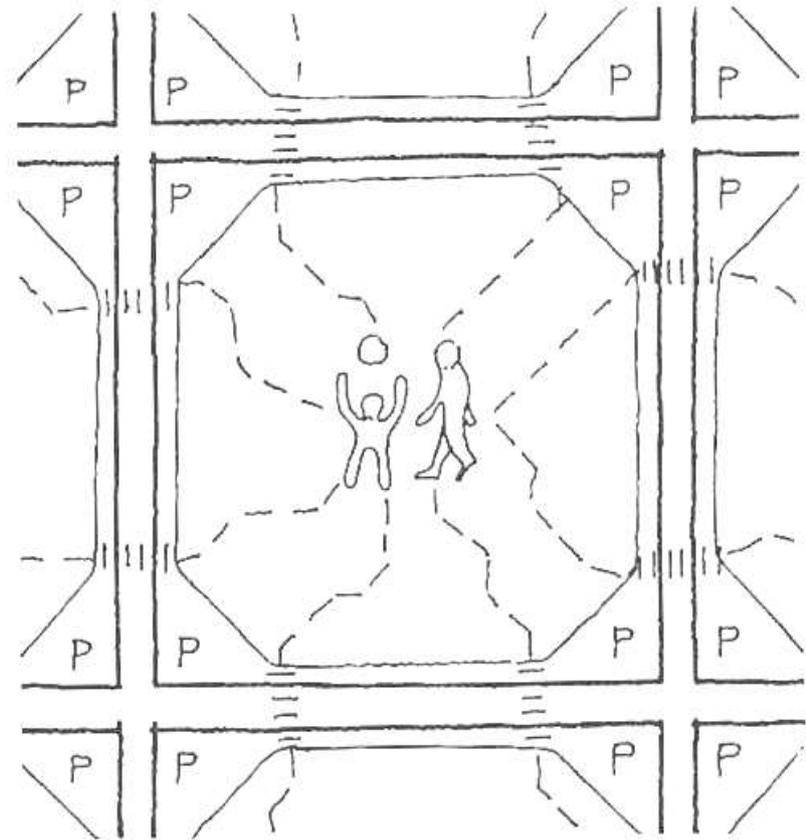
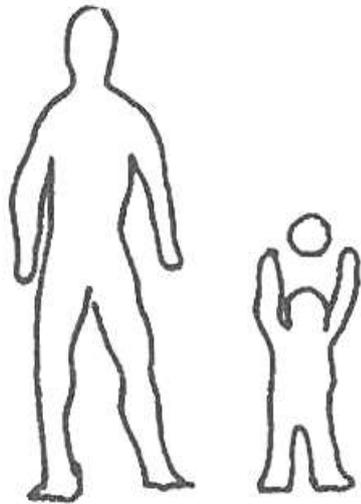


Delft:
Integrazione del traffico in termini di circolazione lenta. Introdotta nel 1969, questo sistema semplice, diretto e sicuro continua a considerare la strada come lo spazio pubblico più importante. Quando le auto devono potere raggiungere un edificio, questo sistema costituisce una soluzione migliore delle precedenti.

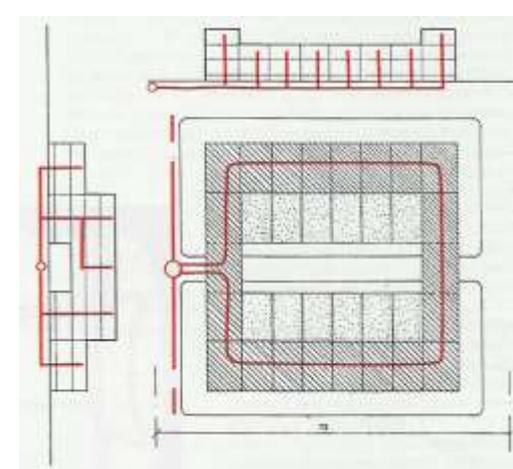
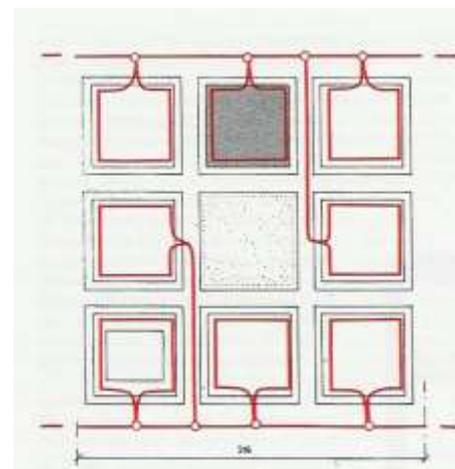


Venezia:
La città pedonale. Il passaggio dal traffico veloce al traffico lento avviene nei dintorni della città o dell'area pedonale. Si tratta di un sistema di traffico semplice e diretto con un alto grado di sicurezza, dove ci si sente protetti più che in qualsiasi altro sistema.

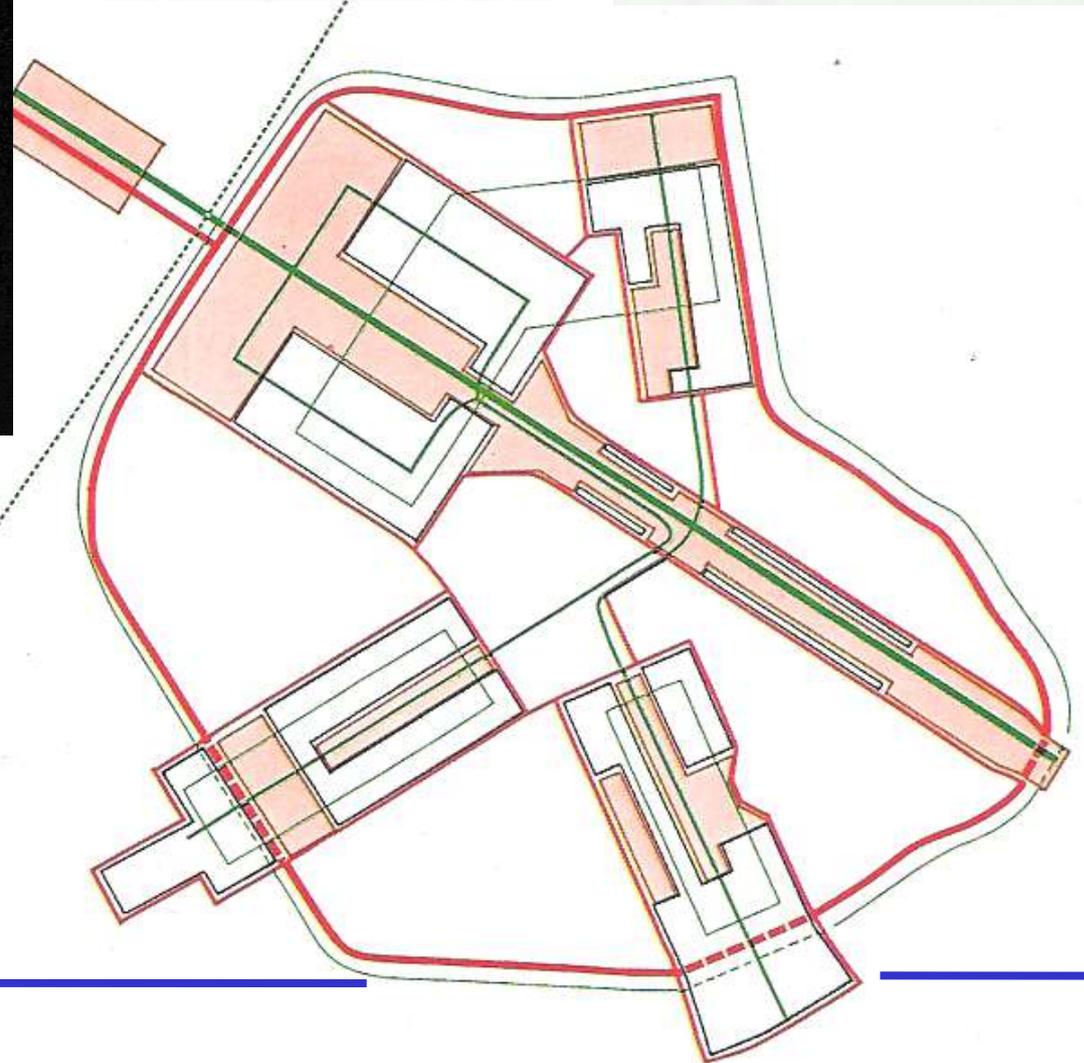


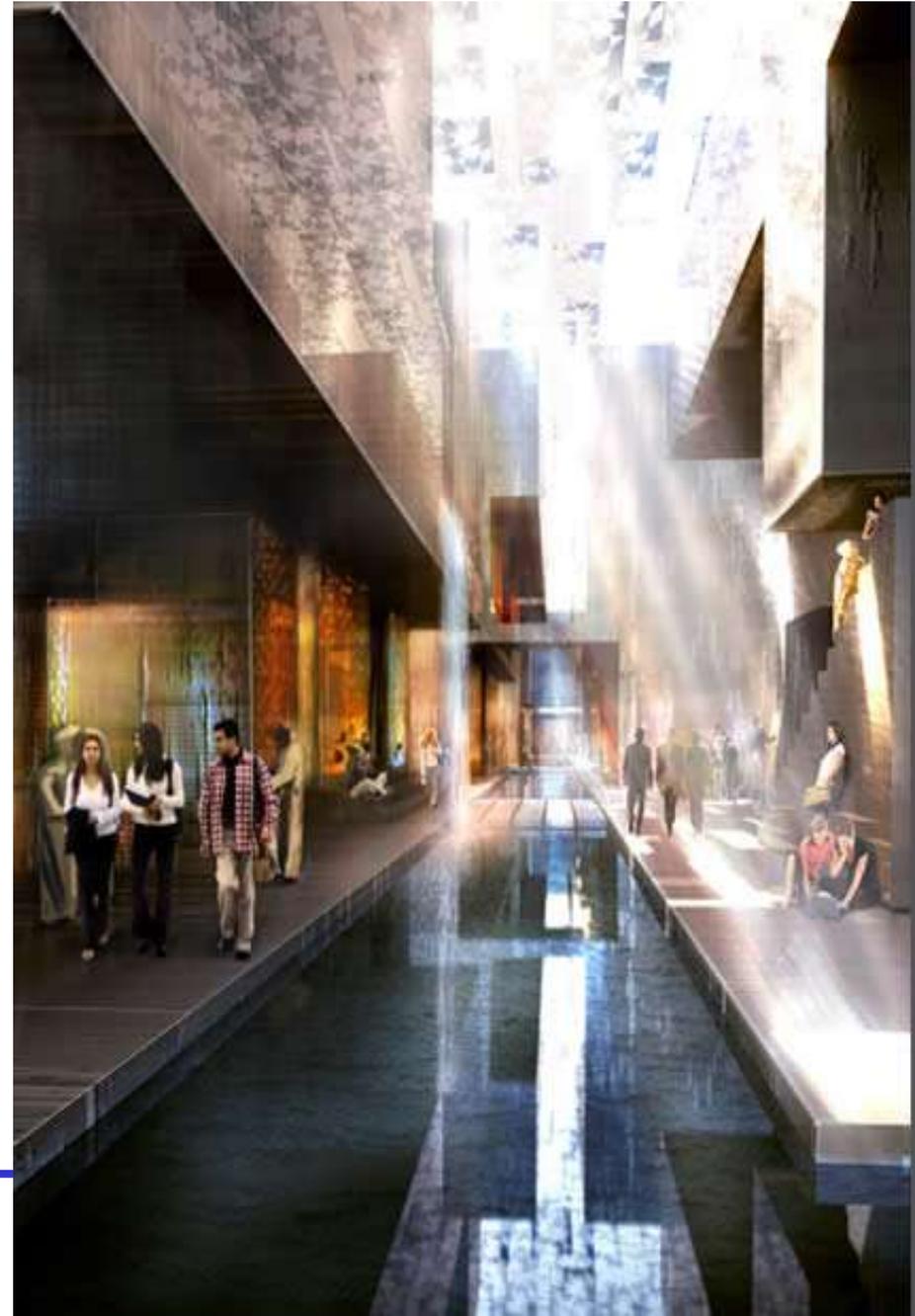
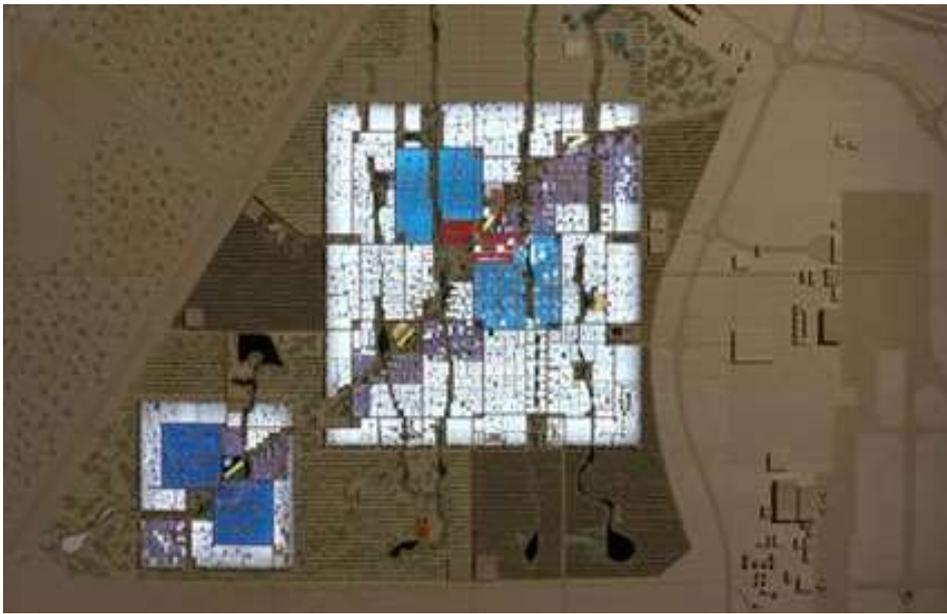


J. Gehl, il paradigma "Venezia" (la città senza auto)



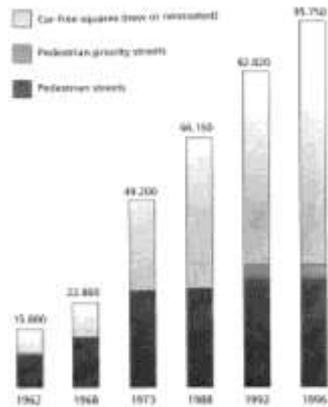
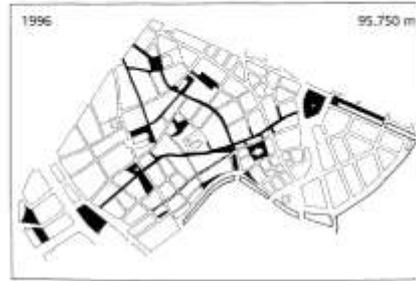
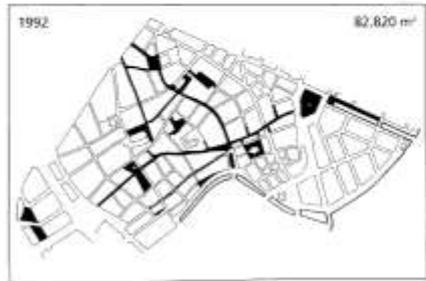
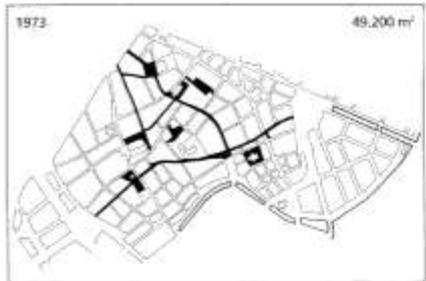
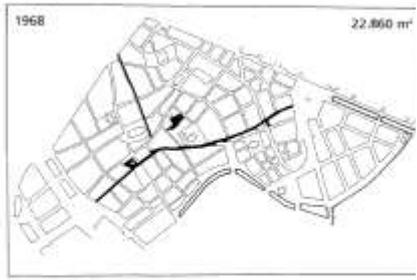
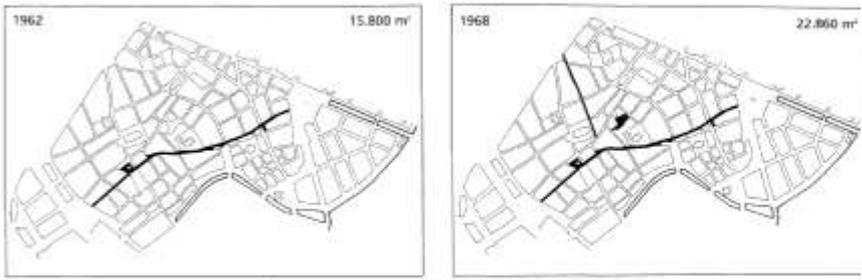
-  Polo residenziale
-  Polo di attrazione
-  Aeroporto
-  Ferrovia
-  Monorotaia
-  Micrometro' automatico
-  Minibus
-  Autolinee extraurbane
-  Autostrada
-  Viabilita' primaria
-  Viabilita' secondaria





N. Foster, "Masdar", 2008

DEVELOPMENT OF CAR-FREE STREETS AND SQUARES 1962-1996



Development of pedestrian areas in Copenhagen city center from 1962 to 1996 (in square meters)



Copenhagen's designation as Cultural Capital of Europe in 1996 finally spurred the transformation of Town Hall Square. The traffic artery that once divided the square has been removed, buses are concentrated at the far end, and a wide, slightly sloped pedestrian area has been created in front of the town hall.



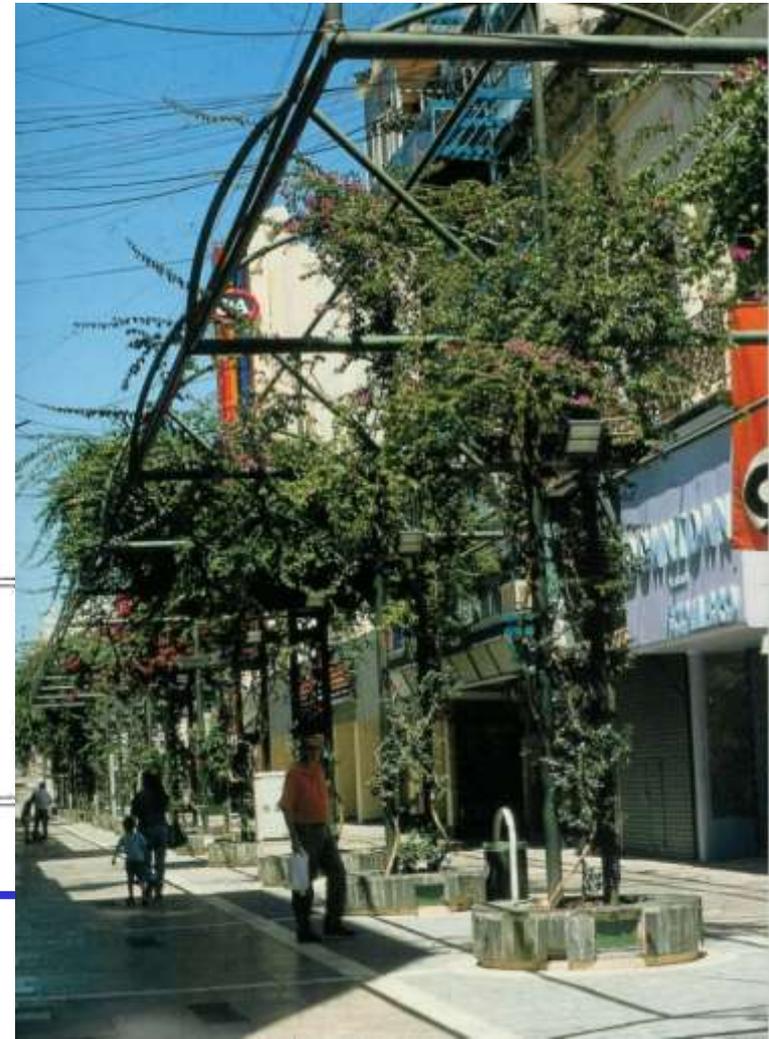
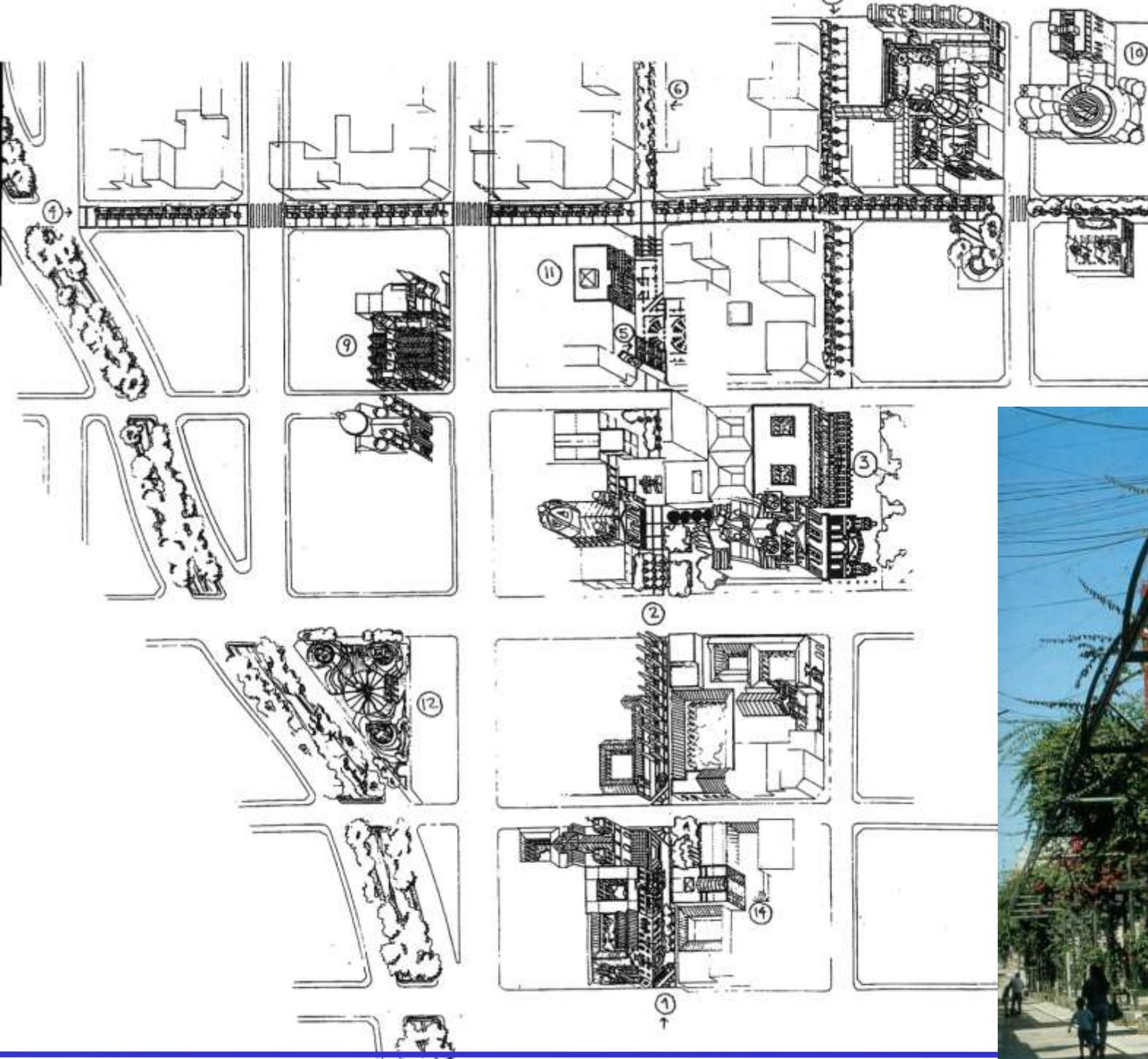
La pedonalizzazione del centro di Copenaghen 1962-1996



Pedonalizzazioni a Firenze (dal 1978)



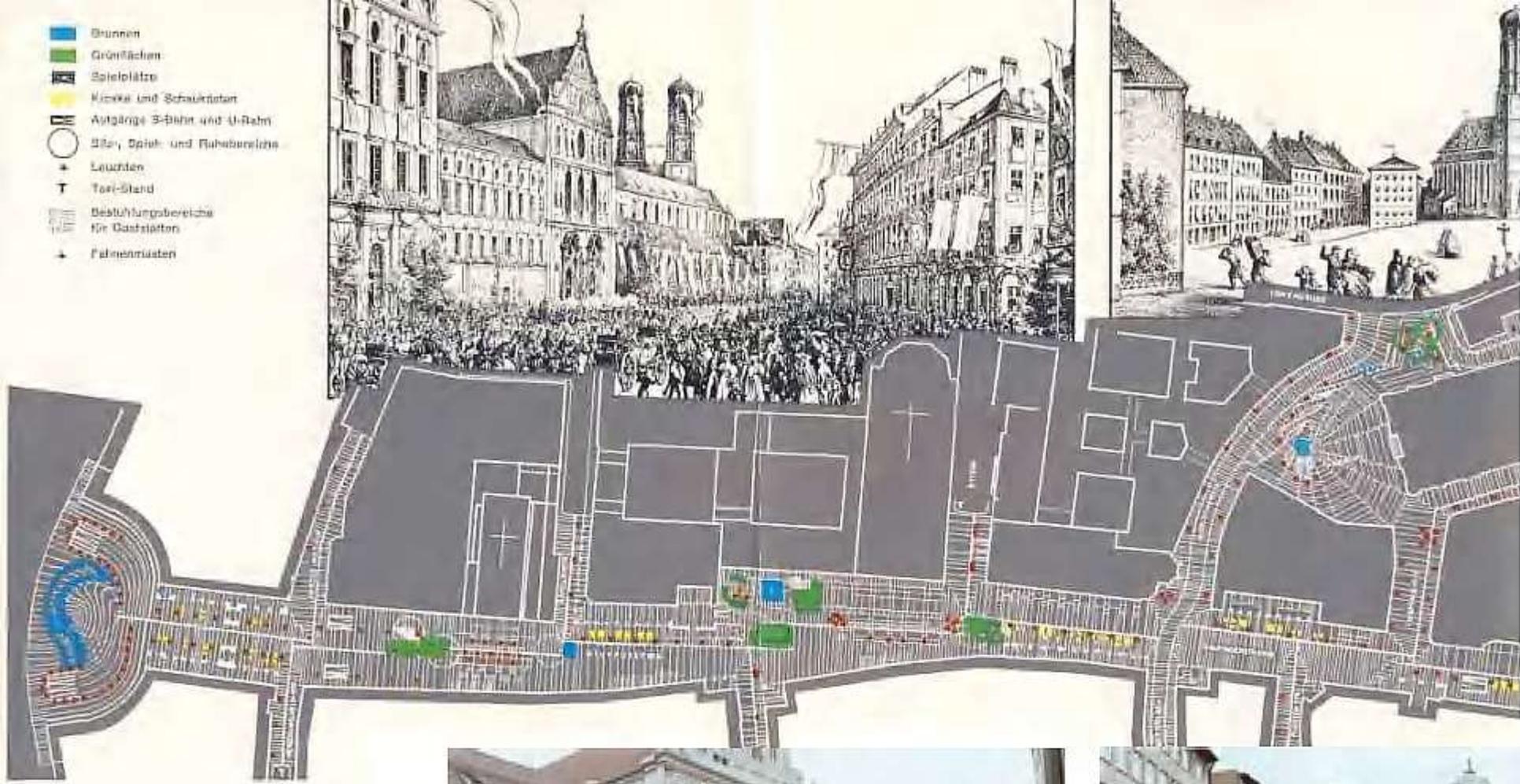
Pedonalizzazione di Time Square a NYC (dal 2012)



Cordoba (Argentina), 1962-1996 (M. A. Roca)



Cordoba (Argentina), 1962-1996 (M. A. Roca)



Monaco di Baviera, area centrale pedonalizzata. Progetto: B. Winkler, 1972



Göttingen



Norimberga

Stoccarda



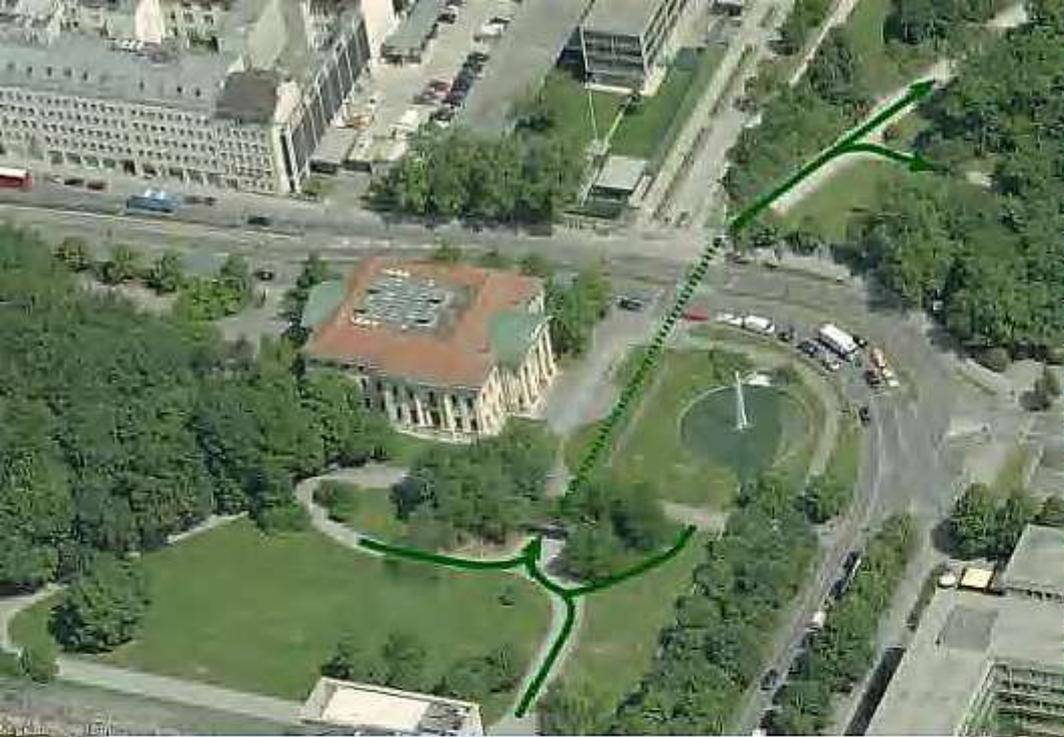
Zone pedonali nelle città tedesche



Continuità dei percorsi pedonali dalla Hauptbahnhof all'Englischer Garten



Continuità dei percorsi pedonali dalla Hauptbahnhof all'Englischer Garten



Sottopassaggio pedonale di accesso all'Englischer Garten



Copenhagen, "Superkilen" (TOPOTEK 1, BIG - Bjarke Ingels Group, Superflex, 2012)



Copenhagen, "Superkilen" (TOPOTEK 1, BIG - Bjarke Ingels Group, Superflex, 2012)



Freeway Park a Seattle (L. Halprin, 1970-1976)



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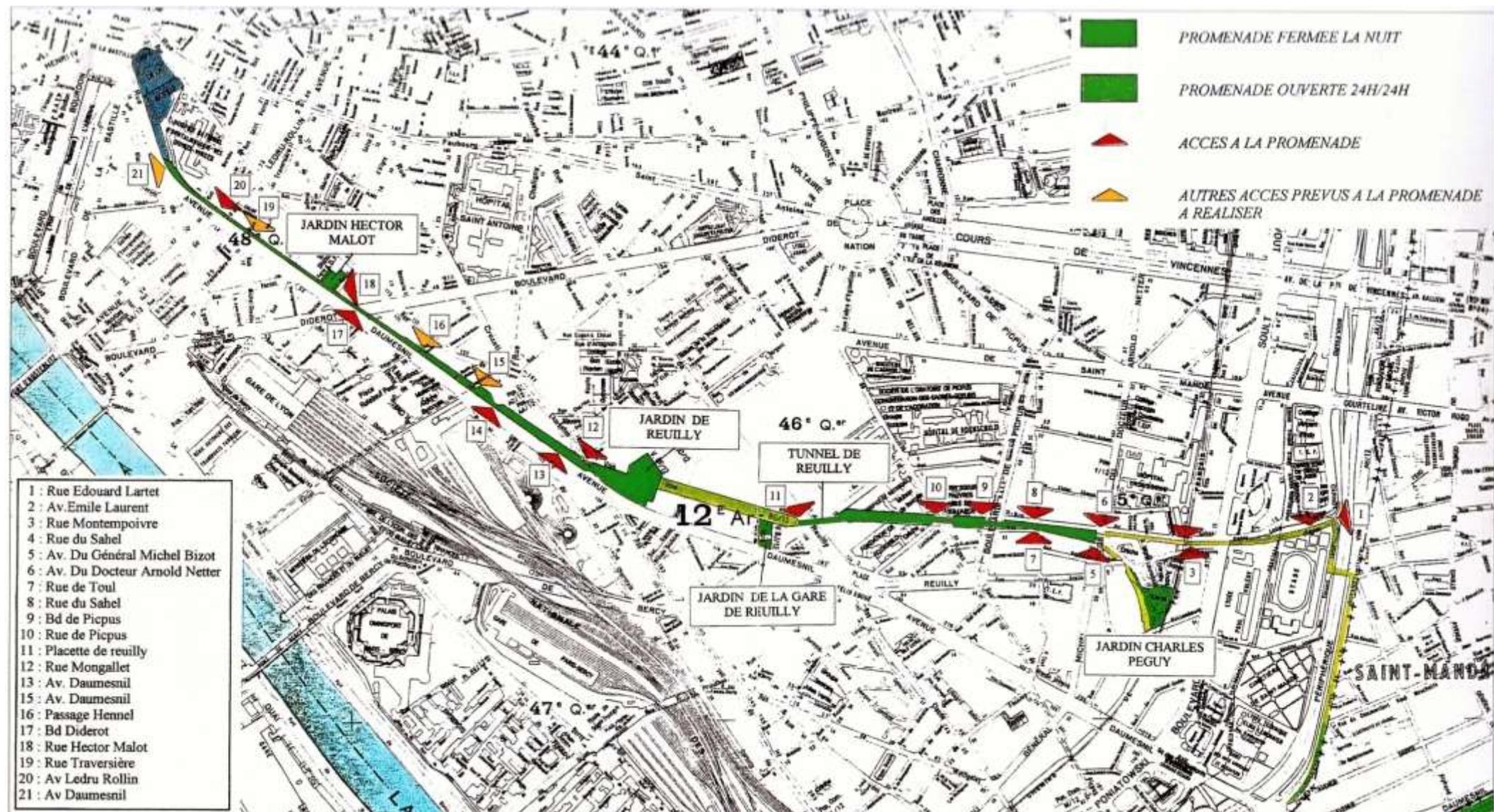
Freeway Park a Seattle (L. Halprin, 1970-1976)



Freeway Park a Seattle (L. Halprin, 1970-1976)



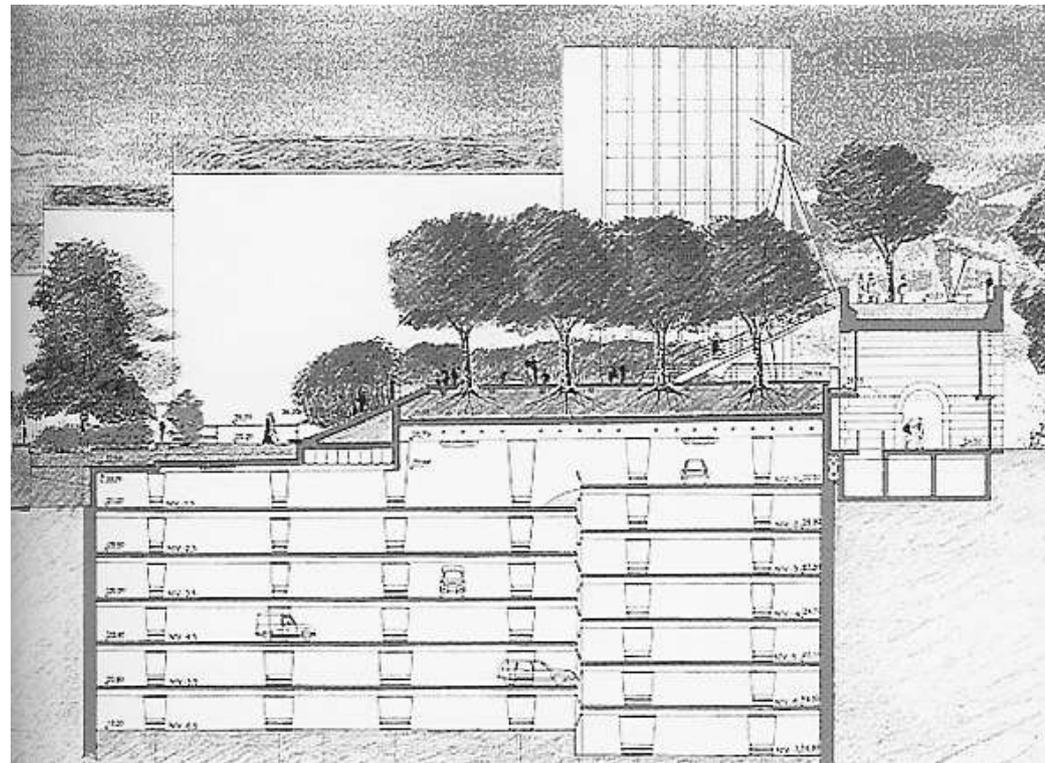
Before sunset – Prima del tramonto, Richard Linklater, 2004



Ph. Mathieux, J. Vergely, Promenade Plantée, Paris 1988-1998



Ph. Mathieux, J. Vergely, Promenade Plantée, Parigi 1988-1998



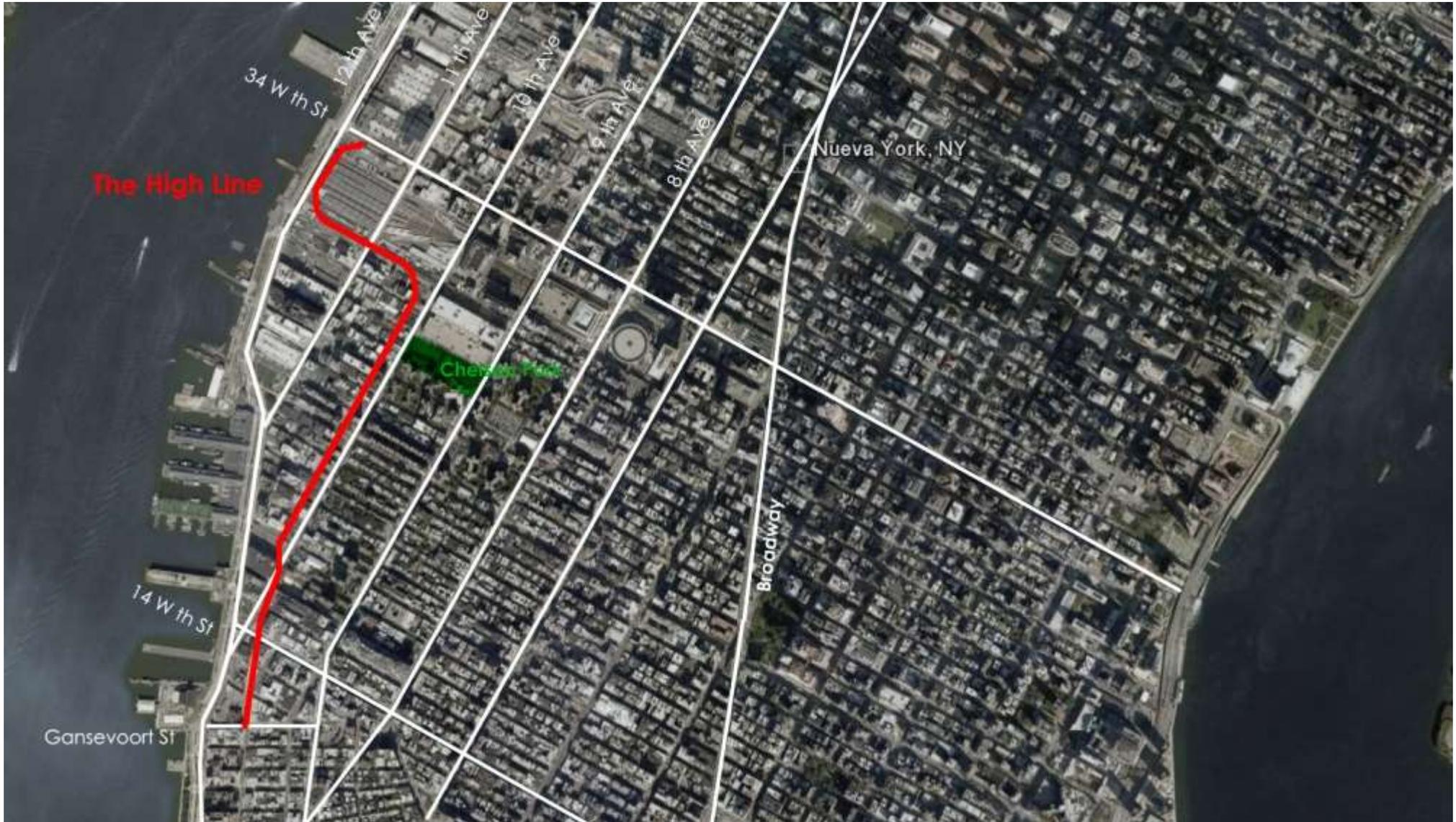
Ph. Mathieux, J. Vergely, Promenade Plantée, Paris 1988-1998



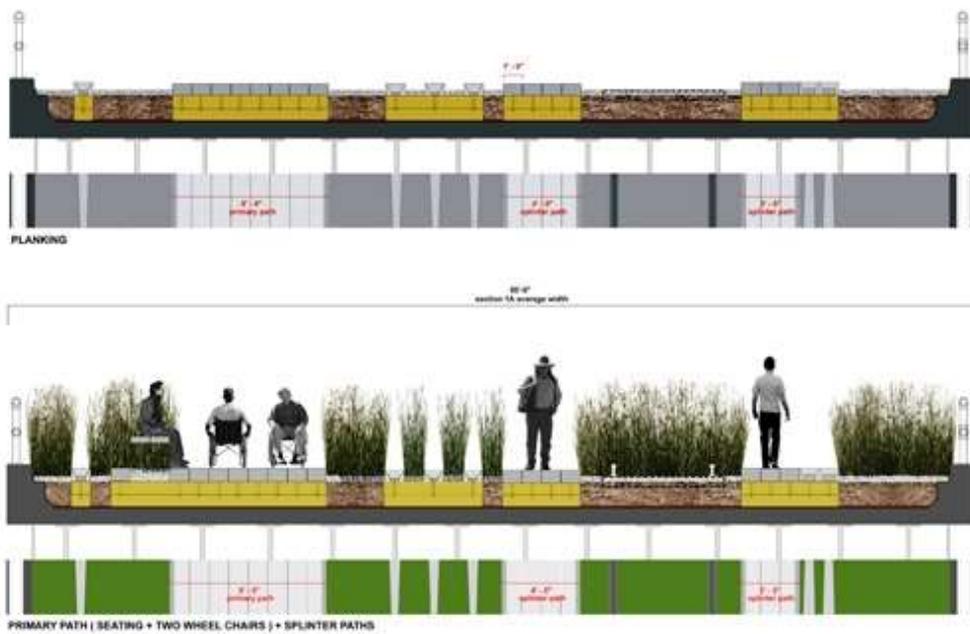
Ph. Mathieux, J. Vergely, Promenade Plantée, Paris 1988-1998



