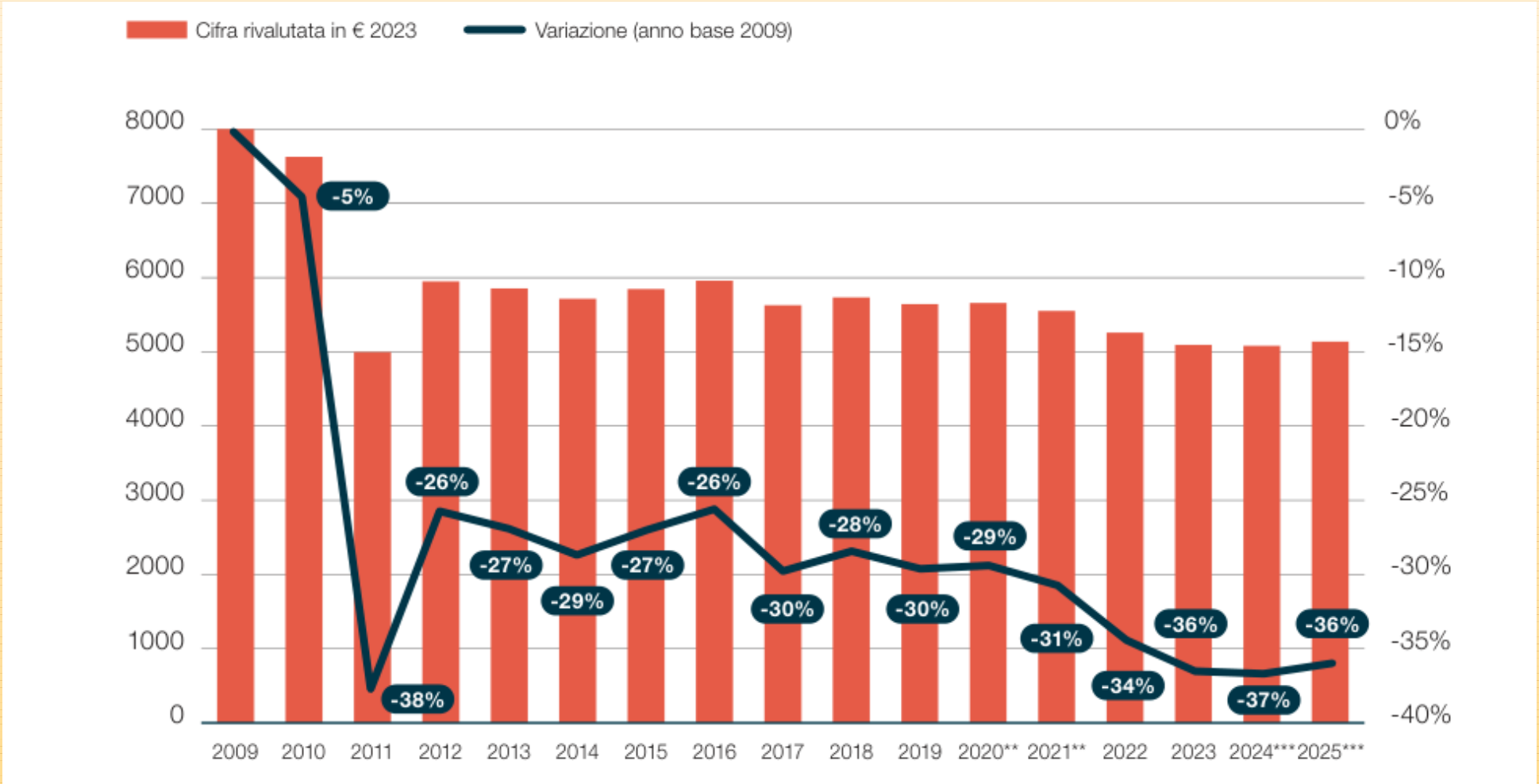
Reframing Public Transport as a SUMP Priority in a Car-Dependent Context: the Viterbo experience

Enrico Fedeli
TPS Pro Srl, Bologna, Italy | Politecnico di Torino, Italy

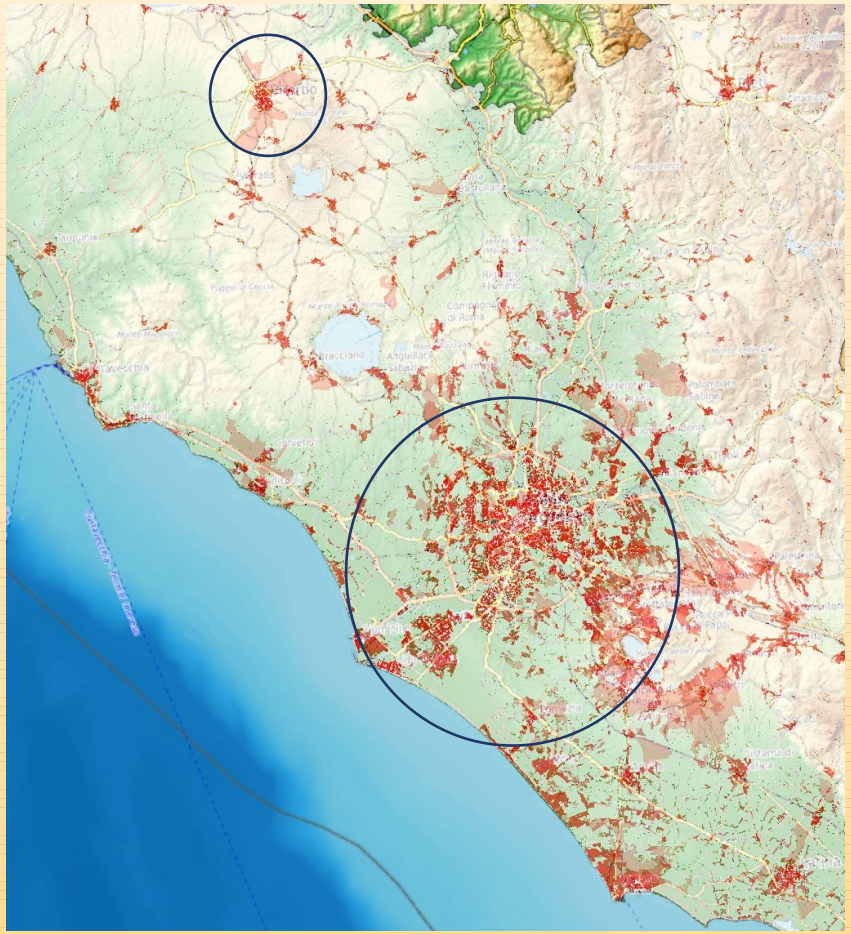
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Italian national fundings for PT



The fragmentation of Viterbo





The fragmentation of Viterbo

- 60,000 inhabitants distributed between the center and hamlets.
- Villages in the belt up to 20 km from the historic center.
- Strong orientation towards the use of private cars (spatial dependence).
- Social inequalities related to accessibility to services.



