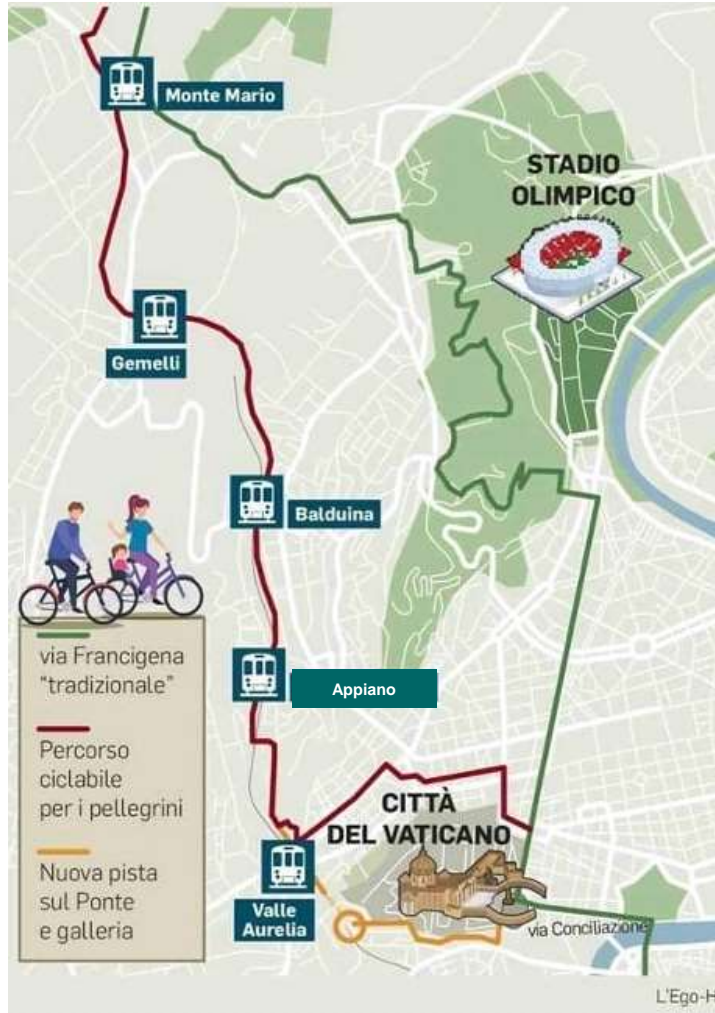


A cycle path for the Catholic Church's 2025 Jubilee Year

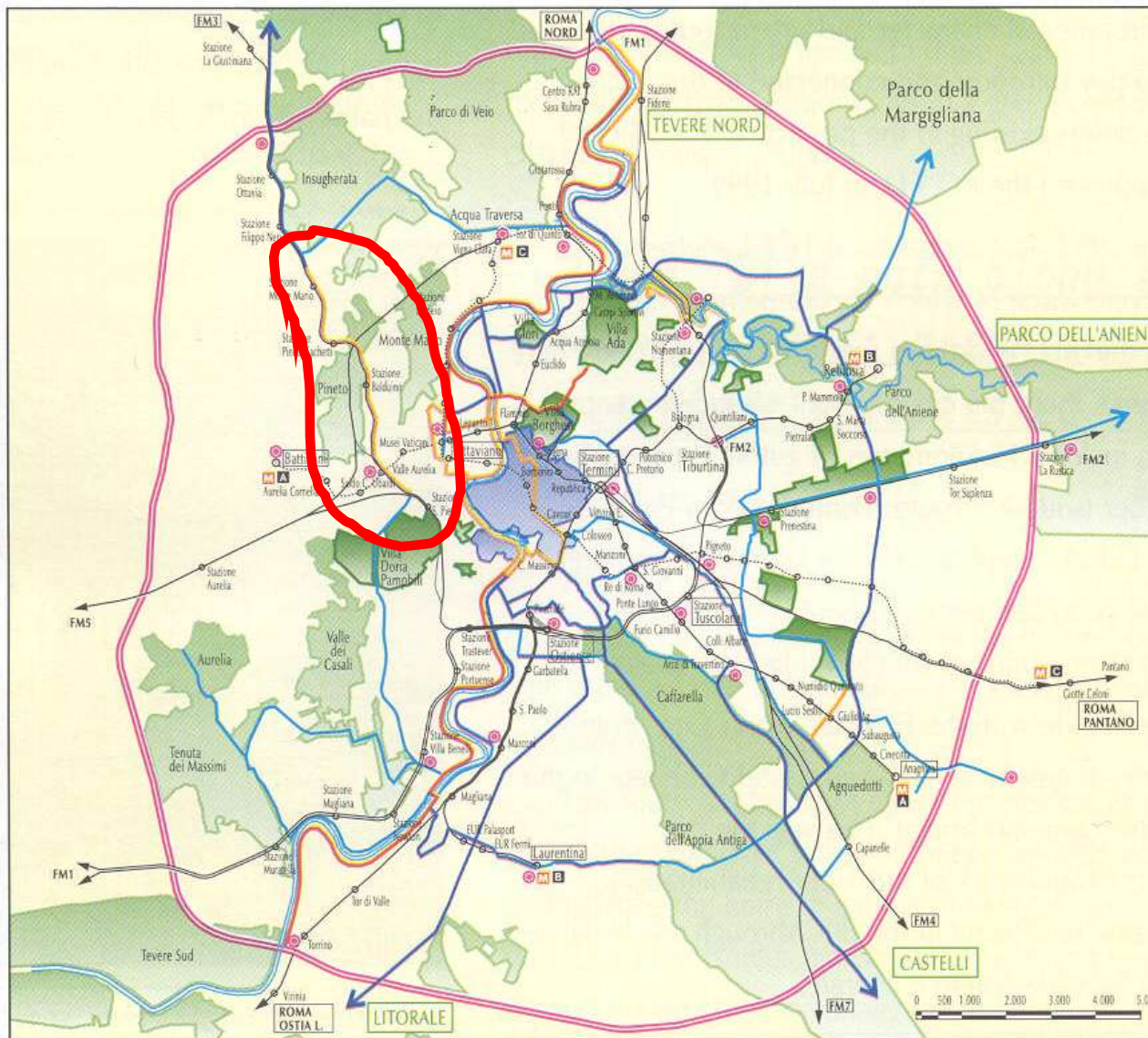


The project envisages the **extension of the existing Monte Ciocchi - Monte Mario cycle/pedestrian path** (a 5 km long Linear Park) **all the way to Saint Peter's**.

The cycle-pedestrian path from Monte Mario to Saint Peter's will act as a **"New Urban Francigena"**, or rather a possible **alternative route to the "traditional Francigena"** itinerary, which currently poses problems due to its poor state of repair and lack of safety. In this context, the intervention is being proposed as a **new terminal for the