GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

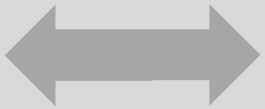
Lin Skaufel, Gehl Architects

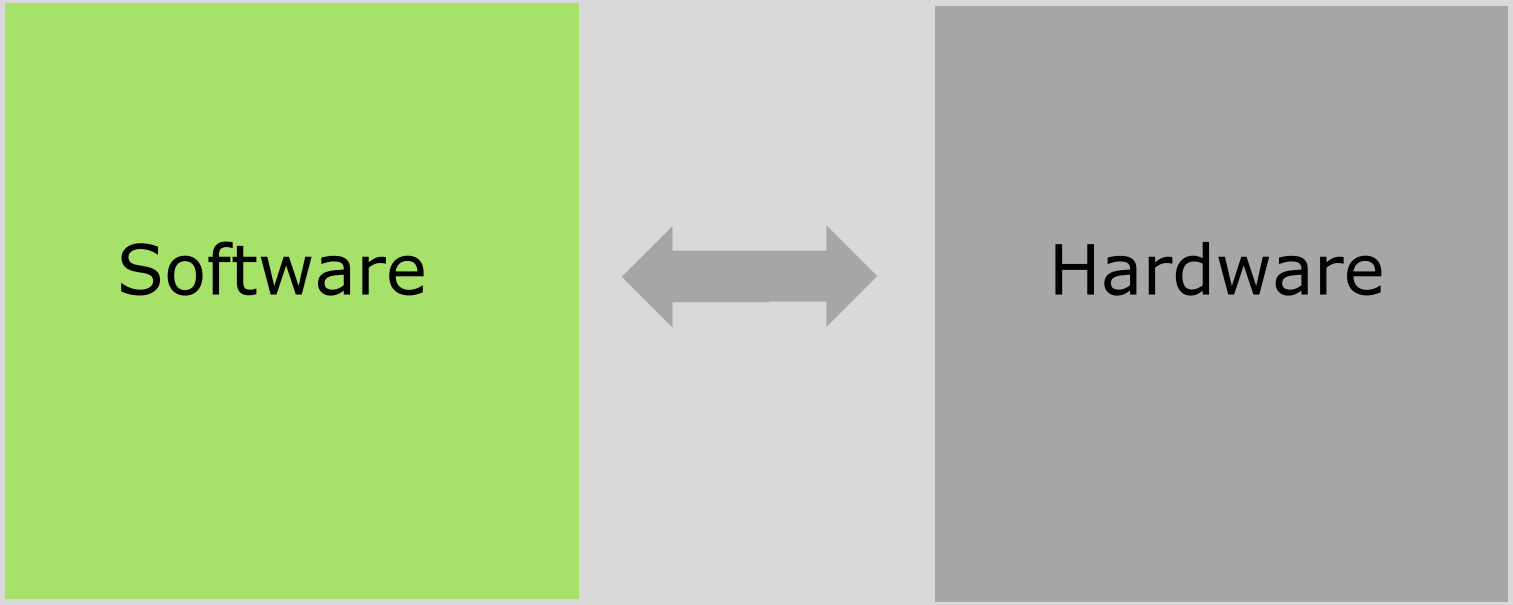
Kulturell transformasjon– 2 eksempler

1. Kontoret og København

2. Mexico City

3. New York

Fysisk utformning  Kultur


Software
Hardware

Vores filosofi

Gehl Architects arbejdet med at skabe livlig, bæredygtig, attraktiv, sikre og sunde byer med henblik på at forbedre folks livskvalitet

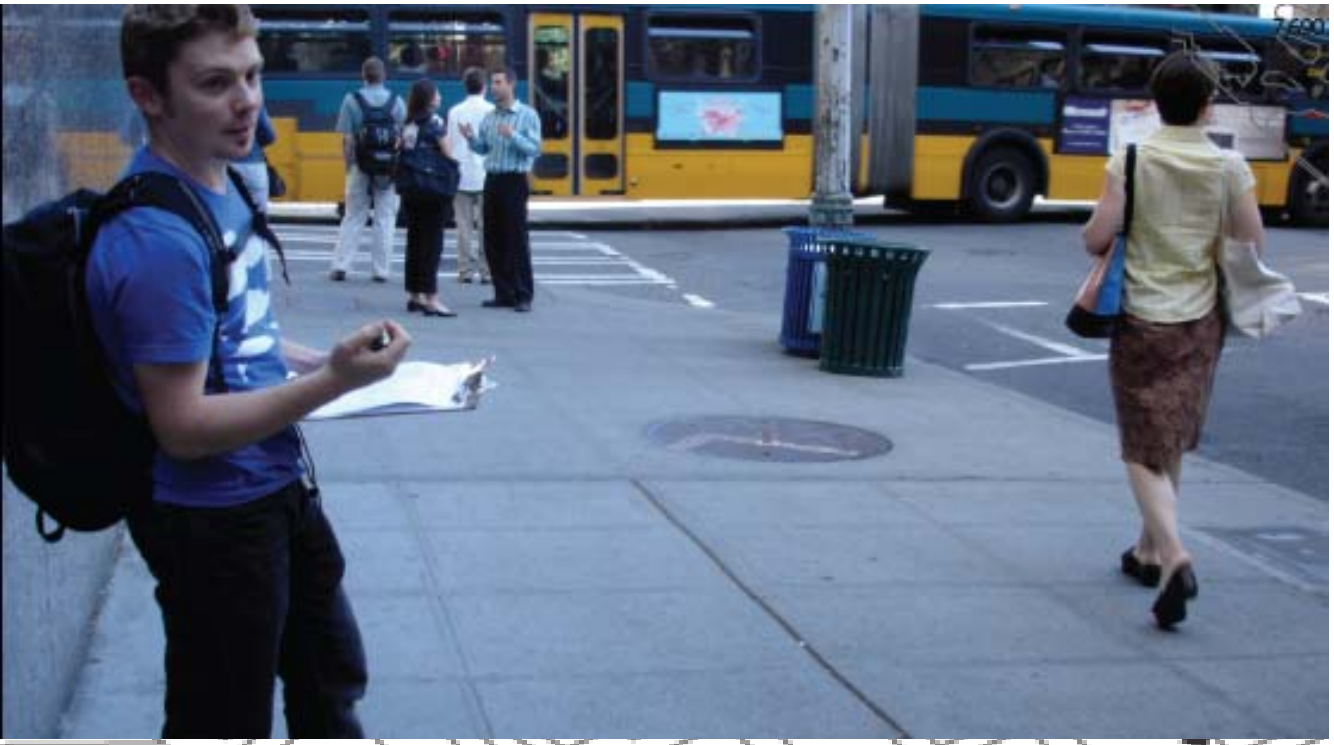
Kontoret

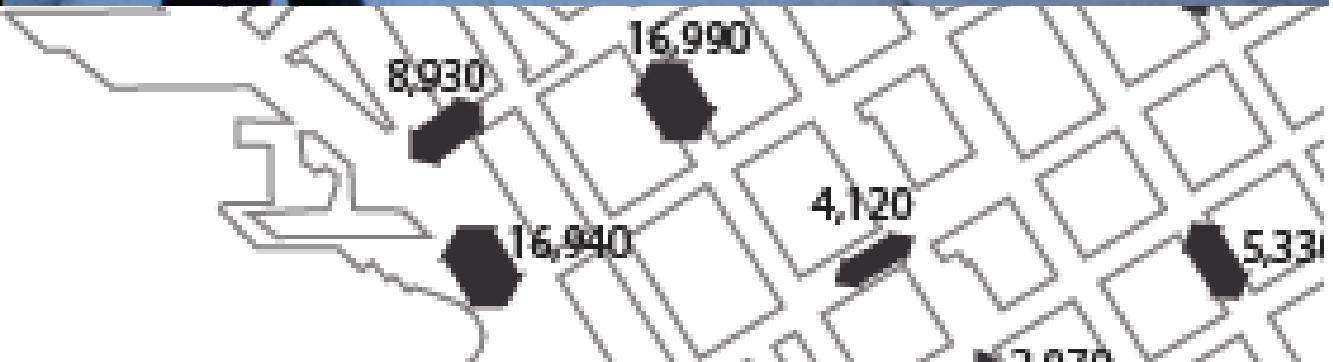
Fundamentet er bøker og forskning

*Danish version** 1971 | *Dutch* 1978 | *Norwegian* 1980 | *English version*** 1987 | *Japanese* 1990 | *Italian* 1991 | *Chinese version* 2003 | *Taiwanese* 1996

Czech 2000 | *Korean* 2002 | *German* 2005 | *Spanish* 2006 | *Bengali* 2008 | *Vietnamese* 2008 | *Polish* 2010 | *Serbian* 2010

Våres metode:
Menneskets adferd og behov studeres og kartlegges





PUBLIC LIFE SURVEY, Seattle 2010

Location 1:

Time / Activity	Pedestrians: Persons (std. 10 min.)	Persons (1 min.)	Persons (60 min.)	Notes: Write down if something special happens.
08:00 - 08:10				
09:00 - 09:10				
10:00 - 10:10				
11:00 - 11:20				
12:00 - 12:10				
13:00 - 13:10				
14:00 - 14:10				

Location 2:

Time / Activity	Pedestrians: Persons (std. 10 min.)	Persons (1 min.)	Persons (60 min.)	Notes: Write down if something special happens.
08:30 - 08:50				
09:30 - 09:50				
10:30 - 10:50				
11:30 - 11:50				
12:30 - 12:50				
13:30 - 13:50				
14:30 - 14:50				

Location 3:

Time / Activity	Pedestrians: Persons (std. 10 min.)	Persons (1 min.)	Persons (60 min.)	Notes: Write down if something special happens.
08:00 - 8:50				
09:40 - 09:50				
10:00 - 10:50				
11:30 - 11:50				
12:00 - BREAK				
12:40 - 12:50				
13:00 - 13:50				
14:40 - 14:50				

Sample: collection sheet. Usually one person can travel to three or four locations in one hour.

København
743
KB 78.481
KA 80.606

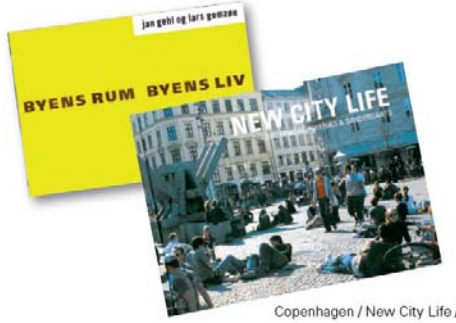
Rådhuspladsen

– fra en isolerede ø til byens hjerte

Byen for de ”bløde trafikanter”

”Skilpadde prosessen”

Copenhagen / Public spaces - Public life / 1996



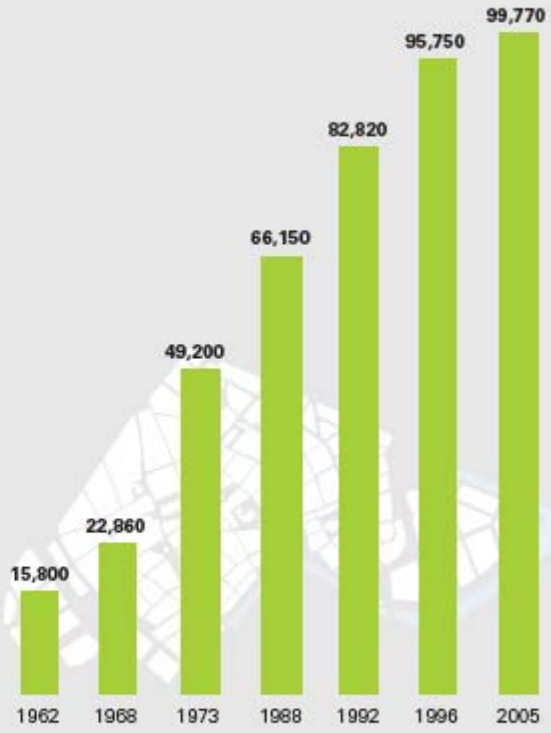
Copenhagen / New City Life / 2005

The gradual development of pedestrian areas in the heart of Copenhagen from 1962 - 2005.

First pedestrian promenade in 1962: 15,800 m²

By 1973, the network of pedestrian streets connected the most important locations in the city centre: 49,200 m²

The network of car-free streets and squares in 2005: 99,770 m²



The graph shows the development of pedestrian areas in the parts of the inner city where studies have been conducted from 1968-2005. The numbers indicate m²

Byen for de ”bløde trafikanter”

Hvor 25% av alle 2-barns-familiene har en ladesykkel

Byen for de ”bløde trafikanter”

70% fortsetter å sykle om vinteren

Byen for de ”bløde trafikanter”

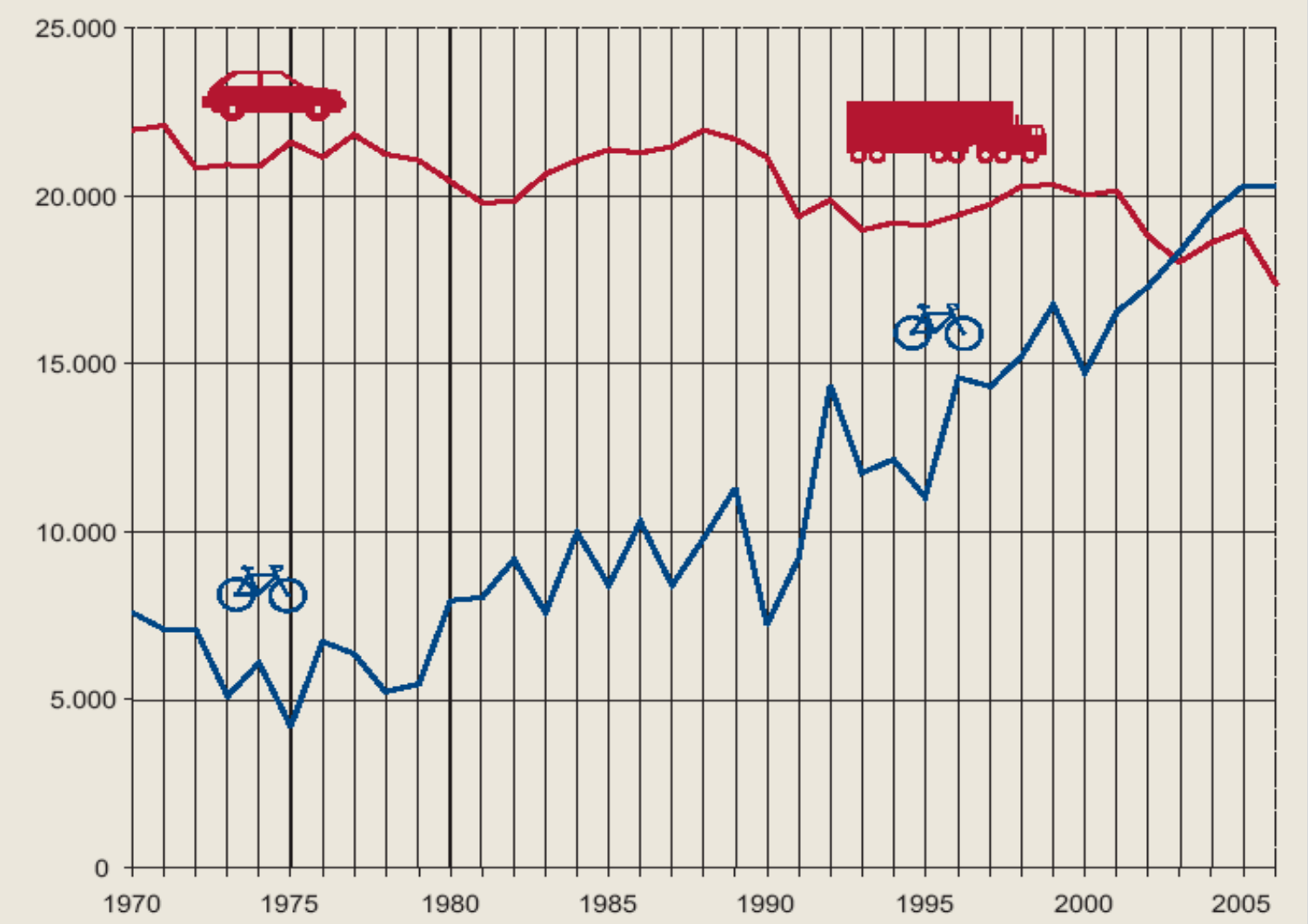
Hvor man måker sykkelstiene først

Byen for de ”bløde trafikanter”

Flere sykler enn biler i morgen trafikken

38% sykler til arbejde/utdannelse

Målsetning: **50 %**



K ß b e n h a Nørrebrogade
Pilot prosjekt

København som inspirasjon

Borgermester Marcelo Ebrard og Miljøborgemester Martha Delgado med team besøker København

Mexico City

Sykkelprosjekt fase 0.0

Sykkelprosjektet del av en plan for å avhjelpe byens enorme problemer

The San Diego U

SAVE THIS EMAIL THIS

Mexico is second-fatt U.S.