Trenitalia

State railway operator: connection between the two main stations and the regional routes.



Cotral

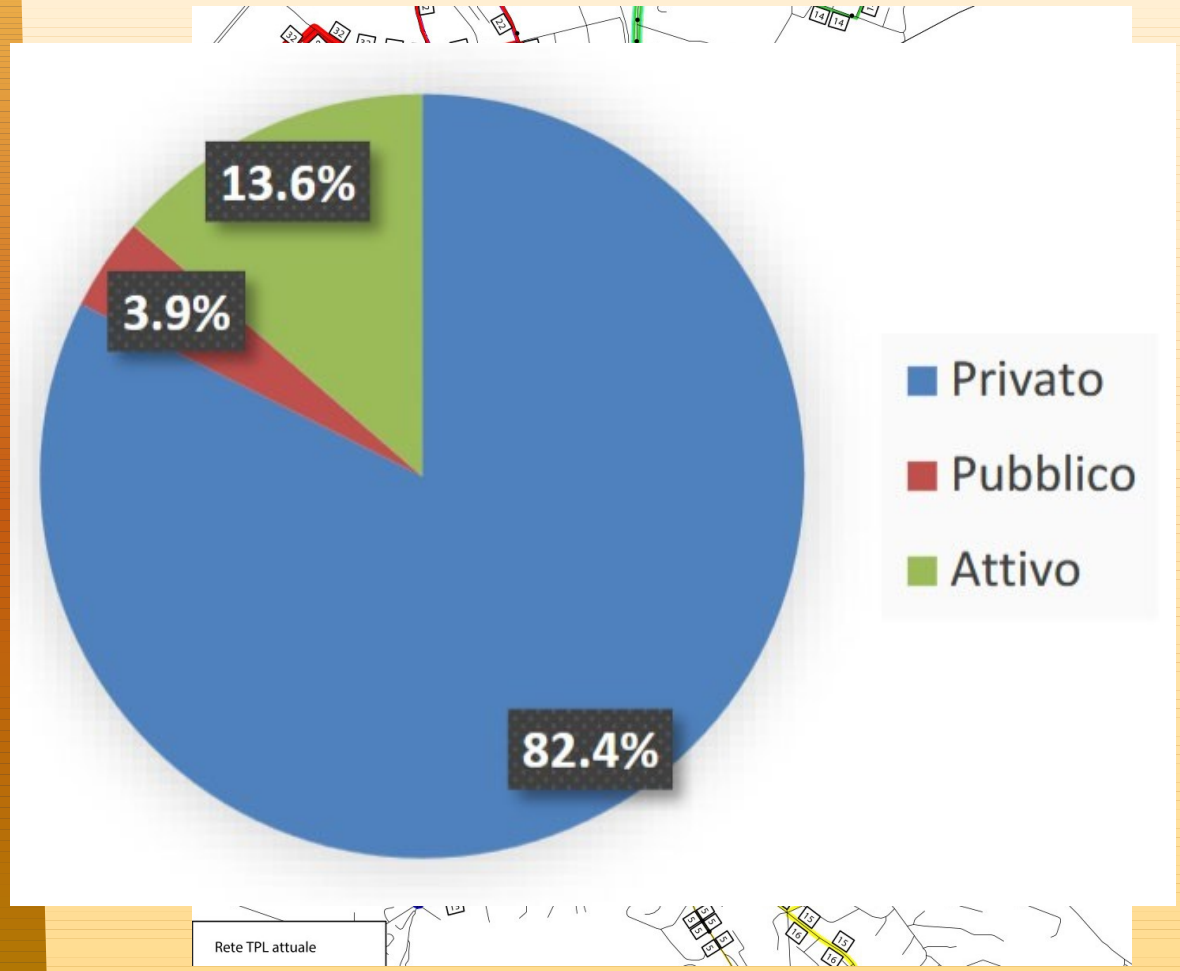
Regional road operator: overlaps with the urban network with poor integration.



Francigena

Municipal company: urban network with long ring routes and low efficiency.

Why the existing model fails



The one-way ring

- Single terminal: congestion in prestigious area
- Confusing circular paths
- Long return journeys
- Many lines that are difficult to read
- Laughable frequencies

Very low ridership

Less than 4% of home-work/school journeys take place via LPT. Competition between operators.

No financial sustainability

Very low revenue/cost ratio (<10%)
3M€ contribution, 0.28M€ revenues

Main

BUT

1. St
2. Se
3. G
4. O
5. C
6. Very few roads suitable for PT for their own geometry



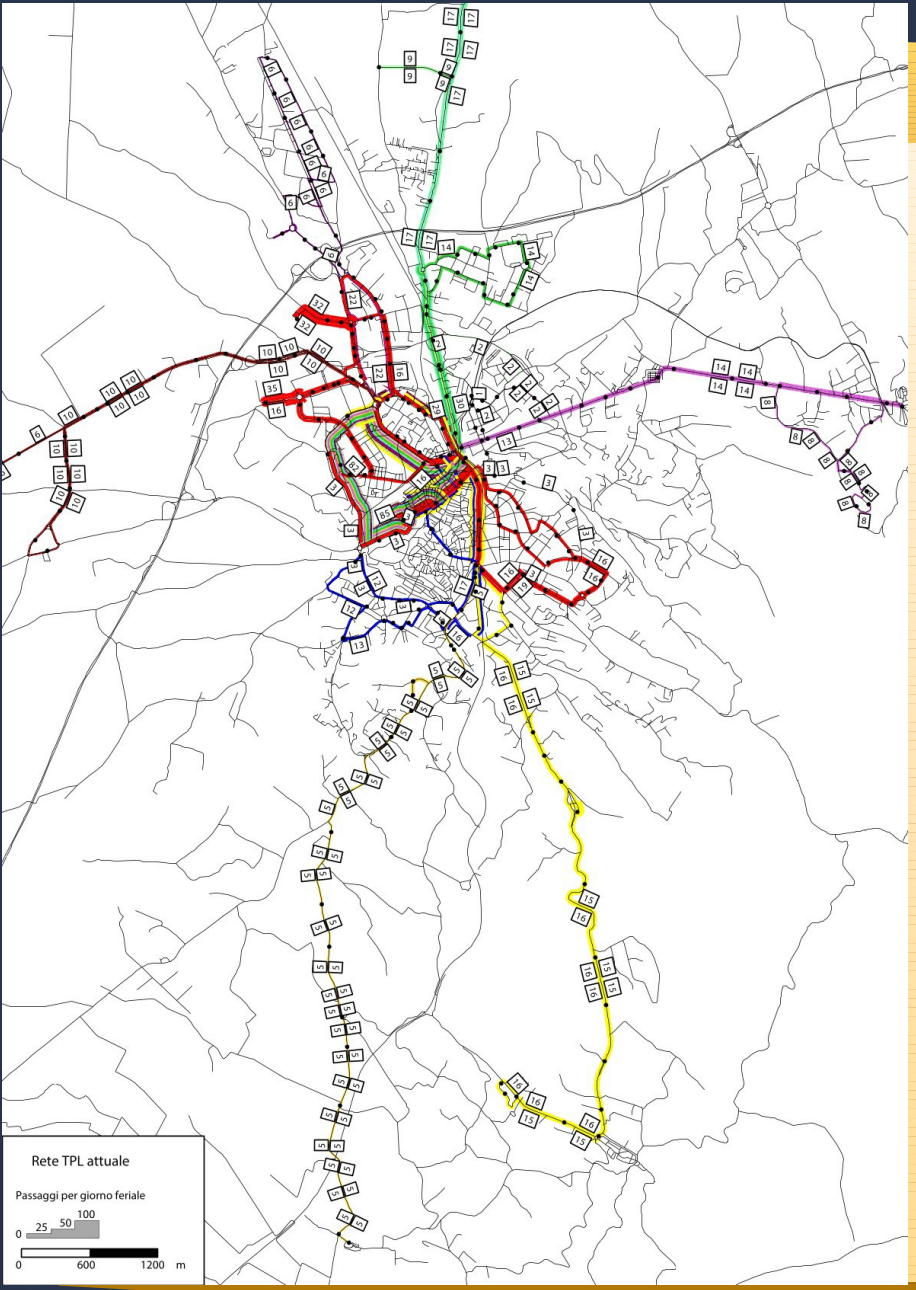
From the ring to the corridor: the *tabula rasa*

