

**CAMMM PDG**

# **Public Site Works**

**Art & Installations . Competitions . Events**

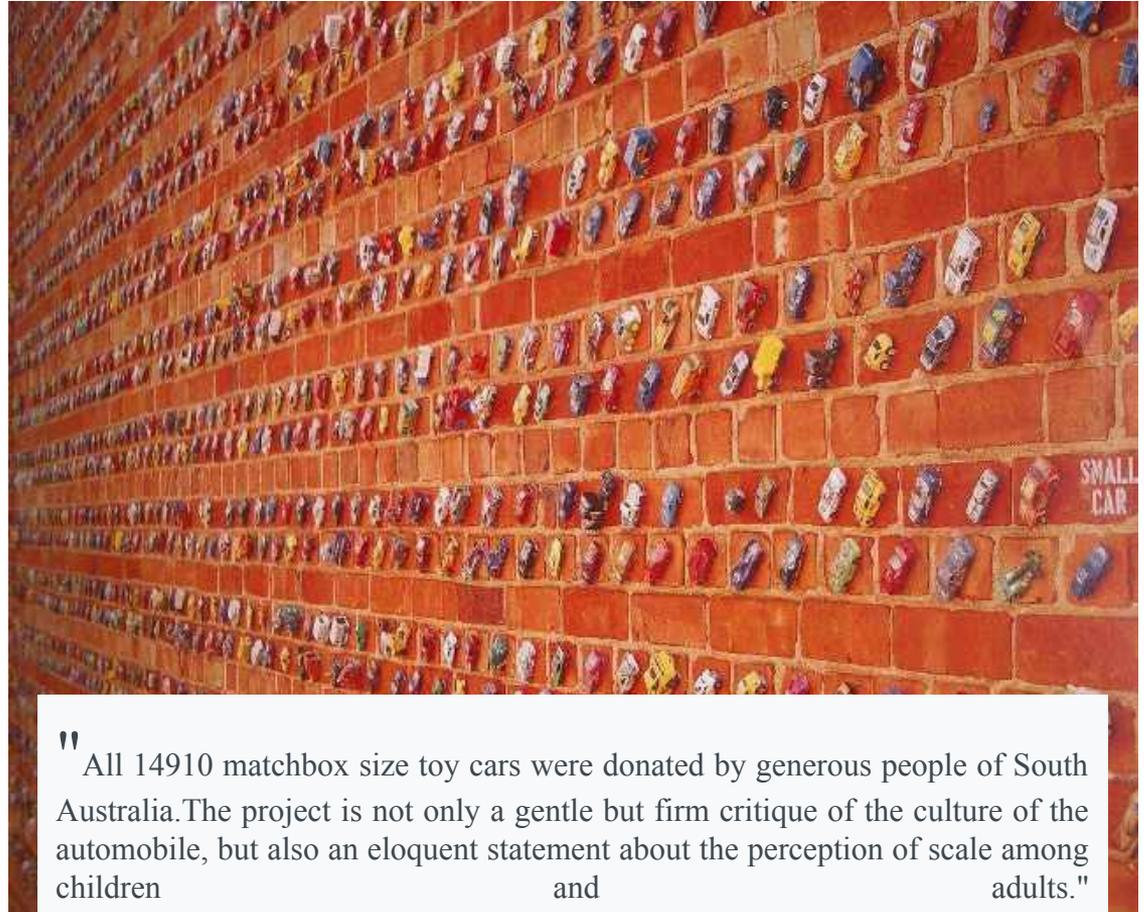
Art & Installations

# AUSTRALIA | Adelaide

## Carpark Members Only

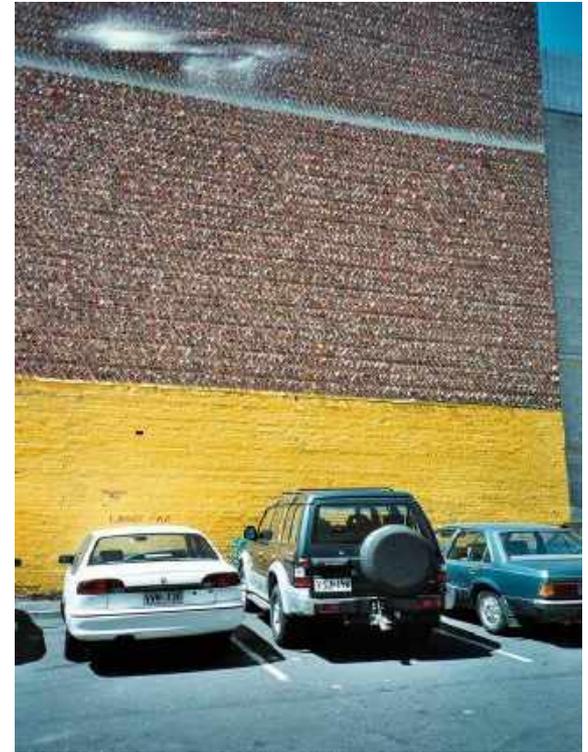
*Matej Andraž Vogrinčič*

<i>Year:</i>	2000
<i>Event:</i>	Telstra Adelaide Festival
<i>Type:</i>	Interactive 'House-Dressing' Installation, Critique, Assemblage Art
<i>Commissioned:</i>	Yes
<i>Duration:</i>	Permanent (initial temporary)
<i>Keywords:</i>	car culture critique, festival installation



"All 14910 matchbox size toy cars were donated by generous people of South Australia. The project is not only a gentle but firm critique of the culture of the automobile, but also an eloquent statement about the perception of scale among children and adults."

© Source: Architectuur, *Car Park- Members Only* by Matej Andraž Vogrinčič



"...looking for a house to 'dress', he chose to work with a rather large wall adjacent to a car park in Rosina Street. He was intrigued by signs painted on the wall, "small car" and "members only" and the prevalence of car parks in the area. These car parks were an unfortunate outcome from a 1970's Council plan to attract people to shopping precincts in the city." © Source: Max Dingle (curator), 2011 , *Matej Andraž Vogrinčič's Car Park- Members Only: A Documentary*

# NEW ZEALAND | Auckland Spotty Cycleway Installation

*Auckland Ministry of Transport*

<i>Year:</i>	2018
<i>Event:</i>	N/A
<i>Type:</i>	Public Demonstration, Installation, Road marking and Signage Infrastructure Art
<i>Commissioned:</i>	Yes, Auckland Ministry of Transport
<i>Duration:</i>	Permanent
<i>Keywords:</i>	road safety, pedestrian-friendly, trial installation



“ I think trialing walking and cycling improvements is a great way to test new street designs with the community. It’s something I’d love to see more of in all our cities. “Drivers are slowing down around intersections and more people are stopping to look at the changes. It’s made this part of the city really colourful and already it’s much more pedestrian-friendly.”

