

Tren Urbano UPR-MIT Professional Development & Research Program
Tren Urbano Conference – January 2003
Friday, January 10, 2003 – 11:00AM

Dr. Jan Gehl

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Es arquitecto y profesor con cargo de Director del Departamento de Diseño Urbano de la Escuela de Arquitectura de la Real Academia Danesa de Bellas Artes, habiendo sido profesor visitante en varias universidades canadienses, australianas, escandinavas, norteamericanas, belgas y mejicanas. Es autor, entre otros varios, de "Life between Buildings" Van Nostrand Reinhold, New York, 1987, que ha sido fuente de inspiración en los grandes movimientos urbanos en pro de la recuperación del concepto de ciudad. Ha recibido el premio "Sir Patrick Abercrombie" de 1993 de la Unión Internacional de Arquitectos, poseyendo doctorados honorarios y varias condecoraciones. Ha desarrollado labores de asesor en espacios públicos y diseño urbano en varias ciudades escandinavas (Copenhague, Estocolmo, Sigtuna, Oslo, Elsinore,..) así como en EE.UU. (Asheville, Bellevue), australianas (Perth, Melbourne) y de otros países (Singapur, Riyadh, Toronto, etc.) Actualmente está desarrollando su labor en Reikiavik, Londres y Amsterdam, sin descuidar su cátedra de diseño urbanístico en Copenhague.

Su visión:

Fomentar la calidad y frecuencia de los contactos en la calle. Facilitar las actividades necesarias (atravesar a pié la zona) y fomentar las optativas (quedarse a saludar a un conocido o a disfrutar del entorno), persiguiendo la consolidación de un mayor dinamismo y vitalidad social en la vía pública.

Mecánica:

Examen y medición de las pautas de uso de plazas y áreas peatonales en colaboración con grupos locales. Observación de la ciudad no tal como quisiéramos, sino tal como la utilizan sus residentes. Se trata de visualizar con claridad su mecánica, a fin de poder introducir posteriormente cambios en la organización de espacios, en la dotación de mobiliario urbano, en la ubicación de actividades, etc. para conseguir una mayor animación y actividad pública que sean fiel reflejo de los objetivos y planes de revitalización de la ciudad.

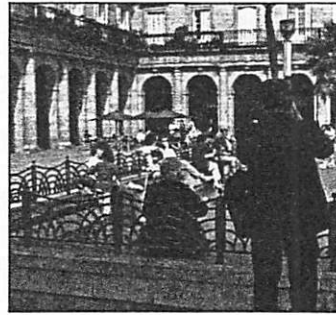
Se plantea dar respuesta a preguntas cómo ¿Por donde pasa la gente? ¿Donde se reúnen? ¿Donde esperan? ¿Por qué? ¿Qué lo impide? ¿Qué lo fomenta? ¿Cuál es el rol del mobiliario urbano? ¿Cómo afecta el tipo o falta de protección frente a las inclemencias del tiempo? ¿Cuales son las barreras físicas? ¿Donde se pierde la escala humana? ¿Cuales son los rangos sensoriales a no perder de vista? ¿Cómo varía a lo largo del día y de la semana?

Actuaciones:

Cambios en la distribución física del espacio. Eliminación de barreras. Ubicación de nuevas actividades. Protección frente a inclemencias meteorológicas. Modificación, reubicación o cambio del mobiliario urbano. Cambios en flujos viarios y peatonales. Normativa municipal sobre tipo de actividades, fachadas, entradas y salidas a edificios,...

MIT

"Cities for People" Video



Massachusetts Institute of Technology

By Prof Jan Gehl, Architect, MAA, Dr Litt



Comments by Mikel Murga, MIT
9th UPR-MIT Conference on Tren Urbano
January 7-12, 2003

Tren Urbano, Jan 7-11, 2003



Point of departure



- "In a world being **steadily privatized**, in some cities public spaces are gaining in importance... People respond enthusiastically to these new opportunities for walking and participating in public life in public spaces"
- "People are invited to reposses their cities and restrictions are being made to reduce parking and traffic in city areas in order to make room for more **people oriented activities**"

Jan Gehl

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Jan Gehl



- Architect and Head of the Urban Design Dept School of Architecture, Royal Danish Academy of Fine Arts in Copenhagen
- Author: "Life Between Buildings – Using Public Space", "Public Spaces – Public Life, Copenhagen 1996" and "New City Spaces"
- Sir Patrick Abercrombie prize for exemplary contributions to town planning by the International Union of Architects
- Consultant in Copenhagen, Vejle, Odense, Oslo, Latvia, Stockholm, Edinburgh, Aberdeen, Perth, Melbourne...

www.GehlArchitects.dk

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- Strøget as a pedestrian street?
 - But, why? We Scandinavians stay indoors, not like those in Southern Europe!
 - After all our weather is lousy



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Jan Gehl



- Strøget as a pedestrian street?
 - But, why? We Scandinavians stay indoors, not like those in Southern Europe!
 - After all our weather is lousy

Strøget today →
(in summer)



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The Copenhagen transformation...



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The Copenhagen transformation...



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The Copenhagen transformation...



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8



The Copenhagen transformation...



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9



The Copenhagen transformation...



Any little space counts for better quality of urban life

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The Copenhagen transformation...



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The Copenhagen transformation...



Any little space counts for better quality of urban life



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Characteristics of a Good City



- Good to walk in and to stay for a while
 - Comfortable, climate protected, benches, steps, cafes
 - Pleasant facades, pedestrian continuity, lack of barriers
- Good for social and cultural exchanges
 - Space for cultural activities, *The Commons*
- Good for talking, watching and experiencing
 - Low level of noise, intimate public spaces
 - Fine views, window shops, exhibits, good details

*Lively, diverse and safe to move around with
a wide variety of uses both day and night*



Activities in Public Spaces



- Necessary activities
 - Going to school, waiting for the bus to go to work, shopping, seeking medical attention...
- Optional activities
 - Urban recreation when quality is high (park benches, trees, concerts..) Acid test is how long do they stay
- Social activities
 - Watching, listening, experiencing other people, playing, talking to others, showing off...