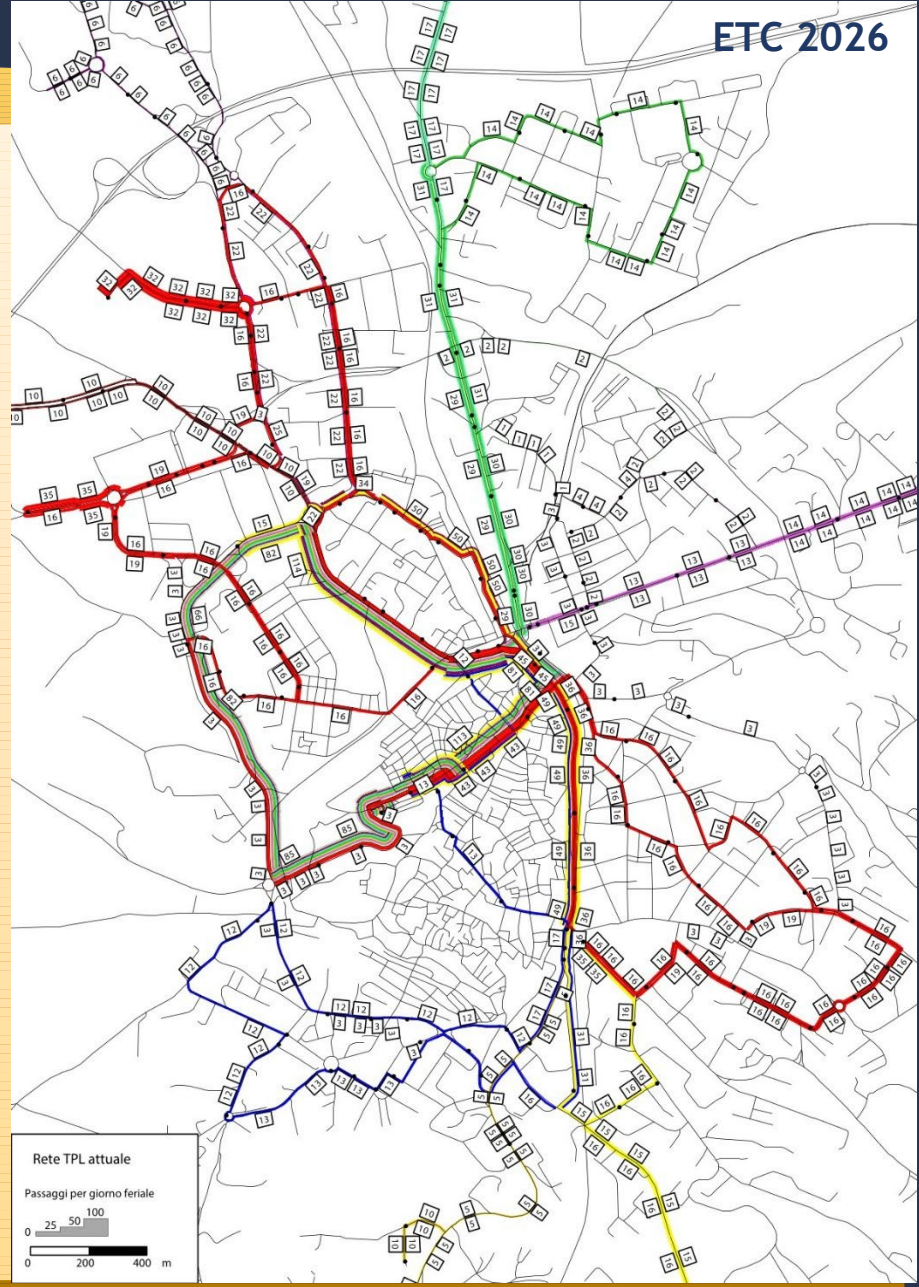
The "Unrolling": The SUMP strategy involves the transition from circular paths to bidirectional high-frequency corridors.

- Simplify network readability
- Guarantee certain travel times
- Recovering quality public space by eliminating the single terminal

