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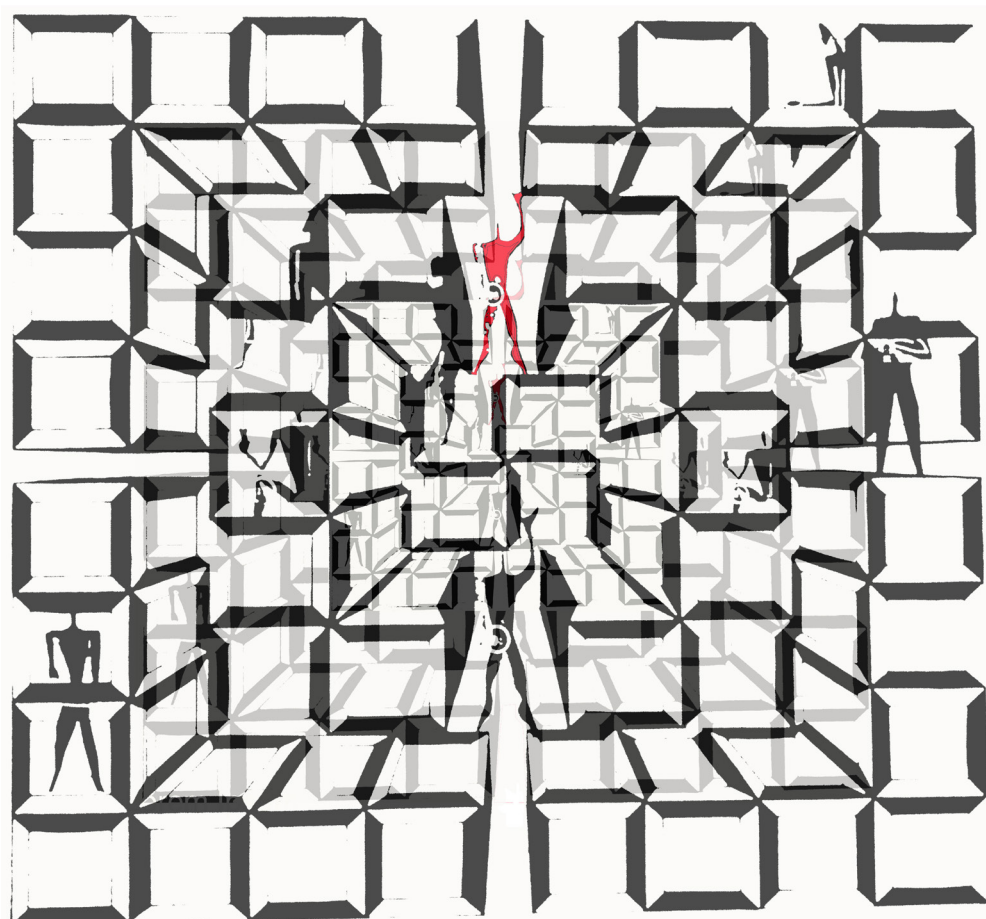


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International Conference on Drawing/Conferenza Internazionale sul disegno

Genoa 21 October 2020 /Genova, 21 Ottobre 2020

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De_Sign Environment Landscape City

International Conference on Drawing

Genova, 21 ottobre 2020

Dipartimento Architettura e Design DAD, Scuola Politecnica dell'Università degli Studi di Genova

Questo volume contiene contributi sottoposti a blind peer review da parte del Comitato Scientifico della Conferenza Internazionale De_Sign Environment Landscape City, tenuta presso il Dipartimento Architettura e Design dell'Università di Genova.

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Impaginazione grafica a cura di: Sara Eriche

In copertina:

Animated City Modulor @Giulia Pellegrini su schema geometrico di Alessia Bergaglio

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Realizzazione Editoriale
GENOVA UNIVERSITY PRESS
Via Balbi, 6 - 16126 Genova
Tel. 010 20951558 - Fax 010 20951552
e-mail: gup@unige.it
<http://gup.unige.it>

ISBN: 978-88-3618-042-4 (versione eBook)

Pubblicato novembre 2020

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Slow mobility-based representation of coastal territory The Costa dei Trabucchi case study