© Sources: OurAuckland, Associate Minister helps with spotty cycleway installation



The project includes:

- A protected south-bound (up Federal Street) ‘contra-flow’ cycle lane, allowing people cycling to travel in the opposite direction to traffic on Federal Street.
- Improved pedestrian facilities in the lower section of Federal Street through upgraded footpath surfacing, road marking and signage.
- An easy north/south route through central Auckland for walkers and cyclists, providing an alternative to Hobson Street and Albert Street.
- A link in the City Centre Cycle Network to the Nelson Street Cycleway, via the future Victoria Street Cycleway.

# US | Los Angeles

## Uptown Rocker

Lloyd Hamrol

<i>Year:</i>	1986
<i>Event:</i>	N/A
<i>Type:</i>	Sculpture, Installation, Critique, Infrastructure Art
<i>Commissioned:</i>	Yes, Los Angeles Community Redevelopment Agency
<i>Duration:</i>	Permanent
<i>Keywords:</i>	car culture, traffic congestion, playful subject treatment



"It's the playful treatment of an exasperating, everyday subject. The arc and the cars playing in the arc can be seen as a portion of an endless loop. If you close this up there's no hope, but I left it open, so it's optimistic. Overall, the scale is monumental, and the treatment of this subject is kind of toylike. These complex, sophisticated objects of the 20th Century are becoming logos. It's basically an upright piece. It doesn't grow out of the surrounding streetscape. It looks as though it broke away from it.

© Sources: LA Times, 'Uptown Rocker': Sculpture makes new inroads



Lloyd Hamrol described his design as a "tribute to the car culture. It is meant as a parody of the omnipresence of cars and our addiction to their necessity. The piece captures a moment in a bumper to bumper procession of car symbols as they cycle on the loop of an endless highway. It seems hopeless, but the possibility of escape is offered as the lead car begins a leap toward the Grand Street overpass. Will it make it? The question will never be answered--the hope always remains."

