

# **Rebuilding the Edge**

## The Ferrovia dei Parchi

**Teaching Team**

Liminal

MIT Urban Risk Lab

MIT Digital Structures Research Group

**Scale**

Territory

**Location**

Region of Abruzzo

Region of Molise



Liminal is a network of young professionals that work with local communities and government authorities to shape the future of rural areas of Italy struggling with depopulation and disinvestment

## **How did Liminal begin?**

Liminal was born from the passion and vision of its three founders –Ginevra D’Agostino, Nicolas Delgado Álcega, and Carmelo Ignaccolo—who wanted to address the architectural, urban, and social problems of depopulated and abandoned small Italian towns. During their architecture and urban planning studies at the Massachusetts Institute of Technology and Harvard University, the idea of founding an interdisciplinary group that could address urgent infrastructural, political, economic issues emerged; a group that could contribute to the redevelopment of rural Italian territories.

## **The Vision**

Liminal envisions an Italy well connected by physical and digital infrastructure, where the quality of life, professional opportunity, and a sense of belonging are not mutually exclusive terms for the next generation; where small towns and cities are networked in ways that allow them to prosper, each in their own unique ways. Liminal’s goal is to rethink the role that rural areas can play in this future and allow members of the organization to proactively participate in the design of innovative methodologies and solutions that will give life to this new reality for the communities they collaborate with. Liminal works everyday to build institutional skills and strategies capable of following this vision.



# Liminal Lab is an initiative that envisions a future for a territory based on a clear knowledge of the opportunities and challenges present in disinvested and depopulated areas

## **What is Liminal Lab?**

An itinerant field-based laboratory spread across the Italian territory that documents, analyzes and proposes solutions for the sustainable development of small communities. These applied research programs bring together top universities and local stakeholders to tackle intractable problems faced by communities through a multi-disciplinary approach.

## **How does it work?**

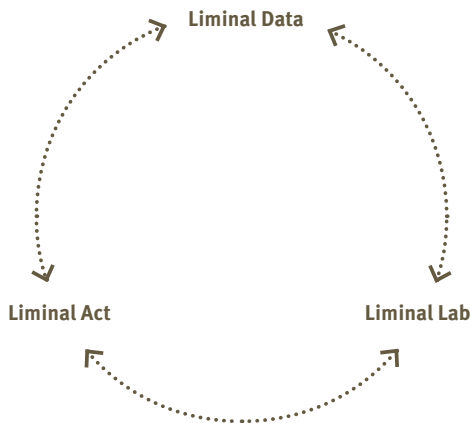
On-the-ground experiences where students and researchers spend 3 to 8 weeks working in direct contact with the area of interest and its stakeholders. Liminal runs these programs with the support of academic institutions, as well as public and private sector entities.

## **Why does Liminal do it?**

Tangible change is catalyzed by ambitious visions that are grounded in realistic constraints, include stakeholders and enjoy broad community consensus. Liminal Lab is the forum and incubator through which we plant this seed.

Liminal's work is centered around physical contact with the territories of interest and their communities. It channels the energy and technical expertise of a new generation towards projects for the sustainable socio-economic development of these areas





### **Liminal Data**

Data collection, spatial analysis, mapping and scholarly research that informs our advocacy at the policy level, as well as our individual initiatives on the ground.

### **Liminal Lab**

On-the-ground fieldwork that allows Liminal and its collaborators to envision tangible solutions for a territory based on intense stakeholder engagement and data-driven assumptions.

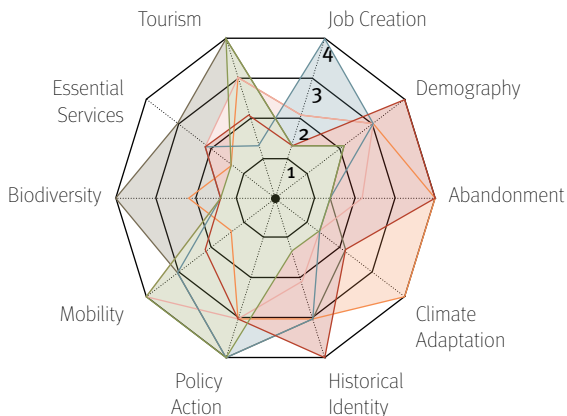
### **Liminal Act**

Implementation of strategies and catalytic services with measurable social, environmental or economic output for local communities.





# The Liminal Lab Pilot



- 01 Trails as a Generative System
- 02 Resilience for Small Scale Farming
- 03 The Last Mile: From Station to Town
- 04 Occupancy & Maintenance Survey
- 05 Reconfiguring a Regional Portal
- 06 A Space for Migrants in Towns

- 1 Not addressed
- 2 Somewhat addressed
- 3 Minor focus area
- 4 Major focus area

Rebuilding the Edge is the result of a collaboration between Liminal, Fondazione FS, MIT-Italy, the MIT Urban Risk Lab and the MIT Digital Structures Research Group. The workshop allowed 18 MIT students to join the members of Liminal on the ground for three weeks in the region of Abruzzo.

This first iteration of Liminal Lab focused on developing strategic visions for the territories around the Ferrovia dei Parchi, a rail line rehabilitated in the last decade by Fondazione FS between Abruzzo and Molise, and currently part of a larger revampment project. Students were asked to think about mobility challenges in the region, opportunities for ecotourism in natural reserves, adaptive reuse strategies for underpopulated towns, land use strategies to recover agricultural districts and migrant integration models.

Participants in this iteration of Liminal Lab lived in the town of Pettorano sul Gizio, Abruzzo. They worked from the train station at Roccaraso, which Fondazione FS renovated on the occasion of the workshop and Liminal transformed into a popup co-working. The students met local stakeholders and authorities, with the goal of developing design proposals for the territory based on a clear understanding of the issues and opportunities present along the rail line.

# The Liminal Lab Team



**Ginevra D'Agostino** is the president and one of the co-founders of Liminal. She received her Master in Architecture degree at MIT, where she was the recipient of multiple awards and fellowships. As president of Liminal, Ginevra's main responsibilities lie on the everyday management and strategic visioning of the organization. She also fosters long-term partnerships with both bottom up and top down entities interested in supporting Liminal's work with rural communities.



**Miho Mazereeuw** is an associate professor of architecture and urbanism at MIT. She is the director of the Urban Risk Lab and works at the territorial scale with an interest in the intersection of the urban experience, mobility, and disaster resilience. Her work in disaster resilience, climate change, and urban scales, the Urban Risk Lab develops strategies to embed risk reduction and resilience into the design of regions, cities, and communities to increase the resilience of localities.



Associate professor of  
at MIT and is the  
b. Working on a large,  
rest in public spaces  
liho is known for her  
Operating on several  
develops methods  
preparedness into  
and urban spaces to  
al communities.



**Caitlin Mueller** is a researcher, designer, and educator working at the interface of architecture and structural engineering. She is currently an Assistant Professor in the Building Technology Program at MIT, where she leads the Digital Structures research group and co-directs the Structural Design Lab. As a researcher, Mueller focuses on developing new computational methods and tools for synthesizing architectural and structural intentions in early-stage design.