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Abstract

This research explores the relationships between the representation of digital models and mobility flows related to a coastal territory. The aim is creating a synergy between travel data and their representation, in order to optimize the territorial development strategies of soft mobility. A combination of GIS and Computational design digital tools has been used to achieve this goal. The case study selected is the set of municipalities on the Abruzzo coast, ranging north to south from the territory of Ortona to San Salvo. The choice of a case study limited to the coast was determined by the need to make different flows coexist between the summer and winter seasons. In the analysed territorial ecosystem, a useful strategy was developed to integrate private transport with an apparatus that facilitates soft mobility. To this purpose, seasonally adjusted isochrones were developed from the urban centres of the eight municipalities considered. The calibration of the isochrone was elaborated (Schantz and others, 2017) by calculating an area reachable by bike with a travel time of 25 minutes. The overlap between the isochrone of contiguous municipalities provides information about the areas where the cycling network needs to be implemented in intra-municipal and inter-municipal mobility. Finally, the studies carried out show that these overlapping areas are not localised as would be conceivable on administrative borders.

Abstract

La presente ricerca esplora le relazioni tra la rappresentazione dei modelli digitali e dei flussi di mobilità relativi ad un territorio costiero. Lo scopo è creare una sinergia tra i dati relativi agli spostamenti e la loro rappresentazione, per ottimizzare le strategie di sviluppo territoriale della mobilità dolce. Per raggiungere tale scopo è stata utilizzata una combinazione di strumentazioni digitali Gis e Computational design. Il caso studio selezionato è l'insieme dei comuni della costa abruzzese limitato a nord dal territorio di Ortona a sud da quello di San Salvo.

La scelta di un caso studio limitato alla costa è stata determinata dalla necessità di far coesistere dei flussi diversificati tra la stagione estiva e quella invernale. Nell'ecosistema territoriale analizzato è stata elaborata una strategia utile per integrare i trasporti privati con un apparato che agevoli la mobilità dolce. A tal fine sono state elaborate delle isocrone destagionalizzate a partire dai centri urbani degli otto comuni presi in considerazione. La calibrazione delle isocrone è stata elaborata (Schantz e altri, 2017) calcolando un'area raggiungibile in bici con un tempo di percorrenza di 25 minuti. La sovrapposizione tra le isocrone di comuni contigui fornisce informazioni relative alle aree ove la rete ciclabile ha la necessità di essere implementata nella mobilità intra comunale ed intercomunale. Dagli studi effettuati si rileva infine che queste aree di sovrapposizione non sono localizzate come sarebbe ipotizzabile sui confini amministrativi.

Introduction

This research, carried out by the Department of Architecture and Urban Studies (DASTU) of Politecnico di Milano, in collaboration with the Department of Civil, Building, Architecture and Environmental Engineering of the University of L'Aquila, aims to develop an interpretation of the phenomena related to mobility that occur in a coastal area, innovative in methods and cartographic representation. The study area is included in four among twenty-one "landscape environments", defined by the new Regional Landscape Plan of the Abruzzo Region using as guiding parameters the ones that describe the naturalistic-environmental, historical-cultural, symbolic and anthropic aspects of the region according to the principles expressed in the European Landscape Convention. The landscape areas this work is referred to are: the Theatine coast, the Chieti and Lanciano hills, the Sangro valley and the Vasto hills. Within this framework, an analysis of the mobility of eight municipalities has been carried out taking into account multiple criteria and their interrelationships from different points of view. The choice of the case study was guided by the precise need to analyze the fragilities of a lesser territory, whose study campaigns are few and fragmented. It is worth to mention the projects which are focused on this specific area, which are not yet fully implemented and functional. The most ambitious project is VELE, the Adriatic Venezia to Lecce cycleway, the "Bike to Coast" project stretches along 130 km on the Abruzzo and Marche coast and the "Via Verde della Costa dei Trabucchi" runs for 42 km.

The territory of the Trabucchi coast is already following the road of the strengthening of the bicycle networks along the coast, converting the former railroad track into a greenway because of the path the railroad tracks left free from the setback of the main Adriatic railway. The development in this sense of the system of connections between the main longitudinal networks and the minor and difficult transversal networks is of considerable importance for managing traffic flows both along the coast and between it and the inland. The analysis of the evolution of a more efficient slow mobility system is essential to overcome the fragilities of the smaller hilly areas and allowing their organic development.

