BAB II

STUDI BANDING DAN LITERATUR

2.1 Studi Banding

2.1.1 Kota Bersepeda

Bersepeda kini mulai menjadi *trend* di kalangan masyarakat Indonesia, mulai dari orang tua hingga anak-anak, eksekutif hingga masyarakat biasa. Meski mulai *booming*, namun minimnya fasilitas masih menjadi kendala. Meski kini pemerintah kota, khususnya Jakarta, menyediakan jalur khusus sepeda, namun kenyamanan dan keamanan pengendara sepeda di tengah ramainya lalu lintas yang terkesan semrawut.

Di Asia sendiri, ada banyak negara yang memiliki basis pengguna sepeda yang cukup banyak. Salah satunya adalah Jepang. Namun selain negara itu, masih ada lagi beberapa negara lain yang ternyata sangat mendukung aktivitas bersepeda, dibawah ini merupakan contoh kota-kota bersepeda di dunia:

a. Kota Copenhagen Denmark

Copenhagen adalah kota yang terkenal dengan budaya bersepeda dan sekarang resmi sebagai *City Bike* pertama di Dunia. Tahun lalu, itu juga sebagai “kota terbaik untuk pengendara sepeda”. Denmark terkenal karena kecintaan mereka terhadap bersepeda dan kota-kota di seluruh dunia kini mencari cara untuk menyalin fenomena ini. Itu benar-benar bersepeda surga bagi pengendara sepeda di Copenhagen dengan lebih dari 10.000 km rute sepeda. Sudah 37% para pekerja yang menggunakan sepeda target 50 % di tahun 2015.



Gambar 1: Suasana Bersepeda Kota Copenhagen Denmark
Sumber : http://denmark.dk/en/green-living/bicycle-culture/cycling-in-copenhagen---the-easy-way/

b. Kota Kyoto Jepang

Karena jalan-jalan Kyoto sempit, kemacetan lalu lintas terjadi dengan mudah selama musim sibuk tamasya. Oleh karena itu, jalan-jalan dengan sepeda dianjurkan. *Kyoto Cycling Tour Project*, memiliki berbagai jenis sepeda dari sepeda standar untuk sepeda gunung tersedia untuk disewakan. Dengan naik turun lorong-lorong sempit atau mengambil sisi perjalanan, Anda akan merasa lebih dekat dengan kota Kyoto di sepeda. Di Kyoto bersepeda merupakan sebuah tradisi atau gaya hidup yang sudah berlangsung secara turun temurun. Kyoto mempunyai lalu lintas yang teratur dan banyak gang-gang sempit yang bisa dipakai sebagai jalan pintas.



Gambar 2: Suasana Bersepeda Kota Kyoto Jepang
Sumber : http://media-cdn.tripadvisor.com/media/photo-s/01/85/29/1d/caption.jpg

c. Kota Beijing China

Kota Beijing disebut sebagai salah satu kota bersepeda terbaik di Asia. Hal itu tidak lepas dari berbagai fasilitas dan infrastruktur yang mendukung para pengguna sepeda. Tidak hanya satu atau dua, jalur sepeda di kota ini hampir ada di setiap sisi jalan kota lengkap dengan puluhan bengkel sepeda yang siap melayani jasa servis bagi para pengendara. Lebih jauh lagi, saking mendukungnya kegiatan bersepeda, ada beberapa biro perjalanan yang bahkan khusus menawarkan paket wisata menggunakan kendaraan gowes tersebut.



Gambar 3: Suasana Bersepeda Kota Beijing China
Sumber : http://statik.tempo.co/?id=45951&width=475easy-way/

2.1.2 *McDonalds Cycle Center at Millennium Park Muller&Muller*

Architect: ***Muller&Muller, Ltd***
Location: ***Chicago, IL, USA***
Client: ***City of Chicago Department of Transportation***
Program : ***parking for 300 bikes / bike repair and parts shop / showers and lockers / Chicago bicycle police station / portable cafe / bike rental***
Project Area: ***1,486 sqm***
Budget: ***US $3,000,000***
Photographs: ***Nathan Kirkman & Robert Murphy***



Gambar 4: Suasana Bersepeda di *McDonalds Cycle Center*
Sumber : http://www.archdaily.com/



Gambar 5: Potongan *McDonalds Cycle Center*
Sumber : http://www.archdaily.com/

Proyek ini dibangun di Chicago Millennium Park. Fasilitas ini termasuk ruang penyimpanan yang aman untuk 300 sepeda, loker hari individu digunakan, toilet, dan area perbaikan sepeda. Tujuan dari fasilitas baru ini adalah untuk mendorong dan mempromosikan transportasi komuter sepeda ke pusat kota Chicago. Bangunan ini juga menyediakan sewa sepeda untuk penggunaan per jam.