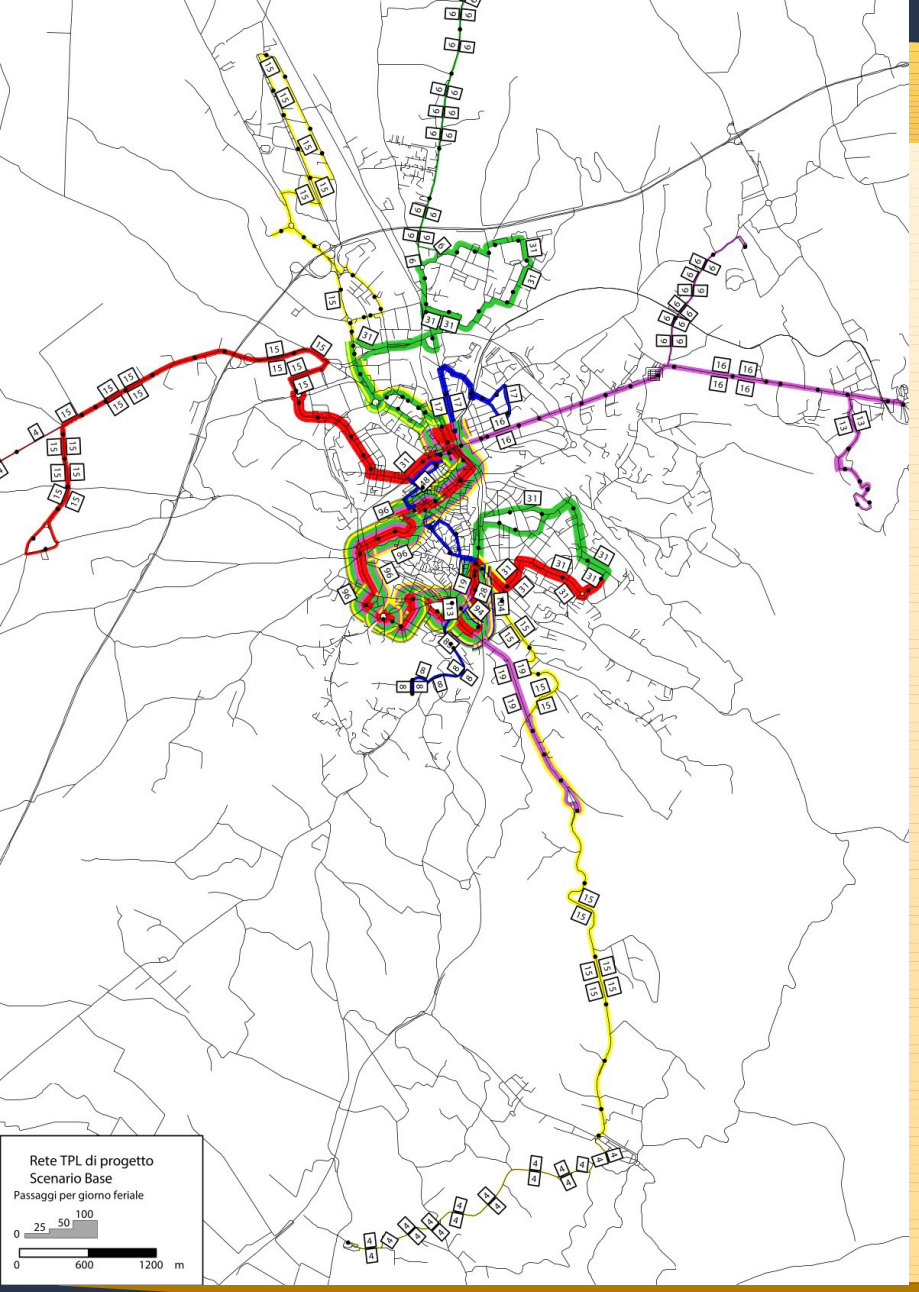
	Ring	Trunk Corridor
Configuration	One-way circular routes	Bidirectional pass-through lines
Terminals	Single central hub (congestion)	Widespread and decentralized terminus
Interchange	Random and uncoordinated	Synchronized with the railway network
Public Space	Invasive terminals in high-end areas	Regeneration and social reuse