© *Source*: Public Art in LA (Michael Sevald),  
*Uptown Rocker- Historical Background*

"The sculpture is located in a traffic division on Fourth Street, below Grand Avenue in downtown Los Angeles. There are four lanes of one way traffic going east. The Sculpture is accessible by foot but it is very difficult and requires crossing either one lane or four lanes of traffic. The sculpture is intended to function as part of the traffic island, inaccessible to pedestrians." © *Source*: LA Times, 'Uptown Rocker': *Sculpture makes new inroads*

US | Los Angeles

## Generators of the Cylinder

Michael Hayden

<i>Year:</i>	1981
<i>Event:</i>	N/A
<i>Type:</i>	Data Sculpture, Installation, Computation Art, Infrastructure Art
<i>Commissioned:</i>	Yes, Skidmore, Owings and Merrill (architects) + Cabot, Cabot & Forbes (developers)
<i>Duration:</i>	Permanent
<i>Keywords:</i>	pedestrian activity, programmed heat sensors



“ If you are standing in Pershing Square, you can see that the sculpture's animation is massaged by the activity of the people.

“All that saves the building from almost total offensiveness is a remarkably beautiful and exciting neon light sculpture by Michael Hayden... Aesthetically, the beautiful, fascinating and dazzling sculpture will be the jewelry center's saving grace.”

© Sources: LA Times, *Michael Hayden on revival of his Pershing Square Light Sculpture*; John Dreyfuss(LA Times arch. critic), *Architects Bat .500 on Two Local Buildings*



"Generators of the Cylinder," as the installation was called, consisted of a series of rotating cylindrical shapes crafted out of multi-colored argon lights. The piece also contained a series of (computer-programmed) infrared sensors that read the body heat of the people walking below and reflected their movements.

© Source: LA Times, *Michael Hayden on revival of his Pershing Square Light Sculpture*

US | Los Angeles

# Bicycle Rack: The Bike Stops Here project

*Cara Lee et al. - Southern California Institute of Architecture (SCI-Arc)*

<i>Year:</i>	1995
<i>Event:</i>	The Bike Stops Here project
<i>Type:</i>	Installation, Infrastructure Art
<i>Commissioned:</i>	Yes, Cultural Trust Fund of Los Angeles Community Redevelopment Agency
<i>Duration:</i>	Permanent
<i>Keywords:</i>	cycling culture, road safety



“ After noticing the "No bicycles Allowed" signs at Pershing Square, Cara Lee felt the park was "not bicycle-friendly." Nevertheless, Lee installed her racks near the park's northwest entrance to serve as "an invitation to bicyclists to visit the area by providing a secure place for them to leave their bikes...[and] as a mediator between the park authority and bicyclists." The racks, which together support four locked bikes, are constructed of tubular steel with a galvanized finish. The twisted form, according to Lee, "addresses the convolution of the aesthetics of open space by the 'No Bicycle Allowed' signs.”

© Sources: Public Art in LA, *Cara Lee - Bicycle Rack - Background Information*



- During 1995 and 1996, ten uniquely designed bike-racks were installed in downtown Los Angeles.
- Sponsored by the Los Angeles City Department of Transportation, initiated at the Southern California Institute of Architecture (SCI-Arc) in response to concerns that bicycling in downtown is inhibited because of fears of theft and safety.
- Racks designed in SCI-Arc class and funded by \$18,000 grant from Cultural Trust Fund of the Community Redevelopment Agency.
- The racks create a sense of place, provide a secure place to leave bikes and enhance the appearance of downtown. Engineered to be maintenance free, they were built to last for at least ten years.

Randall Wilson, instructor of the SCI-Arc course, then designed the inverted-heart shaped racks for the site. Inspired by his four-year-old daughter drawings, he felt that racks located at places where children go should have a child's design. Another inverted-heart-shaperack was installed as part of this project at the Chinatown branch of the Los Angeles Public Library. All the inverted-heart-shaped racks are constructed of 2" steel pipe coated with zinc.