Sumber : http://www.archdaily.com/31324/mcdonalds-cycle-center-at-millennium-park-

2.1.3 *Polygon Store*, Jl. Veteran Bandung



Gambar 6: *facade polygon store*
Sumber : data pribadi.

- Lokasi berada didaerah strategis dan dikawasan belanja sepeda di kota Bandung.
- Akses menuju lokasi ini sangat mudah untuk dijangkau melalui kendaraan pribadi atau umum.



Gambar 7: Interior *polygon store*
Sumber : data pribadi.

- Lebih tertata dengan rapi dan dengan desain interior yang cukup baik.
- Penataan ruang seperti kassa dan ruang etalase aksesoris cukup tertata rapi.

- Tidak tersedianya lahan parkir khusus, parkir masih ditepi jalan..
- Adanya pedagang kakilima yang membuat kesan kumuh.

Dari hasil studi banding di polygon store ini didapat program ruang, diantaranya:

- Kios-kios yang berukuran ± 5 X 10 m.
- Zona *service* berupa: toilet, *service* sepeda. Dan beberapa sentuhan modern di terapkan pada gaya interiornya.
- Beberapa sistem display sepeda yang berbeda beda dengan sistim kait dan gantung.



Gambar 8: *Display* sepeda *polygon store* veteran
Sumber : data pribadi.

2.1.4 Pasar Sepeda Kosambi Bandung



Gambar 9: *Display* sepeda *polygon store* veteran
Sumber : data pribadi.

- Lokasi pasar sering macet dan ramai.
- Akses menuju lokasi sangat mudah baik untuk dijangkau oleh kendaraan pribadi atau kendaraan umum.

- Tidak terdapat lahan parkir khusus, sehingga menjadi salah satu penyebab kemacetan.
- Bangunan pasar masih tradisional dan kurang tertata dan terawat dengan baik.
- Pasar sepeda kosambi hanya satu lantai saja, kurang baiknya tatanan toko menjadikan pasar ini sangat panas.
- Kurangnya sirkulasi udara dan cahaya menyebabkan toko-toko terasa gelap.
- Kondisi pasar terkesan apa adanya, dimensi toko bagian depan cenderung lebih pendek dibandingkan dengan toko didalam.

2.2 Studi Literatur

Studi literatur menjelaskan beberapa standar-standar mengenai jalur-jalur sepeda serta dimensi yang dibutuhkan untuk manufer sepeda dan beberapa dimensi untuk display sepeda serta elemen-elemen lanskap.

2.2.1 *Width Of Bikeways*

341-4

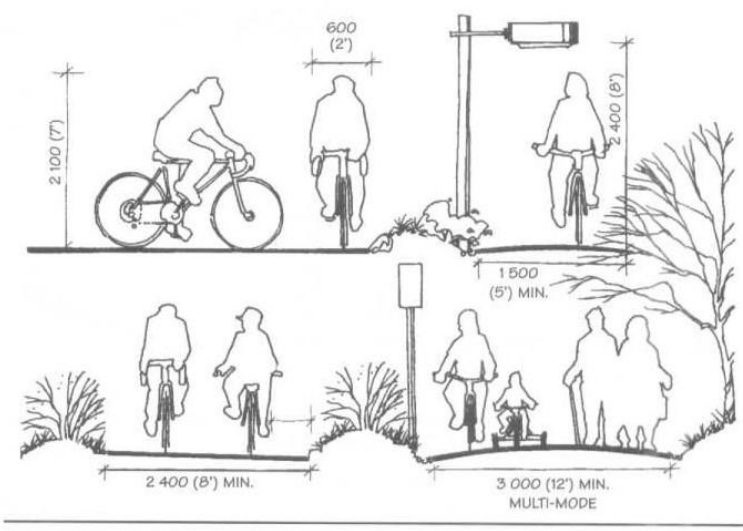


Figure 341-5. Widths of bikeways.

4.4 Continuity

Continuity is important to assure a relatively direct trip and continuous path without excessive out-of-the-way travel (which tends to discourage use).

4.5 Width of Bikeways

Factors to consider when determining widths for bikeways must include:

1. The spatial dimensions of bicyclist and bicycle
2. Maneuvering space required for balancing
3. Additional clearances required to avoid obstacles (Figure 341-5)
4. Anticipated volumes of traffic

NOTE: Designers should assume that in many cases two-way travel will occur on separated bicycle paths, regardless of design intentions. Appropriate widths should be provided.

