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Federico Oliva

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The outline director for mobility and for public transport

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The reorganization of the mobility system constitutes one of the more important keys of the Masterplan of south Verona and of its horizon of sustainability. The plan of the mobility net involves a deep transformation of the existing net, that would not be in a position to supporting the new flows of traffic. Here's the importance of the public transport.

Public transport system

The system of the public transit is centred on a new line of Mass express transport (Trm). The system intends to supply a high capability net and an elevated level of service able to be a real alternative to the use of the private car. The system is organized on a principal underground line of transport that goes along the *Cardo massimo* and that, beginning from the station of *Porta Nuova*, station for High speed train, will connect all the main poles, until being connected with the great parking near the motorway door. In the meanwhile, the system of public transit by wheels will be reorganized on lateral roads, connecting the quarters of *Borgo Roma* and *Golosine* with the stations of the Trm line.

The line of Mass express transport

The proposed solution is articulated in two main directions:

- one east-west direction with function to support city mobility and the poles of the equipment (university, schools, hospitals);
- a north-south direction with function of exchanging alternative mobility means to private cars coming into the city, in along a tracing of 10 km.

The line of Trm previewed

as service of south Verona constitutes a first extract of this last point. The stations long the street will represent important points of exchange between different means.

The reorganization of the Local public transit

The total system of Public local transit (Tpl), as a result of the realization of the line of the Trm, will have to be reorganized, so to enable the adduction and the capillary distribution of the movements. The organizational model of the Tpl previews a primary line of transport that will connect all the poles and a secondary net, by ordinary buses, that will offer the territorial cover in the zones not directly served from the Trm.

The reorganization of the street network

The plan of the mobility model has important implications also for the reorganization of the street network, with four principal objectives:

- make easier the exchanges and the integration between the movements on private means and those carried out by public means;
- adopt technological configurations and solutions able to separate main traffic flows;
- create a hierarchy of street axis able to condition and to influence the choices of the roads, in order to obtain a good use of all the net;
- induce the movements on private means from and towards the great existing practicability, freeway and *Mediana* in particular, making them easy to exchange means towards the central areas.

The net of the cycle and pedestrian paths

The new model of mobility for south Verona is based also on cycle mobility. The criterion that leads the plan of the cycle-pedestrian net is to create a continuous net

of distances with various function, characterized by an inner hierarchy, with the aim to allow the integral use of the area and of the others interesting parts of the city. The net of the cycle-pedestrian paths will concur to establish a system of connections extended beyond the perimeter of the variante, putting in relation the quarters of *Golosine* and *Borgo Roma*, both inside, and to the main facilities in the historical center of Verona. The plan previews to create, on the net of the already programmed cycle tracks, three new categories of tracks, for a total of approximately 20 km:

- the *Greenways* system, the network for free time and for environmental walking;
- the system of the *Cardo massimo* + *Green decuman*, whose cycle tracks carry out the function of urban primary net;
- the net of the paths of the 'microcities', destined to represent the whole tracks, diffused on the urban territory.

The plan of the net of the cycle tracks will offer, especially along the tracing of the *Cardo massimo* and along the *Green decuman* an important alternative for inner mobility.