

# The (essential) strait

The (essential) strait tells the story of a **landscape, relationships, shortcomings, broken connections and relational flows** influenced by dystopian infrastructure.

The flows that cross cities express relationships between **identity** and **space**, creating a place where nature, history and art define the landscape.

The most recent data for the construction of local plans for future development map out social relations based on neighbourhood movements. Tourism is mainly local, work takes place within the metropolitan cities, but it seems only students embrace proximity mobility, probably as they are attracted to using modest means of transport. These apparently antithetical concepts demonstrate that active proximity mobility has been rediscovered only by those who, for various reasons, cannot afford to travel by car. This mobility represents a potential wealth for the landscape.

## But how does it happen?

Is it **safe** to walk, cycle or scooter or do I increase the **risk** of being involved in an accident?

What is missing for me to be able to move safely in a way that is most convenient for me?

The **data** shows a division between the dimensional characteristics of local travel flows and the physical expression of mobility.

Accident maps, particularly of pedestrians and vulnerable users, reveal a non-place where the identity and cultural vision that should see the pedestrian as the main urban actor is disconnected

from the language of the city, symbolised by a lack of infrastructure to guarantee their safety.

The architecture of the 20th century evolved from the utopian visions of the 1960s of a megacity driven by the enthusiasm of futuristic data and inspired by new experimentalism, emancipating itself from previous history, to the ethnographic vision that supports the identity of the place and rejects scales that exclude the human dimension.

If the physical expression of mobility is infrastructure, and connections are its function, this duality is betrayed by a systematically ignorant contemporary planning that denies the real needs and requirements of citizens.

The architects rediscover their social role in the defence and manifestation of objective data betrayed by design propaganda (and political visions).

Infrastructures therefore do not follow the desire to connect, the old infrastructures no longer respond to contemporary dynamics in much the same way as new or future ones.

The landscape, as an expression of a cultural fact, becomes the manifestation of the mark of human dynamics: it is therefore habits that create a space.

According to architectural tradition, our time calls for the declaration of a new 'manifesto' that puts the in-depth research of place-defining habits at the centre of design activity.

The search for traditional data, the construction of action-research observatories, and listening to urban actors must therefore become the basis for obtaining a transparent knowledge of the territory.

The relationships with which the stories of the territories of the Strait are historically imbued are manifested in shortcomings and broken connections, compelling the inhabitants to endure a reality devoid of the beauty of the landscape.

Sometimes sensationalist and propagandist narratives fabricate the need for infrastructures that are apparently champions of innovation, diverting attention away from real needs and depriving the landscape of a democratic connection.

The visitor enters the exhibition narrative welcomed by a circular, all-encompassing environment and is invited to express images of individual memories of belonging to the Strait. A white space at the centre of the exhibition allows the visitor to leave a written trace of his passage. These memories create a collective pool, the

LO STRETTO...



expression of passages that interpret the meaningful aspect of places and their symbols. These passages express what has happened and what happens during the experience of mobility, rediscovering the essence of crossing the strait.

Crossing the strait is a scenic experience.

When you arrive at Villa San Giovanni you abandon your means of transport, you park it, get out and look at the horizon for 20 minutes.

When you arrive in Messina you continue your journey, enriched by a crossing that has changed your gaze and perspective on the places that await you, and on yourself.

This poetic vision of landscape, travel and crossing is betrayed by inefficient services and inadequate ground infrastructure that contaminate the experience of those who cross the strait for work, study or tourism.

While in the 60s the Living City invited an experience of mega cities based on exciting high-tech functionalism, the new big urban centres define non-places devoid of local identity.

So, what do those who cross the landscape really need?

## MESSINA ❖

### MODAL SHARE: LAVORO



**11%**  
mobilità attiva



**22%**  
trasporto pubblico



**67%**  
trasporto privato

### MODAL SHARE: STUDIO



**20%**  
mobilità attiva



**26%**  
trasporto pubblico



**47%**  
trasporto privato

PUMS Messina 2023

The visitor continues his reading of the current state of affairs expressed in the local area data and is made critically aware of the relationships, identities and space. At the same time, he is invited to express his vision.

Evocative images reveal the shortcomings of an essential strait: the local connections, the railway, the internal connections.

The visitor continues his circular path by returning to the crossing and contemplating the territory of the strait with a perspective enriched by the experiential journey he has just completed.

The exhibition aims to educate the visitor on the shortcomings with a view of generating an element of connection activism, promoting innovation in active mobility to reflect the territory's rediscovery of the beauty of its local landscape. Mediterranean mobility is characterised by diversity, panoramic views, experiences and stories: reinforcing the poetic connections of local roots, the exhibition proposes an innovative mobility that projects the place in space and time.

**The city thus becomes an instrument of reconnection, echoing the slow fluxes of proximity.**

## REGGIO CALABRIA ❖

### MODAL SHARE: LAVORO



**16%**  
mobilità attiva



**19%**  
trasporto pubblico



**65%**  
trasporto privato

### MODAL SHARE: STUDIO



**23%**  
mobilità attiva



**26%**  
trasporto pubblico



**51%**  
trasporto privato

PUMS Reggio Calabria 2022