Where hunger once prevailed, death

By Franco Ordonez
MCT NEWS SERVICE

March 24, 2008

MEXICO CITY – Fueled by the rising food restaurants, Mexico has become world. Mexican health officials say it the most obese country within 10 yea

More than 71 percent of Mexican wor men are overweight, according to the

With diabetes now Mexico's leading cause of death, activists and leaders hope to renew efforts to crack down on

People In Mexico City Losing Their Sense of Smell. Produced by the EMBARQ Network

Rhys Thom and I recently visited Mexico City where we met with two researchers at UN National University – who are doing some fascinating research. Robyn Hudson, a cha

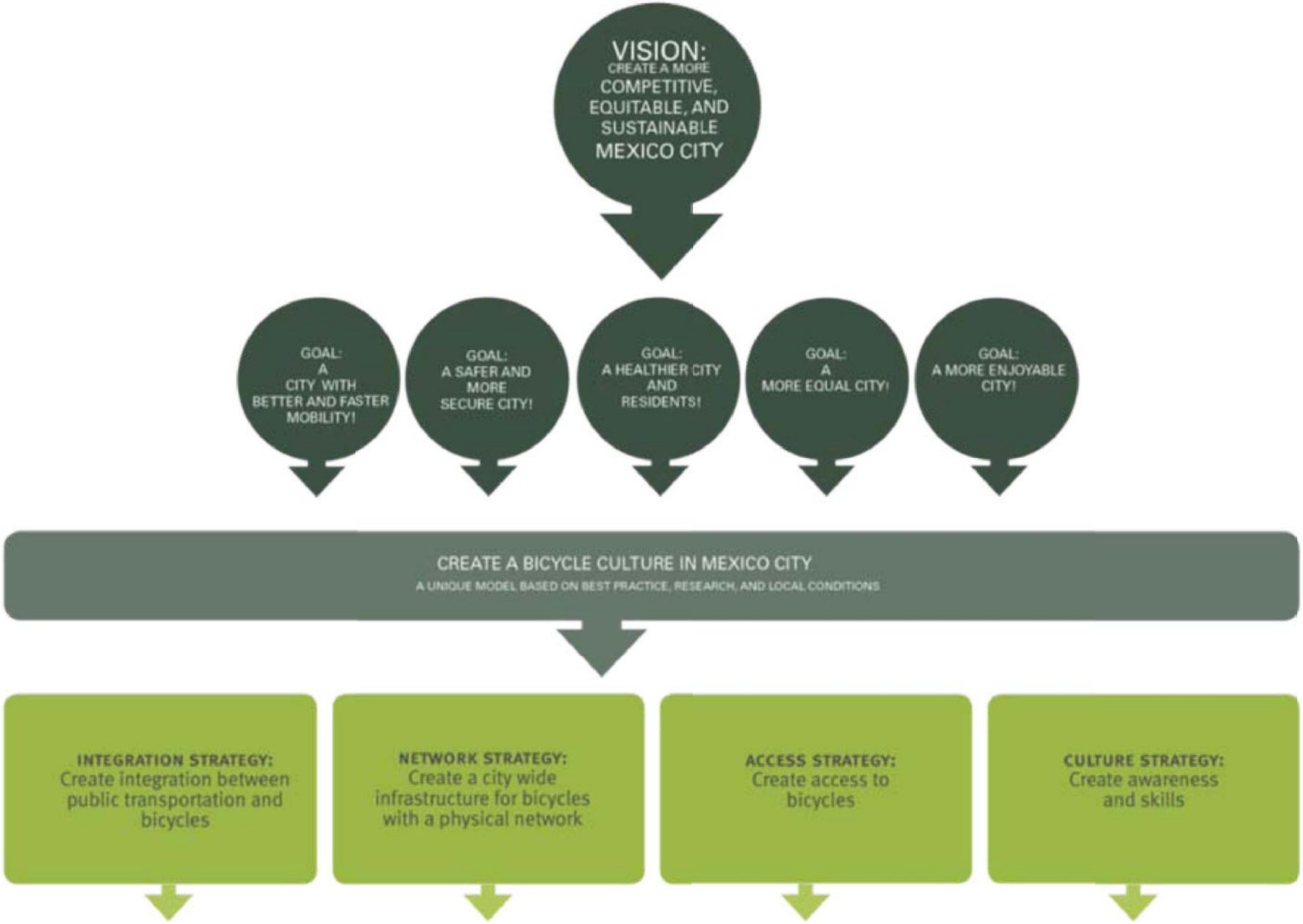
26 fotgjengere
gjennomsnitlig drep hver dag i indre by

Gjennomsnittelig transport
tid er 2,5 t hver dag

Sykling er den hurtigste
form for transport i rushtiden med 12km/t

Gehl Architects hyret av kommunen (SMA) og det lokale universitet (UNAM)for å utvikle en sykkelstrategi i 2008

Våres utgangspunkt var at det var mye mere enn en sykkelprosjekt, vi øsnekt at skape en katalysator til å forbedre byens rum for alle og avhjelpe noen av byens enorme problemer


VISION:
CREATE A MORE
COMPETITIVE,
EQUITABLE, AND
SUSTAINABLE
MEXICO CITY
GOAL:
A
CITY WITH
BETTER AND FASTER
MOBILITY!
GOAL:
A SAFER AND
MORE
SECURE CITY!
GOAL:
A HEALTHIER CITY
AND
RESIDENTS!
GOAL:
A
MORE EQUAL CITY!
GOAL:
A MORE ENJOYABLE
CITY!
CREATE A BICYCLE CULTURE IN MEXICO CITY
A UNIQUE MODEL BASED ON BEST PRACTICE, RESEARCH, AND LOCAL CONDITIONS
INTEGRATION STRATEGY:
Create integration between
public transportation and
bicycles
NETWORK STRATEGY:
Create a city wide
infrastructure for bicycles
with a physical network
ACCESS STRATEGY:
Create access to
bicycles
CULTURE STRATEGY:
Create awareness
and skills

Ønske om en Mexico City model som bygget på internasjonal best practice…..

…..og lokale kondisjoner

Et system- for hele byen….

…som over tid kan vokse sammen til et helhetlig system

Modellen var kvalitetsbasert

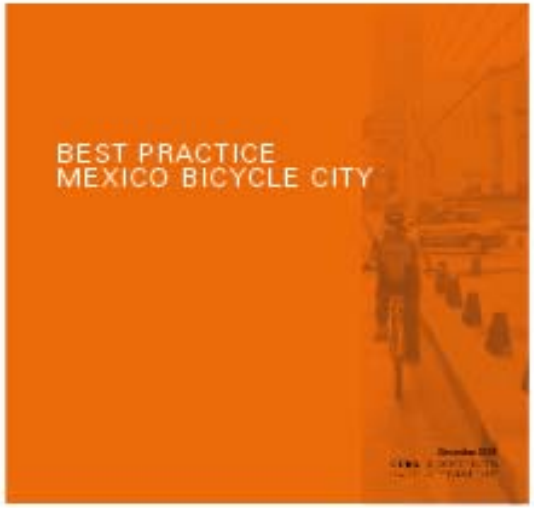
Integrated!

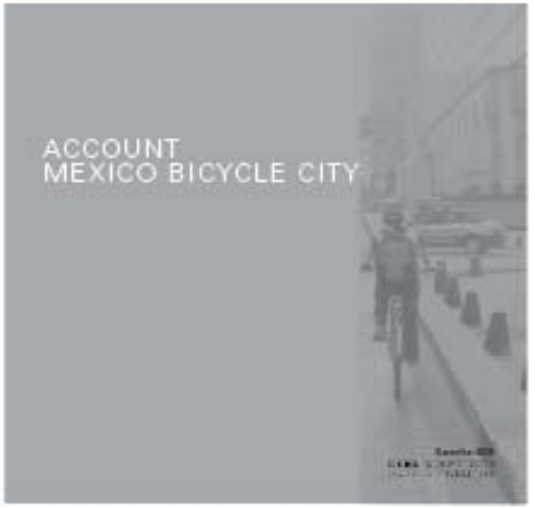
Safe!

Comfortable!

Enjoyable!

Målrettet kommunikasjon





TOOLBOX
MEXICO BICYCLE CITY

A COMFORTABLE STREET
BICYCLE LANE WIDTH

COMFORTABLE AND SAFE WIDTH OF THE PATH
The **width of the bicycle path** determines both flow, risk of conflict, and user profiles. Generous width is important to create a comfortable cycling experience.
- Narrow bicycle paths make overtaking difficult and are **stressful for the cyclists**.
- Narrow bicycle paths **increase the risk of accidents** among cyclists, or cyclists accidentally being pushed into the traffic.
- Wide bicycle paths give cyclists a comfortable **safety margin** and increase the pleasure of riding.
- Safety and comfort are closely linked. A safe and comfortable cycling environment is important to **attract cautious cyclists**, the young, old, and women.

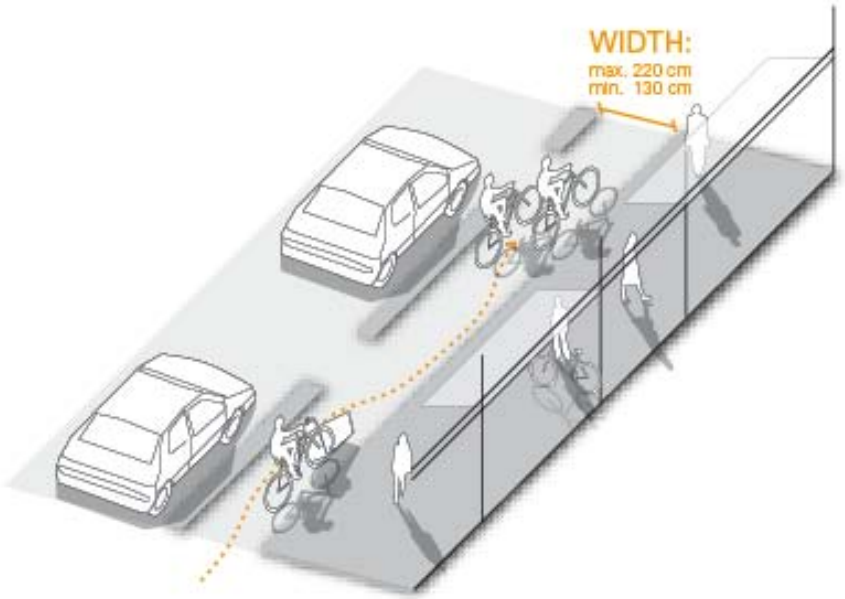
STANDARD BICYCLE PATH WIDTH
Bicycle paths of minimum 220 cm width that make it possible for two cyclists to keep up a conversation, thereby increasing the social pleasure of cycling. If a third cyclist should be able to overtake them, the width must be 280 cm.

POSSIBILITY FOR OVERTAKING
Sometimes the standard is not possible, then the 190 cm. option could be considered, after making car lanes to the minimum. To **safely overtake** another bicycle, a bicycle path should have a minimum width of 190 cm. Tri-cycles are the lorries of cycling and **need extra wide cycle paths** not to block the bicycle-traffic. They can carry both goods and people and should be accommodated well into the bicycle-environment.

EXCEPTIONS- MINIMAL VERSION
At some points narrow passages will occur, but it is still better to have narrow bike paths than none at all. The connection of the network is be prioritized over having a perfect bicycle path at 190- 220 cm. Therefor when there is only space enough for a very narrow path this should impemented. The minimum width of a path is 130 cm.

	Lane width, cars lanes	Lane width, bus lanes
High (70-80 km/h)	3,50 m	3,50 m
Medium (50-60 km/h)	3,00 – 3,25 m	3,50 m
Low (30-40 km/h)	2,75 m	3,50 m
Very low (10-20 km/h)	2,50 m	3,50 m

Bus lanes ought to be 3,50 m wide. If the street is very narrow, and over a short distance, the width can be reduced to 3,00 m.
If bicycles use the bus lane the with ought to be 4,50 m (minimum 4,00 m).



STANDARD 220 CM DOUBLE BICYCLE LANE
The Mexico City standard bicycle path should be 220 cm wide, this will ensure that two bicyclists can ride comfortably side by side, and makes overtaking possible.

STREETS

A SAFE STREET
PHYSICAL SEPARATION OF CARS AND BICYCLES

SAFETY

A clear **separation between bicycle path and car traffic** is absolutely necessary to achieve safe conditions for cyclists, and thereby make bicycling a safe transport alternative. This is crucial on City and District roads.

- It is absolutely necessary to **keep cars out** of the bicycle path. This should be done by median blocks of sufficient height and width to prevent cars from entering or parking in the bicycle path.
- If space allows, **wide medians** should be provided so that doors of parked cars does not open up into the bicycle path and injure cyclists.

RAIN WATER DRAINAGE

Mexico City streets have drainage at the edge of the sidewalk and have large amounts of run-off water from the streets.

- The separating median for the bicycle path must allow water from the street to **flow across the bicycle path** and into the drains, and must therefore be made of individual elements.

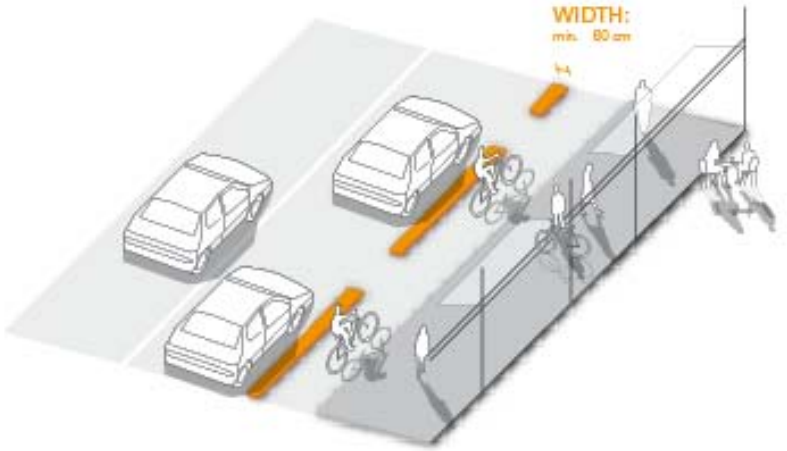
TECHNICAL MEMO

- The median, however wide, must be a minimum of 15 cm high on the street side and a maximum of 7 cm high on the sidewalk side. This is to both avoid cars entering and cyclists hitting their pedals on the median and to prevent bicyclists to hit their pedal on the median and that could cause accidents.
- The **standard width** of the median should be 60 cm.
- To **avoid cars entering or parking** in the intervals between the elements, they must be a maximum 120 cm apart.

EXCEPTIONS

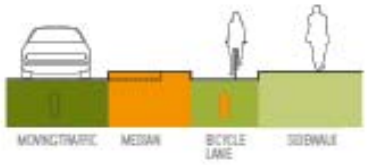
- Neighbourhood streets
- Pedestrian priority streets

Bicycle lane median
Melbourne, Australia



A WIDE MEDIAN FOR EXTRA PROTECTION

This type median provides a physical barrier between cars and cyclists with a minimum width of 60 cm. Each element of the median is placed with spacing to allow for drainage of the street across the bicycle path. If possible this is the preferred option and will be in most streets on arterial roads in the future



THE MEDIAN SEPARATES THE HIGH SPEED TRAFFIC FROM THE LOW SPEED TRAFFIC

Placement follows speed.

A MEDIAN TOO HIGH FOR CAR WHEELS BUT NOT TOO HIGH FOR BICYCLE PEDALS

The detailing of the median is important if it is to serve its function. Each element must be high enough on the street

Comex
PAN
Neza
Capacitación para el Trabajo
Tels:
5112-7
5112-34
Suburbia

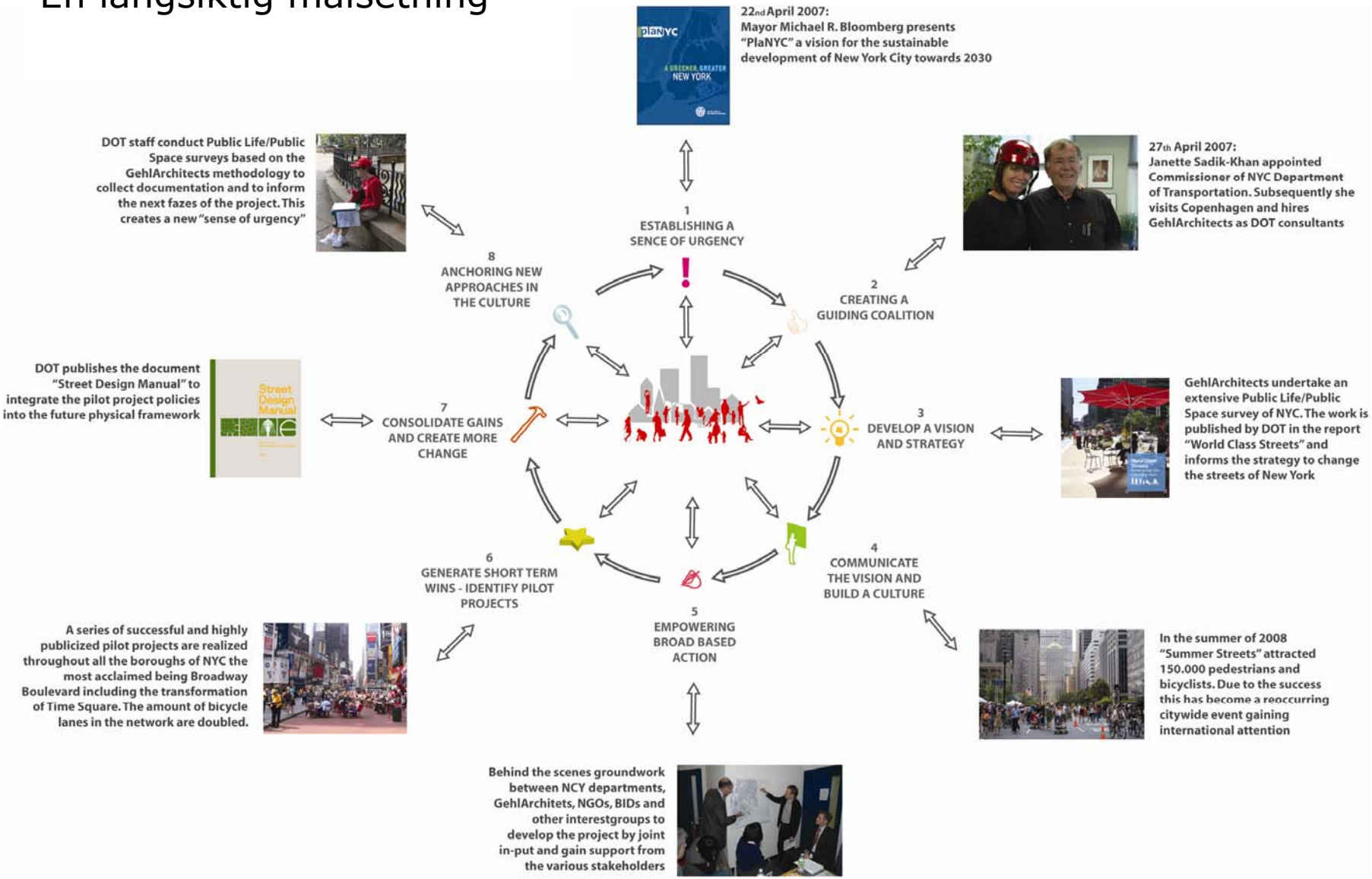
EDL
EDUC
5112-3408
INSTITUTO
TECNOLOGICO
ROOSEVELT
GRATIS

New York

København som inspirasjon

DOT (Department of Transportation) New York besøker København
Janette Sadik-Khan *“En sådan by vil jeg ha!”*

En langsiktig målsetning



En langsiktig målsetning

We have also considered that the world is a different place today than it was half a century ago. Our competition today is no longer only cities like Chicago and Los Angeles—it's also London and Shanghai. Cities around the world are pushing themselves to become more convenient and enjoyable, without sacrificing excitement or energy. In order to compete in the 21st century economy, we must not only keep up with the innovations of others, but surpass them.

The result, we believe, is the most sweeping plan to strengthen New York's urban environment in the city's modern history. Focusing on the five key dimensions of the city's environment—land, air, water, energy, and transportation—**we have developed a plan that can become a model for cities in the 21st century.**

The growth that prompted this effort in the first place will also enable us to pay for many of the answers. By guiding and shaping this growth, we believe it can be harnessed to make a city of 9.1 million people easier, more beautiful, healthier, and more fair than our city of 8.2 million today.

Test the waters – De første pilot prosjekter

Small scale- I 'forgotten' city spaces

Enormt bakgrunnsarbejde

Argumentasjonen oppbygges

Method for measuring pedestrian traffic

This part of the study provides information on how much—and where—people walk, sit, stand or carry out various stationary activities in the city. These are a good indicator of the quality of an urban space.

A high number of pedestrians walking in a city does not necessarily indicate a high-quality walking experience. However, if a large number of people choose to engage in voluntary activities (having an outdoor lunch, playing, or sunbathing) then a city most likely has an excellent public realm.

NYCDOT and Transportation Alternatives recruited over 40 volunteers to assist the Gehl staff with data collection in Fall 2007. NYCDOT and Gehl Architects conducted thorough volunteer orientation sessions to ensure data was collected in accordance with the methodology employed by Gehl Architects in cities around the world.

Gehl and NYCDOT are presently coordinating the training and transfer of the Public Space/Public Life survey methology to NYC agencies.

Gehl has used its method in studies in London, Sydney, Perth, Adelaide, Melbourne, Wellington, Rotterdam, Dublin, Riga, Stockholm, Oslo and Copenhagen.