Gambar 10: Dimensi jalur sepeda

2.2.2 Standar sistem drainase

341-12

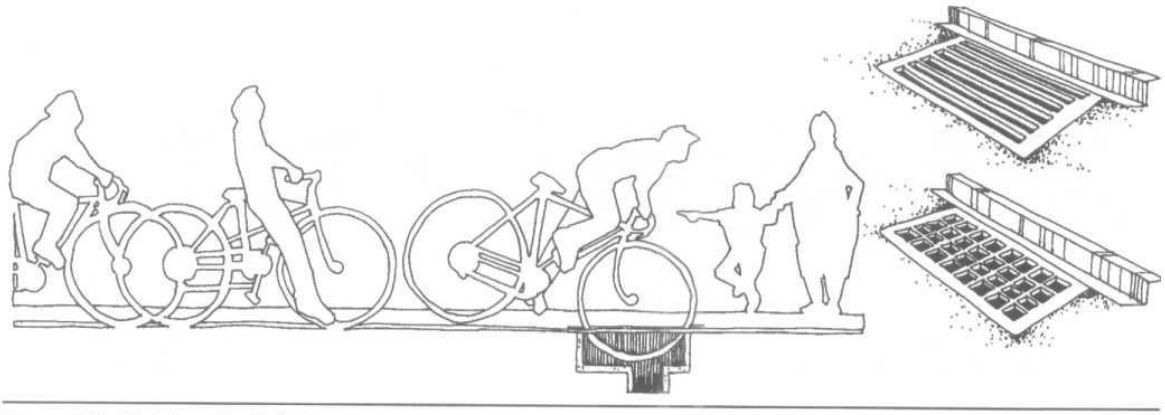


Figure 341-24. Hazards of drainage grates.

Gambar 11: Standar sistem drainase

2.2.3 Contoh *Kassa*

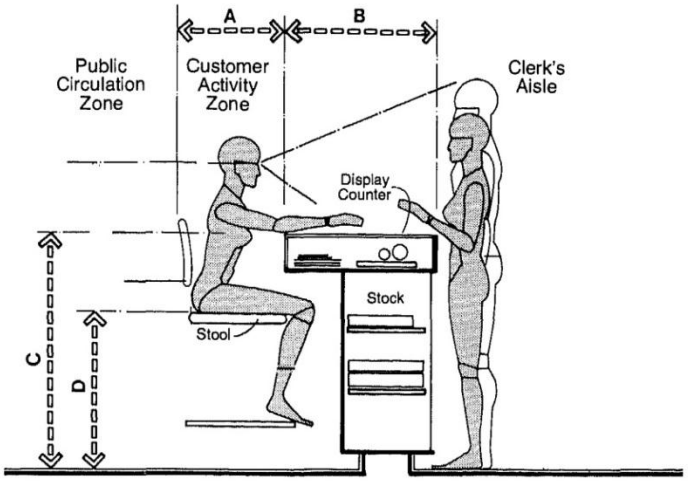


Fig. 1 Seated customer/high counter height.

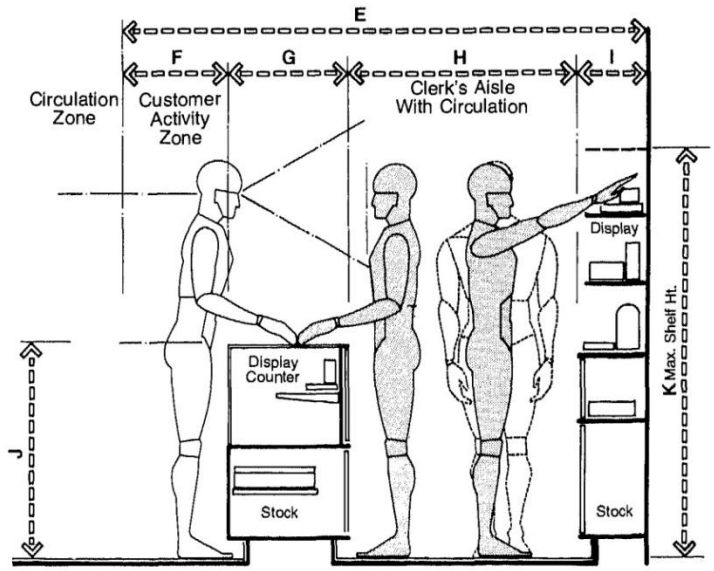


Fig. 2 Typical sales area/standing customer.

The essential function of retail spaces is to display and sell merchandise. The design of these spaces involves the manipulation and coordination of architectural, interior design, and merchandising elements as necessary to meet the programmatic needs of the client. It is critical that the space in which the customer and store personnel function is of the highest quality. Ensuring this quality requires a knowledge of the planning and design of the various interior components that constitute the building blocks of retail spaces.