Ph. Mathieux, J. Vergely, Promenade Plantée, Parigi 1988-1998



Diller Scofidio+Renfro e James Corner Field Operations, High Line Park, New York, 2002-2009



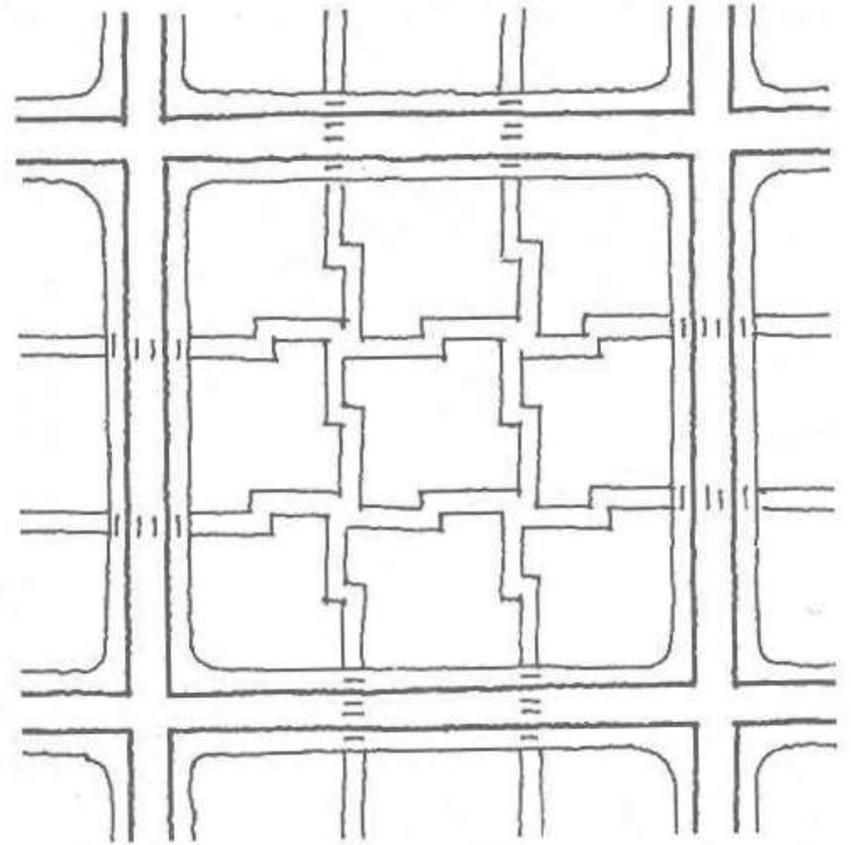
Diller Scofidio+Renfro e James Corner Field Operations, High Line Park, New York, 2002-2009



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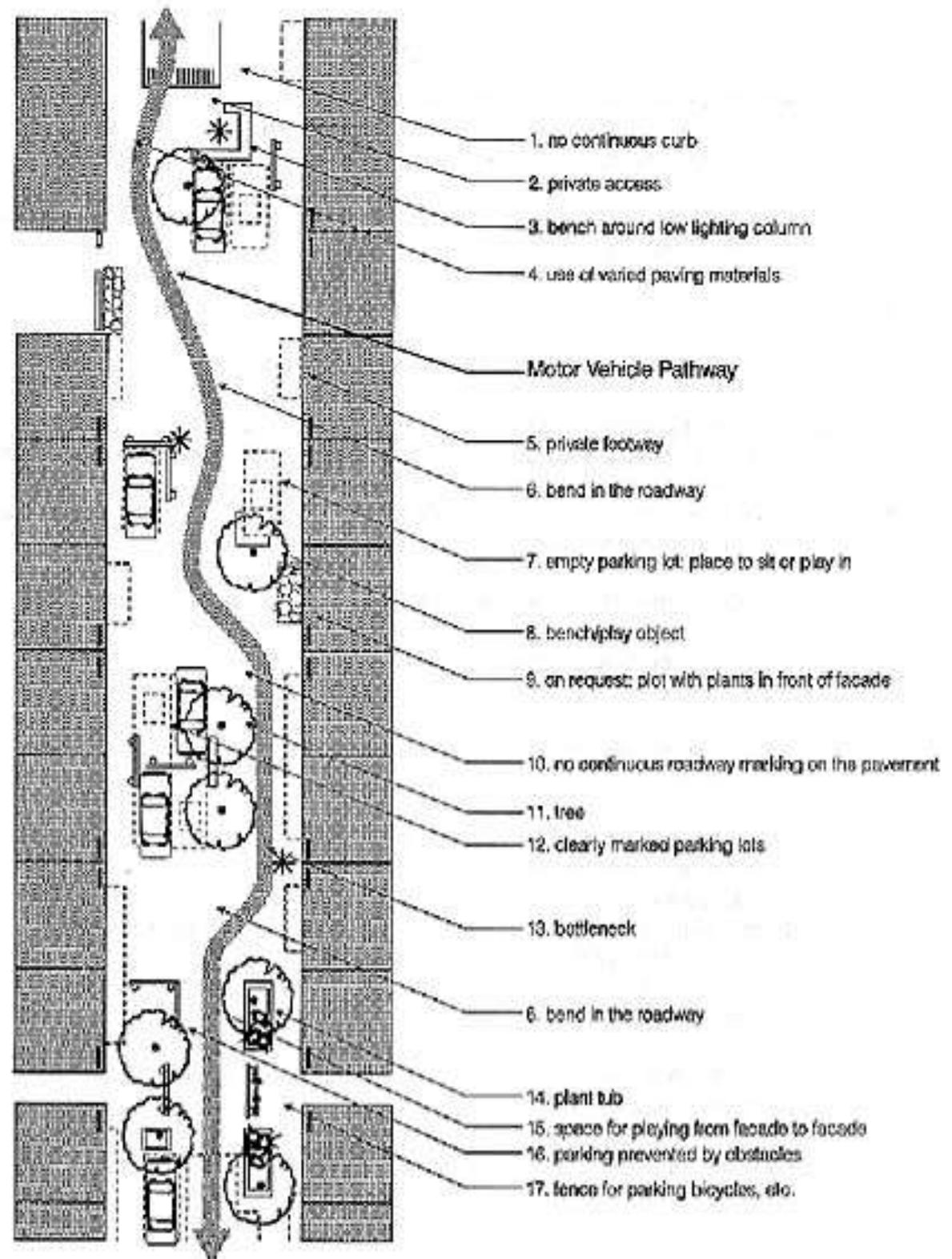
Diller Scofidio+Renfro e James Corner Field Operations, High Line Park, New York, 2002-2009

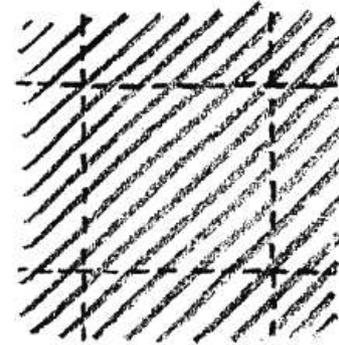
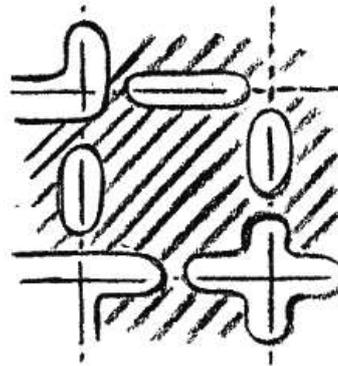
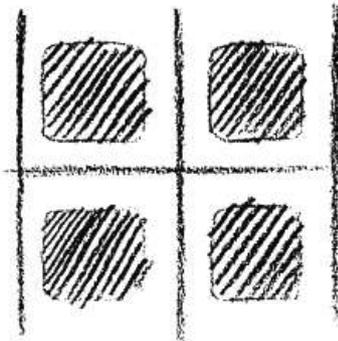
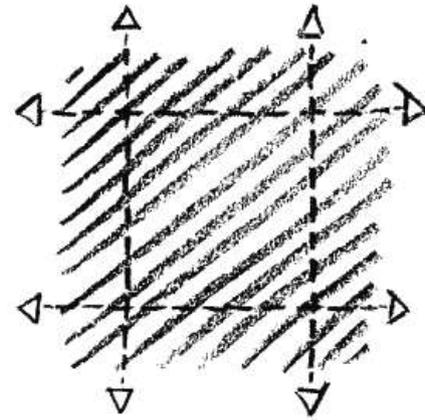
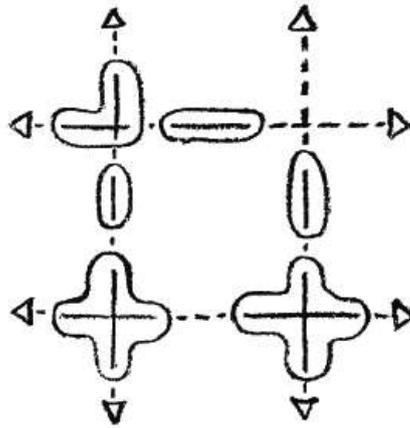
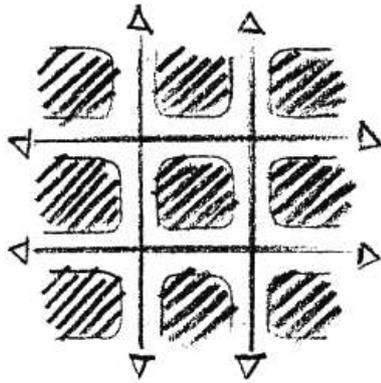


J. Gehl, il paradigma "Delft" ("woonerf" e "zone 30": la città a misura di pedone)



Delft, woonerf

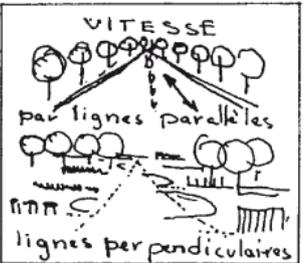
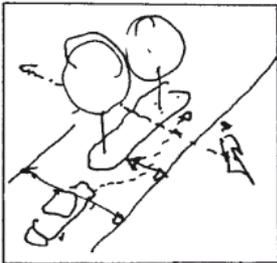
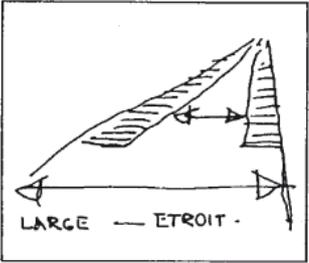
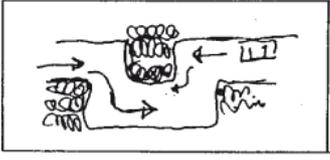
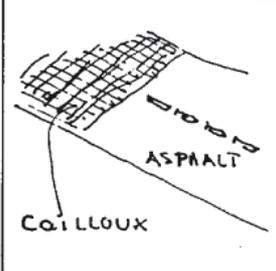
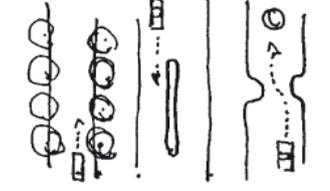
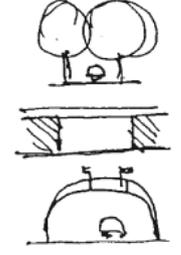
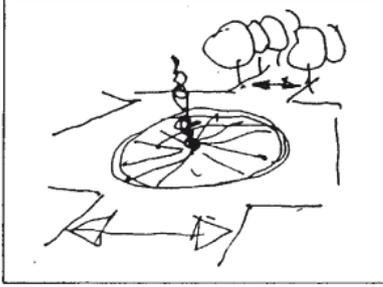
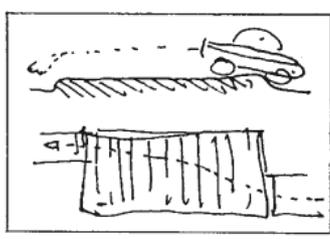
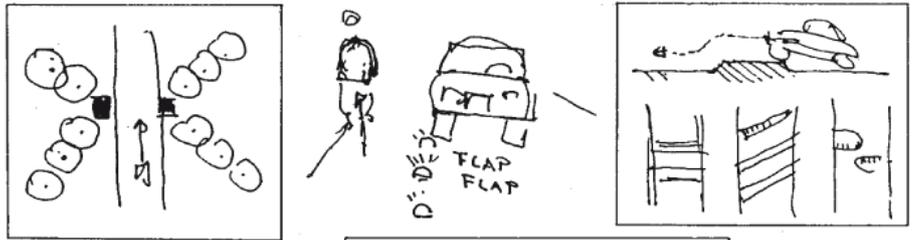




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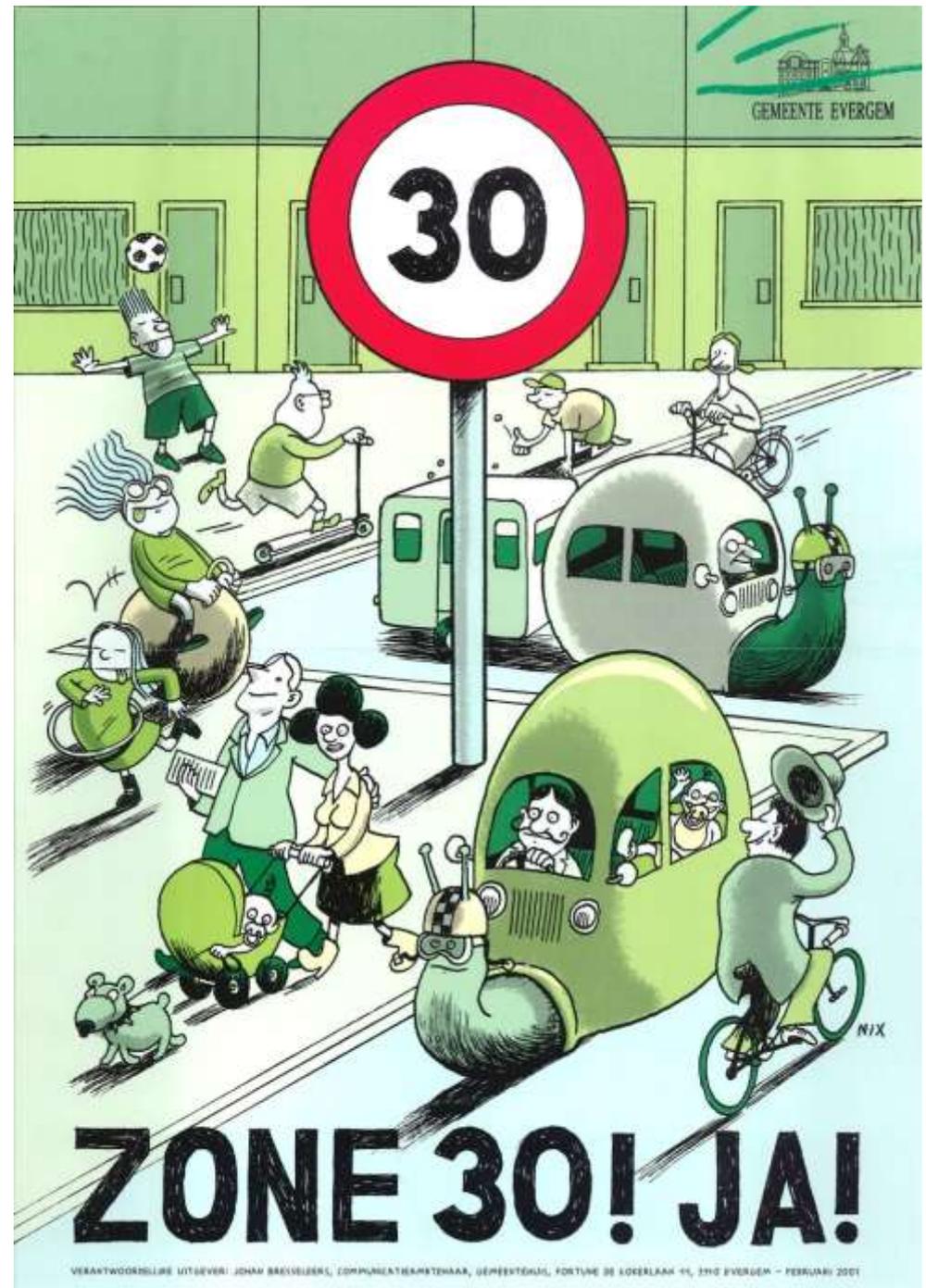
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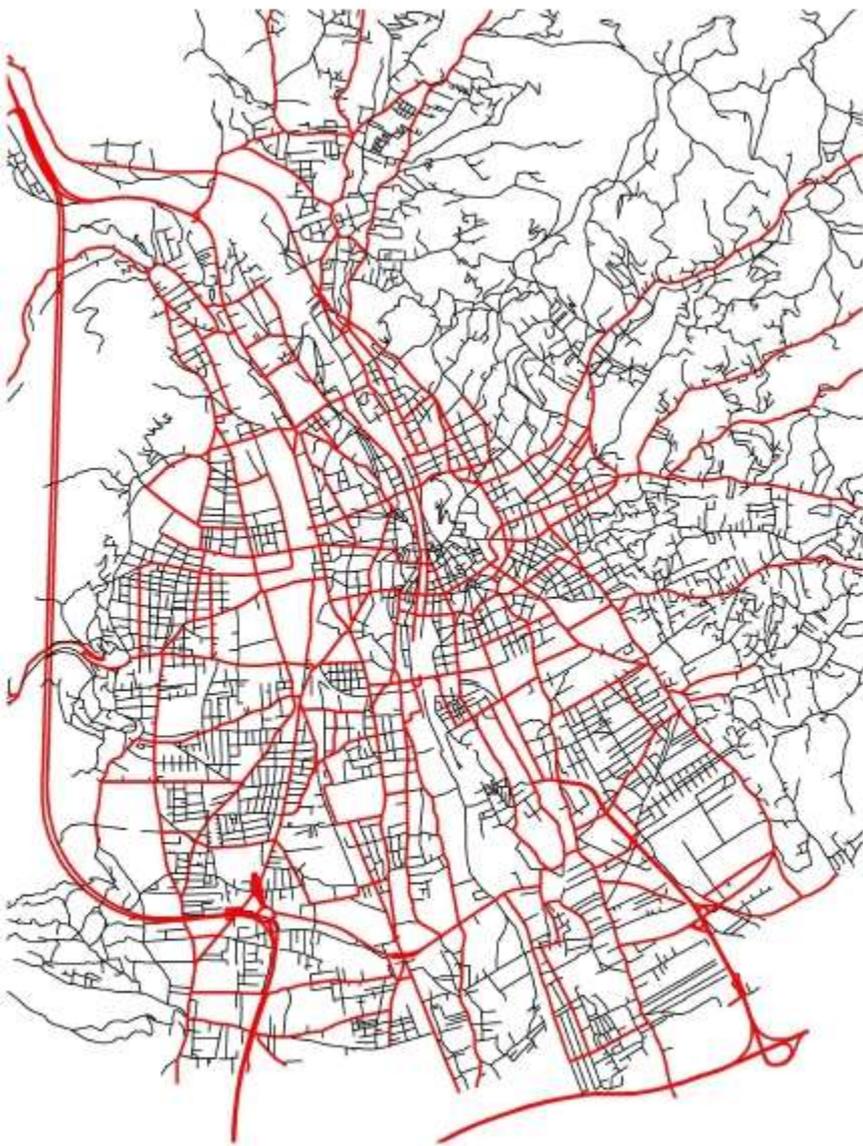
Both outside and inside the built-up area, the design of the road/street should express clearly the many functions it can have and what type of behaviour and speed is expected from motorists. Chicanes, mini-roundabouts, visual or physical width restrictions, gate effects through the use of vegetation, differentiated paving, raised platforms, interplay of daylight and shadows are techniques which can be used near schools, churches, shops, junctions and bridges, for instance (drawings by Vahl based on an idea from the Zandvoort agency in Amsterdam).



J. Vahl, studi di "traffic calming" per Culemborg



Home street e Zone 30



Stadt **GRAZ** Stadthausdirektion

Rete stradale ~ 1056 km

Autostrade ~ 55 km

Strade principali (50 km/h)
~ 194 km

Altre strade (30 km/h) ~ 800 km

Rete del trasporto pubblico

~ 294 km

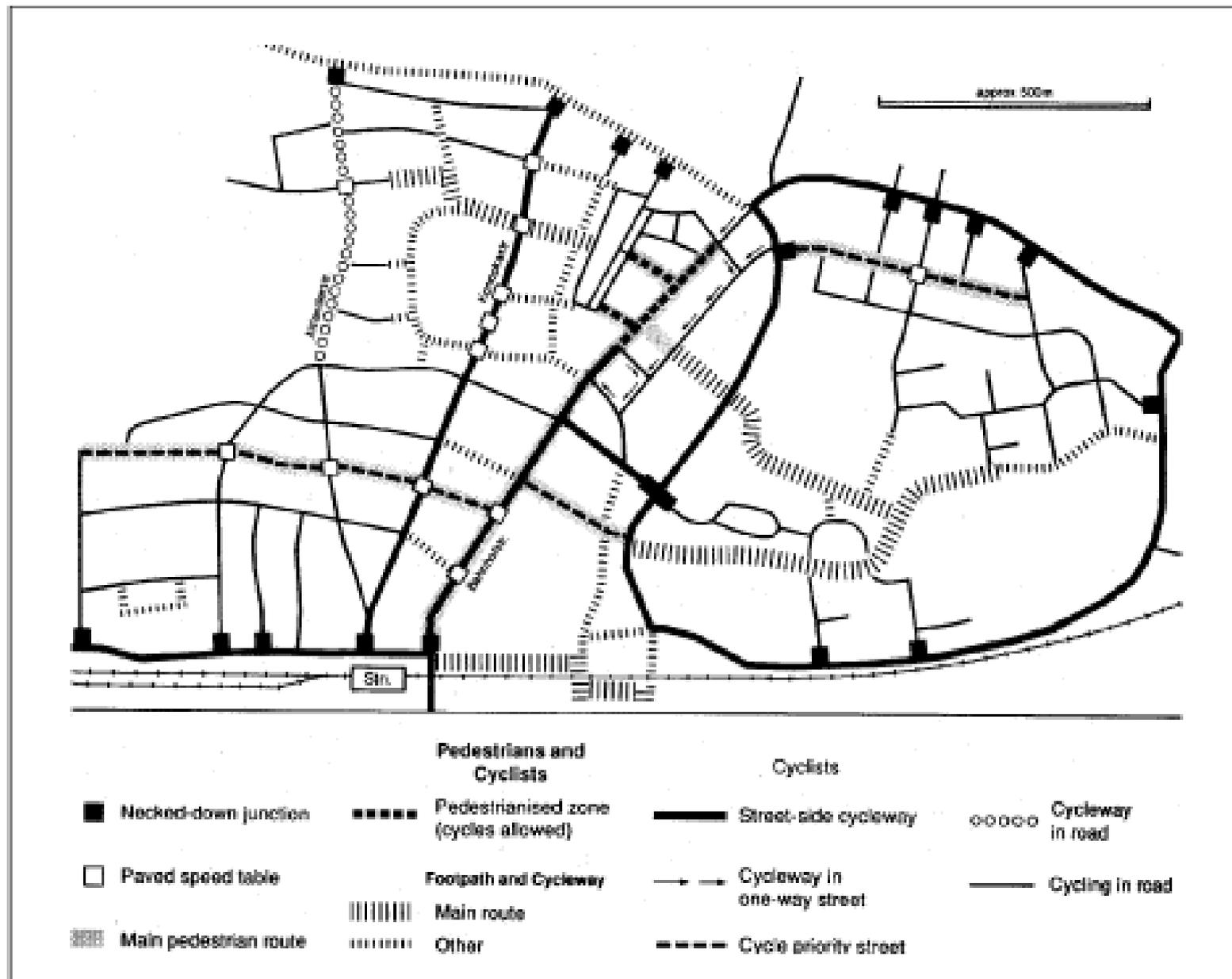
Tram ~ 49 km

Bus ~ 343 km

Rete ciclabile ~ 116 km



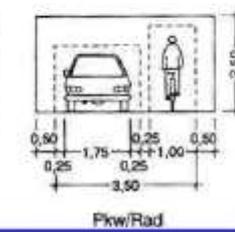
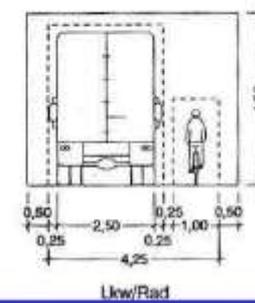
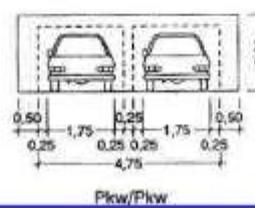
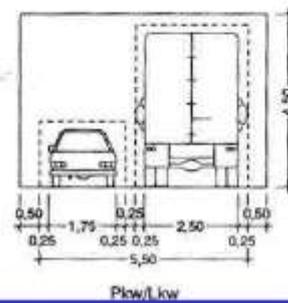
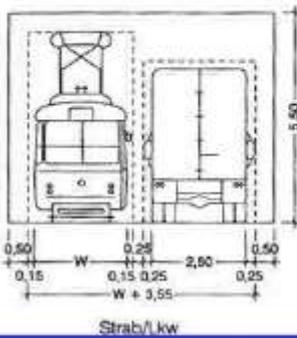
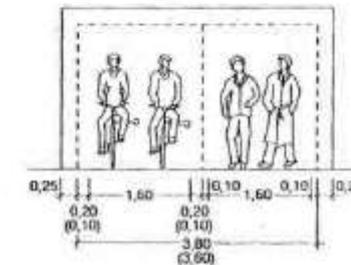
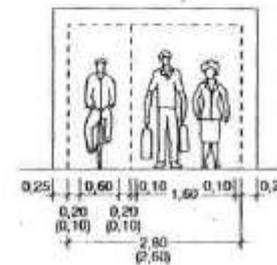
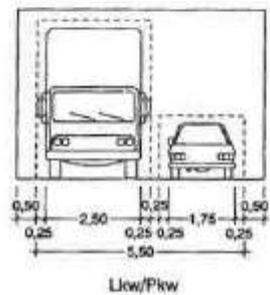
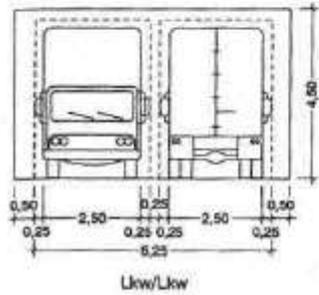
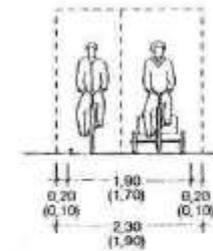
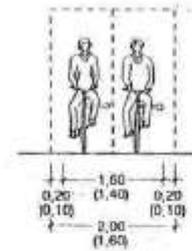
“Soft mobility” a Graz (A)



Schema della mobilità elementare in una Zona 30, Buxtehude



Monaco, Wohnstrasse



Moderazione del traffico e convivenza fra diversi utenti della strada in Germania

<p>Statut de la zone ou de la voie</p>	 <p>aire piétonne</p>	 <p>zone de rencontre</p>	 <p>zone 30</p>	<p>D 906</p>  <p>agglomération</p>	 <p>section 70</p>
<p>Vitesse maximale</p>	<p>libre du pays</p>	<p>20 km/h</p>	<p>30 km/h</p>	<p>50 km/h</p>	<p>70 km/h</p>
<p>Équilibre via locale fonction circulaire</p>	 <p>Via locale</p>	 <p>Via locale</p>	 <p>Circulation</p>	 <p>Circulation</p>	 <p>Circulation</p>

Code de la rue

Zone de rencontre

Sens unique limité (Double-sens cyclable)



Grenoble (F)

La zone de rencontre

Définition :

La zone de rencontre se définit sur le plan réglementaire comme une zone à priorité piétonne. Ouverte à tous les modes de circulation, les piétons peuvent s'y déplacer sur toute la largeur de la voirie en bénéficiant de la priorité sur l'ensemble des véhicules (à l'exception des tramways). Pour assurer cette cohabitation de tous les usagers, la vitesse des véhicules y est limitée à 20 km/h. De plus, sauf situation exceptionnelle, toutes les chaussées y sont à double-sens pour les cyclistes. Le stationnement des véhicules n'y est autorisé que sur les emplacements matérialisés à cet effet.

Situations types :

La zone de rencontre peut s'appliquer à différentes situations, qui ne réclament pas le même type ni la même échelle d'aménagement.

Objectifs fondamentaux :

La zone de rencontre correspond à des espaces publics où l'on souhaite favoriser les activités urbaines et la mixité des usages sans pour autant s'affranchir du trafic motorisé. L'objectif est de permettre la cohabitation des piétons avec les véhicules à faible vitesse. Ce mode de fonctionnement repose sur le respect du principe de prudence (art. R. 412-6 du Code de la route) : l'usager le plus protégé doit faire preuve d'une attention accrue à l'égard de l'usager plus vulnérable. À 20 km/h, les conflits se gèrent non pas par un rapport de force, mais par une relation de convivialité au bénéfice du piéton et des personnes à mobilité réduite.



Dans les rues résidentielles, lorsque le quartier est peu perméable aux déplacements du reste de l'agglomération, la zone de rencontre permet d'aménager des espaces publics plus conviviaux.



La zone de rencontre dans les quartiers historiques permet de maintenir une desserte automobile et des possibilités de stationnement tout en privilégiant la déambulation du piéton.



La zone de rencontre permet d'organiser la cohabitation sur des espaces publics complexes : places générant des flux piétons multiples, traversées par des véhicules motorisés et des transports publics.



Les lieux de correspondance (centre d'échange, grand parvis de gare, etc.) génèrent une forte affluence piétonne et une complexité de cheminements qui les prédisposent à être gérés par une zone de rencontre.



Lorsqu'une aire piétonne doit être interrompue pour laisser passer le transit des véhicules motorisés, la zone de rencontre permet d'accorder clairement la priorité aux piétons.



La zone de rencontre est adaptée aux rues commerçantes où l'on cherche à concilier fréquentation piétonne et circulation des véhicules motorisés



La zone de rencontre peut s'appliquer aux rues trop étroites pour disposer de trottoirs assez larges pour respecter les règles d'accessibilité.



À l'intérieur de zones 30, la zone de rencontre peut s'appliquer à des lieux de conflits entre piétons et autres usagers et où l'on souhaite accorder la priorité aux piétons

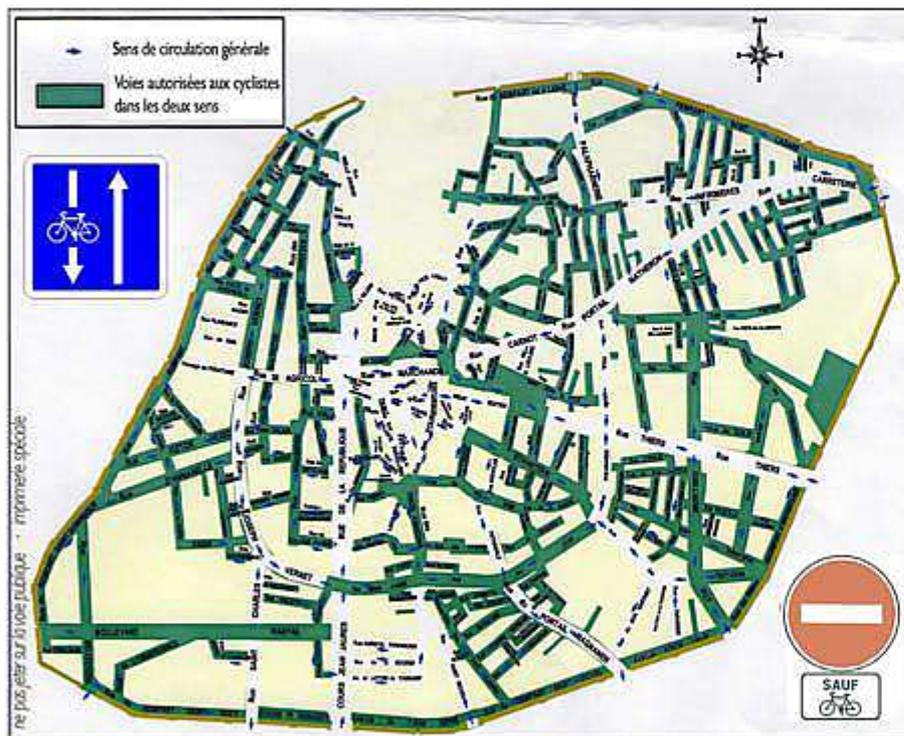
1^{ER} JUILLET 2010 : L'INTRA-MUROS D'AVIGNON DEVIENT UNE



ZONE DE RENCONTRE

les principes d'une zone de rencontre:

- vitesse limitée à 20 km/h pour tous les usagers
- priorité absolue aux usagers les plus vulnérables: piétons, puis cyclistes
- mise en place de doubles sens cyclables



pour favoriser l'habitat, le commerce, le tourisme,
pour un nouvel esprit de convivialité sur la chaussée,
pour une circulation apaisée et un meilleur cadre de vie,
pour une vraie mixité piétons, cyclistes, véhicules motorisés,

PARTAGEONS LA VILLE...

Avignon à vélo association loi 1901
avignonavelo@laposte.net <http://avignonavelo.free.fr>

PARTAGEONS LA VILLE

LES DROITS ET LES DEVOIRS DE CHAQUE USAGER
EN ZONE DE RENCONTRE :

PIÉTONS :

- Vous êtes prioritaires,
- Vous pouvez circuler sur la chaussée sans y stationner,
- Dans les rues à sens unique, faites attention aux cyclistes arrivant à contre-sens de la circulation.



CYCLISTES :

- Votre vitesse est limitée à 20 km/h et vous devez céder la priorité aux piétons en permanence,
- Vous pouvez prendre à contre-sens les rues à sens unique (en roulant à droite) sauf si la signalisation l'interdit (absence de la mention «sauf vélos» sous le panneau sens interdit).



VÉHICULES MOTORISÉS :

- Votre vitesse est limitée à 20 km/h et vous devez céder la priorité aux piétons en permanence,
- Faites preuve de prudence dans les rues en sens unique car vous pouvez rencontrer des cyclistes arrivant à contre-sens,
- Respectez une distance latérale minimum de 1 mètre pour doubler un cycliste (règle applicable dans toute agglomération),
- Patientez derrière le cycliste dans une rue étroite et doublez lorsque la rue s'élargit,
- Stationnez UNIQUEMENT dans les emplacements aménagés et indiqués.



RESTONS COURTOIS ET RESPECTUEUX DES AUTRES

Le regole della "Zone de rencontre" ad Avignone

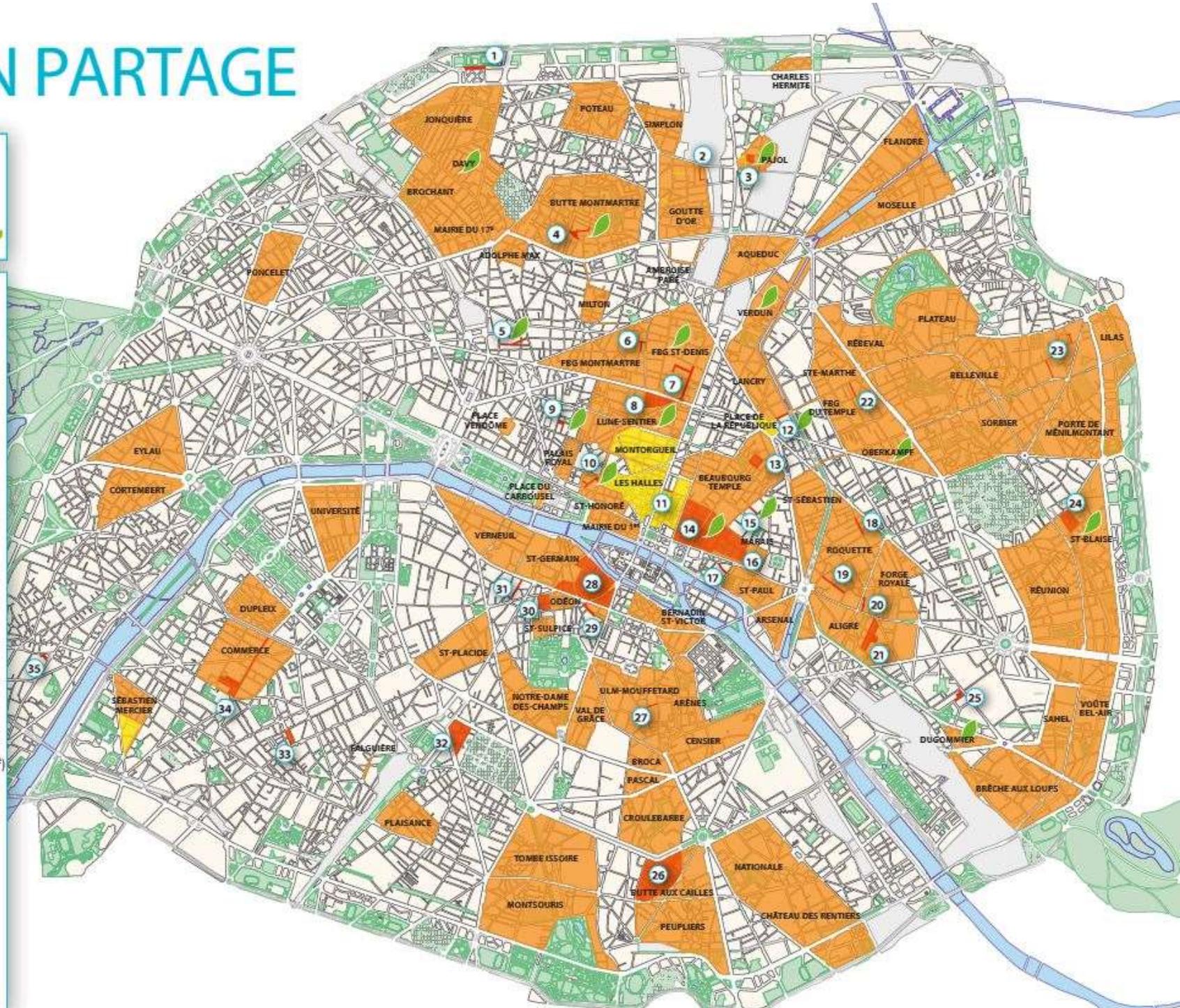
LA RUE EN PARTAGE



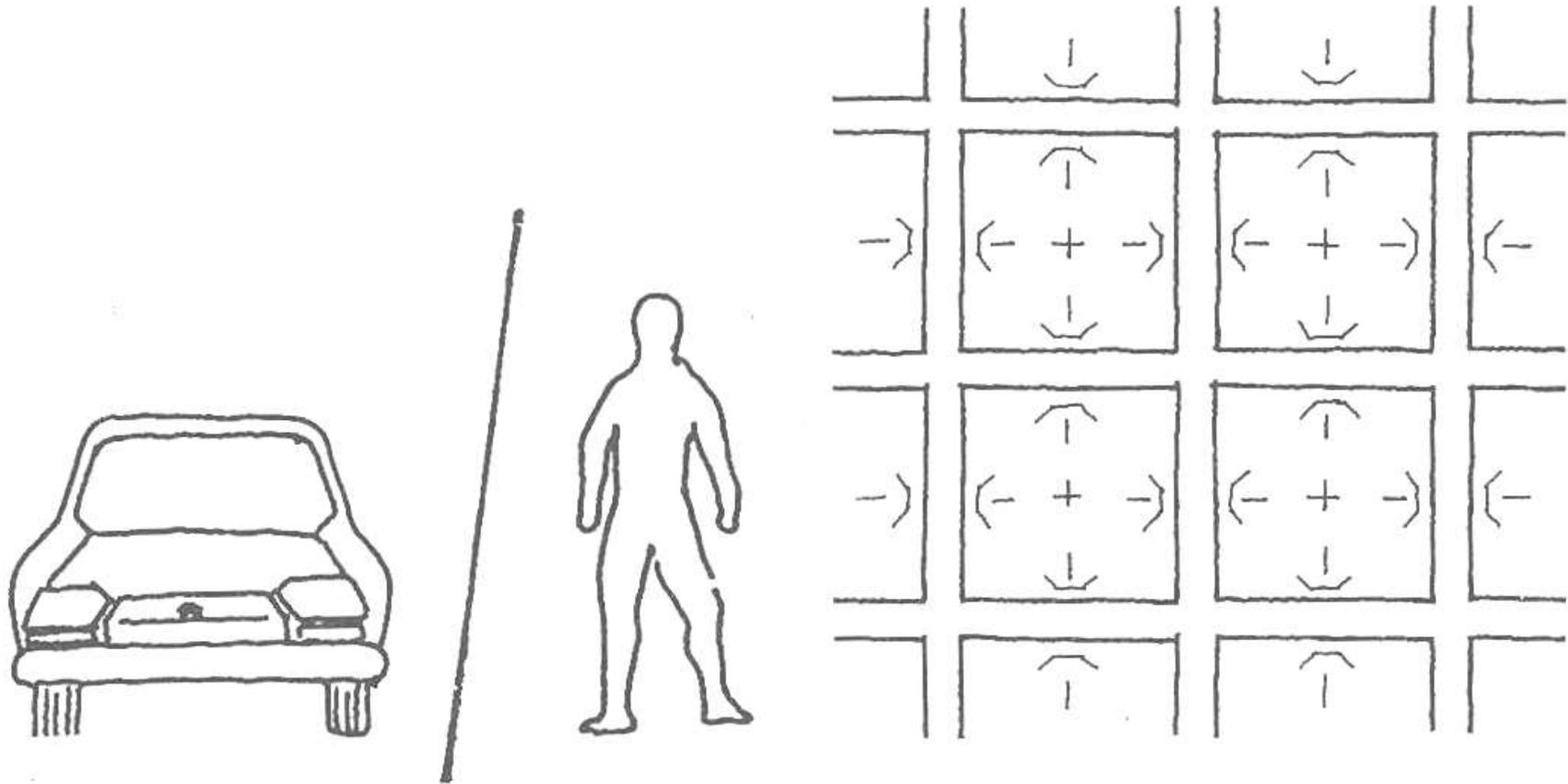
- Aires piétonnes
- Principales zones et voies à 30 km/h
- Zones de rencontre
- Expérimentation de marquages au sol

Voies et quartiers en zone de rencontre (20 km/h)

- 1 Rue André Bréchet (17^e)
- 2 Rue Émile Duployé (18^e)
- 3 Marché de l'Olive (18^e)
- 4 Abbesses (18^e)
- 5 Rues Joubert et Victoire (9^e)
- 6 Rue Ambroise Thomas (9^e)
- 7 Rue du Fbg St-Denis (10^e)
- 8 Rue Lune (2^e)
- 9 Rue Chabanais (2^e)
- 10 Rue Jean-Jacques Rousseau (1^e)
- 11 Rue Rambuteau (3^e/4^e)
- 12 Rue du Fbg du Temple (10^e/11^e)
- 13 Carreau du Temple (3^e)
- 14 Rues Temple et Vieille du Temple (3^e)
- 15 Rue Coutures St-Gervais (3^e)
- 16 Rue des Rosiers (4^e)
- 17 Rue Jouy (4^e)
- 18 Rue Popincourt (11^e)
- 19 Rue de Lappe (11^e)
- 20 Rue Bonne Graine (11^e)
- 21 Marché d'Aligre (12^e)
- 22 Rue Robert Houdin (11^e)
- 23 Passages des Tourelles et Gambetta (20^e)
- 24 Rue Florian (20^e)
- 25 Montgallet (12^e)
- 26 Buttes aux Cailles (13^e)
- 27 Rue du Pot de fer (5^e)
- 28 Saint-André des Arts et Buci (6^e)
- 29 Rue de l'École de Médecine (6^e)
- 30 Odéon (6^e)
- 31 Rue du Dragon (6^e)
- 32 Gaité (14^e)
- 33 Place Adolphe Chérioux (15^e)
- 34 Place Commerce (15^e)
- 35 Rues Buis et Désaugiers (16^e)