Surveyors counted pedestrians on streets for 10 minutes every hour between 8 a.m. and 8 p.m.

Survey Areas

Selection of public life and public space survey areas

The vast size and diversity of New York City's five boroughs and numerous neighborhoods make it impractical to survey the entire city in detail. Instead DOT suggested survey areas that are centers of activity along key multi-modal corridors. By studying these very different but vibrant centers of city life, this survey provides snap shots of the potentials and challenges found in the public realm of New York City today. The study team gained an overall understanding of pedestrian activities along key corridors in Brooklyn, the Bronx, Manhattan and Queens. These insights form part of the basis for NYCDOT's public realm programs.

Data Collection Locations / Conditions

Gehl chose specific locations near key intersections and major destinations. They were chosen to investigate special conditions in each neighborhood as well as typical conditions that can be applied to much of each borough. Data was collected from 8am–8pm during a series of weekdays in October under good weather conditions.

Broadway, Manhattan.

East Fordham Road, Bronx.

Flatbush Ave, Brooklyn.

34th Street, Manhattan.

Soho, Spring Street, Manhattan.

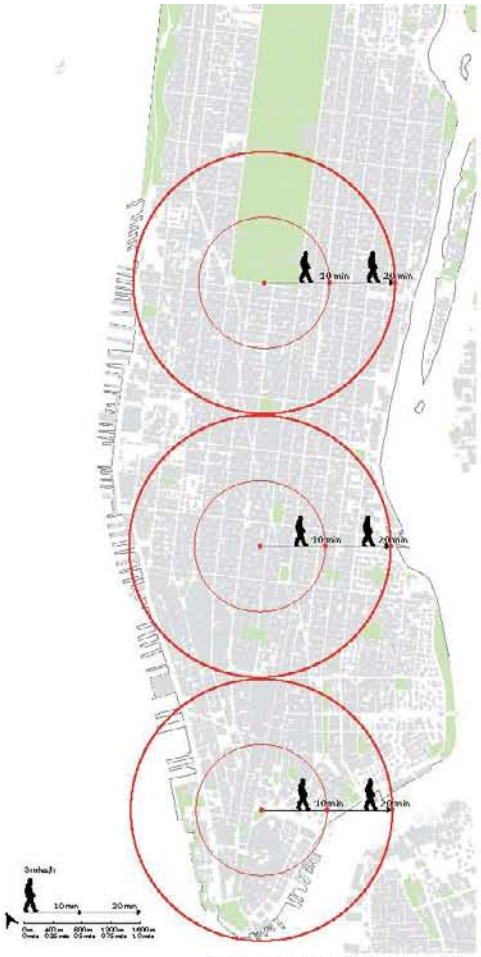
Main Street, Flushing.

A Walking (and Bicycling) City

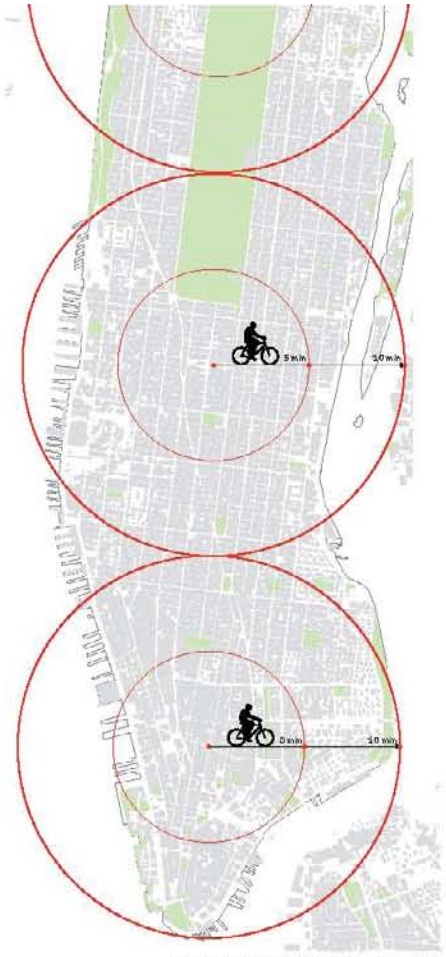
New Yorkers spend a lot of time in the public realm as a result of the city's density, which promotes walking, public transit riding and, increasingly, bicycling. Improving walking conditions will benefit everyone in New York City, create more pleasant links between destinations and provide an environment that is enjoyable as well as functional.

Most New Yorkers are never more than a 20 minute walk away from a subway or train station.

10 and 20 min walking catchment area to subway and train stations



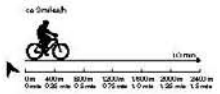
Calculated Manhattan walking distances shown in minutes.



Calculated Manhattan cycling distances shown in minutes.

Pedestrian traffic

New York has some of the highest volumes of pedestrians in the world, and New Yorkers flock to inviting public spaces, such as the Hudson River Greenway, the car-free parks on weekends and the new public spaces that NYCDOT created along Broadway in Midtown Manhattan during 2008.

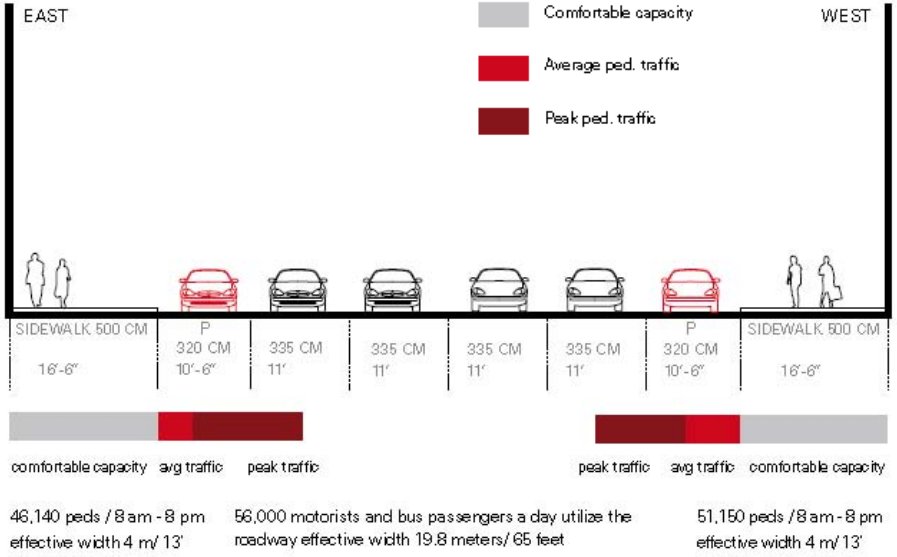


CONGESTED SIDEWALKS

FLUSHING MAIN STREET

FLUSHING MAIN STREET

FLUSHING MAIN STREET, QUEENS
BETWEEN ROOSEVELT AND 41ST AVE



46,140 peds / 8 am - 8 pm
effective width 4 m/ 13'

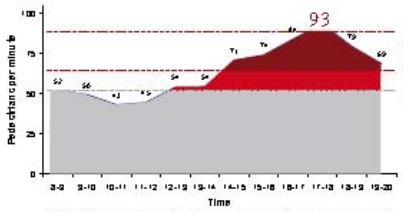
56,000 motorists and bus passengers a day utilize the roadway effective width 19.8 meters/ 65 feet

51,150 peds / 8 am - 8 pm
effective width 4 m/ 13'

The side walks on Flushing Main Street are crowded

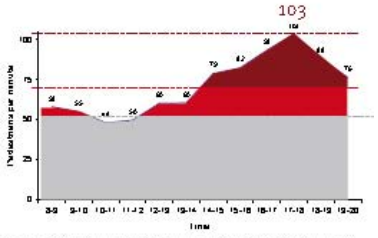
83%

of the day



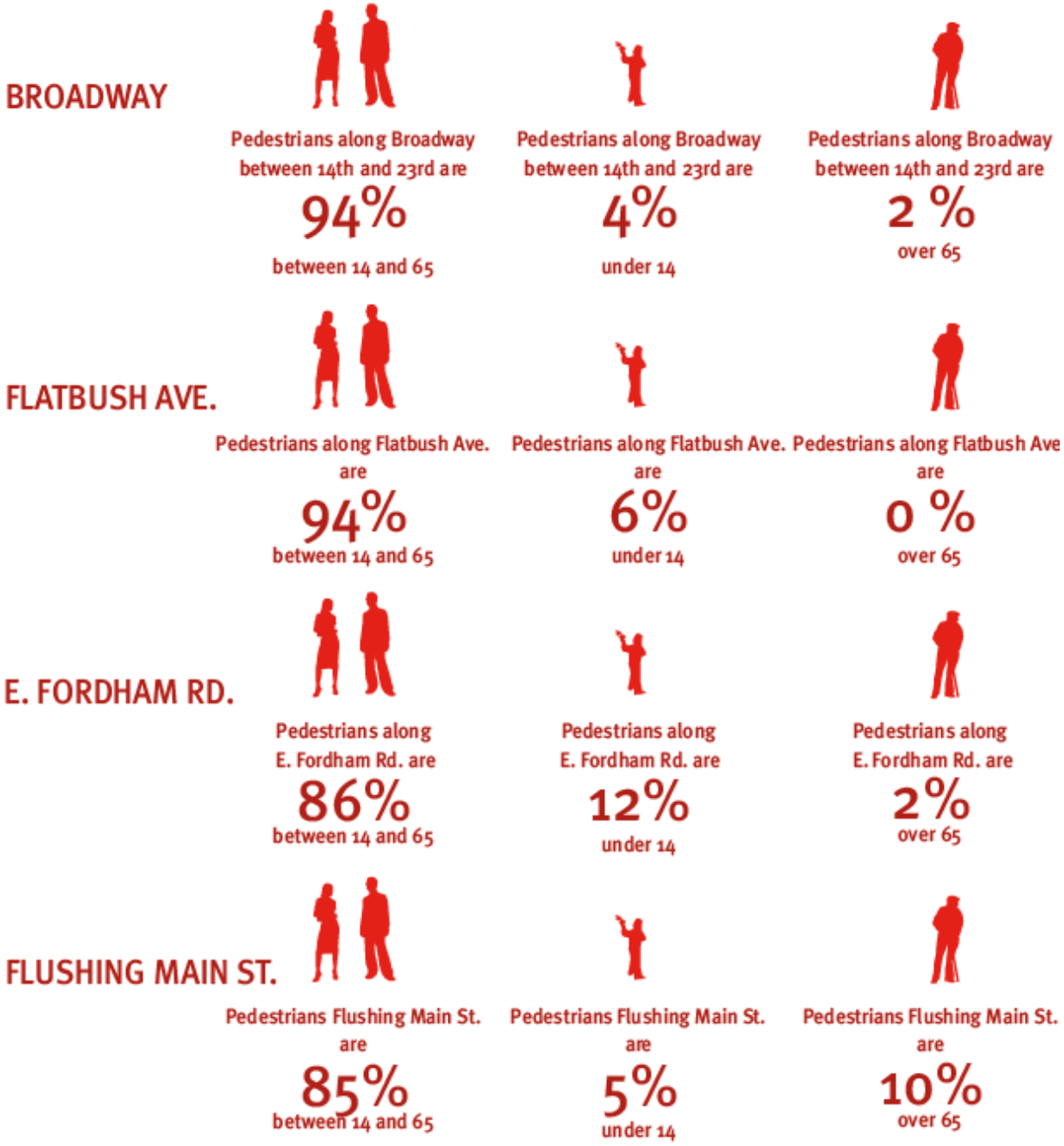
peak traffic 93 ped./min.
avg. traffic 64 ped./min.
comfortable carrying capacity 52 ped./min.

Graph indicates pedestrians per minute using the east side walk between 8 am - 8 pm

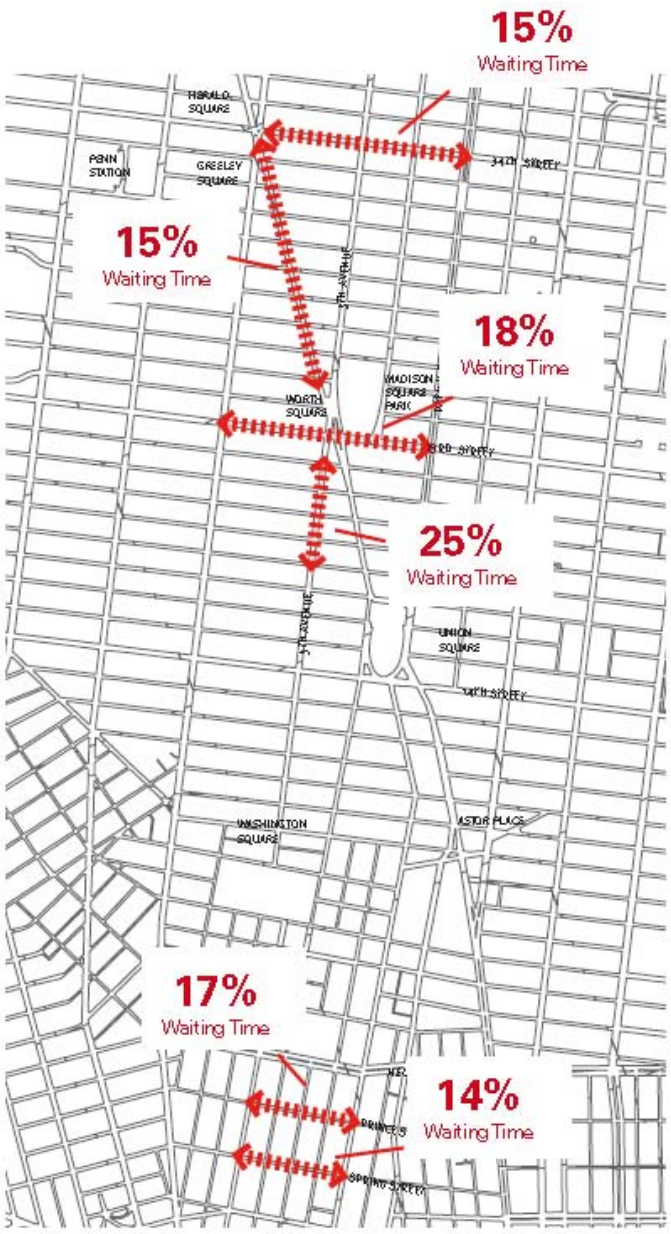


Graph indicates pedestrians per minute using the east side walk between 8 am - 8 pm

WHO USES NEW YORK STREETS?



FORCED TO WAIT



waiting times exemplify pedestrians
low priority
in the City environment

In Sydney CBD waiting time is
30-50%
of the walking time

In Copenhagen main streets waiting time is
2-4%
of the walking time

A-B STREETS

Number of stationary activities per 100 m street

17

BROADWAY

34,820 pedestrians daily
*85 activities in 500 m
17 activities per 100m

22

FLATBUSH AVE.

23,110 pedestrians daily
*159 activities in 730 m
22 activities per 100m

218

E. FORDHAM RD.

80,570 pedestrians daily
* 327 activities in 150 m
218 activities per 100m

354

FLUSHING MAIN ST.

97,290 pedestrians daily
* 780 activities in 220 m
354 activities per 100m

ACTIVITIES

- physical activities
- cultural activities
- commercially activities
- lying down
- sitting on secondary seating
- sitting on cafe chairs
- sitting on benches
- waiting for transport
- standing

107

LONDON,
REGENT ST.
60,690 pedestrians daily
*642 activities
107 activities per 100m

74

LONDON,
TOTTENHAM COURT
44,640 pedestrians daily
* 738 activities
74 activities per 100m

350

COPENHAGEN,
STRØGET
58,500 pedestrians daily
*922 activities
350 activities per 100m

240

MELBOURNE,
SWANSTON ST.
51, 580 pedestrians daily
* 330 activities
240 activities per 100m

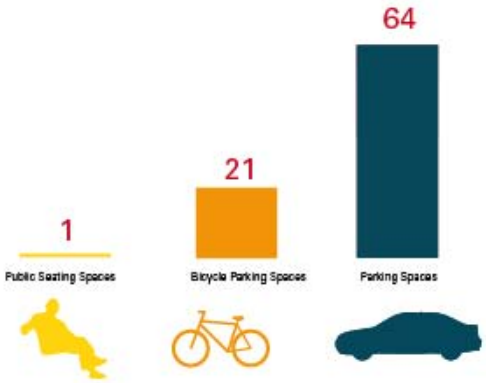
*total number of activities surveyed at approx. 11am, 3pm, and 5pm

A CITY WITHOUT SEATS

The few public seating opportunities in the streets are of poor quality exposed to traffic.

People finding alternative seating where is nothing else provided.

