Transforming a Traditional Streetscape into a Playful and Shared Space: The Case of Vestergade (Denmark)

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BIKEABILITY

Main Objective of Package 4

This research aims to identify infrastructure typologies and design elements that can help promote cycling significantly.

Data Collection

Web survey

Bike counting

Interviews

Field observation



Cyclists p/day
Flyers
distributed
Respondents

Vestergade Vest		Hans B. Gade		Bryggebro	
2500	100%	2000	100%	5000	100%
1328	53,12%	1005	50,25%	3020	60,40%
298	11,92% 22,43%	163	8,15% 16,21%	310	6,2% 10,26%



ØNSKER DU EN BEDRE CYKELBY?

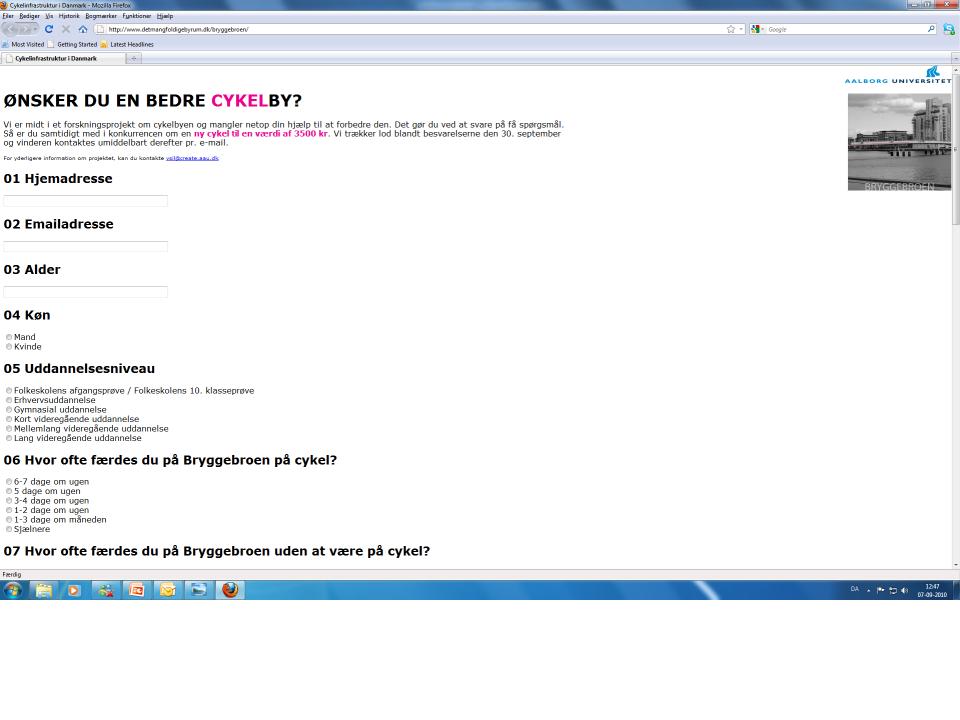
VI ER MIDT I ET FORSKNINGSPROJEKT OM CYKELBYEN OG MANGLER NETOP DIN HJÆLP TIL AT FORBEDRE DEN.

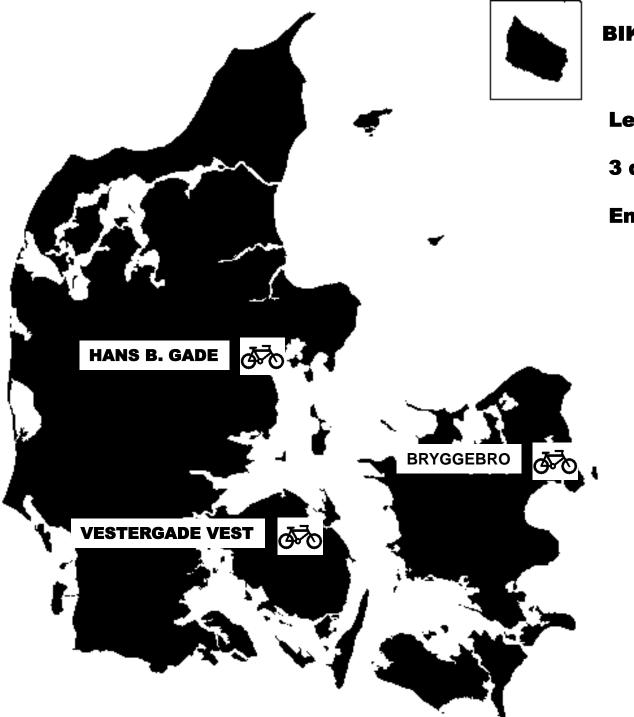
DET GØR DU VED AT SVARE PÅ FÅ SPØRGSMÅL PÅ:

