

# Designing the Bikescape

## A Tectonic Approach

*“Bike parking defines a critical point of contact between the urban flow of transportation and the specific architectural materiality of the city that meets the bikerider (Jensen and Morelli 2011). With the constantly increasing number of bikeriders, that form a positive sustainable developing perspective for the city, the parking of bikes becomes an ever more present part of the city scape. Designing these spaces consequently, define a huge potential in forming a liveable and sustainable future for the city. However more often than not they take the form of a practical, and increasingly space consuming part of the city space, rather than generating actual liveable spaces representing an experienced quality of their own as a bikers’ gate-way to the city.*

*From a mobility studies point of view these spaces represent a change of pace from the bikeride to an exploration of the city on foot, here the space is conceived mainly as a relational hub linking different modes of transportation. From an architectural point of view, on the other hand, the bike parking should rather be conceived as a specific tectonic joining of materials and structural elements. Here we experience the actual quality of the materials and technologies applied, but have difficulties grasping their impact on the city flow as a whole. The challenge of joining these two perspectives form the idea and scope of this presentation.*

*Methodologically, this is pursued through a test of a first draft of an Urban Tectonic analysis method, that take in considerations of the overall urban organization, and human scale tectonic concerns. As a result, this presentation sketches a first try for a tectonic approach to bike-parking design that bridges urban mobility and architectural materiality.”*

### **Mobility, Bikeability, Liveability, Urban Design, Architecture, Tectonics**

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