Figure 1 shows the clearances involved for a 42-in, or 106.7-cm, high counter to service a seated user. By filling the recess with an additional display, however, the counter can also be used exclusively as a typical sales counter. It should be noted, however, that although sometimes used for special display situations, such a counter height is not recommended. Both the customer and the sales clerk of smaller body size would find coping with such a height uncomfortable anthropometrically, particularly when one considers that the counter would be higher than the elbow height of slightly over 5 percent of the population. From a merchandising viewpoint, where customer convenience is of paramount importance, it would be unwise to exceed 39 to 40 in, or 99 to 101.6 cm, as a counter height. In addition, the smaller sales clerk forced to tend such a counter for extended periods of time could be subjected to severe backaches and pains. Getting on and off a high stool for elderly and disabled people or those of smaller body size can be not only difficult, but hazardous. Figure 2 illustrates the clearances for a typical sales counter.

	in	cm
A	26–30	66.0–76.2
B	18–24	45.7–61.0
C	42	106.7
D	28	71.1
E	84–112	213.4–284.5
F	18	45.7
G	18–24	45.7–61.0
H	30–48	76.2–121.9
I	18–22	45.7–55.9
J	35–38	88.9–96.5
K	72	182.9

Gambar 12: Standar kassa

2.2.4 Dimensi Kendaraan untuk parkir

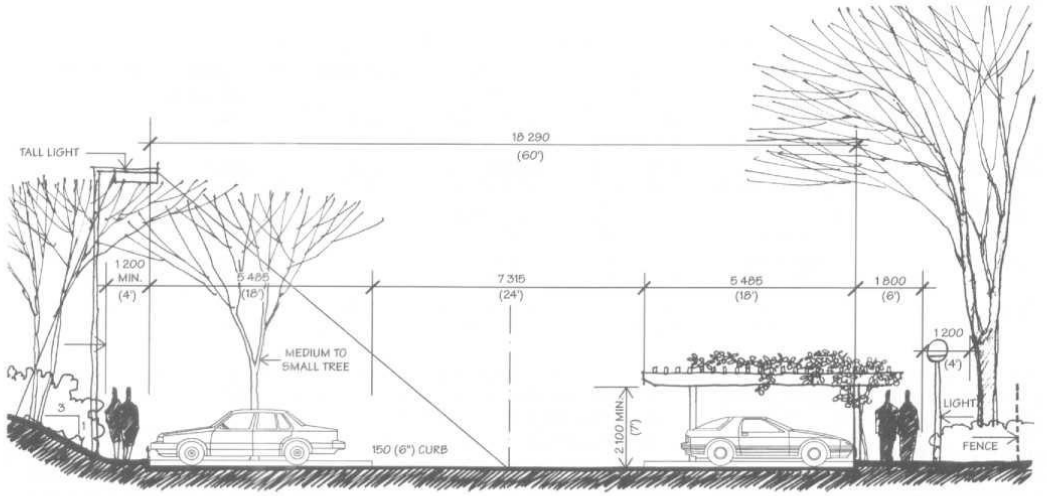


Figure 210-13. Auto parking elements and typical spatial dimensions. *Typically plantings, land form, screens, and structures are used to create a more hospitable transition from auto to pedestrian path.*

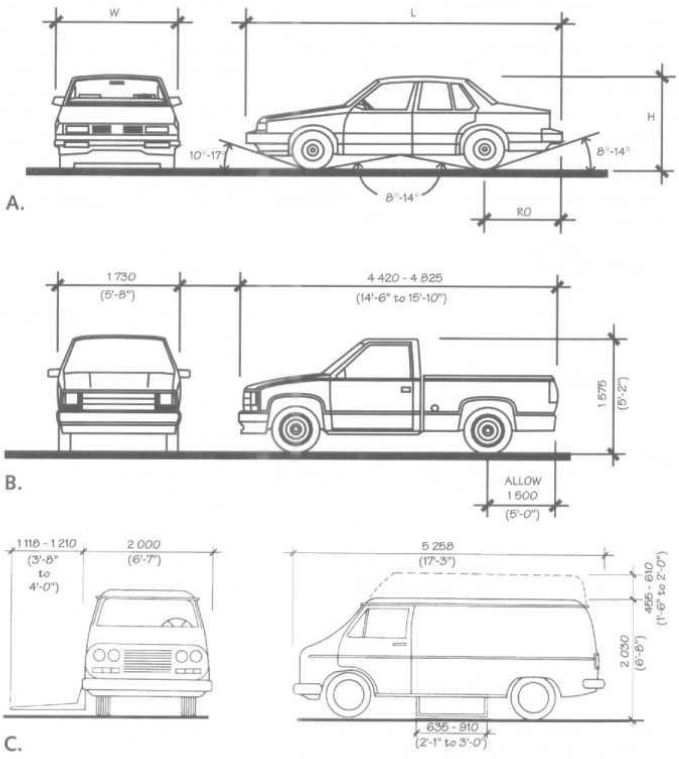


Figure 210-14. Vehicular dimensions by type. *a. Typical automobile, b. Small pick-up truck, c. Large van. (Refer to tables on vehicular dimensions.)*