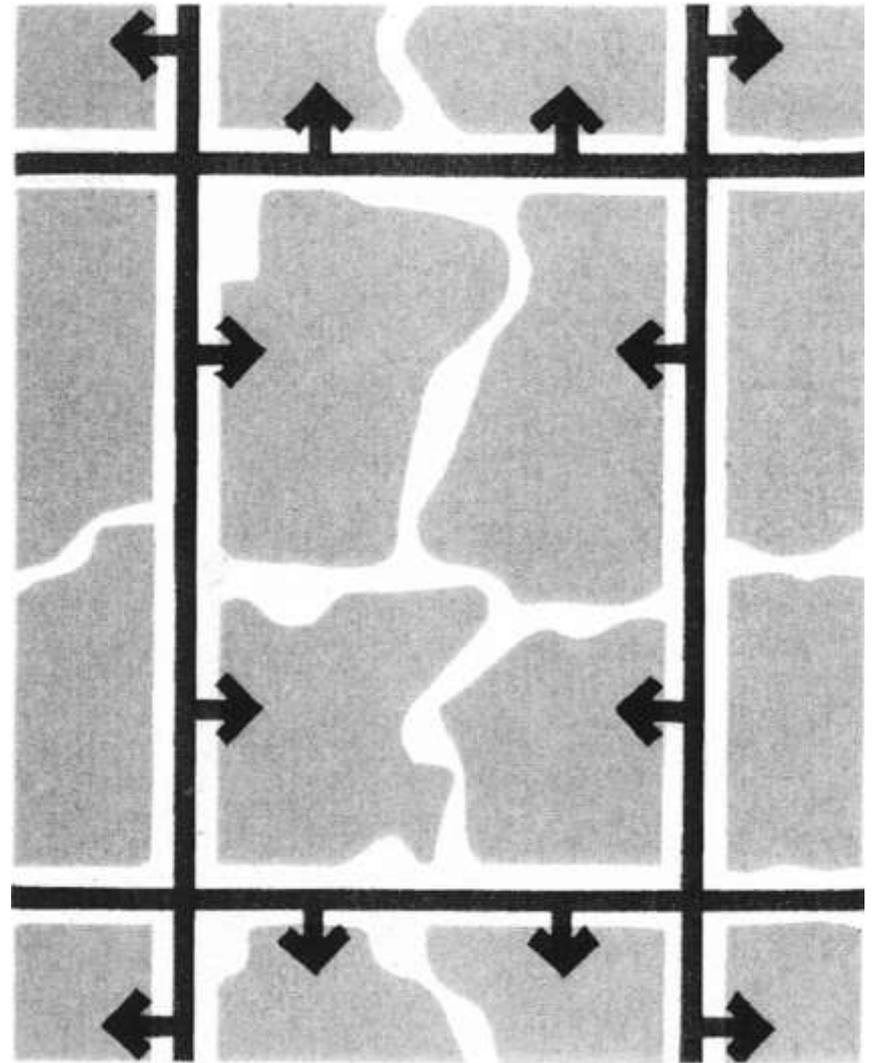
Zone 30 e "Zones de rencontre" a Parigi

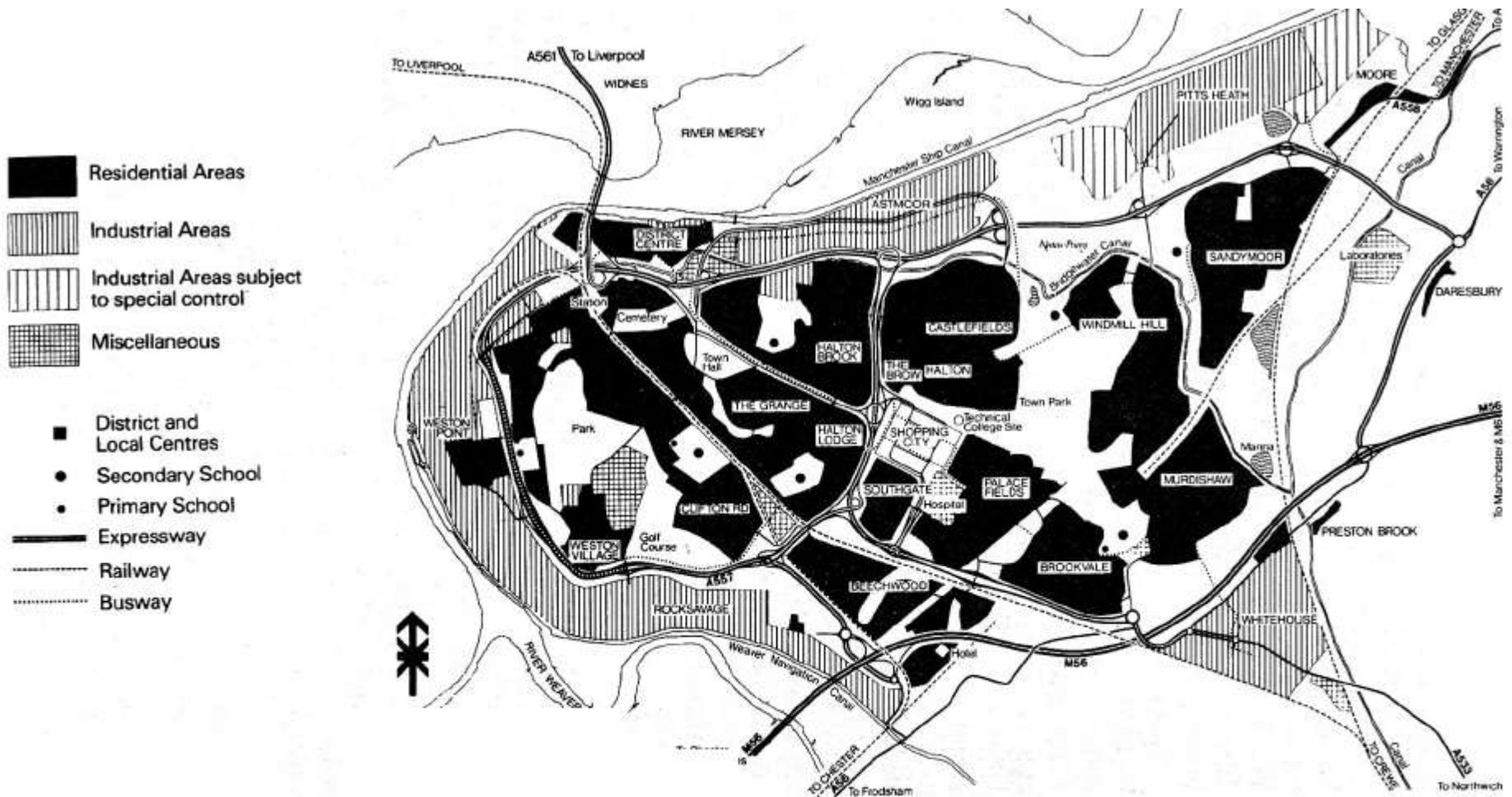


J. Gehl: il paradigma "Radburn" ("Aree ambientali": accessibilità e qualità urbana)

Environmental area

C. Stein, Radburn, NY, 1929

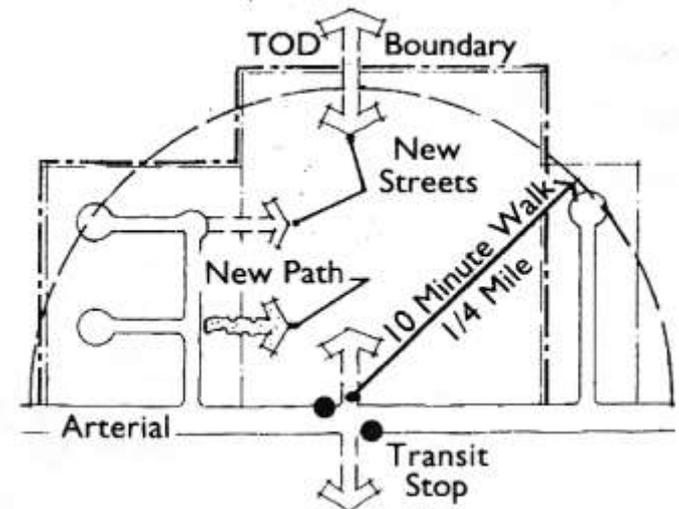
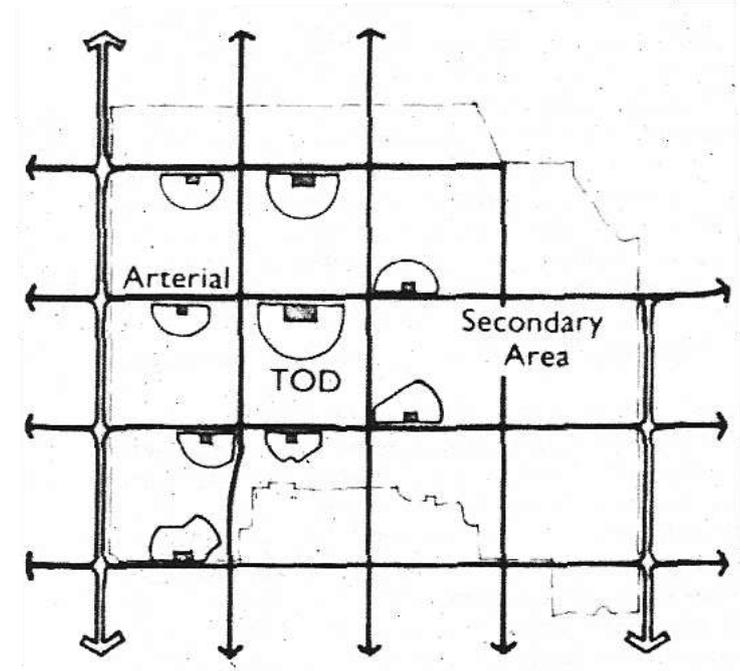
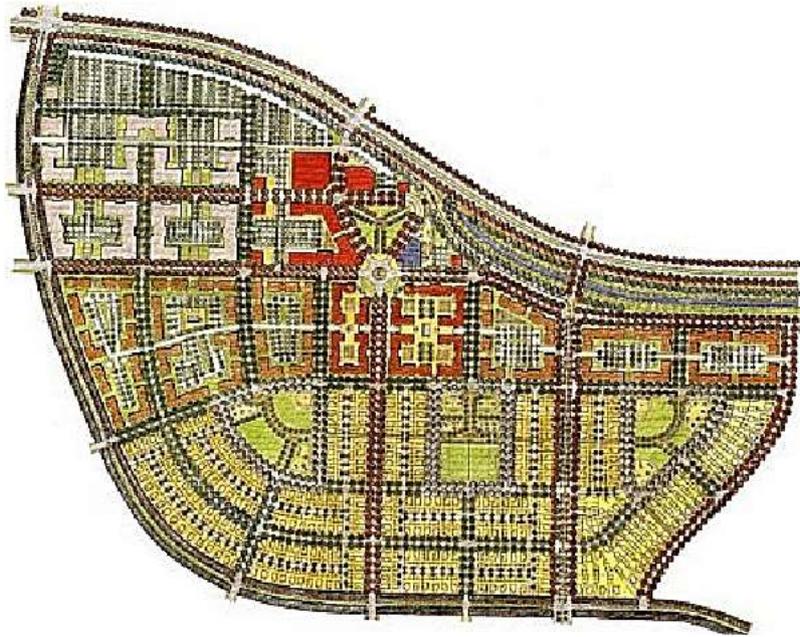


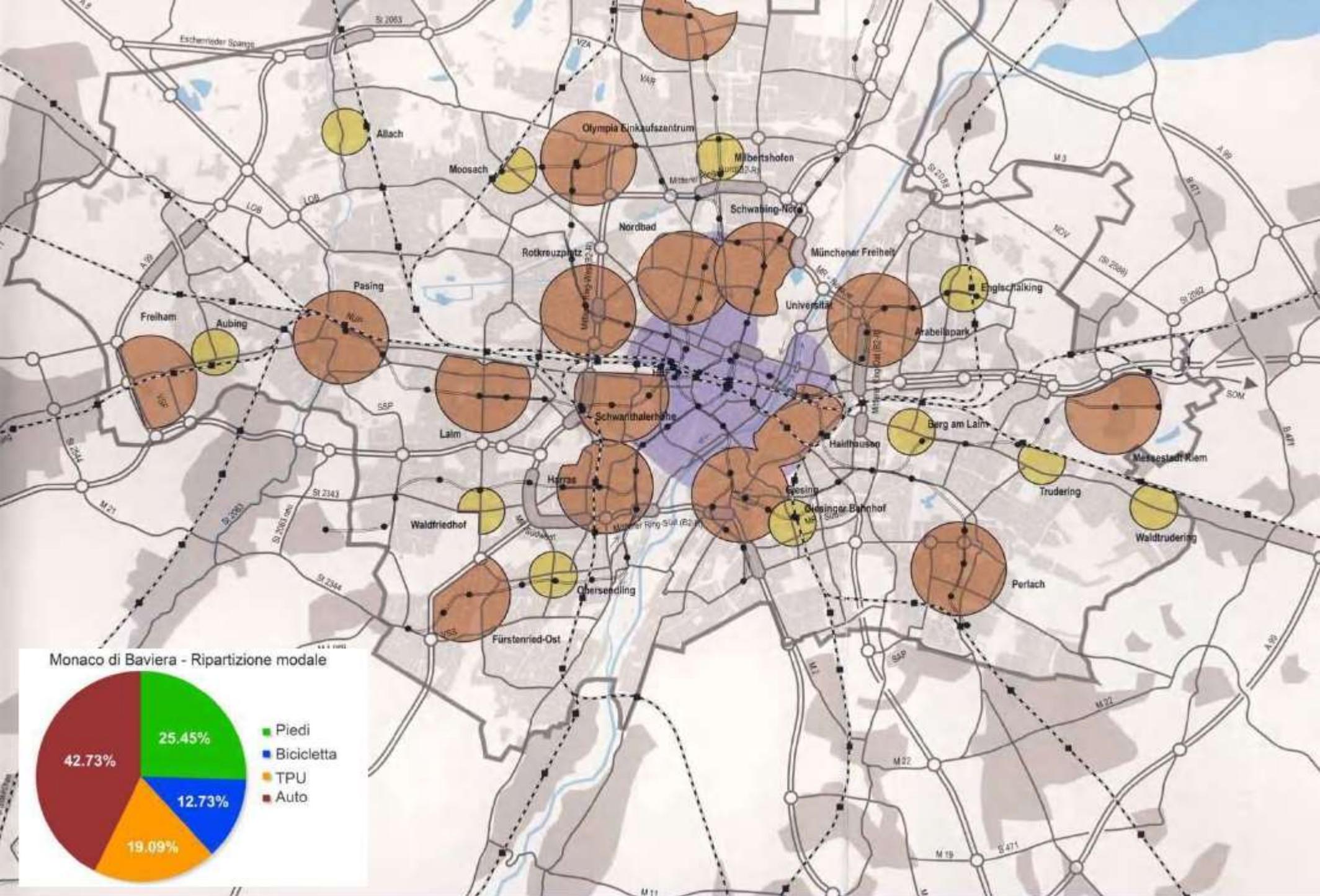


Runcorn New Town, 1964

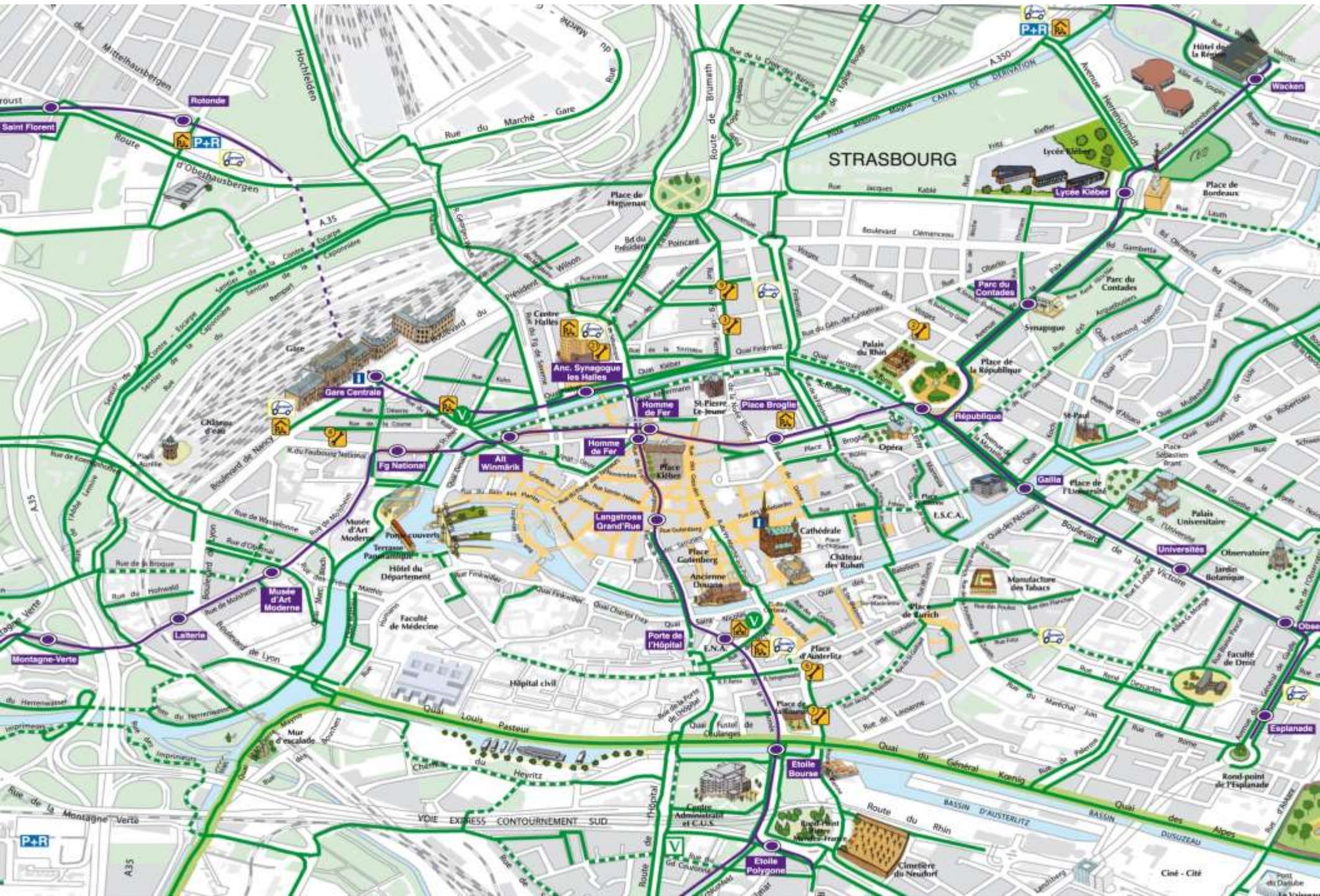
TOD

(Transit oriented development)





Monaco di Baviera, centralità urbane con aree pedonali servite dal trasporto pubblico



Strasburgo, sistema dell'accessibilità



G. Clapot, Place de l'Homme de Fer, Stasburgo



Perugia, scale mobili

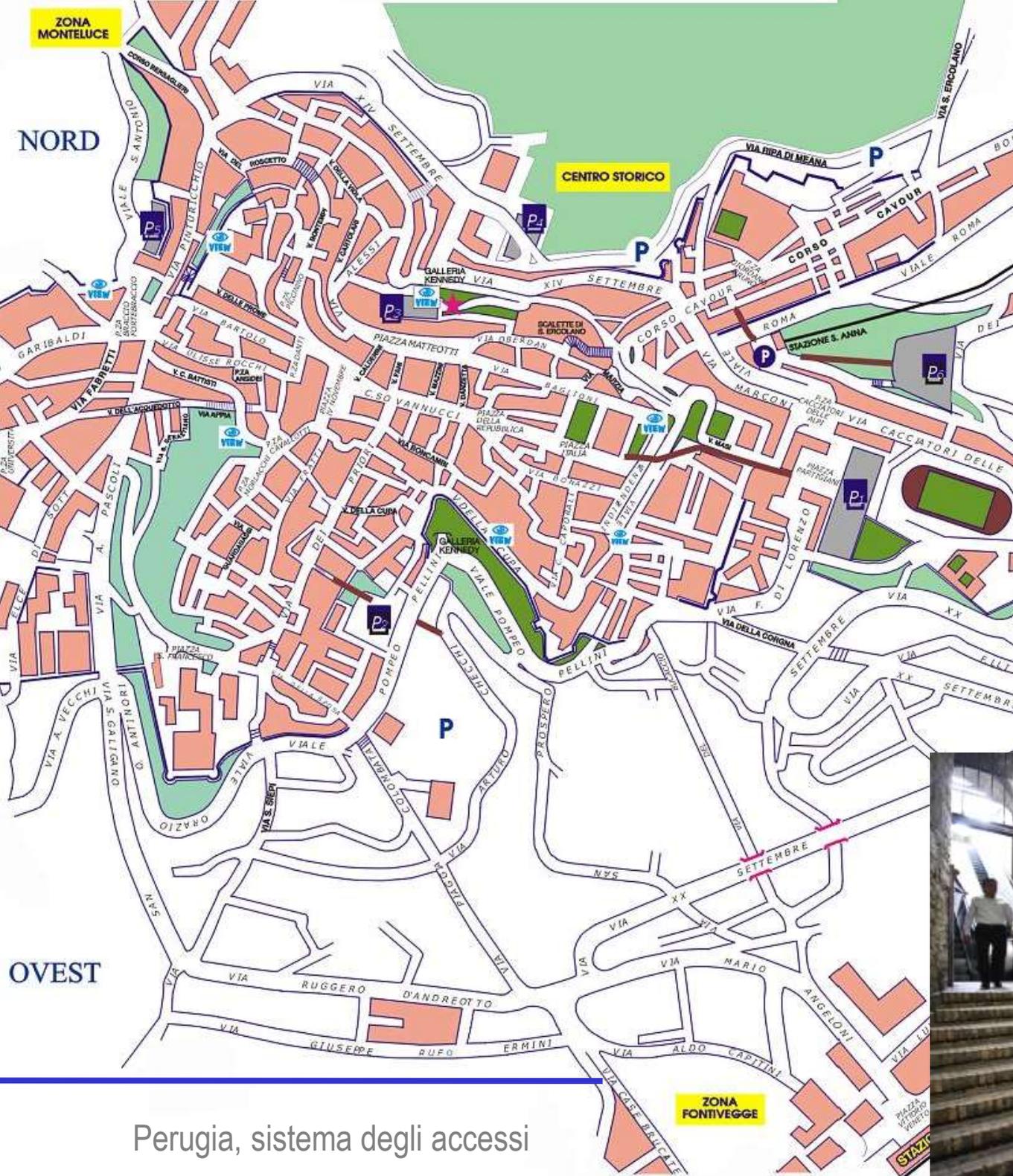


Spoletto, scale mobili e tapis roulant



Lerida (E), ascensore





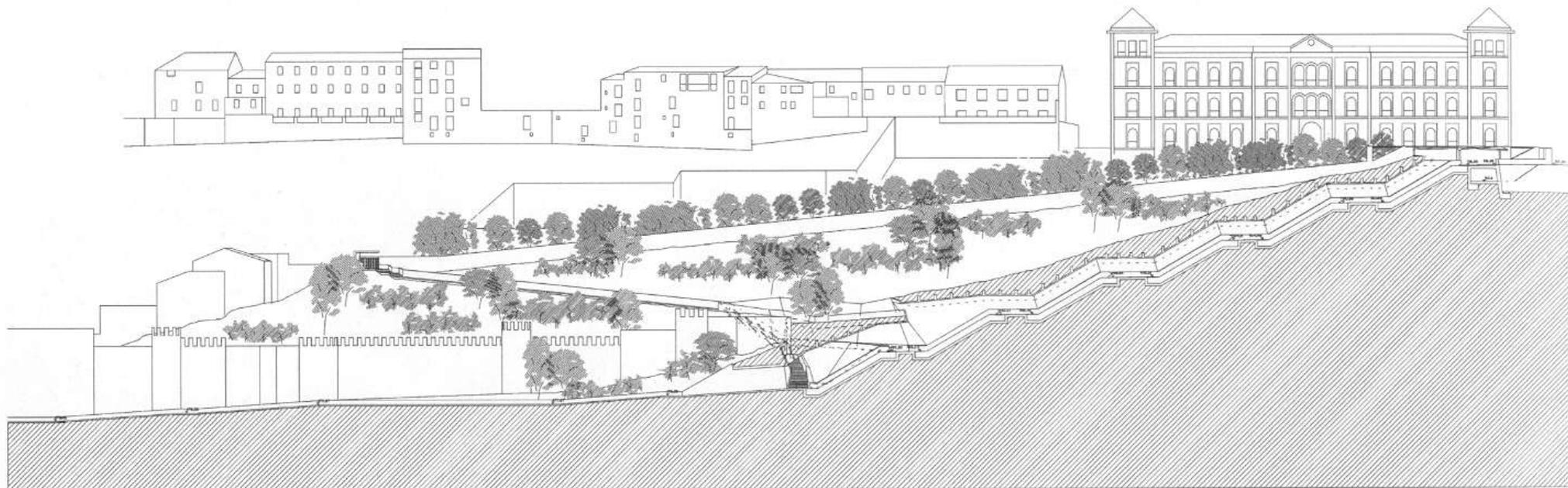
Perugia, sistema degli accessi



Perugia, sistema degli accessi



J.A. Martínez Lapeña, E. Torres Tur, Percorso meccanizzato, Toledo 1997-2000



J.A. Martinez Lapeña, E. Torres Tur, Percorso meccanizzato, Toledo 1997-2000

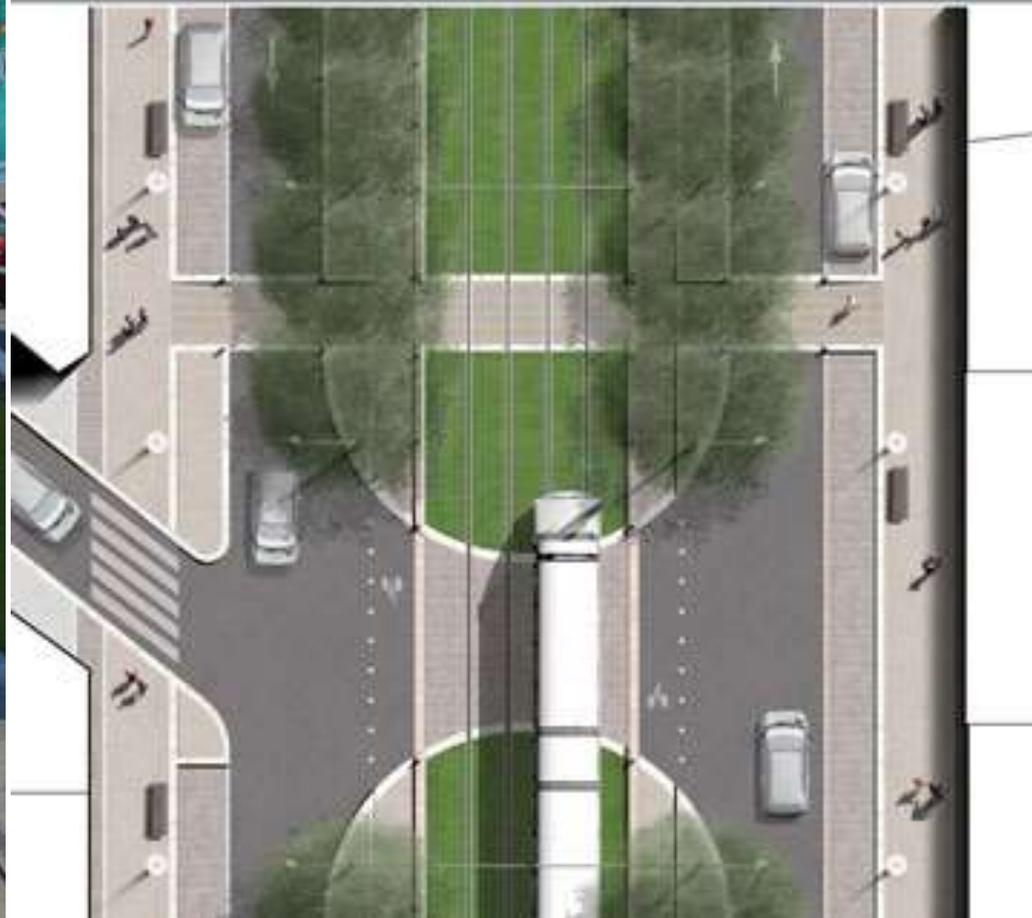
Arterie urbane
a “rendimento sociale”:
boulevards e rondas



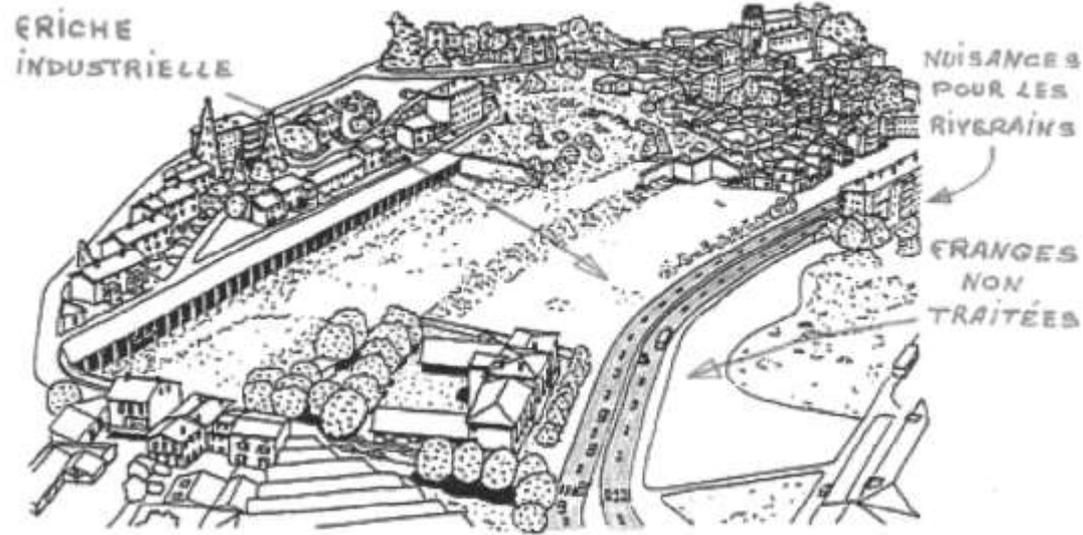
B. Huet, riqualificazione urbana degli Champs-Élysées, 1989-1993



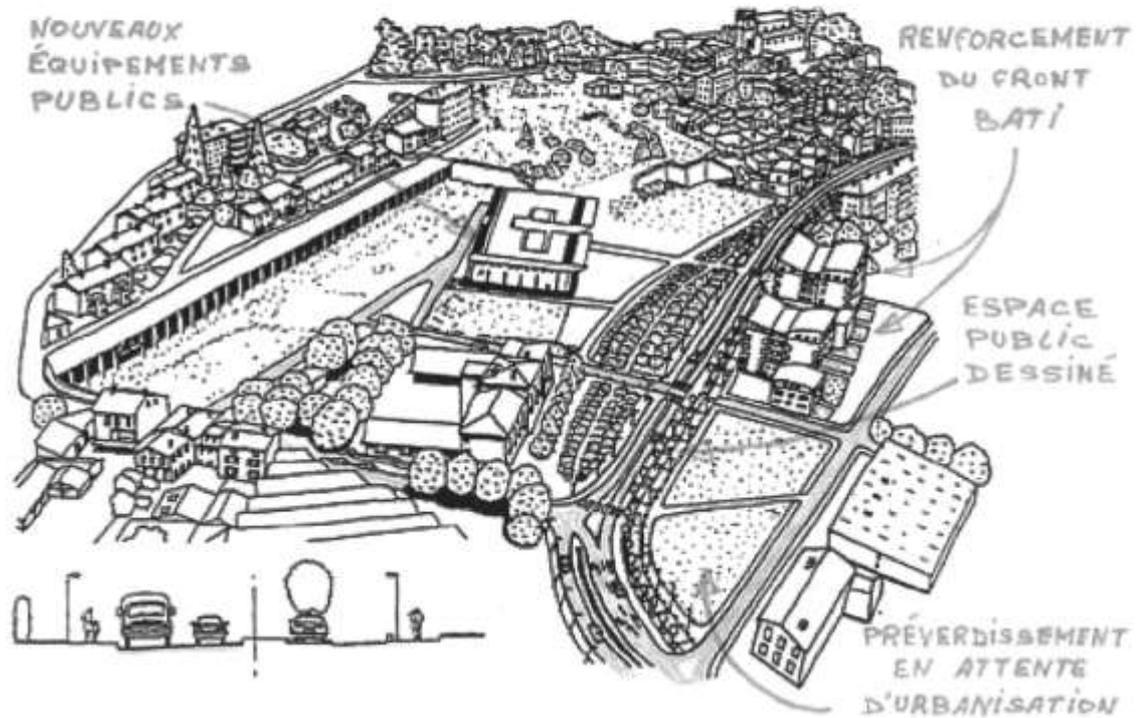
B. Huet, riqualificazione urbana degli Champs-Élysées, 1989-1993



Nuovi boulevard a Bordeaux e Le Mans



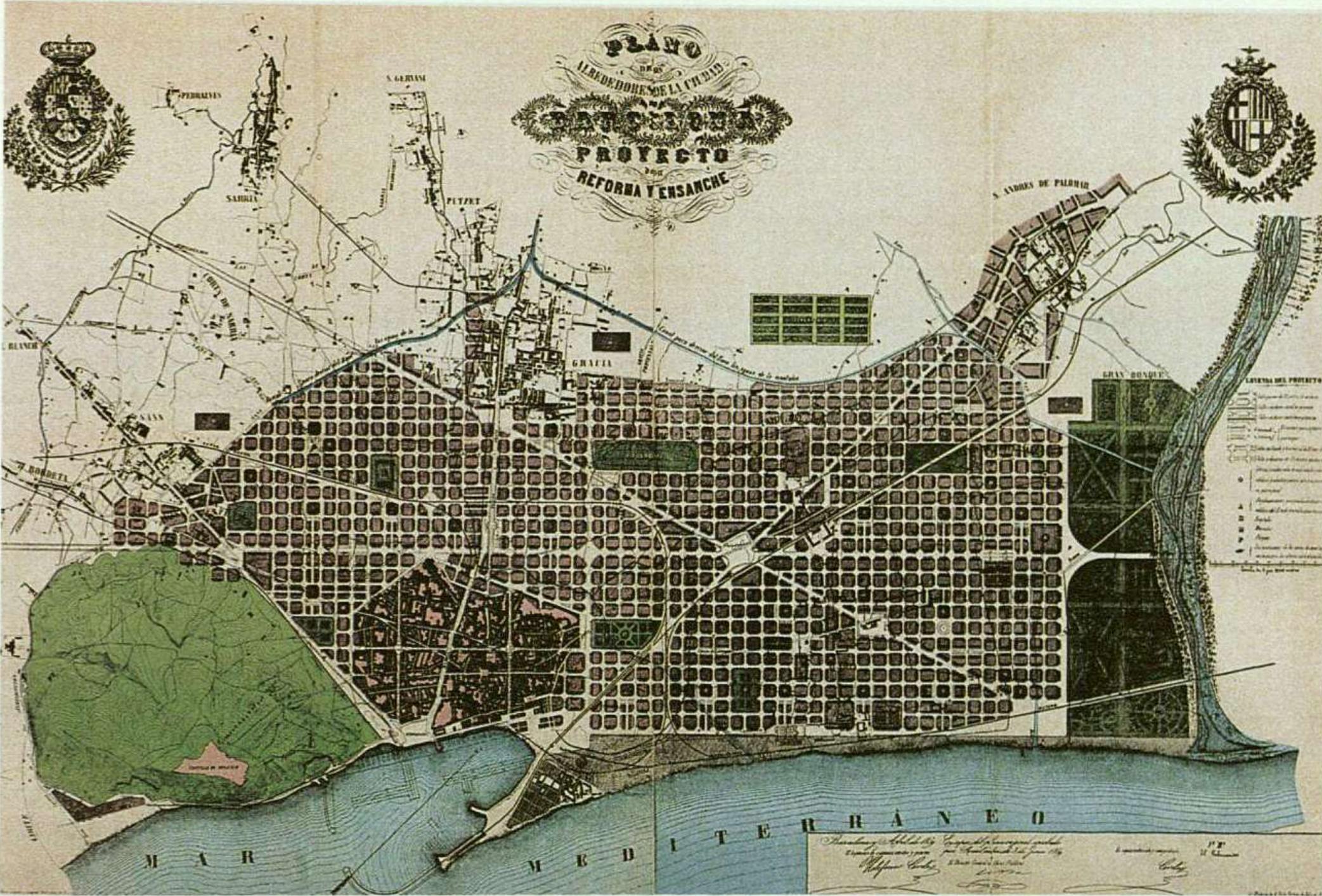
PRIMA



DOPO



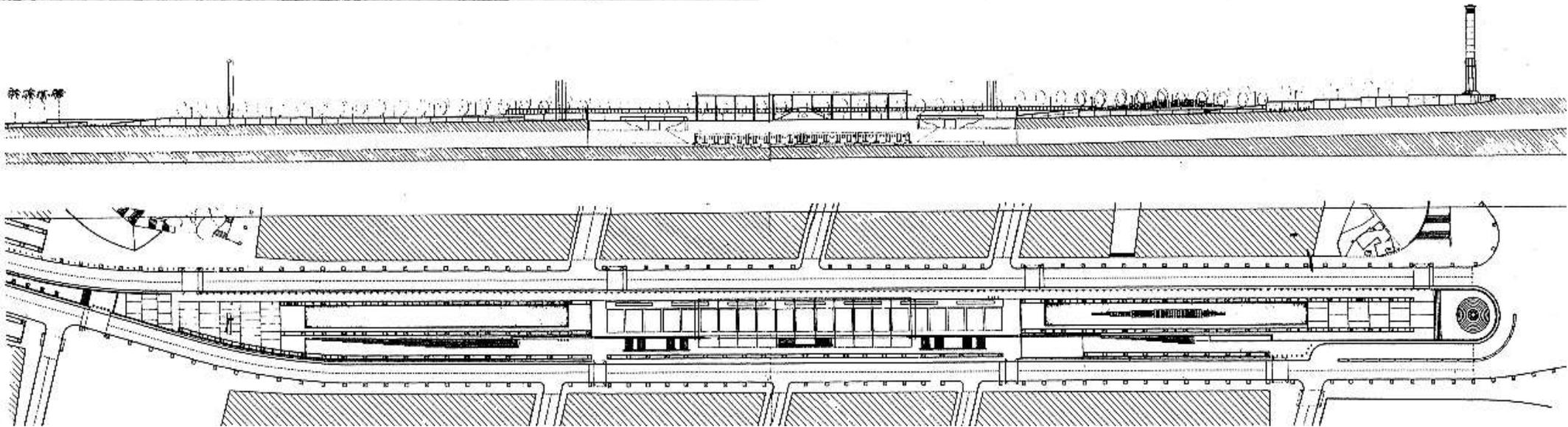
Barcelona



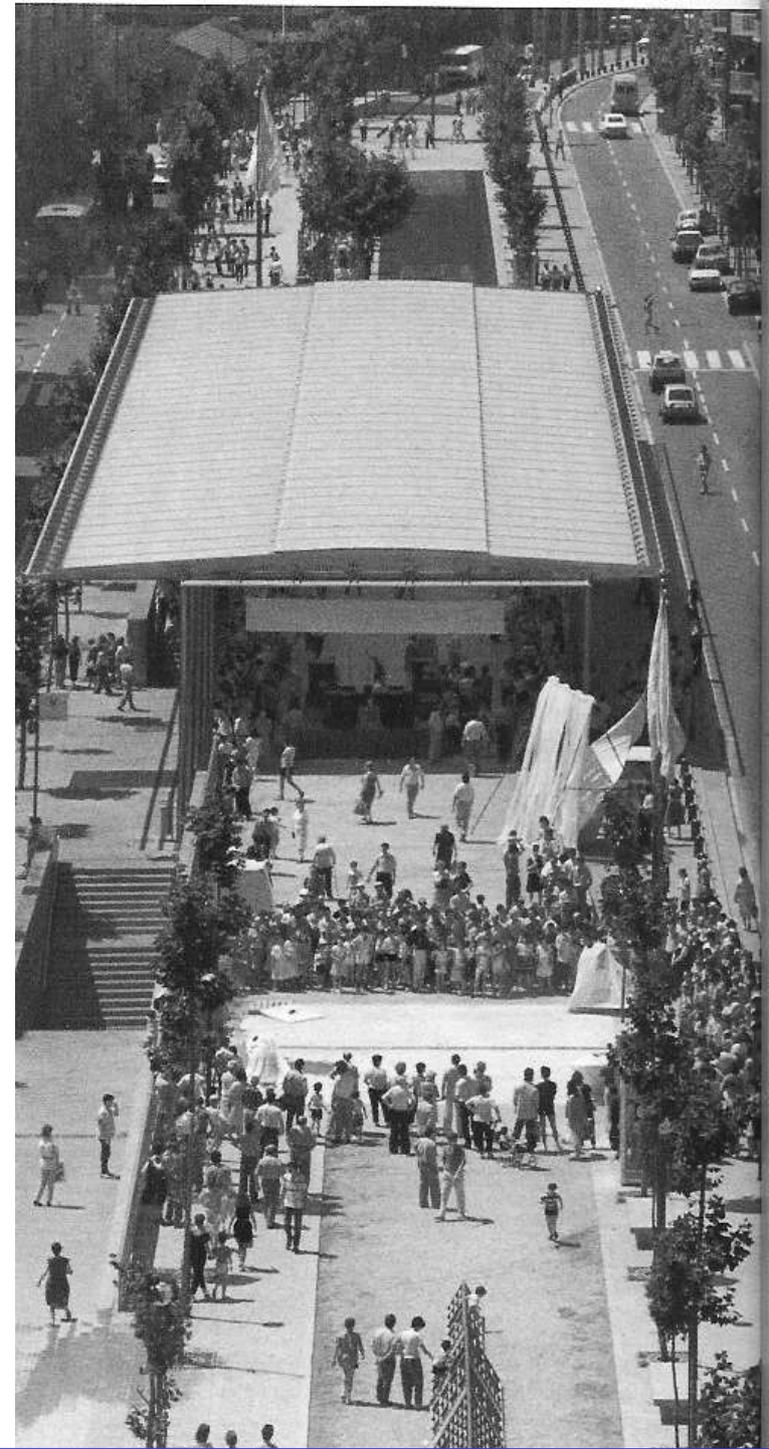
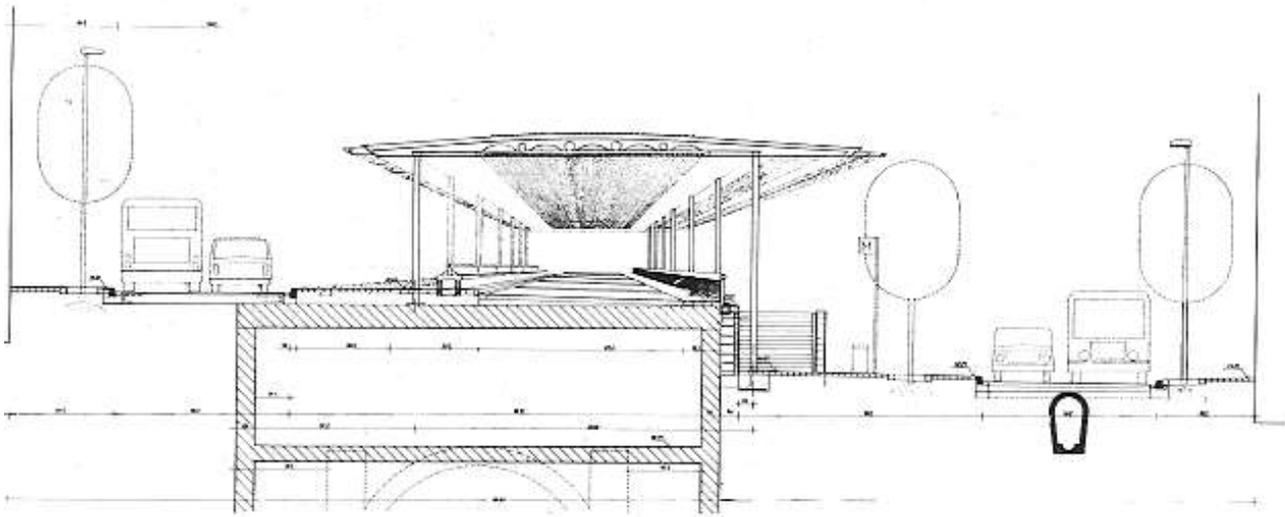
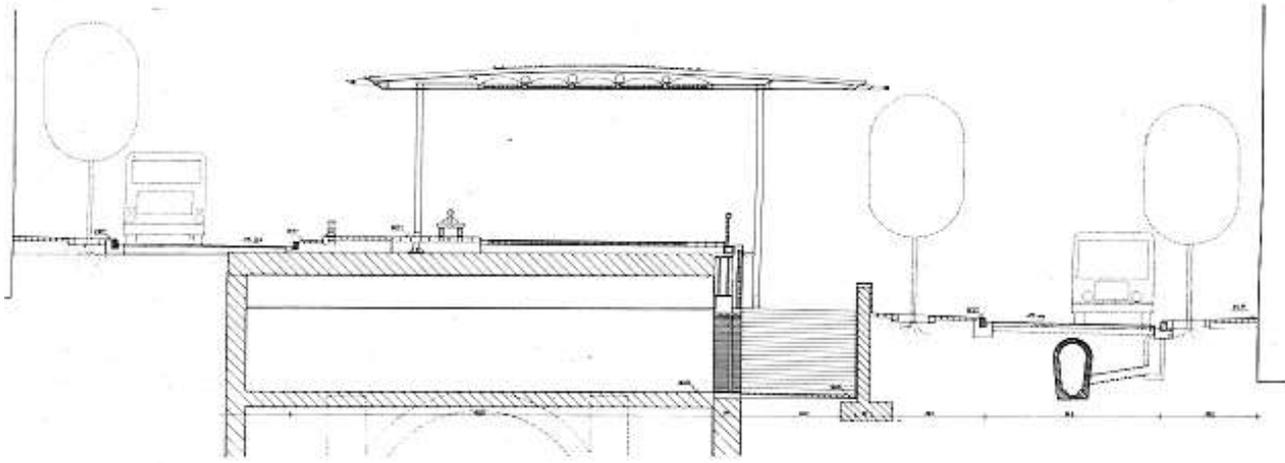
I. Cerdà, Plano di Barcellona (1855-1863)



