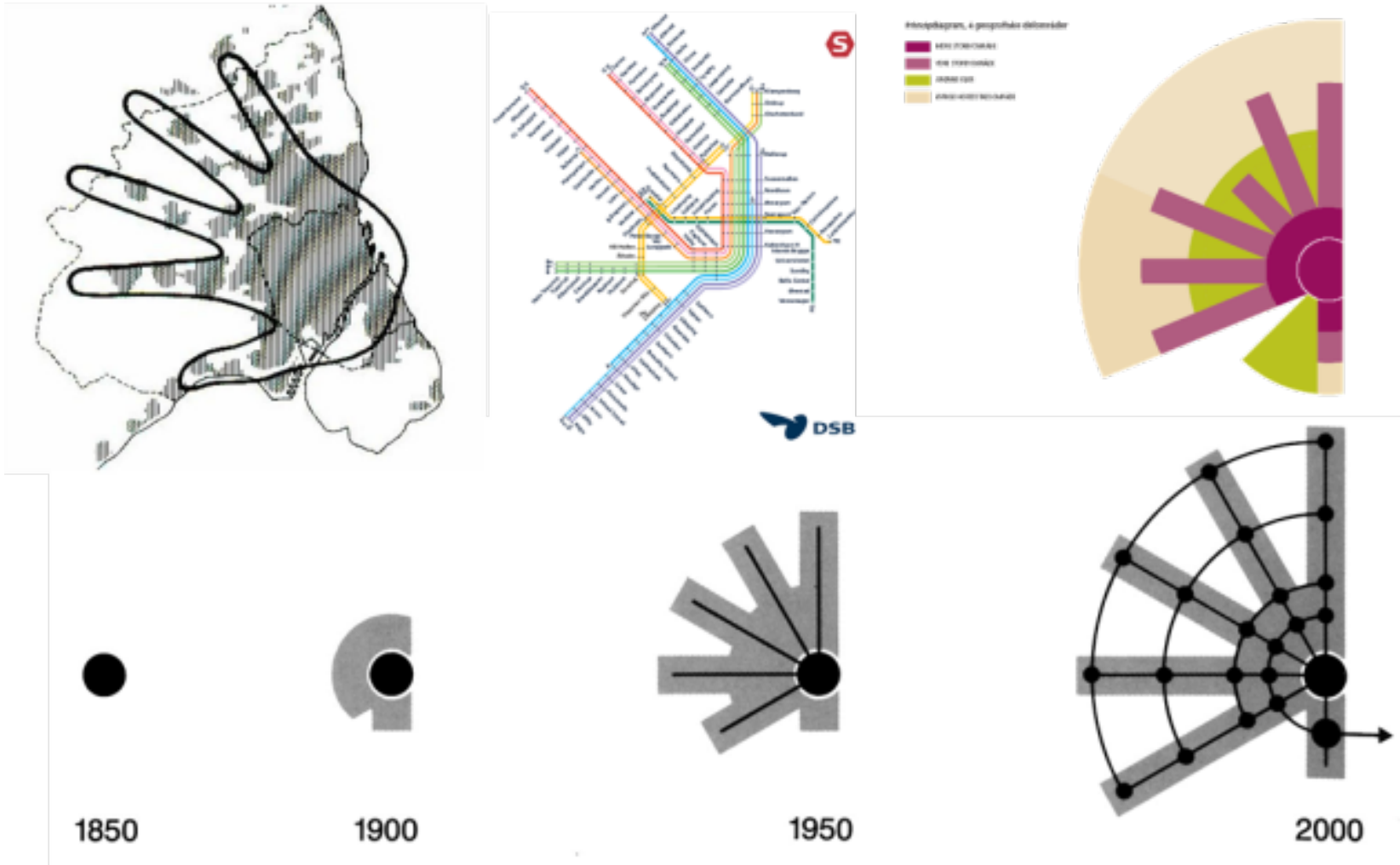


Kristian Skovbakke Villadsen • Associate • Architect MAA • Lecturer at DIS & KUA
Invitation & Valg