**Nicolás Delgado Alcega** is an architect and editor based in Rome. He is a founding partner and vice-president of Liminal. Nicolas is a founding editor of *Pairs*, published by Harvard University Press, and is currently editing the selected writings of Jorge Silvetti. He teaches at the University of Miami and the University of Washington. Nicolas is interested in how architects across time have inserted themselves in social and political processes to enact better ways to live together.



**Chiara Romano Bosch** is an international humanitarian, currently working as a Military Interaction Officer at the World Food Programme (WFP) and a founding partner of Liminal. WFP's operations in addressing military coordination gaps. For WFP, Chiara dabbled briefly in military security, which remains a strong area of interest. Her work focuses on military security, access to education,





Internationalist and working as a Humanitarian at the United Nations (UN) in Rome. She is a Her work supports ing potential civil- Prior to working at n journalism, which rest alongside food a and migration.



**Carmelo Ignaccolo** is a Ph.D. Candidate in City Design and Development at MIT DUSP, where he is a Research Affiliate at the Civic Data Design Lab. He is a founding partner and vice-president of Liminal. Carmelo is also an Adjunct Faculty at Columbia University's GSAPP. His academic work employs urban analytics and mapping techniques to analyze the urban morphology of historic cities and investigate how the built environment affects human cognition and behavior.



**Elena Militello** is an Italian researcher and an activist. She is a founding partner of Liminal. Her postdoctoral research focuses on issues related to criminal justice. Elena is President of the not-for-profit association South Working®, a public policy strategy to improve cohesion and bridge the current economic, social, and territorial gap affecting Southern Italy and Italian inner areas. She is passionate about linguistics, restorative justice and sustainability.



**Gabriele Pizzi** studies at the [university name] where he is pursuing a bachelor's degree in Architectural Design. He works for a New York based startup building a community-first development. Gabriele sees the built environment as a tool for human flourishing and is interested in the ways in which it can encourage and support individuals and communities.

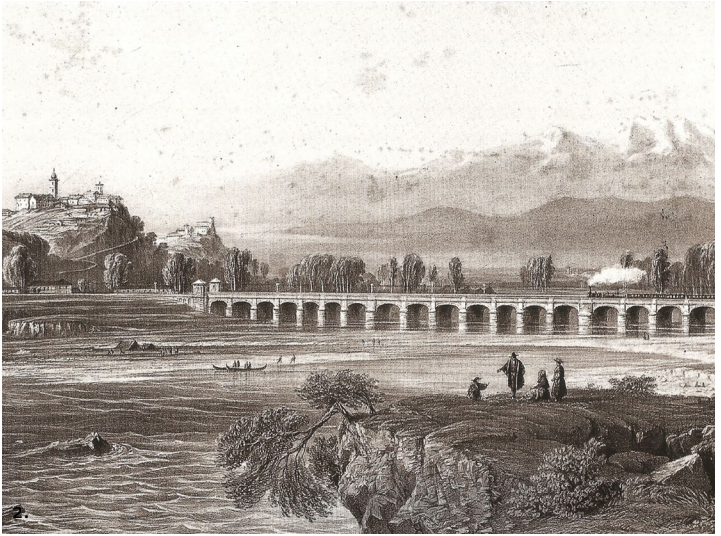


Politecnico di Milano,  
Bachelor's degree in  
Mechanical Engineering  
works at Praxis, a New  
York City company  
in a new city employing  
an innovative  
development methodology.  
He views the  
environment as technology  
and is  
passionate about  
encouraging vitality in  
the workplace.  
S.

# A Story of Interregional Infrastructure

The railway system has historically been a symbol of a national identity for the young nation of Italy, unified less than two centuries ago. Before then, Italy was an aggregation of city-states and kingdoms divided into feudal estates, each with its own identity, history and set of alliances or rivalries.





1. Giorgio Stagni, "carta ferroviaria d'italia (ed. pozzo), 1931-34.," carta ferroviaria d'italia (stagniwed, 2021), <http://www.stagniwed.it/jqzoom>.
2. luigi ballatore, ponte ferroviario sul po presso valenza della linea alessandria-aron, photograph (valenza, piemonte, n.d.), il punto.

**The railway was a new way to cross boundaries that had not been crossed with such ease since the consolidation of the Roman Empire. This implied new forms of coordination across territories that were previously inconceivable, and shaped culture in a significant way.**



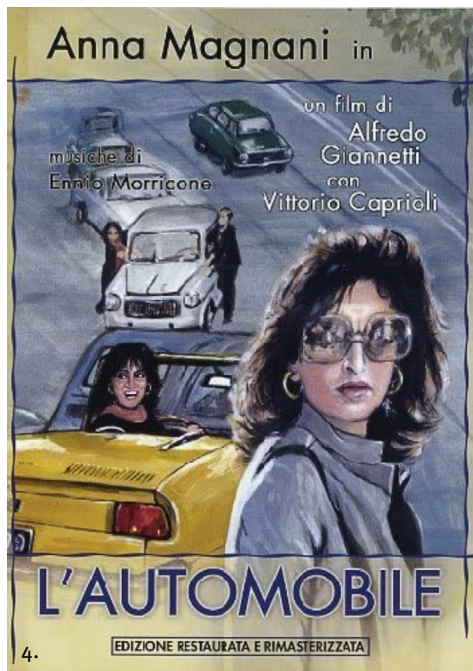
The railway generated new forms of leisure in the young nation, but it also created a new way for a country of predominantly farmers to commute.



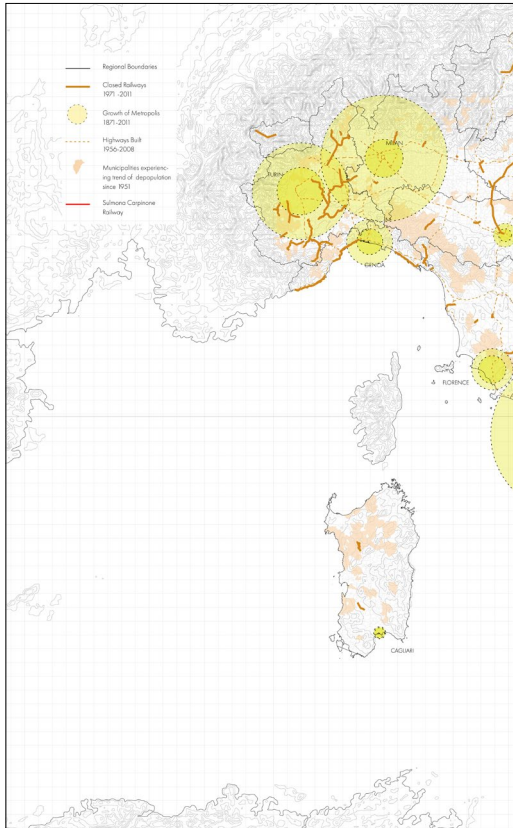
3. "foto storiche ferrovie italiane," il timone di brindisi, accessed 2021, <https://www.iltimonedibrindisi.com/storia-di-brindisi/foto-storiche-ferrovie-italiane/>.

However, the railway was partly replaced by the car in the collective imaginary after World War II and the end of Fascism. It symbolized the migration of southerners leaving their home towns to find a better future in the industrializing north.

This historical moment marked a transition from one predominant mobility infrastructure to another.