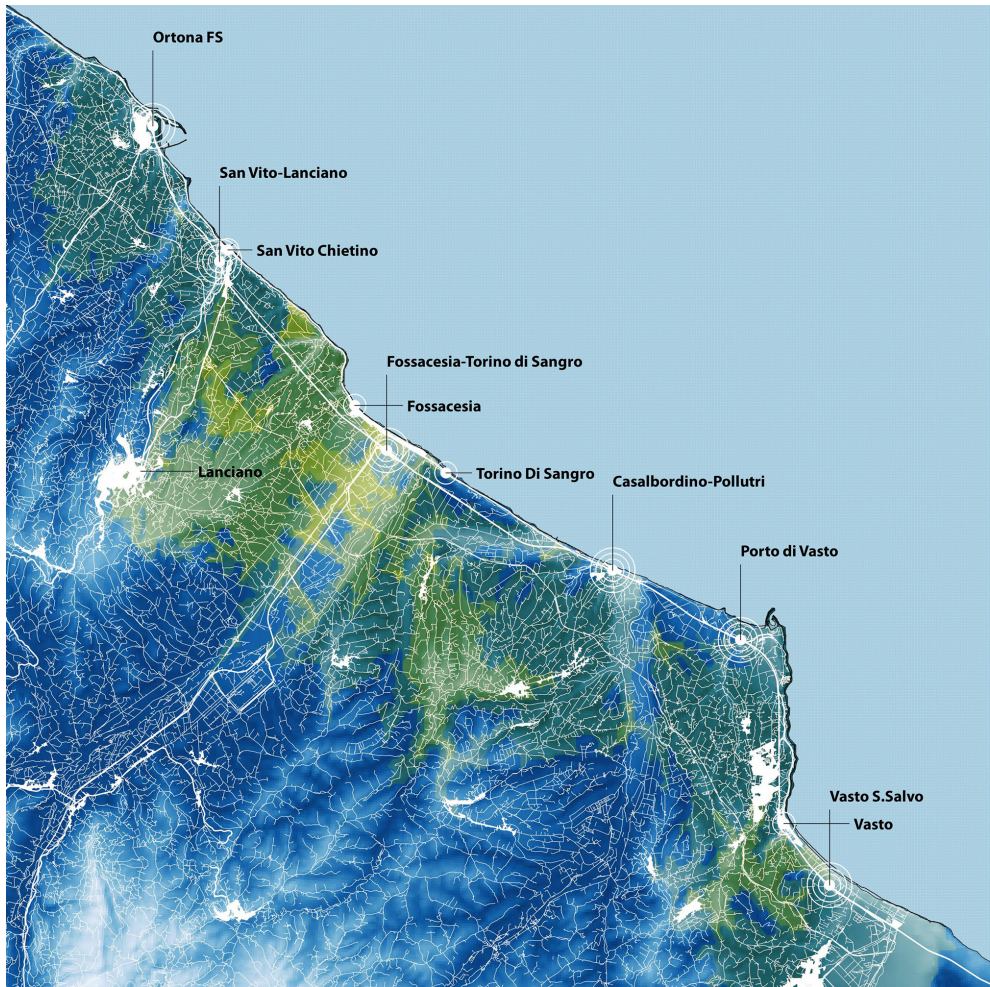


Fig. 1 Isochronic areas in green with origin in centroid of Urbanized areas in white. Shades of green means the overlapping of different isochronic areas. Multiple circled nod are currently operational railway stations, dot are dismissed railway stations

Methodology

The analyses described below have been developed by combining the use of a GIS platform (as far as cartographic representations are concerned) and a NURBS modelling software. The latter was accompanied by the use of a visual programming language through which large georeferenced databases - such as the Abruzzo Region which used in this research - can be managed and processed in order to build accurate three-dimensional models of very large portions of territory. The use of a coding tool was found to be crucial for the implementation of innovative methods of territorial analysis.

In the first instance isochrones were drawn by taking the urban centres of the eight municipalities centroids as starting points. The used analysis algorithm allowed to calculate every possible route within a cycle travel time limit of 25 minutes (Schantz, 2017) using the Open Street Map (OSM) databases containing data related to speed profiles. As a result, isochrone polygons were obtained that describe a certain coverage of the territory according to the set time. It seems worth to be pointed out that the different municipalities isochrones overlap, thus identifying portions of the territory that could be the target of development strategies and deepening of already on-going projects as potential new nodes of an existing bike network. The projects described in introduction section aim to build a sustainable cycling network designed for both daily cyclists and tourists. The overlapping areas are not located, for the most part, on the administrative borders. In the first instance, therefore, it is possible to underline how the planning of a low impact mobility network in this territory requires the synergy of multiple actors, stakeholders and a vision of strategic development of this area that goes beyond the concept of borders and may subvert historical dualisms, such as coast-mountain or center-periphery, which are divisive for what concerns the relations present in the national territory on several fronts.