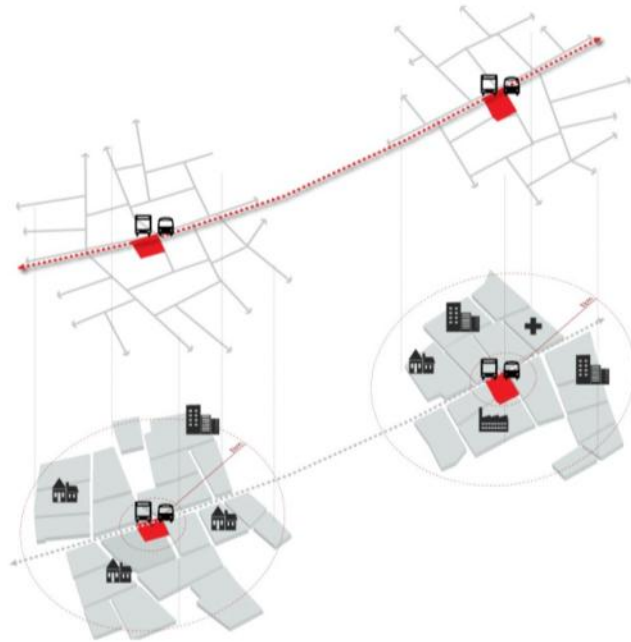


GEHL ARCHITECTS
 URBAN QUALITY CONSULTANTS

Learning from Fingerplanen Makro Network



Learning from Fingerplanen Makro Network



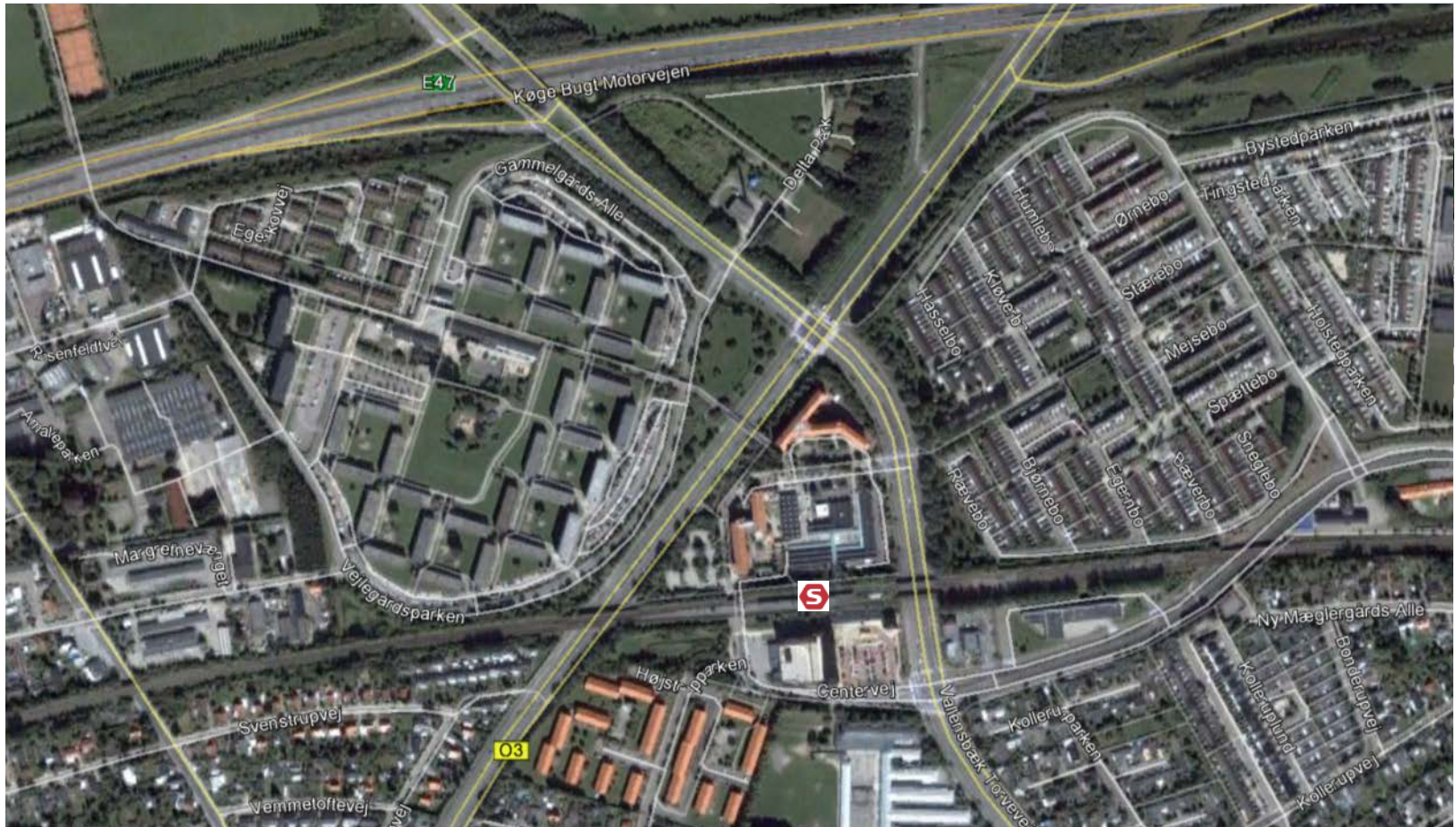
Makro / netværk

A circular graphic with a green border. Inside the circle, there is a stylized illustration of a tram and a person walking. Below the