Francigena itinerary, and for the three Rome routes**, which will lead pilgrims to **Saint Peter's**.

The new cycle path rejoins with Rome's St. Peter's station through the Passeggiata del Gelsomino (Jasmine Promenade), thus becoming a useful infrastructure for the management of the flow of pilgrims arriving in Rome in 2025, as well as for the **completion of an urban pedestrian and cycle path** leading into the Rome metropolitan area.

The Monte Mario – Monte Ciocci Linear Park



COMUNE DI ROMA

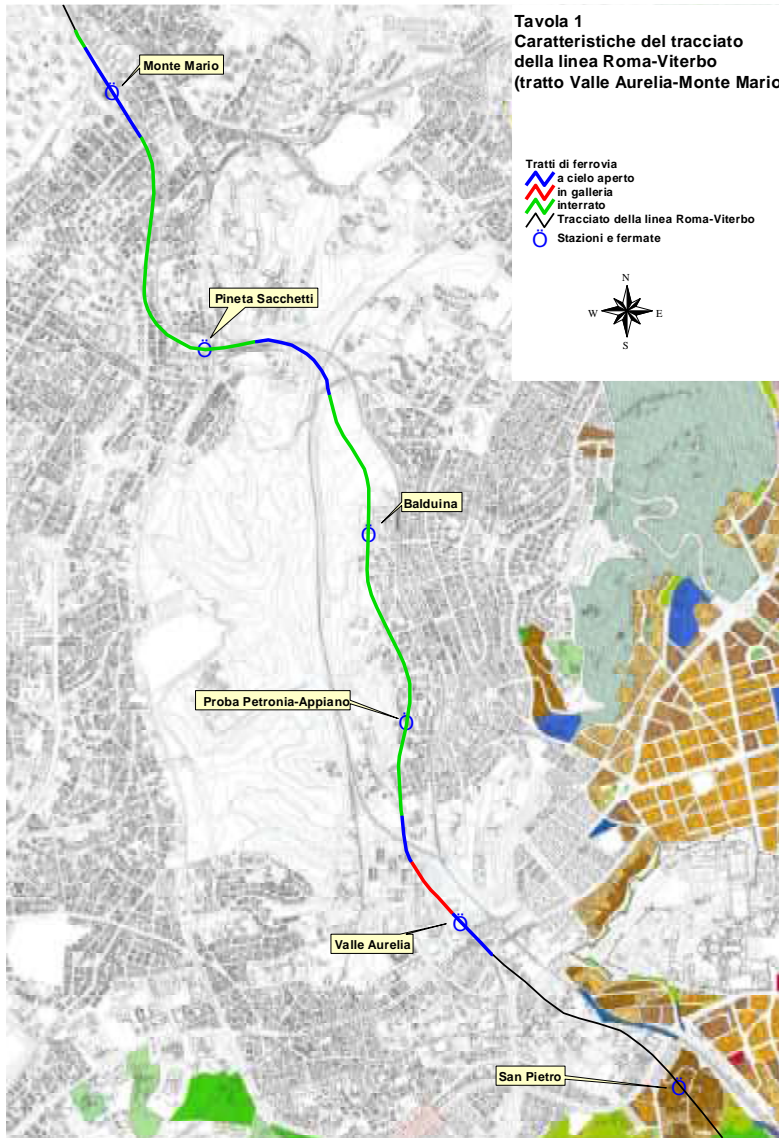
Dipartimento VII Assessorato
Politiche della Mobilità e dei trasporti alle Politiche della Mobilità e dei trasporti