For the deepening and description of the second step of carried-out analysis, it is useful to recall some concepts related to the graph theory. The spatial analyses based on graph theory have been used in architecture and urban planning for the first time by Bill Hillier, at the University College London, who defined the principles of Space Syntax theory (Hillier & Hanson, 1984). The main idea of this methodology is to represent space as a composition of individual elements (such as streets and buildings) and to analyse their mutual relations. One of the key principles of the theory is the "axial line". An axial line is a visual line in an environment. Based on the fact that axial lines are also used even unconsciously by people as a mental concept useful for orientation within a road network, mainly in an urban environment, Hillier and his colleagues defined the concept of axial maps, used to represent a model of space through a network of linear spaces (Bielik et al., 2012). The algorithm used in the Gis environment to conduct the second analysis, using the principles described, allows to extract a portion of a certain road network according to a certain time and speed of travel. This allowed to visualize the "reachability" of portions of the territory under analysis, at a speed of 16 km/h, considered the average for cyclists, defining four time intervals, with five minutes step increase originated from the 6 railroad stations currently operational in the area, designed as paramount nodes of intermodal exchange. The representation of this phenomenon, in this case, has been connected to the determination of a reachability gradient (expressed in figure 1 with a colour ranging from green to blue) applied to the road network "portions" extracted thanks to the analysis algorithm described above. In this way it has been possible to notice that the road network that can be travelled within the set times is discontinuous, because of a lack of node. In a strategic approach, with the aforementioned aim to improve the territorial connection, it would be advisable to intervene in these areas with further intermodality structures.

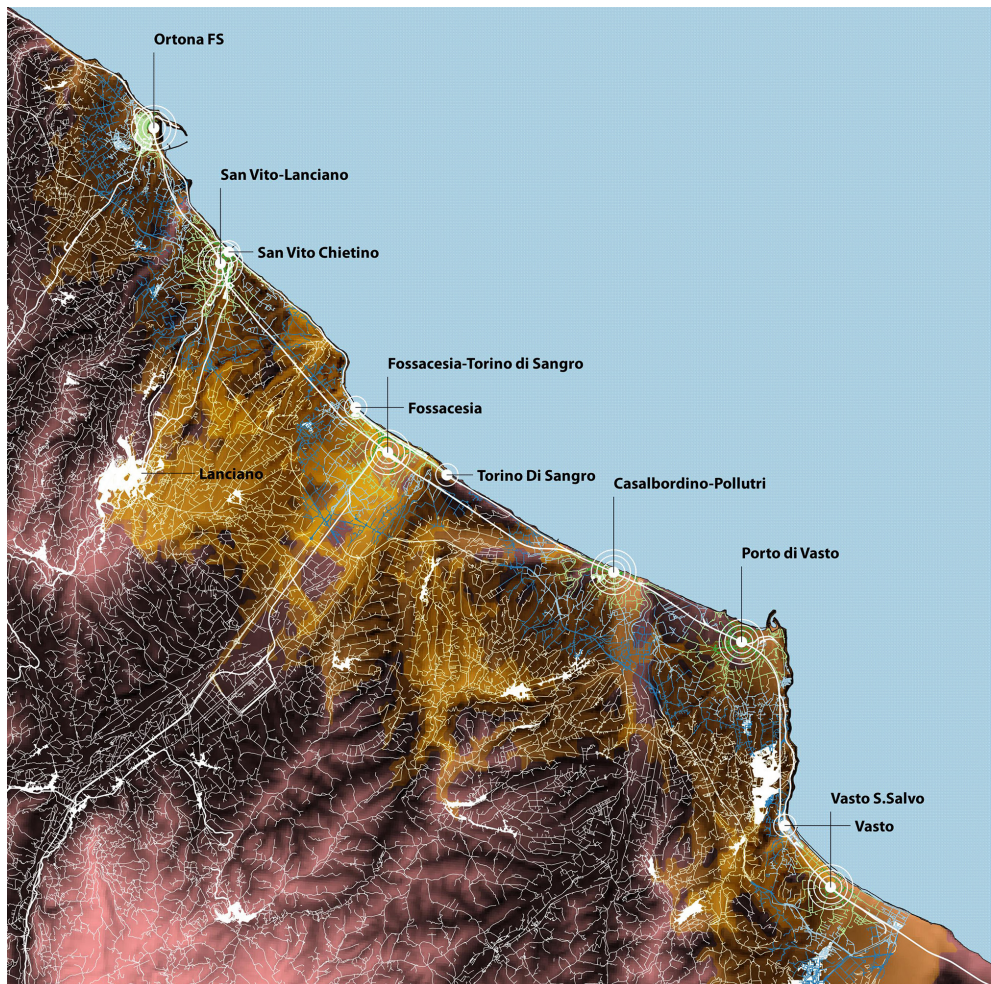


Fig. 2 Comparison of isochronic areas with network isochronic analysis starting from railway stations. Different colours of roads mean different cycling distance from the stations