www.detmangfoldigebyrum.dk/vestergade/

For yderligere information om projektet: vsil@create.aau.dk







BIKE INFRASTRUCTURE CASES

Less than 5 years old.

3 different typologies

Engaged local government







Bryggebroen

Copenhagen 2006

Hans B. Gade

Aarhus 2010

Vestergade

Odense 2010







Bryggebroen

Copenhagen 2006

Hans B. Gade

Aarhus 2010

Vestergade

Odense 2010



Before



After

Street Design









Challenges

2 Fyens@@hetidende

Probabilities: Japon Seeing 65-65 52 63. compositions by Jergen (bennet 65 45 52 46) programmers of from 60 of 50 or

Spidsen

Cyklerne skal ud af gågaden

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Det er desværre til fælder den mic kombinerede gi/ evisitade i den verdire del of Vintergade, som 1. august bles lukloss for bustraffi, og overladt til de blede traff-

Latinsciptors sois stod flore of de handlende i gaden frem og sagde det, som det en At den kombunarede gå- og cykelande simpelthen icke fangerer ofter housignes.

Déunse Kommune harr lytts: Hurtigst maligs, index supmarriements been outer slande sidre, shappers og alt for manne andre komesee til stade, når glende og cyklister er på direkte kombon. tationskurs, som det marge

Problemet er lige nu, at cyklistome forn har et dárligt discreasive tall Vesterotagle Vest. Si sital de tohicidade kore ad Filosofgunger, og vejen er smal og ikke egnet til store mengder cykelrafik sidd om side med den tætte blimsfik.

Learningson or disn, soons Octonse Kommune selv pege: på. Nonthgarder skall bygges-encriesten langs Friosofgangen. of cyllinterse far at brugbert og sikkert alturnstiv el at here at des sys gligado-

stien have west bygget, inden omdunnelsen af Vester gadas vastliges del til gågade. Paneme on at udvide aloadepend med des streiming har elegaterot i licevis, og i det by reli dot tilderives dårlig planlegning, at der ides er fundet en læsning på cyllelperblemat på fortidod. En god plan harde sicret, et en ny cykelsti på Filosofganges.

Blommenslyst Golfklub, Odense

Kem og prev om golf er neget for dig.

Distriction of the property of the property of the party of the party



den, som Odense Kommune selv peger på. Nemlig en cykelsti langs Filosofgangen, så cyklisterne får et brugbart og sikkert alternativ til at kore ad den nye gågadestrækning i Vestergade.



Man er n presse ci

Det er nødvendigt med eliteidrætsklasser, mener Arets Fund på Fyn, Viktor Axelsen

Hythita for eliteblocor Forcialm of deaths polition

Odorse Highleseskolen har gennem flere år arbeiden med elimidranklasses, hour unge, talentfelice sportsfolk har losehineres skolegangen

med desertograport. Scattsformalitatingson Sweddenmare har no afgiors, at det er forbudt at ontage elever efter surlige sportsige levelifikationer, og dermed kan det være der har flet trielp af title

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Det ergrer Victor An

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ster i bedmirton og gle

topidrætsfalk, er man univer nedt bl at pres trumm og forfølje sin foldstendigt. Så det er fielt, beie det stopper Viltue Auchen, der bedrupten i OBK og ble ret til Årets Fund 2009

Viktor har ryklost sig.