illustration, the text reads: **<2% ARRIVE BY CAR TO PUBLIC TRANSPORT**. Underneath this, in smaller text, it says: **>98% ARRIVE BY FOOT, BIKE OR OTHER MODES OF PUBLIC TRANSPORT IN URBAN AREAS AND >90% IN RURAL AREAS**. At the bottom of the circle, it says: **DTU Danish Technical University**.

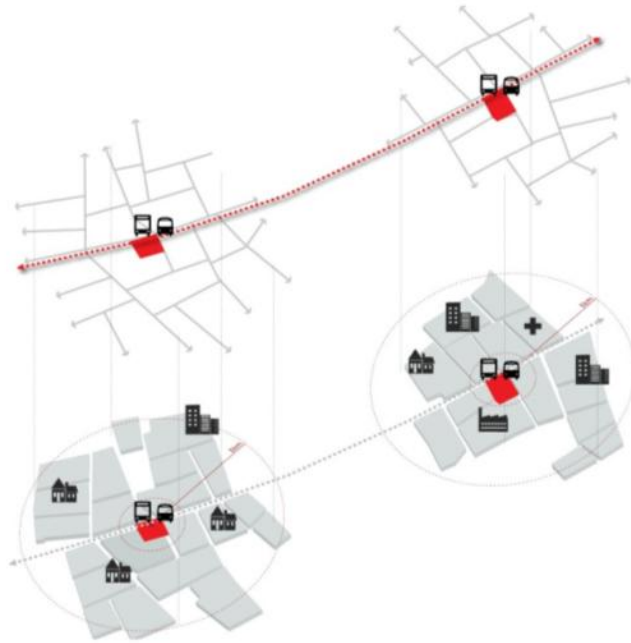
Not learning from Scotland
Makro Network