Conclusion

At the current stage of this research it has not been possible to take into account the altimetric and orographic territorial features. As draft step for future research, a slope analysis was carried out in GIS on the digital elevation model (DEM) of the terrain with 10x10 meters resolution made available by the Abruzzo Region. Gis environment are not endowed with the capability to associate the raster DEM data to the vectorial curves which form the road network. This operation would be useful to autonomously categorize roads according to the slope of each segment that composes them. Currently, advanced experimentation on these issues is being conducted with the use of a three-dimensional NURBS modeller. In this way it will be possible to manage geodata by analysing their geometric characteristics in three dimensions, thus overcoming the typical bidimensional limit of classical cartography. In this way it will be possible to integrate the possibility to make further considerations regarding interacting phenomena that could further orient the consequent design choices.

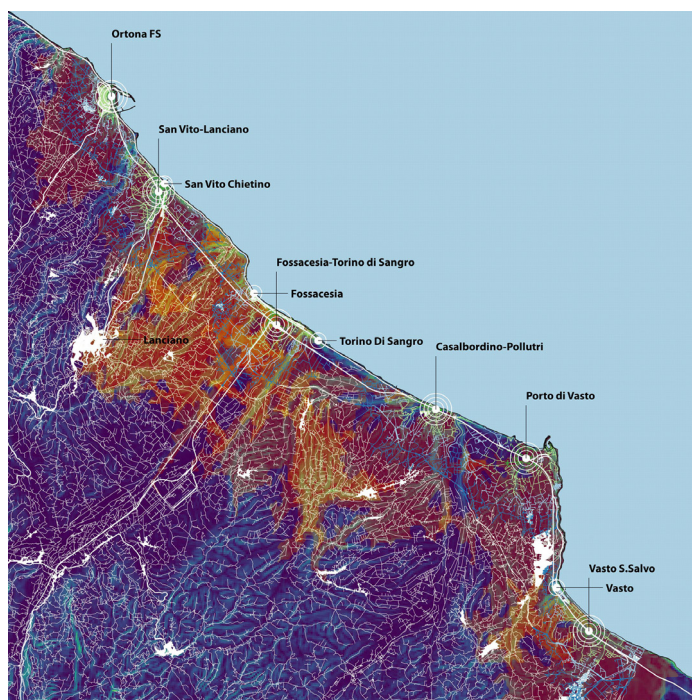


Fig. 3 Cycle Network analysis starting from operational stations, overlapped with slope analysis

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La VI Conferenza Internazionale sul Disegno, *De_Sign Environment Landscape City_Genova 2020* tratta di: Rilievo e Rappresentazione dell'Architettura e dell'Ambiente; Il Disegno per il paesaggio; Disegni per il Progetto: tracce - visioni e pre-visioni; I margini i segni della memoria e la città in progress; Cultura visiva e comunicazione dall'idea al progetto; Le emergenze architettoniche; Il colore e l'ambiente; Percezione e identità territoriale; Patrimonio iconografico culturale paesaggistico: arte, letteratura e ricadute progettuali; Segni e Disegni per il Design e Rappresentazione avanzata. Federico Babina, architetto e graphic designer presenta ARCHIVISION, e Eduardo Carazo Lefort, Docente dell'Università di Valladolid e Targa d'Oro dell'Unione Italiana Disegno la Lectio Magistralis.

The VI International Conference on Drawing, De_Sign Environment Landscape City_Genoa 2020, deals with: Survey and Representation of Architecture and the Environment; Drawing for the landscape; De-signs for the Project: traces-vision and previews; Margins, signs of memory and the city in progress; Visual culture and communication from idea to project; Architectural emergencies; The color and the environment; Perception and territorial identity; Landscape cultural iconographic heritage: art, literature and design implications; Signs and Drawings for Design and Advanced Representation. Federico Babina, architect and graphic designer presents ARCHIVISION, and Professor Eduardo Carazo Lefort-University of Valladolid and Gold Plate of the Italian Design Union presents his Lectio Magistralis.

ISBN:978-88-3618-042-4



9 788836 180424