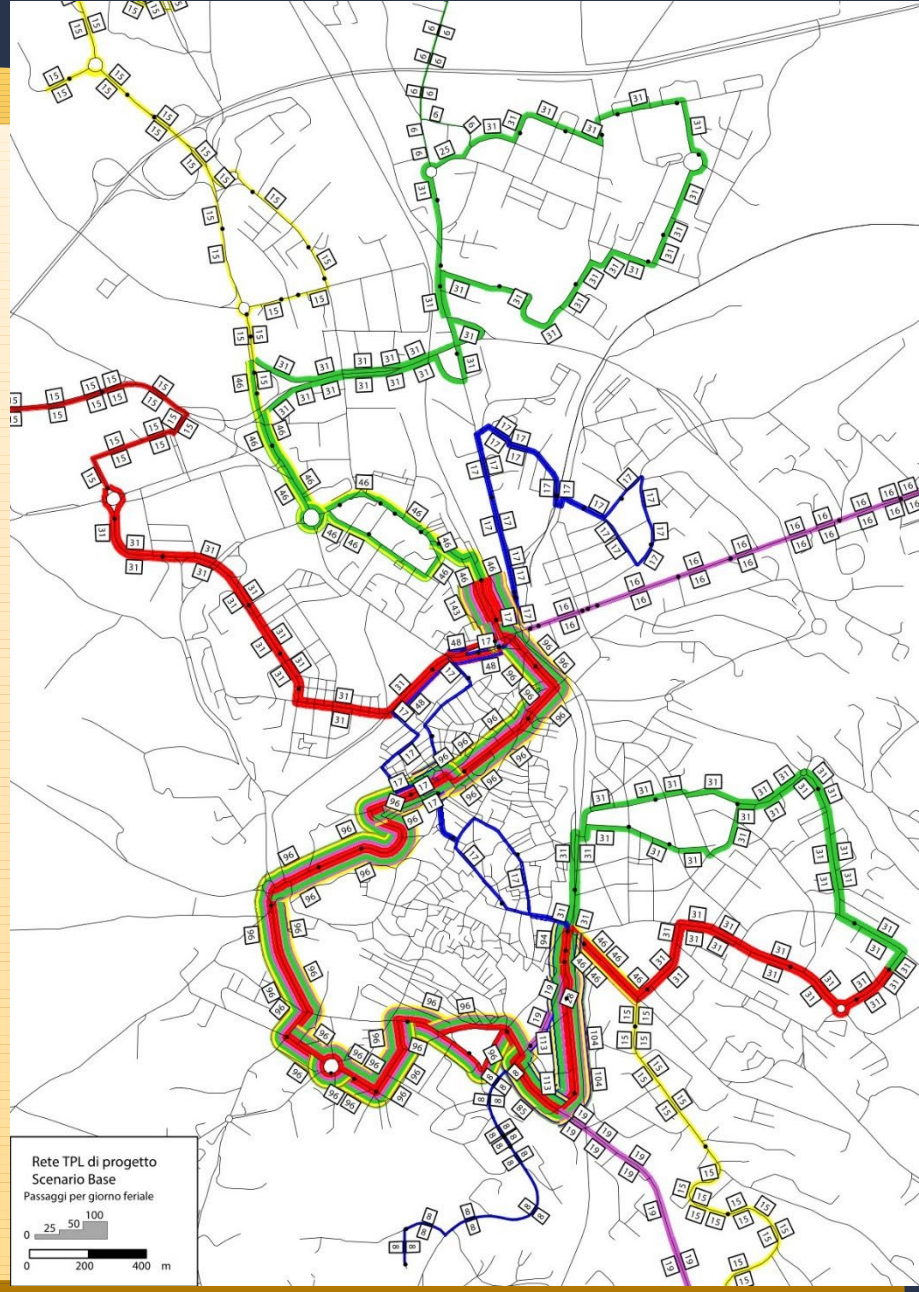
Current network





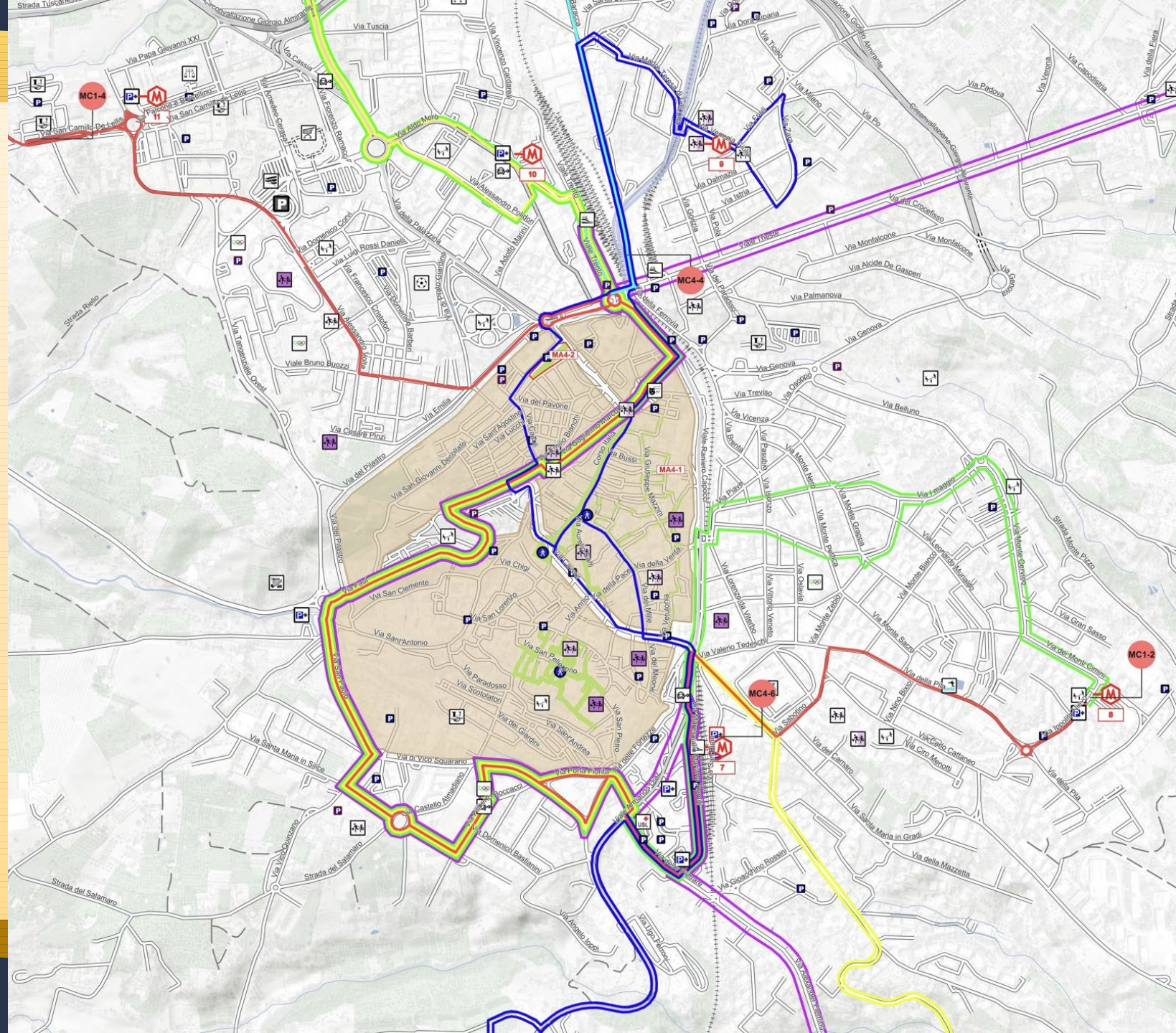
Project Network





Project Network

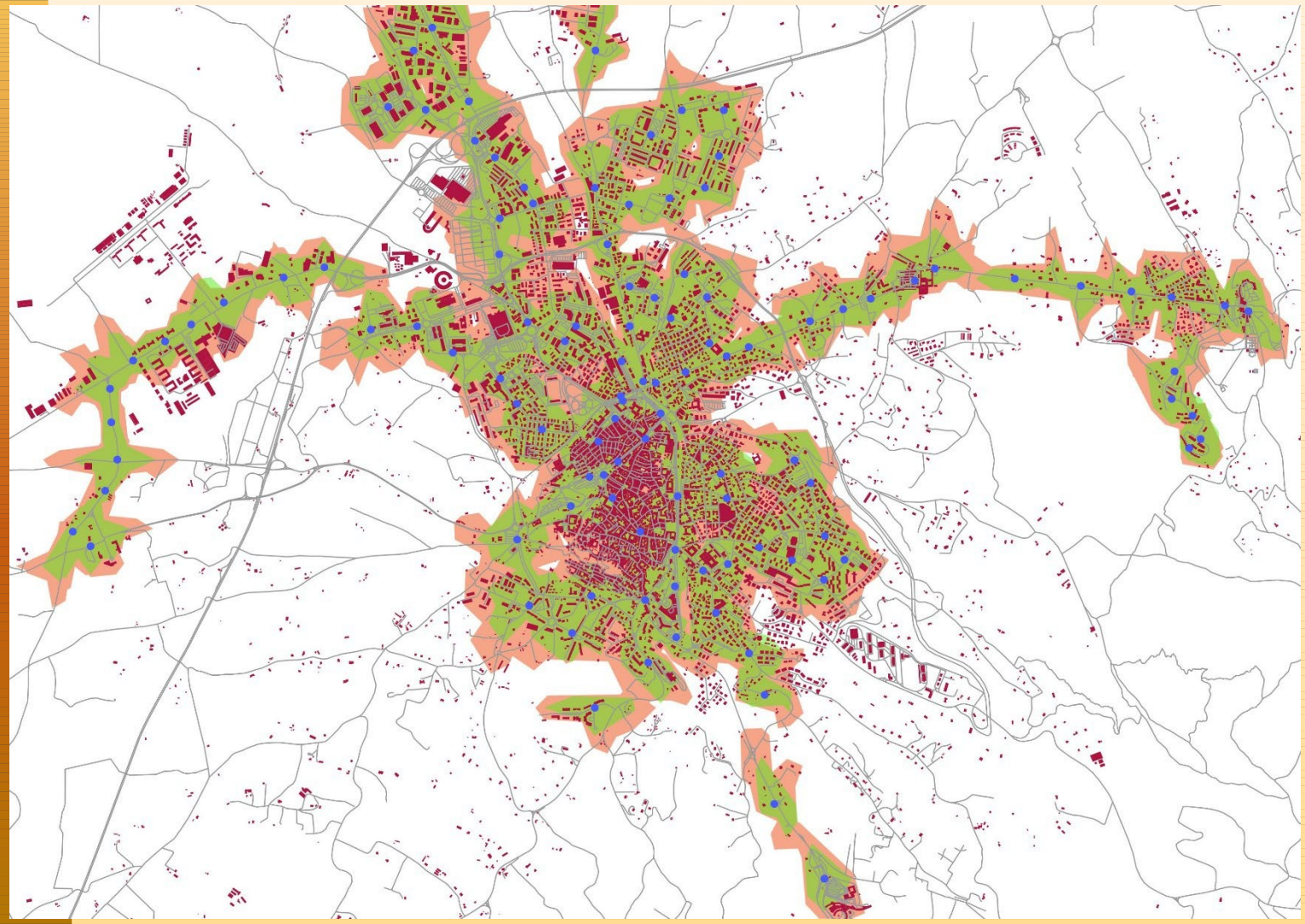
- 4 lines in the corridor:
  - 10’ frequency combined
- 1 lines to the northern hamlets with fare integration with train
- 1 shuttle line for the city center



