



Infrastructure projects



Infrastructure Projects

Bologna finds itself as a major hub of growing importance for the transit of goods and passengers between Europe and the Mediterranean basin. The Bologna of the future will be a metropolitan city requiring new mobility structures and renovated spaces for management and administration of the metropolitan area. To meet these growth needs, the Municipality of Bologna has been planning a series of infrastructure interventions designed to significantly improve accessibility, competitiveness, and therefore the attractiveness of Bologna. Some of the projects listed in Bologna System's brochure involve project financing. In particular:

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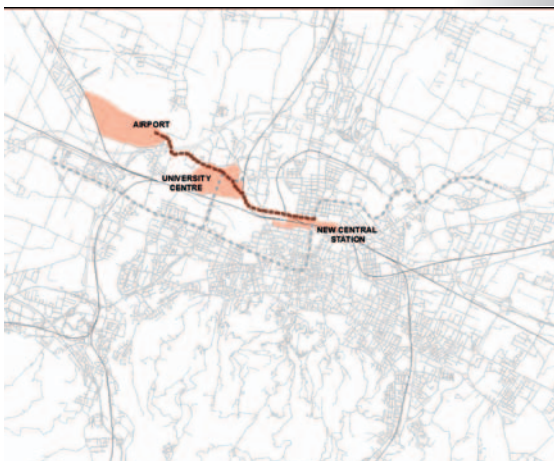


1) People Mover

The public transportation system has been redesigned to provide quick and reliable links between the city's main junctions. This project is planned in consideration of the volume of traffic predicted to be generated by the completion of the High Speed railway lines and development of the international airport. The People Mover, a modern monorail train, free from the constraints of road traffic, which is completely automatically driven and controlled using the latest safety standards is among the new projects for urban rapid transit connection. The project for the People Mover calls for a direct Airport-Railway Station connection, covering the distance will take less than 10 minutes with quick and easy transfer since the monorail stops will be integrated in the two structures.

Initially a shuttle service will be based on two trains having capacity of transportation of 1,500-1,650 passengers per hour each way, eventually being increased to include new stops and a second line, for a top capacity of 6,000-6,600 passengers per hour in each direction. The bidding of the official tender for the construction and management of the People Mover will be released within 2007.

The figures for the *People Mover*



NO. TRAINS	2 (+1 for emergencies) for 200-260 passengers
TRANSPORT CAPACITY	1500-1650 pphpd (passengers per hour per direction) extendible to 6000-6600 pphpd
RUNNING TIME	7.5 min.
LENGTH	5 Km
NO. OF STOPS	3
PASSENGERS /YEAR PREDICTED BY 2015	2,500,000



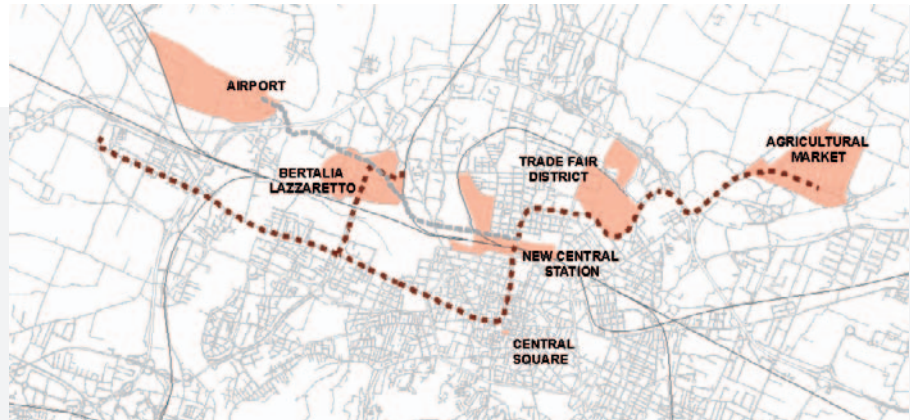
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2) Tram-subway (Metrotramvia)

Line 1 of the **tram-subway** will link the suburbs to the city centre, via important locations for business, administration and commerce. The Trade Fair grounds, the railway station, the regional government offices and Maggiore Hospital are among the planned stops on its journey of almost 12 km, 6.5 of which in tunnels.

The bidding of the tender for the official general plan will be released within 2007.



The figures for the *Metrotramvia* tram-subway system

NO. TRAINS	24	for 220-240 passengers
TRANSPORT CAPACITY	6600-7200 pphpd	(passengers per hour per direction)
LENGTH	11.8 km	of which 6.5 in tunnels
NO. OF STOPS	24	(12 underground and 12 surface)
PASSENGERS ESTIMATED /YEAR	56,000,000	

3) Northern motorway by-pass

The **Northern motorway by-pass** is a new motorway that will solve the main traffic problems of today's highway system. The traffic travelling around Bologna will be re-routed to northern motorway by-pass while the current highway/by-pass system will be devoted entirely to the local city with 4 lanes in both directions. The infrastructure will be 40 km long with three lanes in each direction and 4 new tollgates and will provide easy access to most of the new industrial development areas. Thanks to the Northern motorway by-pass, the Bolognese highway junction, which currently sees the transit of 120 to 150 thousand vehicles per day, will reduce traffic congestion from 17% to 2% and reduce driving time by 26%. **Project financing procedures will soon be presented.**



The figures for the *Northern motorway by-pass*

LENGTH	40.7 km
NO. LANES PER DIRECTION	3
NO. NEW TOLLGATES	4
NO. OF VEHICLES ESTIMATED TO TRANSIT DAILY	80,000
NO. OF VEHICLES ESTIMATED TO TRANSIT ANNUALLY	24,000,000



Comune di Bologna



PROVINCIA DI BOLOGNA