LEGENDA:
INDIVIDUAZIONE DEGLI ITINERARI E DEI PUNTI DI SOSTA

- Rete piste ciclabili
- Piste ciclabili esistenti o in corso di realizzazione
- Piste ciclabili progettate o in corso di progettazione
- Piste ciclabili di previsione su tracciato già definito
- Piste ciclabili di previsione su tracciato da definire
- ⊕ Principali punti attrezzati per lo scambio e la sosta custodita delle biciclette
- Parchi e ZTL
- ▭ Parchi regionali urbani L.R. 47/76 Del. C.C. 39/95 e 162/96
- ▭ Principali parchi cittadini e Ville Storiche esistenti e/o programmati
- ▭ Zona a traffico Limitat (ZTL) con percorsi ciclabili da definire
- Rete Metro', concesse ed FM
- esistente
- ⋯ di previsione
- G.R.A.
- Greenways

PIANO GENERALE DEL TRAFFICO URBANO P.G.T.U.

From the railway line to cycle-pedestrian path

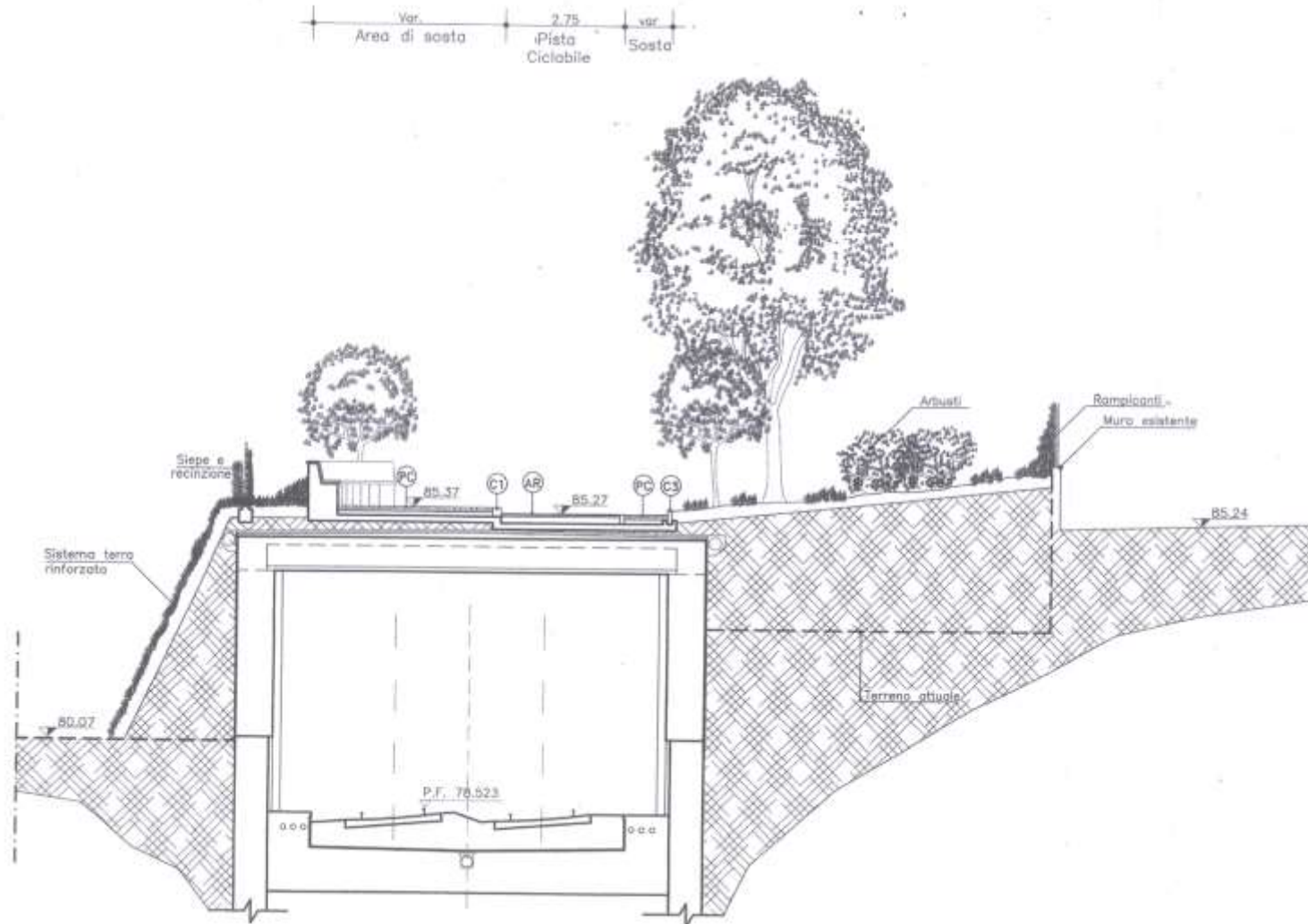


The Rome-Viterbo railway line was completed in 1894. Between 1998 and 2000, RFI doubled the Rome St. Peter's-Cesano section, and moved a section of about **5.5 km** between Valle Aurelia and Monte Mario underground. Once the Valle Aurelia-Monte Mario section had been moved underground, RFI and the Municipality of Rome immediately planned to build a **greenway above** the structure covering the line. However, 15 years passed until the inauguration of the greenway, which took place in June of 2014.

The path begins at the **Monte Ciocchi urban park** located above the **Valle Aurelia** station, through which the route extends for about 1.3 km through the area covering the underground railway structure, passing the current **Appiano** and **Balduina** train stations. After another 700 metres (about 3.2 km from the starting point), the route moves onto the old trackbed and relative viaduct, with the doubling achieved with a small track variant. From here, after passing under Via della Pineta Sacchetti, it continues for another 1.1 km until it reaches the **Monte Mario** station. The path has been extended until the San Filippo Neri Hospital.

The function of the cycle-pedestrian park, which was initially intended for leisure use, has now been transformed, and it has come to serve as an actual commuter route. This has allowed, and still allows, the inhabitants of the district to get around, by-passing city traffic, and to use the train-bike transport system, even on a daily basis, to get to work.