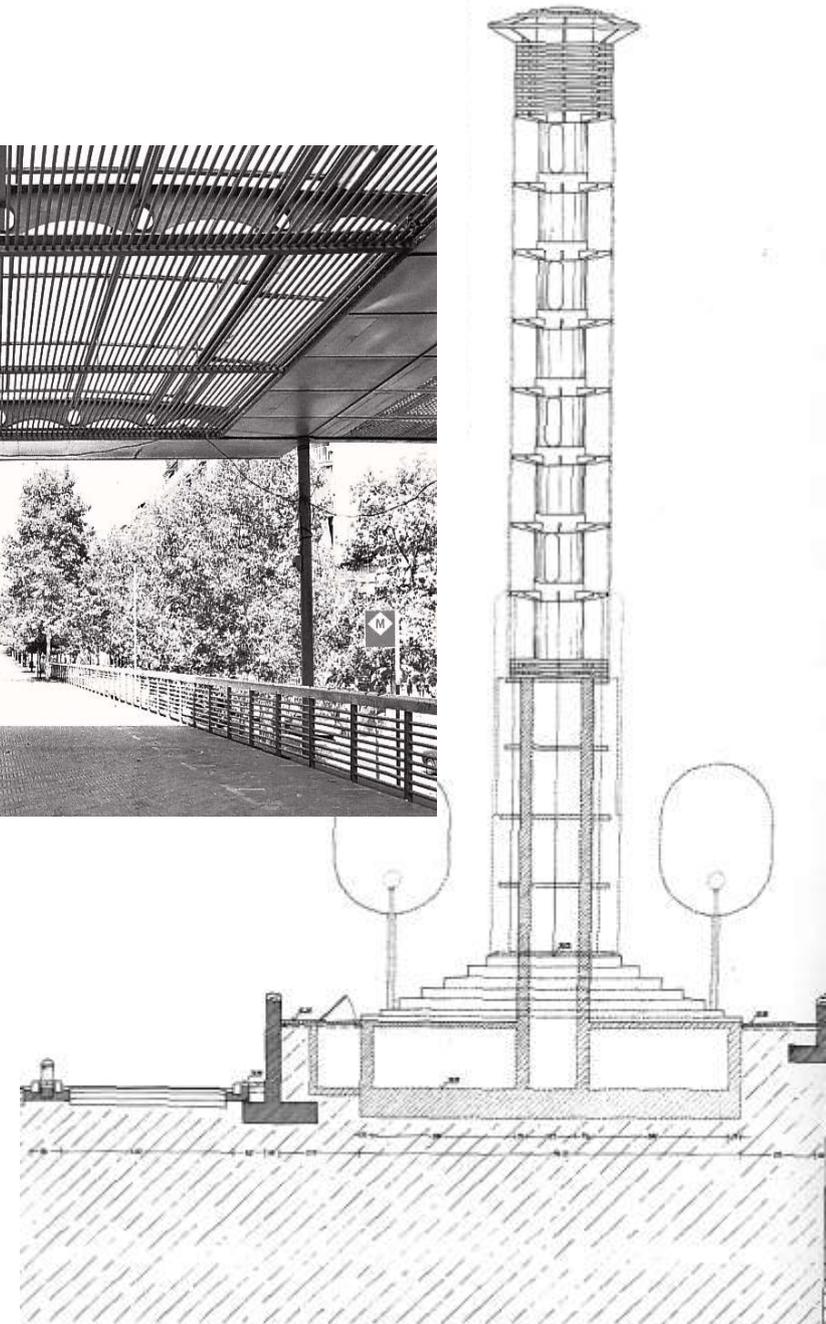
Barcelona, Via Julia, 1980



B. de Sola, P. Barragan, J. M. Jùlia, Via Julia, Barcellona 1982-1986



B. de Sola, P. Barragan, J. M. Jùlia, Via Julia, Barcelona 1982-1986



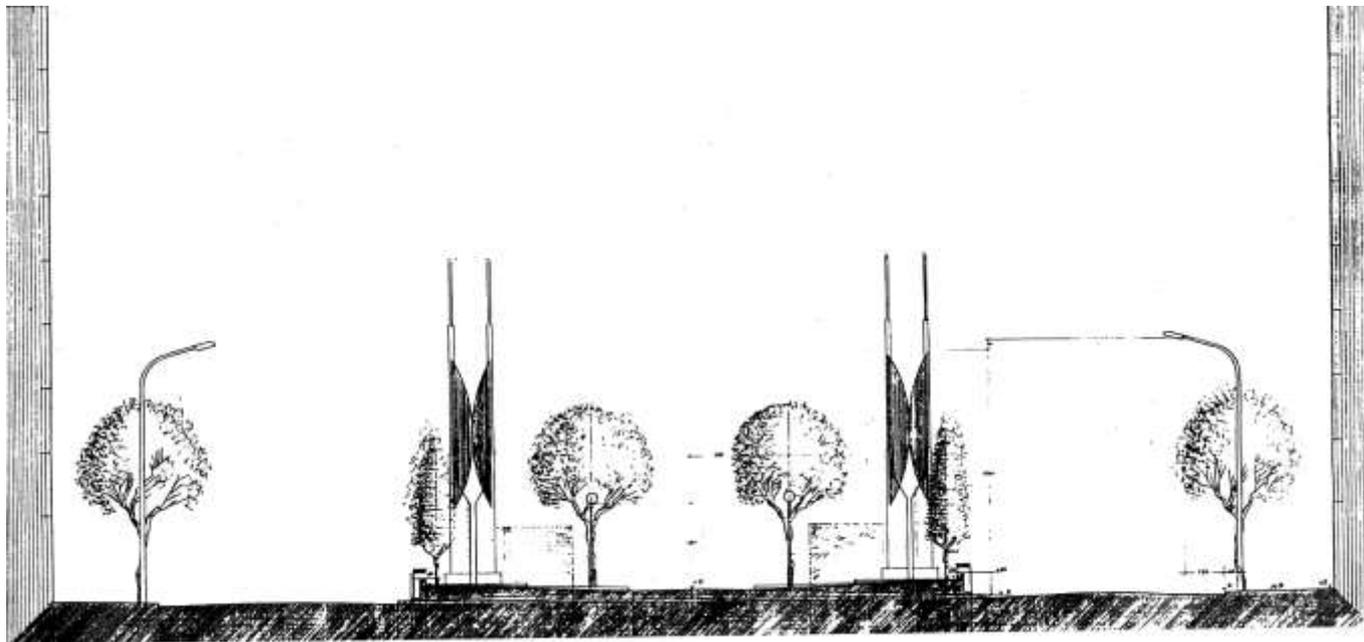
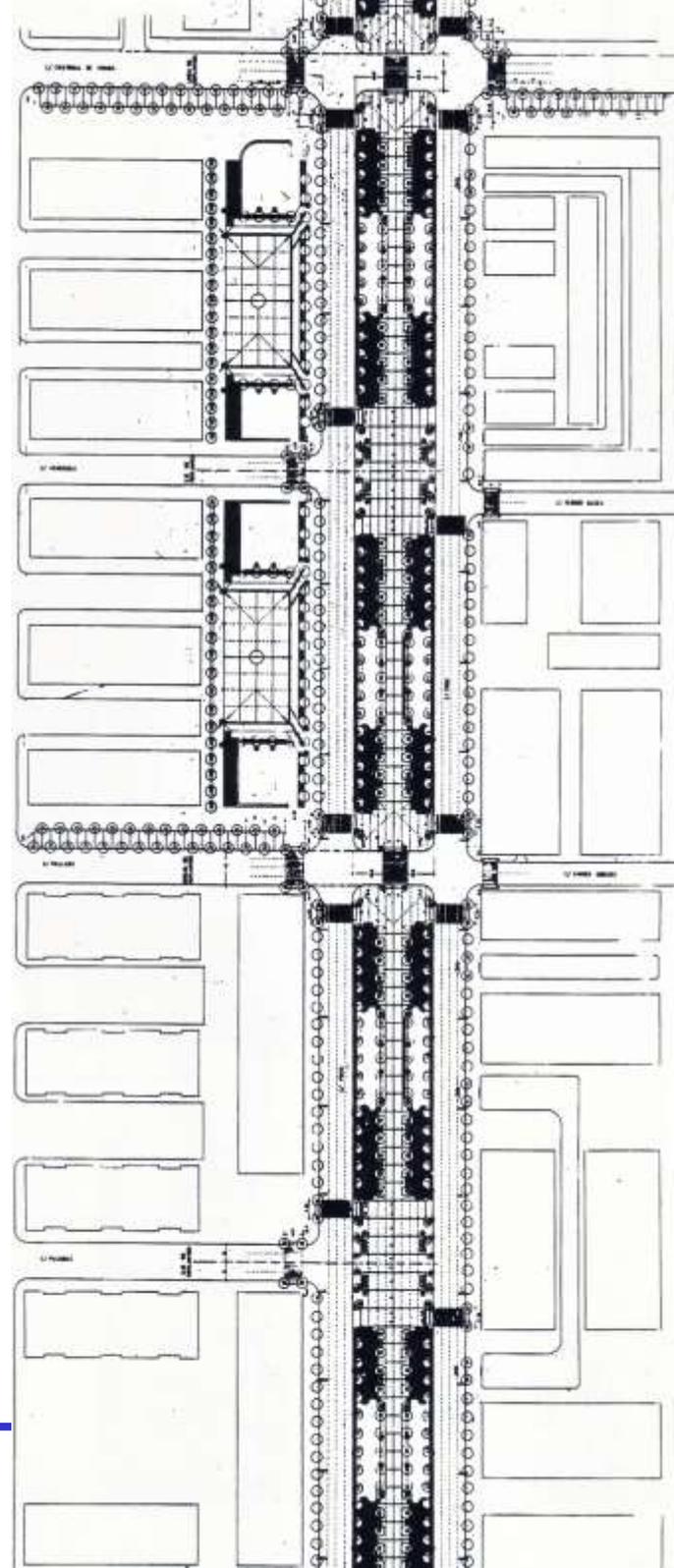
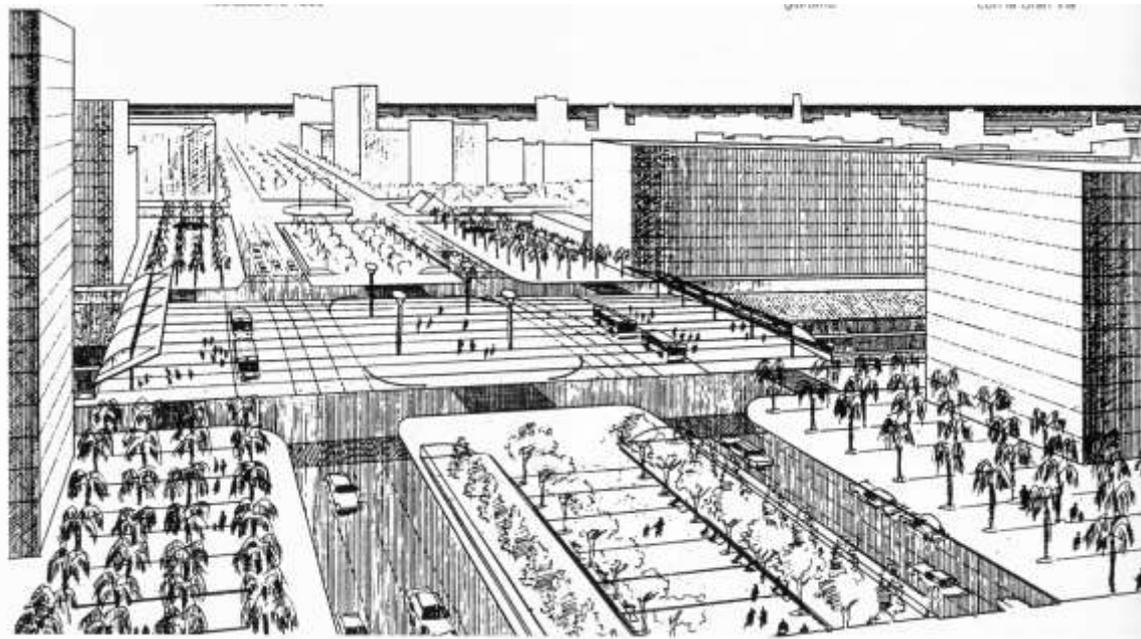
B. de Sola, P. Barragan, J. M. Jùlia, Via Julia, Barcellona 1982-1986



Barcelona, Via Julia



Barcelona, Carrer Prim



J. San José Marqués, Carrer Prim, Barcelona 1983-1990



J. San José Marqués, Carrer Prim, Barcelona 1983-1990

“Charte de Serrià”, Barcellona, maggio 1984

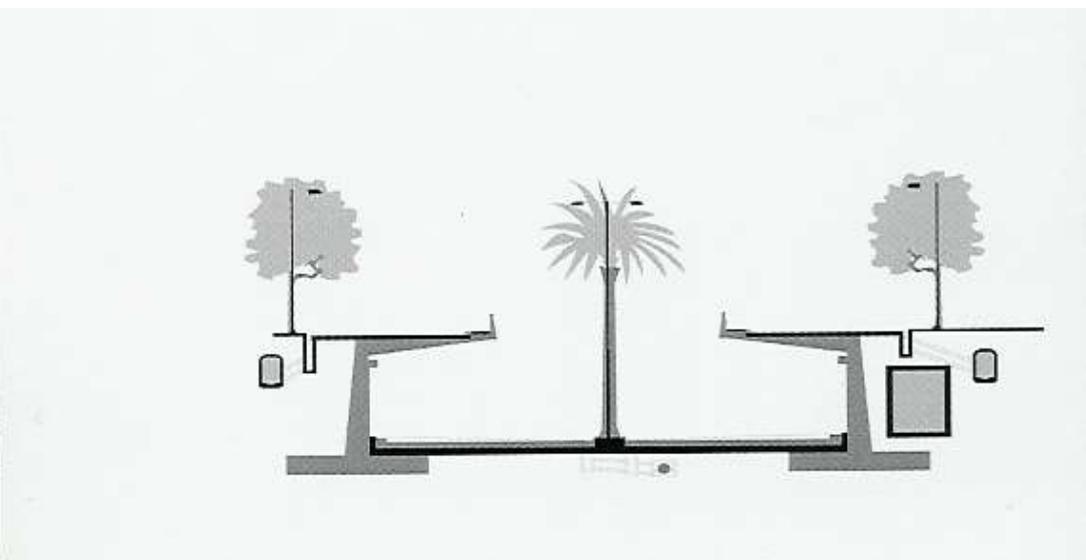
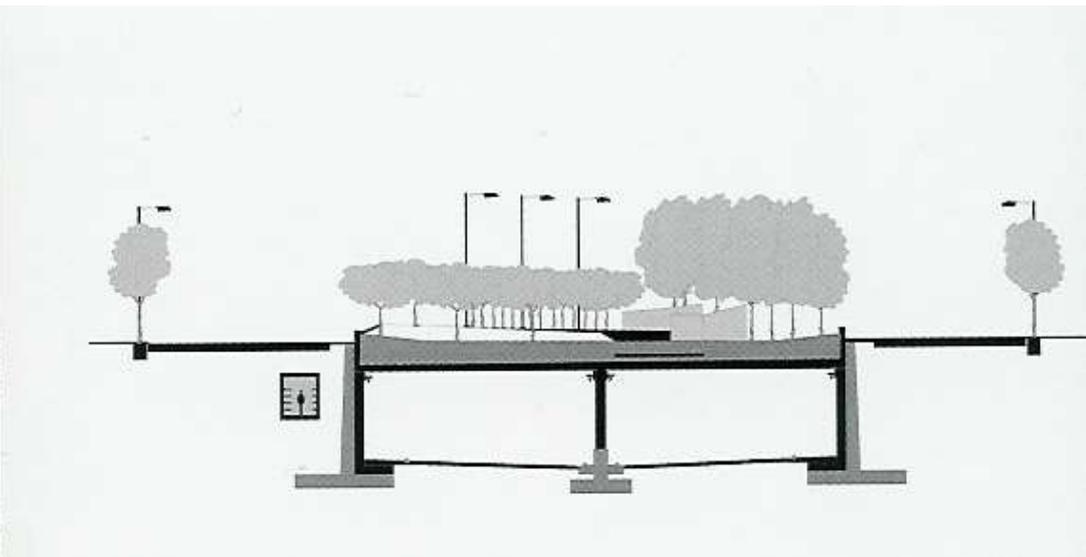
1. Definizione delle strade come “strumento di programmazione dei più importanti spazi pubblici della città”
2. Riferimento alle ai buoni esempi del passato, remoto e prossimo
3. Importanza delle condizioni fisiche del contesto
4. Multifunzionalità delle strade di scorrimento
5. Innalzamento della qualità delle strade esistenti
6. Integrazione fra scelte urbanistiche e politiche di riduzione del traffico
7. Promozione della multimodalità



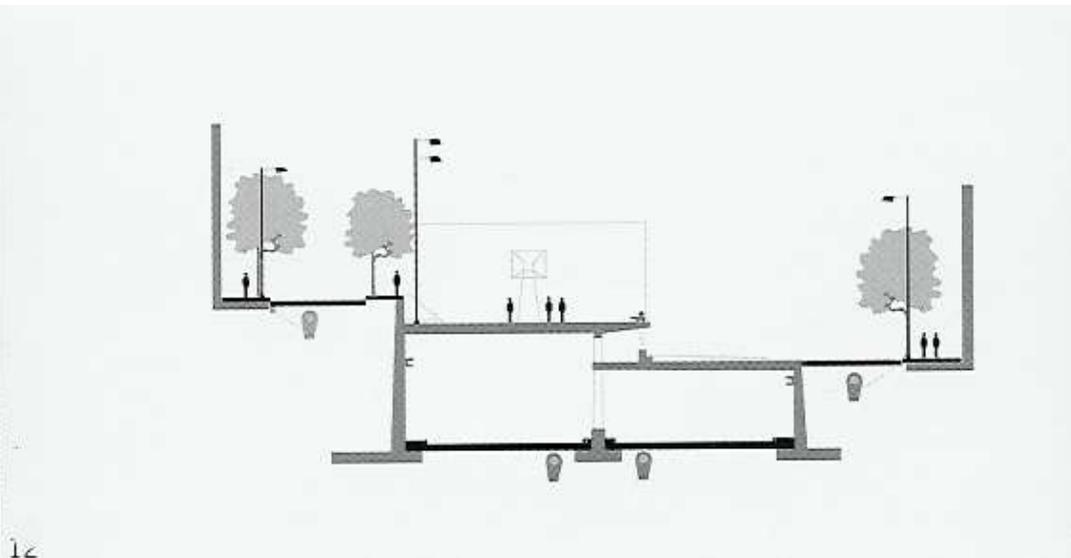
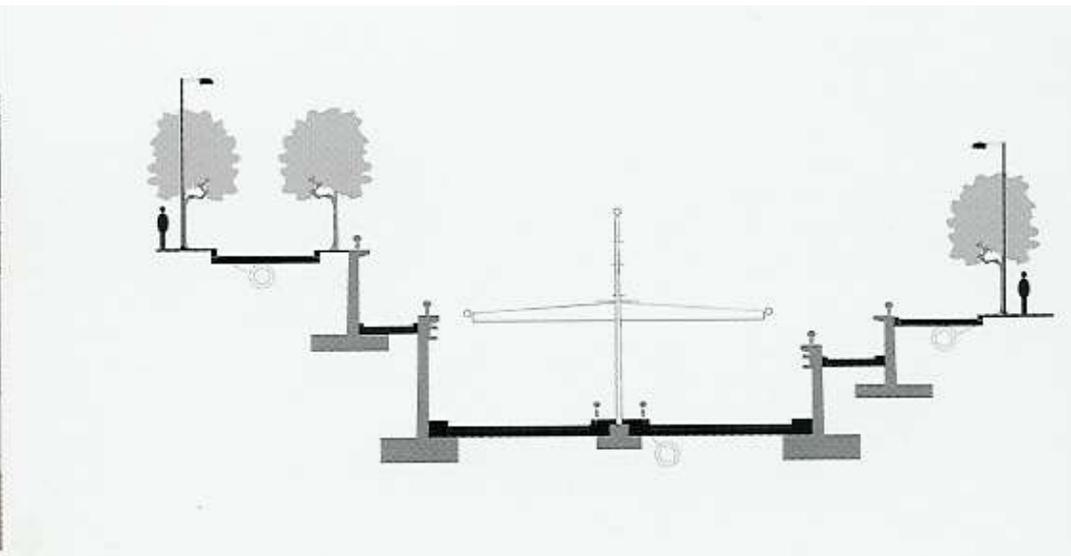
M. Ribas Piera, Via Parc, Barcelona



Barcelona, il sistema dei "cinturoni"



Barcelona, Ronda del Dalt



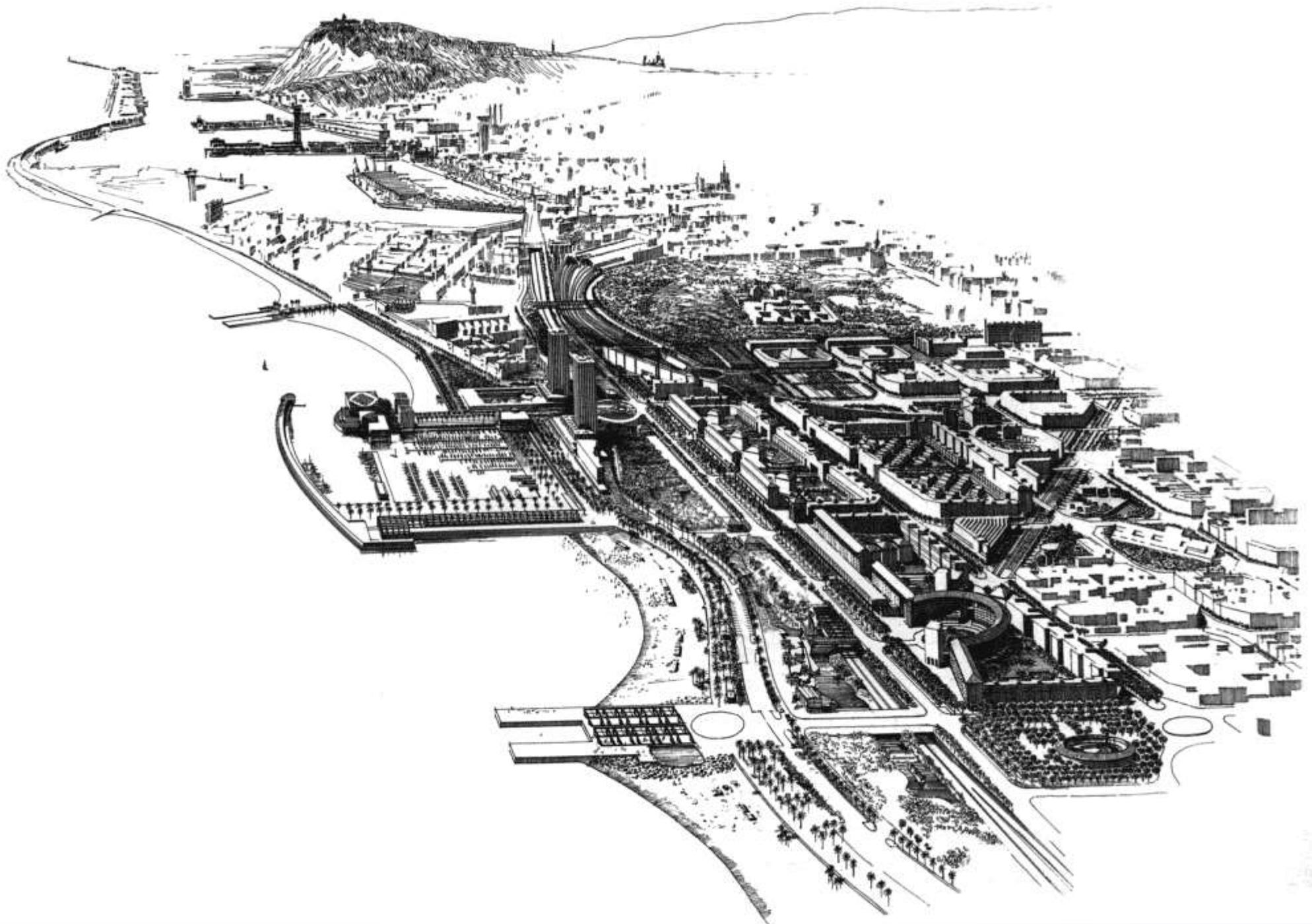
Barcelona, Ronda del Dalt



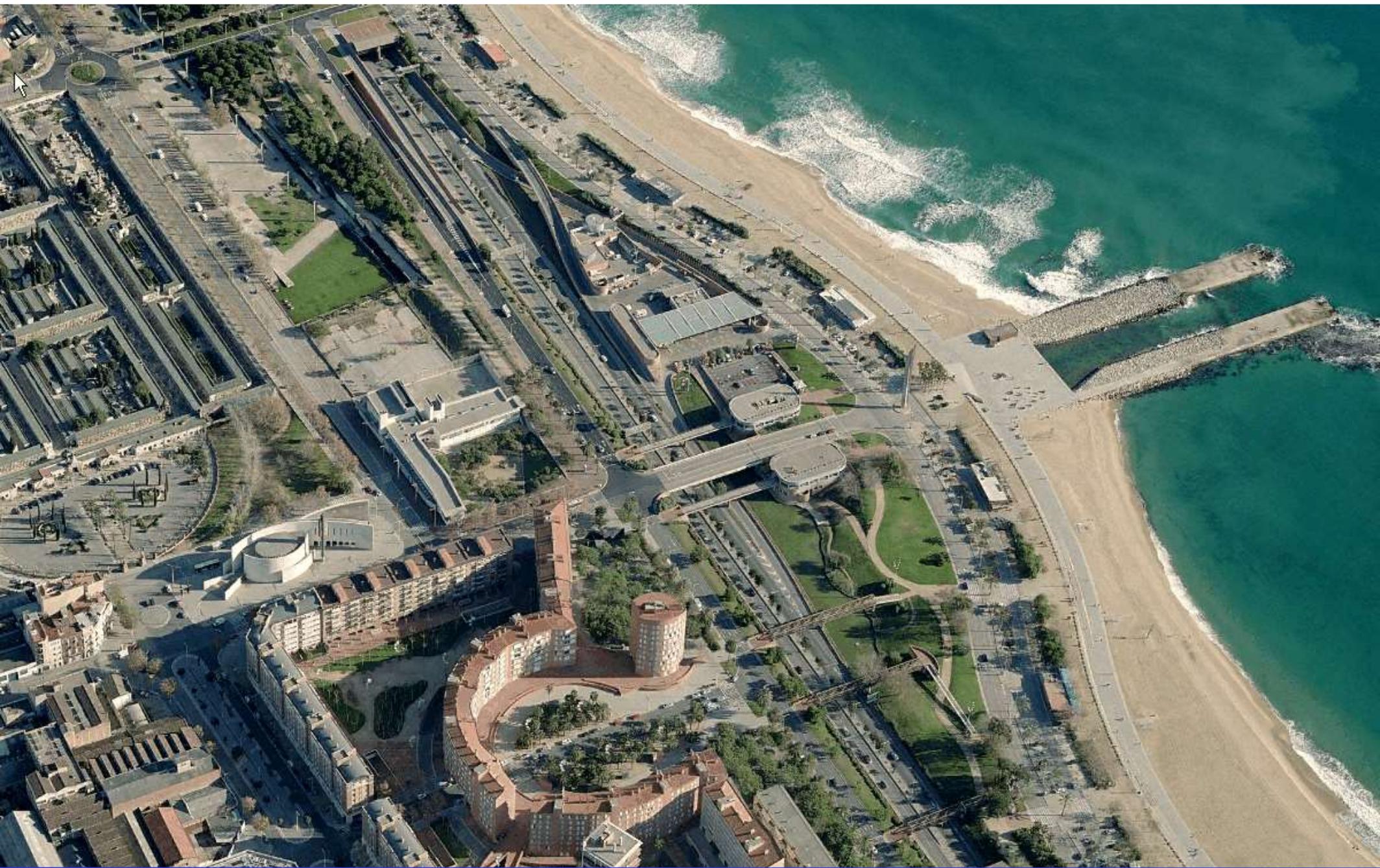
Barcelona, Ronda del Dalt



B. de Sola, F. Ruiz, B. Ochoa, Nodo di Collserola, 1991



Barcelona, Ronda Litoral



Barcelona, Ronda Litoral



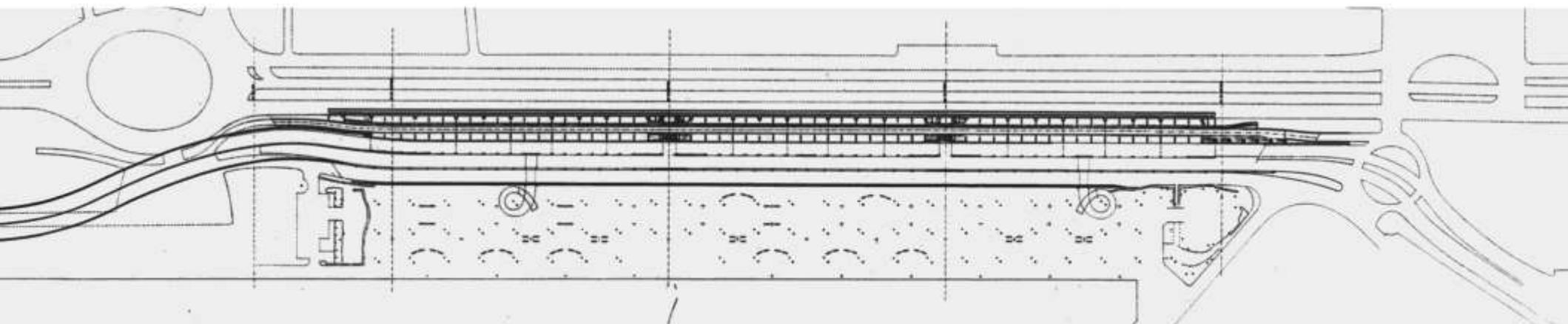
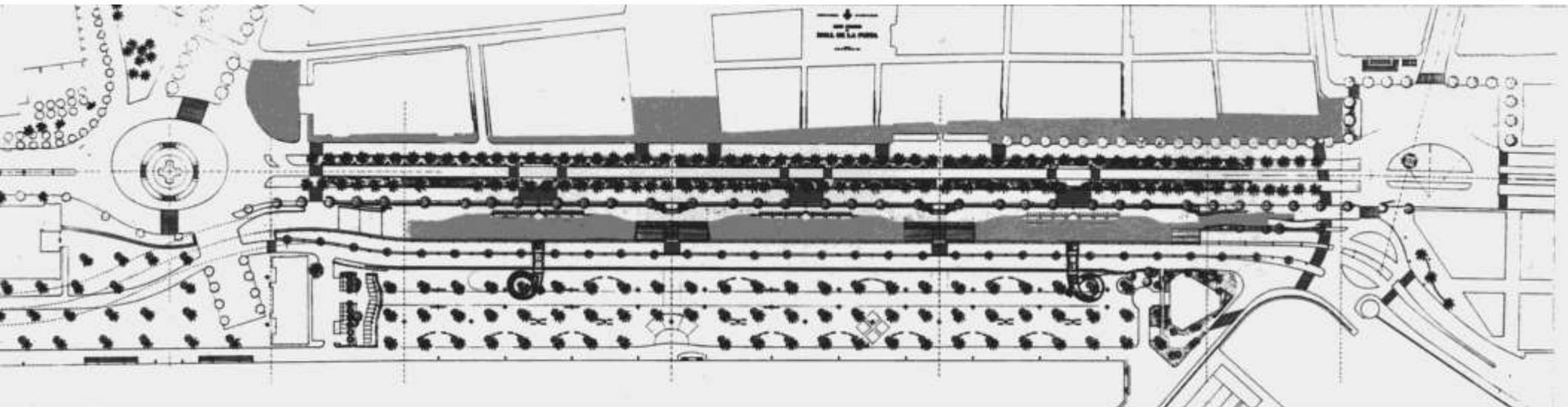
Barcelona, Ronda Litoral



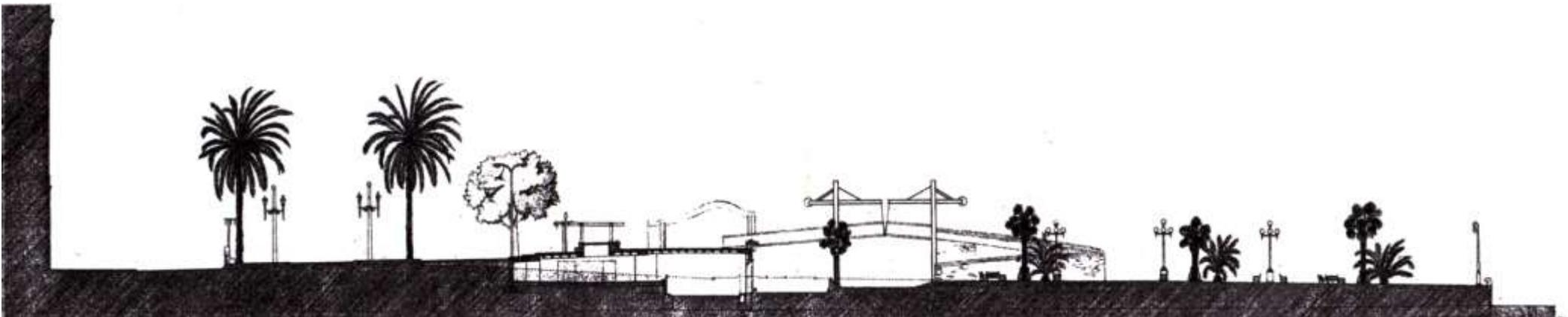
Barcelona, Ronda Litoral



Barcelona, Moll de la Fusta



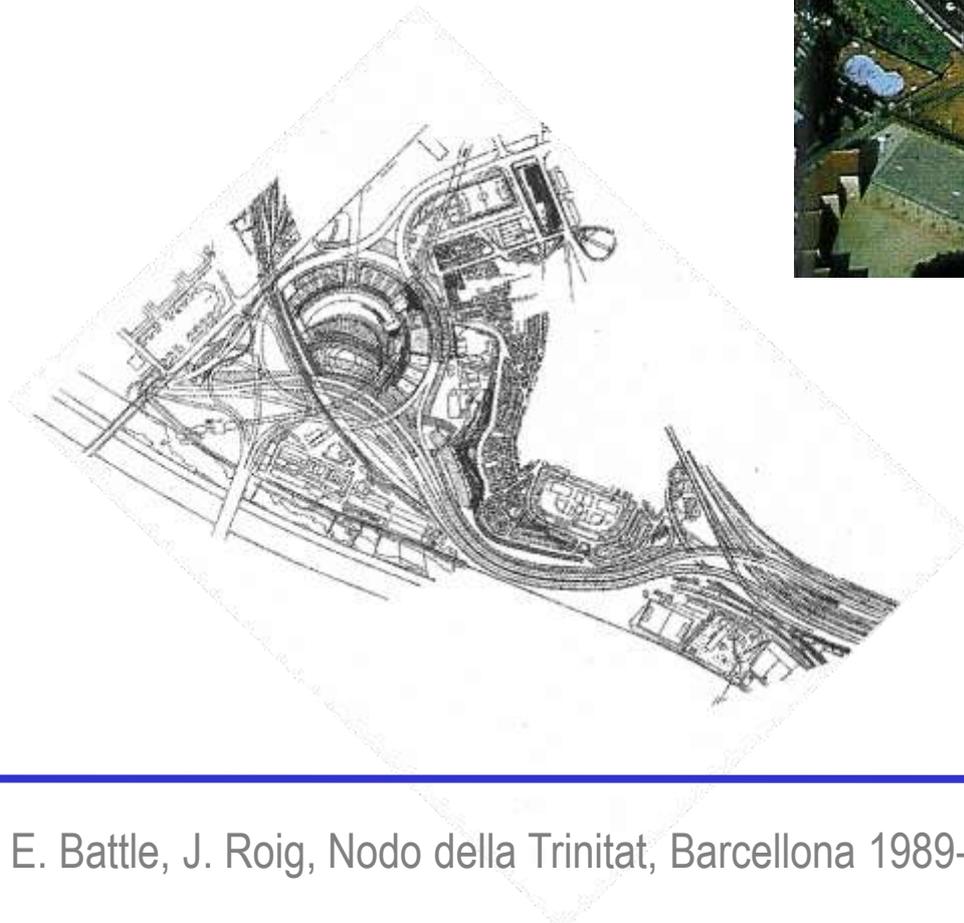
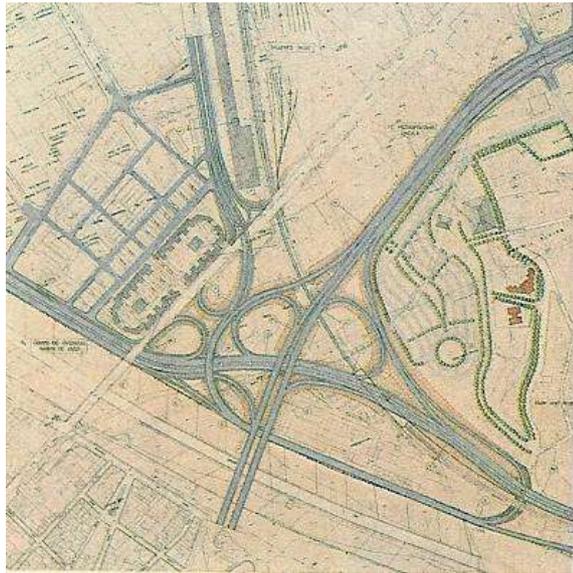
M. de Solà Morales, Moll de la Fusta, 1985-1987



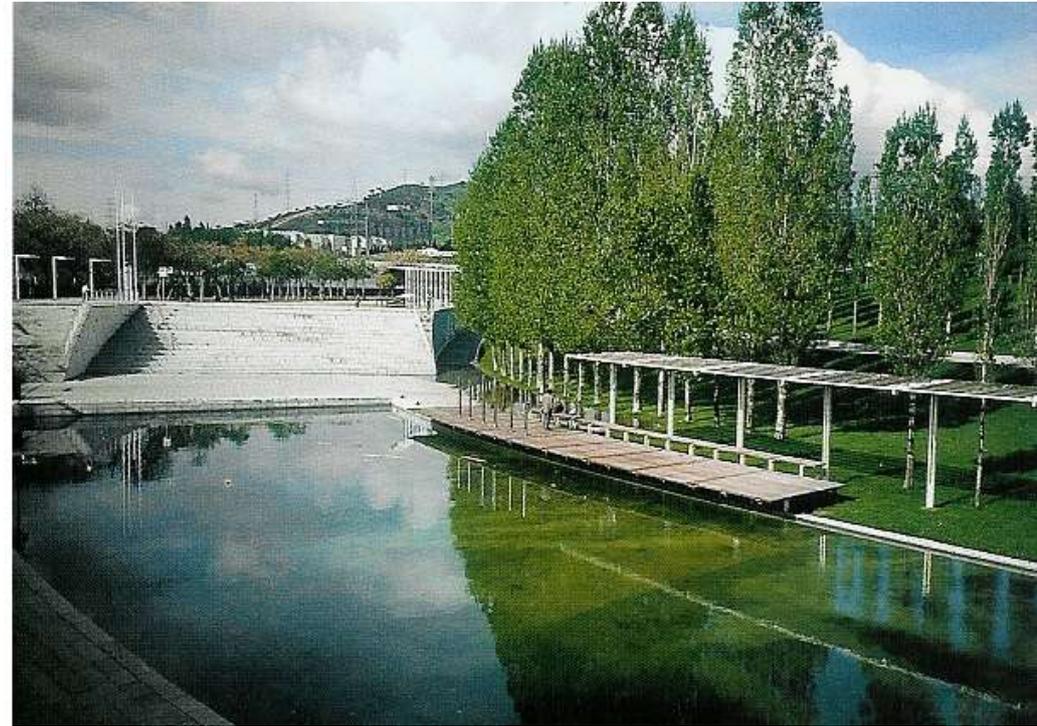
M. de Solà Morales, Moll de la Fusta, 1985-1987