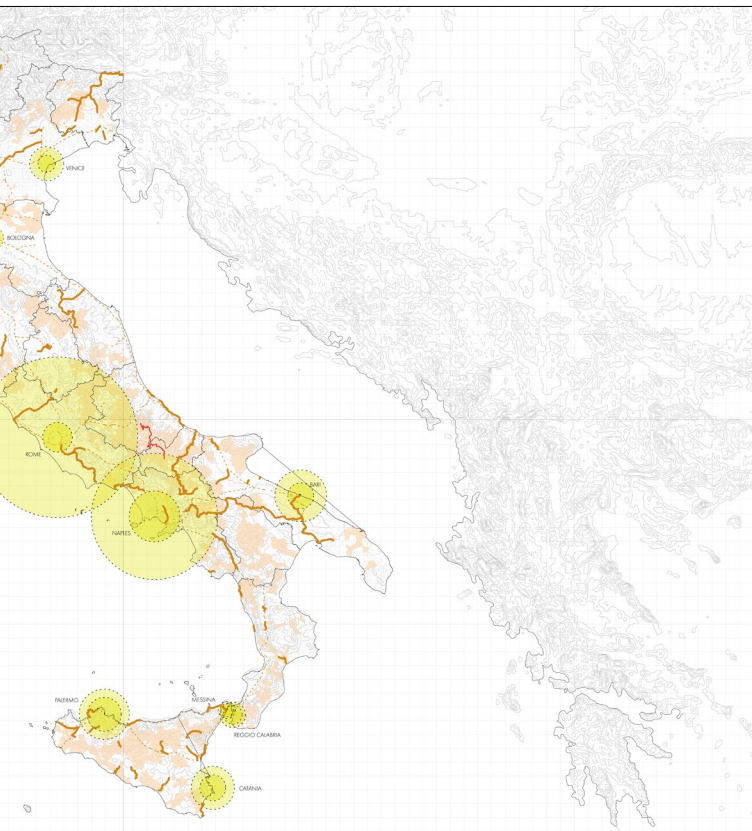


4..Alfredo Giannetti, "the automobile," imdb (imdb.com, october 10, 1971), <https://www.imdb.com/title/tt0237011/>.



**Mapping municipalities experiencing constant depopulation, railway shutdowns, new highways, and the growth of metropolitan cities during the postwar period allows us to see that the switch from railways to highways accompanied a pattern**





of depopulation of small centers in favor of growing cities. This was the consequence of the technological advancement and cultural changes of the time, as well as national policies that accompanied them.

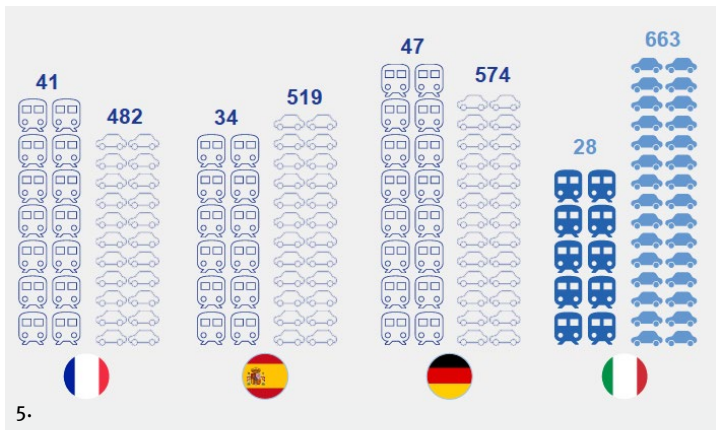


# PIANO NAZIONALE DI RIPRESA E RESILIENZA

#NEXTGENERATIONITALIA



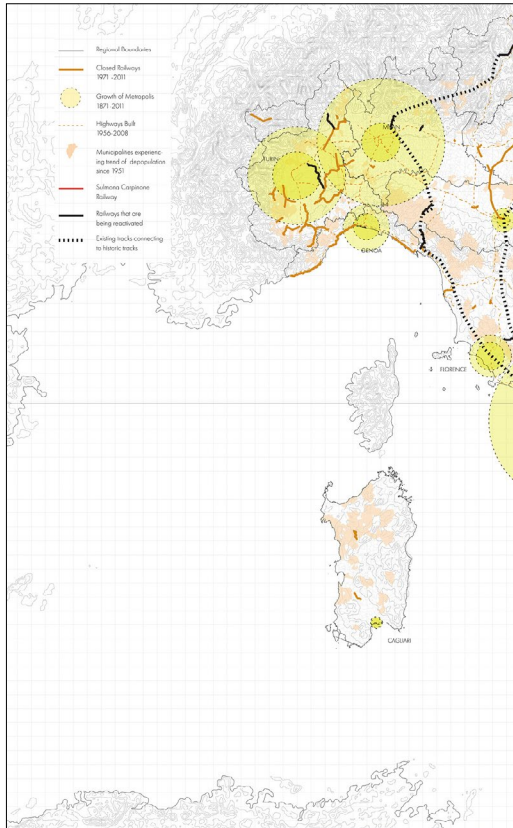
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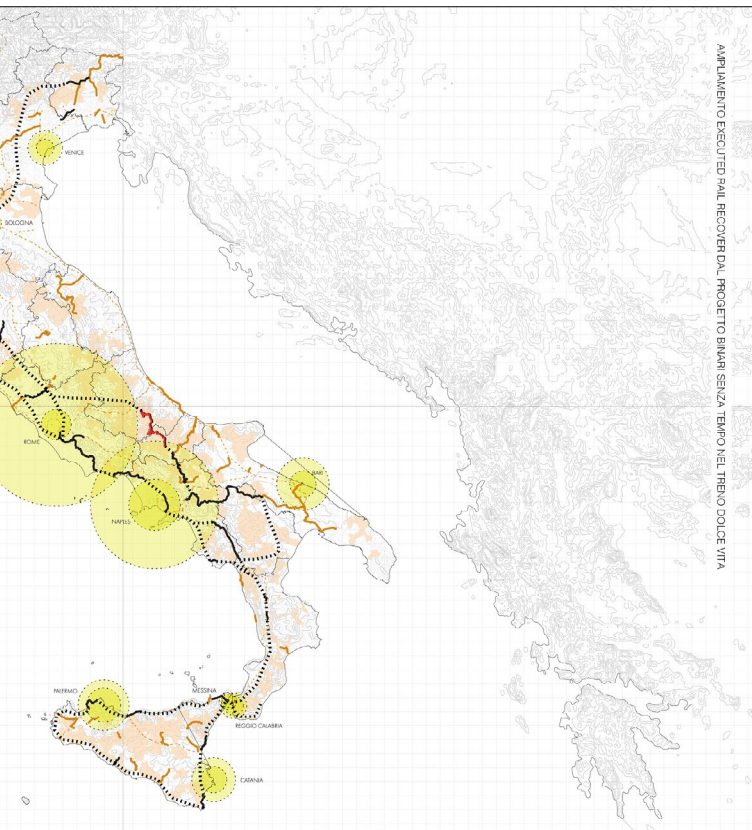
5. “piano nazionale di ripresa e resilienza - governo,” italia domani (presidenza del consiglio dei ministri, 2021), [https://www.governo.it/sites/governo.it/files/pnrr\\_o.pdf](https://www.governo.it/sites/governo.it/files/pnrr_o.pdf), 19.

