

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%



SVAR PÅ SPØRGSMALENE

VIND EN NY CYKEL



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:
vel1@create.aau.dk

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. Så er du samtidig med i konkurrencen om en **ny cykel til en værdi af 3500 kr.** Vi trækker lod blandt besvarelserne den 30. september og vinderen kontaktes umiddelbart derefter pr. e-mail.

For yderligere information om projektet, kan du kontakte vsil@create.aau.dk

01 Hjemadresse

02 Emailadresse

03 Alder

04 Køn

- Mand
 Kvinde

05 Uddannelsesniveau

- Folkeskolens afgangsprøve / Folkeskolens 10. klasseprøve
 Erhvervsuddannelse
 Gymnasial uddannelse
 Kort videregående uddannelse
 Mellemlang videregående uddannelse
 Lang videregående uddannelse

06 Hvor ofte færdes du på Bryggebroen på cykel?

- 6-7 dage om ugen
 5 dage om ugen
 3-4 dage om ugen
 1-2 dage om ugen
 1-3 dage om måneden
 Sjældnere

07 Hvor ofte færdes du på Bryggebroen uden at være på cykel?





BIKE INFRASTRUCTURE CASES

Less than 5 years old.

3 different typologies

Engaged local government

HANS B. GADE



BRYGGE BRO



VESTERGADE VEST





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





Nordea

Nordea

JOEY MOE

COMPLET

Mit





inspiration

tek

SMYKKE

WOOD

WILD

PASSAGE

Super Bru
DISCOUNT PRIS
SUPERBRUGS HAR SAT
PRISEN NED
PÅ ENDELIGE FLERE
DAGLIGVARE

SAGA

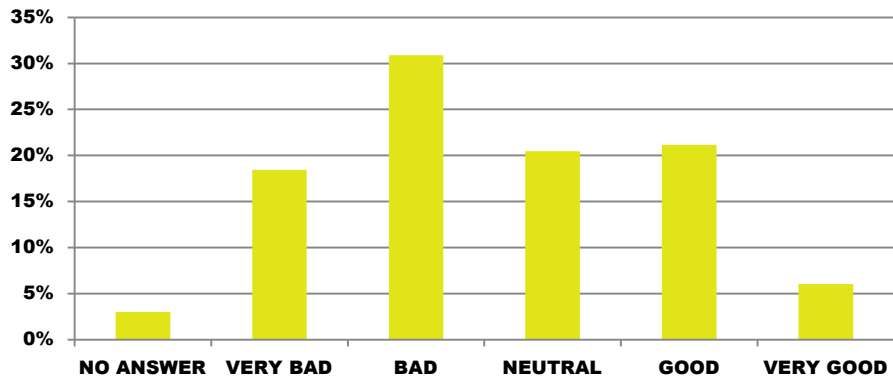
INTERSPORT

6618 18

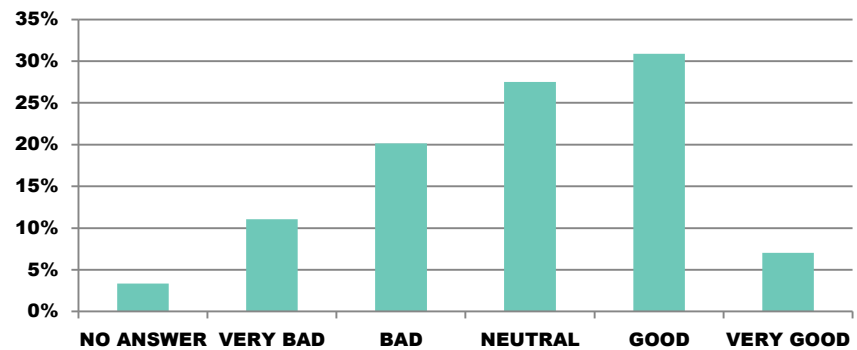
Challenges



SAFETY



FAST CONNECTION



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



BRYGGEBROEN

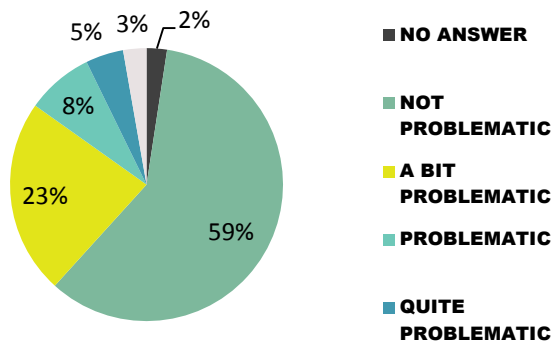


Challenges





POOR SIGNAGE AND INTERPRETATION



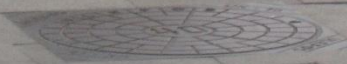




Snallert
forbudt



Handwritten graffiti on the concrete railing.