PRINCE STREET BETWEEN W. BROADWAY AND LAFAYETTE



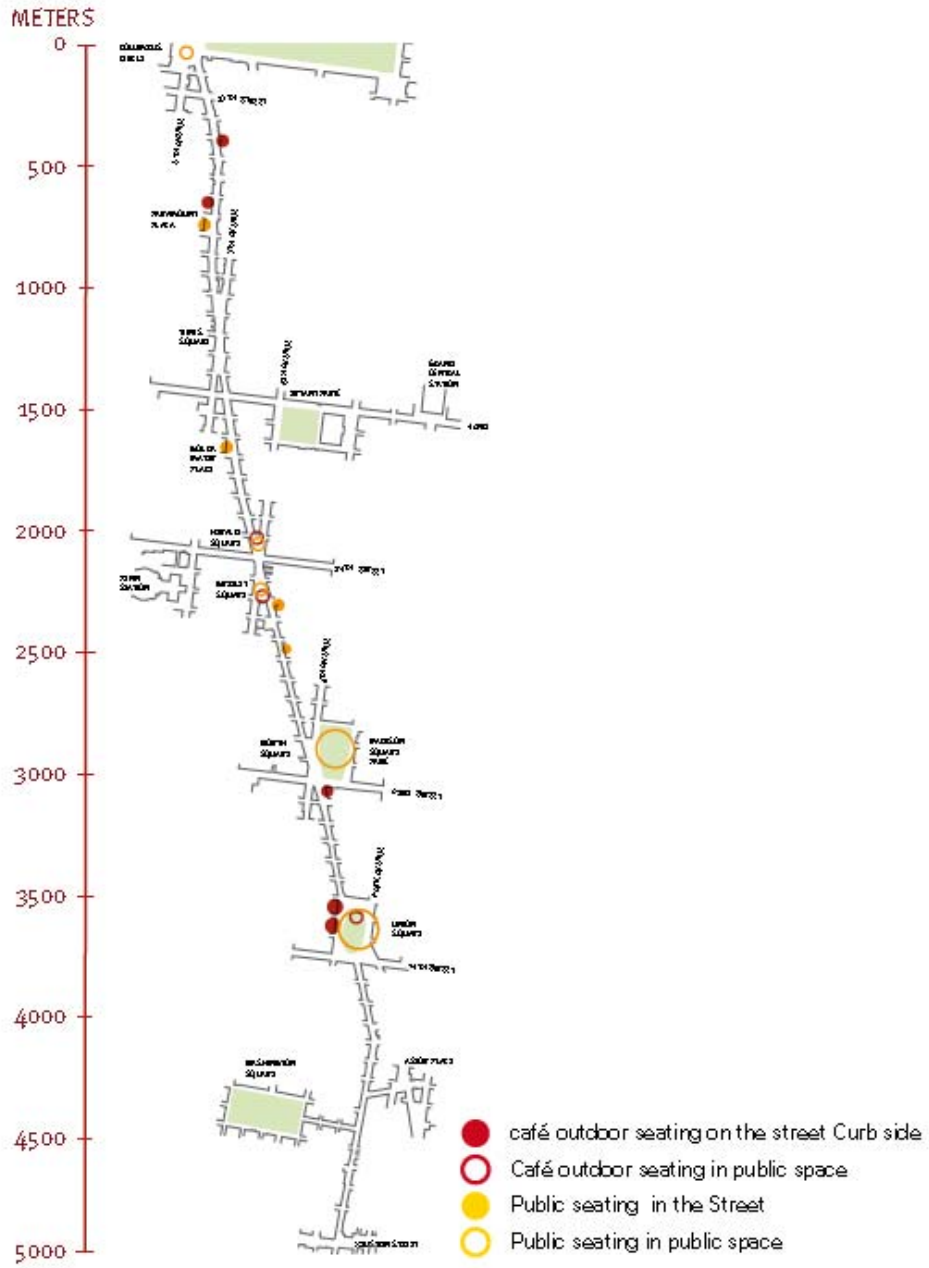
Of the all spaces for staying in Prince Street are

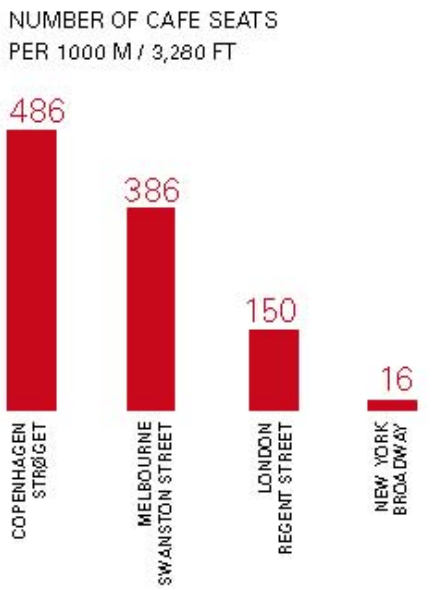
74% for cars

1 % for people

25 % for bicycles - illegal

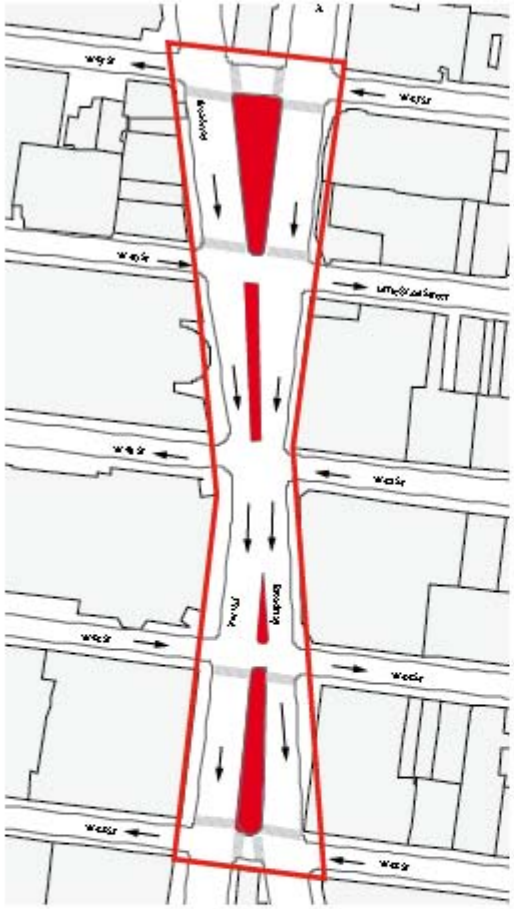
A CITY WITH FEW CAFÉ OUTDOOR SEATING





There are **only 6** curb side **outdoor cafes on Broadway** between Columbus Circle and Soho

PUBLIC SPACES ARE HARD TO GET TO



TIME SQUARE
total area: 16 960 m2
Pedestrian area: 1 880 m2

Times Square consists of
89 % road space
11 % people space

Time Square at night. People are crowding on a strip of concrete surrounded by traffic.

Getting to Time Square is a journey dominated by heavy traffic.

MAKE NEW YORK MORE
SUSTAINABLE
& LIVABLE
CHANGE OF MIND SET
REDUCE
CAR TRAFFIC
CONGESTION PRICING
MORE EFFICIENT USE OF STREETS
NEW PARKING STRATEGY
HIERARCHY OF STREETS
INVITE
ALTERNATIVE
TRANSPORT
MAKE IT MORE PLEASANT
CONVENIENT TO BICYCLE,
WALK AND USE PUBLIC
TRANSPORTATION
IMPROVE
PUBLIC REALM
INVITE PEDESTRIANS AND
PUBLIC LIFE
BETTER SQUARES, STREETS AND
PARKS
PUBLIC REALM STRATEGY
BICYCLE STRATEGY

CELEBRATE MAIN STREETS

CELEBRATE NY MAIN STREETS WITH SPECIAL DESIGN TREATMENTS THAT CAPITALIZE ON THE UNIQUE CHARACTER OF THE INDIVIDUAL CITY DISTRICTS

CELEBRATE LOCAL AMENITIES AND CHARACTERISTICS OF THE NEIGHBOURHOOD

BALANCE TRAFFIC MODES TO ENSURE SPACE FOR ALL USERS IN THE STREET

IMPROVE PEDESTRIAN QUALITY - PAVING, CROSSINGS, SIDEWALK ZONING - TO CELEBRATE MAIN STREETS AS PEOPLE STREETS

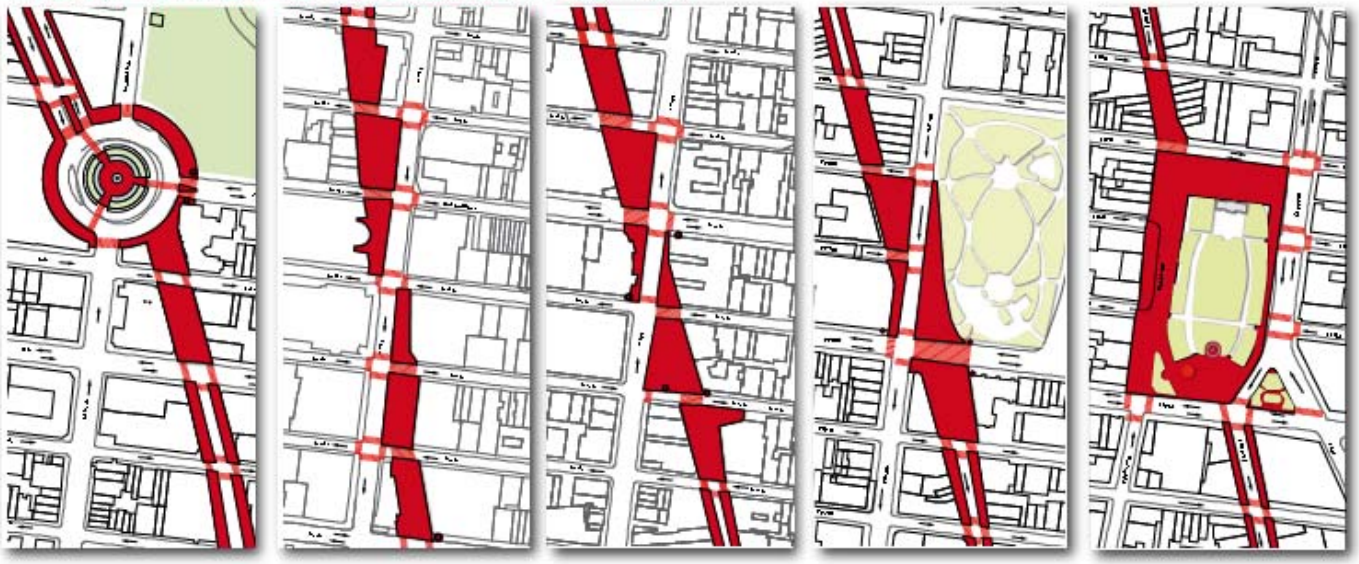
BEAUTIFY THE STREET; INTRODUCE UNIFYING ELEMENTS - LIGHTING, GREENERY, SIGNAGE, PAVING, PUBLIC ART

La Rambla, Barcelona

Champs Élysée, Paris

Five extended public spaces and
nine new public spaces

TOTAL PUBLIC SPACE RECLAIMED FOR PEOPLE: 385,000 FT2 (35,771 M2)



EXTENDED PUBLIC SPACE

COLUMBUS CIRCLE	TIMES SQUARE	HERALD SQUARE GREELEY SQUARE	MADISON SQUARE PARK WORTH SQUARE	UNION SQUARE

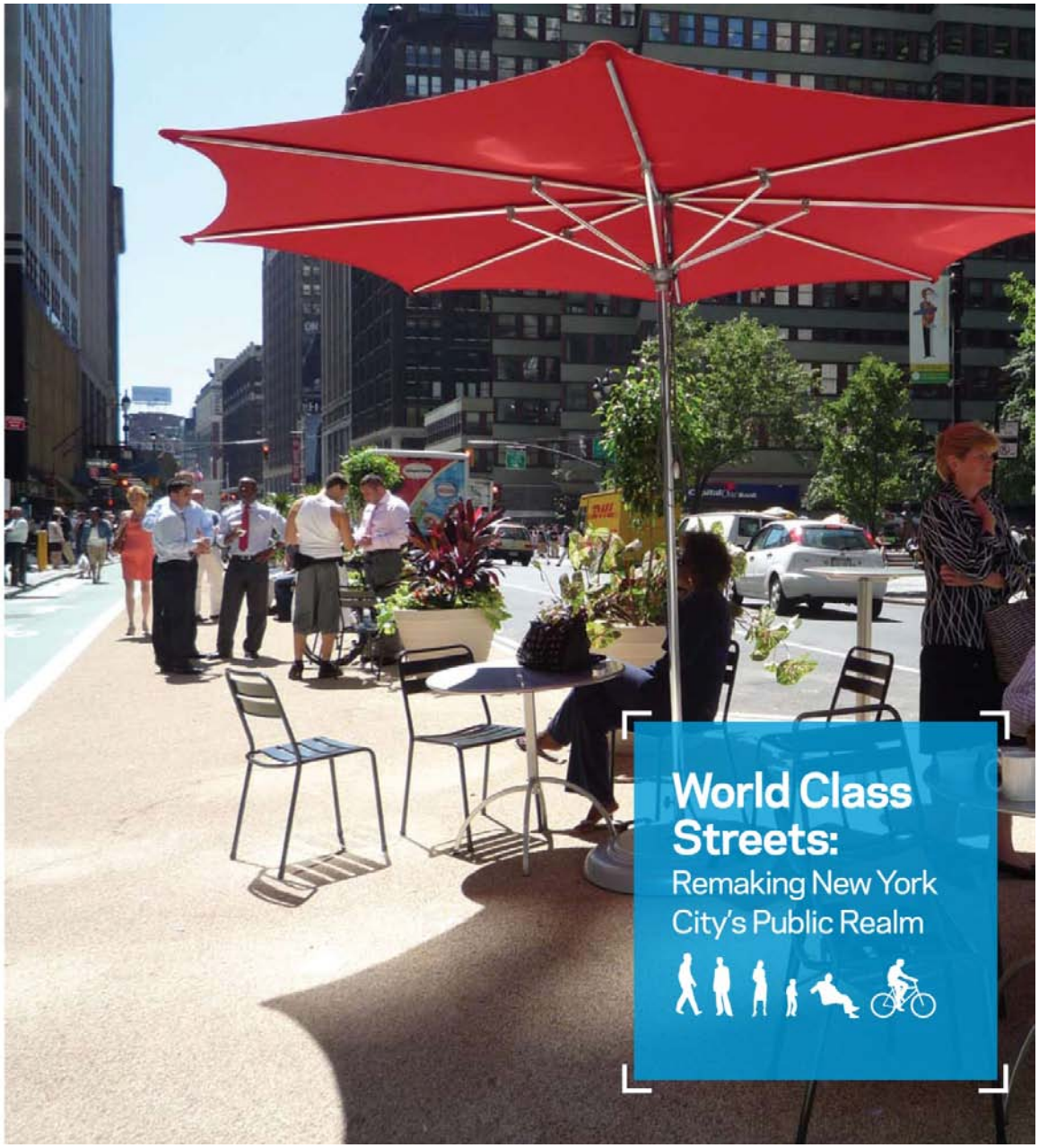
NEW PUBLIC SPACE

58TH STREET SQUARE 57TH STREET SQUARE	47TH ST. SQUARE 42ND ST. SQUARE	35TH ST. SQUARE 31ST ST. SQUARE	25TH ST. SQUARE FLAT IRON SQUARE	17TH ST. SQUARE

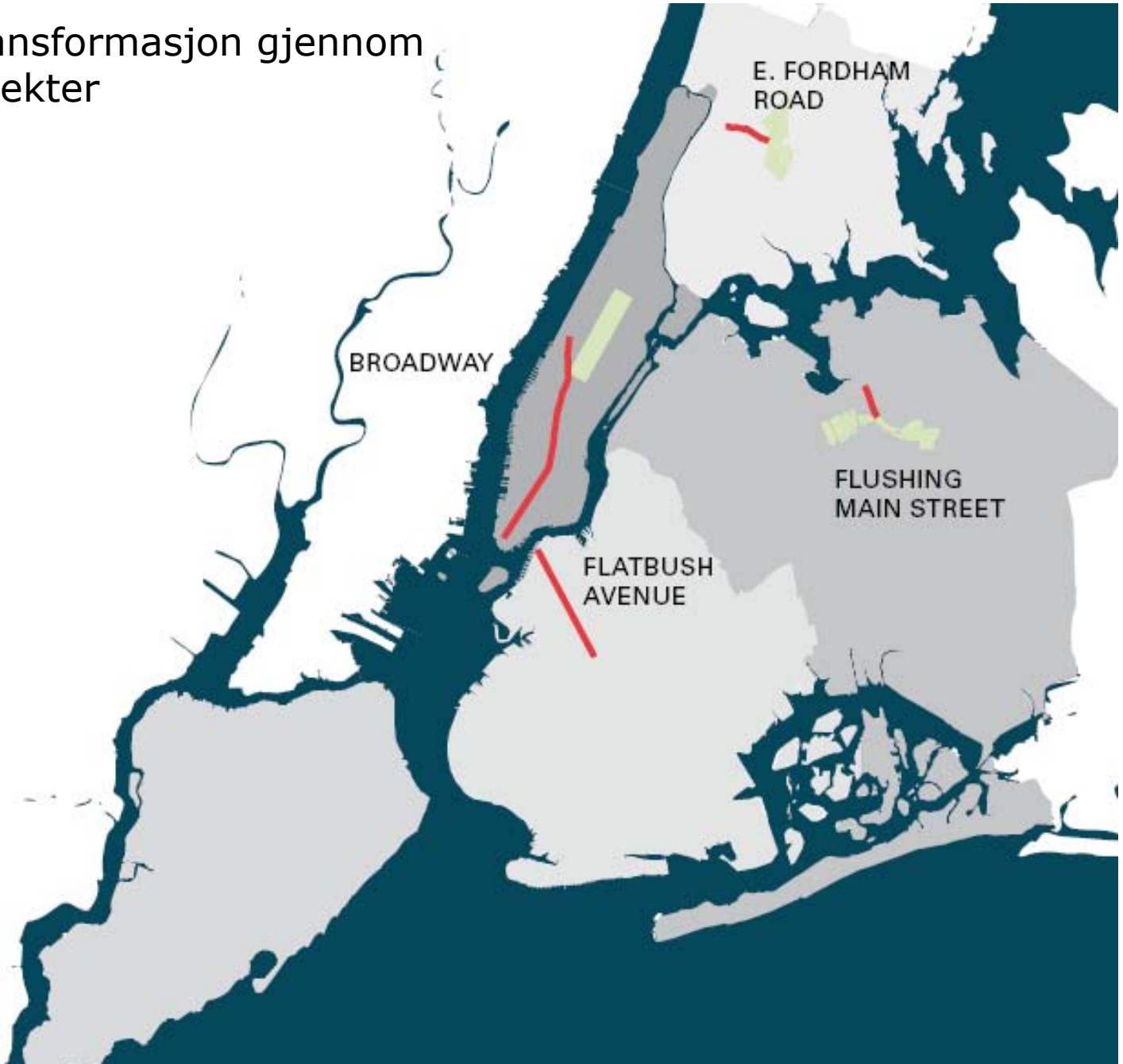
GAINED PUBLIC SPACE

GAINED 39,190 FT2	GAINED 107,790 FT2	GAINED 79,930 FT2	GAINED 100,390 FT2	GAINED 57,726 FT2

www.nyc.gov/html/dot



Skape transformasjon gjennom pilotprosjekter



DOT (*Department of Transportation)* brukte interne medarbejdere og resurser til å levere prosjektet.