© Source: Public Art in LA, *The Bike Stops Here project - Background Information*

# SWEDEN | Halmstad Cycleglyphics/ Cyclist Move

*Peter Gibson aka. Roadsworth*

<i>Year:</i>	2015
<i>Event:</i>	Halmstad Arena cycle track installations
<i>Type:</i>	Road Art, Architecture Art, Graffiti Art
<i>Commissioned:</i>	Yes, Halmstad Cultural Administration
<i>Duration:</i>	Permanent
<i>Keywords:</i>	cycling culture, road safety, community space



“ This kind of art meets the viewer in a situation when we do not expect it, when we are in our most mundane ranks: cycling to work, on the way to training, on the way home or away. This is not trying to make us stay or swing or keep us on one side or another, this is trying to make us open our eyes, to see our surroundings in a new way, to enjoy some extra of that minute on the bike ride that goes on yellow and blue shapes instead of on gray asphalt.  
© Sources: Halmstads kommun, *Cyclist Move by Roadsworth at Halmstad Arena*



"The motive that Gibson intended to perform in Halmstad was inspired by cyclists, movement and animation. But well in the place, the weather didn't allow him to work with the big stencils. He was instead allowed to paint freehand which resulted in more organic patterns. There was room for a cyclist in the subject anyway. In this war, the new public art work also gets a nice connection to both Halmstad Arena as a sports facility and the municipality's investment in super-bicycle tracks." © Source: Halmstads kommun, *Cyclist Move by Roadsworth at Halmstad Arena*

# CANADA | Montreal

## Crossing the Lines: Roadsworth Graffiti

*Peter Gibson aka. Roadsworth*

*Year:* 2001-3

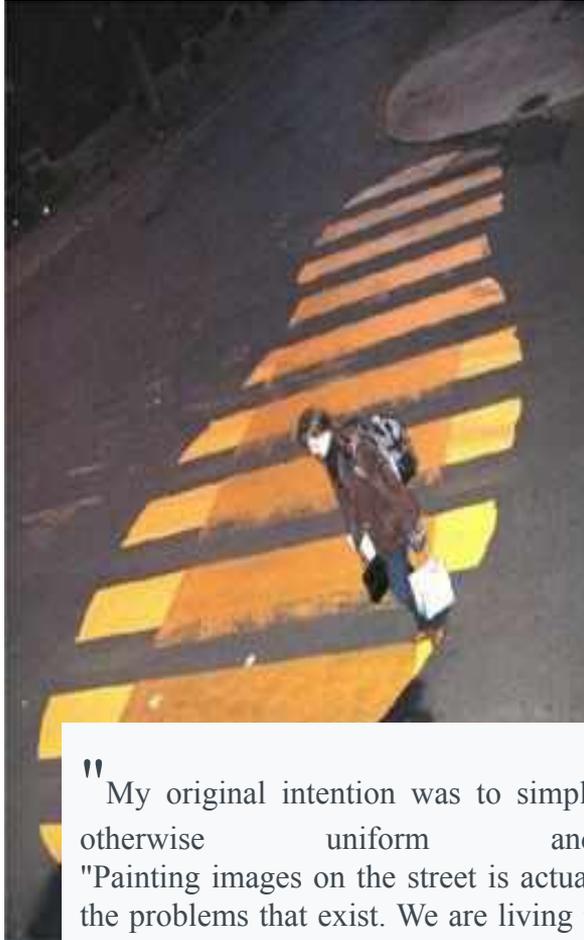
*Event:* N/A

*Type:* Guerilla Street Art,  
Enviro-social  
Activism, Critique,  
Graffiti Art

*Commissioned:* No (illegal, freelance)

*Duration:* Temporary

*Keywords:* cycling culture,  
road safety,  
transport activism,  
vandalism



"My original intention was to simply introduce an element of surprise in an otherwise uniform and predictable environment. "Painting images on the street is actually a very innocuous gesture in the face of the problems that exist. We are living in serious denial if we feel that business as usual is going to ensure our continued survival and well-being."