Bryggebroen

Copenhagen
2006



Hans B. Gade

Aarhus
2010



Vestergade

Odense
2010



Hans Broges Gade

Challenges



P

TOYOTA VEJLE
AT biler.dk
12 18 75 81 88



TOYOTA VEJLE
ATbiler.dk
TLF. NR. 75 80 65 00

T2000
L525





Comparison



BRYGGEBROEN

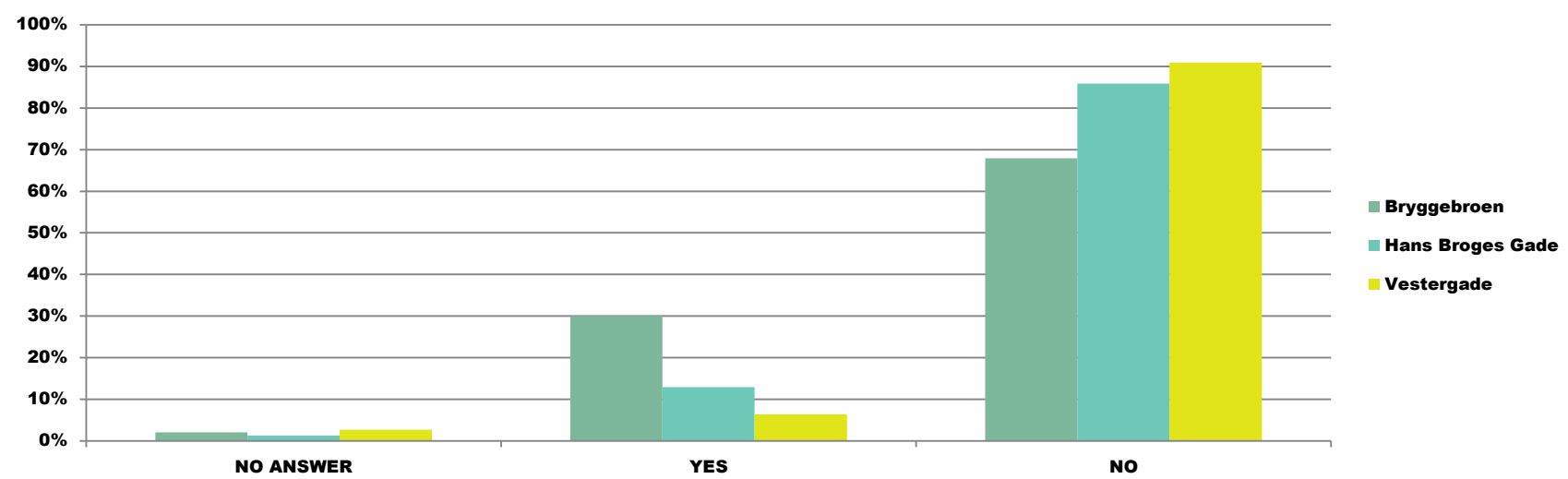


HANS B GADE

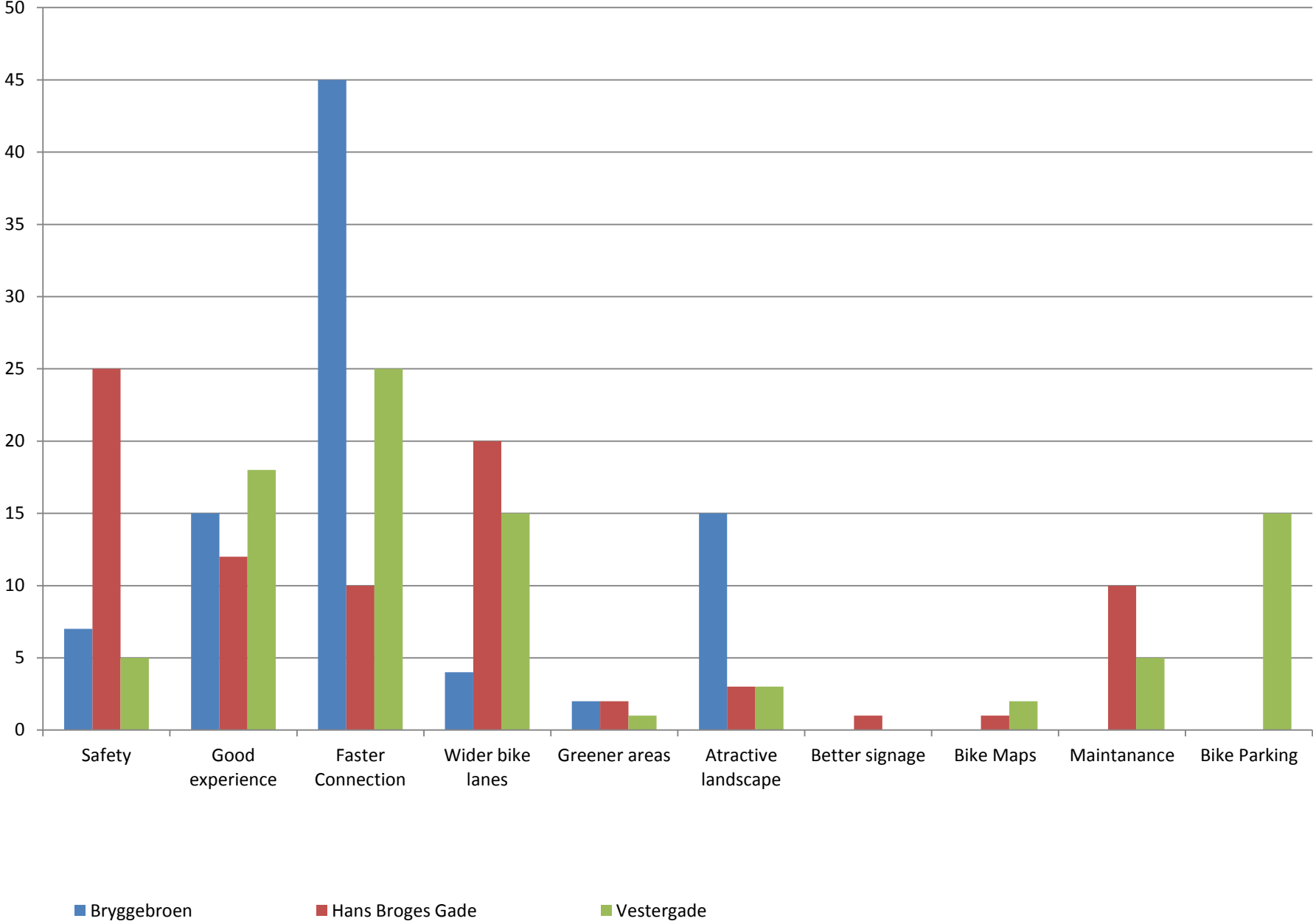


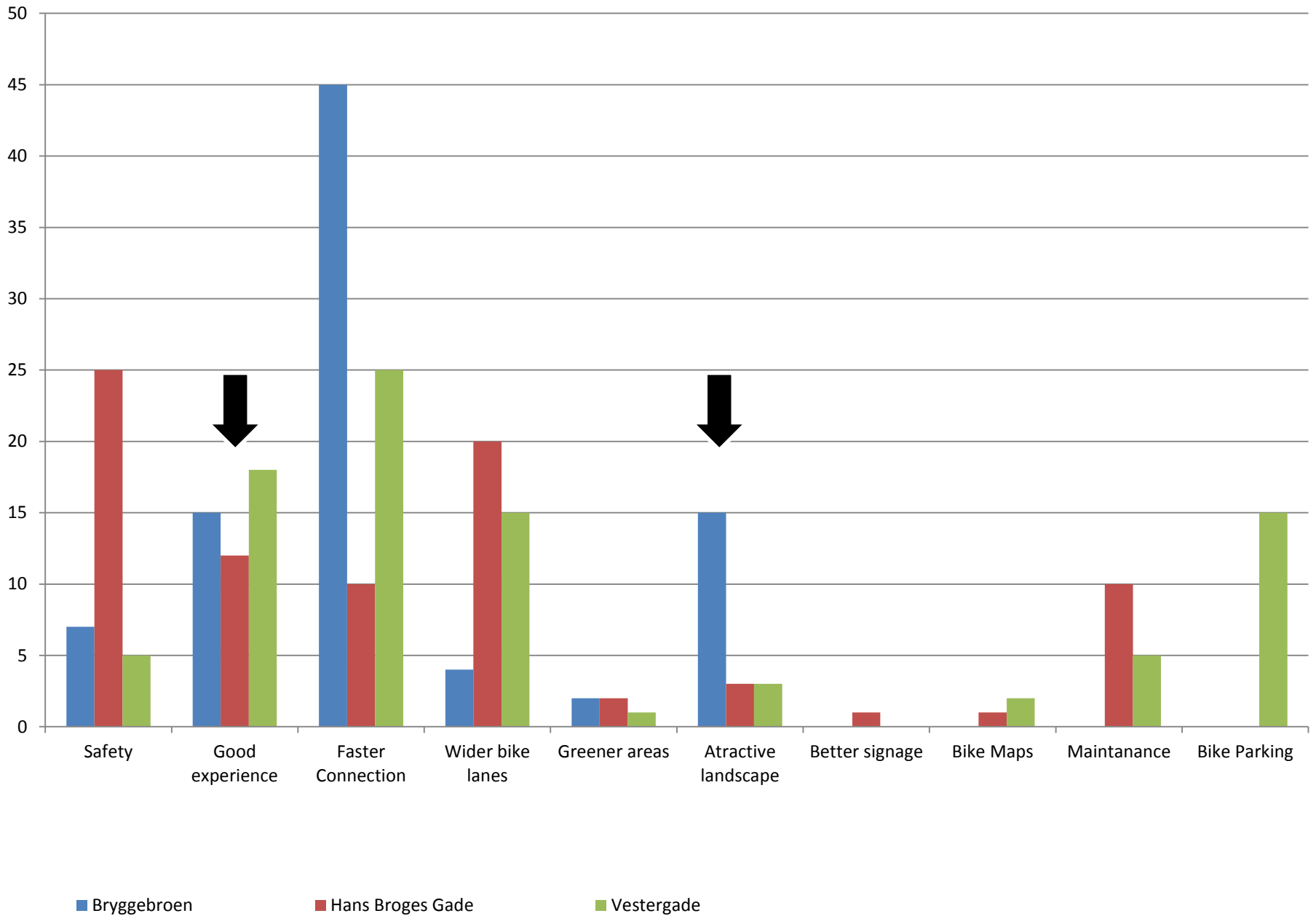
VESTERGADE V.