M. de Solà Morales, Moll de la Fusta, 1985-1987



E. Battle, J. Roig, Nodo della Trinitat, Barcellona 1989-1992



E. Battle, J. Roig, Nodo della Trinitat, Barcellona 1989-1992



E. Battle, J. Roig, Nodo della Trinitat, Barcellona 1989-1992



A. Arriola, Plaça de les Glòries Catalanes, Barcelona, 1992

1970



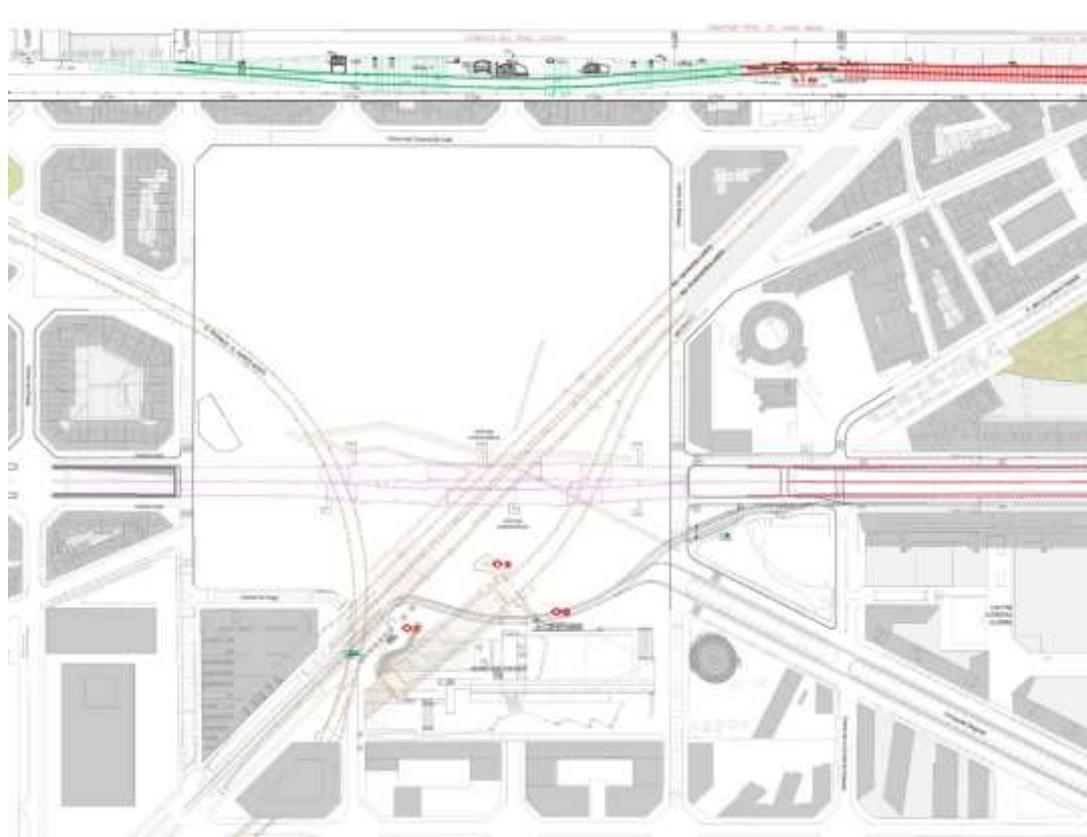
2010



2014



Plaça de les Glòries Catalanes, Barcellona



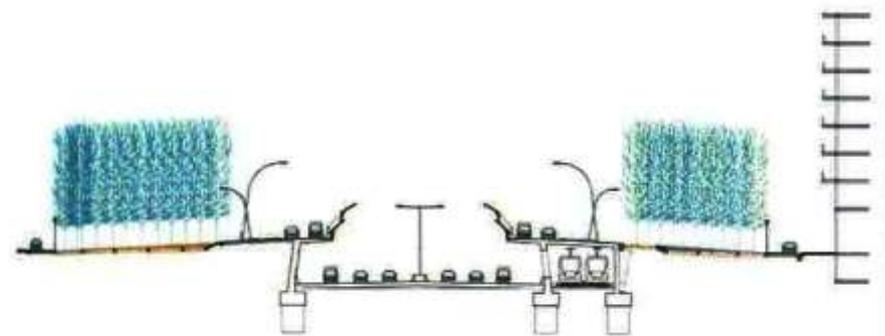
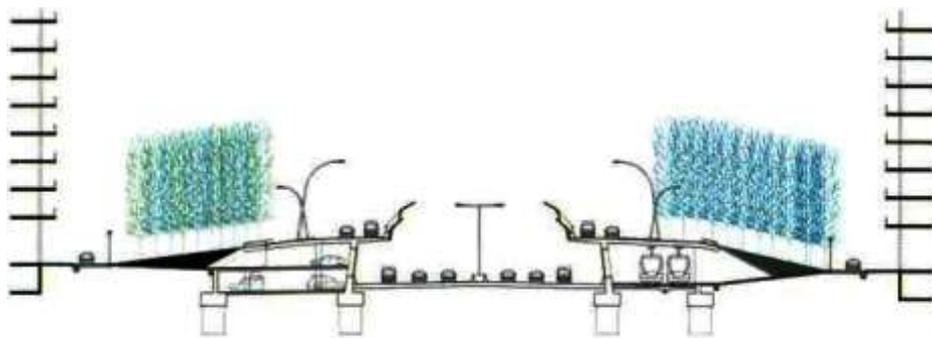
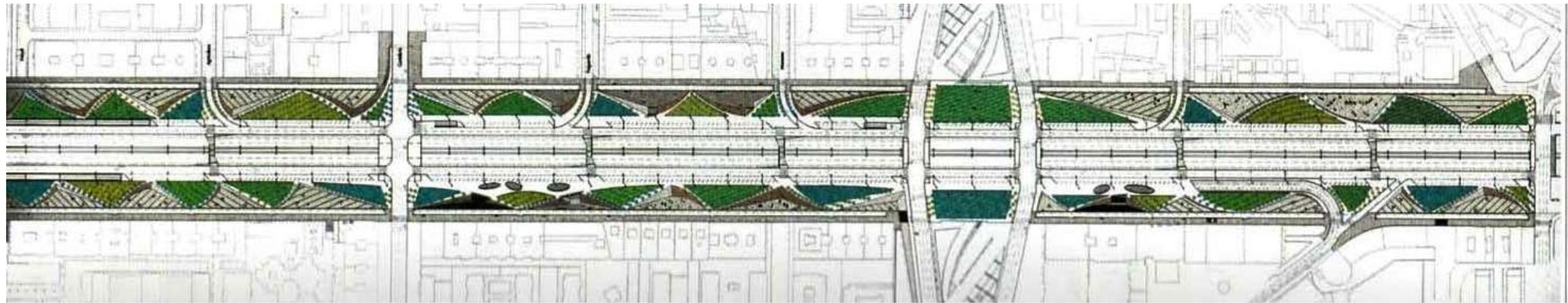
Progetto d'interramento della viabilità



UTE Agence Ter & Ana Coello de Llobet, Plaça de les Glòries Catalanes, Barcellona 2013



Barcelona, Gran Via



A. Arriola, C. Fiol, Gran Via, Barcelona 2002-2005



A. Arriola, C. Fiol, Gran Via, Barcellona 2002-2005



A. Arriola, C. Fiol, Gran Via, Barcellona 2002-2005

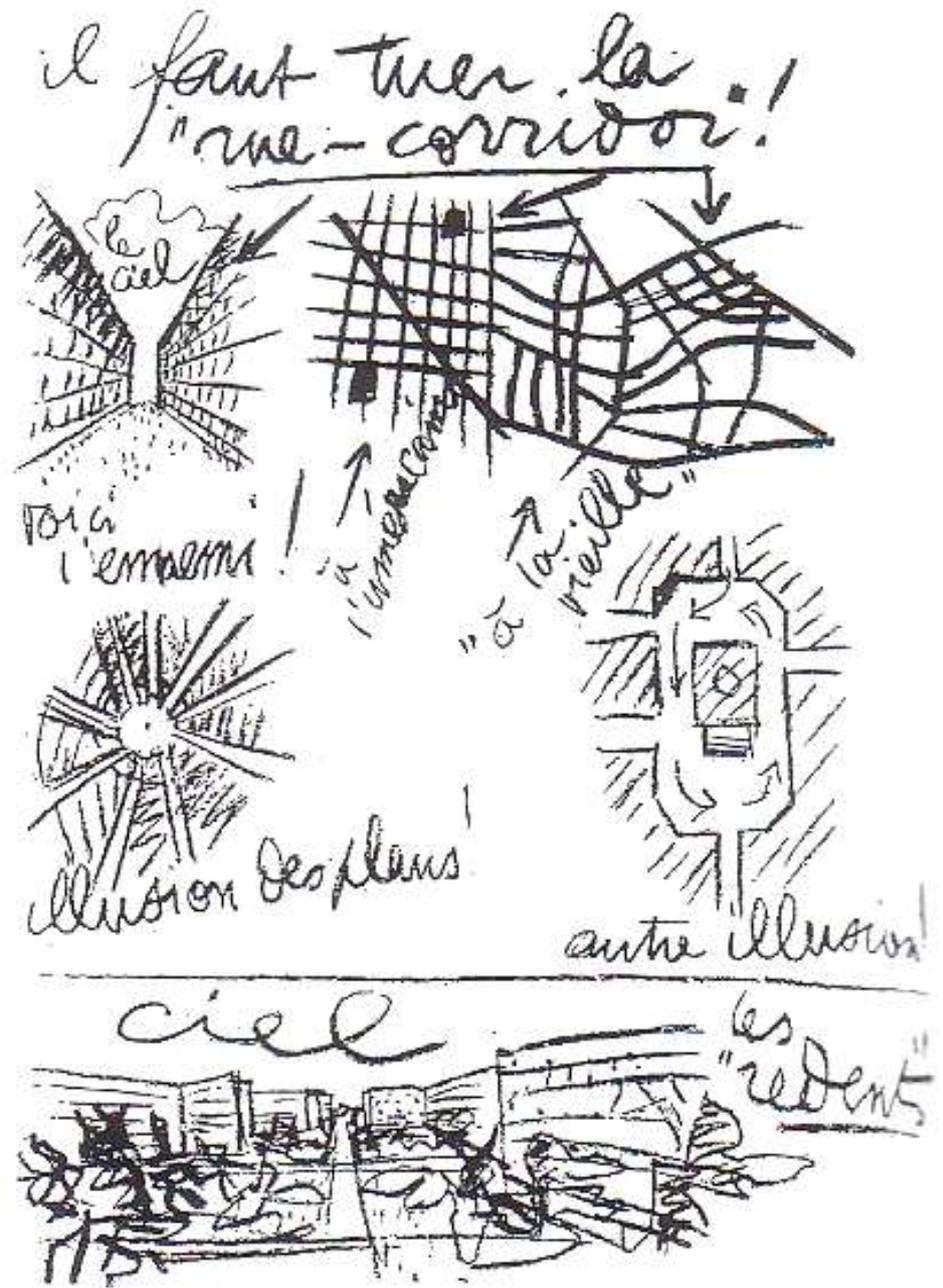


Barcelona, Plaza Cerdà e Ronda del Mig



B. de Sola, Plaza Cerdà e Ronda del Mig, Barcelona 1997-2000

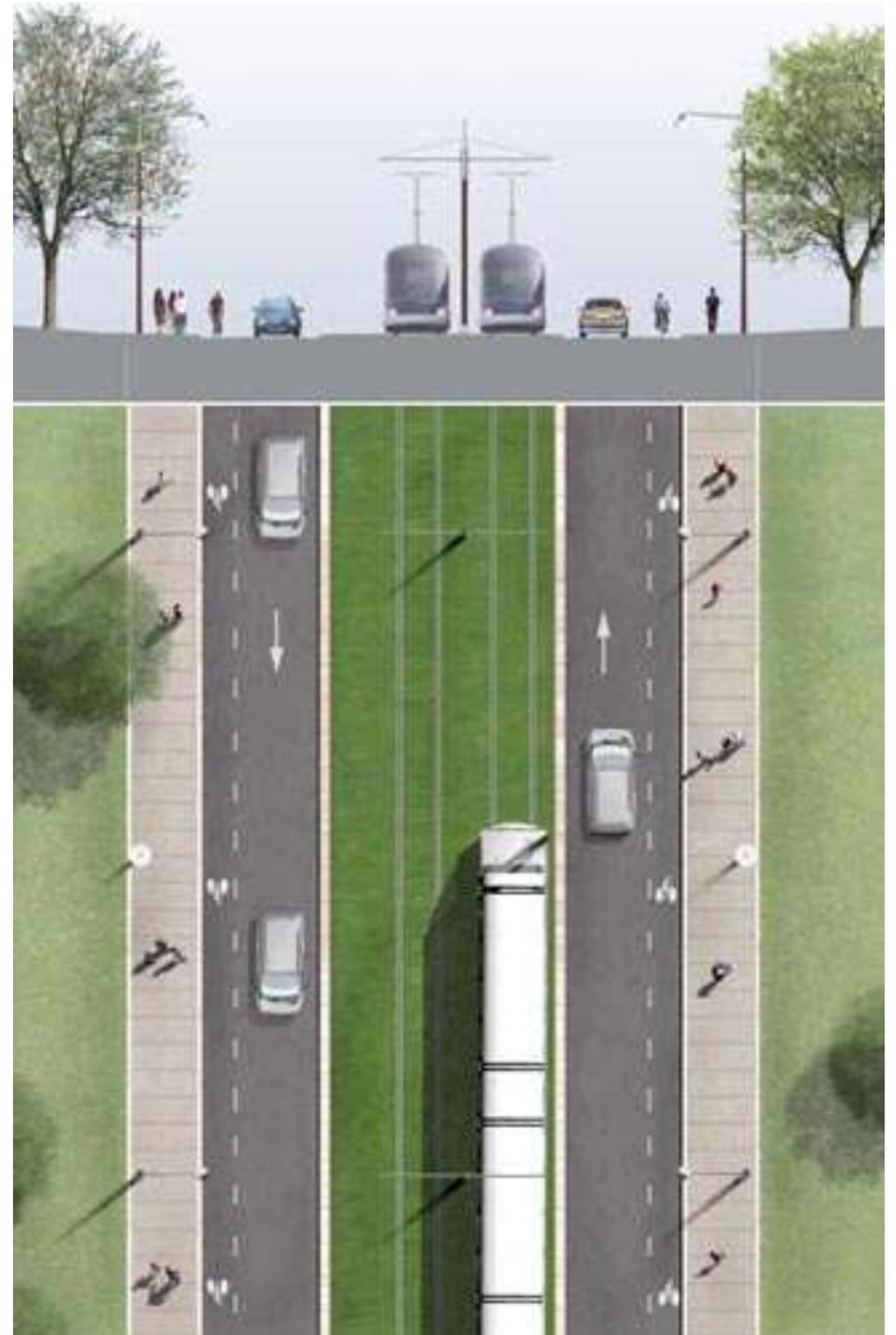
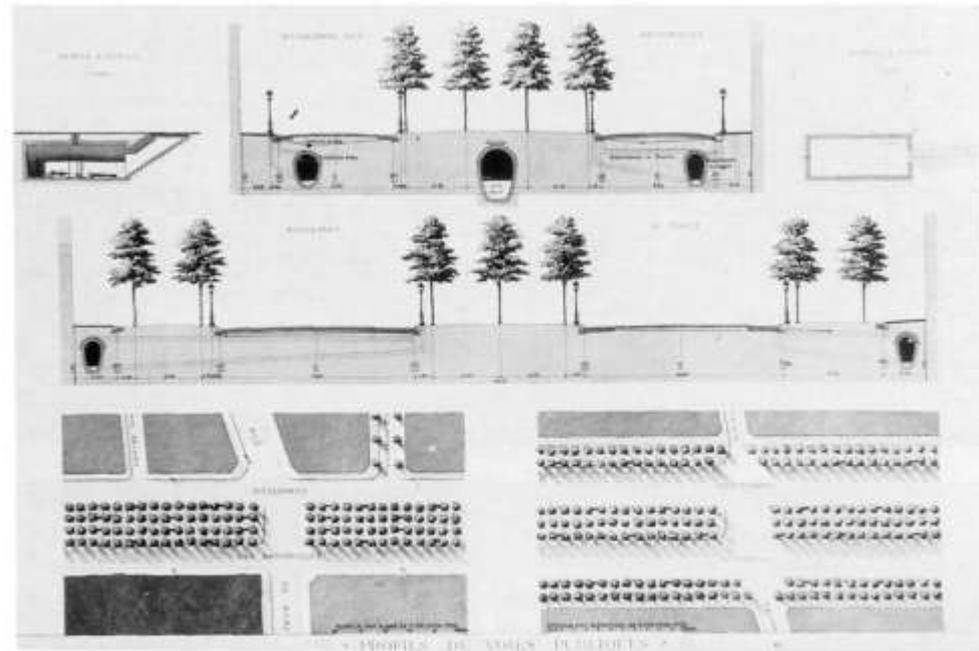
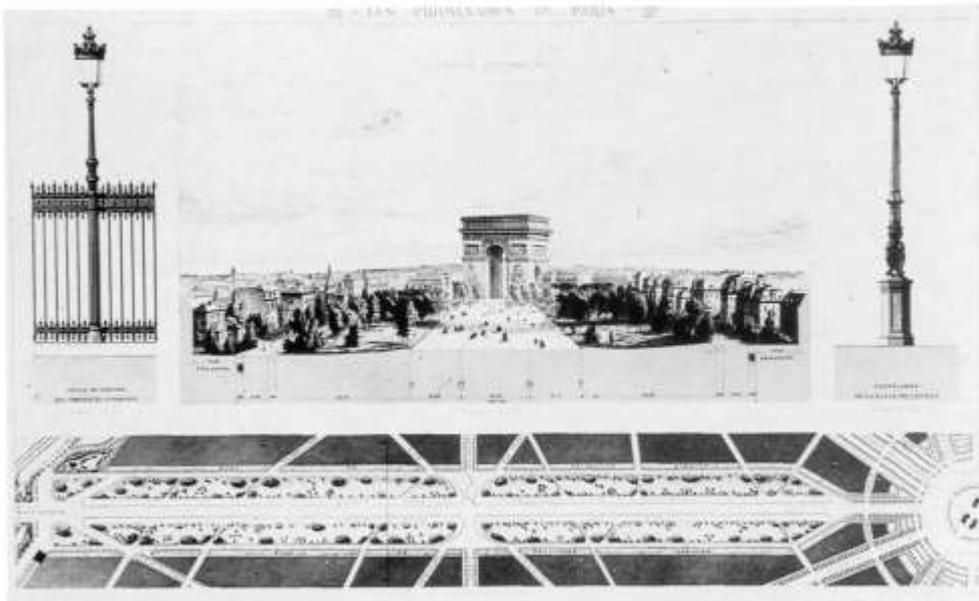
Il faut tuer...
la coupe type!



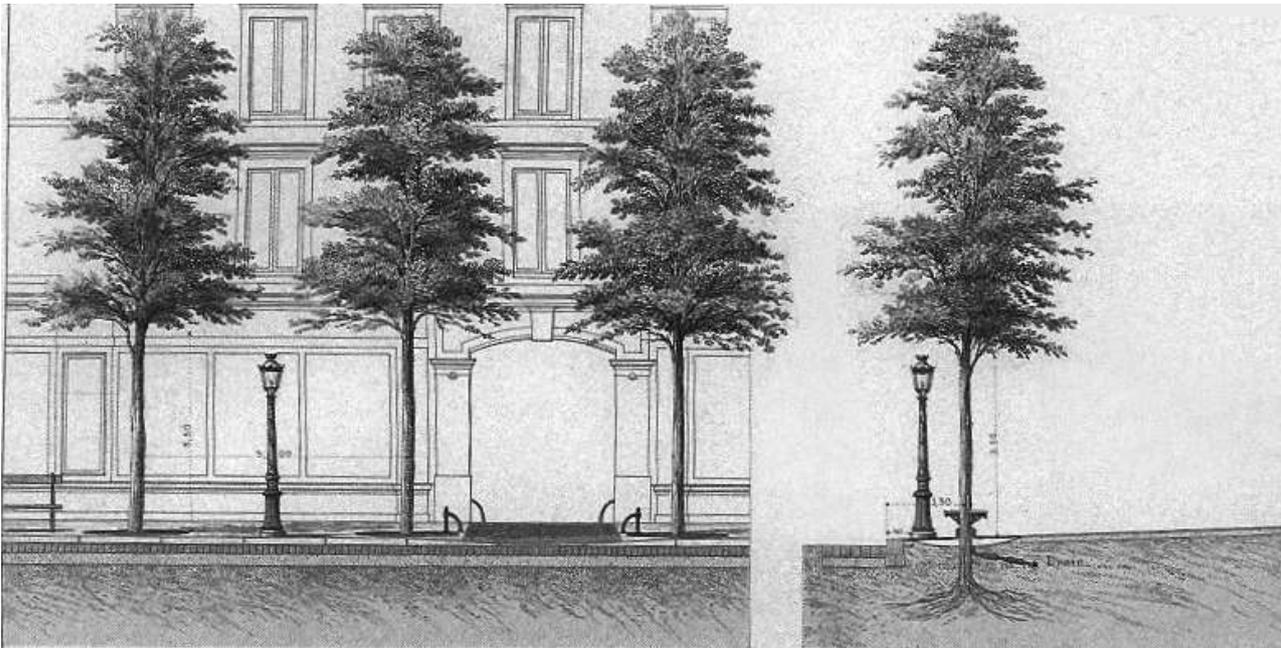
- SPAZIO TECNICO
- SPAZIO AD USO SOCIALE

- RIPARTIZIONE ORIZZONTALE
- RIPARTIZIONE VERTICALE
- SEZIONI COMPLESSE

- RIPARTIZIONE ORIZZONTALE
- RIPARTIZIONE VERTICALE
- SEZIONI COMPLESSE

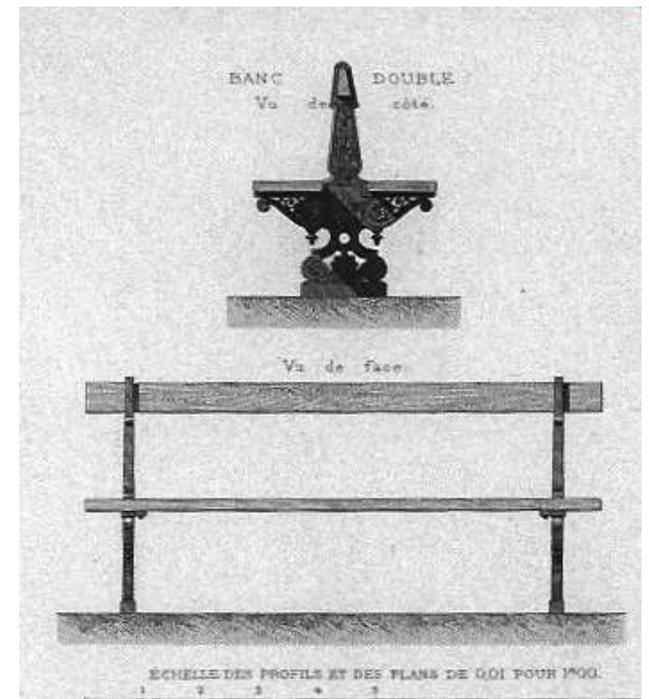


Ripartizione orizzontale



PROFIL SUIVANT L'AXE DE LA VOIE.

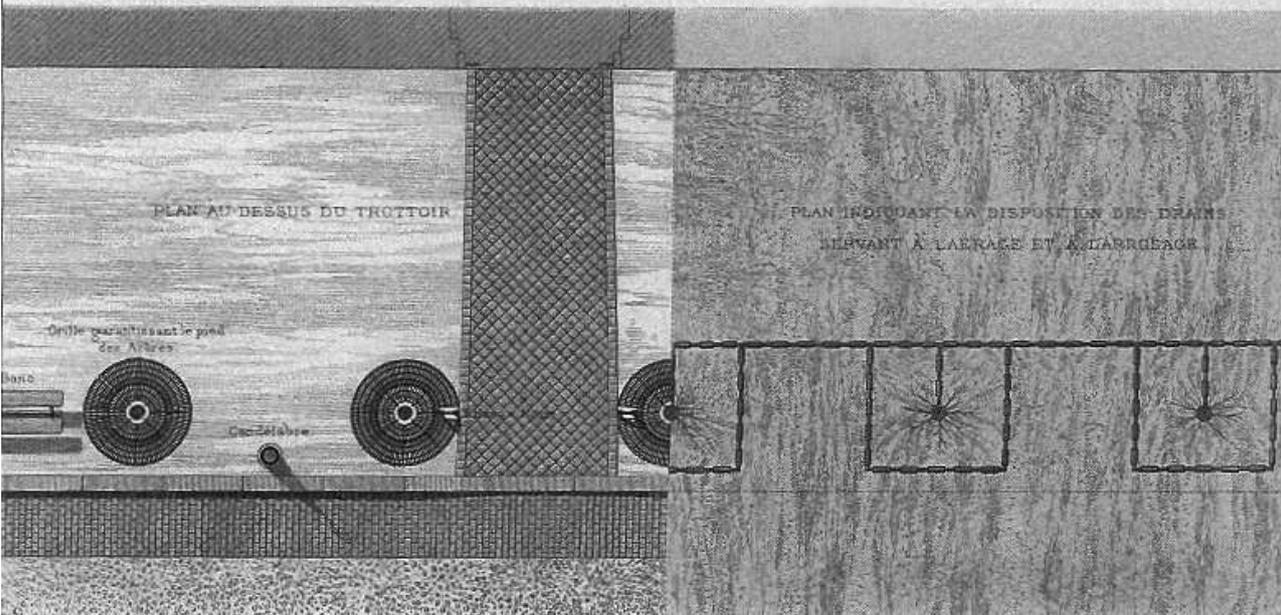
PROFIL TRANSVERSAL.



BANC DOUBLE
Vu de côté.

Vu de face.

ÉCHELLE DES PROFILS ET DES PLANS DE 0.01 POUR 1.00.



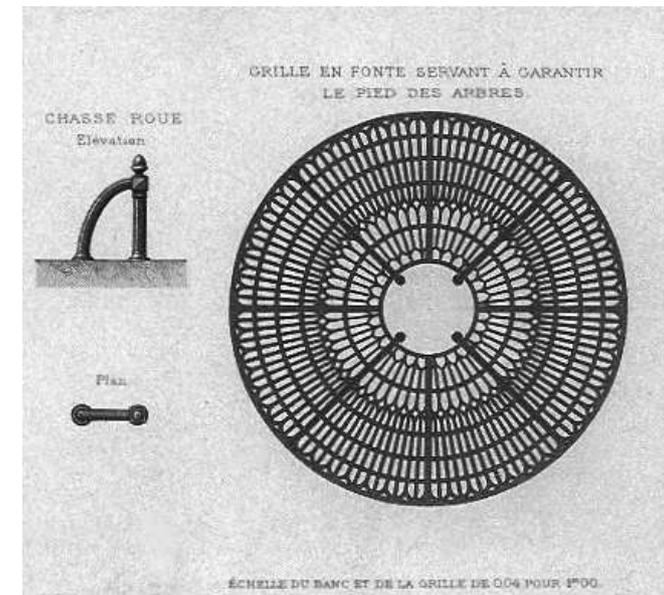
PLAN AU DESSUS DU TROTTOIR

PLAN INDICANT LA DISPOSITION DES DRAINS
SERVANT À L'AÉRATION ET À L'ARRÊTAGE.

Grille garantissant le pied
des Arbres.

Banc

Capotaire

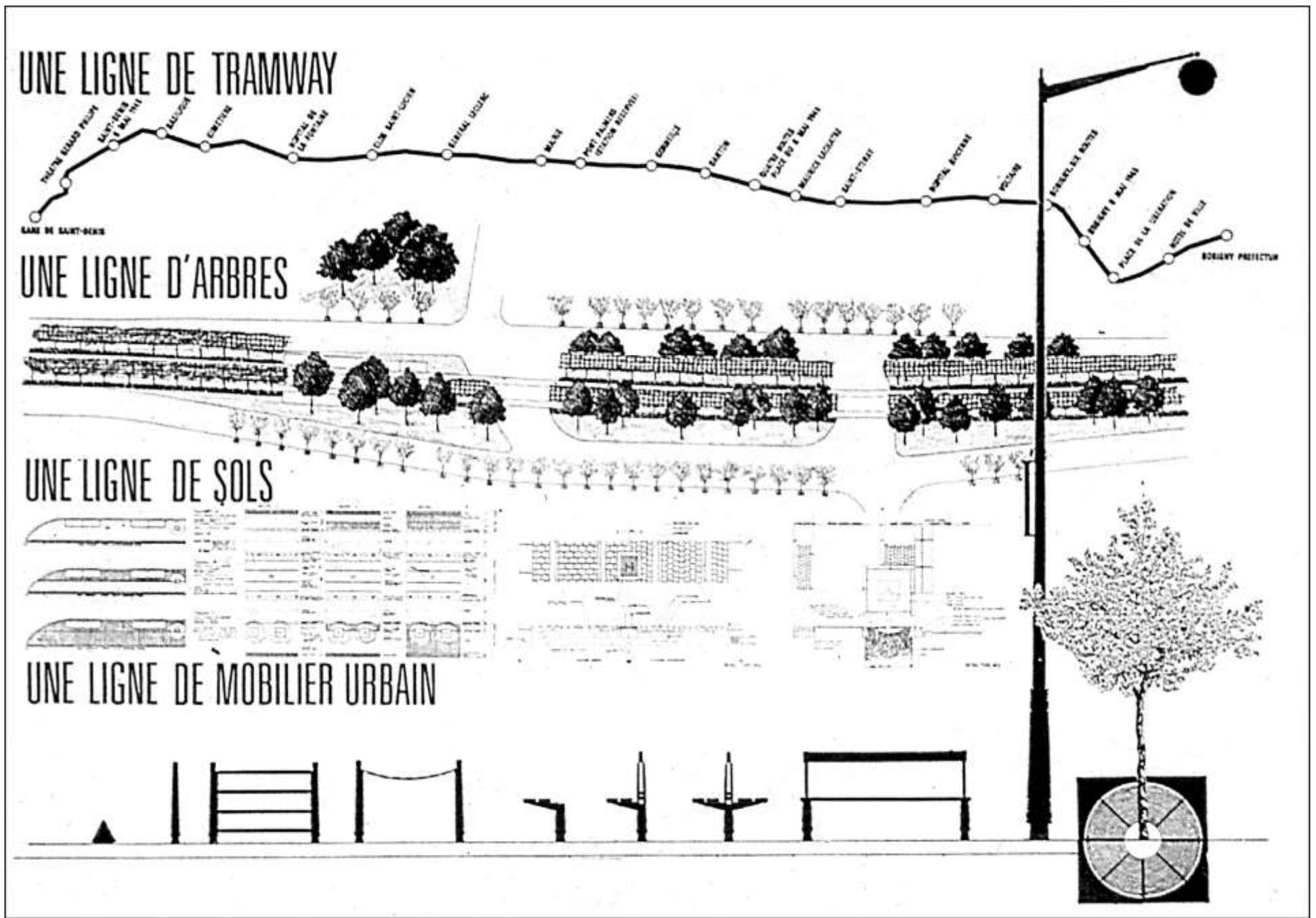


GRILLE EN FONTE SERVANT À GARANTIR
LE PIED DES ARBRES.

CHASSE ROUE
Elevation

Plan

ÉCHELLE DU BANC ET DE LA GRILLE DE 0.04 POUR 1.00.

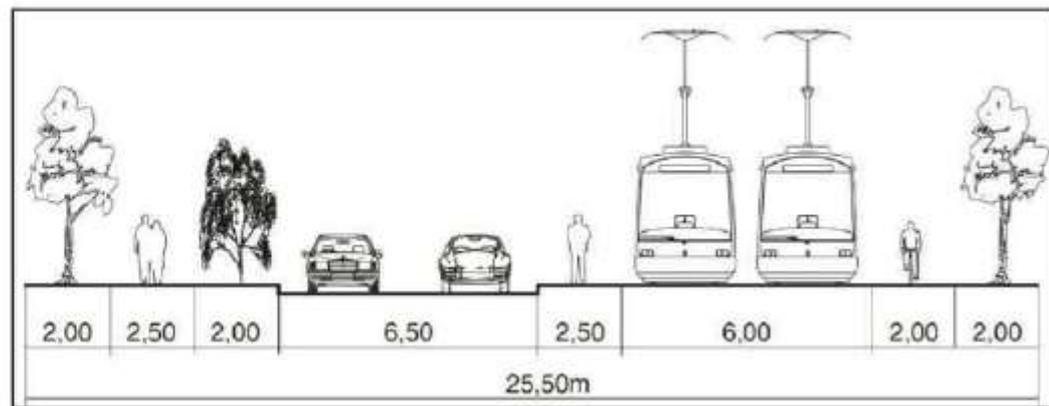
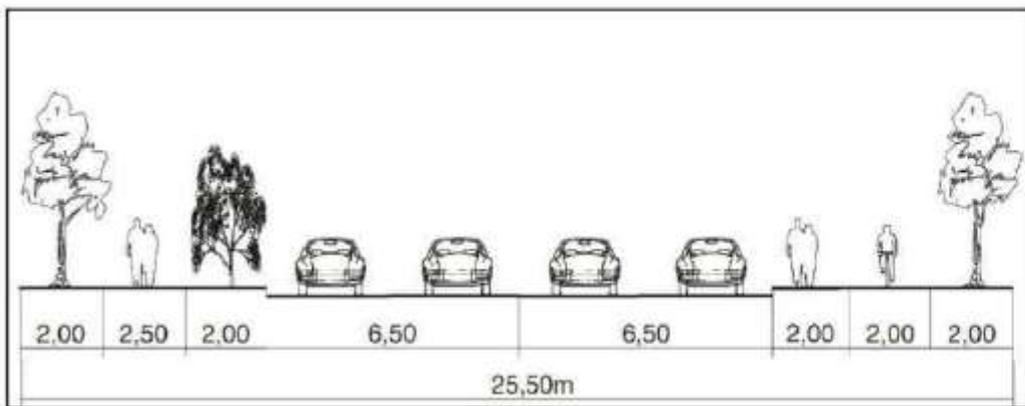


“Mobilier urbain”: Parigi, 1993 (A. Chemetoff)

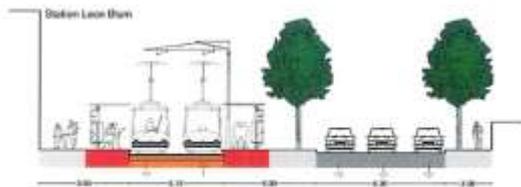


prima

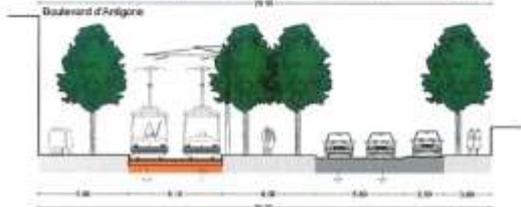
dopo



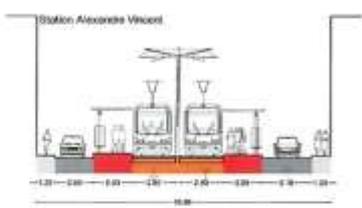
Strasburgo: sistemazioni urbanistiche lungo le linee della tranvia



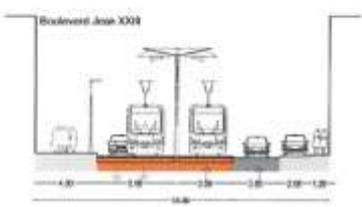
à gauche
Montpellier.
 Voie de 30 m, boulevard tracé par Ricardo Bofill pour accueillir 2 fois 2 voies de part et d'autre d'un terre-plein. Le tramway s'est installé sur l'une des deux voies. L'implantation des stations a contraint à couper les arbres.



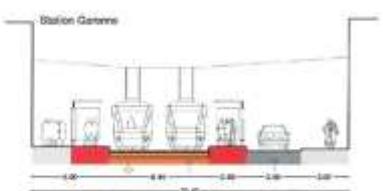
à droite
Nantes.
 Voie de 20 m, implantation axiale, station axiale. L'effet «-box-» se fait au détriment des arbres et du stationnement.



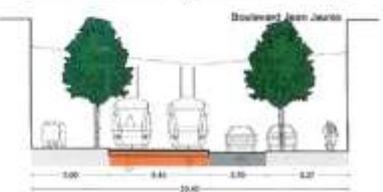
à gauche
Nantes.
 Voie de 19 m, site semi banalisé sur le boulevard dans le sens entrant. Cette file automobile emprunte la plateforme.



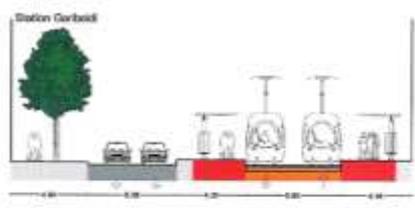
à droite
Nantes.
 Voie de 16 m, une seule file dans chaque sens. La station est banalisée, l'automobile est autorisée à utiliser la plateforme au droit de la station.



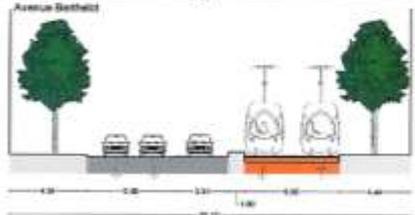
à gauche
Nancy.
 Voie de 20 m, implantation latérale avec une file de circulation automobile et stationnement sur les trottoirs. La présence de la station réduit les trottoirs.



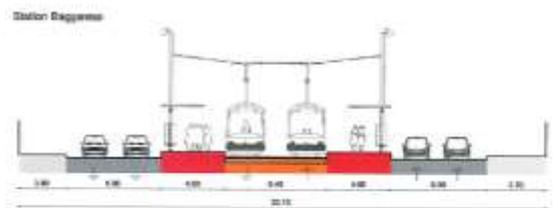
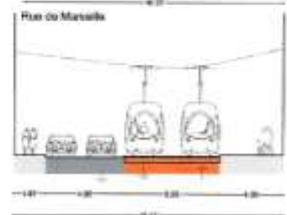
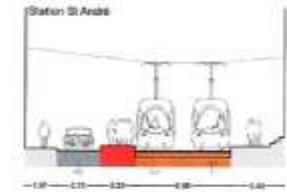
à droite
Nancy.
 Voie de 17 m et axe principal de la ville. Rue entièrement piétonnisée avec implantation axiale.



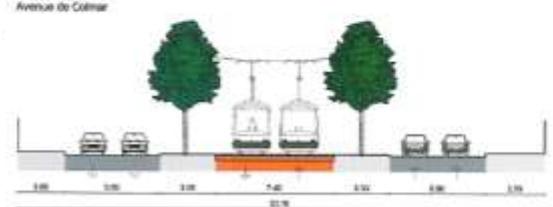
à gauche
Lyon.
 Voie de 25 m, insertion latérale, deux files dans le même sens. Le terre-plein central accueille stationnement et station. Côté trottoir, rétrécissement important au droit de la station.



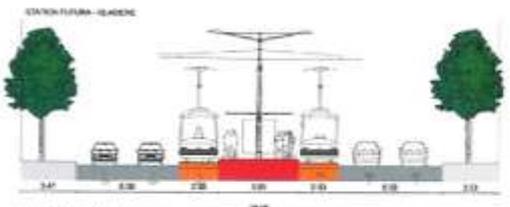
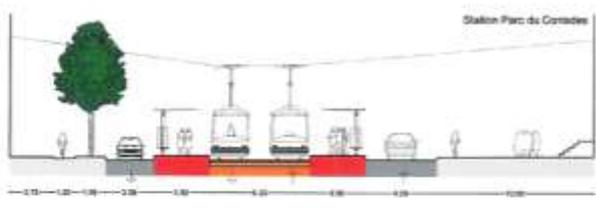
à droite
Lyon.
 Voie de 16 m, implantation latérale laissant passer une file de circulation avec une bande pour le stationnement de courte durée. Pas d'abri, le porche de l'église devant lequel se fait l'arrêt en tient lieu.



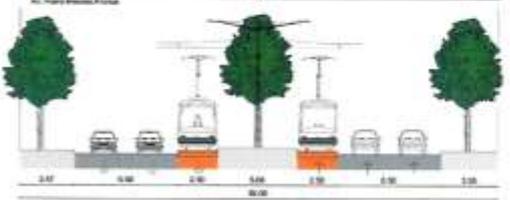
à gauche
Strasbourg.
 Voie de 33 m, implantation axiale bordée de deux files d'arbres, 2 fois 2 files sur une chaussée de 6 m. Au droit des stations, les lignes d'arbres sont interrompues.



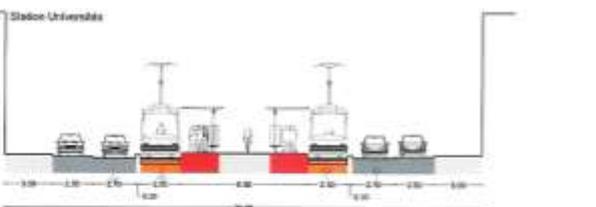
à droite
Strasbourg.
 Voie de 37 m, tracé ancien planté latéralement, implantation axiale sur un tapis de gazon. La circulation latérale est réduite à une voie dans chaque sens. Piste cyclable sur trottoir.

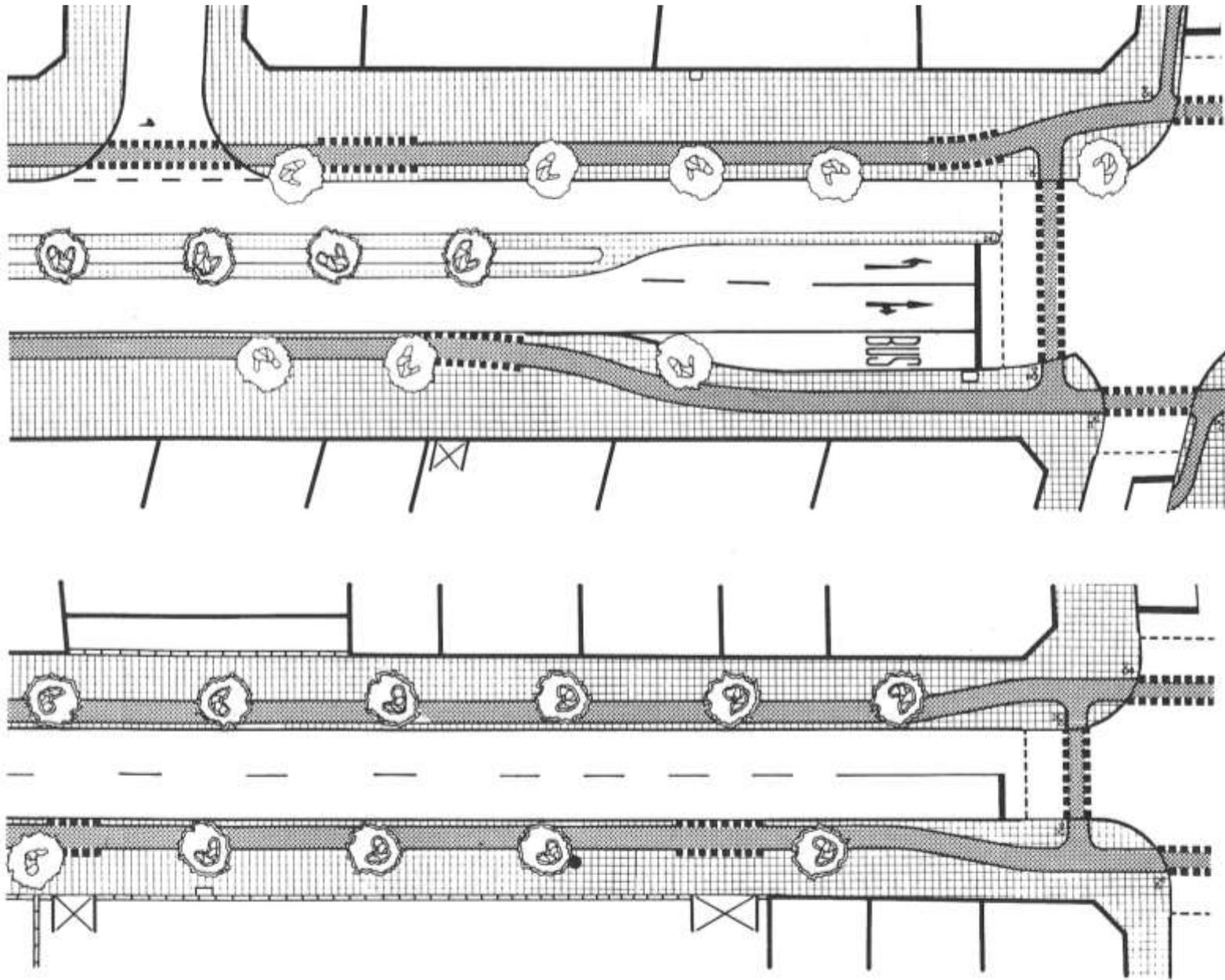


à gauche
Strasbourg.
 Voie de 30 m, implantation et station axiale. Un alignement d'arbres sur le terre-plein central et deux files dans chaque sens.