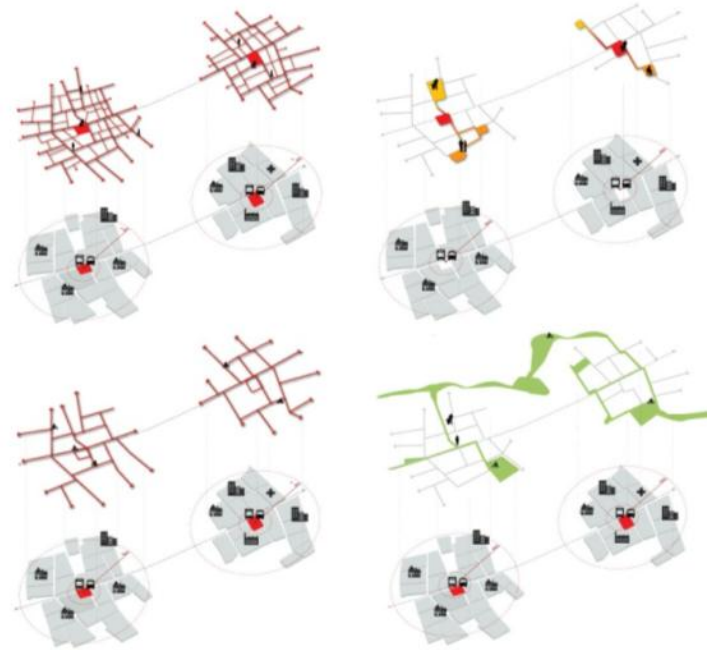
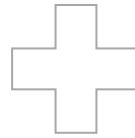
Not *learning from...*
Makro Network



Learning from Fingerplanen Continues Network



Makro / netværk



Micro / netværk

Learning from Copenhagen Continues Network



Learning from New York
Continues Network



Learning from New York
Continues Network

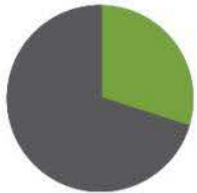


Learning from New York Continues Network

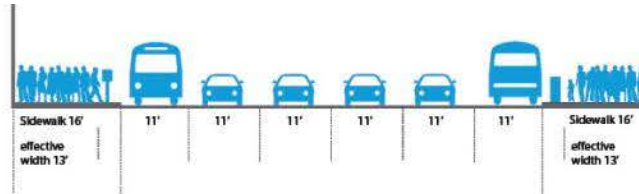
VOLUMES ON FLUSHING MAIN STREET



SPACE ON FLUSHING MAIN STREET



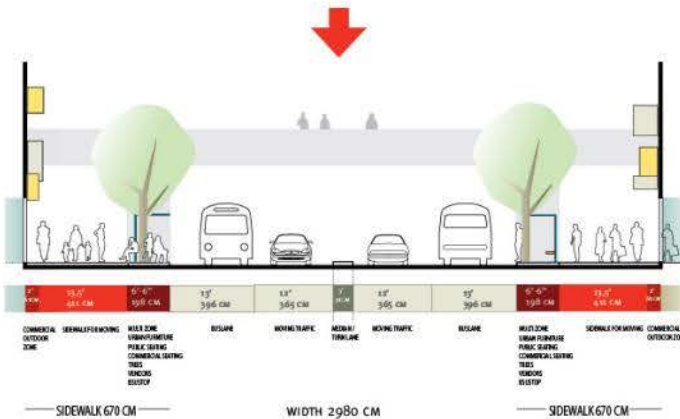
■ Pedestrians
■ Vehicular passengers



46,140
pedestrians /
8 am-8 pm
effective width 13'

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

51,150
pedestrians /
8 am-8 pm
effective width 13'



New York decided to use surveys to reorganise Manhattan's urban design to be more efficient, sustainable and at the same time more inviting for people!