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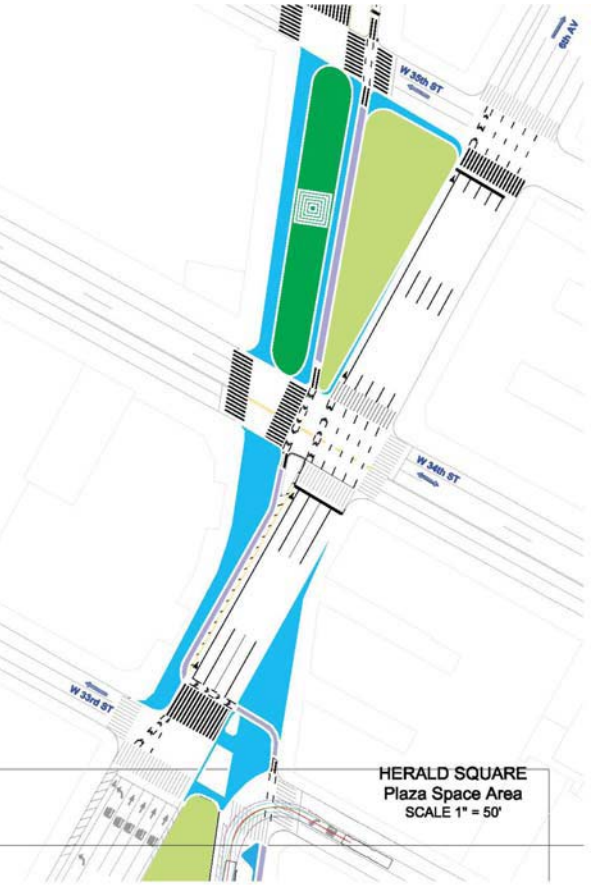

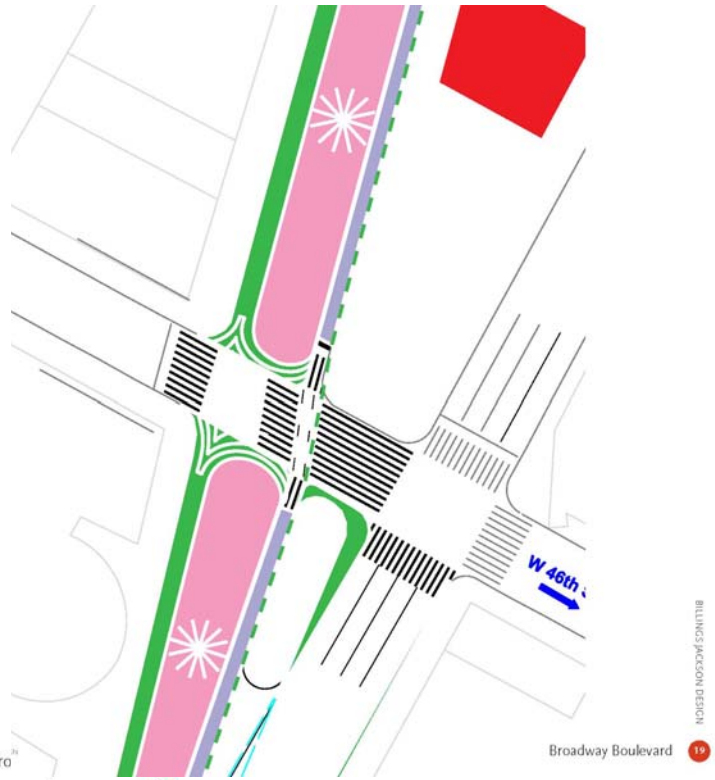

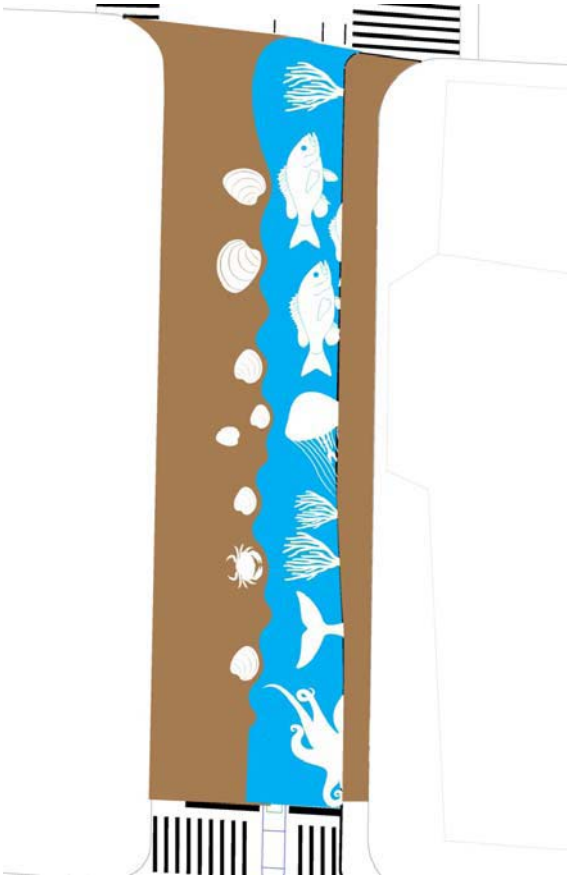

Estimert kostnad $1.5 million for 40.000 m2 byrum

Transformasjonen skjedde nesten over natten

Transformasjonen skjedde nesten over natten

DOEstimert kostnad $1.5 million for 40.000 m2 byrum

Jay St, Chinatown

Fysisk modning og…

…kulturelle begivenheter
”forbreder” borgerne på prosjektet

Kulturelle begivenheter
”forbreder” borgerne på prosjektet

Columbus Circle - før

Columbus Circle - etter

Columbus Circle
- før

Columbus Circle
- etter

Times Square
- før

Times Square
- etter

Times Square
- før

Times Square
- etter

maxell
FRIDAYS
FRIDAYS
MAMMA MIA!
MAMMA MIA!

THE LION KING
SAT. SEPTEMBER 19
LIVE ON PAY-PER-VIEW
Panasonic
YAHOO!
ONE WAY
DO NOT ENTER
ONE WAY

BEST MUSICAL
BILLY ELLIOT
BEST MUSICAL
OFFICIAL
A OF
AR'S EVE

TOSHIBA
TOSHIBA
Kodak
MAMMA MIA!
THE LION KING
VORNADO RETAIL
Panasonic

BROADWAY
CLOSED
AT W 35 ST
USE ALT ROUTE
Office DEPOT

organic
avenue

Manhattan Traffic's Slow, but Plazas on Broadway Will Stay - NYTimes.com - Microsoft Internet Explorer provided by Gehl Archite
http://www.nytimes.com/2010/02/12/nyregion/12broadway.html
pedestrian new york permentant
Filer Rediger Vis Favoritter Funktioner Hjælp
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Manhattan Traffic's Slow, but Plazas on Broadway Will...
Side Sikkerhed Funktioner
Welcome to TimesPeople
Get Started
TimesPeople recommended: The Great Prostate Mistake
10:41 AM
Recommend

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New York Traffic Experiment Gets Permanent Run

Damon Winter/The New York Times

Traffic flow in Midtown hasn't improved, but parts of Broadway will remain closed to vehicles.

By MICHAEL M. GRYNBAUM
Published: February 11, 2010

New York's ambitious experiment that closed parts of Broadway to vehicles last spring will become permanent, city officials said on Thursday, even though it fell short of achieving its chief objective: improving traffic flow.

Mayor Michael R. Bloomberg said that

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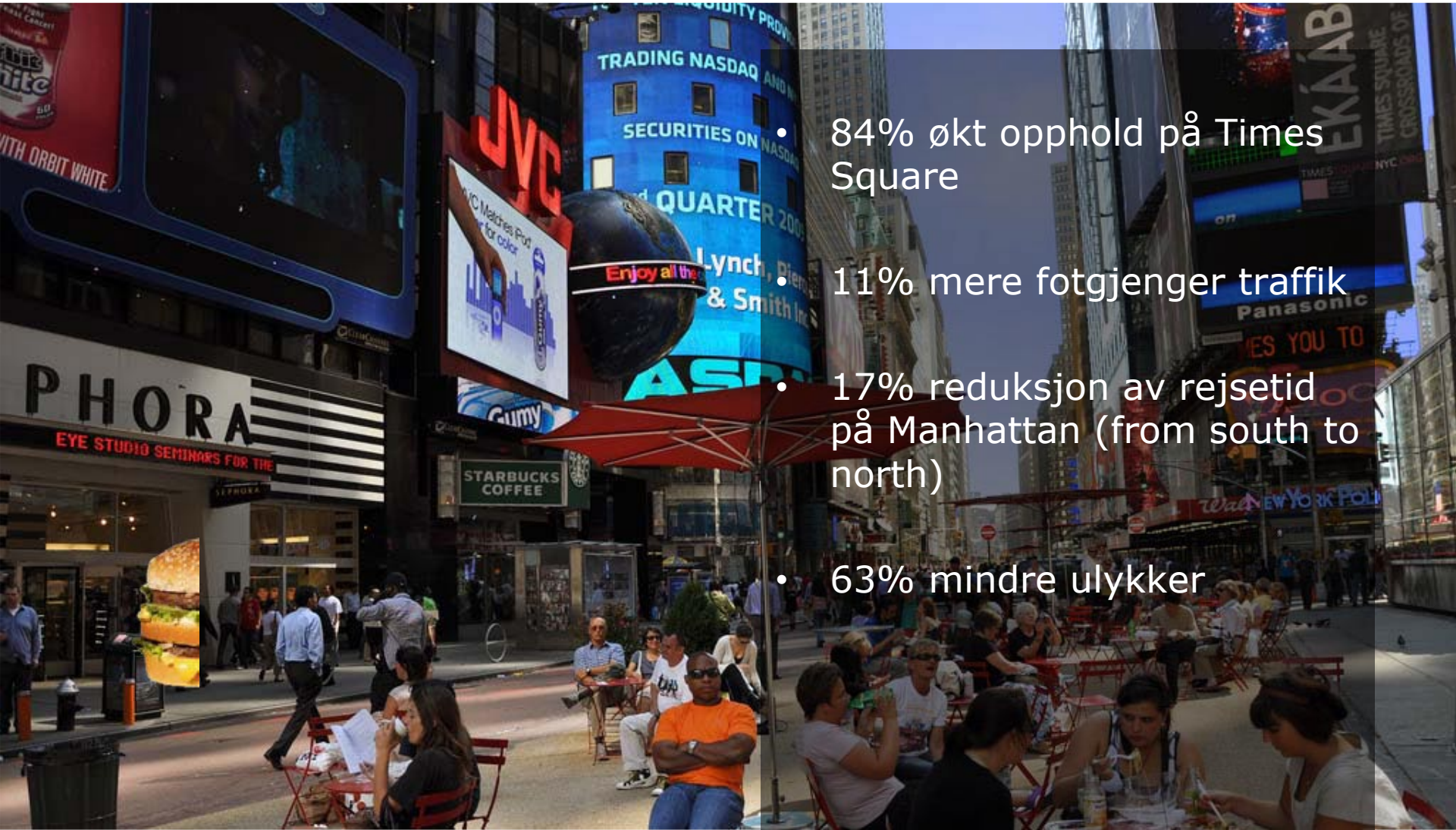
TIMES SQUARE
TIMES SQUARE
HERSHEY'S
HSBC
SAMSUNG
Kodak
LG

Helt til sist..

New York

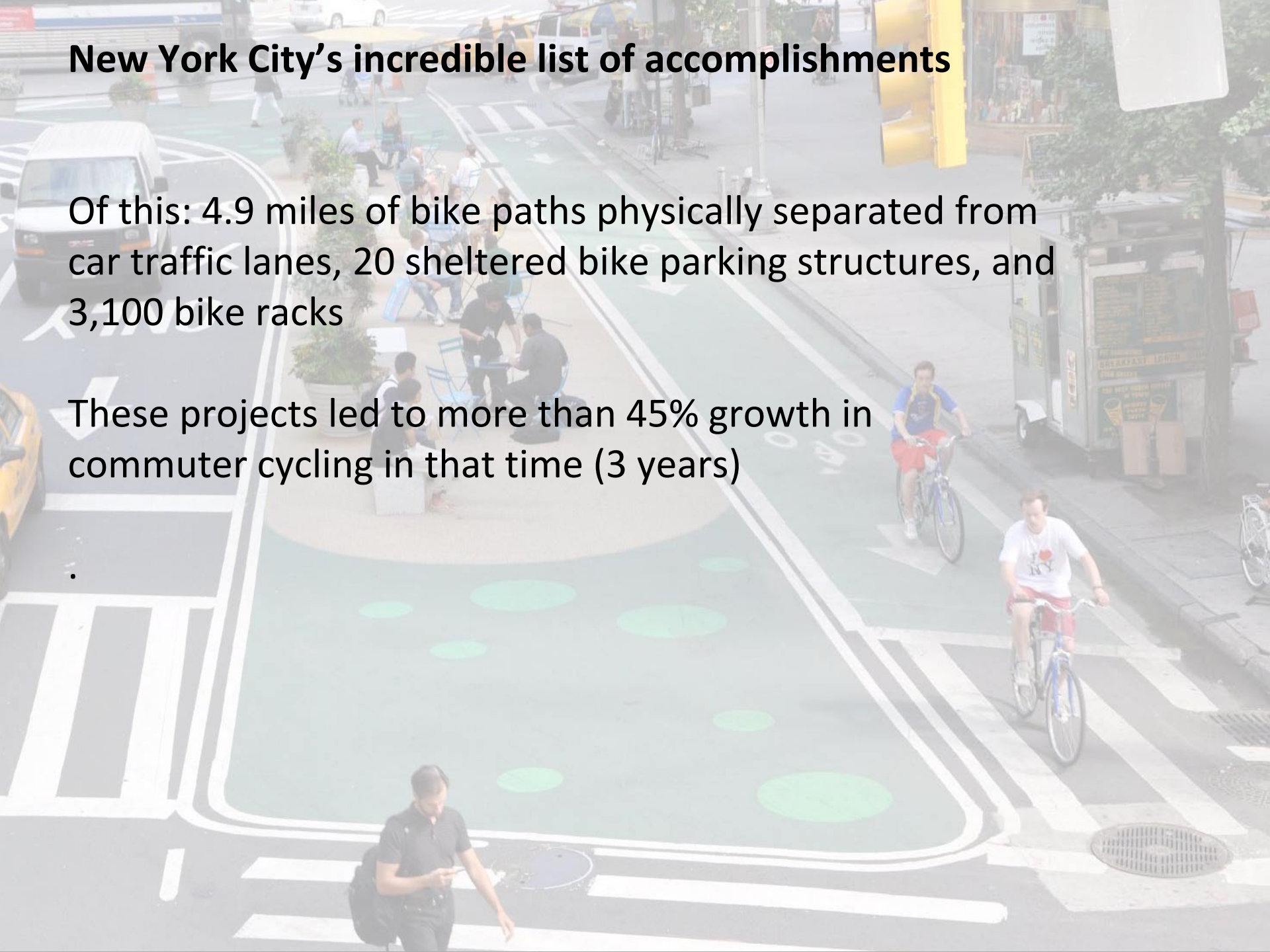
Juni 2009, DOT hadde bygget 320 km sykkelbaner



- 84% økt opphold på Times Square
- 11% mere fotgjenger traffik
- 17% reduksjon av rejsetid på Manhattan (from south to north)
- 63% mindre ulykker

Mexico City

1,114 public bicycles



New York City's incredible list of accomplishments

Of this: 4.9 miles of bike paths physically separated from car traffic lanes, 20 sheltered bike parking structures, and 3,100 bike racks

These projects led to more than 45% growth in commuter cycling in that time (3 years)

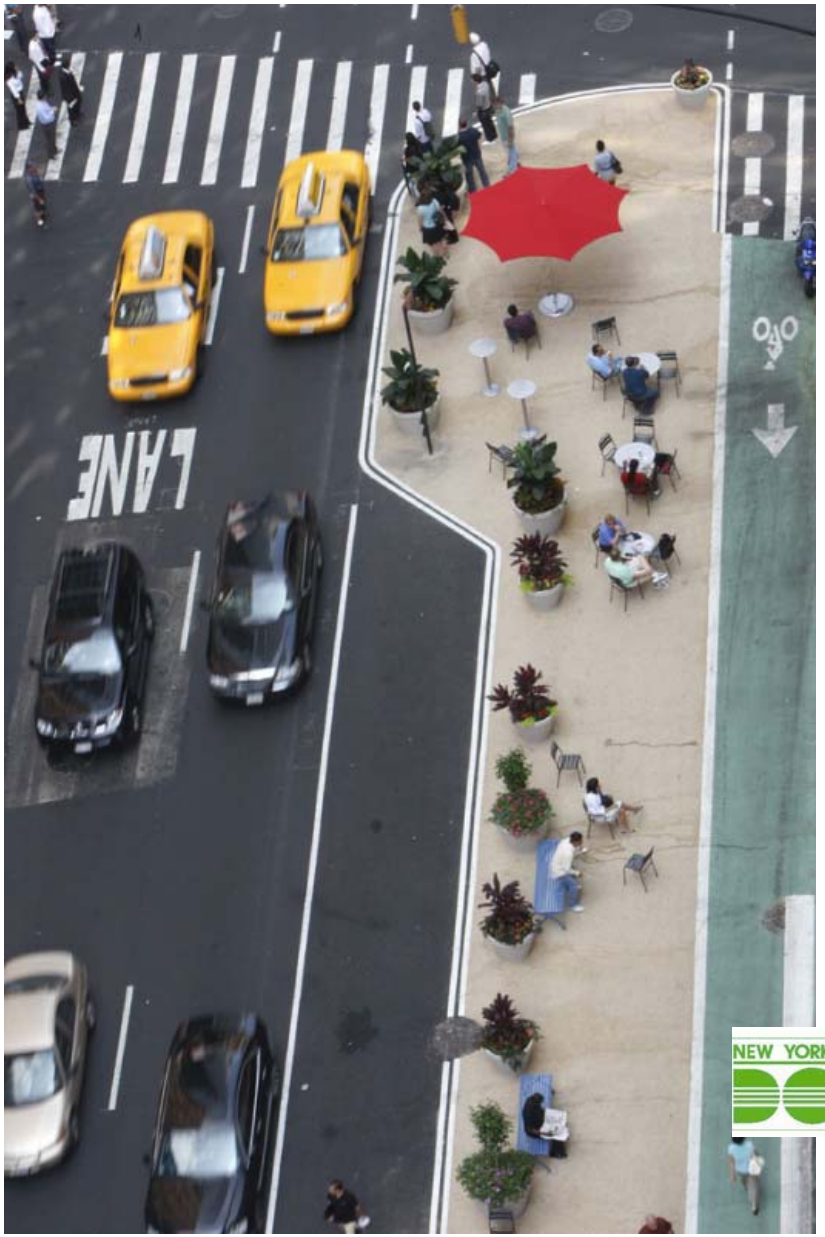
.