Actors of Public Life



Tourists

65 000



Visitors

140 000



Workers

136 000



Residents

2 100



Students

30 000



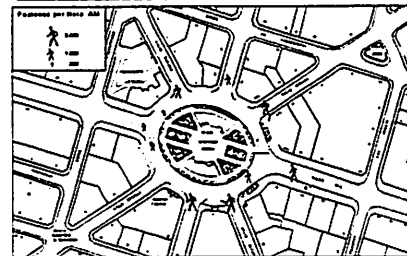
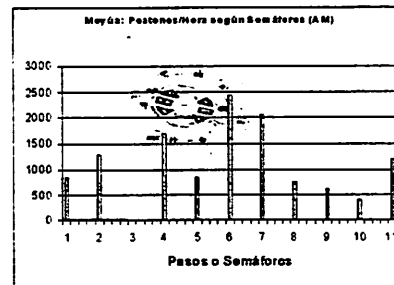
- Every day users
 - Residents, office workers, street vendors...
- Visitors/customers
 - Shoppers, seekers of services, suppliers...
- Recreational visitors
 - Outdoor café clients, park users, runners, bikers, sun bathers, readers...
- Event attendants
 - Concerts, festivals, cultural events...



Data Gathering



- Most cities have excellent statistics about traffic flows and parking patterns.
- However, information is sorely lacking about city quality as experienced by a pedestrian and about how public spaces function





Field Work



- Motorized transport flows:
 - Street hierarchy, transit network, parking...
- Pedestrians flows:
 - Test walks, wait at traffic lights push buttons, crossing times, footpath interruptions, safety...
- Facades and ground level activity
 - Quality, duration of stays, sunshine and shade areas, weather protection, trees, outdoor seating, cafes, day and night activities...



Generic Recommendations



- | | |
|---|--|
| <ul style="list-style-type: none"> ■ Upgrade Squares and Plazas ■ Rehabilitate wide streets ■ Develop transit ■ Reduce through traffic ■ Enhance Park Lands ■ Create pedestrian and bike networks | <ul style="list-style-type: none"> ■ Mixed uses for day and night livability ■ Attract residents ■ Foster markets, cafes and educational institutions ■ Improve ground floor frontage ■ Organize public activities and events |
|---|--|



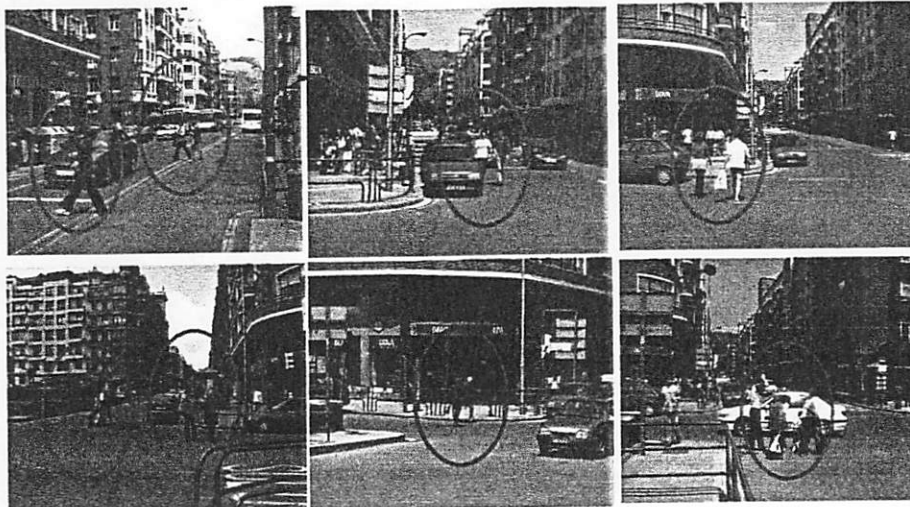
Some ideas from the video...



- Human dimension in city and site planning:
 - Size and quality of public spaces, types of public activities, the city as cultural birthplace
- People as walkers:
 - Sensory experience
 - Distance for public, social, private exchanges
 - Public and private spheres, and its transition
- People, *dressed with cars*, moving at 50-60 km/hr, change the cityscape as they lack both the sensory experience and the interaction with others

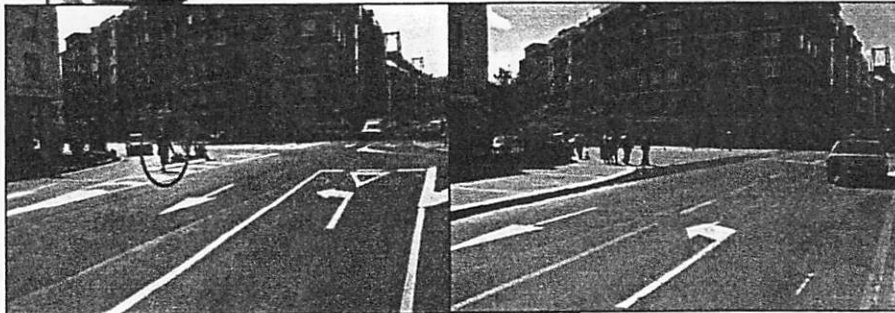


Finally, working with Jan Gehl...





Finally, working with Jan Gehl...



How to get moving this process of change in Getxo...



Now, enjoy the video!

... and let us know which of these ideas
you feel are relevant for Tren Urbano's
transformation of San Juan