à droite
Strasbourg.
 Voie de 30 m, implantation axiale de part et d'autre d'une promenade centrale existante plantée d'une double rangée d'arbres. La circulation latérale est réduite à une file dans chaque sens et le stationnement est latéral.

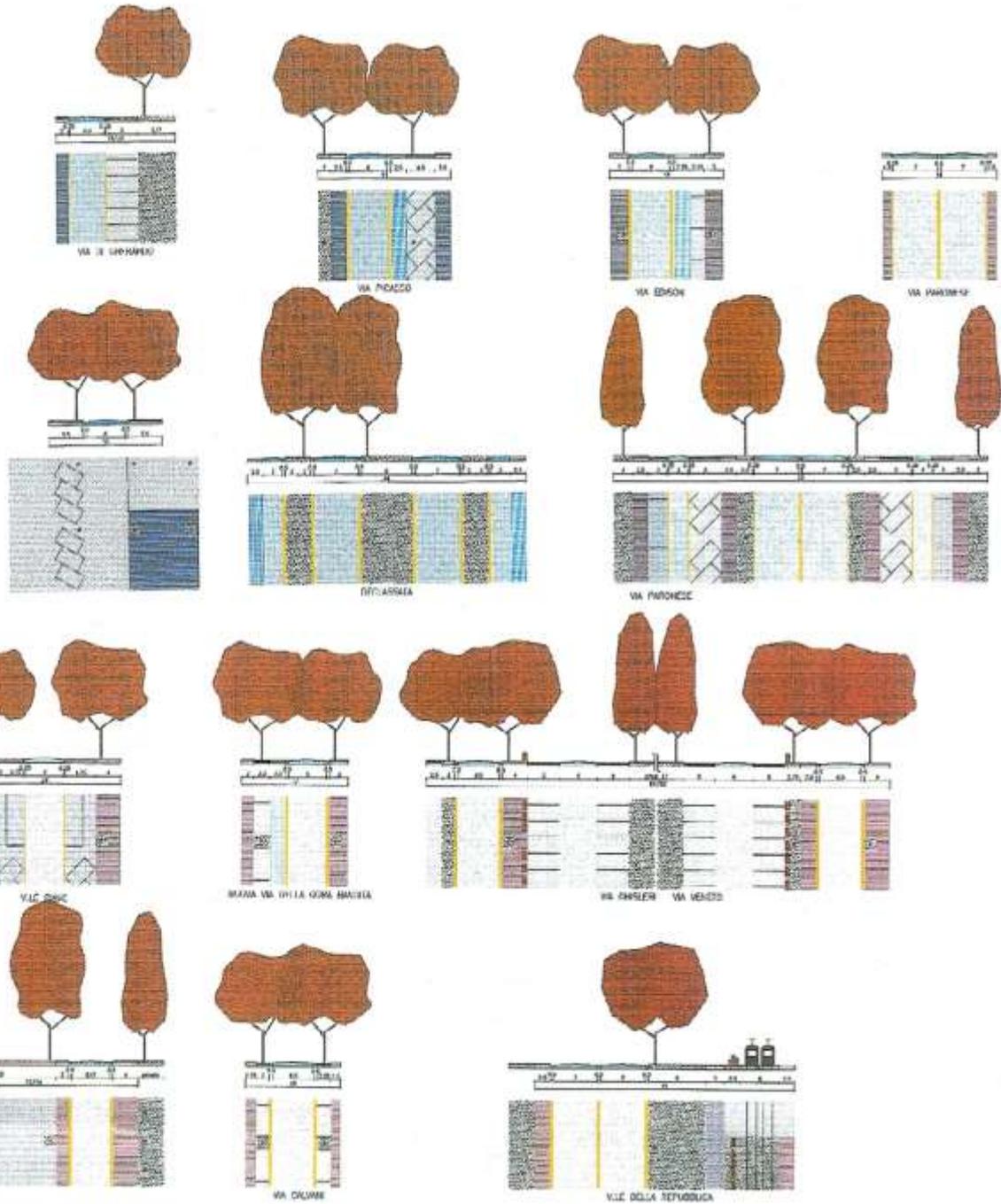


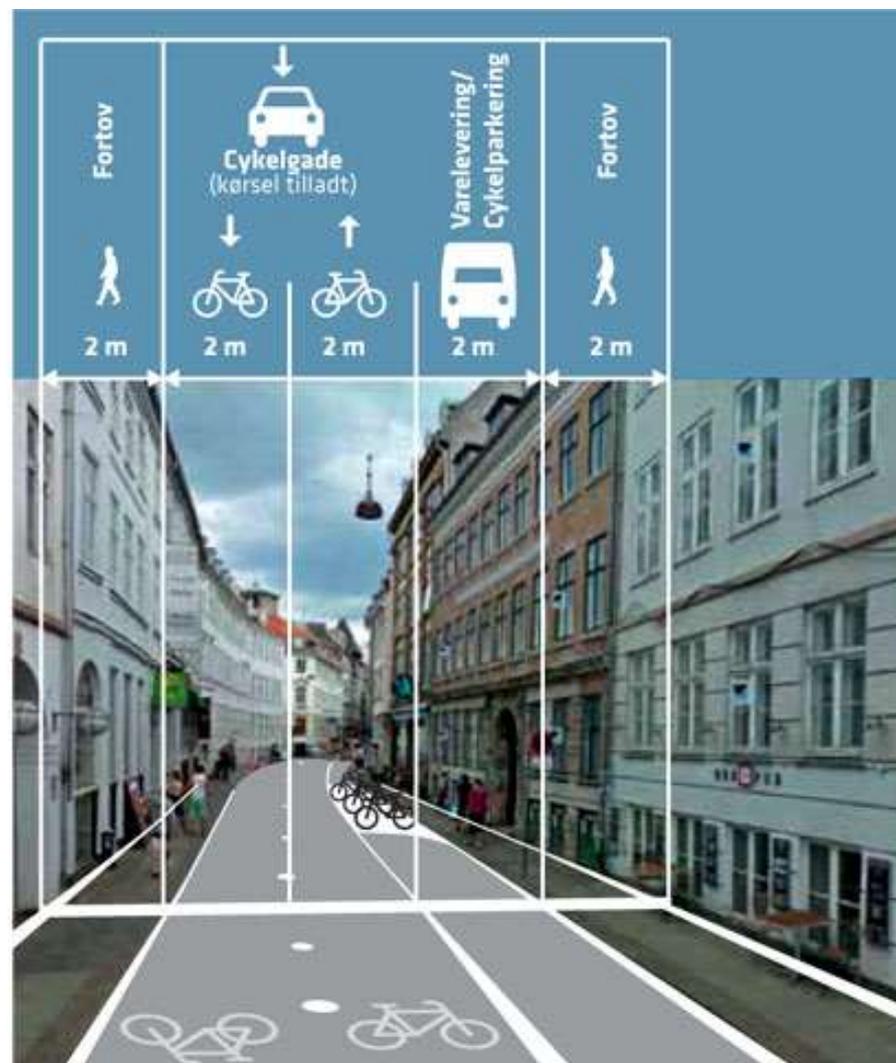
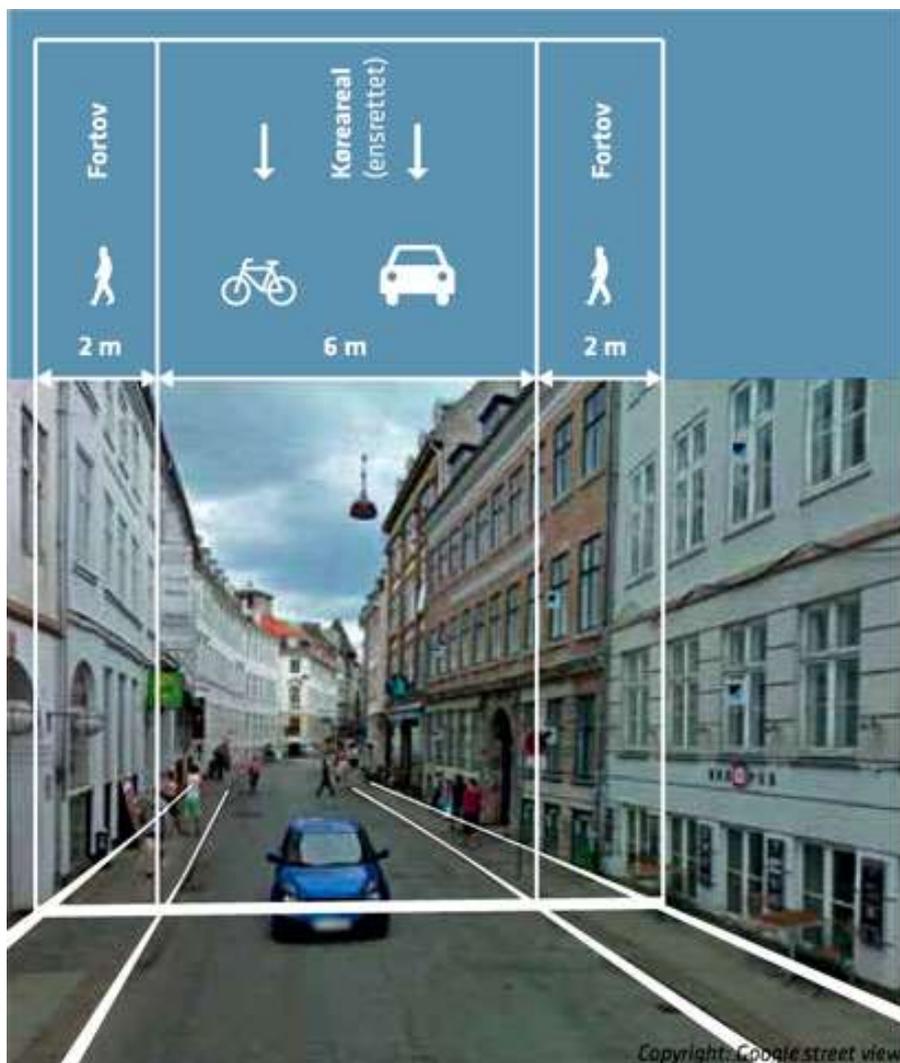


Germania, Linee guida statali per l'inserimento urbano delle arterie stradali, 1984



fascia pavimentata
marciapiede
area pavimentata
area pavimentata con spazi per la sosta
area semipermeabile pedonale o di manovra per la sosta
area semipermeabile con spazi per la sosta
banda polivalente
pista ciclabile
percorso pedonale o ciclo-pedonale
alberatura
siepi e cespugli
prati

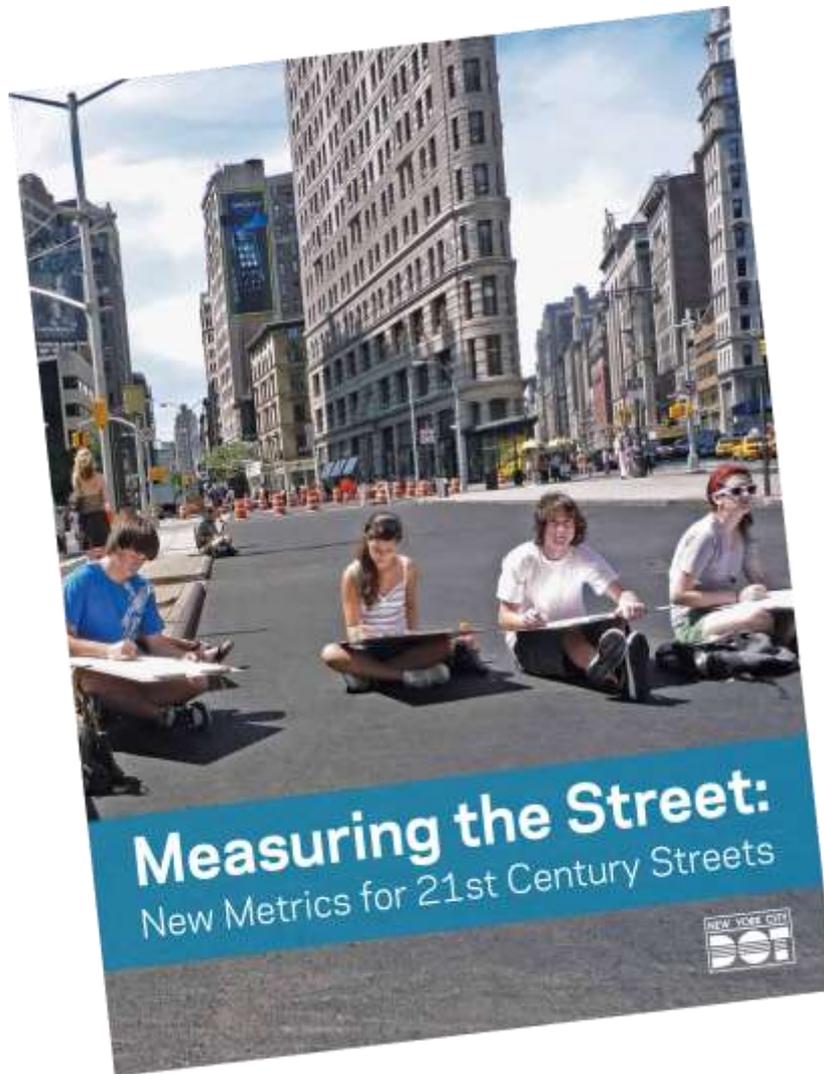




Copenhagen, studi di viabilità a priorità ciclistica, 2013

Designing safer streets

Safe and attractive options for all users

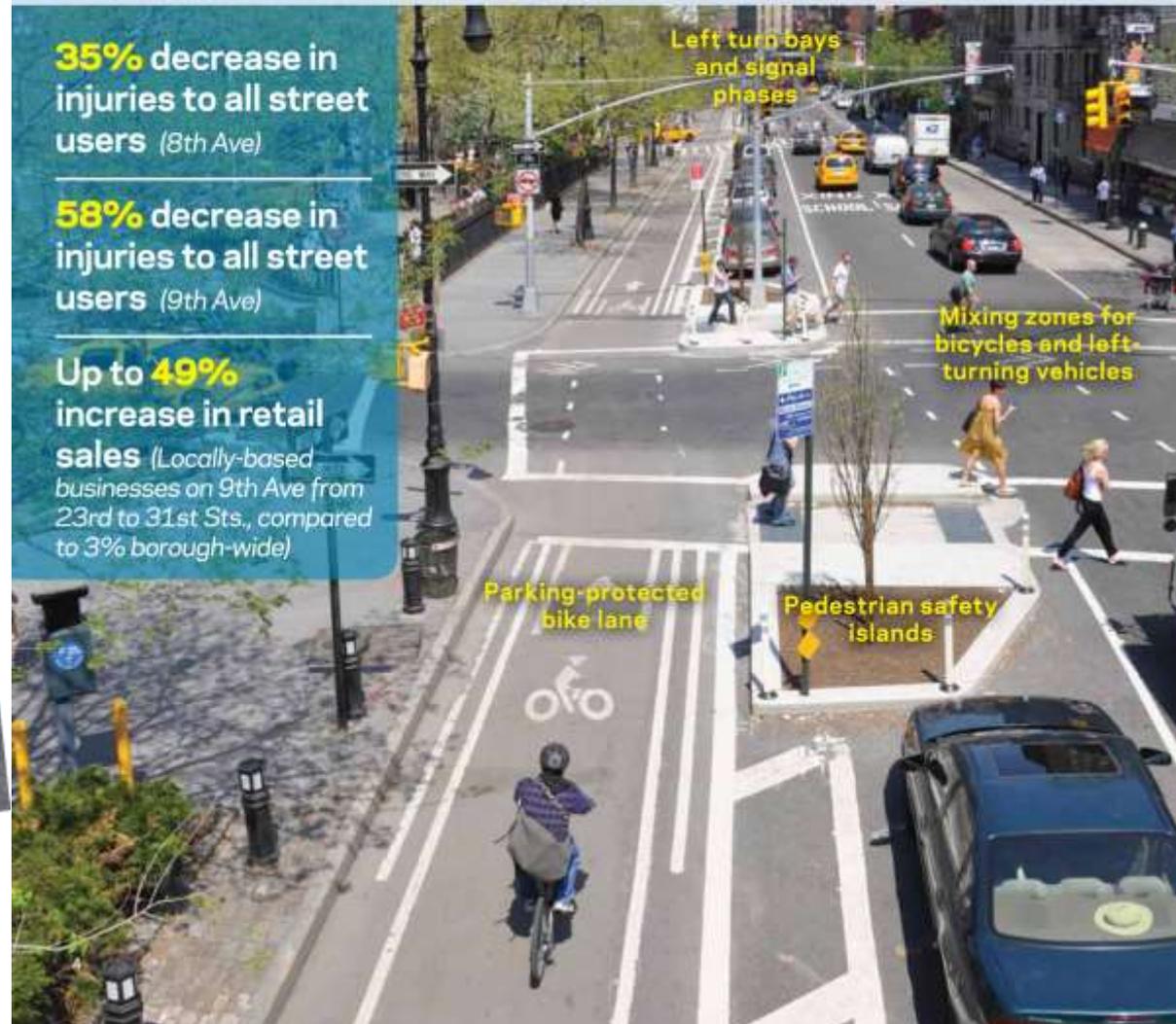


First protected bicycle lane in the US:
8th and 9th Avenues (Manhattan)

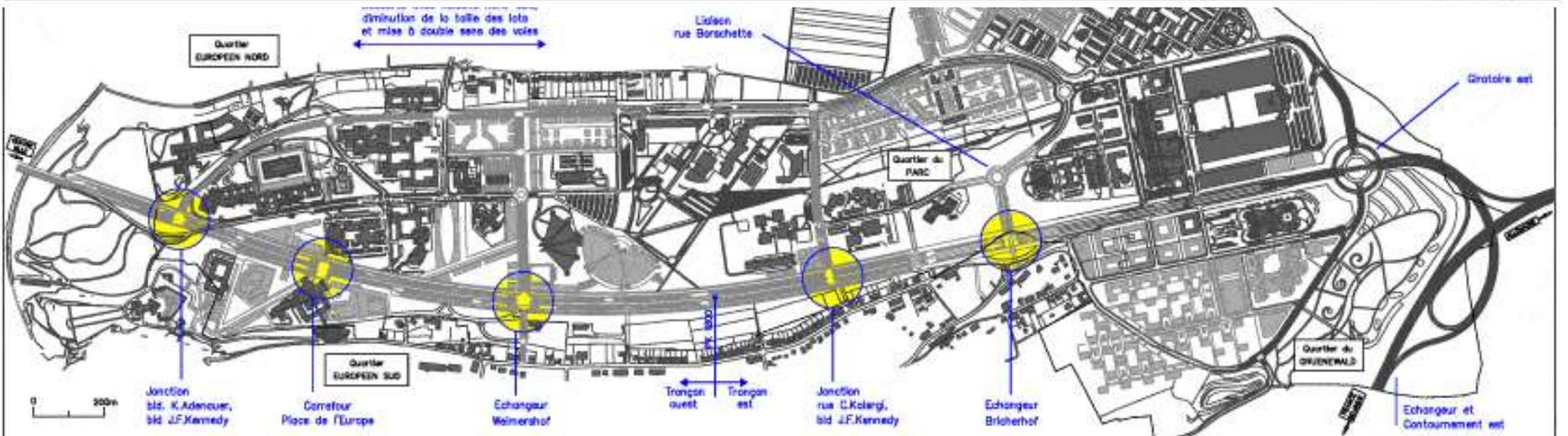
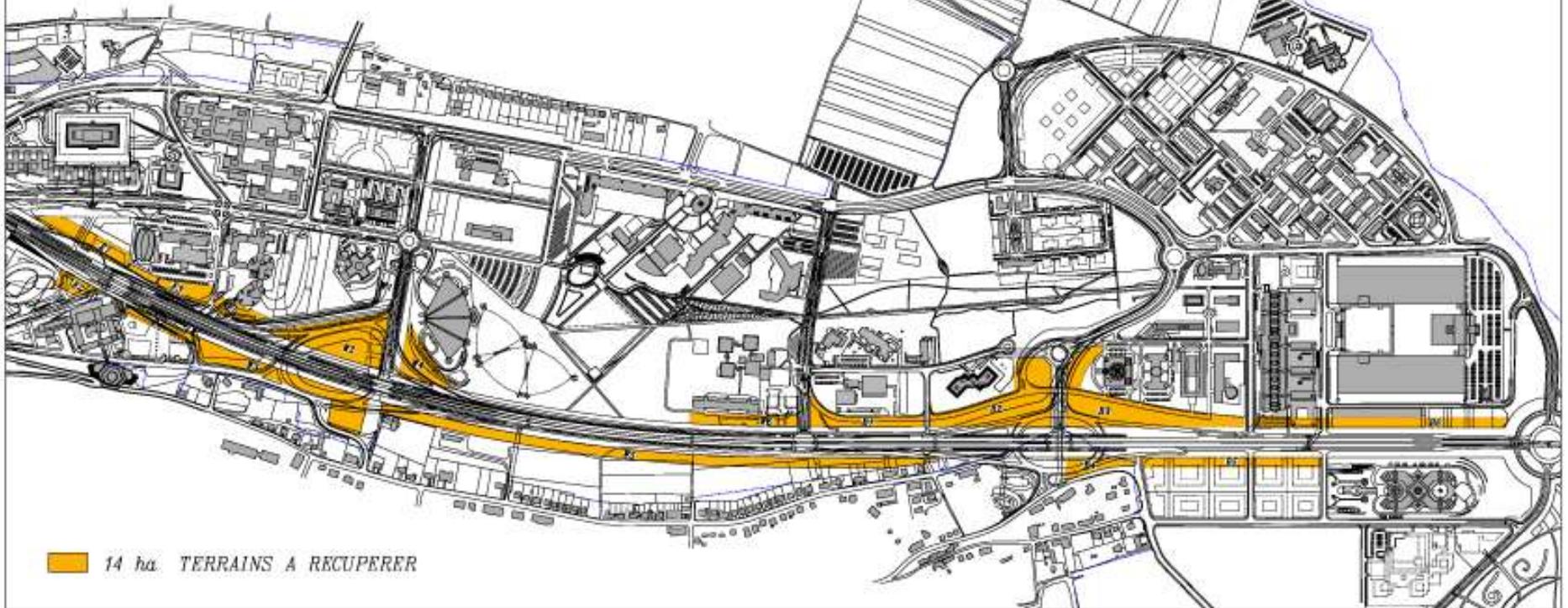
35% decrease in injuries to all street users (8th Ave)

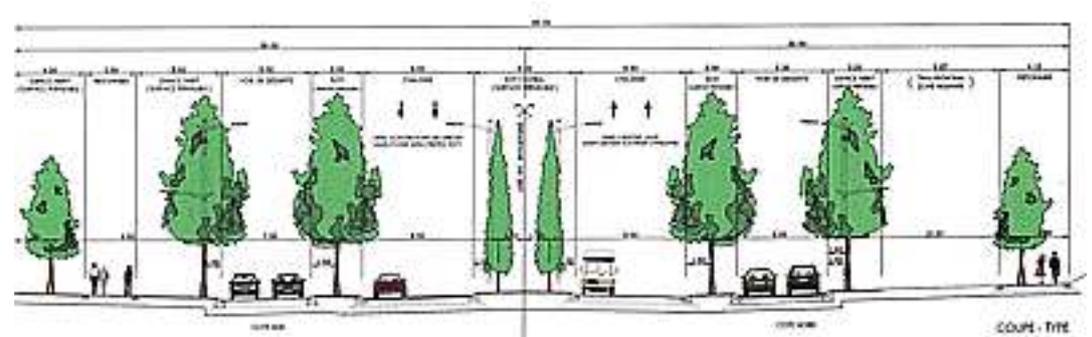
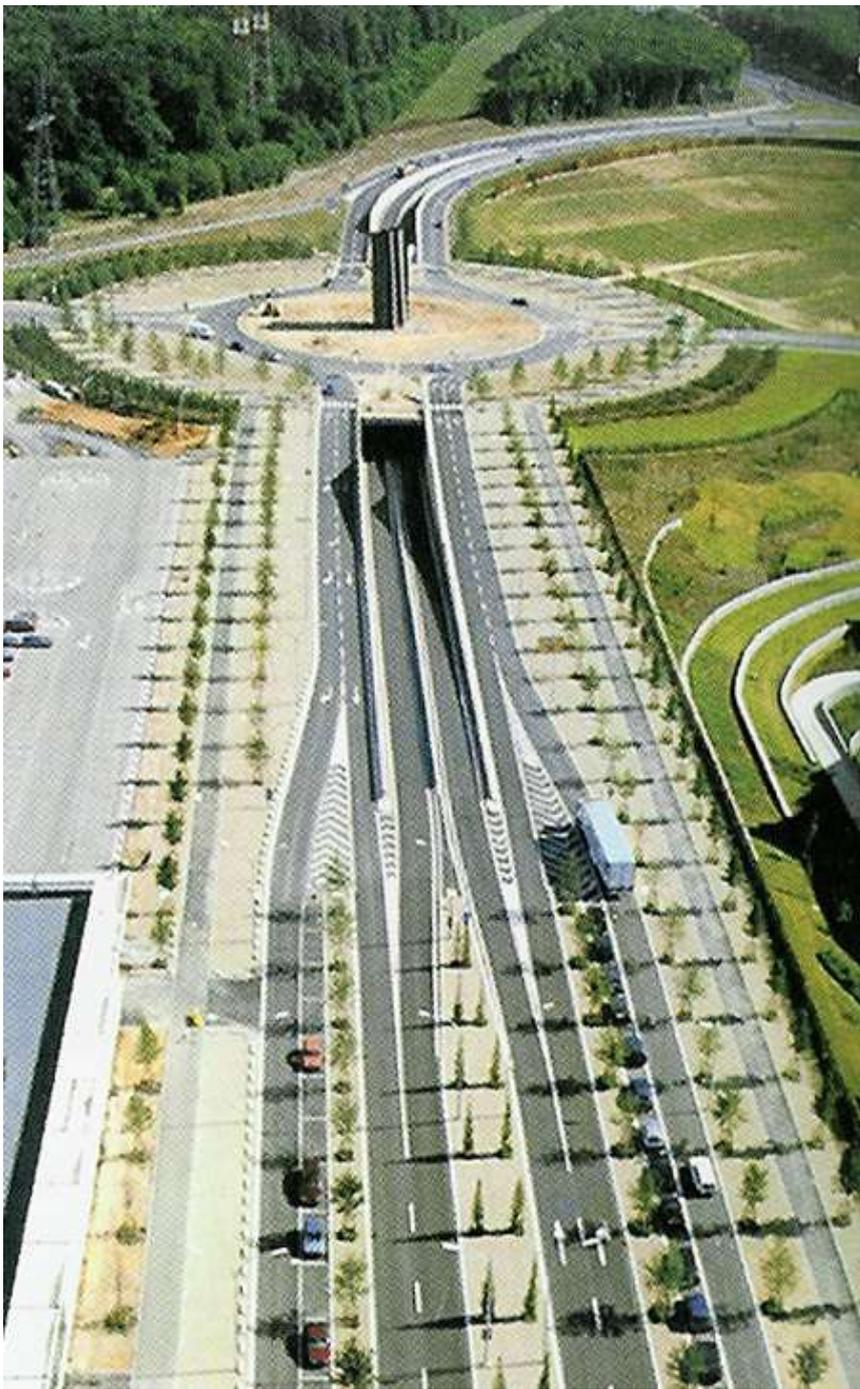
58% decrease in injuries to all street users (9th Ave)

Up to 49% increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)

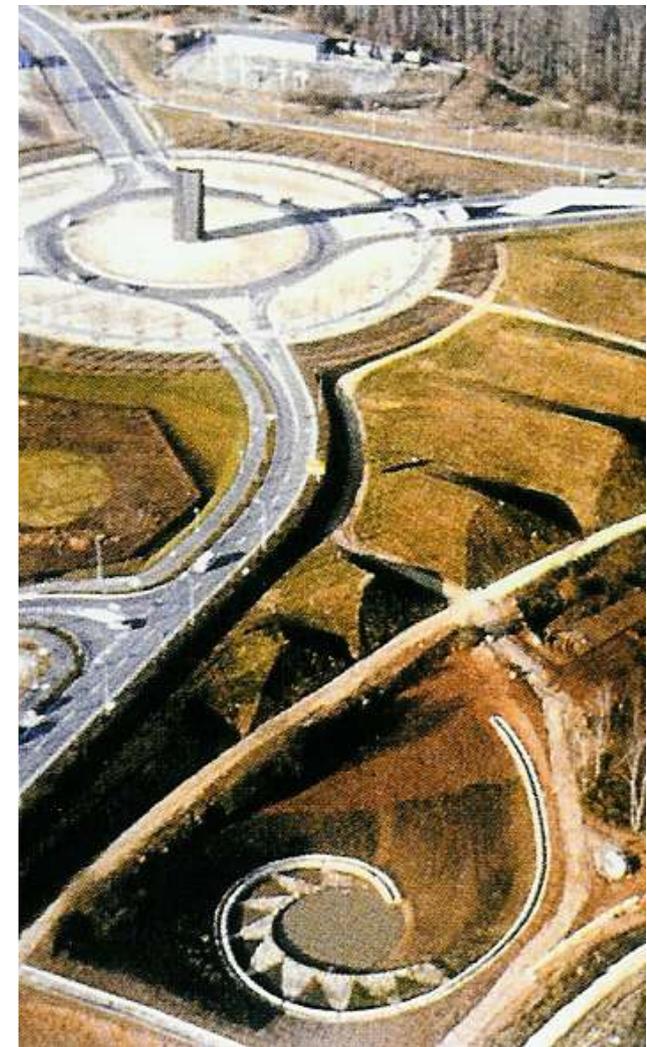


PLATEAU DE KIRCHBERG

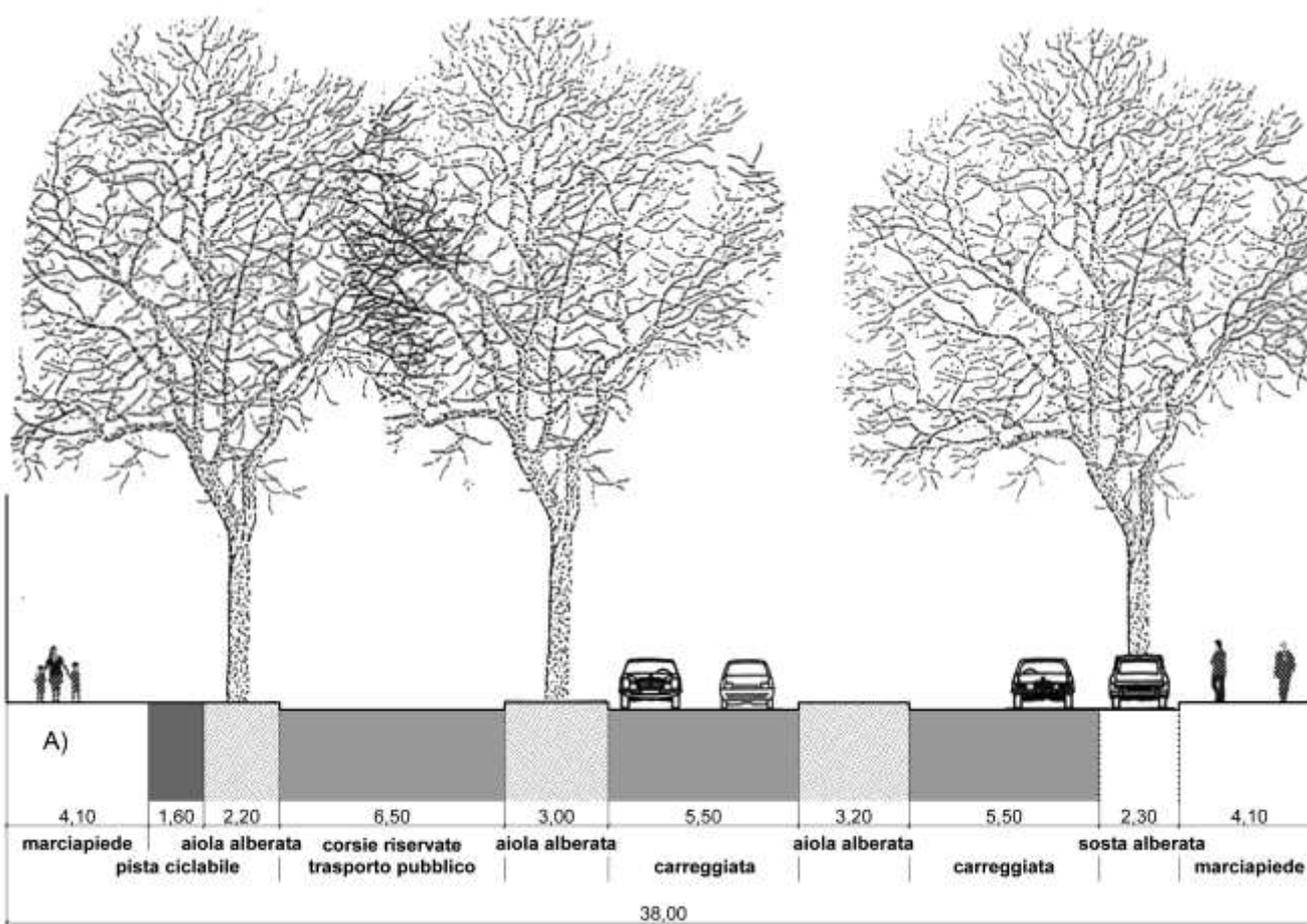




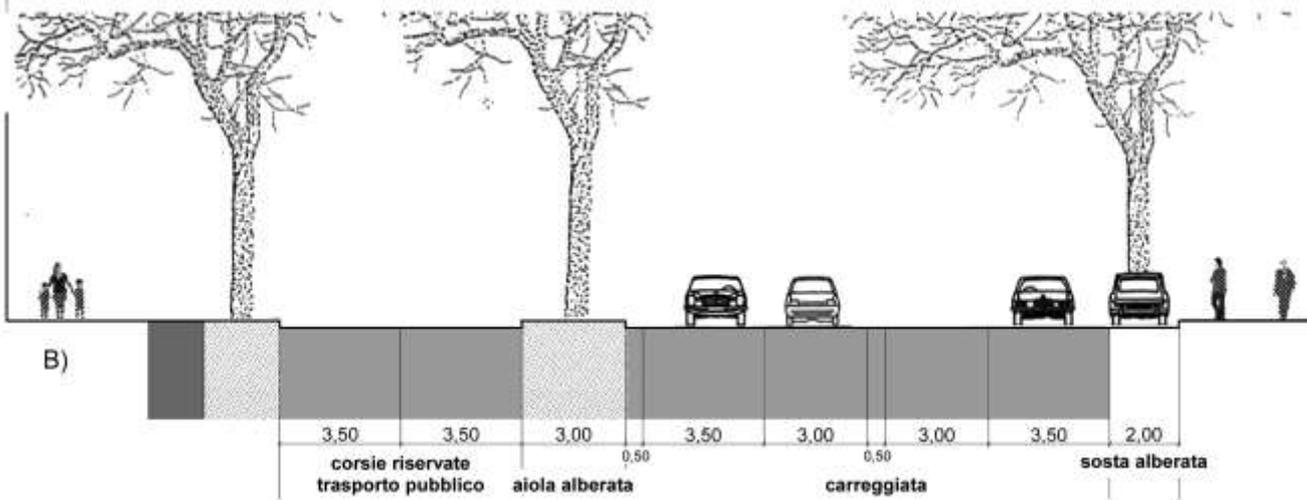
Latz und Partners, Ristrutturazione di Avenue J. F. Kennedy, Lussemburgo, 1994-1999



Latz und Partners, Ristrutturazione di Avenue J. F. Kennedy, Lussemburgo, 1994-1999



A) Sezione reale

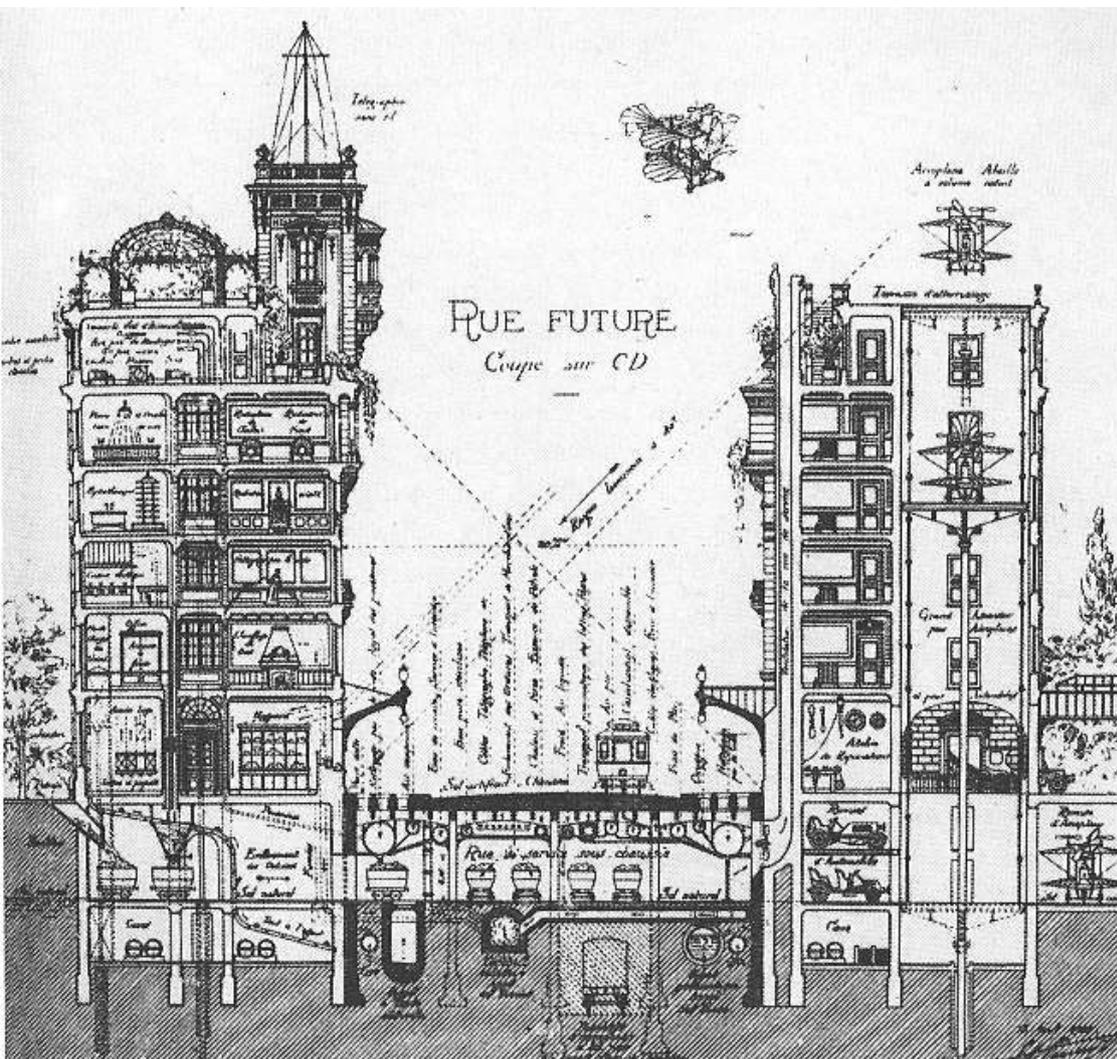


B) Sezione virtuale, con applicazione dei parametri dimensionali in vigore in Italia



Sovigliana, Vinci, Via P. Togliatti, (Social Design, 1990-2010)

- RIPARTIZIONE ORIZZONTALE
- RIPARTIZIONE VERTICALE
- SEZIONI COMPLESSE



Ripartizione verticale



Boston: la trasformazione della Central Artery (1992-2005)



The Rose Fitzgerald Kennedy Greenway



Spring 2010

Boston: la trasformazione della Central Artery (1992-2005)



Boston: la trasformazione della Central Artery (1992-2005)



Boston: la trasformazione della Central Artery (1992-2005)