Pedestrians move from vehicles to pathways within parking lot settings. Figure 210-13 illustrates the typical design elements and spatial standards which may be employed in parking area design. The data indicates minimum tolerances based on vehicle size and mechanics, and also points to recommended dimensions and configurations. Generally, parking pavement should be minimized, allowing storm water runoff to be interrupted by vegetative growth in order to slow velocities and allow cleansing and infiltration (Refer to Section 330: Stormwater Management for more detailed information). Drainage objectives may support visual objectives by breaking up the mass of hard surface area through the use of landform and planting.

Automobiles:

Figure 210-14 and the accompanying chart indicates key dimensional data by vehicle type. Rear overhang and bottom clearance angles are especially noted because they affect minimum distances of structures and plantings to parking lot curbs, and to maximum ramp differentials respectively. Figures 210-15 and 210-16 illustrate overhang and degree of slope relationships. Rear overhang is generally larger than front overhang, and for design purposes, rear overhang provides the more conservative dimension to determine minimum setbacks. It is common practice to allow for a 1 500 mm (5 ft) overhang. Parking lots designed to accommodate special vehicles such as larger trucks, recreational vehicles, and

Gambar 13: Standar kendaraan untuk parkir

2.2.5 Dimensi truk untuk *Loading dock*

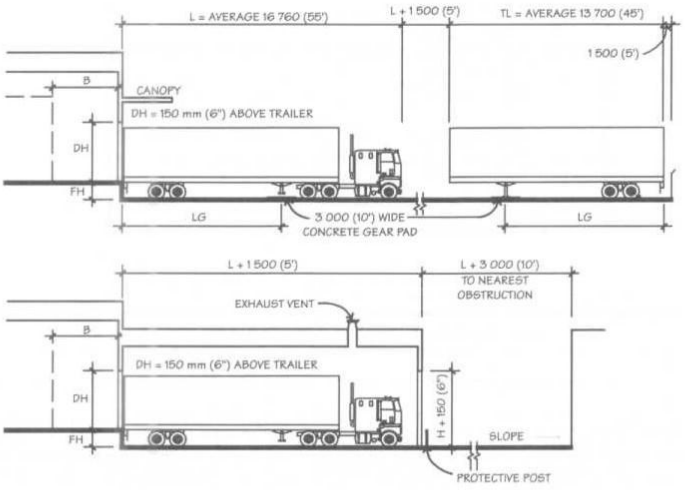


Figure 210-27. Closed and open freight loading dock dimensions.

Gambar 14: Dimensi truk

Time-Saver Standards for Landscape Architecture

210 Spatial Standards

2.2.5 Contoh jalur sepeda dan jalan

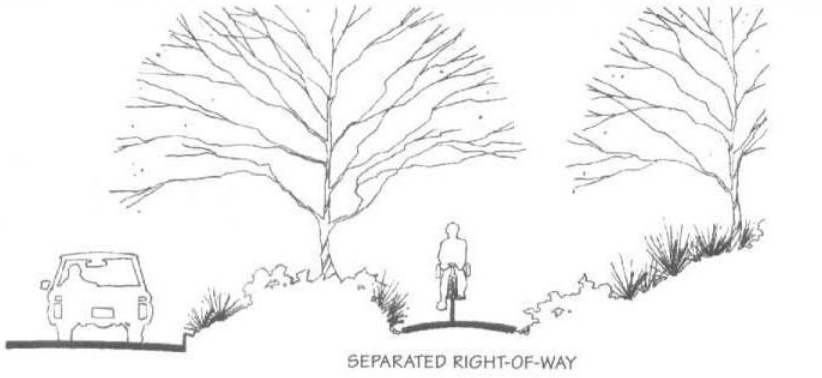
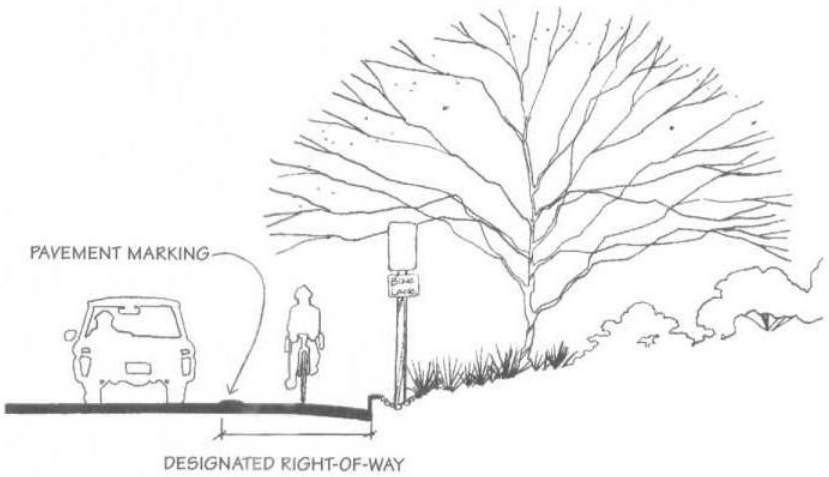