Model cross-section of the tunnel and surface arrangement



Cross-section of the linear park near Gemelli Station



Toll booth near Gemelli Station



Cycle-pedestrian underpass at Balduina Station



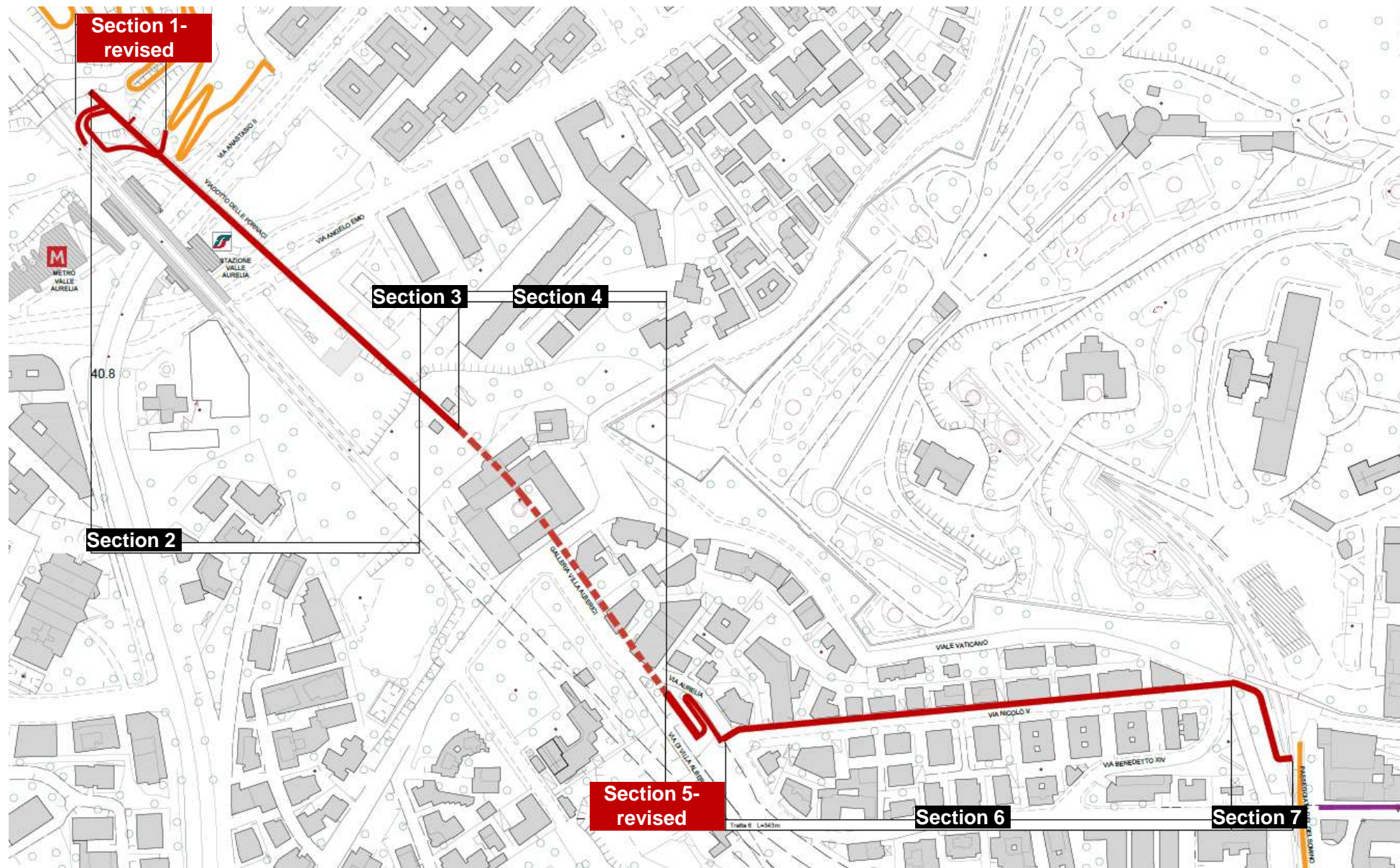
The Monte Mario – Monte Ciocci Linear Park