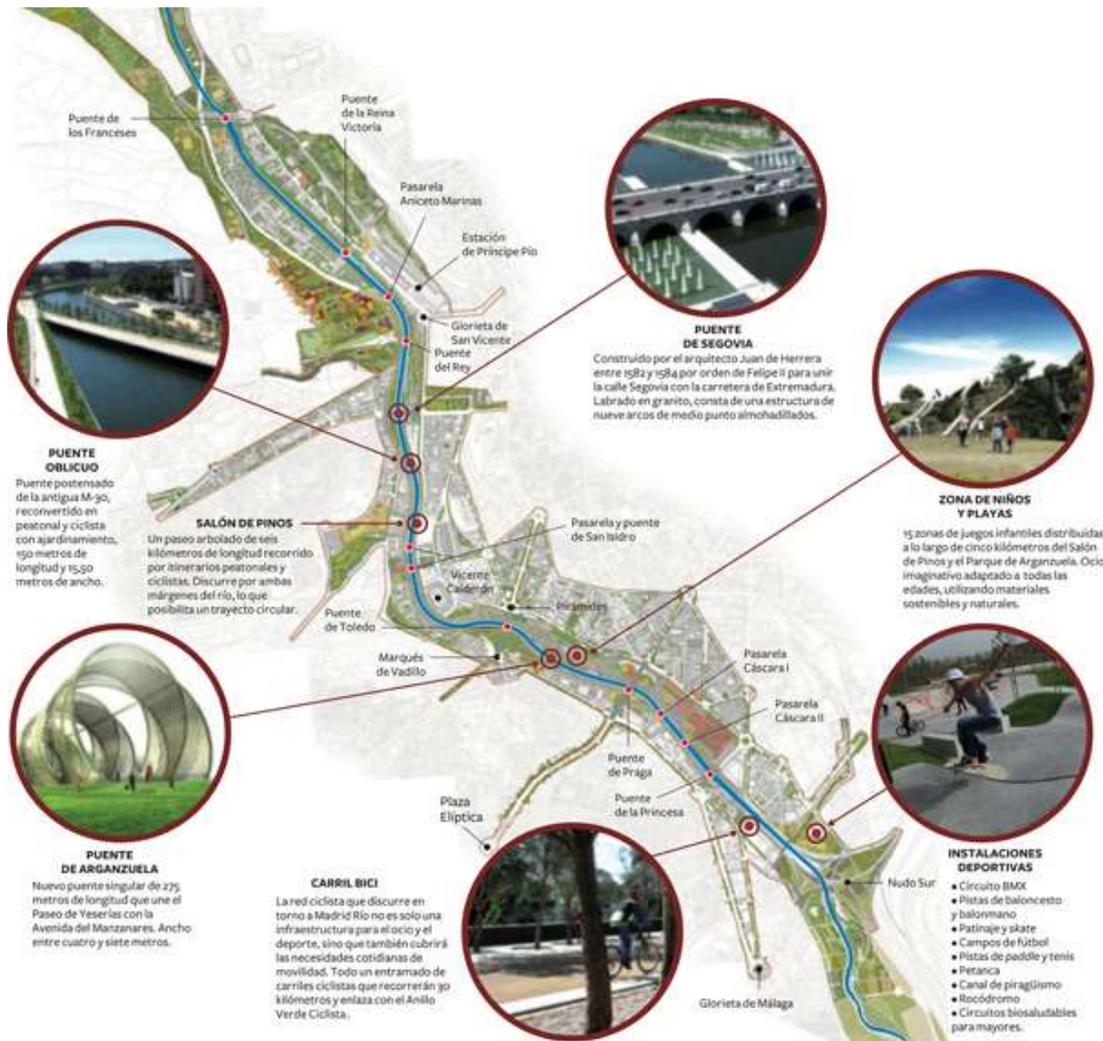
Boston: la trasformazione della Central Artery (1992-2005)



Boston: la trasformazione della Central Artery (1992-2005). “Ventilation buildings”



Madrid: Progetto "Rio" (2005-2011)



Madrid: Progetto "Rio" (2005-2011)



Madrid: Progetto "Rio" (2005-2011)



Madrid: Progetto "Rio" (2005-2011)



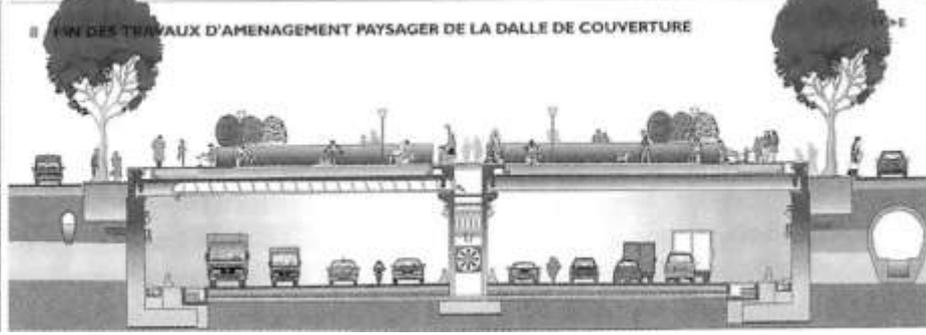
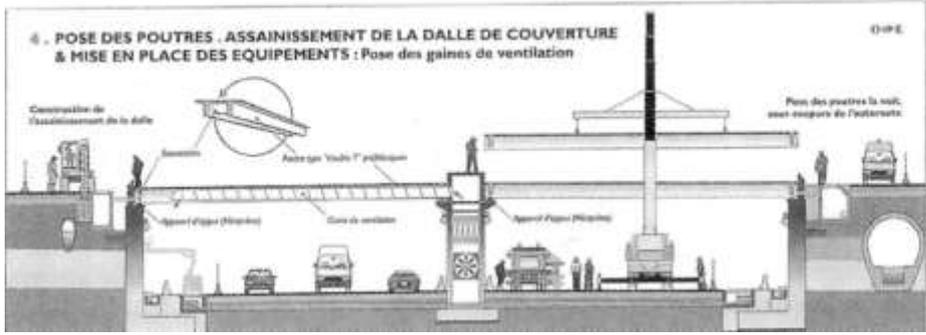
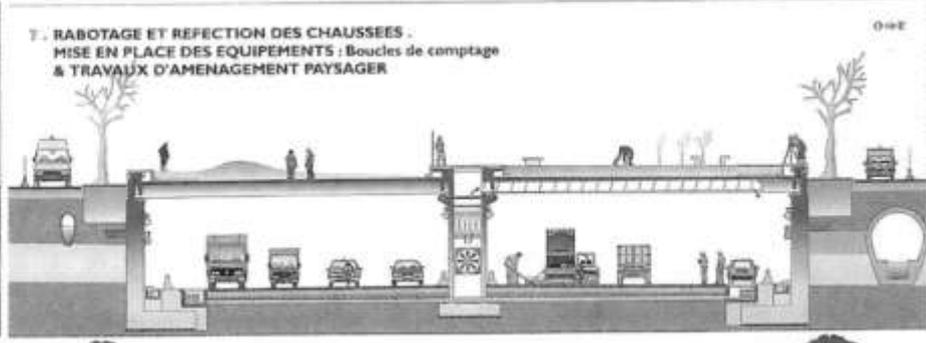
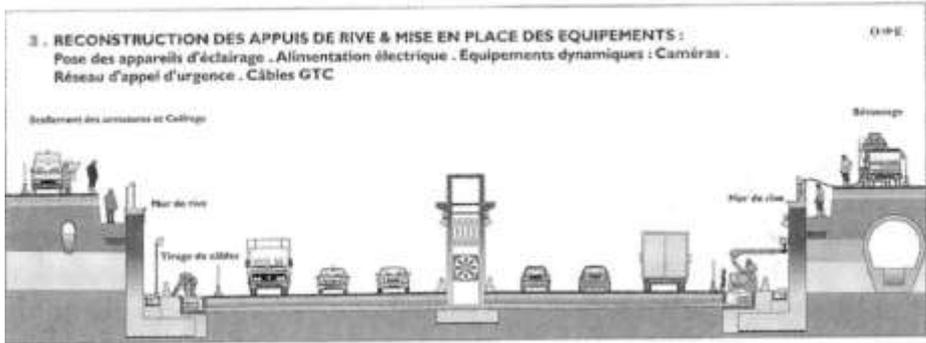
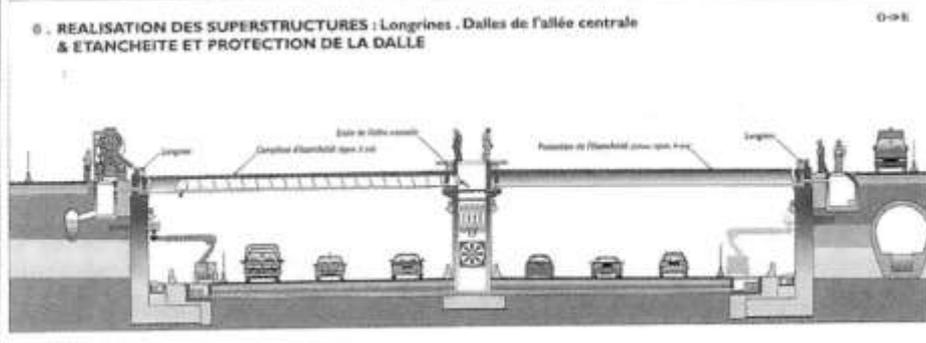
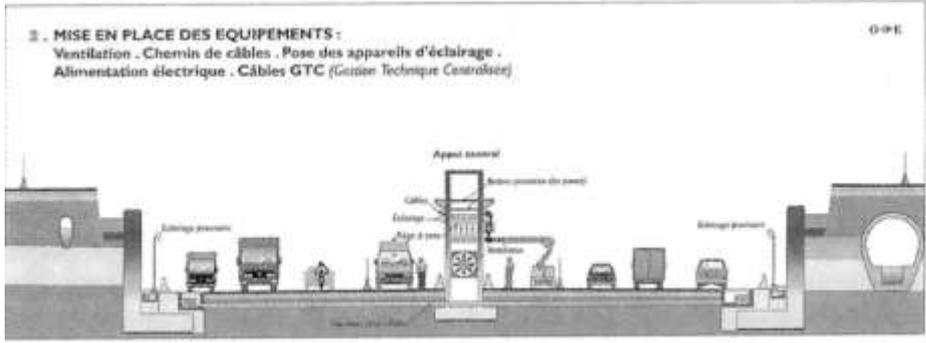
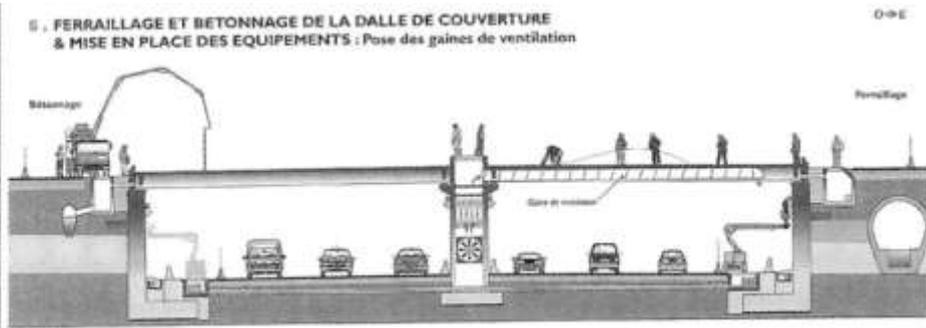
Madrid: Progetto "Rio" (2005-2011)

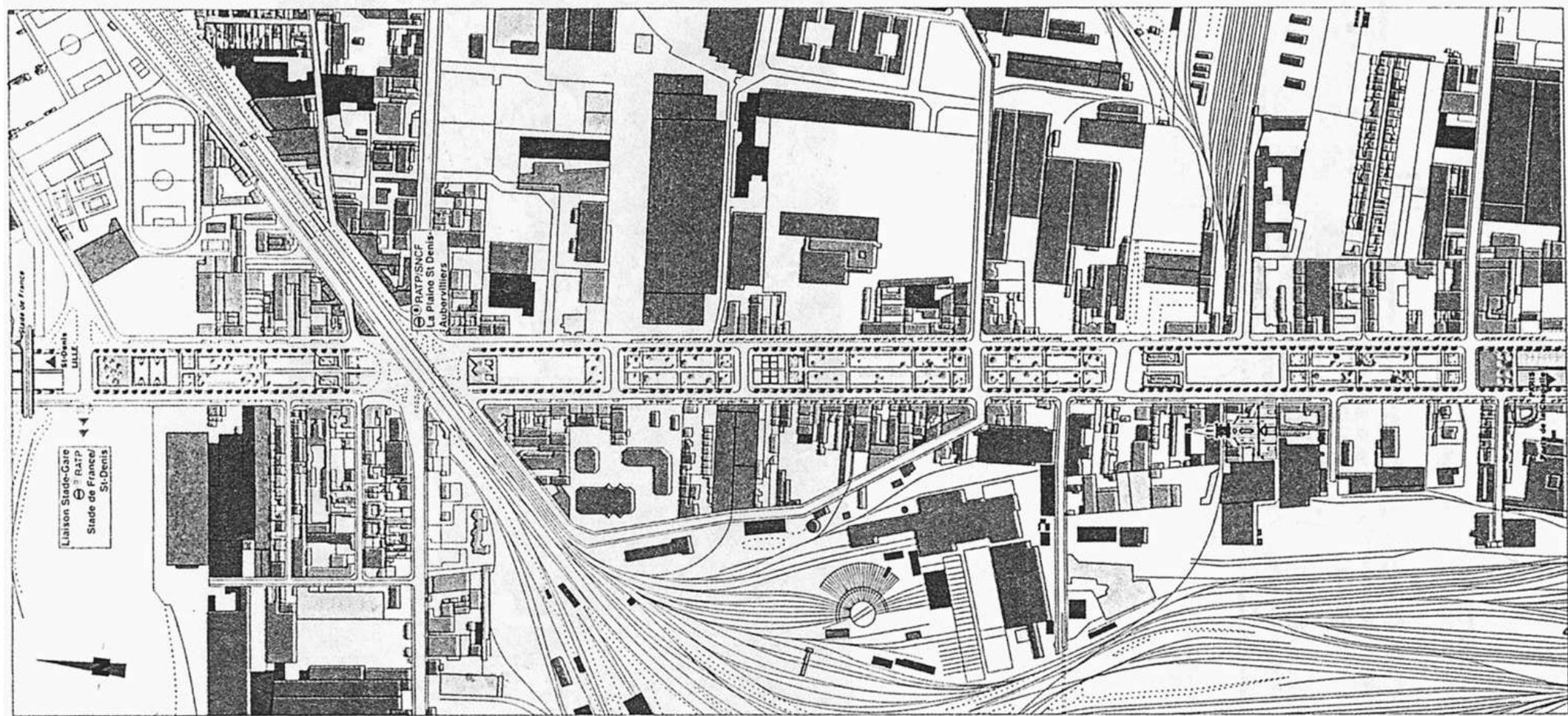


Madrid: Progetto "Rio" (2005-2011)



M. Corajoud, Jardins Wilson, St.-Denis, 2000

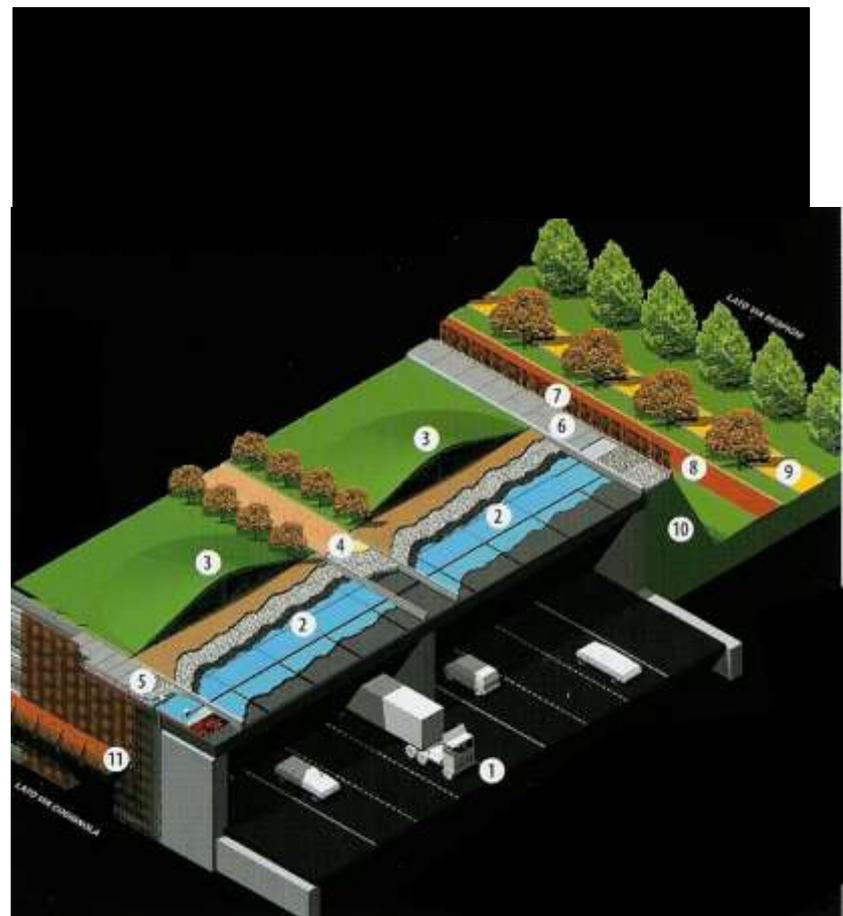




M. Corajoud, Jardins Wilson, St.-Denis, 2000



M. Corajoud, Jardins Wilson, St.-Denis, 2000



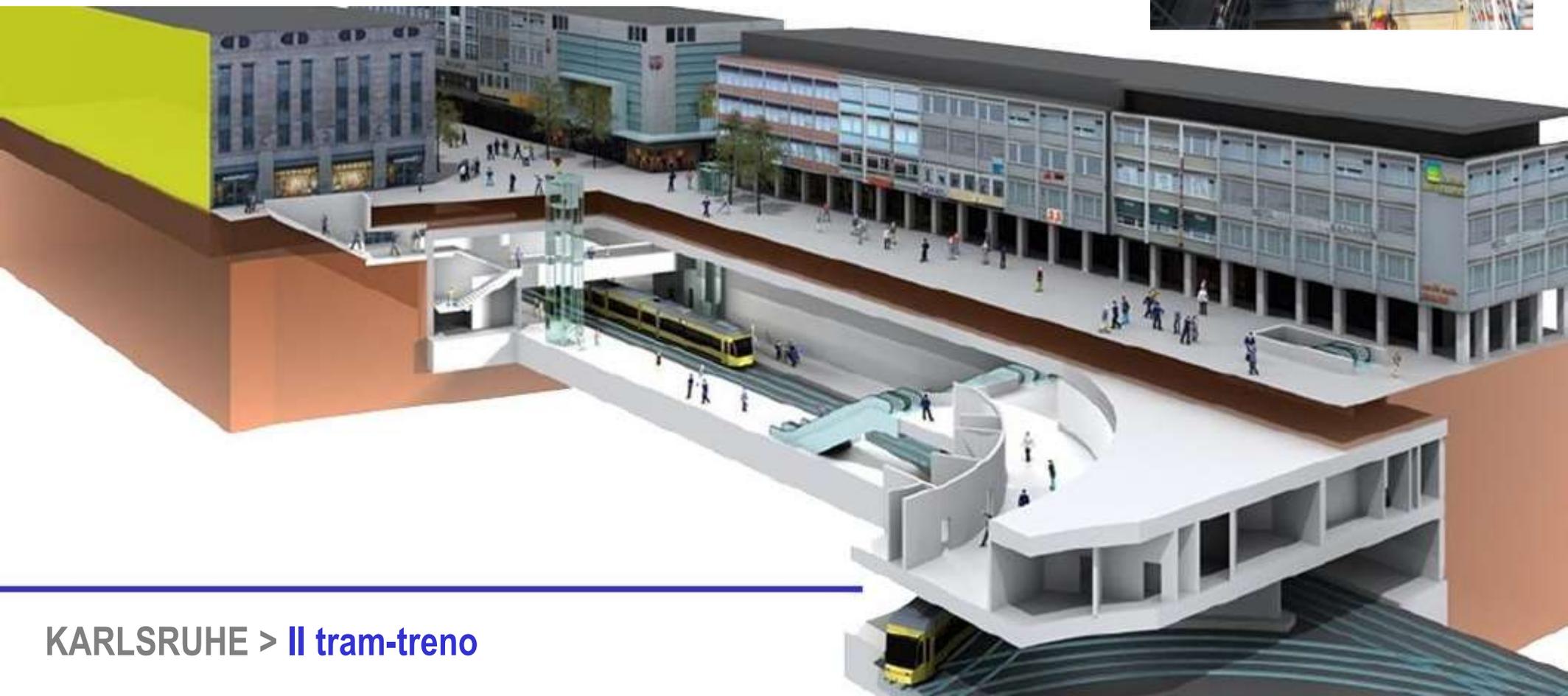
A1, Galleria artificiale di Casellina (Scandicci). Sistemazione paesaggistica (L. Vallerini)



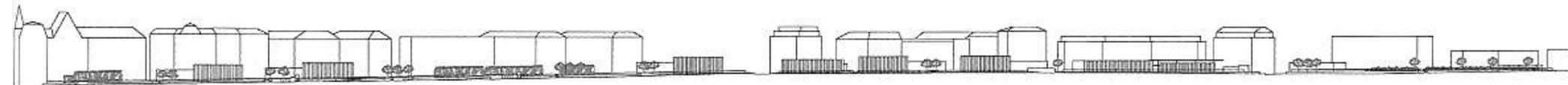
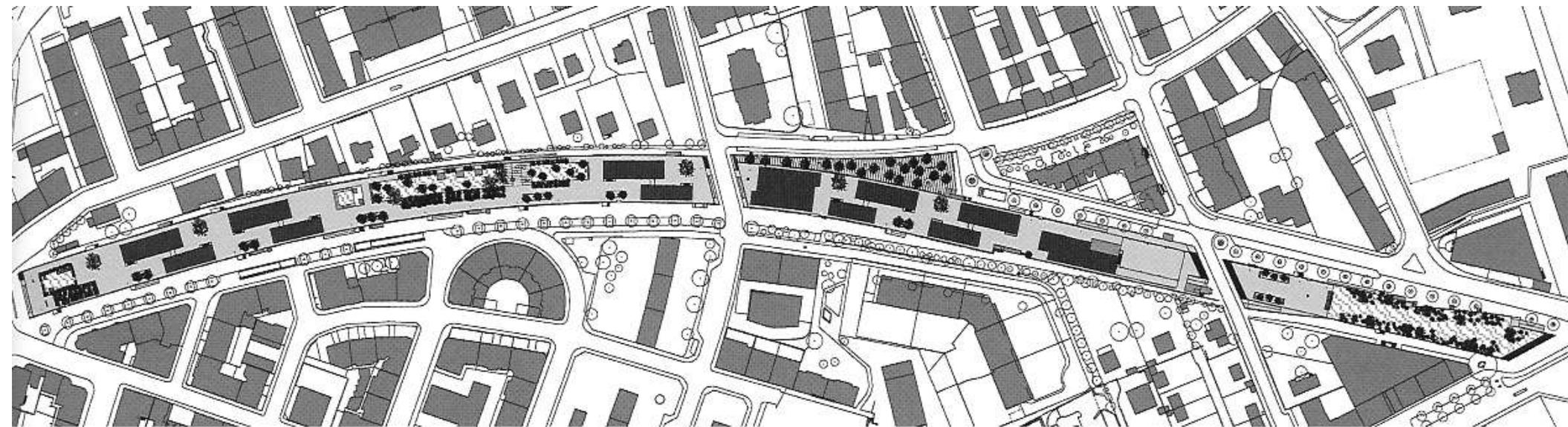
A1, Galleria artificiale di Casellina (Scandicci). Sistemazione paesaggistica (L. Vallerini) – avanzamento lavori



KARLSRUHE > Il tram-treno



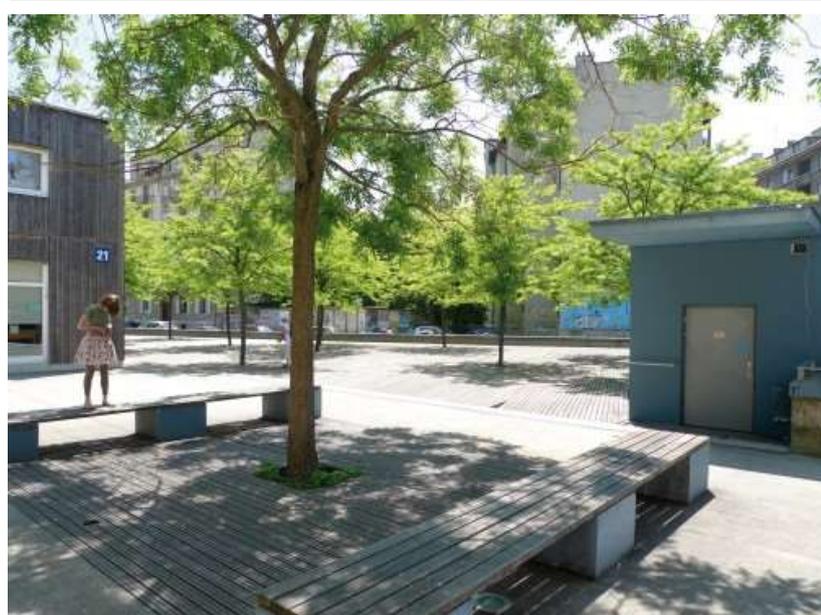
KARLSRUHE > **Il tram-treno**



P.Bonnet, P. Bosson, A. Vaucher, copertura dei binari CFF, Ginevra, 1991-2001



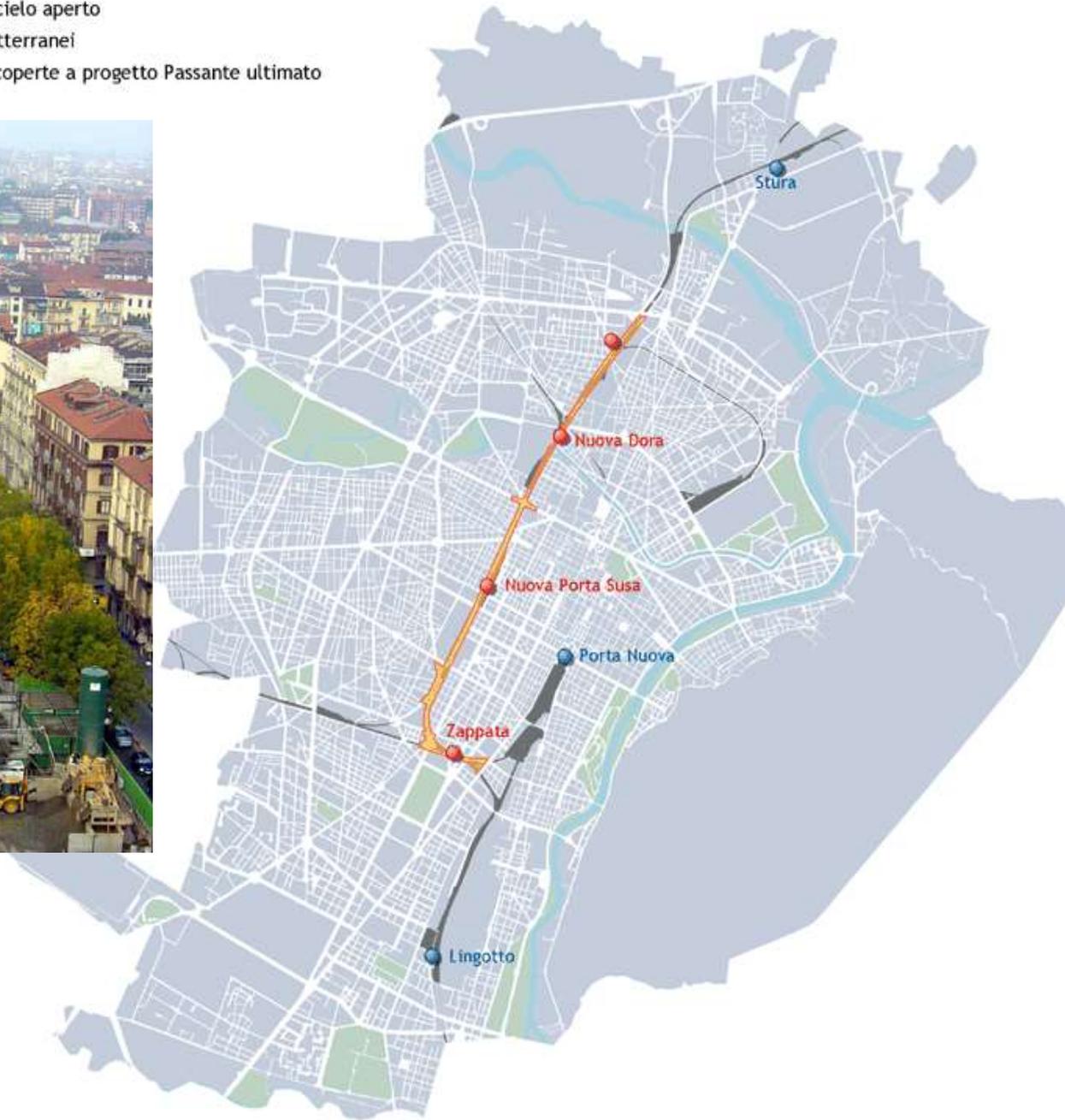
P.Bonnet, P. Bosson, A. Vaucher, copertura dei binari CFF, Ginevra, 1992-2002



P.Bonnet, P. Bosson, A. Vaucher, copertura dei binari CFF, Ginevra, 1992-2002

PASSANTE FERROVIARIO DI TORINO - Aree ferroviarie coperte

-  Accesso binari a cielo aperto
-  Accesso binari sotterranei
-  Aree ferroviarie coperte a progetto Passante ultimato





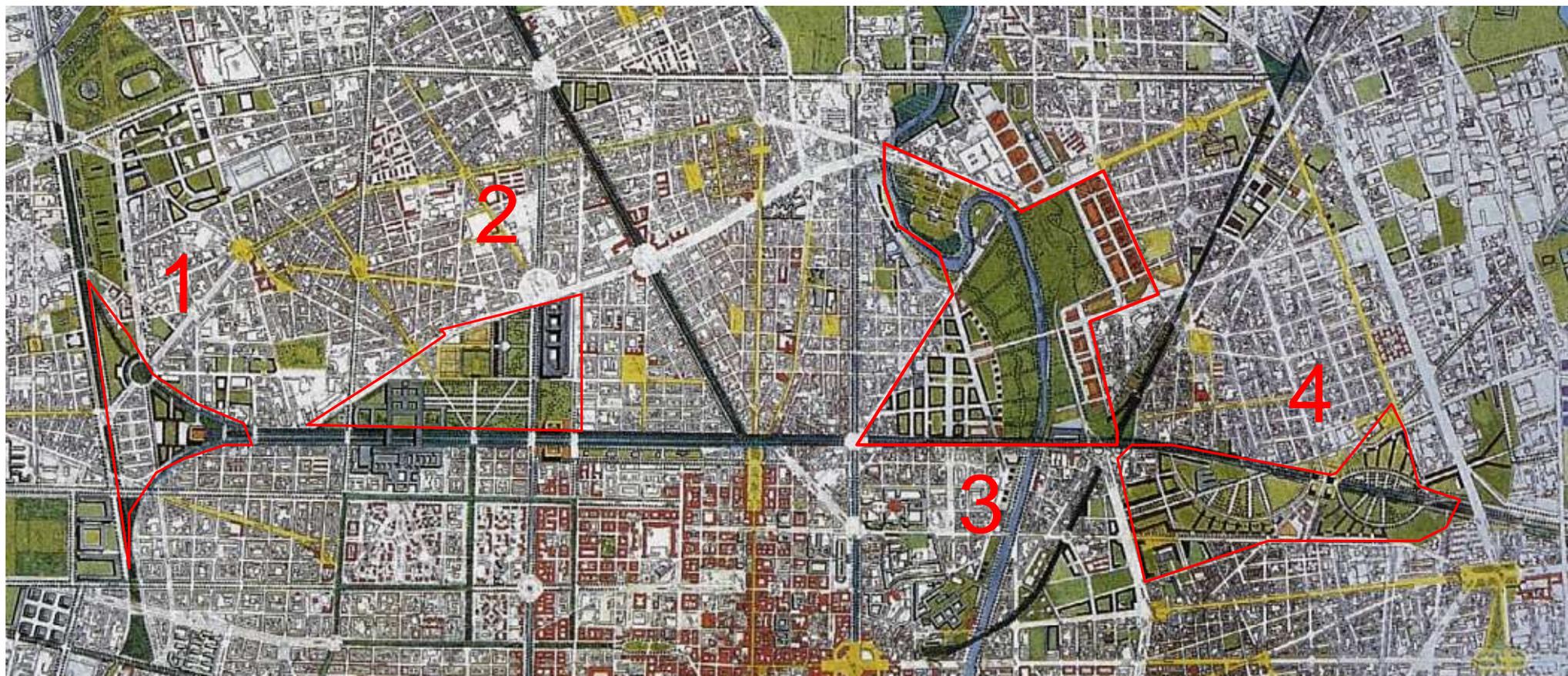
Torino: il passante ferroviario e la “Spina centrale”



Torino: il passante ferroviario e la “Spina centrale”



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Torino: il passante ferroviario e la “Spina centrale”

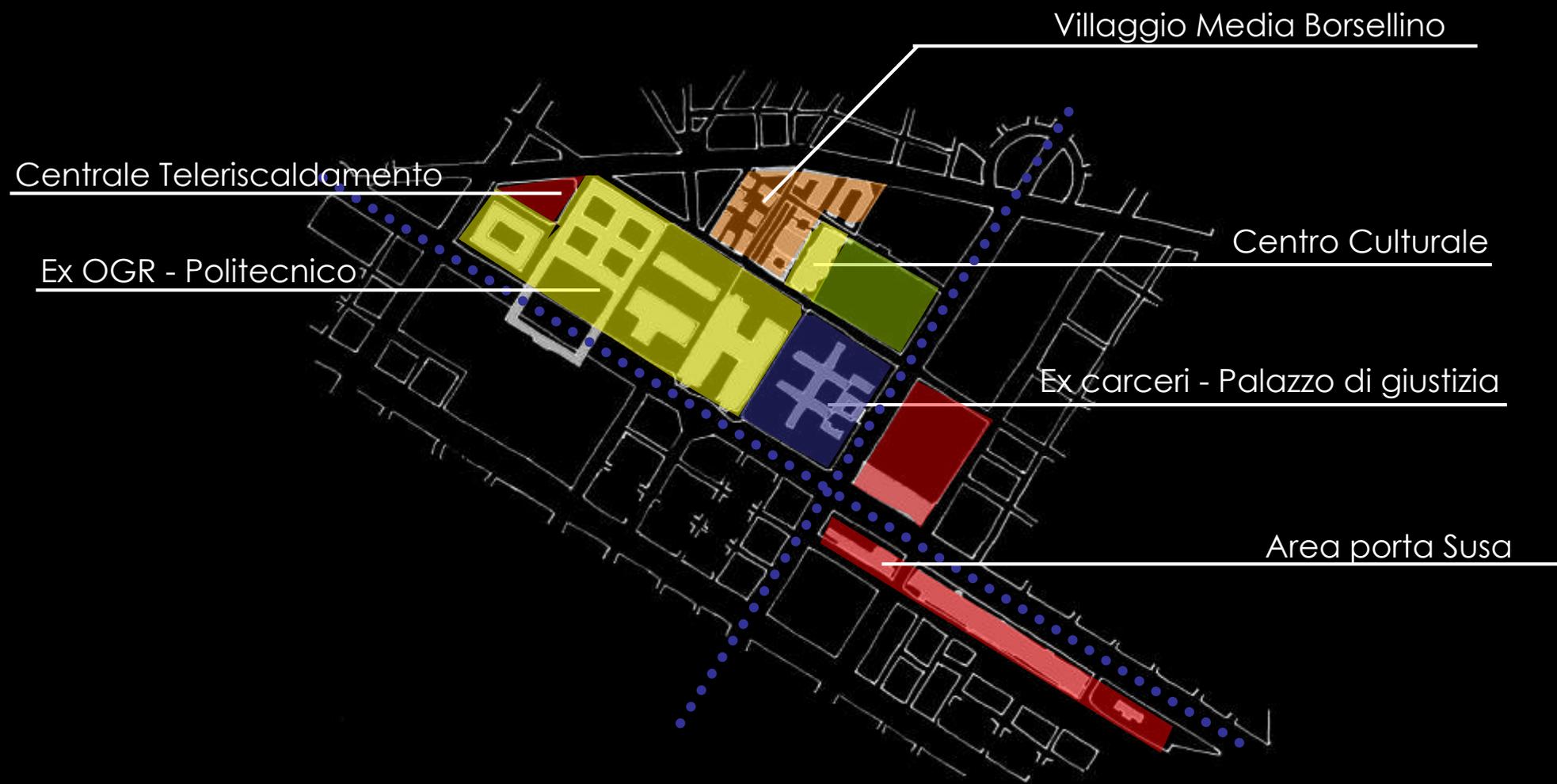
SPINA 1 (164.000 m²)

Estremità sud del viale della Spina, su ex area FIAT e Officine Materferro.

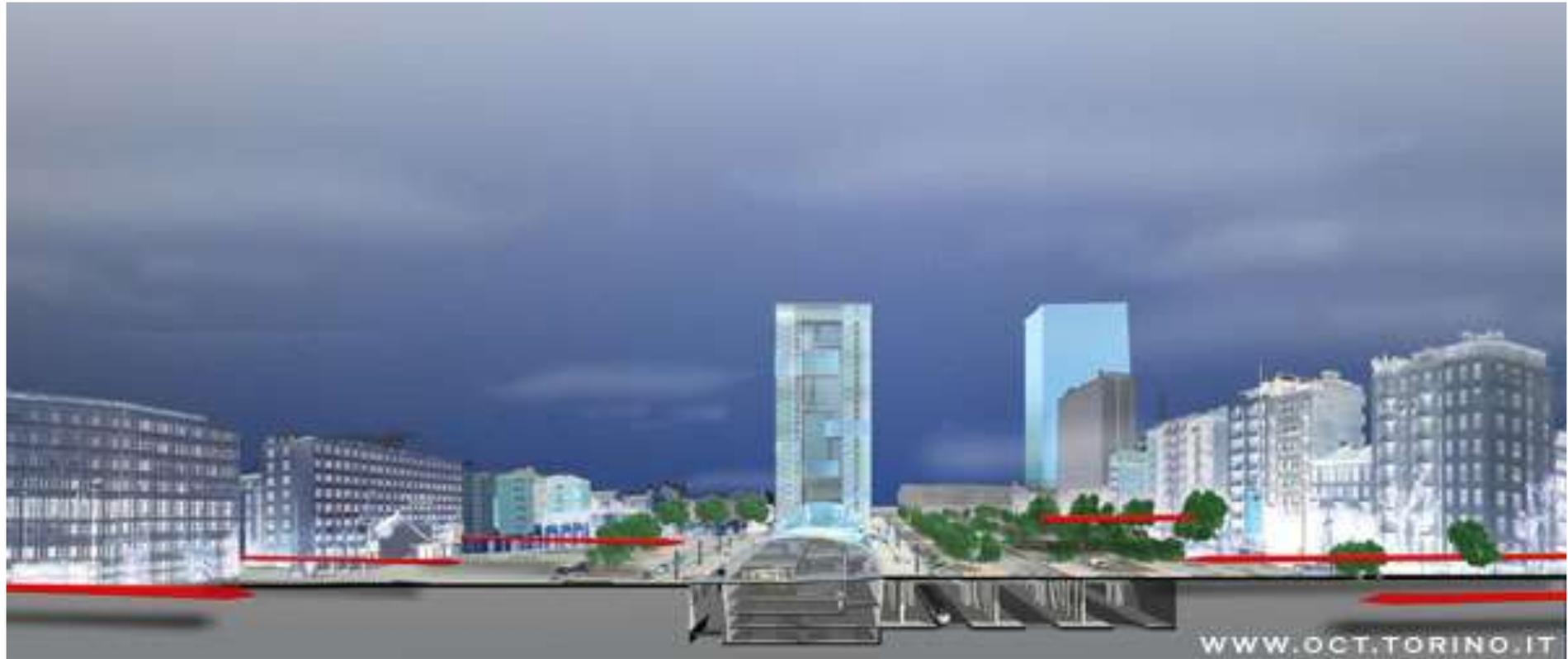


SPINA 2 (650.000 m²)

Ovest della ferrovia, ex Off. Nebbiolo, Westinghouse, OGR



Spina 2 / Nuova Stazione Porta Susa



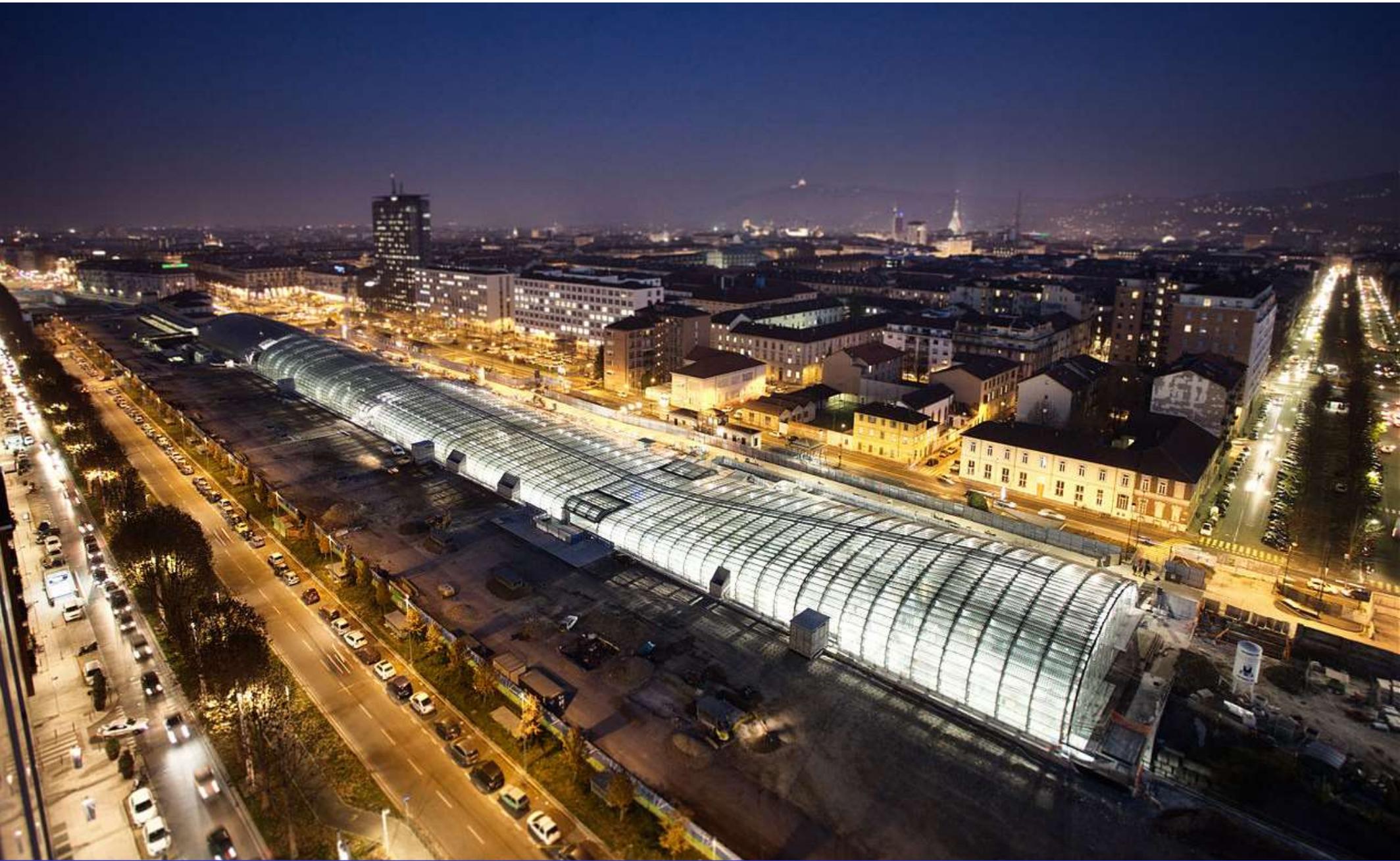
Torino: il passante ferroviario e la “Spina centrale”

Spina 2 / Nuova Stazione Porta Susa (AREP, Jean-Marie Duthilleul, 2008-2013)



Torino: il passante ferroviario e la “Spina centrale”