© Sources: Inhabitat, *Peter Gibson's Street Art Critiques Car Culture*; Spacing, *A divided highway*



"Peter Gibson, the man behind the Roadsworth graffiti identity, began taking to the streets of Montreal in the early mornings of late 2001, spray-painting cyclist symbols on roads to protest the lack of bike lanes and paths in the city. Gradually his street images developed into increasingly symbolic displays of civic and environmental critique: pedestrian crossings on the Plateau Mont-Royal turned into giant footprints; orange stencils of barbed wire lined crosswalks; heart monitorlike spikes and valleys punctuated centre lines on roadways. Bemused Montrealers, many thinking that the city commissioned the road stencils, were left to contemplate the significance of these images." © *Source: Spacing, A divided highway*

GERMANY | Karlsruhe

# CAR CULTURE & Media of Mobility: *Frozen Time & Fat Car*

ZKM Centre: HA Schult & Erwin Wurm

<i>Year:</i>	2011-12
<i>Event:</i>	Automobil Sommer 2011
<i>Type:</i>	Exhibition Art, Installation, Culture Critique
<i>Commissioned:</i>	Yes, ZKM Centre
<i>Duration:</i>	Temporary
<i>Keywords:</i>	car culture, consumer culture

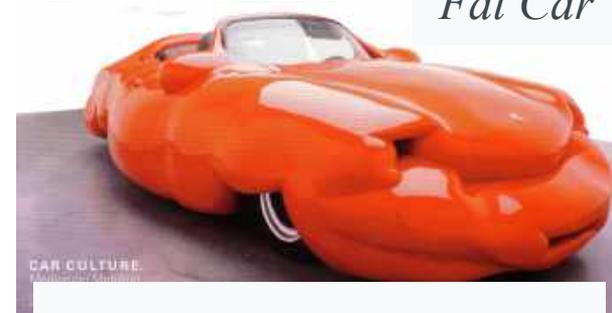


*Frozen Time*

"With his works, which are often made of detritus, Schult criticized the lack of sustainability in the society and the mere consumer orientation of many people."  
© Source: HA Schult: Trash & Time, 2013



*Fat Car*



"His "fat" works of art are meant to critique consumer culture and Western culture's need for material objects. Wurm once noted that many people are obsessed with having bigger houses and bigger cars, which is exactly what he creates in these pieces."  
© Source: Wikipedia, Erwin Wurm

Design Competitions

# SOUTH KOREA | Seoul Seoul Cycle Design Competition 2010

*Seoul Design Foundation & DesignBoom*

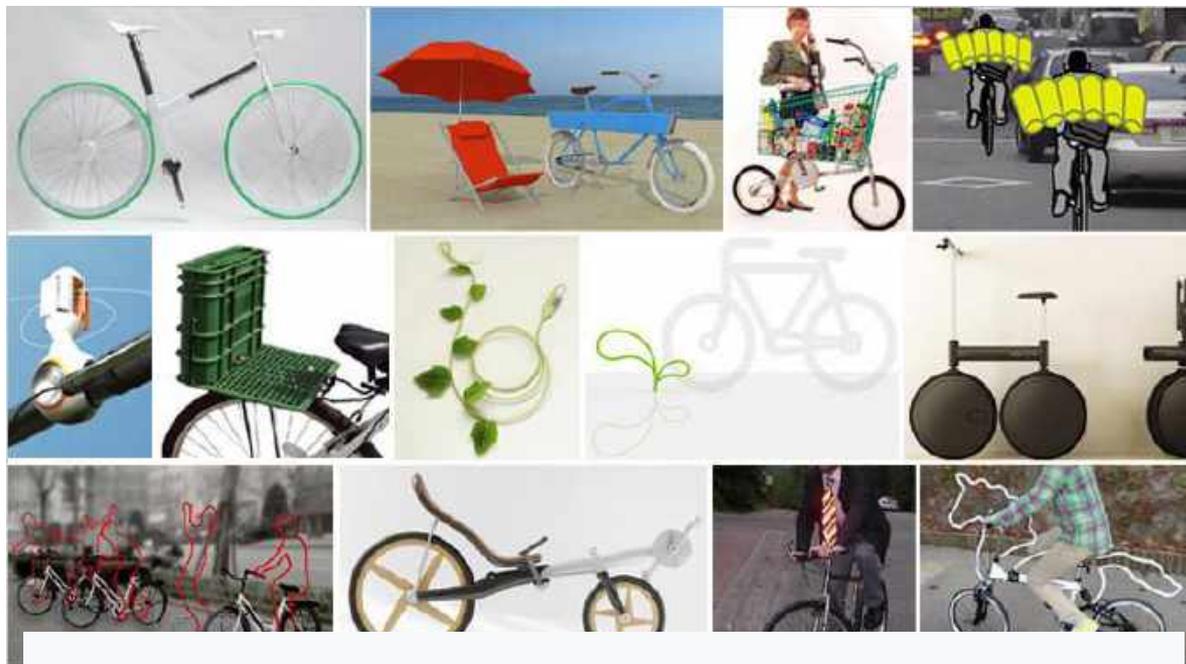
*Year:* 2010

*Event:* Seoul Design Fair

*Type:* Ideas-only  
Competition, Open  
International  
Innovation Contest,  
Product Design