Figure 341-1. Bicycle path.



Gambar 15: Jalur sepeda dan jalan

2.2.5 Contoh elemen lanskap untuk sepeda

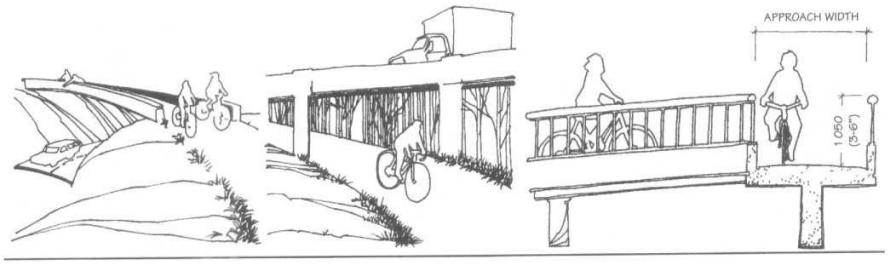


Figure 341-22. Underpass and overpass.

and associated requirements, 2. Path support structures for safety, comfort, and utility, and 3. Path defining elements for general aesthetic and cultural appropriateness.

6.1 Paving and Surfacing

Some types of bikeways share the pavement of an existing roadway, and construction considerations are specific to vehicular traffic. However, if a street or shoulder is widened or a separate bikeway is constructed, the pavement should be a smooth, nonslick surface and have a thickness capable of supporting normal-size maintenance vehicles.

This section does not include detailed information about the construction of pavements for bicycle routes. However, the following notes on various pavement materials are offered as a general overview, and references to other appropriate sections are given

Asphalt:

deterioration occurs, a seal coat of bituminous asphalt or asphaltic concrete can be applied. (Refer to Sections 810: Soils and Aggregates, 820: Asphalt, and 830: Concrete, for more information.)

Stone Chip Aggregate:

Stone chip aggregate is most useful when the bikeway is to be used primarily for recreational purposes. This material creates fewer drainage problems than the other types of paving, although it requires structural edging (e.g., wood, metal, or plastic) to contain the aggregate. (Refer to Section 810: Soils and Aggregates, for more information.)

Stabilized Earth:

Stabilized earth is perhaps the least expensive way to create a paved surface for a bikeway. However, it is also the least durable and requires the most maintenance to keep it in good condition. (Refer to Sections 810: Soils and Aggregates, and 440: Surfacing and Paving, for more infor-

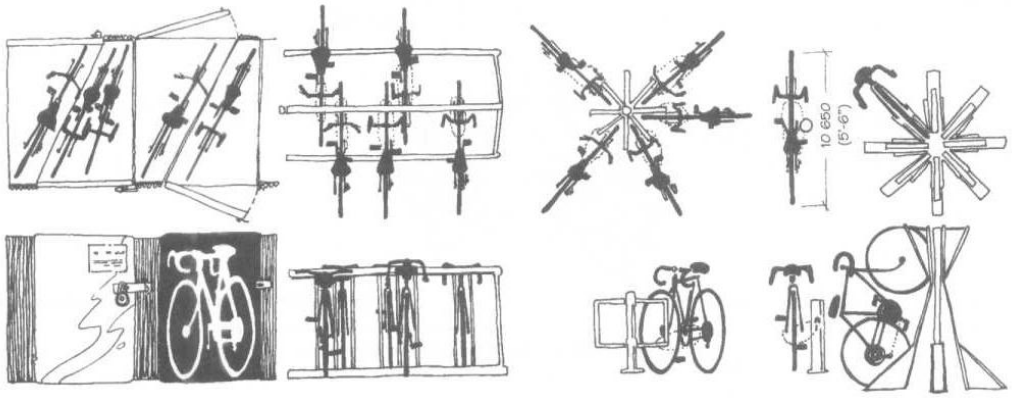


Figure 341-23. Curb ramp.