Times Square - after

THE LION KING
SAT. SEPTEMBER 19
LIVE ON PAY-PER-VIEW
Panasonic
YAHOO!
ONE WAY
DO NOT ENTER
NEW

TIMES SQ
HSBC
LG
WILLKOMMEN
THE LION KING
WELCOME
NIN
WELCOME TO TIMES SQUARE
EDWARDS EAGER
ONLY

What began with the ‘pearls’ …
spread out to the ‘strings’ as well



Madison Square Nov. 2008

NEW YORK CITY
DOT

M&T Bank
at&t
citibank
citibank
Saragon
mares

M&T
Bank
5 AV

COMMODORE
GREY

Times Square
- etter

Times Square - after

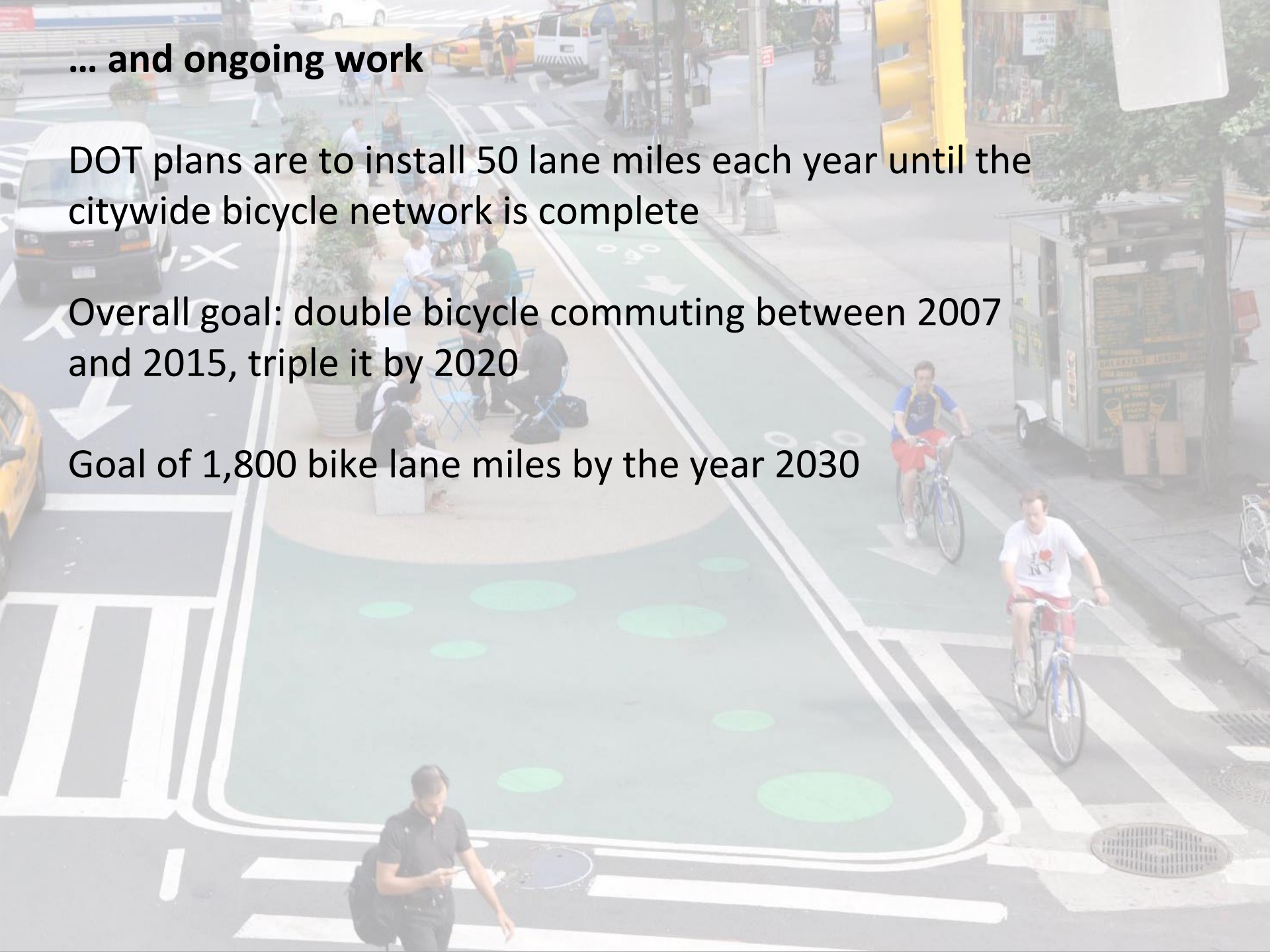
Herald Square - før

Herald Square - etter

Herald Square - before

Herald Square - after

FRIDAYS

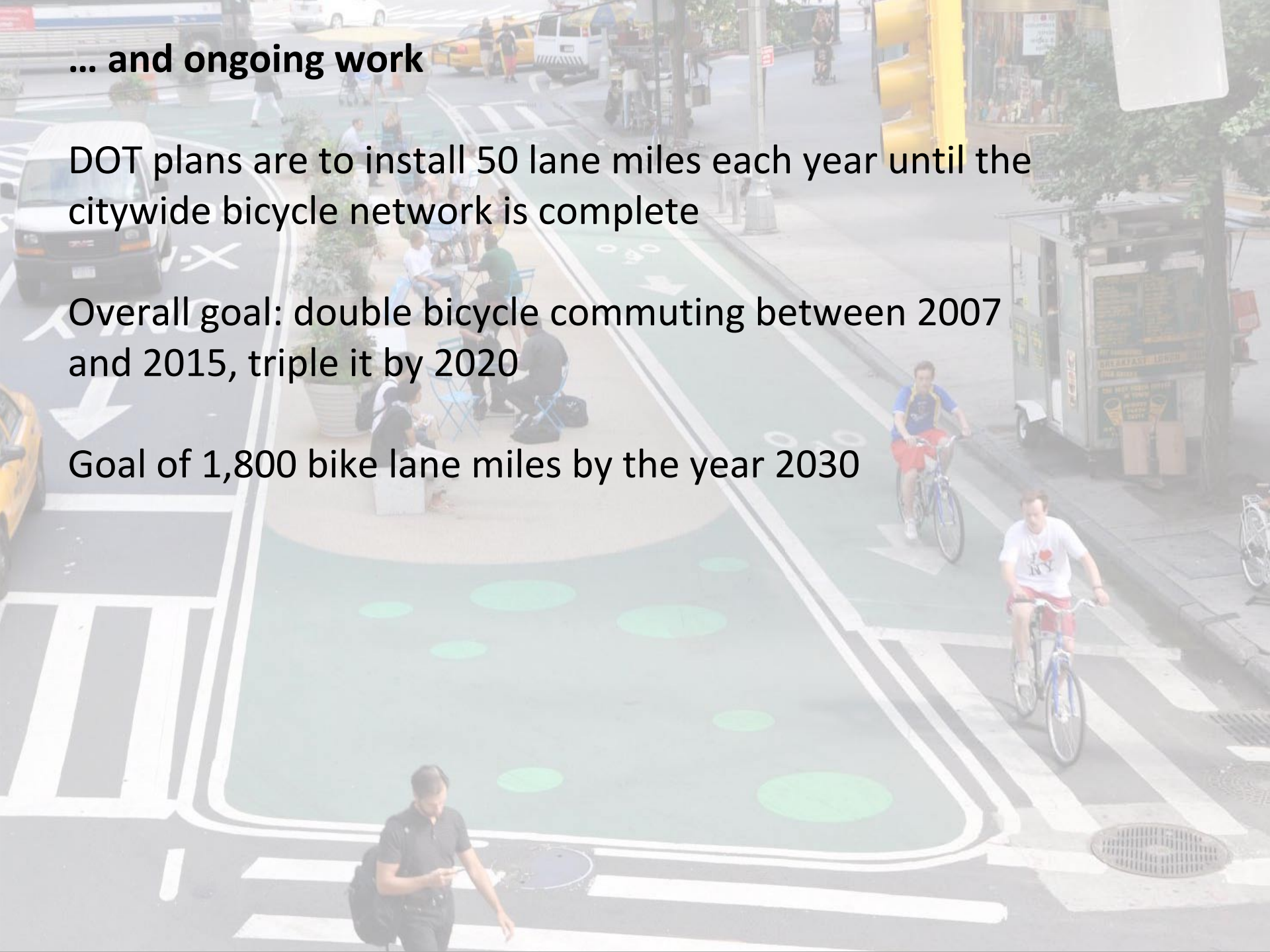


… and ongoing work

DOT plans are to install 50 lane miles each year until the citywide bicycle network is complete

Overall goal: double bicycle commuting between 2007 and 2015, triple it by 2020

Goal of 1,800 bike lane miles by the year 2030



… and ongoing work

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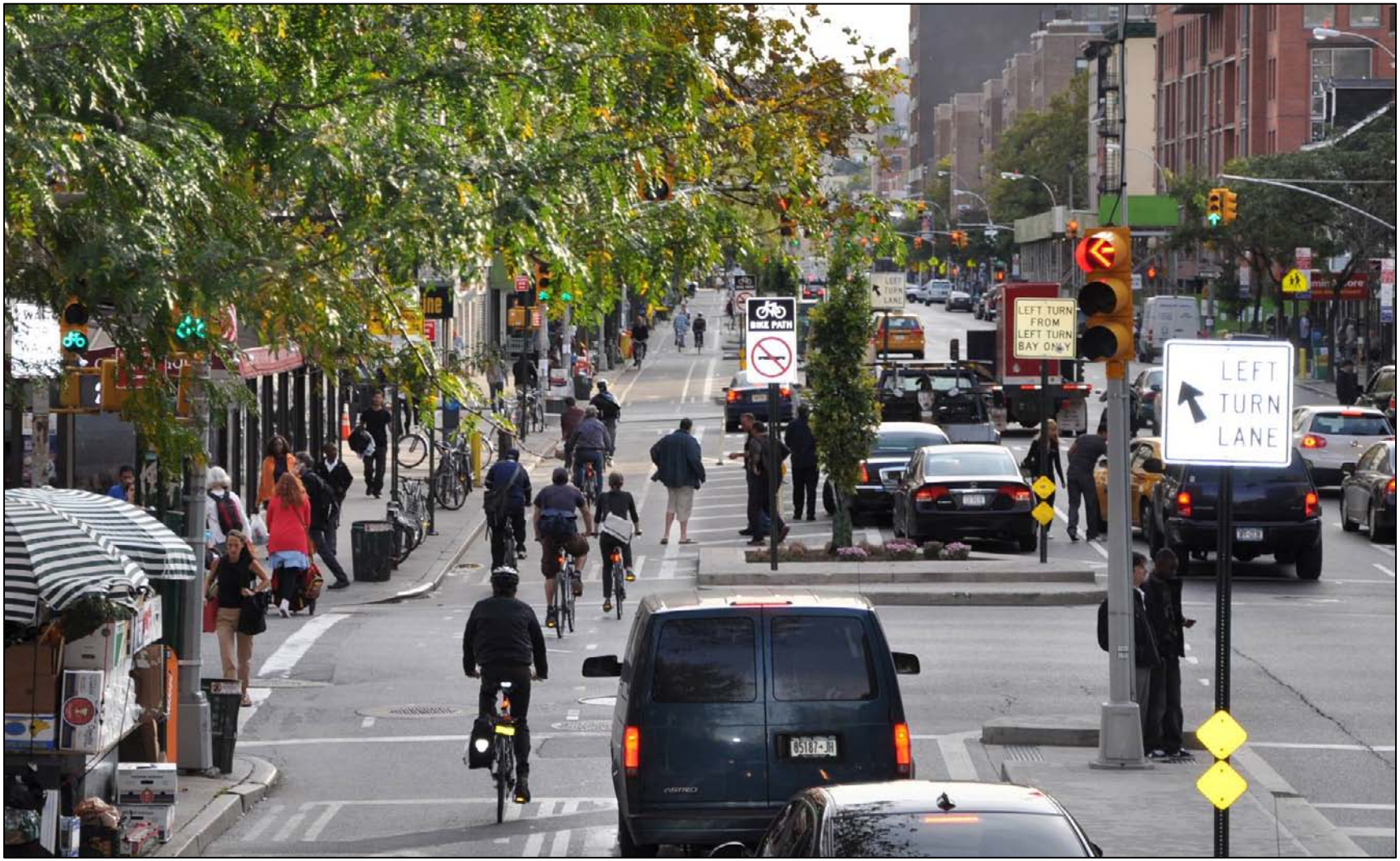
Overall goal: double bicycle commuting between 2007 and 2015, triple it by 2020

Goal of 1,800 bike lane miles by the year 2030

9th Ave. July 07

9th Ave. Sept.07

Summer Streets
3 SATURDAYS IN AUGUST
GREENSTREETS
NEW YORK CITY DOT



9th Avenue, Manhattan

Downloads på
www.gehlarchitects.dk

Muscat, Oman

Muscat:

- 50 km lang
- 630.000 indbyggere

I dag:

Byrum designet for 80km/h

I dag:

Ikke tilrettelagte byrom for klima eller byliv

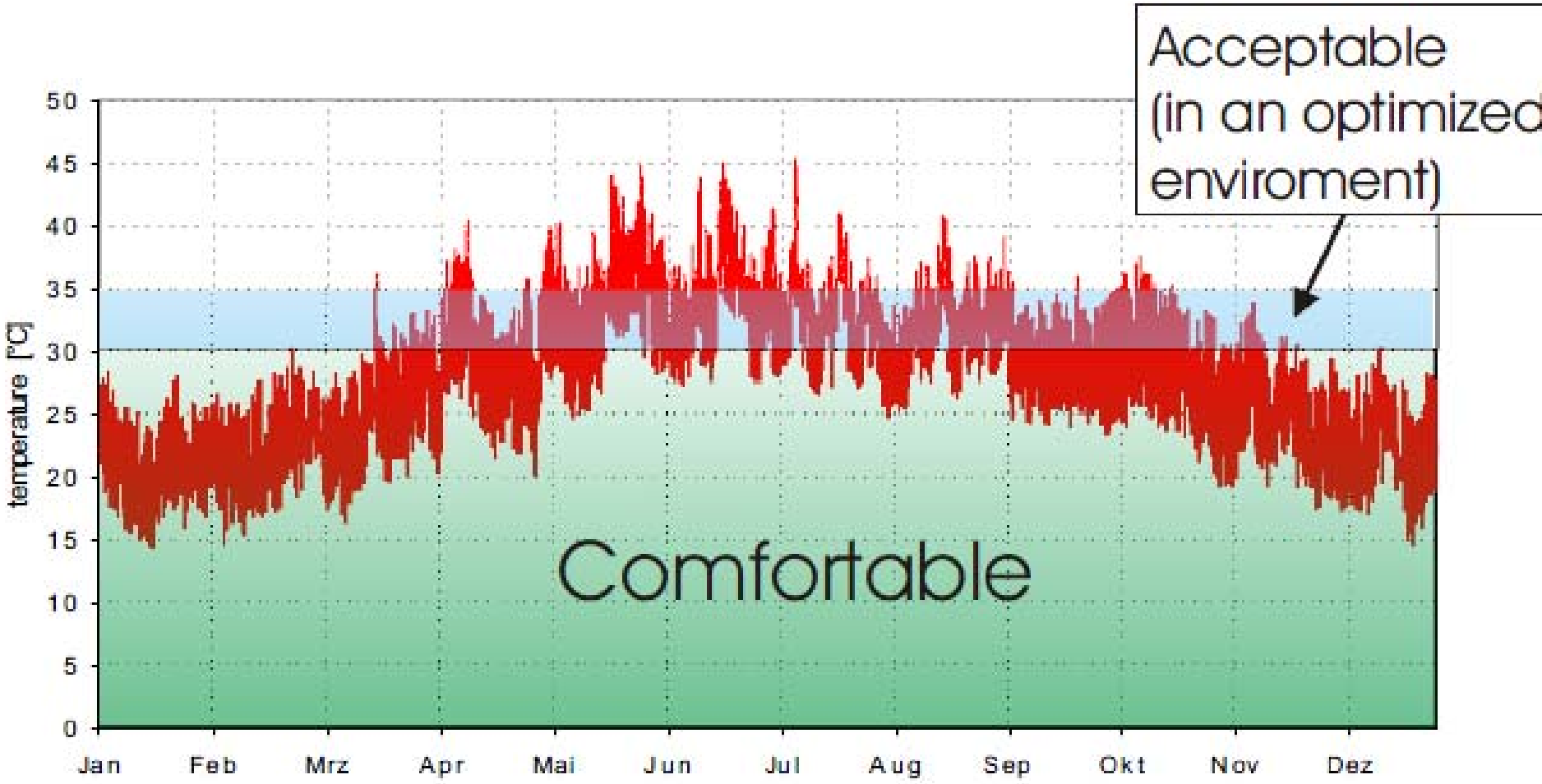
I dag:

En by med moblitet for få

I dag:

En ekstremt varm by– få brukere av byens rom

Klima


Acceptable
(in an optimized
enviroment)
Comfortable
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Jul
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Okt
Nov
Dez

I dag:

Manglende eller utflytende urban form

- W a s t e l a n d

Urban sprawl

Byens liv:

Aktivitet om morgen og aften

Byens liv:

Aftenpromenade langs vannet

Byens liv:

Handelsaktivitet i souken

Byens liv:

Hovedsakelig menn

og familier i de offentlige rum

DRAFT 22.01.2010
For discussion

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

People Spaces for Muscat
Towards a more livable city

VISION & TOOLBOX FOR MUSCAT - JANUARY 2010

Vision & Toolbox

People Places for Muscat

District Strategies

Shatti Al Qurum
Muttrah
CBD at Ruwi
As Seeb
Al Mawalih Souk
Bushar Qurm-Camr Commercial District

Pilot Projects

Waterfront Square at Shatti Al Qurum
Oasis at Al Mawalih Souk
Al Qurum Festival Square

A new way of modest and economic use of land and resources in the region of Muscat must be coupled with good progressive city design if Muscat is to respond to these challenges presenting itself to the city today. Muscat must become better to transform the existing and growing wealth of the city into a true City for People!

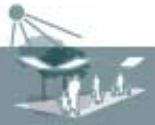
Gehl Architects · Urban Quality Consultants · Gl. Kongevej 1, 4.tv · 1610 Copenhagen V · Denmark · www.gehlarchitects.dk

Muscat - a world-class city for people

Goals:

Inviting public spaces
Quality

Connected public spaces
Mobility



Comfortable public spaces
Climate

Intensified public spaces
Urban form

Vision

B y r u m t i l 5 k m / h b y r u m

Location of furniture

Furniture should be located after careful consideration of sun, shade, breeze, light and darkness throughout the day. In areas or routes where many people pass through, seating needs to be placed at close intervals, to offer plentiful resting opportunities. It should also support meeting places and be set away from traffic and noise.

maximise nice views of landscape or people activity

Placement of furniture
Furniture should always be in relation to pedestrian desirelines, but off the actual walking path so that they don't become obstacles.

Two-way benches
A two-way bench provides the option of the most comfortable position and the option to choose company or being alone.

Sitting up against a wall or alike
A seat positioned with its back towards a wall or similar, provides a sense of feeling safe.

Comfortable furniture

People like to sit differently depending on age and ability. It's important to offer choice. A group of children can more easily sit together on larger-scale seating whilst the elderly require ergonomically designed seats with backrests and armrest. Surfaces must be cool to the touch and comfortable for sitting on.

Seating should ensure that it possible to strike up conversation through arrangement of seating furniture.

Talkscape: loose chairs
Loose chairs offer excellent possibilities of hearing & talking and are flexible because they are movable.

Talkscape: curved bench
A curved bench is fixed but can invite small groups to converse.

Talkscape: large plinth
A large plinth style seat offers flexibility in sitting constellations & talking.

Some sitting furniture should always provide ergonomic arm- and backrests in comfortable materials to invite old people to enjoy outdoor spaces

Seating variation

Large and extra-large seating objects are elements with a strong connection with the unique setting of a place. The form is integrated in landscape design or buildings. When it comes to the extra-small, small and medium size furniture these are furniture which can be moved. They are in a family and could be developed as strong characteristic elements of Muscat. The seating variation offers opportunities for solitude or company. Some furniture invites to activity and playing and some can offer more sculptural attraction.

XS

The flexible use of large cushions and chairs to form intimate social spaces in Oman should de developed into a XS-type seating type for public spaces. Sitting on edges, bollards and dwarf walls should also be considered and affect the design of these types of urban furniture and fittings.

S

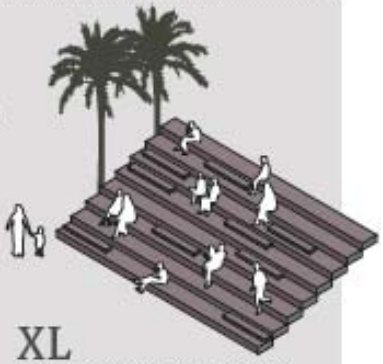
Traditional 1,5-2m long benches with space for 2-4 people. Some seats could offer the possibility of lying down to rest. Most seats will need arm- and backrests.

M

A combination of seating in groups with the inclusion of tables, providing good talkscapes and the possibility to drink and eat.

L

Spatial seating elements which can act as space dividers, protect from strong, hot winds or be integrated into building facades

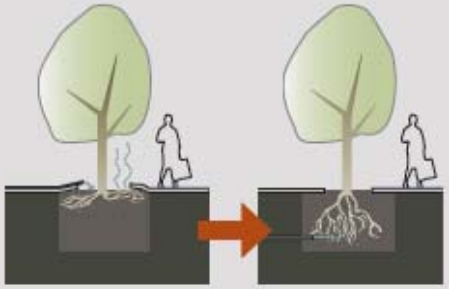


XL

Seating integrated into the landscape where terraces or steep gradients are found. Use XL-seating where there are large events such as sport, performances etc. The waterfront promenade is an example of where the XL-seating could be integrated.