*Commissioned:* Yes, Seoul Design  
Foundation &  
DesignBoom

*Keywords:* cycling culture,  
traffic congestion  
road safety,  
product design



“ Seoul is one city that is conscious of the fact that we need to ride more bicycles and loosen up the traffic congestion. To advocate their intent Seoul Design Fair hosted the Seoul Cycle Design Competition 2010, where entries from around the world we welcomed. The mission was to provide a cycle for the city dweller, so that he can adopt cycling into his daily routine and lead a healthy lifestyle. The city on its part, promises to provide all the infrastructure needed to promote it.”

© Sources: Yanko Design, *15 Amazing Bicycles for the Future of Seoul*



## Seoul Cycle Design Competition 2010



“The competition provided a focal point and forum for individuals from all round the world to brainstorm and contribute their novel ideas and concepts, some of which may end up in new bicycle designs and/or provide catalysts for further radical thinking. Only open innovation can bring together such a diverse array of talents to solve a pre-set challenge.” © Source: Idea Connection, *On Your Bike with Open Innovation*

- The Seoul Cycle Design Competition 2010 was an open innovation attempt to help the city set global standards in healthy urban living.
- Conscious of the fact that cycling is not only kind to the planet, but it is healthier for the individual and can reduce traffic congestion as well, the contest organizers wanted to engage as many creative brains as possible to come up with imaginative and practical cycling solutions.
- Online-only contest with **three categories; cycle design, cycle fashion and accessories and cycling infrastructure.**
- Open to every country and anyone to come up with their very best visions of the future of cycling.
- Organized by e-zine Designboom & Seoul Design Foundation; **\$46,000 in prize money.**
- Huge response; submissions from **3,078 designers in 88 countries.**
- There were many imaginative and some outlandish ideas including bikes that doubled as shopping baskets, handlebar mounted wind turbines, a sideways bicycle and a bike that is also a raft.

Events

# COLOMBIA | Bogota & Medellin

## Ciclovia: Car-free Streets (Vias Activas y Saludables)

Seoul Design Fair

- Year:* 1970's (Bogota),  
1984 (Medellin)
- Event:* Ciclovia
- Type:* Public Event;  
Awareness  
Campaign
- Commissioned:* Yes, Colombia  
Transport Authority
- Duration:* Weekly
- Keywords:* cycling culture,  
traffic congestion  
car-free



" Making long-term sustainable mobility a reality is about not only embracing people-oriented planning and design, but also changing the image of cars and the public's perception of alternative modes. Single car-free days may not always have a significant environmental impact in the short term, but they have the power to spark discussion, raise awareness, and gradually change transport norms and attitudes. Bogotá's annual car-free day isn't just about getting people out of their cars for a day—it's about showing that other possibilities for urban mobility exist."

© Source: The City Fix, *Friday Fun: Bogota, Colombia celebrates its 15th annual car-free day*



“Designating an entire day as car-free means that the city needs to provide dependable alternatives so that residents can still reach their normal destinations.” © Source: The City Fix, *Friday Fun: Bogota, Colombia celebrates its 15th annual car-free day*

- Bogotá is a global leader in supporting transport infrastructure that is sustainable and people-oriented.
- The city is home to a number of urban mobility innovations, many the result of former mayor Enrique Peñalosa’s time in office.
- Bogotá boasts the TransMilenio—one of the world’s most successful bus rapid transit (BRT) systems. Opened in 2000—the same year as Ciclovía
- Currently employs 40,000 people, and indirectly supports another 56,000 jobs, while reducing greenhouse gas emissions by almost 250,000 tons annually.
- Since 1974, popularity has exploded for the city’s traditional “Sunday Ciclovías.” Every Sunday, the city closes its streets to cars so that people can both ride in safety and also participate in a symbolic event centered on public health and community building.
- The city expanded its bike lane network to 392 kilometers (244 miles) and added 2,700 new bike parking stations near TransMilenio stations—a great step in making Bogotá’s public transport more multi-modal and integrated.

Discussion

Thank You