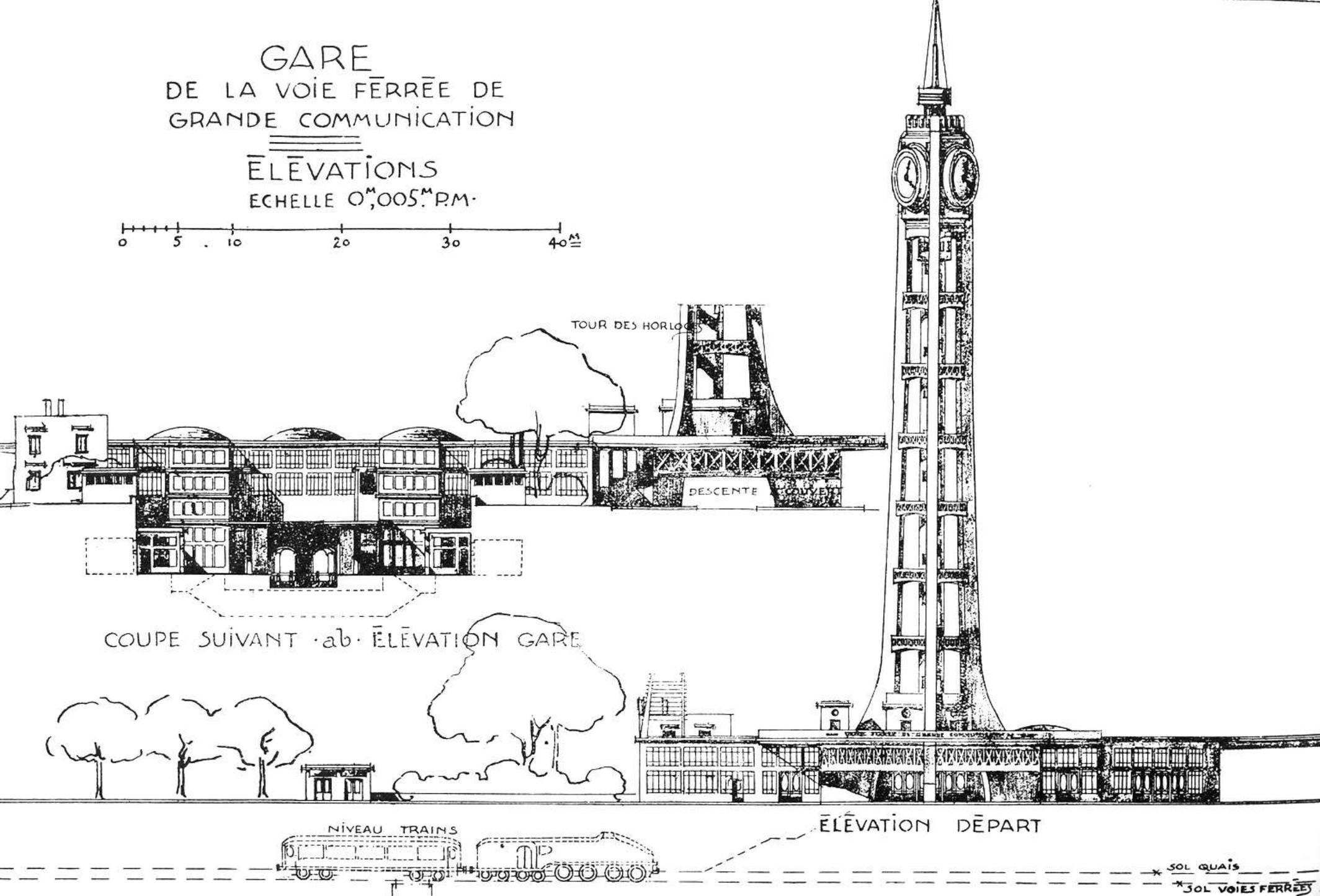
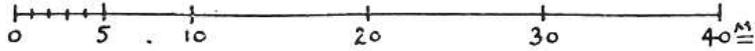
Spina 2 / Nuova Stazione Porta Susa (AREP, Jean-Marie Duthilleul, 2008-2013)



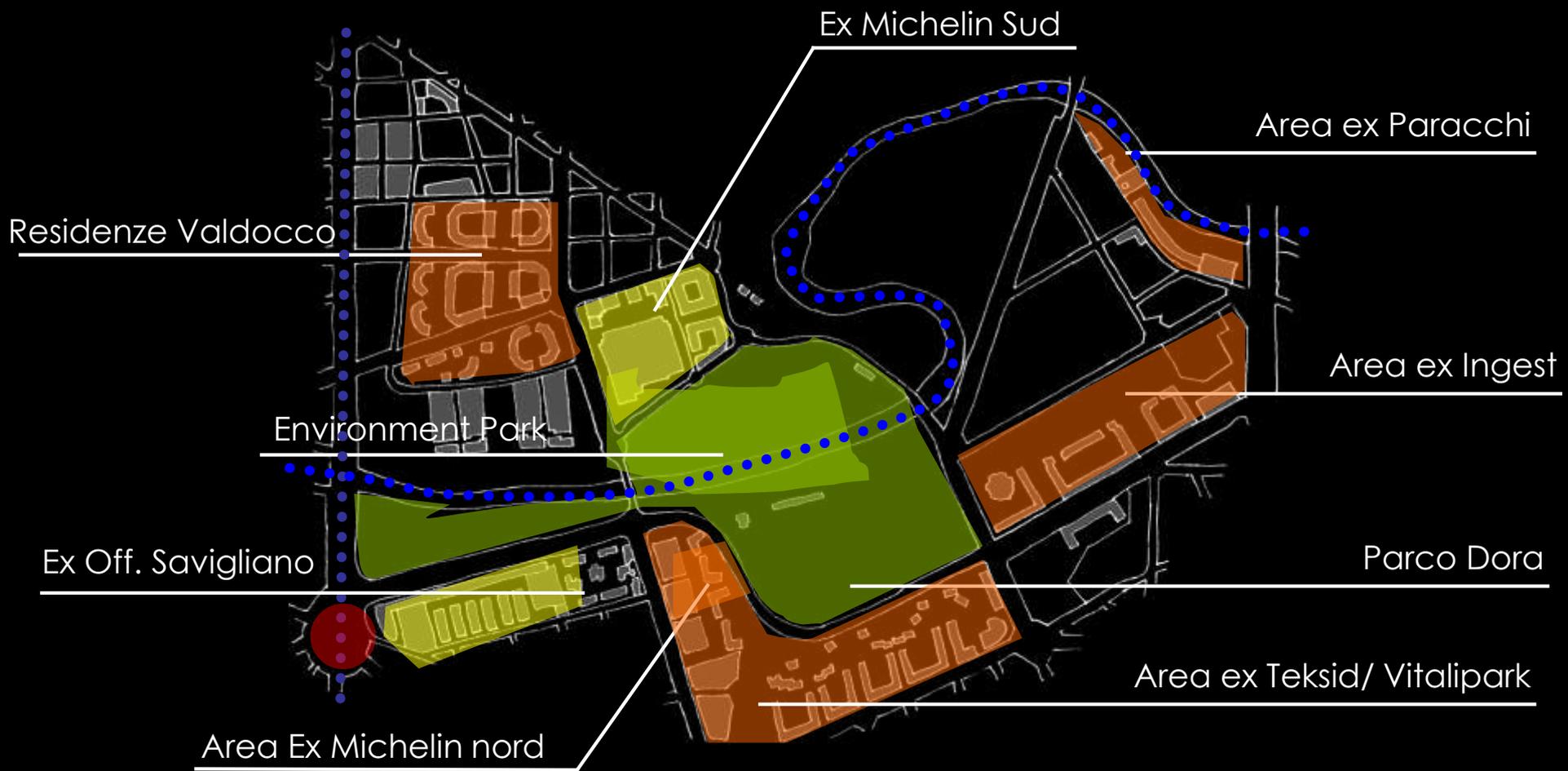
Torino: il passante ferroviario e la “Spina centrale”

GARE
DE LA VOIE FERRÉE DE
GRANDE COMMUNICATION

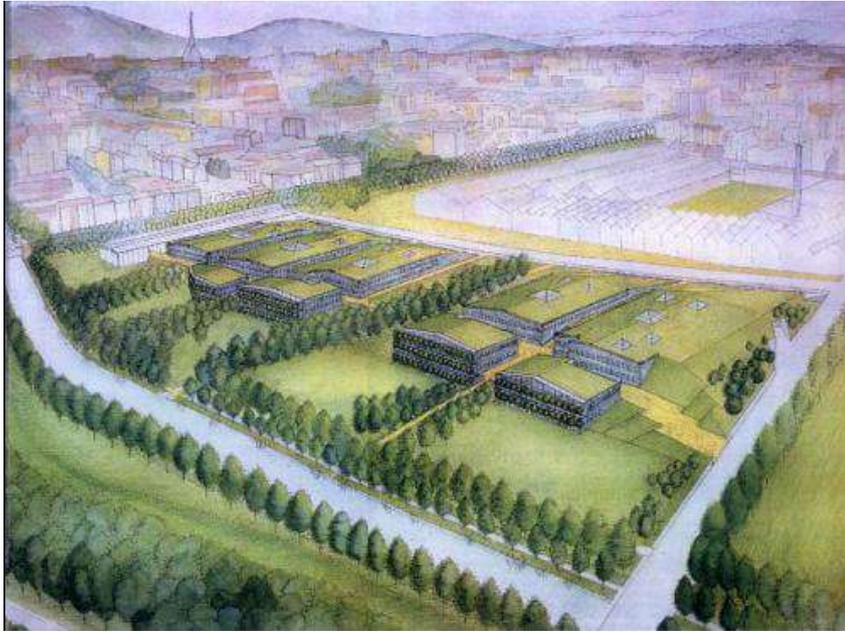
ÉLÈVATIONS
ECHELLE 0^M,005^M.P.M.



SPINA 3 (1.200.000 m²)



Spina 3 / Environment Park (Camerana, Ambasz, Durbiano)



Spina 3 / Parco Dora (Andreas Kipar, 2003)

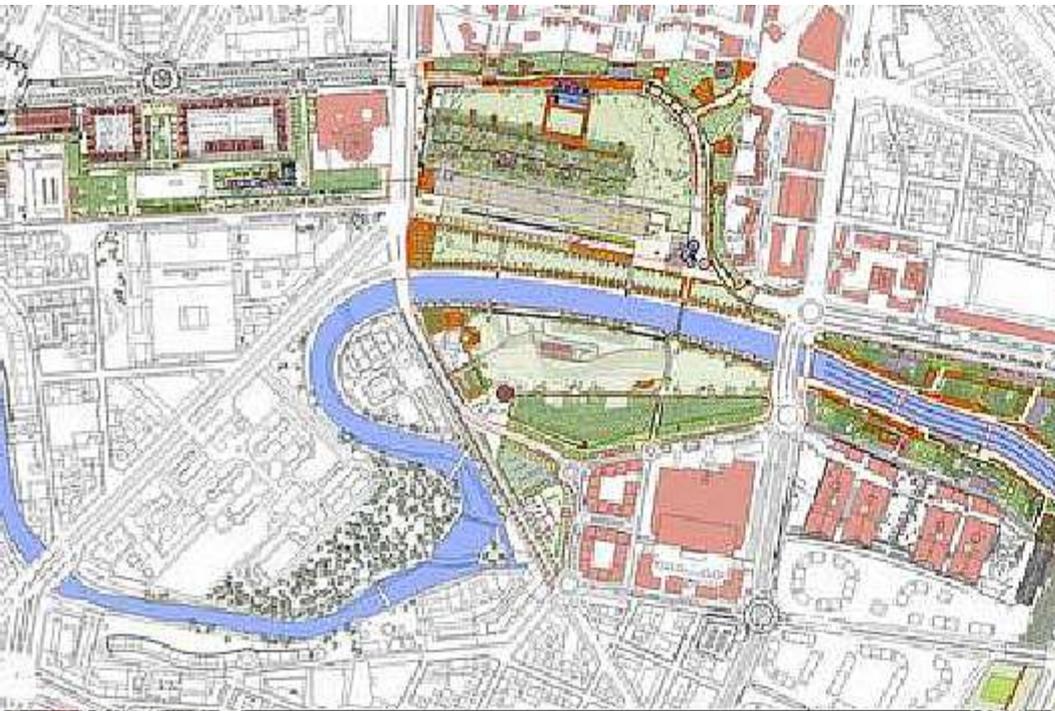


Spina 3 / Parco Dora (Latz+Partner, 2004-2011)



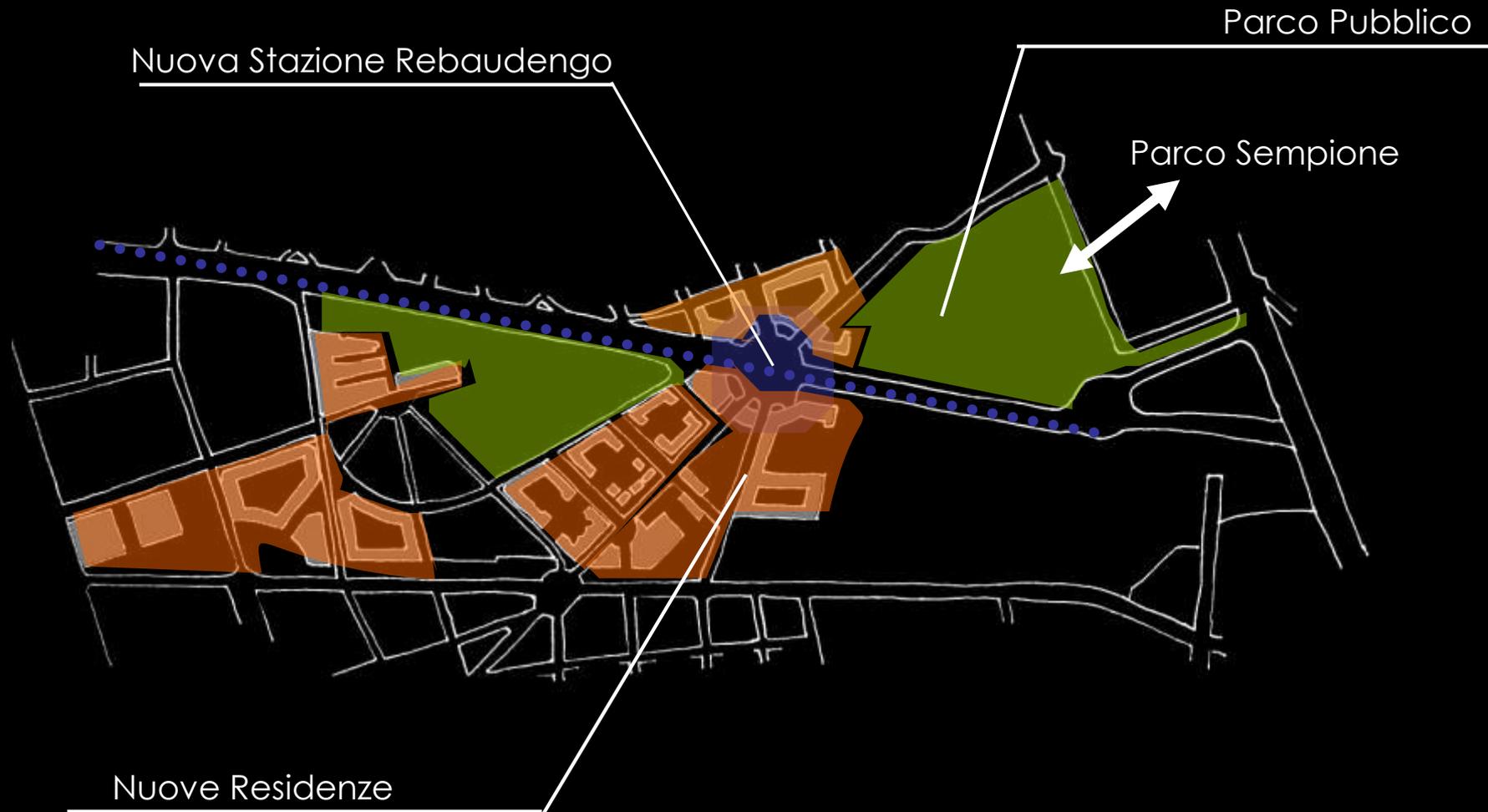
Torino: il passante ferroviario e la “Spina centrale”

Spina 3 / Parco Dora (Latz+Partner, 2004-2011)

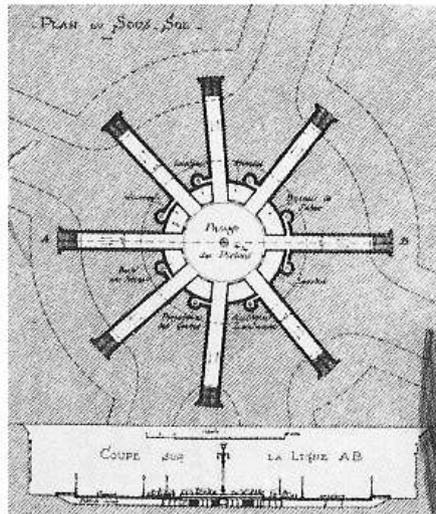
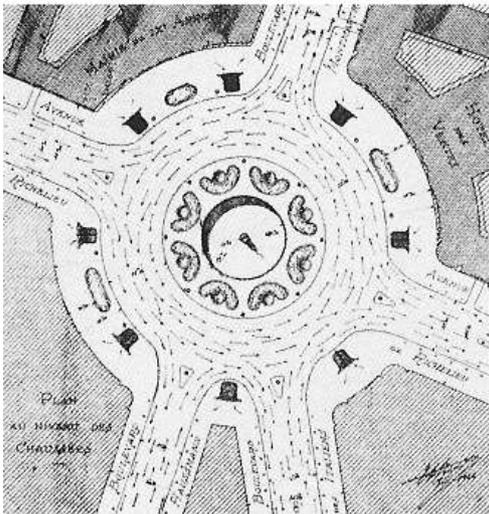
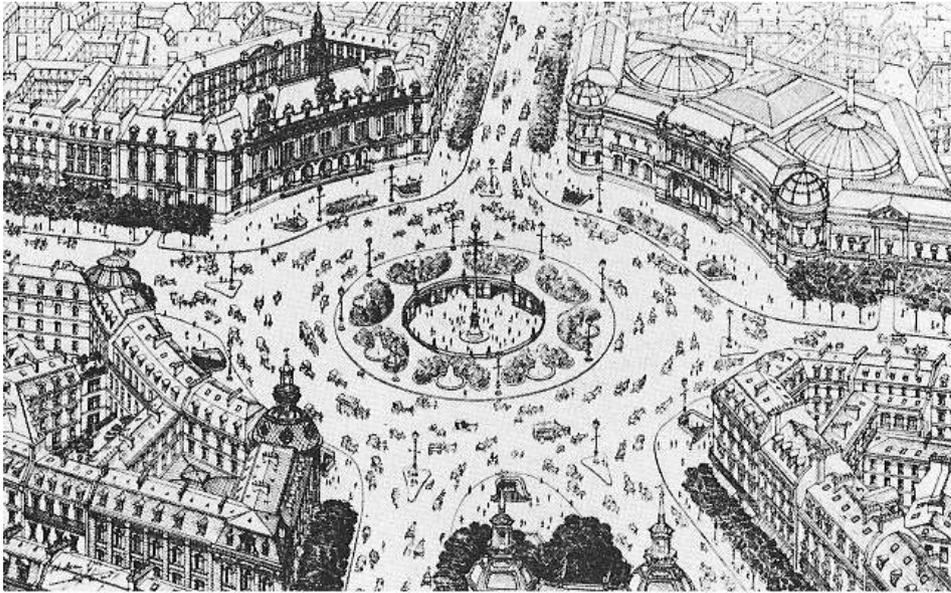


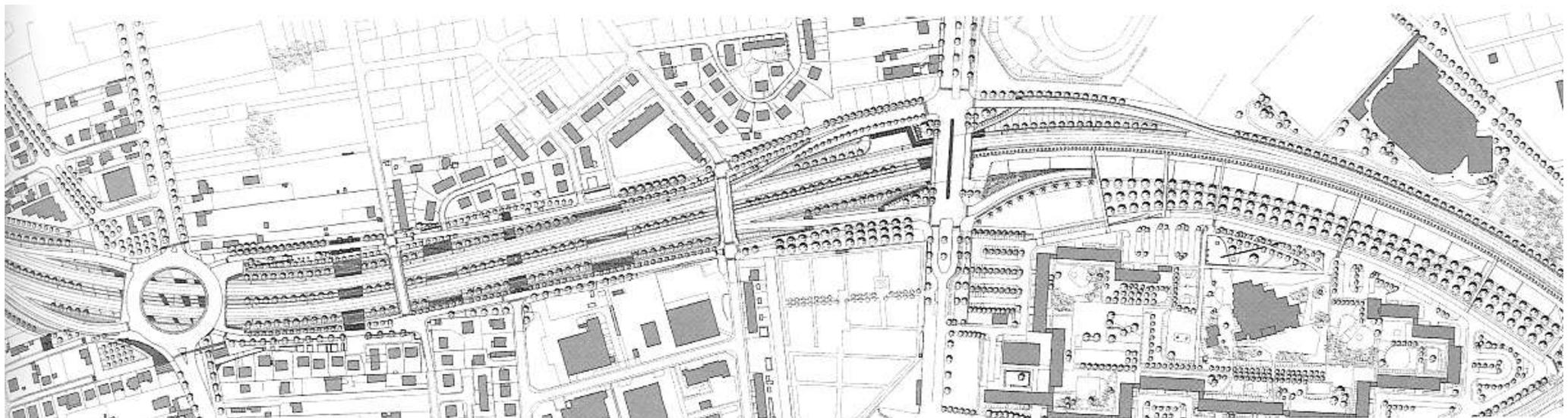
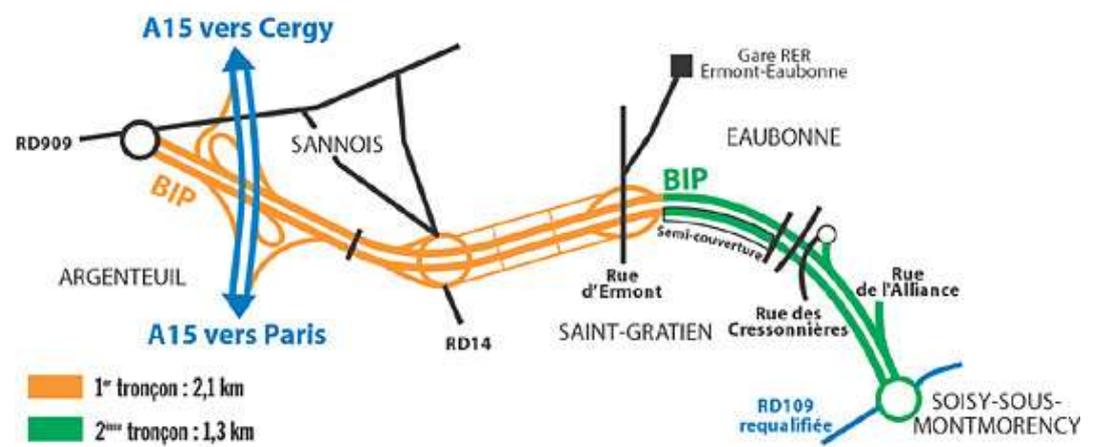
Torino: il passante ferroviario e la "Spina centrale"

SPINA 4 (395.300 m²)

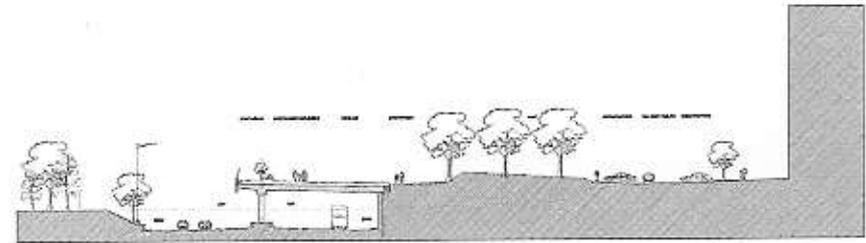
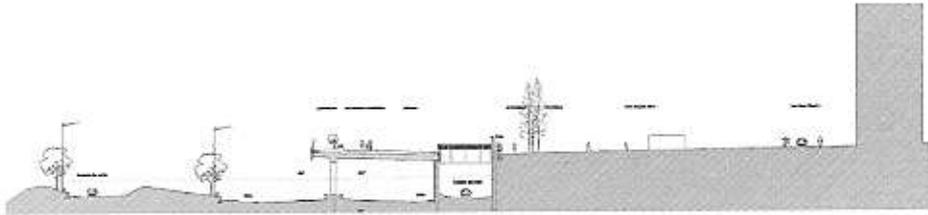
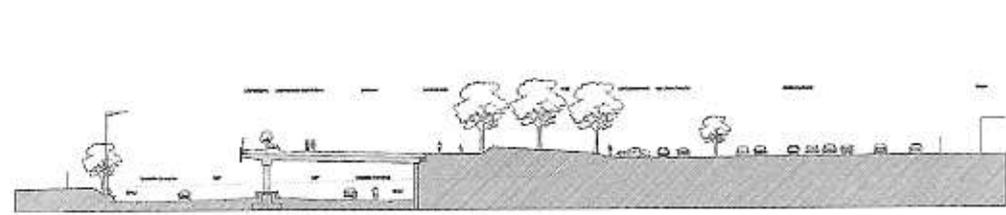
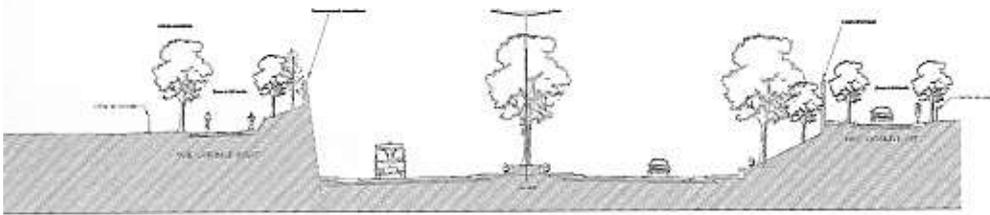
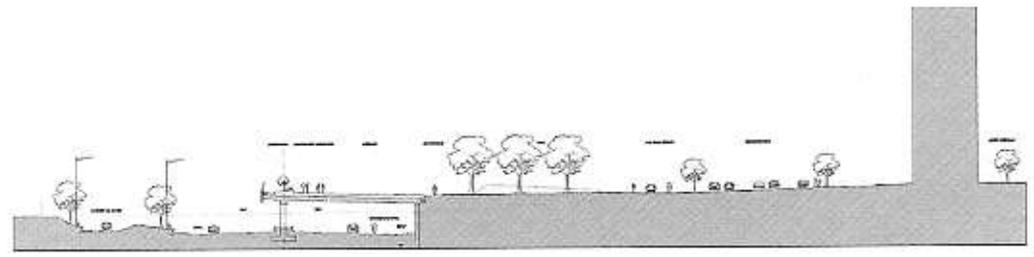
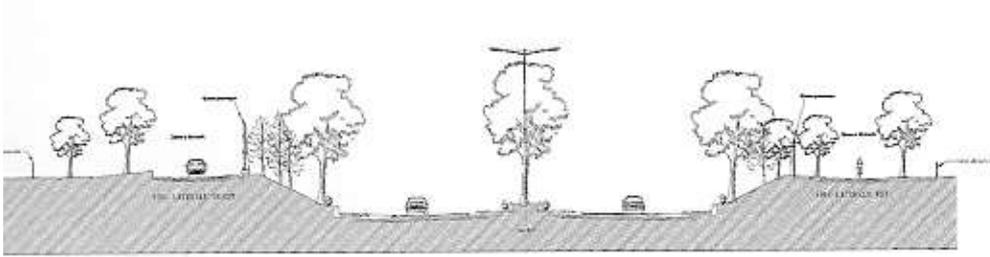


- RIPARTIZIONE ORIZZONTALE
- RIPARTIZIONE VERTICALE
- SEZIONI COMPLESSE





P. Duguet, Boulevard intercommunal du Paris, Dip. Val-d'Oise 1993-2002



P. Duguet, Boulevard intercommunal du Parisis, Dip. Val-d'Oise 1993-2002



Barcelona, Moll de la Fusta (M. de Solà Morales, 1985)



M. Nicoletti, lungomare di Reggio Calabria (1973-1989)



Porto, Parque da Cidade (M. de Solà Morales, 2000-2001)



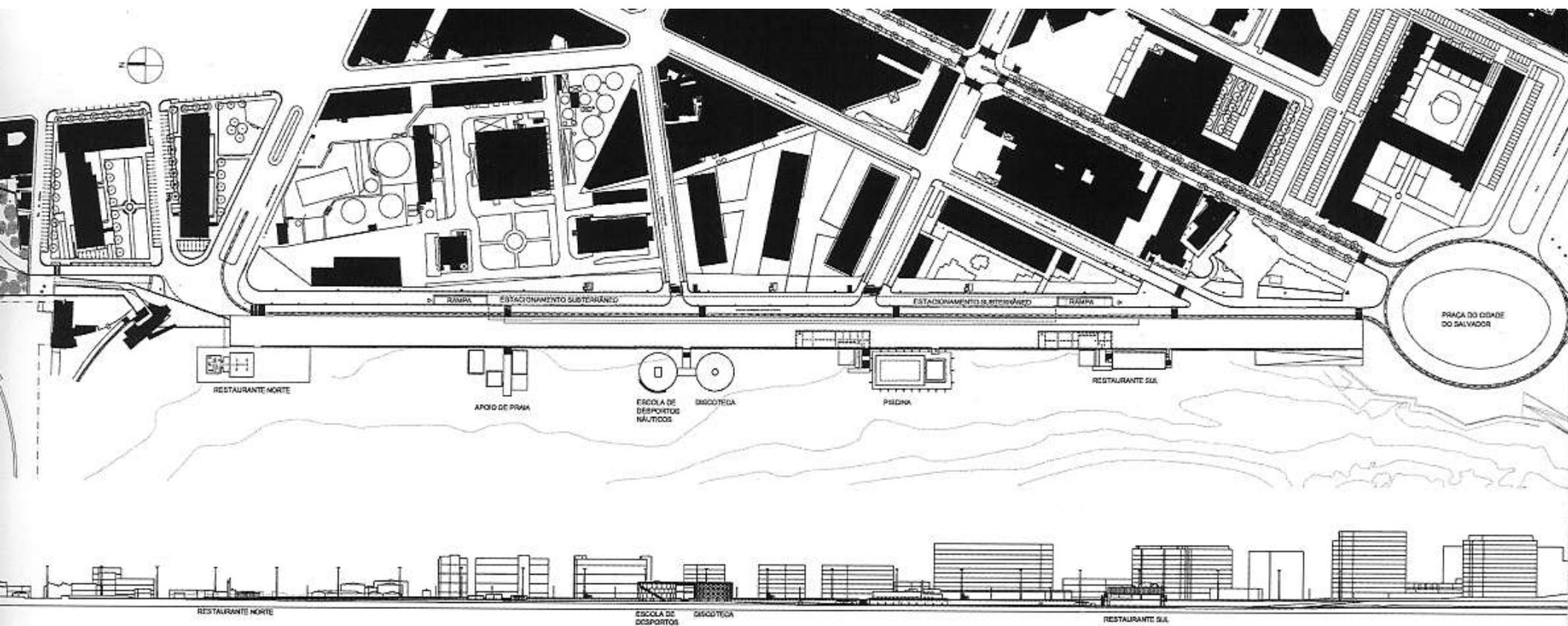
Porto, Parque da Cidade (M. de Solà Morales, 2000-2001)



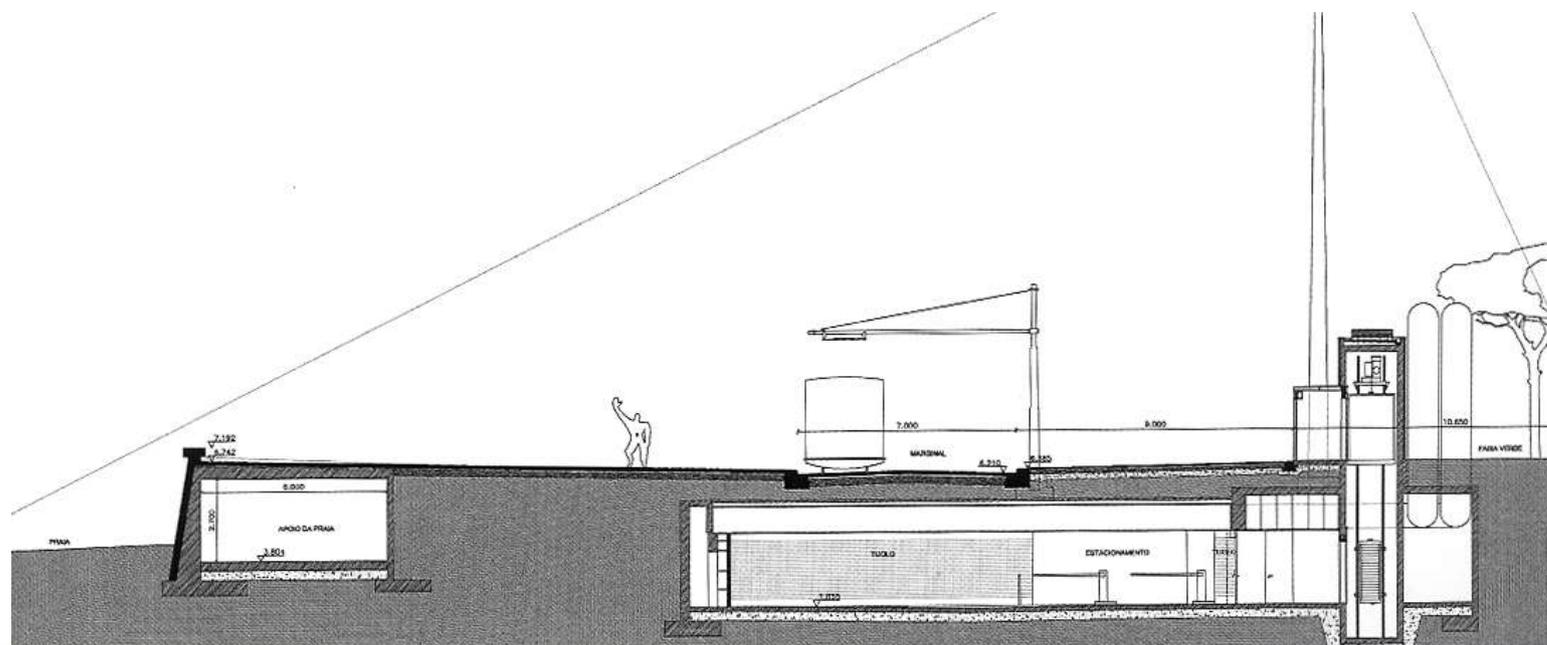
Porto, Parque da Cidade (M. de Solà Morales, 2000-2001)



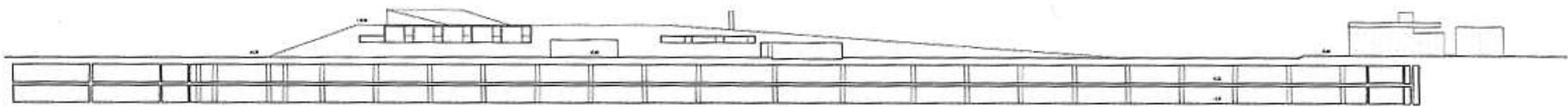
Porto, Parque da Cidade (M. de Solà Morales, 2000-2001)



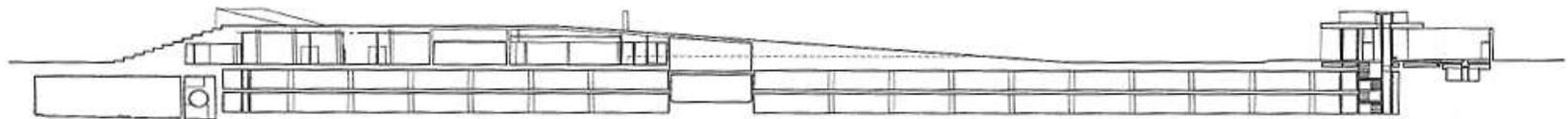
E. Souto de Moura, Lungomare di Matosinhos, 1995-2002



E. Souto de Moura, Lungomare di Matosinhos, 1995-2002



SECCION A

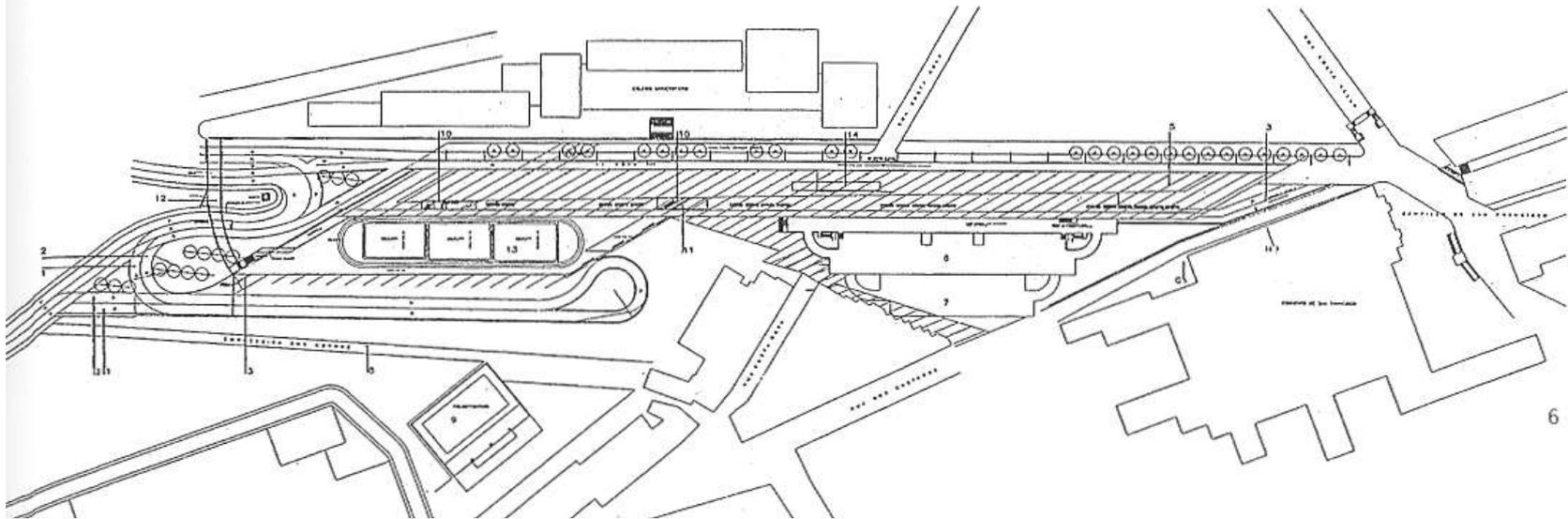


SECCION B

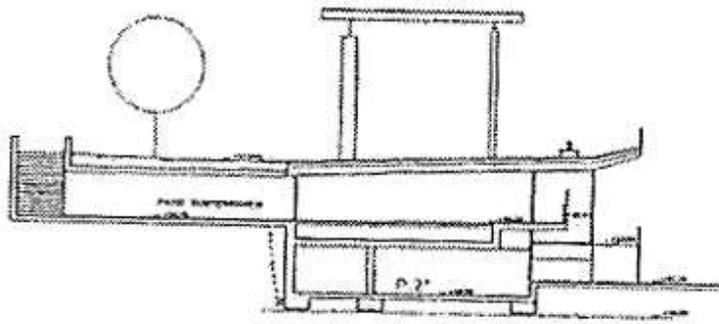
G. Vasquez Consuegra, Lungomare di Vigo, 1999



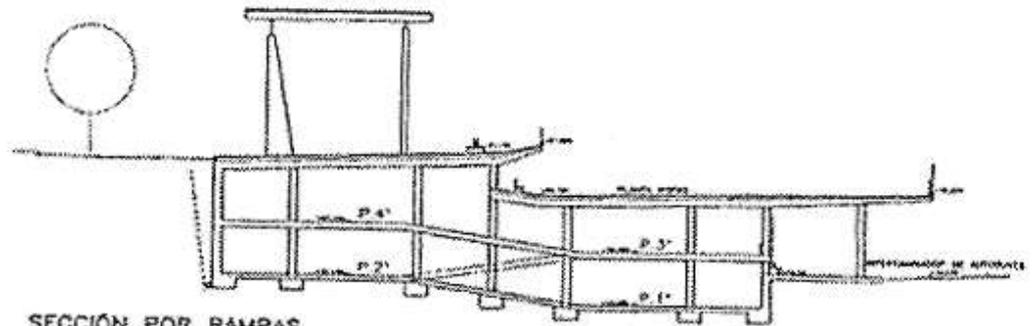
G. Vasquez Consuegra, Lungomare di Vigo, 1999



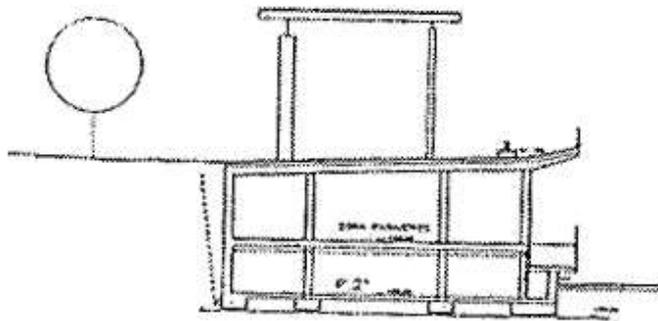
A. Viapiana Veà, Avenida Xoan XIII, Santiago de Compostela, 1995



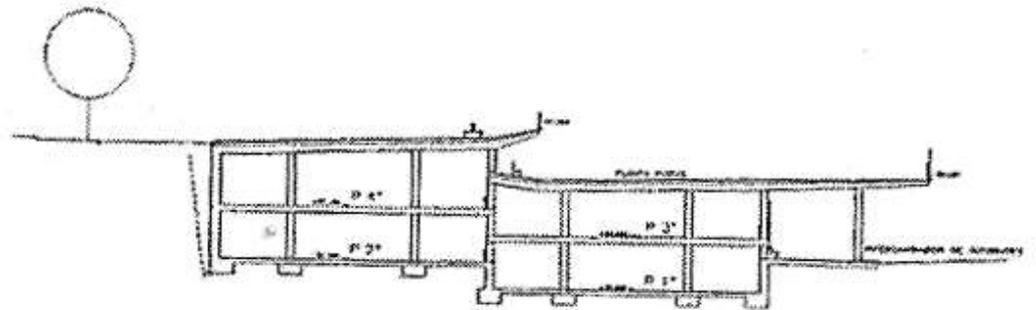
SECCIÓN POR PASO SUBTERRANEO
COTA EN AV. XOAN XIII 157,042



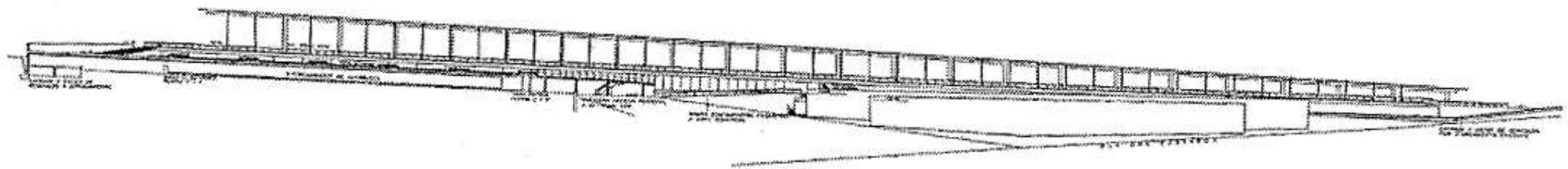
SECCIÓN POR RAMPAS



SECCIÓN POR ZONA DE PASAJEROS



SECCIÓN TIPO



ALZADO Y SECCIÓN LONGITUDINAL



A. Viapiana Veà, Avenida Xoan XIII, Santiago de Campostela, 1995