Today, the resilience and recovery funds negotiated with the European Union to address the economic crisis brought on by COVID19 support a general reinvestment in railway infrastructure and other forms of public mobility. This a priority for two principal reasons. The first is that Italians are have the highest per capita car ownership rate amidst major EU countries, which sets it back in addressing climate targets. The second is that investing in transit means increasing social cohesion, offering a future to the areas of Italy that have been in many ways left behind during the last century. Infrastructural investments are fundamental to create opportunity, and opportunity is what many of these places need.

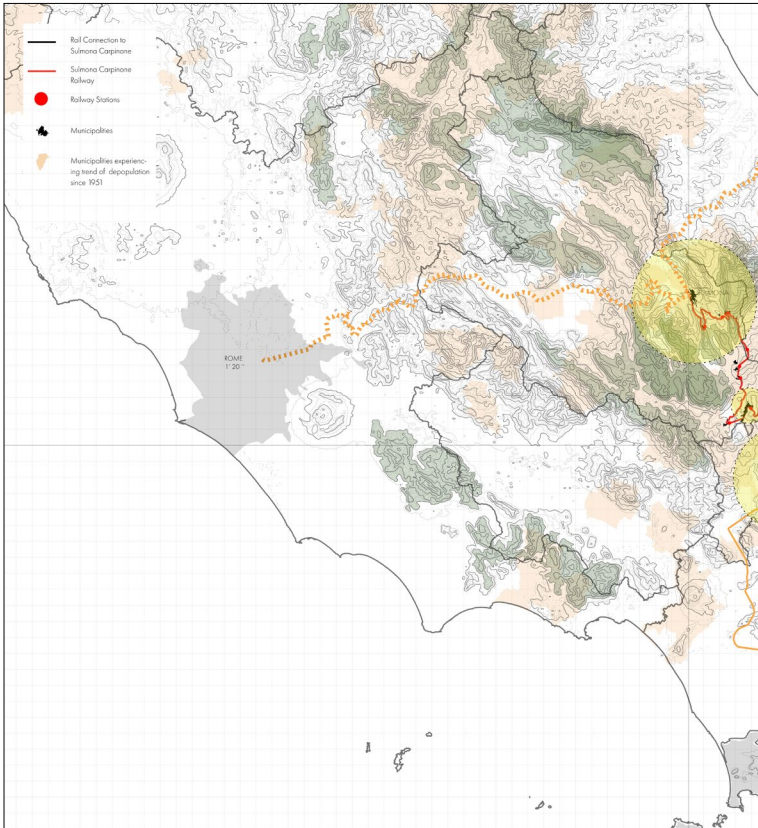
Although the Ferrovia dei Parchi does not offer passenger service today, it does play a vital role in social cohesion efforts, creating opportunities for a disinvested territory and generally encouraging tourism via rail rather than car or plane.



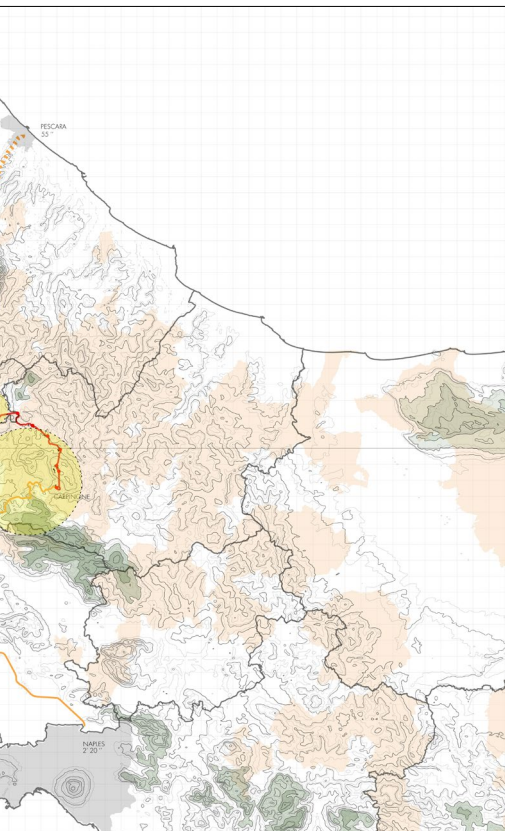
The Italian railway network represents one of the existing infrastructures with the highest impact potential for the country's socio-economic and environmental recovery. The proven capillarity of this infrastructure, an expression



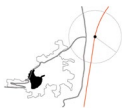
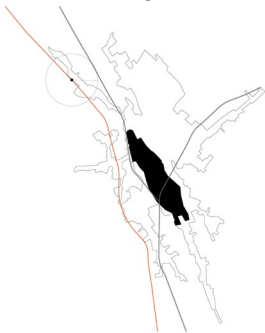
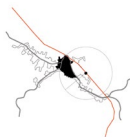
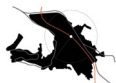
of the development of the country and the state investments of Ferrovie dello Stato, offers the opportunity to rethink the logic of rail transport in light of the tourist attractiveness of inner regions.



Rebuilding the Edge takes as a case study the Sulmona-Carpinone railway—also known as the Ferrovia dei Parchi—which goes through the regions of Abruzzo and Molise. This line is also one of the sections of il Treno Della Dolce Vita, a



private-public partnership between the Arsenale s.p.a. and Fondazione Ferrovie dello Stato that modernizes iconic Italian-designed trains for week-long journeys through less explored landscapes that can connect major cities.





The Sulmona Carpinone rail line is interesting, not only because of its scenographic trajectory and radical elevation change, but also because it connects at its terminal to the Rome–Pescara rail line, which will undergo a renovation as part of the P.N.R.R. through funding oriented towards improving transversal passenger and freight connections across the peninsula. The Ferrovia dei Parchi has the potential to be a network that connects multiple towns and aggregates their services and economic activity to improve their chances of demographic retention and economic development. It is one of the infrastructures with the most potential to ensure a future for the territories along it.

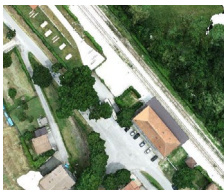
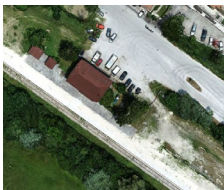
# Surveying Sites and Stations



This project began by applying GIS mapping and photogrammetric documentation tools to register the rural realities along the Ferrovia dei Parchi. It relied on available data at the territorial scale and generates original data more granularly through



the use of these contemporary technologies. Combined with stakeholder interviews and an analysis of relevant policy frameworks, this set the stage to consider what the future might look like for communities alongside the rail line.





Documenting stations and key buildings along the rail line photogrammetrically allowed Liminal to study the area of interest in a high level of detail from afar, in preparation for the on-site workshop activities. This enabled the on-site work to be better aimed and maximize the use of human and material resources involved in making it a reality.

# Meeting with Community Members



**Mario Finnochì,**  
president of the  
Pettorano sul Gizio's  
Cooperativa Valleluna

“We are lacking a project that unifies the territory as a whole. We have not been able to create a cohesive strategy that includes different stakeholders, like they have done in Trentino.”