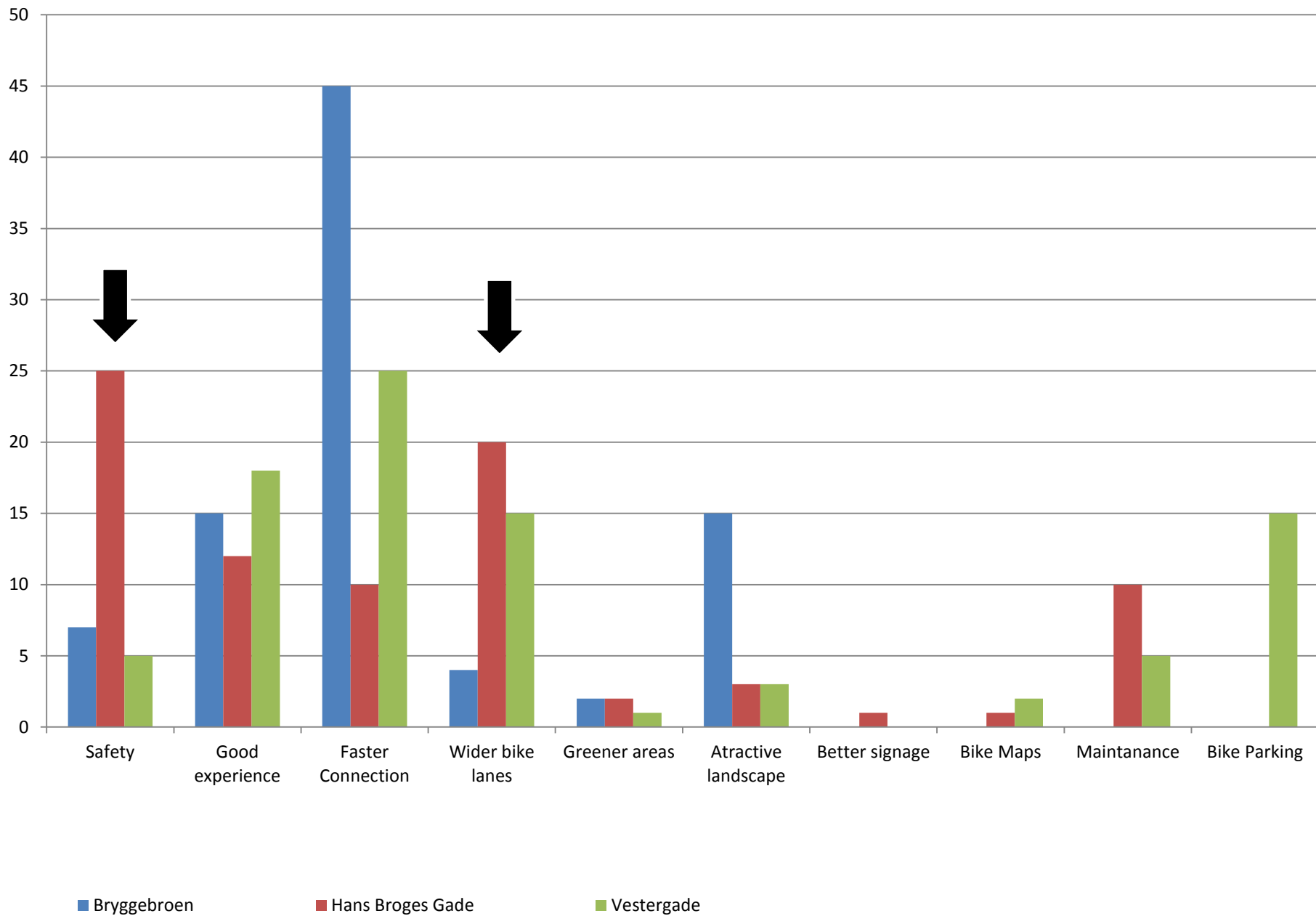
BIKING MORE OFTEN AFTER THE INTERVENTION?