Cycle-pedestrian underpass at Gemelli Station



The new route



The new cycle-pedestrian path



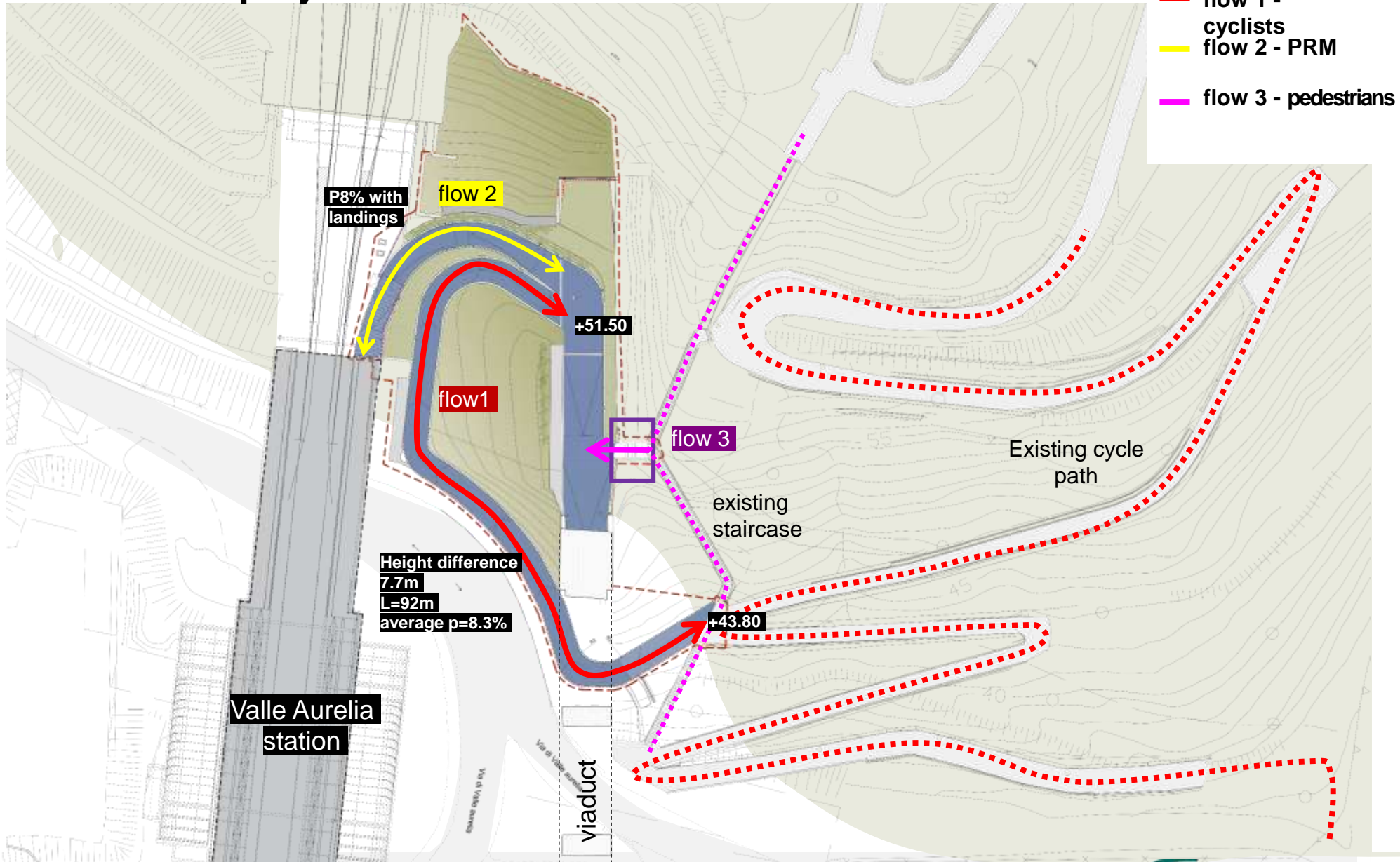
- THE NEW CYCLE PATH
- ... TUNNEL CYCLE PATH
- - - EXISTING CYCLE PATHS

Project area of the new cycle path

Images of actual state



Section 01 – project



Section 01 - The connection

Image of actual state