Kaos plager ny gågade

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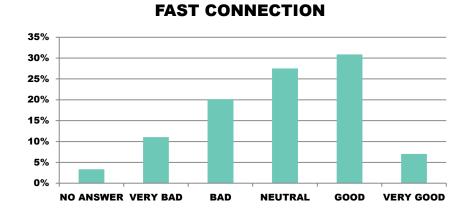
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serveret

Figure 3.1.6: Article with the title "Chaos in the pedestrian streets", published on 15th of September in the newspaper Fyens Stiffstidende (Fyens Stiffstidende, 2010b).







Gender & Safety Perception

	VERY BAD	BAD	NEUTRAL	GOOD	VERY GOOD	TOTAL
MALE	14	38	28	39	11	130
FEMALE	40	54	33	24	7	158
TOTAL	54	92	61	63	18	288

Table 3.1.17: Distribution of the respondents by gender according to their opinion about how the Vestergade Vest and Mageløs` design fulfilled the bicyclist safety aspect.







Bryggebroen

Copenhagen 2006

Hans B. Gade

Aarhus 2010

Vestergade

Odense 2010





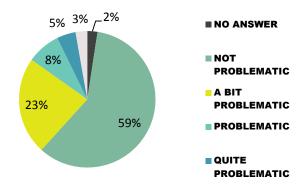
Challenges







POOR SIGNAGE AND INTERPRETATION













Bryggebroen

Copenhagen 2006

Hans B. Gade

Aarhus 2010

Vestergade

Odense 2010



Challenges







Comparison





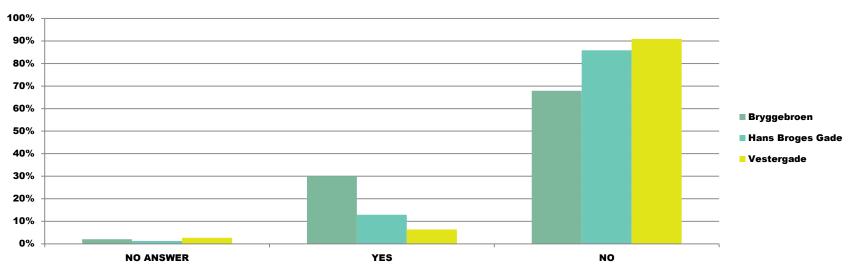


BRYGGEBROEN

HANS B GADE

VESTERGADE V.

BIKING MORE OFTEN AFTER THE INTERVENTION?