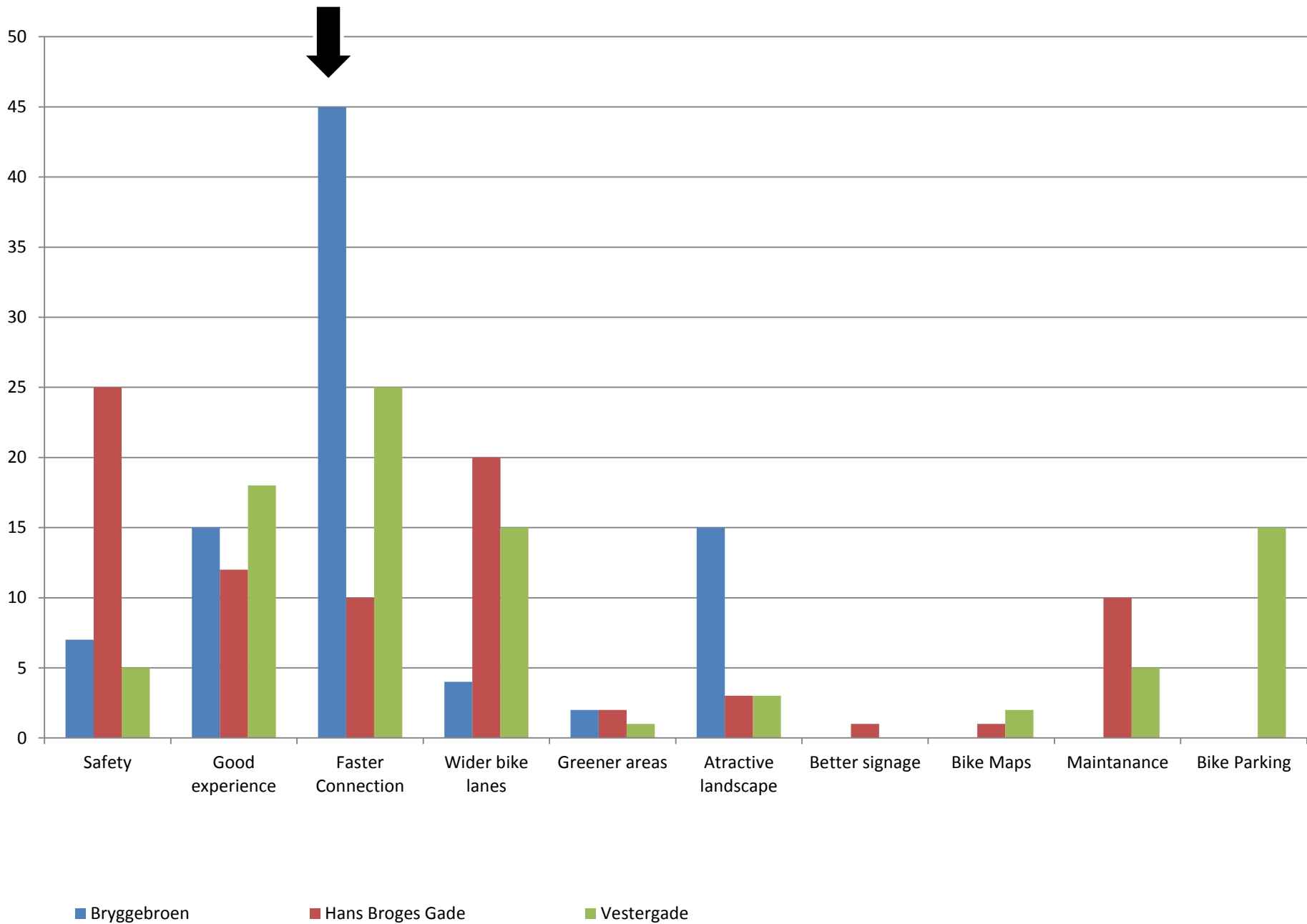


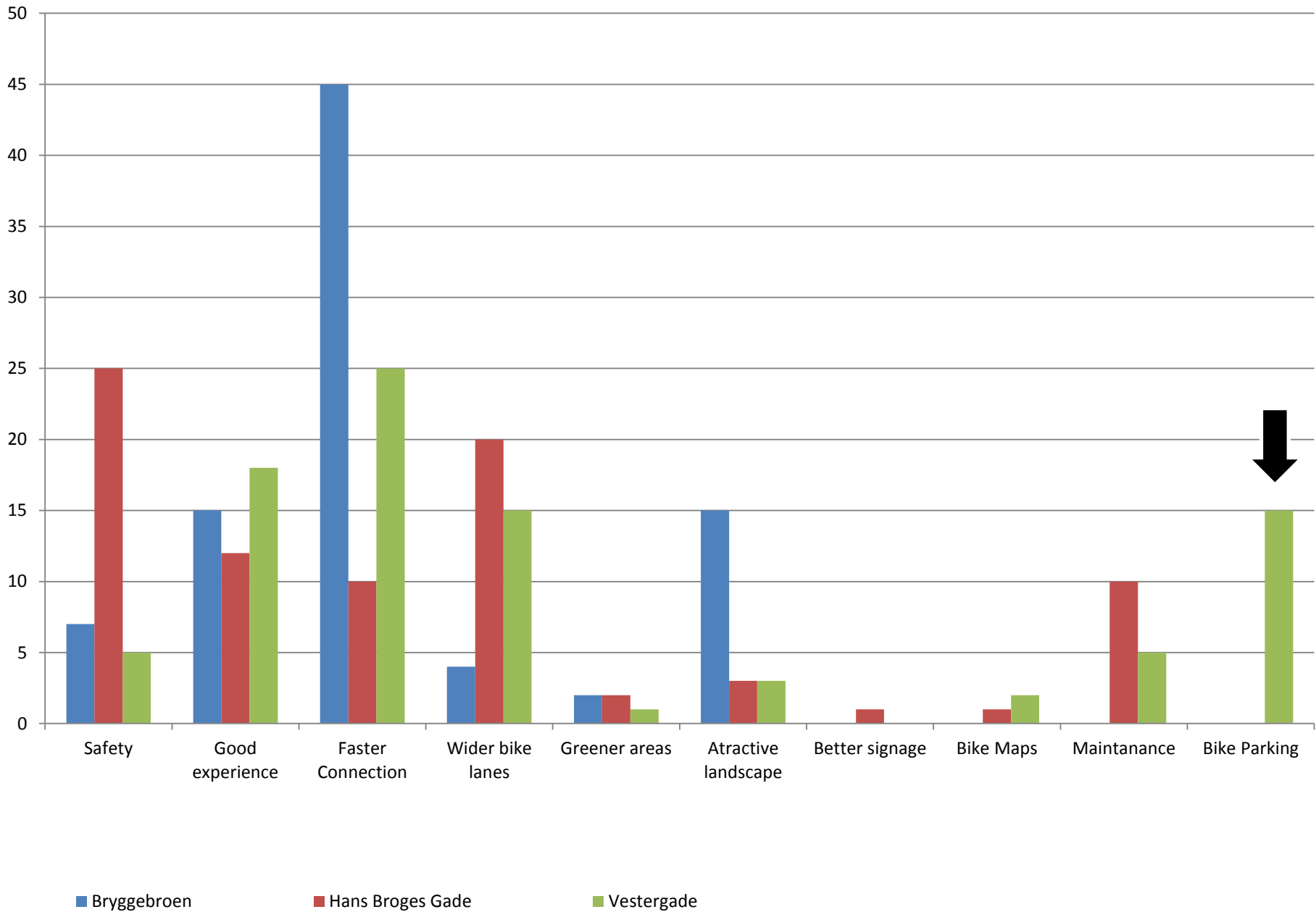
If yes, what qualities have influenced you to bike more often?











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.

bike infrastructures

VICTOR ANDRADE CARNEIRO DA SILVA, HENRIK HARDER, OLE BENT JENSEN, JENS OVERGAARD MADSEN

bike infrastructures

VICTOR ANDRADE CARNEIRO DA SILVA
HENRIK HARDER
OLE BENT JENSEN
JENS OVERGAARD MADSEN



MUSINGS

AN URBAN DESIGN ANTHOLOGY

EDITED BY VICTOR ANDRADE, SHELLEY SMITH & DITTE BENDIX LANNG

A graphic design for a Brazilian cyclist profile. The background is split into yellow and blue sections. In the center, a white gear-like shape contains three purple banners with white text. The text reads 'BRAZILIAN CYCLIST PROFILE' and '2015'. Surrounding the central shape are stylized illustrations of cyclists in various colors (blue, green, orange) riding their bikes.

BRAZILIAN

CYCLIST

PROFILE

2015

Thank u!

bike infrastructures

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