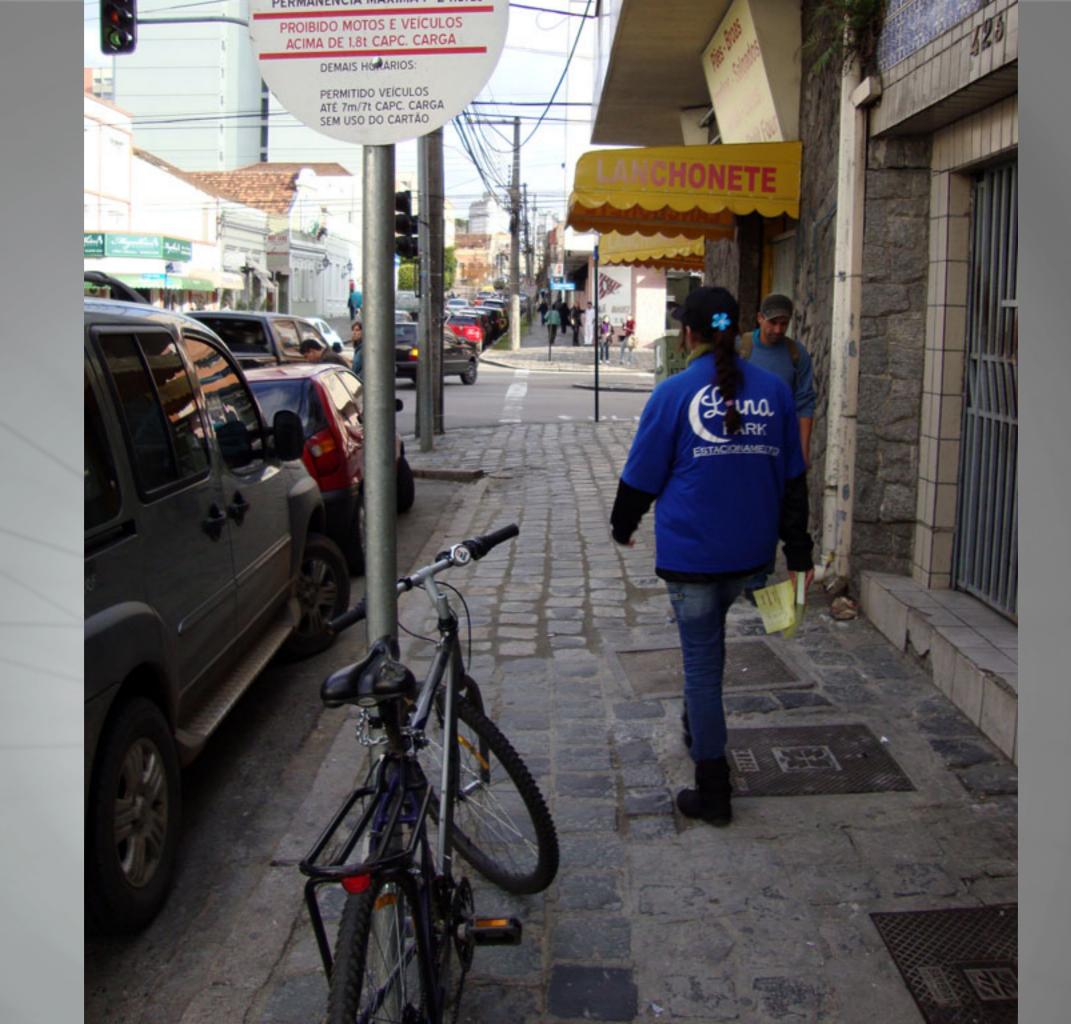
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Mobility in Curitiba Parking a Bike

Context

- Brazil as a car oriented country
- Curitiba as a bicycle friendly city
- Leisure x Need











Different Contexts

Parking at:

- Street
- Residential building
- Park
- University

Formal and Improvised

- Street [private parking lot x traffic signs]
- Residential building [designed spots x improvised]
- Park [designed spots x improvised]
- University [designed spots]













Questions

- How to motivate people to use the parking rad? (park)
- Which system could be created for parking more than one bike? (street)
- How can we create more formal spaces for bicycle parking? (street)

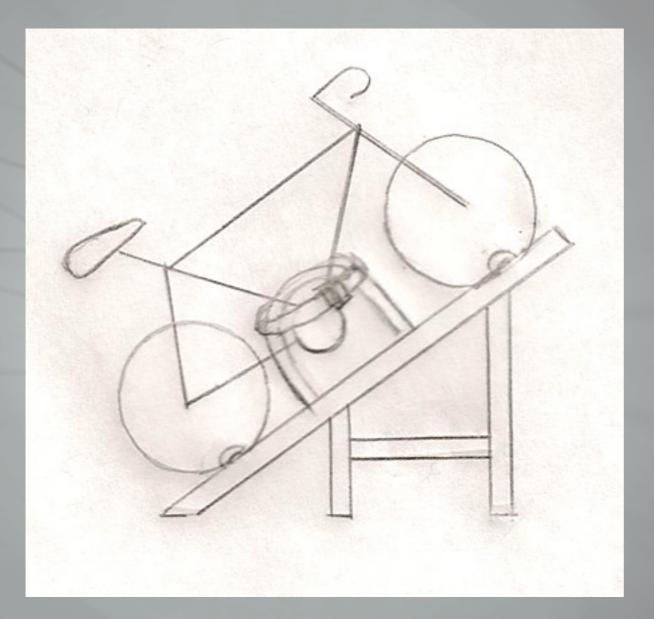
Questions

- Which solutions could be implemented concerning overloaded parking spaces? (university)
- How improve the usability of the parking rack without compromising the space usage? (university)
- How avoid the problem of searching and negotiating a bicycle parking space? Which social structures are involved? (private parking)

- Slightly leaned parking rack, which saves space and don't require too much strenght from the user (residential building)
- Special traffic signs designed for bike parking (street)
- Bicycle parking spaces similar to the ones used by motorcycles (street)
- Bicycle friendly seal (private parking)

• Slightly leaned parking rack, which saves space and don't require too much strenght from the user (residential building)

 Slightly leaned parking rack, which saves space and don't require too much strenght from the user (residential building)



Bicycle friendly seal (private parking)

Bicycle friendly seal (private parking)











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