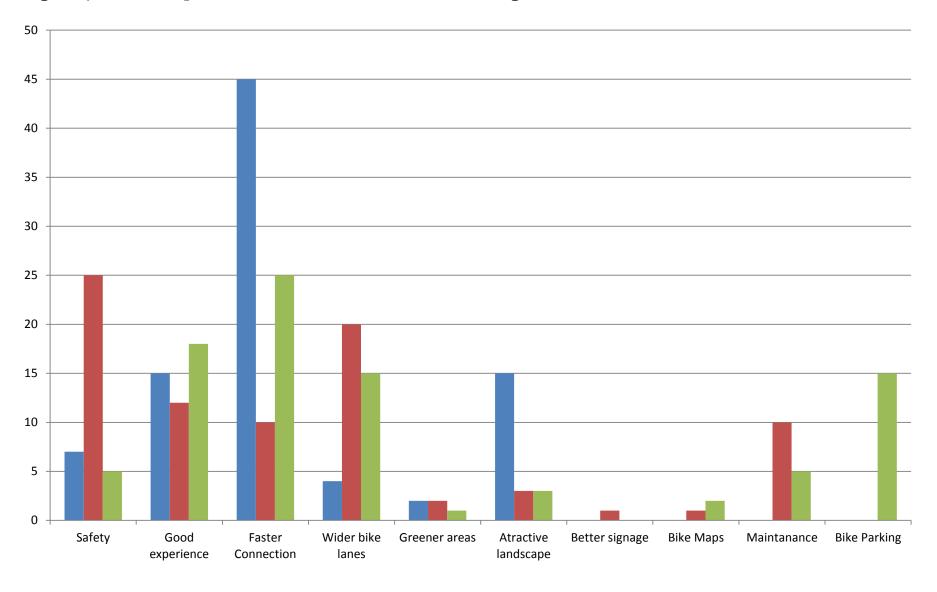


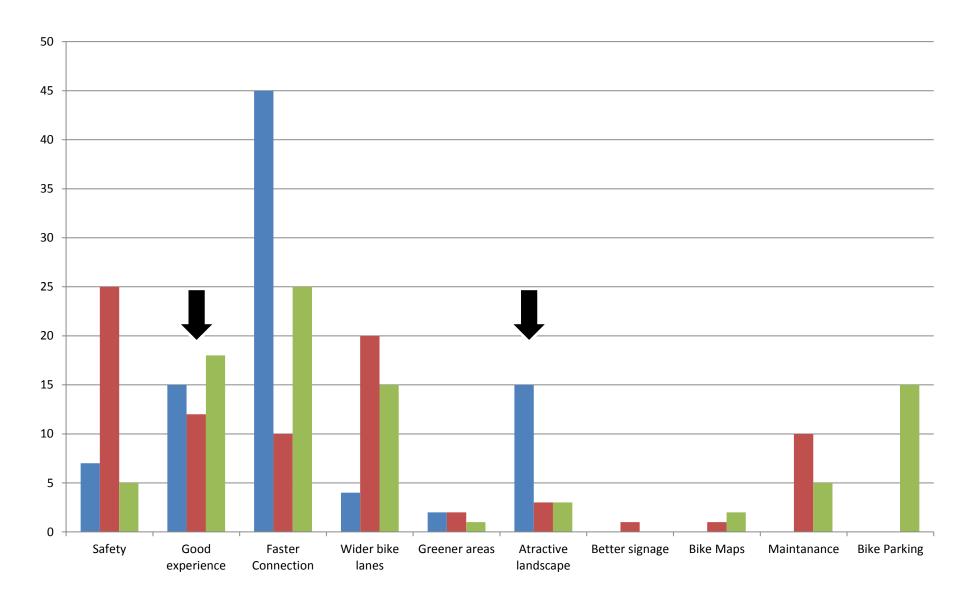


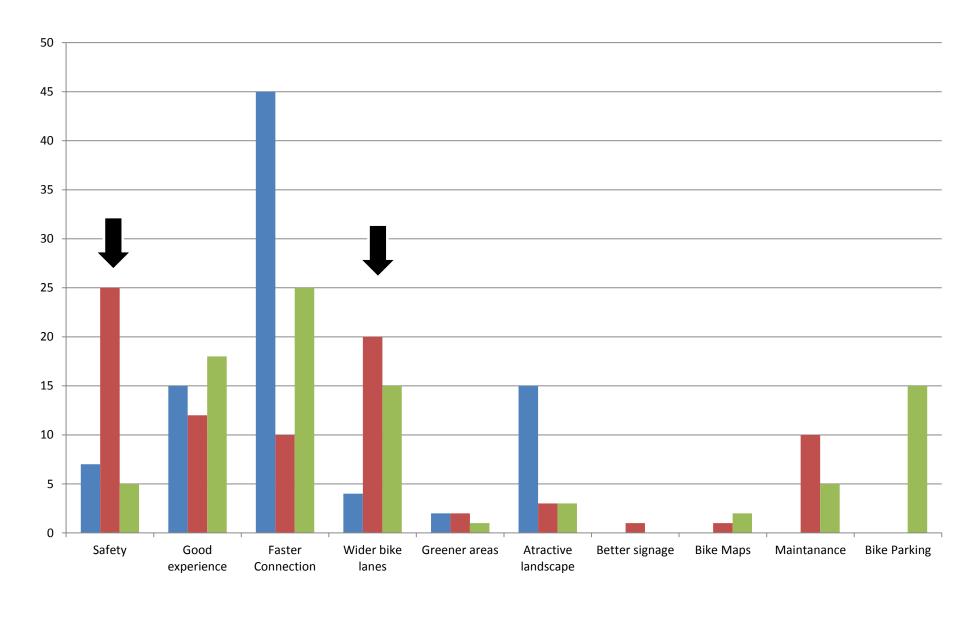