snowplows may destroy these. Transverse

Gambar 16: Elemen lanskap sepeda

2.2.5 Contoh jenis parkir sepeda



Gambar 17: Jenis parkir sepeda

2.2.5 Contoh vegetasi untuk pesepeda

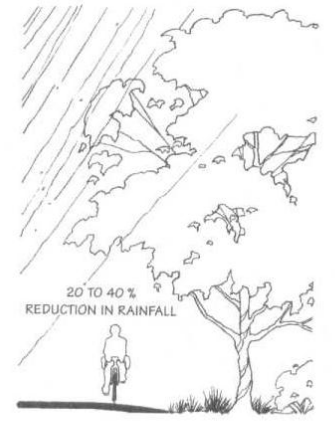


Figure 341-26. Convenience to bicyclists. *Tree canopies can reduce the amount of rainfall reaching the bicyclist.*

Installation and maintenance costs are a major determining factor, especially with water and toilet facilities. Simple rest stops where bicyclists can pull off the bikeway and rest or enjoy a view are obviously much less expensive, and they can add much to the attractiveness of a recreational facility.

Bikeway Lighting:

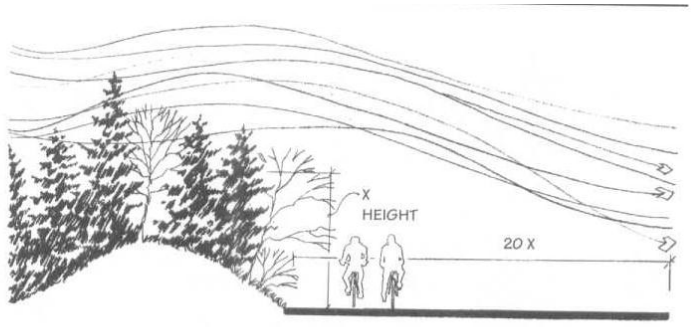
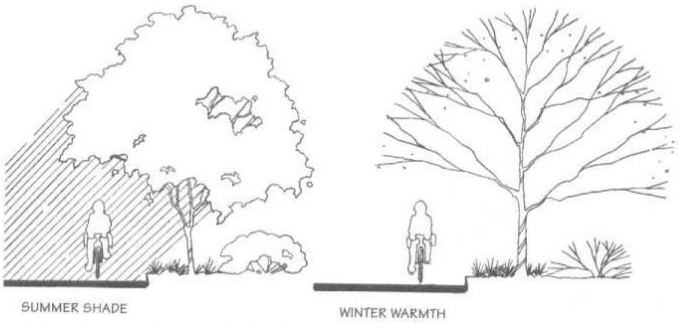


Figure 341-27. Convenience to bicyclists. *Trees can reduce windspeeds by up to 50 percent for a distance downwind 20 times the height of the windbreak.*



Gambar 18: Vegetasi untuk pesepeda

2.2.5 Contoh elevasi untuk jalur sepeda

James R.Klein and Elizabeth B.Lardner

Summary

Improving bicycling conditions for an urban bicyclist requires supportive planning and urban design policy and technical capability. There are competitive claims for the use of existing rights-of-way, a zone that is difficult to expand in urban areas. Urban bicyclists are continually presented with barriers that make their trips more difficult and dangerous. This article highlights some essential urban design principles and practices that improve safety and reduce the barriers to bicycle travel.

Key words

bicyclist, citizen involvement, crossways, greenway, path, pedestrian, safety, trailway

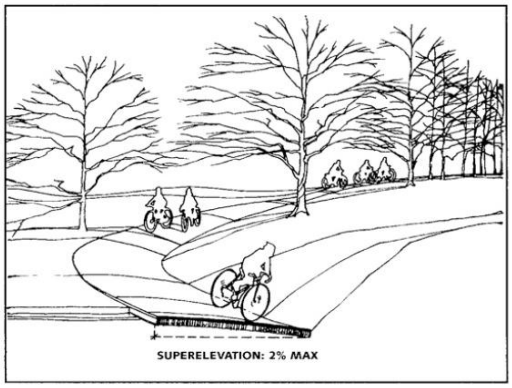
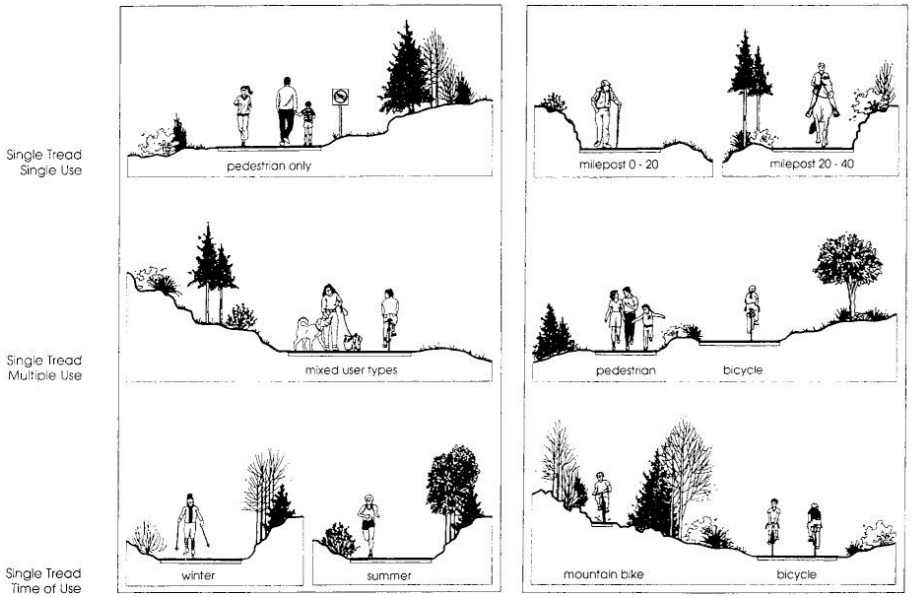