Project rendering



Section 02 The “Fornaci” viaduct

rendering

Theming of the path
through the use of
urban art



Section 02 The “Fornaci” viaduct rendering



Section 04 “Villa Alberici” Tunnel

rendering

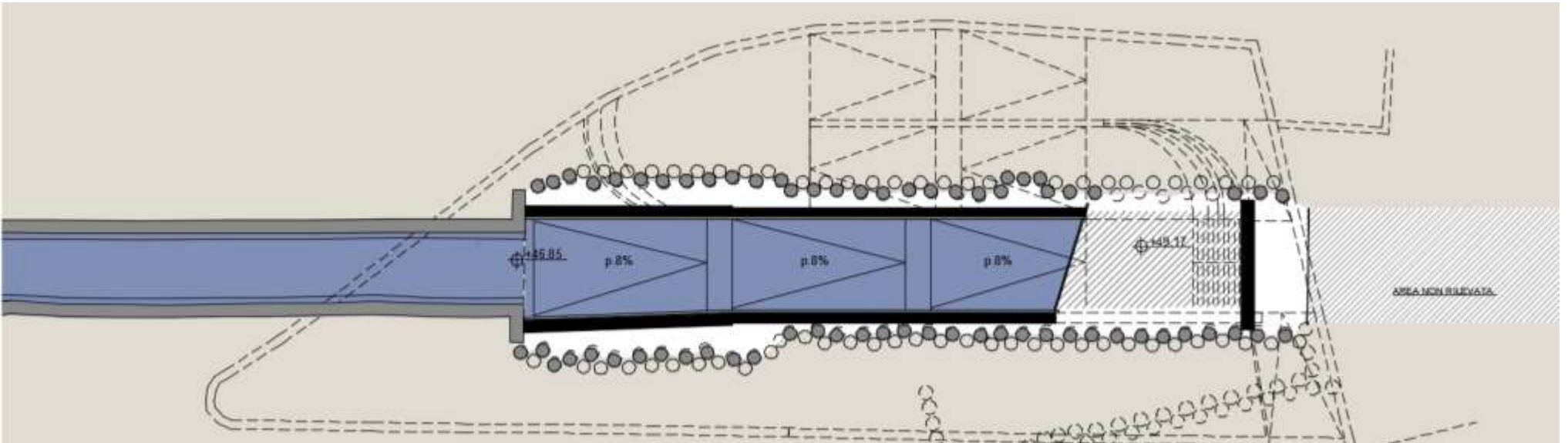
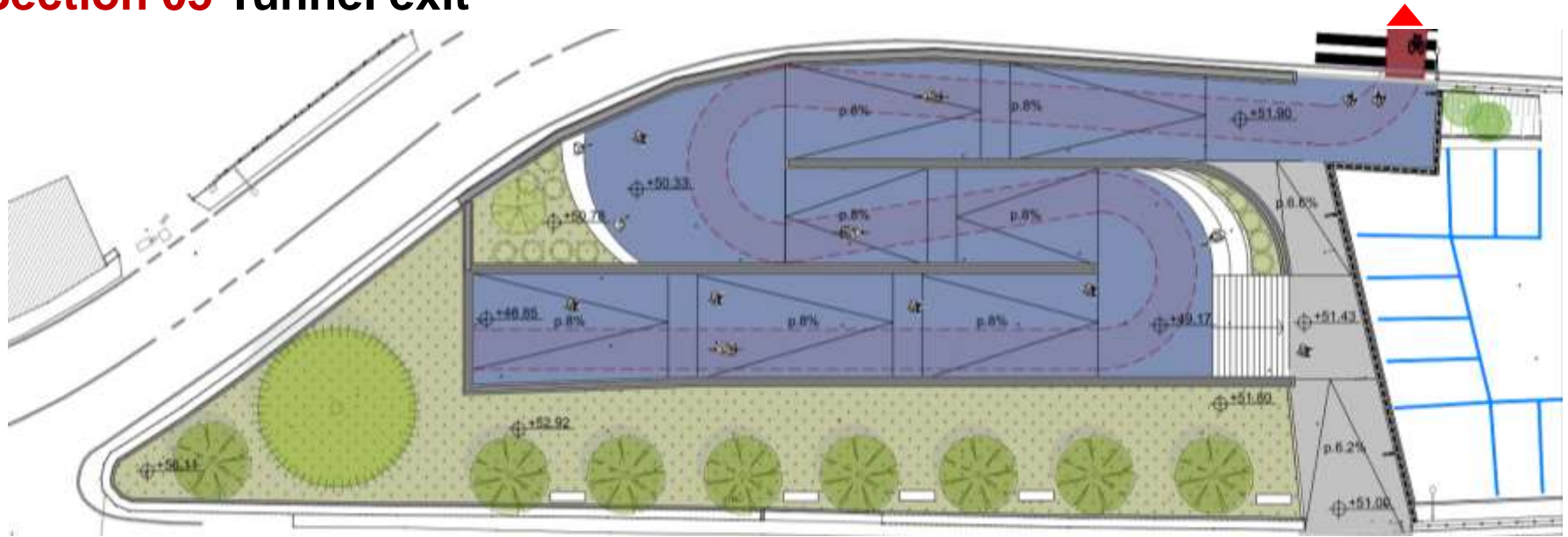
colourful **light effects** to enhance the user experience