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TPS PRO

Micro-planning of stops



Gates shall be… gates!

The integration with the medieval fabric takes place by placing the stops on the central corridor and at the gates of the city walls:

- Widespread coverage of the historic center
- Isochrone analysis to better serve Points of Interest (POIs).
- Intermodality between LPT and pedestrianity (last mile strategy).

Micro-planning of stops

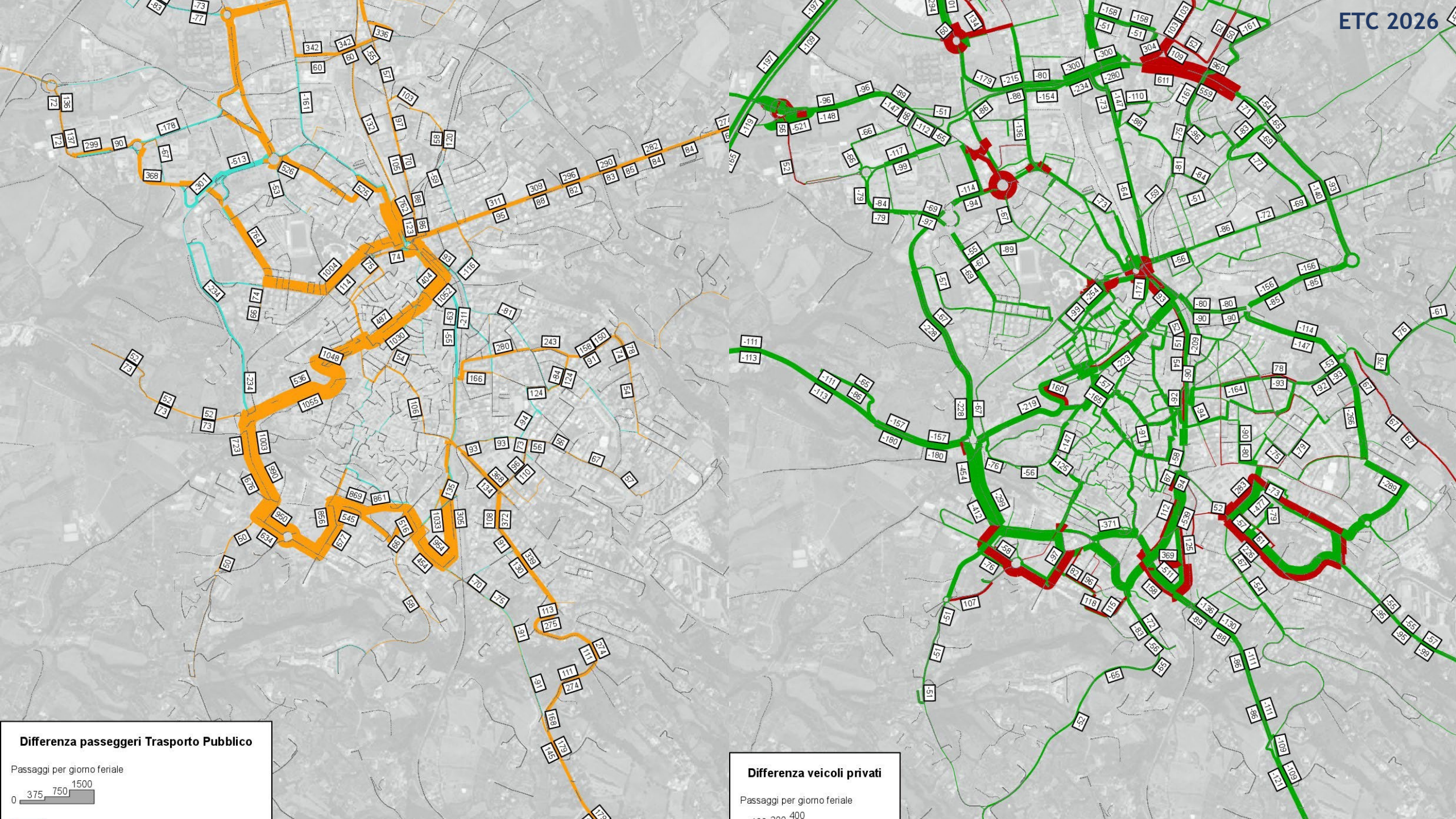