Fig. 1. Designated bikeways: Elevating the outer edge and widening the curve help bicyclists negotiate small-radii turns (Harris and Dines 1998).

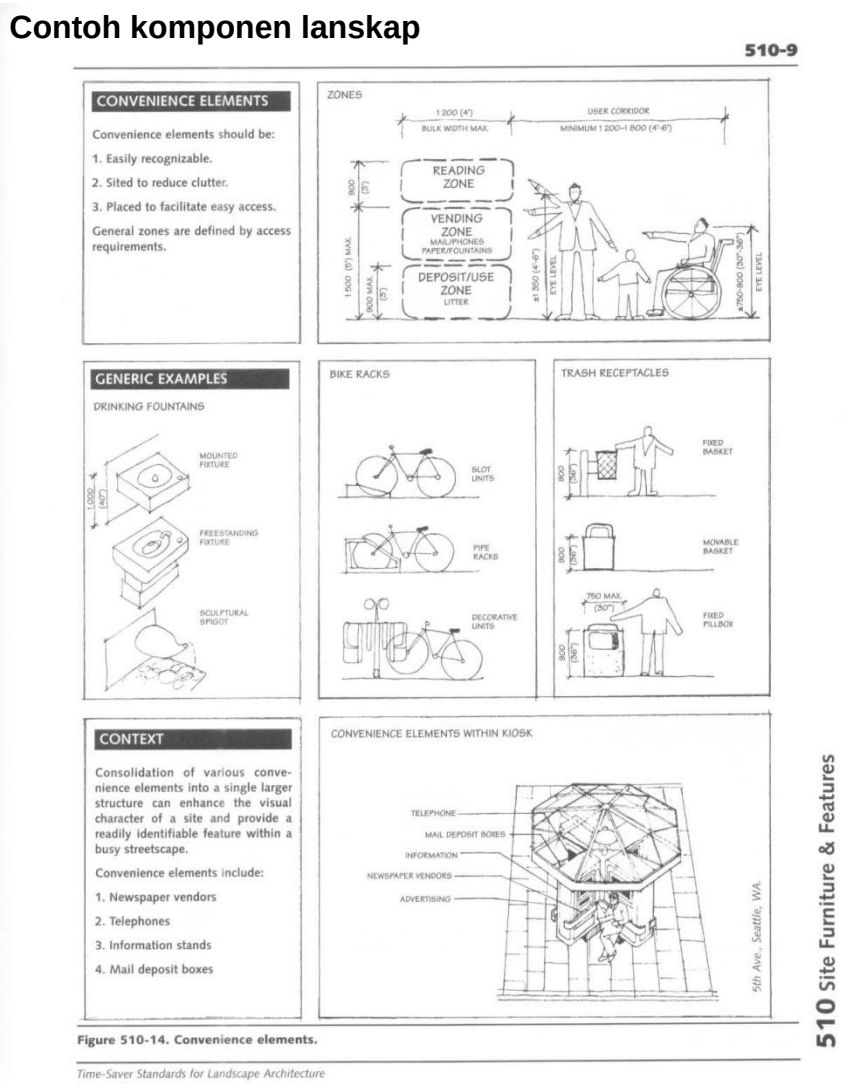
Gambar 19: Elevasi untuk jalur sepeda

2.2.5 Contoh potongan pedestrian dan pesepeda



Gambar 20: Potongan pedestrian dan pesepeda

2.2.5 Contoh komponen lanskap



Gambar 21: Komponen lanskap