Water-conserving landscape

In order to reduce irrigation and maintenance, only native species or very drought resistant species should be planted. Muscat could become a champion country in using water conserving landscaping eg. find ways that reduce or eliminate the need for supplemental irrigation and develop planting schemes suitable for the arid climate.



Deep pipe irrigation
Deep pipe irrigation is a way of ensuring less evaporation and make roots grow downwards to find naturally occuring water sources.

Water consuming landscape ☹
Entrance to a new development in Muscat laid with lawn requiring large amount of irrigation.

Water-conserving landscape ☺
Native species in soil covered with pebbles to reduce the evaporation.

Responsible water features

Water features should only be planned in well protected spaces with excellent shading. Minimizing evaporation is the key to creating a responsible water feature. The drier the air and the more vigorous the water's motion, the faster water evaporates. Even modest spill fountains can be as cooling as powerful sprays and thundering cascades. Ensure water flow is slow and sophisticated.

The other key principle is that water features should always be an element of play for people. Children love getting soaked, jumping over jets or playing with boats. Water is a successful element when it comes to animating a space.

Water features should be set on timers so that they shut off during the hottest periods of the day and at night. Where possible saltwater should be used to

Water pool in shade
Shallow, reflective pools bring tranquility and are safe for children to play in.

Water in motion
Water in movement; cascading jets, spraying fans, falling water wall.

Vison

Attraktive muligheter for alle til å komme rundt

Quality for pedestrians

Access to a rich and diverse network of pedestrian spaces that connect public destinations and transportation infrastructure are at the heart of this system.

Sidewalks free of obstacles
- Sidewalk interruptions from private driveways to be avoided
- Sidewalks with good level of shading and frequent resting opportunities
- Streets must be easy to cross in many places
- Street intersections should prioritize safe and direct pedestrian crossings
- Ground floors of buildings should be at the level of the sidewalk
- Ground floors of buildings should avoid steps and level changes

Direct pedestrian routes
To make walking and cycling routes in Muscat attractive they need to be as direct as possible between A to B destinations. Bridges and underpasses should be avoided.

Functional pedestrian crossings
Pedestrian crossings of high quality should be provided at all street sections and at high frequency along linear street segments. They should be direct, generous, at grade and not be set back from the intersection.

Central medians
Central medians allow people to cross streets where they wish with comfortable places to stand in the centre of the road whilst traffic is passing. The risk of pedestrian accidents is reduced.

Dropped kerbs
Where pedestrians cross streets the kerb detailing should ensure that dropped kerbs make crossing easy for all.

Footpaths on both sides of the street
All streets in urban areas should have pedestrian footpaths on both sides of the street.

Generous green phases
Pedestrian green phases should allow people to cross in peace, not in a hurry. Information on the length of green phases can put people at ease.

Attractive ground floors
The pedestrian experience is enriched by a varied, open and stimulating building edge avoiding excessive building setbacks

Shaded walks
In the Muscat climate it is important to provide shade along key pedestrian movement paths.

Continuous footways
Pedestrian movement should be continuous over secondary street junctions. Cars should make the level change and allow pedestrians to pass first.

Pedestrian-friendly signage
Intuitive pedestrian way-finding can be assisted through additional simple international signage.

Fit for walking
Climate and materiality of the streetscape should invite walking on clutter free sidewalks and promenades.

Safe routes by night
The pedestrian network should also facilitate the safe pedestrian passage after sunset. Routes need to feel safe and be safe.

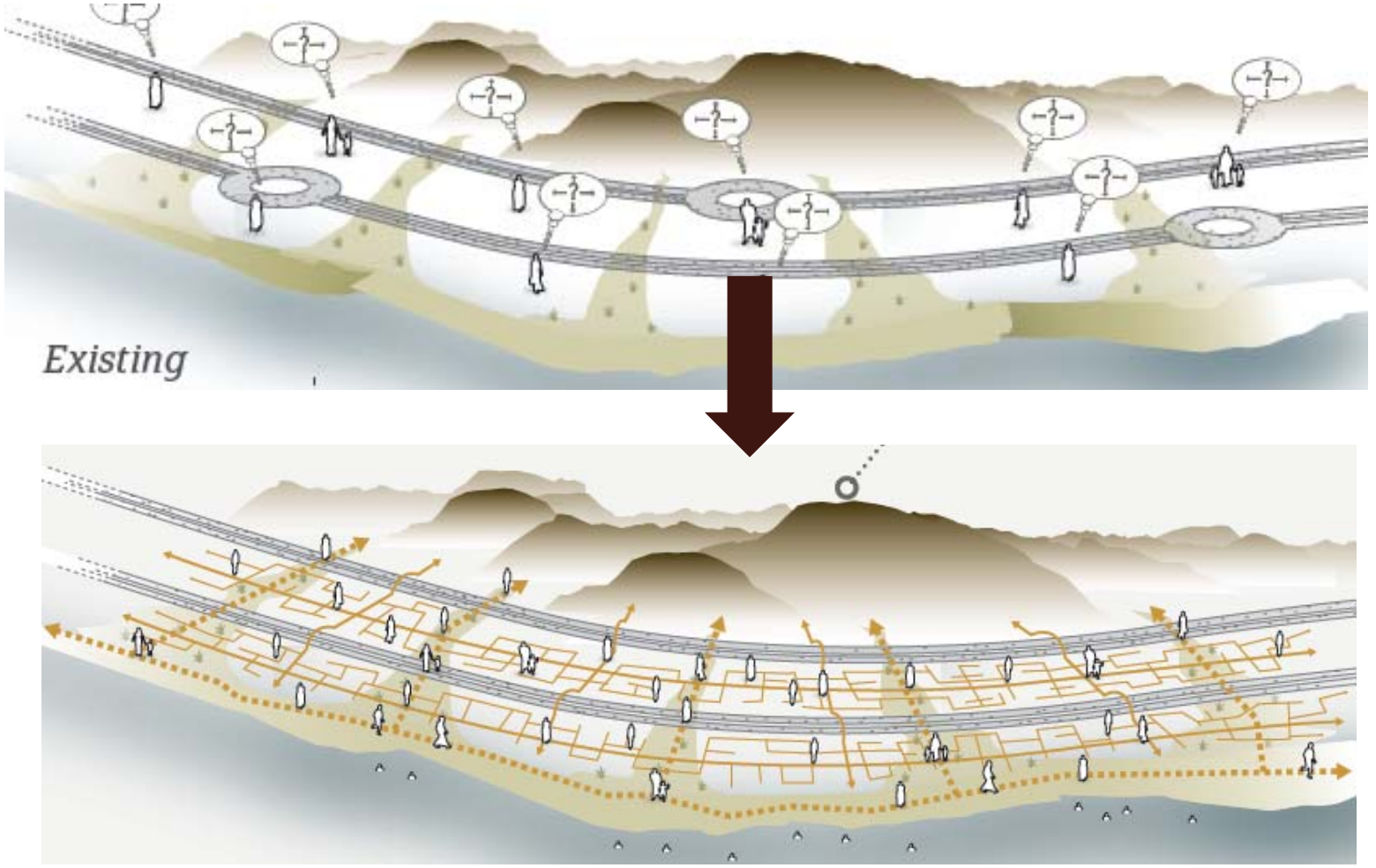
Invitations to rest
The pedestrian experience should always be complemented by positive interruption in the form of beautiful open spaces and resting opportunities for people to enjoy city life.

SILVER WORLD

& GIFTS

Vison

Vokse et netverk

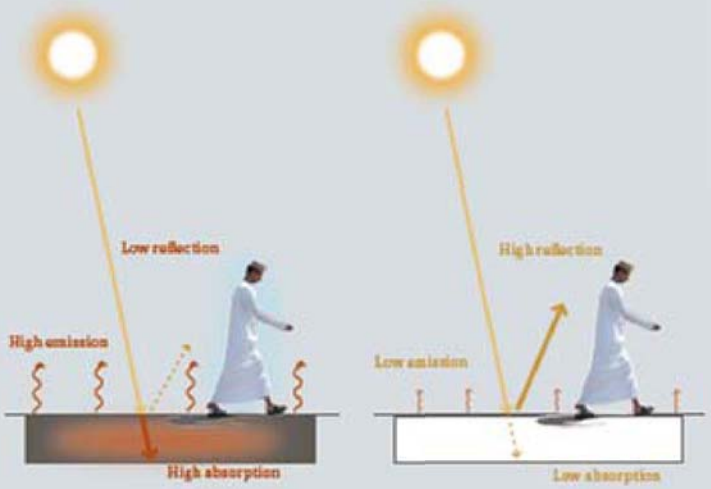


Vison

En by med et mere komfortabelt klima

- En mere levende by

Material properties



Explanation:

A. Reflection
When a material has a high reflection it does not store the heat. Instead it reflects the heat back into the sky.

B. Absorption
High absorption materials store the heat and thereby heat up the air around them through radiation.

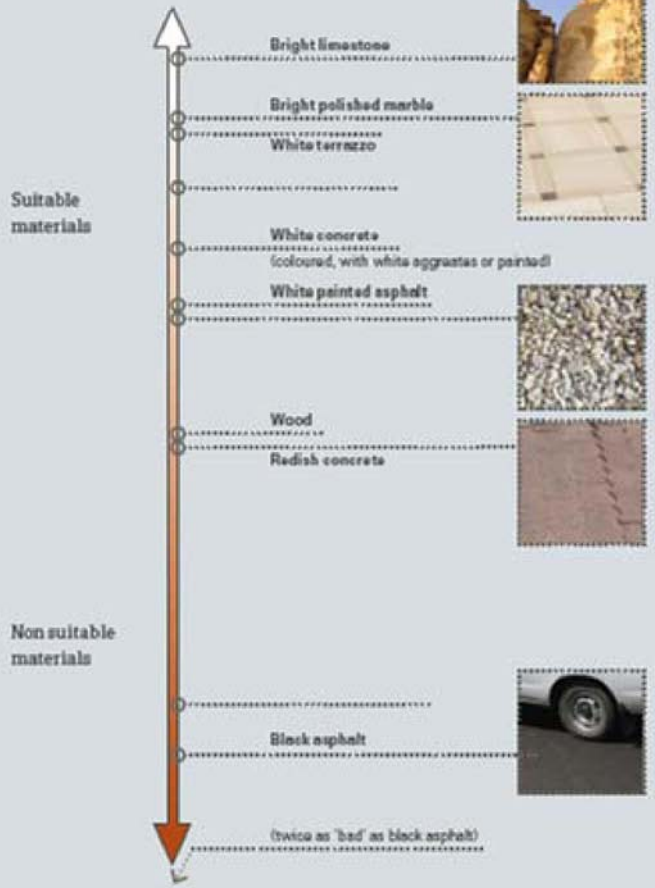
C. Emission
As the material is getting warm by the sun, it tries to cool down, and therefore the material radiates the heat away. The emission is the radiated heat you experience.

Conclusion:

A surface material with a positive impact on the outdoor comfort has following qualities:
- High reflection
- Low absorption
- Low emission

Materials for surfaces

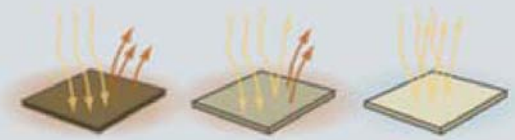
The parameters for evaluation:
reflectivity and heat storage capacity.



Heat island effect

High solar absorption and high heat storage ability of materials often used in cities (black asphalt, concrete etc.) cause the heat island effect. This means that the outdoor climate is worse than it has to be.
The heat island effect in a city may be reduced by introducing brighter materials and proper sun shading in open space, where people walk and spend time.

Colour & reflection



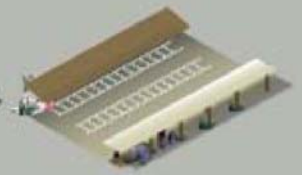
Material colours
The colour of a material is the most important property.
Rule of thumb: bright is better than dark, since bright materials has high reflection.

Vision:

En mere kompakt by med menneskelig skala

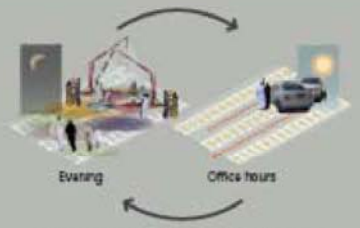
Activating vacant plots

It is natural for neighbourhoods and districts to change and optimize their physical structure along the requirements of a growing and transforming local community. Vacant plots are a common phenomenon found in young urban districts. They appear as poorly maintained residual land of no apparent value. Planning needs to intervene to activate this land and to stimulate development with new buildings or public spaces of value to the community.



Defining the edge
Where building development is not an option other measures can be taken to simulate a coherent street edge. A line of trees, public seating and other street furniture can provide continuity.

Temporary use
The temporary activation of space lying dormant pending development can actually increase the vitality of an area and make a positive contribution to the desire to build on vacant land.

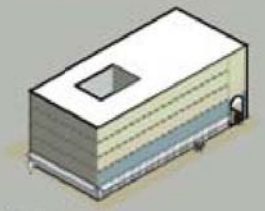


Surfaces with more than one purpose
More than one activity can take place at public destinations during different times of the day or the week. Tennis on a car park, a circus on a field or an artistic light installation only visible by night.

Breaking down the scale
Large monotonous surface car parks are an insult to the urban spirit! They should be upgraded to treat motorists with more respect as they close their car doors and become pedestrians.

Breaking down the scale
The reduction areas occupied by surface car parks can provide opportunities for new public destinations. Public spaces for people can emerge where surfaces are released from parking cars in good locations.

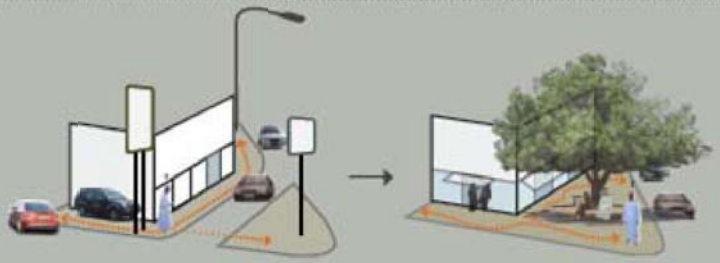
Multi-storey car parks
Parking should increasingly be facilitated above or below the ground plane of public destinations in the future. The ground floor of such structures can contain restaurants and other public service facilities.



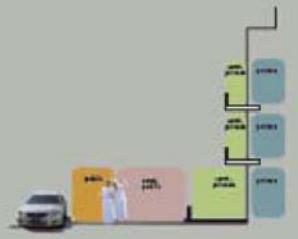
Build it!
Gaps in 'first generation city districts' need to be filled. Planning and local administration should seek to stimulate building development and get tough on speculative land holdings where stimulation fails.

Spatially defined streets

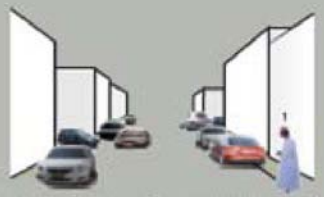
Streets are the most important open spaces along which the growth of communities takes shape. They require a high level of physical cohesion to induce a sense of urban complexity. Human scale and human perception need to be respected in the design of streets and buildings. The way in which built and open spaces relate to one another must be clear and legible.



Reclaim traffic space to people space
Slip lanes create dangerous situations for pedestrians and should be avoided in urban areas. Highway paraphernalia makes people feel 'not welcome here'.



Clear ownership
Layering of space from the public to the private domain is a principle that should create a clear set of thresholds of ownership and responsibility for maintenance.

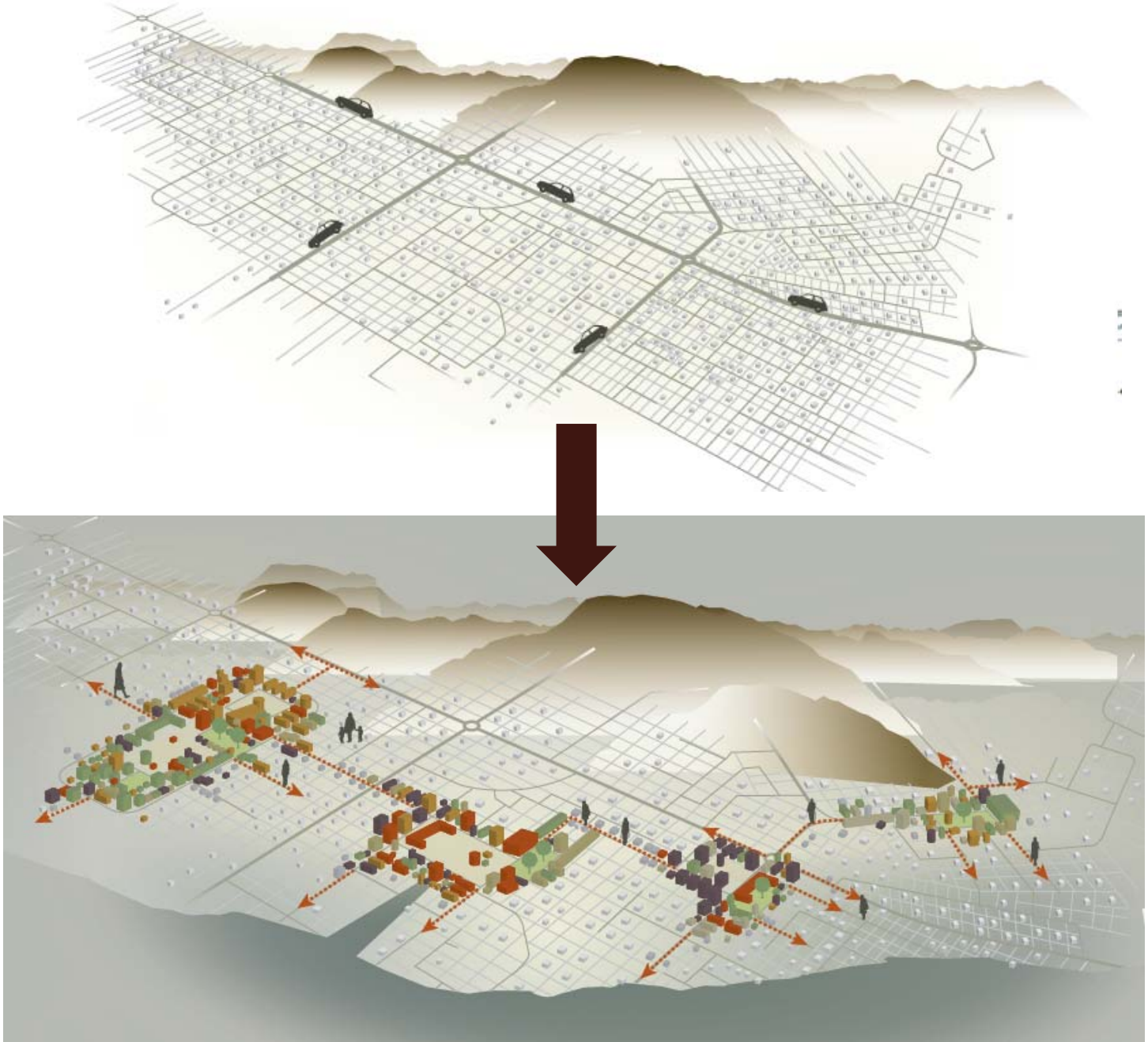


Evolution Phase 1: Tame wild driver behavior
Support the evolution of a more respectful street culture by restricting the land take of moving and parked cars. Start to reclaim the street for the local population.