–Giuseppe Bono  
Owner of Albergo Stella

**Next page: Giuseppe Bono traces trail networks with the potential to integrate efforts underway in the Valle Peligna**

documentation





## Stakeholder Interviews

### Interviewee

### Expressed Needs

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**Catia di Nisio**

Councilor, Sulmona

1. Best agricultural land has been lost to failed industrial zones; rethink these zones
  2. Introduce local products in our school system
- 

**Antonio Carrara**

Mayor, Pettorano sul Gizio

1. Develop clearer argument for why visit or live in Pettorano sul Gizio?
  2. Answer, "What can Pettorano sul Gizio offer?"
- 

**Mario Finocchi**

President, Coop. Valleluna

1. Strengthen research initiatives in the reserve
  2. Attract a younger generation
- 

**Giuseppe Bono**

Owner, Albergo Stella

1. Create a network of towns
  2. Encourage collaboration between municipalities
- 

**Enia Acconia**

Councilor, Castel di Sangro

1. Many investments have been made to provide services for the younger generation
- 

**Roberto Bezzu**

President, CAI Sulmona

1. Fundraise for new censuses and info maps
  2. Fundraise for trail maintenance
- 

**Elisabetta Gizzi**

Director, SAI Program

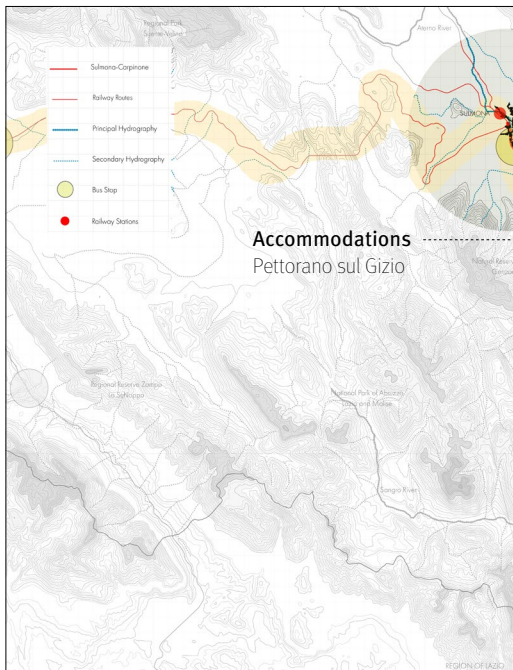
1. Adapt more private dwellings to standards necessary by law to host migrants
- 

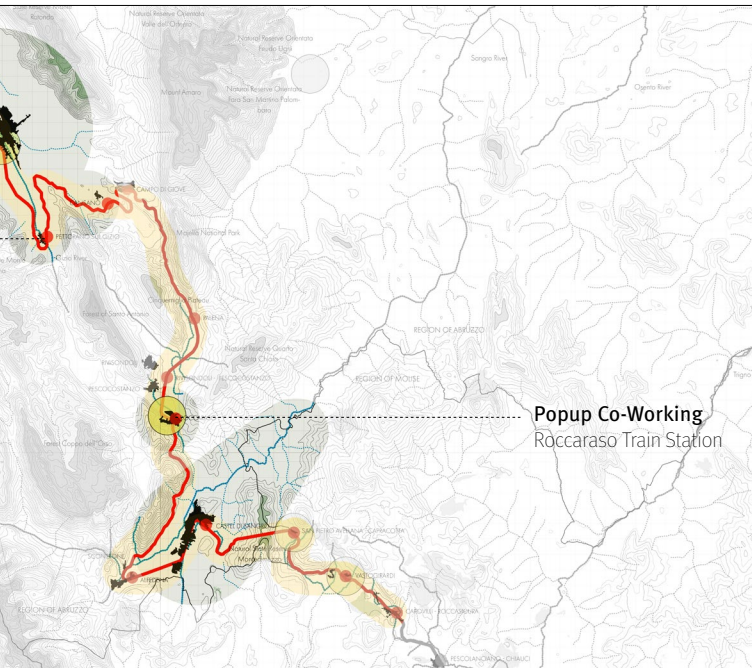
**Angelo Caruso**

Mayor, Castel di Sangro

1. Potentiate historic line for everyday commute
  2. Create a connecting service to Pescara
  3. Identify and add missing services in the town
-

# Setting Up the Workshop





**Highlighted in this map are the areas students investigated. The workshop concentrated in areas around and in between two municipalities with the highest population and economic activity found along the rail line: Sulmona and Castel di Sangro. Students selected a specific site to document, analyze and design for.**



## **Workshop Focus Areas & Work Plan**

### **Topic of Research**

### **1. Document**

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#### **The Last Mile: From Station to Town**

Document the last mile conditions of stations and catalog them into typologies. Understand access to the towns from the stations.

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#### **Resilience for Small Scale Farming**

Interview stakeholders during farm visits and record their different agricultural practices.

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#### **Trails as a Generative System**

Upload points of interest along the trails and potentially record with 360 cameras all starting points of trails their connection to town centers, and then the path onto the next trail.

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#### **Occupancy & Maintenance Survey**

Map abandonment by signs of deterioration, such as a collapsed roof, unstable walls, etc.

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#### **A Space for Migrants in Towns**

Interview people that have been welcomed at the migrant reception center of Castel del Giudice, some of which are out of the program and live and work in the town.

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#### **Reconfiguring a Regional Portal**

Map a few urban blocks in terms of their program, services and urban typologies to get ideas about what works as a hub in Castel di Sangro, and what things might not need to be done because they already exist.

## 2. Analyze

Analyze the current mobility condition by mapping mobility options along the rail (bus, bike sharing, car sharing, etc), as well as traffic data of the historic train.

Map land use change of the Valle Peligna and diagram the typologies of farms present in the valley

Understand the services offered in the towns of interest and identify key services lacking or requiring improvement.

Analyze municipal wide properties in order to understand what are the characteristics of the entire administrative area within which the historic town is sitting.

Understand and diagram the SAI Program, as well as the relationship between its program and the space of the town.

Analyze the services in the town that young people make use of, and try to understand where and which towns they come from in order to utilize them.

## 3. Propose

Propose a kit of solutions and implementation, thinking of travelers alike

Design a future land use map and kinds of carrying capacities

Develop a plan that connects one circuit, and develop a plan found along the trails.

Propose a vision of the future programmatic master plan and spaces could be re-imagined

Based on the conversation with members, develop an urban plan for the migrant reception and the needs exposed to.

Propose an architecture and a service hub for young people (permanent) at the train station on how to address towns rural development in the late 20th

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# Week I: Diving In

## Schedule

### Week 1

### Agenda Items

**Thursday**  
**June 9th**

Question session  
Welcome aperitivo

**Friday**  
**June 10th**

Visit to the Fondazione FS Italiane archive  
Introduction to Italian railway history  
Presentation of audiovisual material  
Review of relevant archival material  
Trip Roma Termini-Sulmona; shuttle to Pettorano  
Check in and dinner at Il Torchio

**Saturday**  
**June 11th**

Ferrovia dei Parchi Sulmona–Carovilli  
Historic train ride  
Conversation with Eng. Vittorio Ferroni

**Sunday**  
**June 12th**

Tour of MAXXI L'Aquila  
Guided by Valeria Pica, Counselor of Culture, Municipality of Fontecchio  
Conversation with mayor of Pettorano sul Gizio  
Antonio Carrara, Mayor and Former President of Parco Nazionale d'Abruzzo Lazio e Molise  
Happy hour at Castel Cantelmo Rooftop  
With members of local organizations, and the Pettorano sul Gizio community





During the first week, the group met with a variety of interested stakeholders in order to understand the current opportunities and challenges present on site. The group was welcomed by the Fondazione FS Italiane with a comprehensive presentation of the history of the foundation and tour of the historic archives.