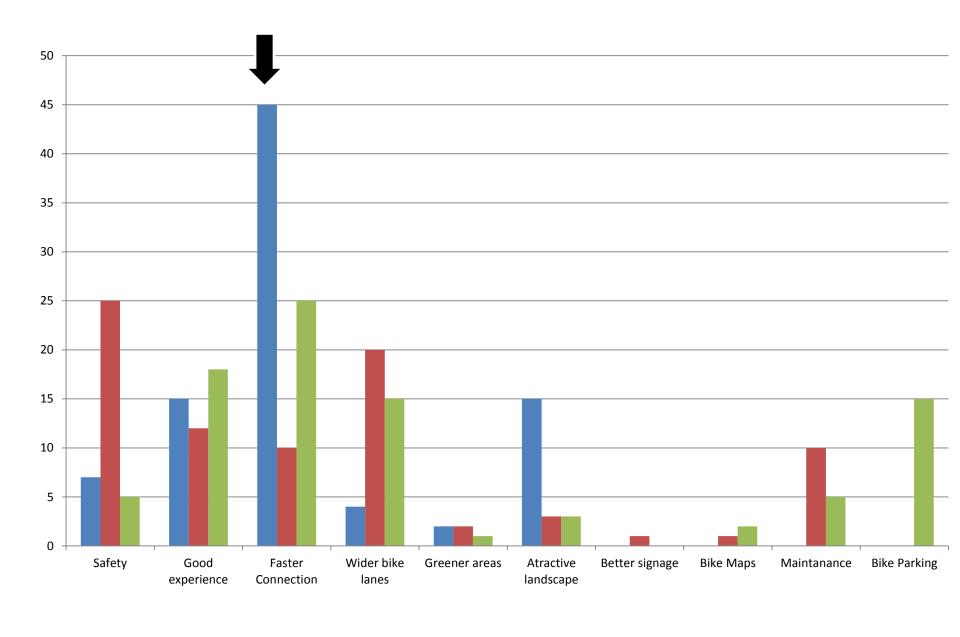


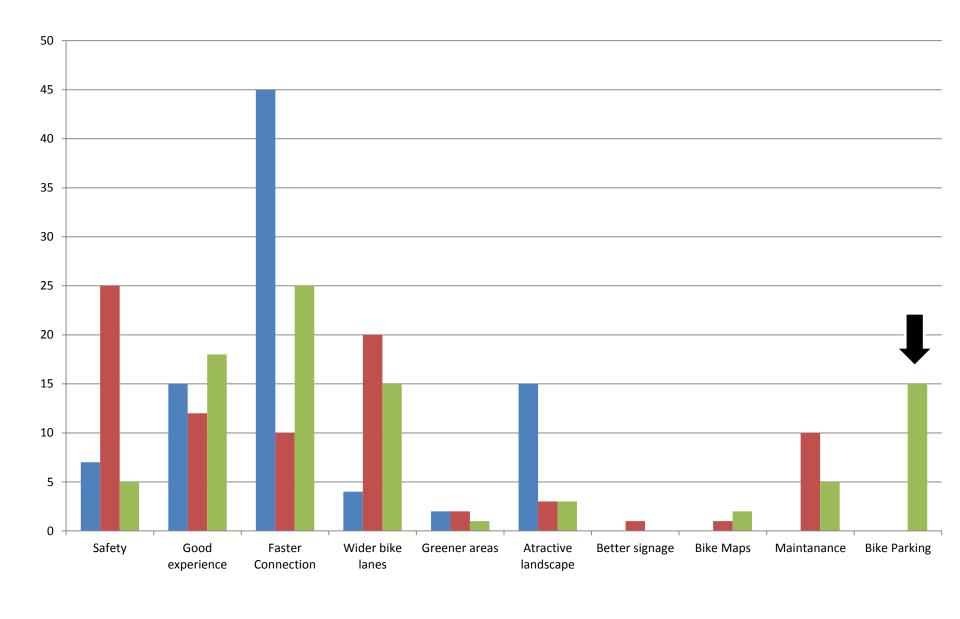
If yes, what qualities have influenced you to bike more often?