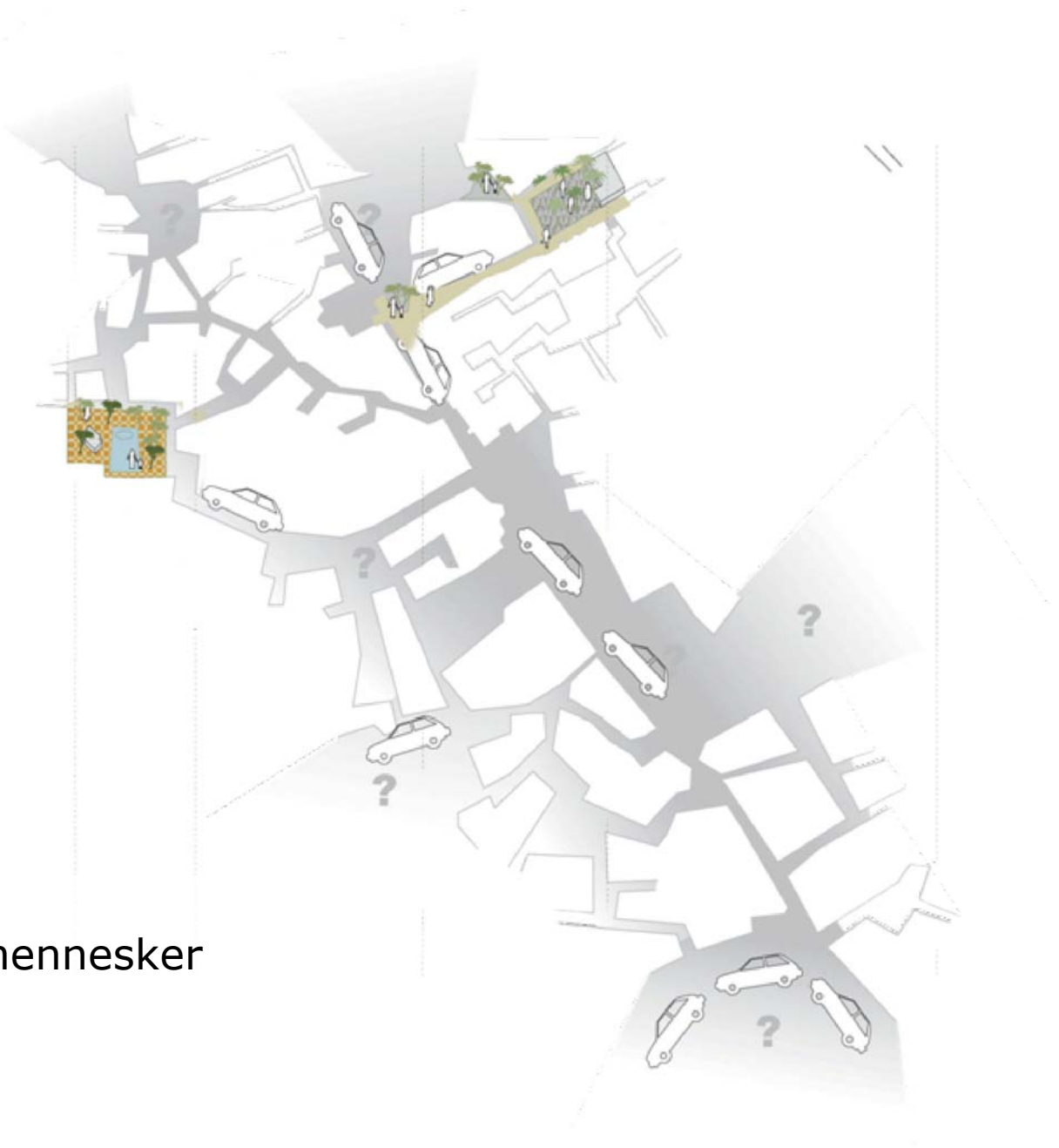
Evolution Phase 2: Fill the gaps
The spatial experience of street can be intensified by filling gap sites with new buildings.

Evolution Phase 3: Implement clear street zoning
Narrow the carriage way and allocate more space to slow local foot traffic by limiting space for moving and parking cars.

Evolution Phase 4: Break down the scale
The full inventory of street furniture and street planting is designed and installed along legibility principles that respect the movement requirement of pedestrians.



Typology matrix



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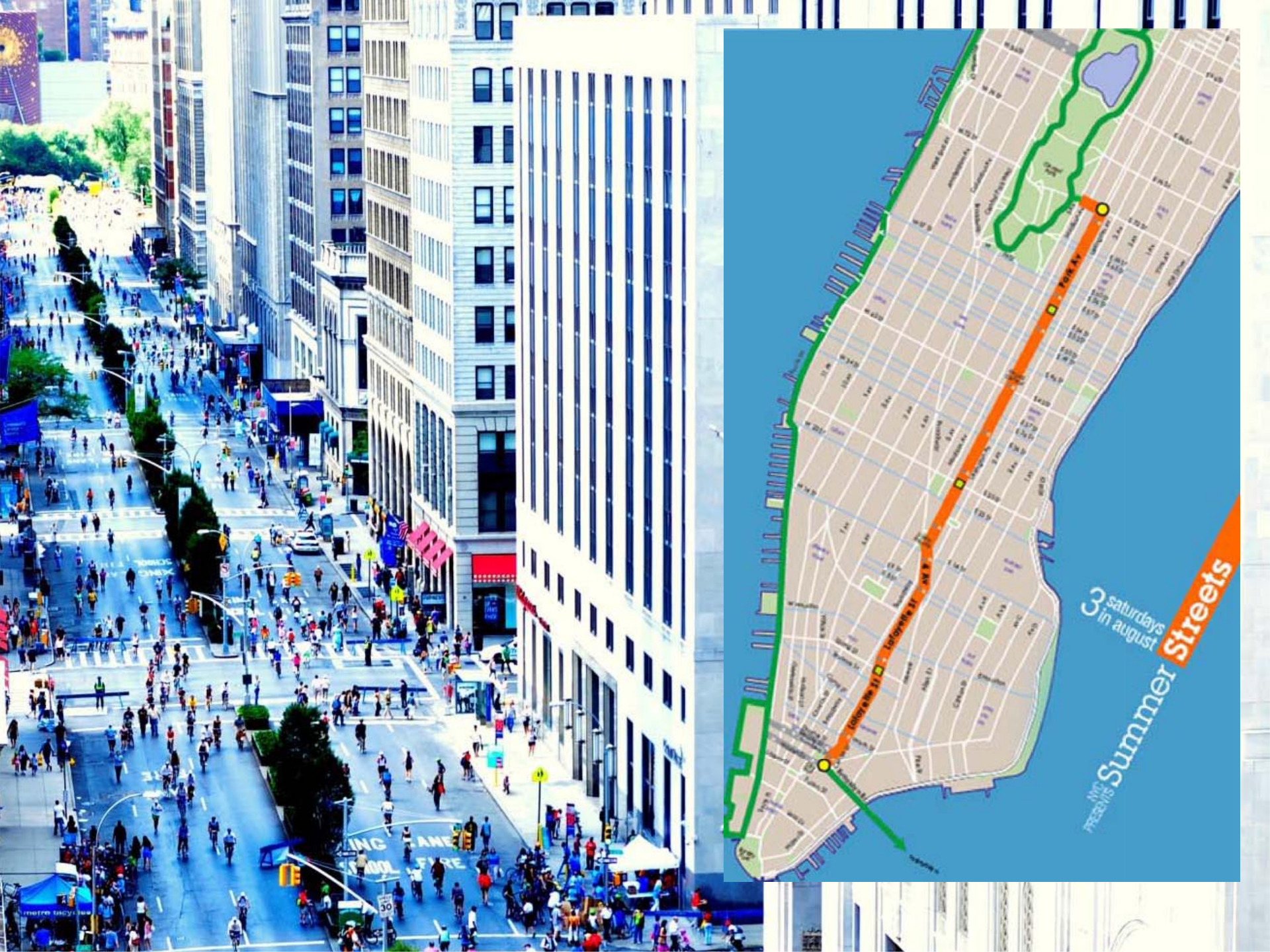
Test the waters – the first pilots


3 saturdays in august
Summer Streets
NYC PARKS PRESENTS

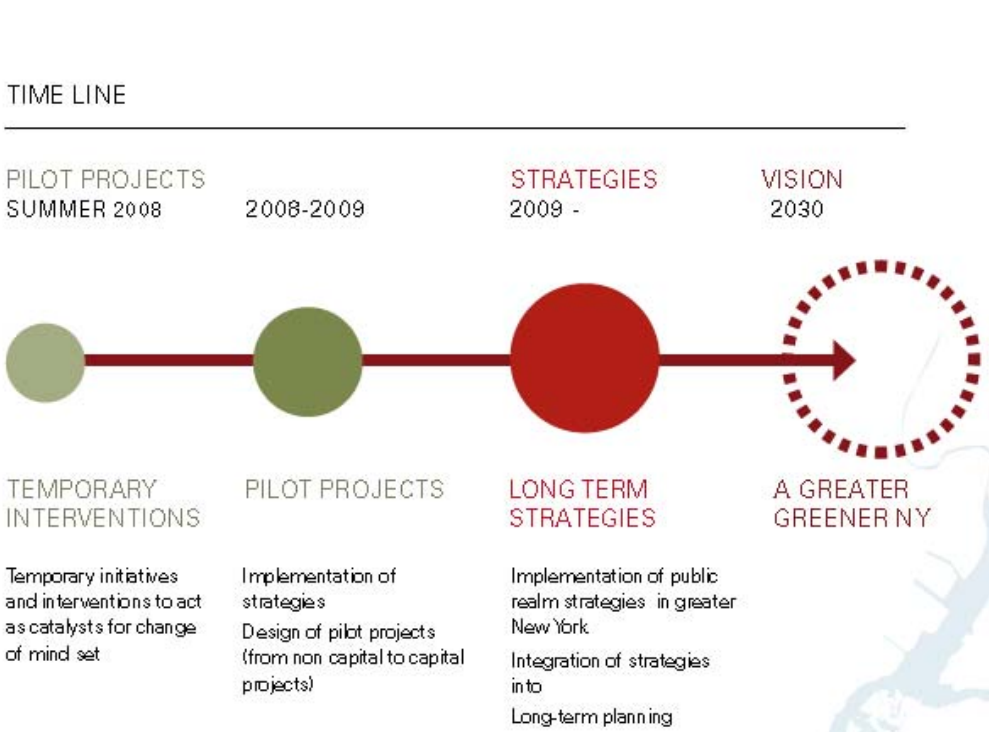
Test the waters – the first pilots

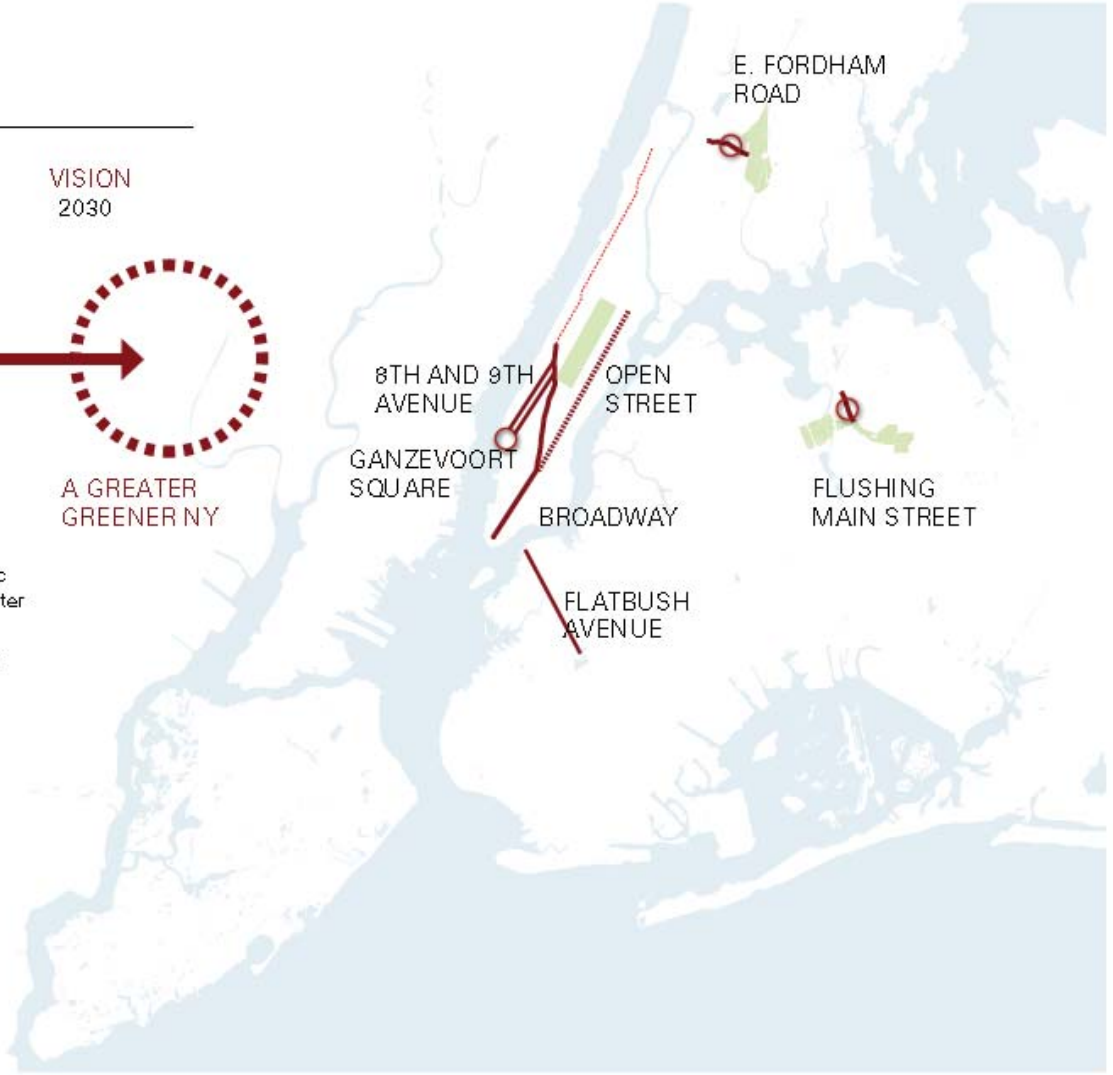
Watch and see

- What are the problems? And successes?
- Who uses the spaces?

NEW YORK CITY DOT

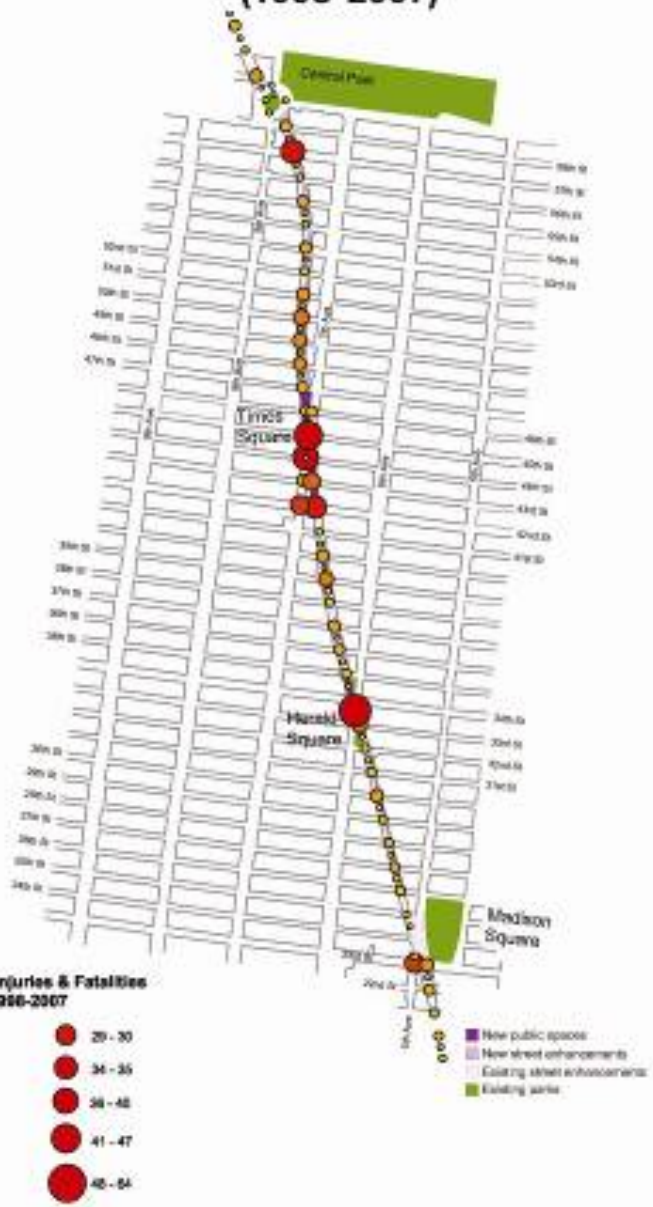
Gehl Architects are engaged





Pedestrian Injuries and Fatalities on Broadway

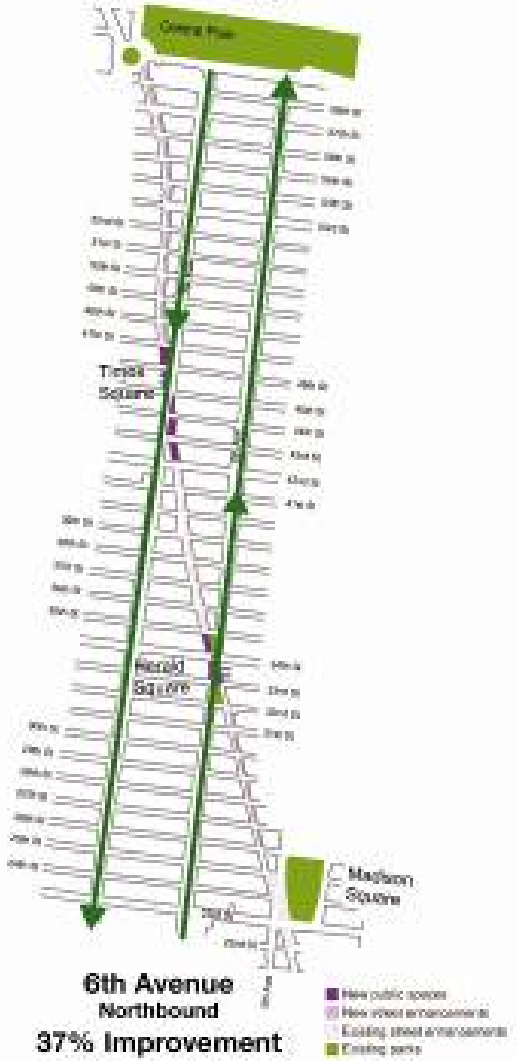
(1998-2007)



Broadway Pilot Program

Expected Travel Time Improvements

7th Avenue
Southbound
17% Improvement



6th Avenue
Northbound
37% Improvement