The participants of the workshop were hosted on the low speed historic train of the Ferrovie dei Parchi. Students were able to experience the territory from the train, with the windows down, and engage in conversations with the Fondazione FS' engineers and staff.

The group visited the contemporary art museum of Aquila, MAXXi L'Aquila, as a case study to learn from. Valeria Pica, art historian, and councilor of Fontecchio, walked students through the exhibitions and explained to them what role the museum played, and continues to do so today, in the reconstruction efforts of the 2009 earthquake. One of the roles the museum plays in the area, is that of a catalyzer for social and cultural activities.





The group ended the first week meeting one of their first local stakeholders: Antonio Carrara, the mayor of Pettorano sul Gizio. Carrara highlighted to the students the challenges that the town is experiencing today, as well as one its the main strengths, the fact that the village is located within the natural reserve of Monte Genzana Alto Gizio. The meeting ended on the rooftop of the Cantelmo Castle with the participation of local community members

# Week II: Documenting & Analyzing

## Schedule

### Week 2

### Agenda Items

**Monday**

**June 13th**

Optional morning hike pettorano natural preserve  
Visit to Abbey of Santo Spirito al Morrone and the Red Garlic Museum

Catia di Nisio, Councilor Municipality of Sulmona

Stefania Baldassarre, President of Consorzio Aglio Rosso

Conversation with exponents from CAI, local GAL, Progetto MITO and Majella National Park

**Tuesday**

**June 14th**

Conversation with Progetto SAI

Conversation with Mayor of Castel di Sangro

Presentation of group topics and fieldwork tutorial

Lecture on SouthWorking by Elena Militello

Team Selection

**Wednesday**

**June 15th**

Student meet with further stakeholders based on the focus of their respective team

Remote meeting with Smart Villages, European Network for Rural Development

**Thursday**

**June 16th**

Student meet with further stakeholders based on the focus of their respective team

**Friday**

**June 17th**

Studio work time and faculty reviews

**Saturday**

**June 18th**

Project strategy charrette





As part of optional extracurricular activities the group hiked through the natural reserve with one of the guides of the cooperative Valleluna.



In the second week, an important part of the time was spent meeting numerous stakeholders. At the Abbazia Santo Spirito del Morrone the group was able to meet with a variety of entities and individuals working on local food production in the valley of Sulmona.



Students broke up into six groups that focused on different themes, sites and scales. This image shows the group which worked on the food production of the Sulmona Valley and their repeated visits to local farms.





The week ended with desk-critiques and group discussion at Roccaraso Station which was transformed into a pop-up co-working space equipped with work stations, WI-FI and printers.

# Week III: Proposing

## Schedule

### Week 3

### Agenda Items

**Monday**  
June 19th

Studio work time and faculty reviews

**Tuesday**  
June 20th

Studio work time and faculty reviews  
Miho Mazereeuw

**Wednesday**  
June 21st

Studio work time and faculty reviews  
Miho Mazereeuw  
John Oschendorf (remote)

**Wednesday**  
June 22nd

Studio work time and faculty reviews  
Caitlin Mueller

**Friday**  
June 23rd

Studio work time and faculty reviews  
Caitlin Mueller

**Saturday**  
June 24th

Final Review of student work  
Sergio Cellini  
Giovanni Cozzani  
Caitlin Mueller  
Miho Mazereeuw (online)  
Vincezo de Nicola  
Catia di Nisio  
Serenella Sferza



Students worked on developing a presentation of the documentation and analysis they conducted in their first two weeks, as well as share a first proposal aimed at responding to each groups specific tasks.





Some groups returned to their site several times and meet with local community members in order to develop a proposal based on a comprehensive understanding on the conditions found on the ground.



The six groups exhibited and presented their work at the Roccaraso train station. Students received feedback from professionals in the field and local community stakeholders that they met with during their stay in the Abruzzo.



At the end of the review the students, the local stakeholders and the invited jury enjoyed an aperitif before heading back to Pettorano sul Gizio to enjoy their last dinner.



# Life in Pettorano sul Gizio

Daily Pick Up Point -----

Piazza San Nicola: Convenience Store -----

La Castaldina Palace: Student Housing -----

Le Pajare Lodging: Student Housing -----

Piazza Umberto I: Parking -----

Faculty Apartment -----

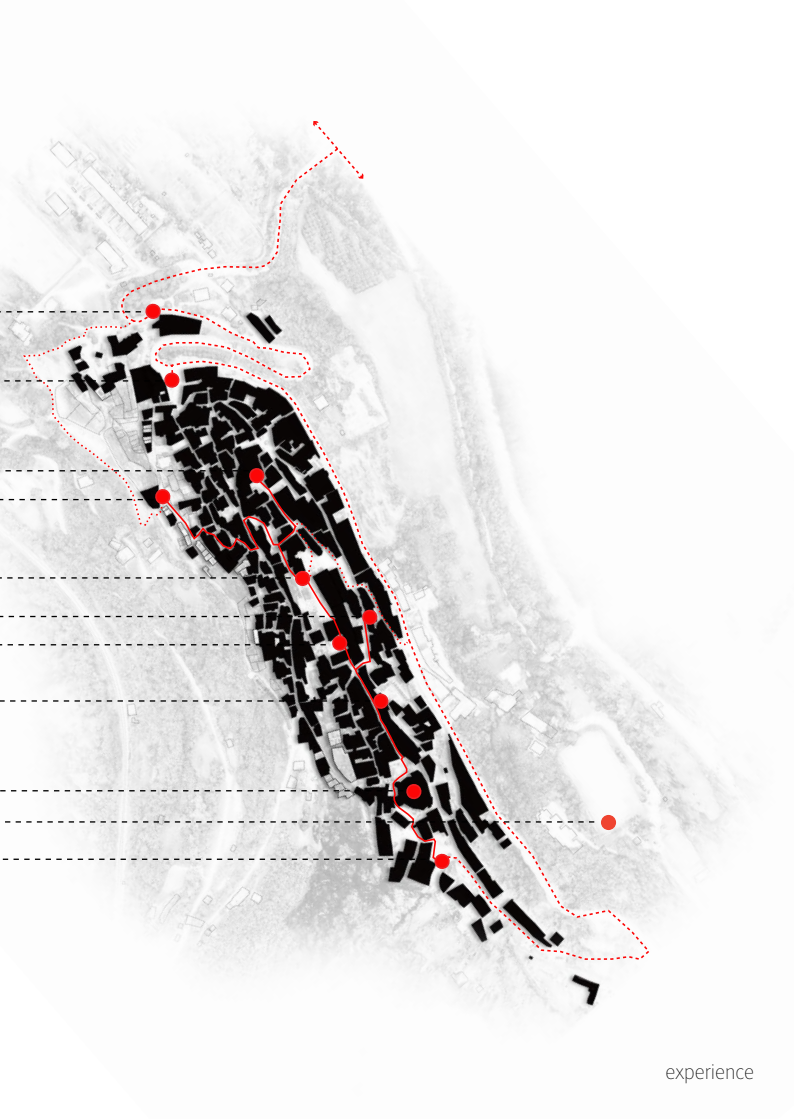
Piazza Zannelli: Bar, Restaurant, Library -----

Faculty Apartment -----

First Meeting with Mayor at Cantelmo Castle -----

Soccer Court and Canteen -----

Student Pick Up and Drop Off -----



**Pettorano sul Gizio was everyone's home for three weeks. In this town ,the group was able to witness first hand what it means to live in a small rural town of Italy that is undergoing the widely known phenomenon of depopulation.**





The group's stay in the town was characterized by lively dinners at Il Torchio, one of Pettorano sul Gizio's restaurants located in the main plaza facing the natural reserve.