Examples for reference



Section 05 Tunnel exit

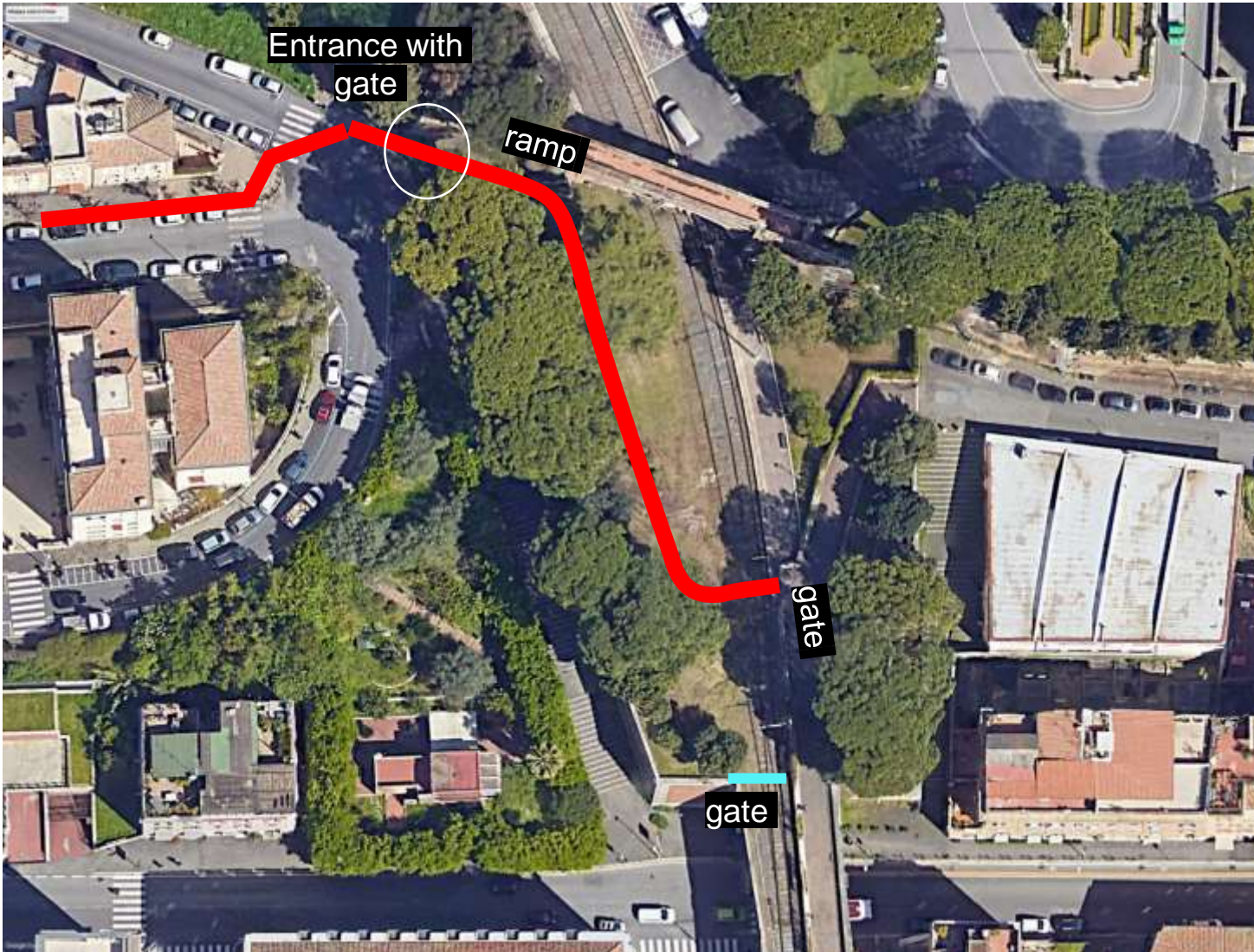


Section 05 Tunnel exit rendering

Ramp as an extension of the public space - p8%



Section 07 Passeggiata del Gelsomino/St. Peter's Connection

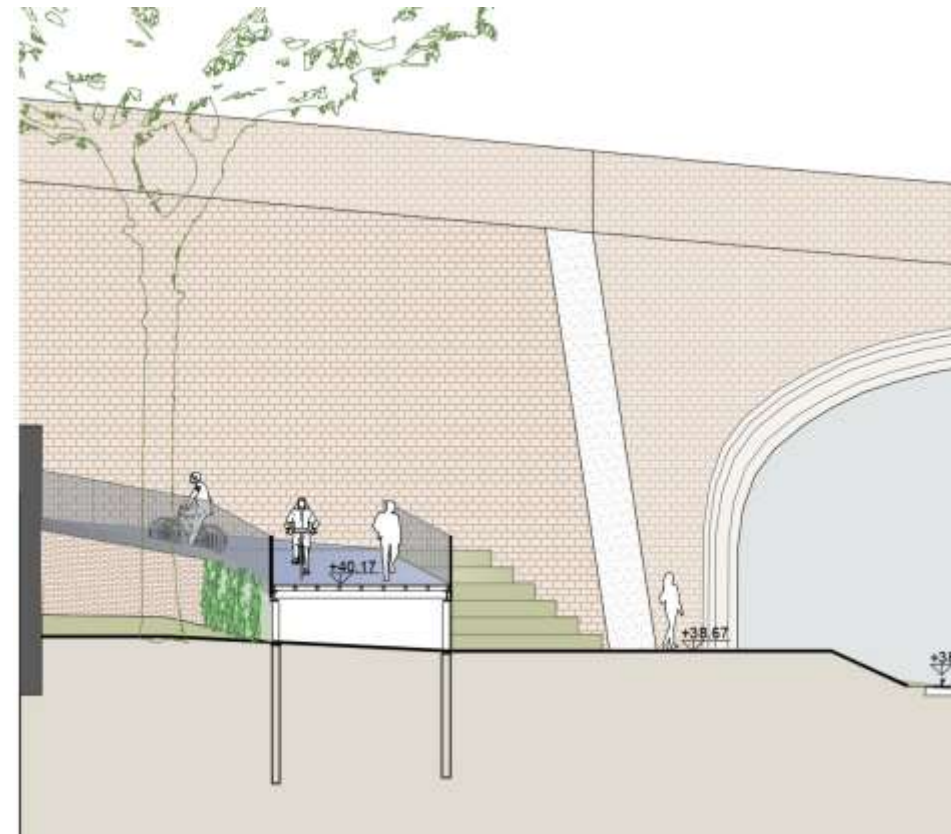


1. Descent on ramp parallel to the Vatican wall
2. Route parallel to the train track
3. Crossing near the current gate.



Due to the presence of large trees, the ramp system consists of a **suspended walkway in metal structural work**, with minimal impact on the root system of the pines.

Section 07 Passeggiata del Gelsomino/St. Peter's Connection



Typological cross-section

07 Passeggiata del Gelsomino/Saint Peter's connection

photo inserts