Up to **17%**
faster taxi trips in
Midtown

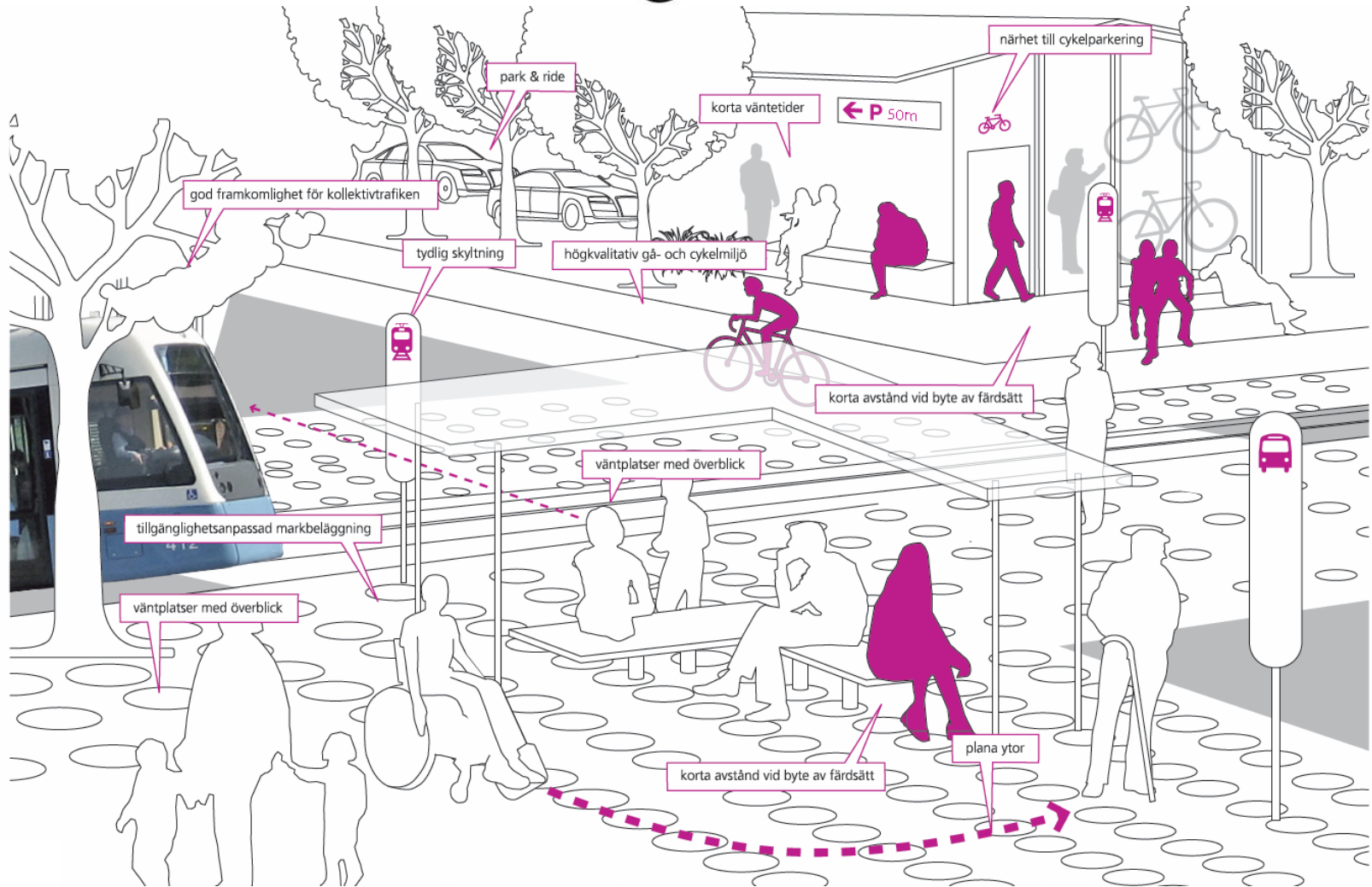
80%
fewer pedestrians
are walking in the
roadway on 7th
Avenue

11%
increased in
pedestrian volume
in Times Square

29% raise
in value while rest
of NY dropped 6,5-
36,5%

63%
decrease in injuries

Learning from... Invitation & Valg



Learning from... Invitation & Valg