Students accommodations were located in different parts of the towns. Some stayed La Castaldina, the only baroque palace in Pettorano sul Gizio, whilst others were in a municipally owned lodging near the Gizio river. Faculty and guests were distributed in apartments in different areas of the town.





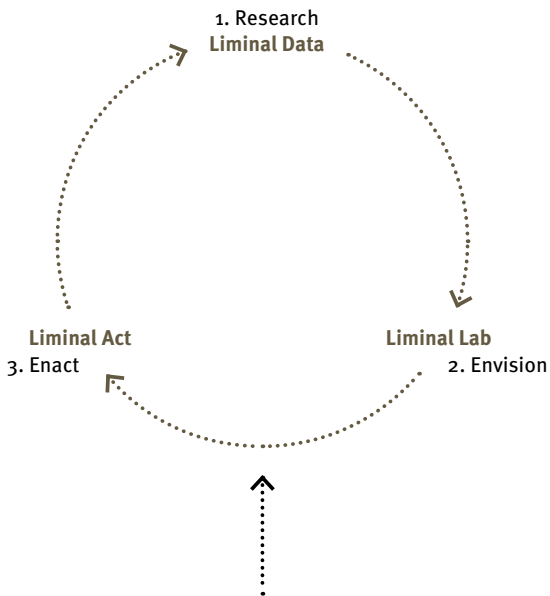
Liminal Lab was an opportunity for its international participants to live in a place that despite many adversities, has a strong sense of community. Students forged relationships with the locals, and were able to experience firsthand that living in rural Italian towns may be remote, but due to their cultural and morphological qualities, they do not lack everyday opportunities for sociality and a collective sense of belonging.

# Moving Forward





1. Develop regional funding strategy for towns connected by trails
2. Set priorities for implementation of plan; begin refurbishing huts & essential services along trails
3. Execute a coordinated marketing and advertising strategy



Rebuilding the Edge was the first iteration of Liminal Lab. Thanks to the involvement of Liminal members, the support of partners, and the engagement of local actors, the program was successful on several fronts.

Firstly, the initiative created opportunities for learning and cultural exchange for everyone involved. There was a productive cross pollination amidst participants, but also an interesting rehearsal of several ideas that regard the recovery of Italian towns. Salient amongst these was the transformation of an underused railway station into a co-working facility. However, it is also worthwhile mentioning the way in which the program contributed to Pettorano sul Gizio's vision of a community with a high concentration of seasonal and permanent researchers.

The work produced in three weeks is already proving fruitful. Liminal Lab is not an end in itself. It is a methodology through which to identify opportunities and envision projects through a participatory approach to then find means through which they can be implemented. Some of these are intended to have local consequence. Booklets 01 and 02 have already yielded a strategy for the Valle Peligna whose implementation is being structured with the Municipality of Sulmona. However, other projects aim to have consequence at a larger scale, producing sensible answers to urgent issues that affect communities across Italy.

Whether of one kind or the other, the projects are seeds for concrete impact; ideas that propose a way forward. The projects are rooted in Liminal's conviction that there is no point in thinking without doing, nor doing without thinking. In this sense, the following reports are temporary conclusions; they are a point of departure.



# Il Sentiero Juan Carrito

## La ripartenza della Valle Peligna Proposta di progetto

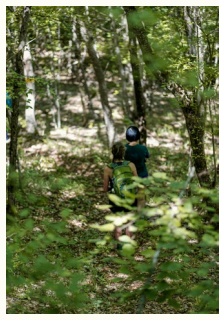
Proposta di **liminal**

### La premessa

**Un potenziale ancora da raggiungere**  
L'Abruzzo è la più grande area naturale d'Europa e ospita oltre il 75% di tutte le specie presenti nel continente. Oltre un terzo della regione è designata come area naturale protetta, con tre parchi nazionali, un parco regionale e diverse riserve naturali. In questo modo, l'Abruzzo si merita il soprannome di "patrimonio verde dell'Europa".

Saltano l'area abruzzese sia le parole nate per la natura nel suo complesso, quanto progetti mirati a potenziare una delle zone a più basso impatto antropico: la regione interna della Valle Peligna. L'accesso alla natura è elevato in quest'area di circa 300 km<sup>2</sup>, ma il territorio rimane relativamente poco frequentato nonostante la prossimità del territorio. Dopo la ricerca mobile da limitati nodi territoriali (Lazio e Azzoli), abbiamo concluso che gli ostacoli più significativi che impediscono l'aumento del flusso turistico nella zona sono la mancanza di servizi e una strategia di comunicazione integrata e coerente dell'offerta.

In collaborazione con gli studenti del MIT - Massachusetts Institute of Technology - Liminal ha portato avanti una ricerca sul potenziale della sviluppo socio-economico della Valle Peligna che, attraverso diverse escursioni, conversazioni con i paesi interessati e analisi di diversi percorsi, propone la struttura del sentiero, in parte esistente, che partendo da Sulmona si è connesso con i luoghi circostanti, creando un nuovo percorso integrato intitolato al Centro Juan Carrito. L'obiettivo di Juan Carrito va oltre l'idea del sentiero tradizionale, poiché propone di collegare e promuovere, attraverso il coordinamento di servizi e una strategia di marketing, cammini, patrimonio storico e naturalistico, diventando luoghi che esprimono le tradizioni del territorio e le opportunità educative lungo il percorso. Inoltre l'esperienza economica prevista per il sentiero rappresenta una notevole opportunità per molti dei comuni, e i suoi cittadini, alla ricerca di nuovi modelli socio-economici autosufficienti e sostenibili.