Final Considerations

The findings highlight important factors as such the relevance of fast connectivity and safety.

Moreover, a good experience and an attractive urban scape seems to be important dimensions to enhance cycling.

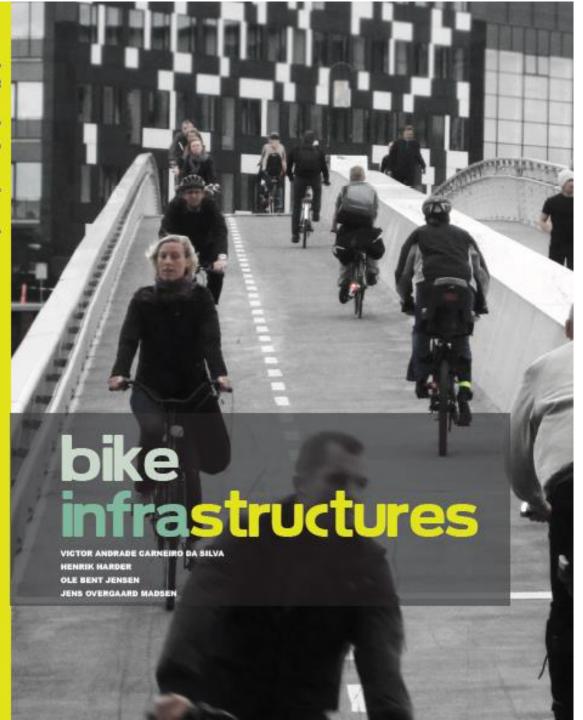
Mobility is more than A to B movement.

Mobility is an important social and cultural activity that transforms and affects how we understand self, other and our environment.

From this understanding, it also makes sense to open up the design agenda in the direction of re-thinking streets and public spaces as sites for playful interaction and social exchange.

The 3 studied typologies have both advantages and disadvantages and there is not one better than another.

When deciding to implement or improve a bike infrastructure, the particular qualities and potentials of each typology should be analyzed in order to decide what kind of bike infrastructure would be appropriate to be implemented.



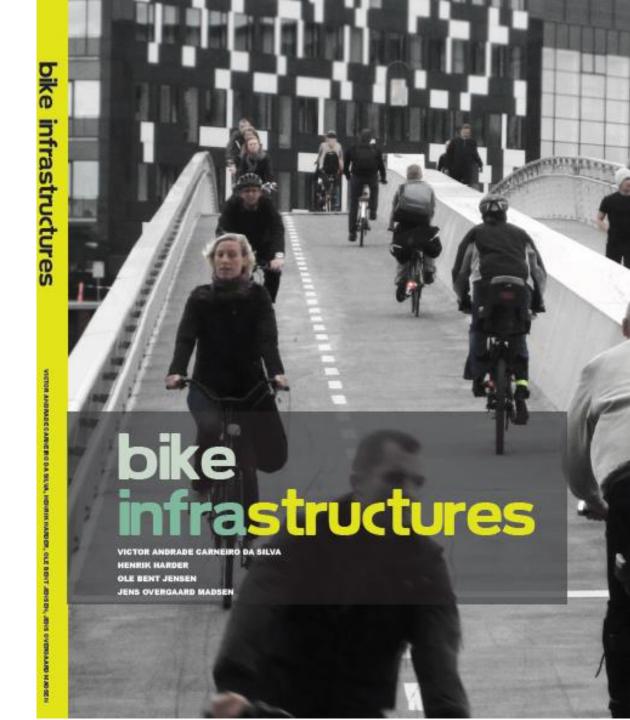


MUSINGS AN URBAN DESIGN ANTHOLOGY

EDITED BY VICTOR ANDRADE, SHELLEY SMITH & DITTE BENDIX LANNG



Thank u!



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