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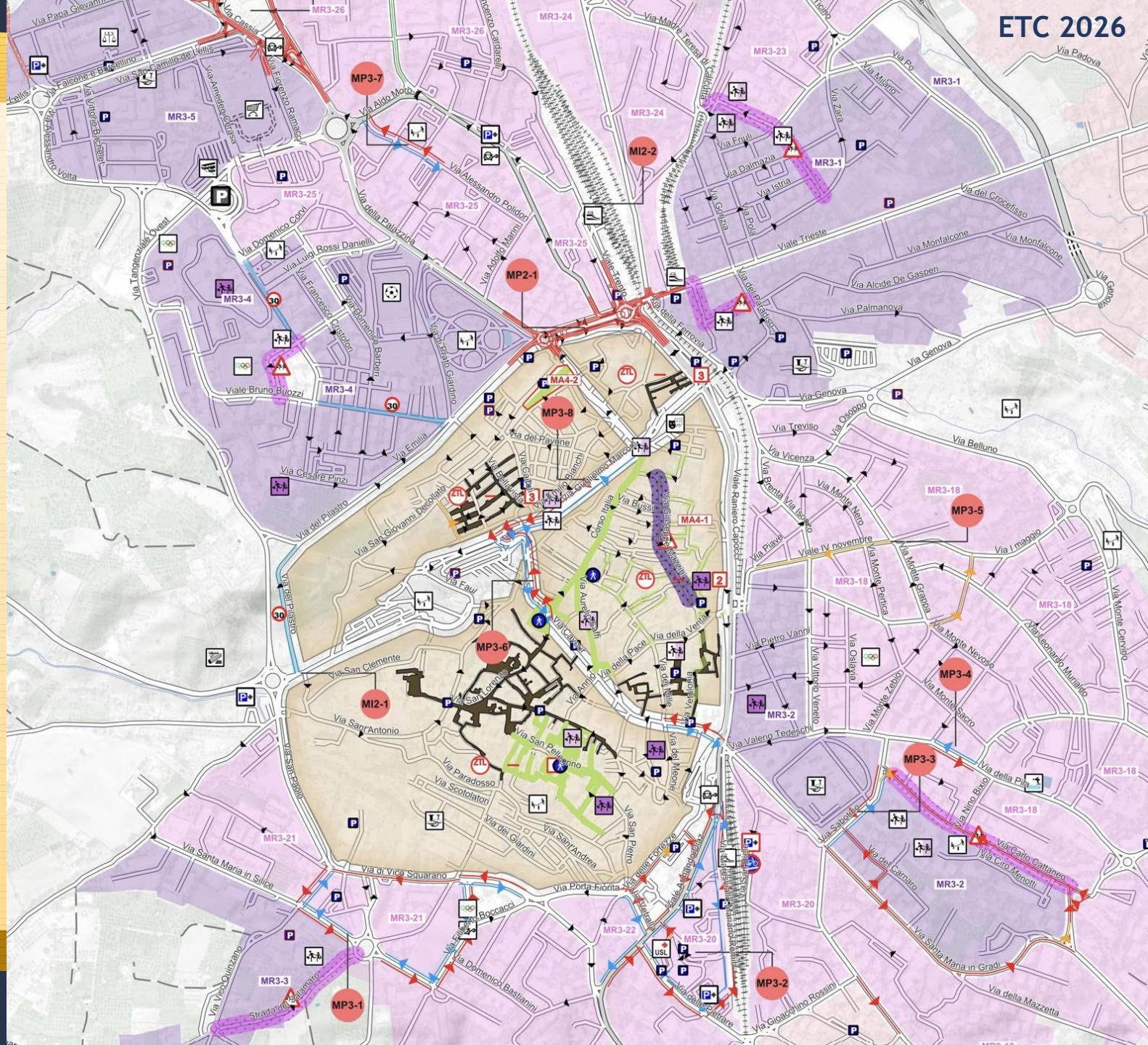
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ETC 2026

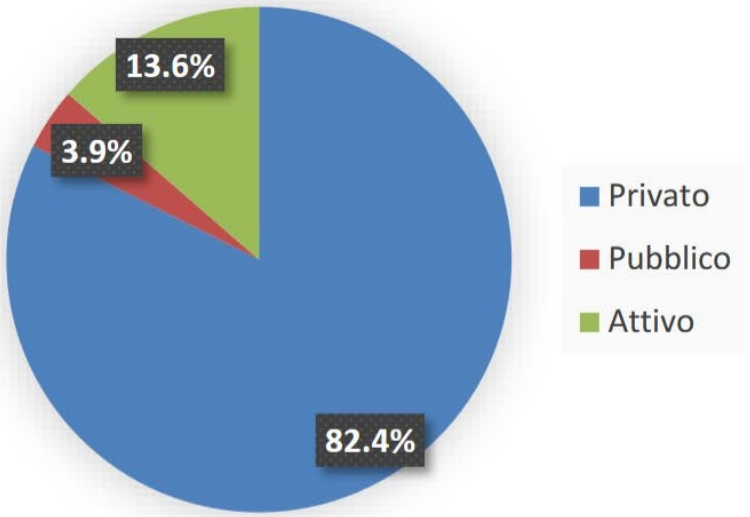

ETC 2026
Differenza passeggeri Trasporto Pubblico
Passaggi per giorno feriale
0
375
750
1500
Differenza veicoli privati
Passaggi per giorno feriale
400

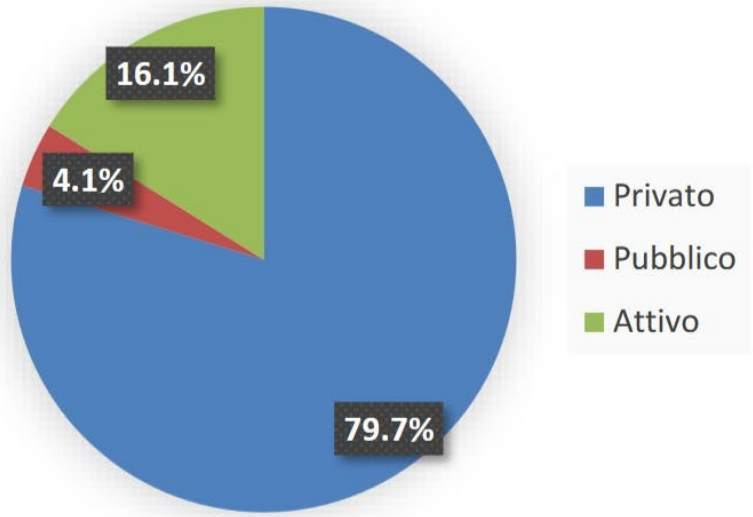
Reframing

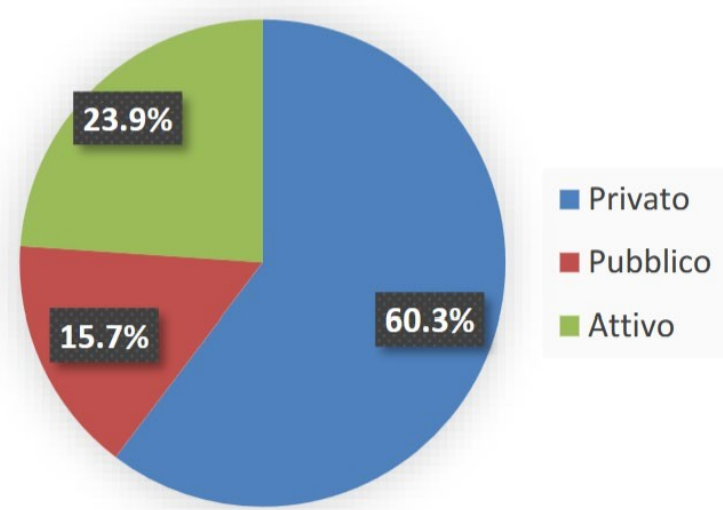
Road and traffic policies re-oriented towards public transport needs