Tipologia viaggiatore e stima della spesa	Supposizioni principali	Obiettivi primari
<b>Supporto completo</b> lunghezza 6,2,70	<ul style="list-style-type: none"> <li>1. 5 notti</li> <li>2. 5 persone</li> <li>3. 45% di 2 persone</li> <li>4. Trasporto bagagli</li> <li>5. Escursionisti</li> </ul>	<ul style="list-style-type: none"> <li>1. Una vacanza sostenibile con un programma pianificato, alloggi confortevoli con</li> <li>2. Trasporto bagagli</li> <li>3. Escursionisti</li> </ul>
<b>Supporto intermedio</b> lunghezza 6,2,70	<ul style="list-style-type: none"> <li>1. 5 notti</li> <li>2. 5 persone</li> <li>3. 45% di 2 persone</li> <li>4. Trasporto bagagli</li> </ul>	<ul style="list-style-type: none"> <li>1. Vacanza attiva e sostenibile, controllo dei consumi,</li> <li>2. Flessibilità</li> </ul>
<b>Supporto intermedio</b> lunghezza 6,2,70	<ul style="list-style-type: none"> <li>1. 5 notti</li> <li>2. 2 people</li> <li>3. 75% di 2 persone</li> <li>4. Trasporto bagagli</li> </ul>	<ul style="list-style-type: none"> <li>1. Come ospite con l'aggiunta di</li> <li>2. del fattore "romanticismo".</li> <li>3. 75% di 2 persone</li> <li>4. Trasporto bagagli</li> </ul>
<b>Supporto intermedio</b> individuo 6,2,70	<ul style="list-style-type: none"> <li>1. 5 notti</li> <li>2. 1 persona</li> <li>3. 45% di 2 persone</li> <li>4. Trasporto bagagli</li> </ul>	<ul style="list-style-type: none"> <li>1. Tranquillità e spazio per l'auto-riflessione</li> </ul>
<b>Supporto basso/</b> accoglienza 6,2,70	<ul style="list-style-type: none"> <li>1. 7 notti</li> <li>2. 1 persona</li> <li>3. 45% di 2 persone</li> <li>4. Trasporto bagagli</li> </ul>	<ul style="list-style-type: none"> <li>1. Essere immersi nella natura in modo economico,</li> <li>2. dormire in alloggi lungo i sentieri</li> </ul>

**Budget approssimativo di spesa**  
Attraverso la ricerca condotta durante il workshop Rebuilding the Edge, gli studenti hanno individuato, grazie alla partecipazione di enti locali, le seguenti tipologie di viaggiatori presenti sul territorio e per il loro budget di spesa. Attraverso la sviluppo di una strategia di marketing coerente, l'obiettivo è quello di catturare un mercato turistico prevalente da il Nord Europa e il i residenti italiani che viaggiano in treno.

### La strategia

**Più di un sentiero**  
Il Sentiero Juan Carrito è un percorso culturale territoriale chiaro ed affascinante, i residenti ed i visitatori provenienti dall'Italia e da fuori, potranno andare alla scoperta di prodotti agricoli, monumenti storici e conoscenza da vicino le comunità locali. Il sentiero sarà caratterizzato dalla facile raggiungibilità sia fisica che digitale, dall'offerta di servizi e una strategia didattica che consentirà al viaggiatore di scoprire le peculiarità locali. Alcuni di questi servizi saranno integrati lungo il percorso stesso, come ad esempio la possibilità di generare un file, di accedere al treno storico e di richiedere di servizi per il trasporto animale e delle valigie. Tutto questo verrà realizzato in diverse fasi che saranno in grado di integrare per l'intera area una vera e propria offerta fondata sui caratteristici asset.

Linea d'azione	Intervento	Fase d'implementazione	Attivatore tipo
A. Studiare il problema e rilevare i risultati	1. Censire attività di ricerca applicata con presenza di enti interessati sul territorio	Fase I (completa)	Liminal A.P.S.
	2. Mappatura dell'itinerario sociale, economico e ambientale del progetto	Fase II, Fase VI	Open Impact
B. Catalogare la comunità e coordinare gli sforzi	3. Assistenza al coordinamento del progetto	Fase I - Fase VI	Liminal A.P.S.
	4. Strategie e ricerca di mercato	Liminal A.P.S.	
C. Completare l'assetto	5. Attività di urbanistica tattica per testare il servizio ed incentivare la partecipazione di realtà territoriali nel progetto	Fase III	Liminal A.P.S. e altri
	6. Formazione di community manager	Fase IV	South Working A.P.S.
D. Facilitare la navigazione territoriale	7. Mappatura di sentieri e segnaletica CAI esistente e rilevante di progetto	Fase IV	Club Alpino Italiano
	8. Mappatura e segnaletica CAI per nuovi sentieri nel circuito del progetto	Fase IV	Club Alpino Italiano
E. Implementare servizi turistici essenziali	9. Competizione architettonica per la ristrutturazione omogenea dei rifugi con criteri nuovi (materiali sostenibili ed eco-sostenibile, implementazione di un accordo di gestione unica tra comuni interessati)	Fase IV	Comuni, Liminal A.P.S.
	10. Piacere digitale (connessione 5G/4G)	Fase IV	Liminal A.P.S.
F. Promuovere l'offerta agraria e alberghiera	11. Mappa del circuito con itinerari e realtà territoriali che fanno parte del progetto	Fase IV	Liminal A.P.S., Comune Pelicciara
	12. Piacere digitale (connessione 5G/4G)	Fase IV	Liminal A.P.S.
G. Completare l'assetto	13. Trasformazione delle biblioteche comunali in spazi co-working	Fase IV	Comuni, South Working A.P.S.
	14. Attivazione di servizi di assistenza, accompagnamento e trasporto valigie per diversi utenti	Fase IV	Majlandano
H. Promuovere l'offerta agraria e alberghiera	15. Attivazione di servizi di assistenza, accompagnamento e trasporto valigie per diversi utenti	Fase IV	Comuni, South Working A.P.S.
	16. Coordinamento di escursionisti con visite a agriturismo, ristoranti, trasporto valigie e soggiorno negli alberghi di Sulmona e dai borghi	Fase IV	Majlandano
I. Promuovere l'offerta agraria e alberghiera	17. Servizio full service con guida per accompagnare gruppi	Fase IV	Majlandano
	18. Campagna promozione del progetto ed territorio	Fase IV	Majlandano

Linea d'azione e Intervento	Anno 2022
	Settembre   II   III   IV
A. Studiare il problema e rilevare i risultati	.....
1. Censire attività di ricerca applicata con presenza di enti.....	.....
2. Mappatura dell'itinerario sociale, economico e.....	.....
B. Catalogare la comunità e coordinare gli sforzi	.....
3. Assistenza al coordinamento del progetto.....	.....
4. Strategie e ricerca di mercato.....	.....
5. Attività di urbanistica tattica per testare il servizio.....	.....
6. Formazione di community manager.....	.....
C. Completare l'assetto	.....
7. Mappatura di sentieri e segnaletica CAI esistente.....	.....
8. Mappatura e segnaletica CAI per nuovi sentieri.....	.....
9. Competizione architettonica per la ristrutturazione.....	.....
10. Piacere digitale (connessione 5G/4G).....	.....
D. Facilitare la navigazione territoriale	.....
11. Mappa del circuito con itinerari e realtà territoriali.....	.....
E. Implementare servizi turistici essenziali	.....
12. Piacere digitale (connessione 5G/4G).....	.....
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14. Attivazione di servizi di assistenza, trasporto.....	.....
F. Promuovere l'offerta agraria e alberghiera	.....
15. Attivazione di servizi di assistenza, accompagnamento.....	.....
16. Coordinamento di escursionisti con visite a agriturismo.....	.....
17. Servizio full service con guida per accompagnare.....	.....
G. Completare l'assetto	.....
18. Campagna promozione del progetto ed territorio.....	.....



## **Workshop**

Liminal, Associazione di Promozione Sociale

## **Partners**

Fondazione FS Italiane

MIT-Italy

MIT Urban Risk Lab

MIT Digital Structures Group

MIT Department of Architecture

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