MP3-7
MI2-2
MP2-1
MA4-2
MP3-8
MA4-1
MP3-6
MI2-1
MP3-5
MP3-4
MP3-3
MP3-2
MP3-1
MR3-1
MR3-2
MR3-3
MR3-4
MR3-5
MR3-18
MR3-20
MR3-21
MR3-22
MR3-23
MR3-24
MR3-25
MR3-26
Via Aldo Moro
Via Alessandro Polidori
Via della Ferrovia
Via Genova
Via Belluno
Via Treviso
Via Vicenza
Via Padova
Via Milano
Via Zara
Via Friuli
Via Dalmazia
Via Istria
Via Gorizia
Via Trieste
Via del Crocefisso
Via Monfalcone
Via Alcide De Gasperi
Via Palmanova
Via del Palazzo
Via Ranieri Capocci
Via Monte Nero
Via Monte Piana
Via Monte Grappa
Via Monte Nevoso
Via Monte Zebio
Via Monte Sacro
Via Monte Cervino
Via Leonardo Murialdo
Via I maggio
Viale IV novembre
Via Piave
Via Brenta
Via Isonzo
Via Pietro Vanni
Via Vittorio Veneto
Via Valerio Tedeschi
Via della Pila
Via Nino Bixio
Via Carlo Cattaneo
Via Ciro Menotti
Via del Camaro
Via Santa Maria in Gradi
Via della Mazzetta
Via Giacchino Rossini
Via Sabotino
Via Osoppo
Via Cesare Battisti
Via Cesare Mazzini
Via Giuseppe Mazzini
Via Aurelio Saffi
Via Cavour
Via Corso Italia
Via Bussi
Via della Pace
Via della Vena
Via del Mezzo
Via Faul
Via del Pavone
Via San Giovanni Decollato
Via del Plastro
Via Cesare Pinzi
Via Emilia
Via Tangenziale Ovest
Via Domenico Corvi
Via Luigi Rossi Danielli
Via Francesco Cristofori
Via Domenico Barberi
Via del Bianco Giardino
Viale Bruno Buozzi
Via Alessandro Volta
Via Falcone e Borsellino
Via Vittorio Bachelet
Via Fiorenza Rannacci
Via Anedeo Cesaro
Via Papa Giovanni
Via Cassia
Via Madre Teresa di Calcutta
Via Sant'Antonio
Via San Pellegrino
Via San Clemente
Via San Paolo
Via Paradosso
Via Scotolatori
Via dei Giardini
Via Sant'Andrea
Via di Vice Squarano
Via Porta Fiorita
Via Santa Maria in Silice
Via Vico Quirizano
Strada dei Giganaro
Via Domenico Bastianini
Via Fabrizio Boccacci
Via delle Fonteze
Via delle Pistrare
Via Aldo Manzi
Via Adolfo Marmi
Via Tre Fiori
Via Domenico Cardarelli
Via Alessandro Clarisse
Via San Camillo de Lellis
Via Lellis
Via Aurelia
Via Cassia
Via Flaminia
Via Salaria
Via Nomentana
Via Tiburtina
Via Prenestina
Via Casilina
Via Appia Nuova
Via Ostiense
Via Portuense
Via Aurelia Antica
Via Cristoforo Colombo
Via Ostiense
Via Laurentina
Via Pontina
Via Ardeatina
Via Appia Antica
Via Tuscolana
Via Prenestina
Via Casilina
Via Collatina
Via Nomentana
Via Salaria
Via Flaminia
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Via Aurelia
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Via Clodia
Via Cassia Veientana
Via Flaminia
Via Tiberina

Modeling results



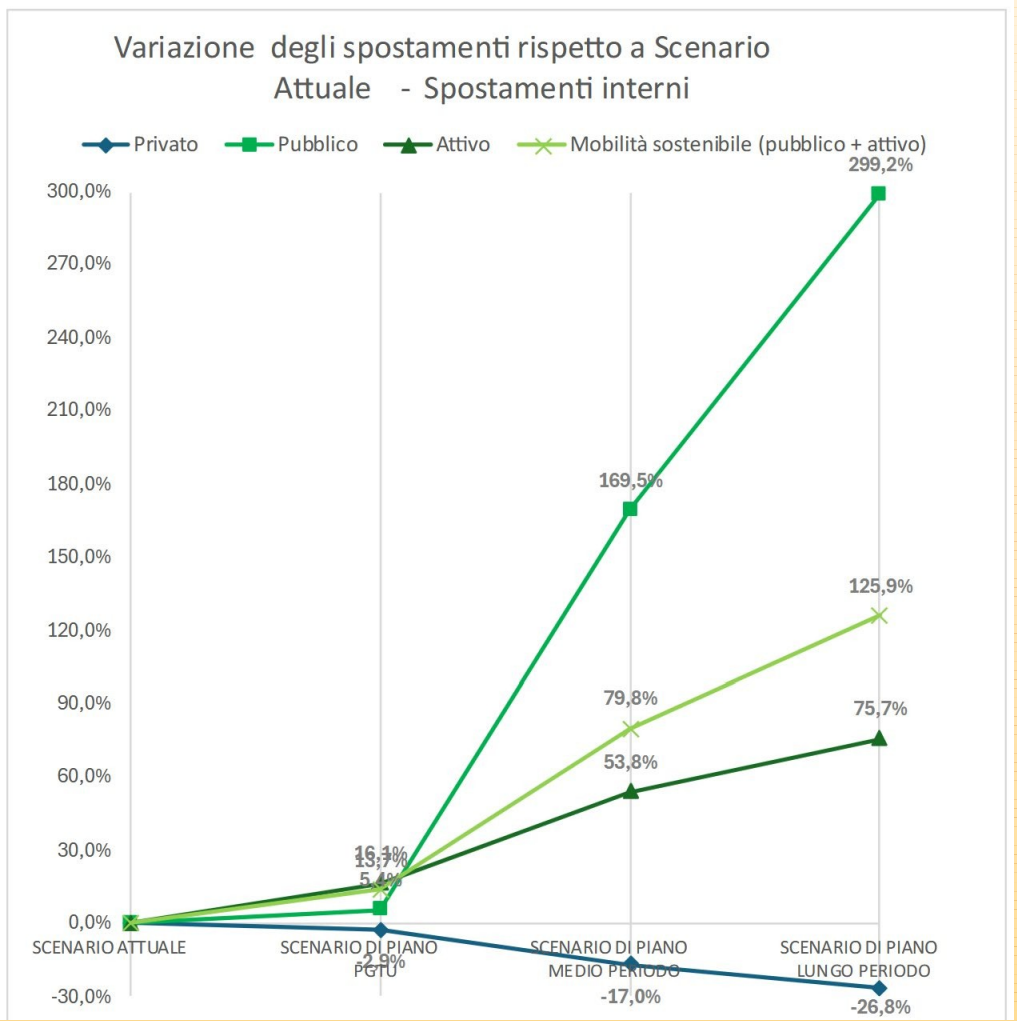




Modeling results

LPT travel in the city **quadruples**

This raises interesting insights into the potential **virtuous circle of more funds → more service**



Technical-political planning: how to make a *tabula rasa*

Trilateral process

Direct involvement of the Administration, operator and citizens to build decision-making capacity

Strategic Nudging

The SUMP as a terrain for a new culture of governance, where cooperation innovates service

Adaptability

A flexible network that can adapt to changing demand and future urban development