

WELCOME! BEM VINDOS!  
¡BIENVENIDOS!



Please **say hello!** Write **your city** in the chat and let us know how many km of **emergent bike lanes** your city has.

WELCOME! BEM VINDOS!  
¡BIENVENIDOS!



Today's presentation is in English with  
**simultaneous translation** to  
Spanish and Portuguese

WELCOME! BEM VINDOS!  
¡BIENVENIDOS!



**Download** the presentation in  
Spanish & Portuguese:  
Follow the **link** in the **chat**

**EMERGENT BIKE LANES**

**BICICARRILES EMERGENTES**

**CICLOVIAS EMERGENTES**



# VISION ZERO CHALLENGE

Lead your city from #vision2action

Vision Zero Challenge Webinar Series:  
**SAFE EMERGENT BICYCLE LANES**  
**Q & A WITH GLOBAL EXPERTS**

VISION ZERO  
CHALLENGE

# TODAY'S AGENDA

## Welcome and Introductions (10 minutes)

**Lawrence MacDonald**, Vice President for Communications, WRI, Washington DC

## Case Study: Emergent Bike Lanes in Paris, France (10 minutes)

**Alexandre Santacreu**, Policy Analyst, International Transport Forum - OECD

## Safe Bicycle Lane Principles: Recap (10 Minutes)

**Paula Santos**, Brazil Active Mobility Manager, WRI Ross Center for Sustainable Cities, Brazil

## Discussion Polls (5 Minutes)

**Alejandro Schwedhelm**, Urban Mobility Associate, WRI Ross Center for Sustainable Cities, USA

## Guided discussion: Audience questions for our experts (45 minutes)

Facilitated by **Claudia Adriazola-Steil**, Director of Health and Road Safety, WRI Ross Center for Sustainable Cities with panelists:

- **Alexandre Santacreu**, Policy Analyst, International Transport Forum - OECD
- **Anders Hartmann**, Senior Advisor – Walking, Biking and Road Safety, Asplan Viak AS, Norway
- **Anne Eriksson**, Traffic Safety Engineer, Denmark
- **Chris Bruntlett**, Marketing and Communications Manager, Dutch Cycling Embassy, Netherlands
- **Giovanni Zayas**, Active Mobility Consultant, World Bank, Mexico

## Closing remarks and Preview of Next Webinar (5 Minutes)

**Paula Santos**

# WELCOME, VISION ZERO CITIES!

1. Arequipa, Peru
2. Belo Horizonte, Brazil
3. Buenos Aires, Argentina
4. Bogotá, Colombia
5. Cali, Colombia
6. Curitiba, Brazil
7. Colima, Mexico
8. Cusco, Peru
9. Fortaleza, Brazil
10. Guadalajara, Mexico
11. Indaiatuba, Brazil
12. La Paz, Bolivia
13. Lima, Peru
14. Medellín, Colombia
15. Merida, Mexico
16. Montevideo, Uruguay
17. Pachuca, Mexico
18. Rosario, Argentina
19. Salvador, Brazil
20. Santiago, Chile
21. Sao Paulo, Brazil
22. San Jose, Costa Rica
23. San Salvador, El Salvador
24. Santa Cruz, Bolivia

# WELCOME, VISION ZERO CHALLENGE PARTNERS



WORLD  
RESOURCES | ROSS  
INSTITUTE | CENTER



FIA FOUNDATION



FUNDACIÓN  
GONZALO  
RODRÍGUEZ



IDB  
Inter-American  
Development Bank



International  
Transport Forum

LATIN NCAP



TOWARDS ZERO FOUNDATION



VISION ZERO  
ACADEMY



Global Road Safety Facility



WORLD BANK GROUP

VISION ZERO  
CHALLENGE

# THANK YOU, VISION ZERO CHALLENGE SPONSORS





# VISION ZERO CHALLENGE

Lead your city from #vision2action

INTRODUCING TODAY'S PANELISTS

VISION ZERO  
CHALLENGE

# ALEXANDRE SANTACREU

*Policy Analyst, International Transport Forum – OECD,  
France*

*Analista de Polítiques, Foro Internacional de Transporte –  
OCDE, França*

*Analista de Polítiques Públiques, Fórum Internacional de  
Transporte - OCDE França*







# ANDERS HARTMANN

***Senior Advisor – Road Safety, Asplan Viak AS, Norway***

***Asesor Sênior de Seguridad Vial, Asplan Viak AS, Noruega***

***Consultor Sênior de Segurança de Trânsito, Asplan Viak AS, Noruega***







# ANNE ERIKSSON

*Traffic Safety Engineer, Denmark*

*Ingeniera de Seguridad Vial, Dinamarca*

*Engenheira de Segurança de Trânsito, Dinamarca*





# CHRIS BRUNTLETT

***Marketing and Communications Manager, Dutch Cycling Embassy, Netherlands***

***Director de Marketing y Comunicaciones, Dutch Cycling Embassy, Países Bajos***

***Gerente de Marketing e Comunicação, Embaixada Holandesa de Ciclismo, Países Baixos***



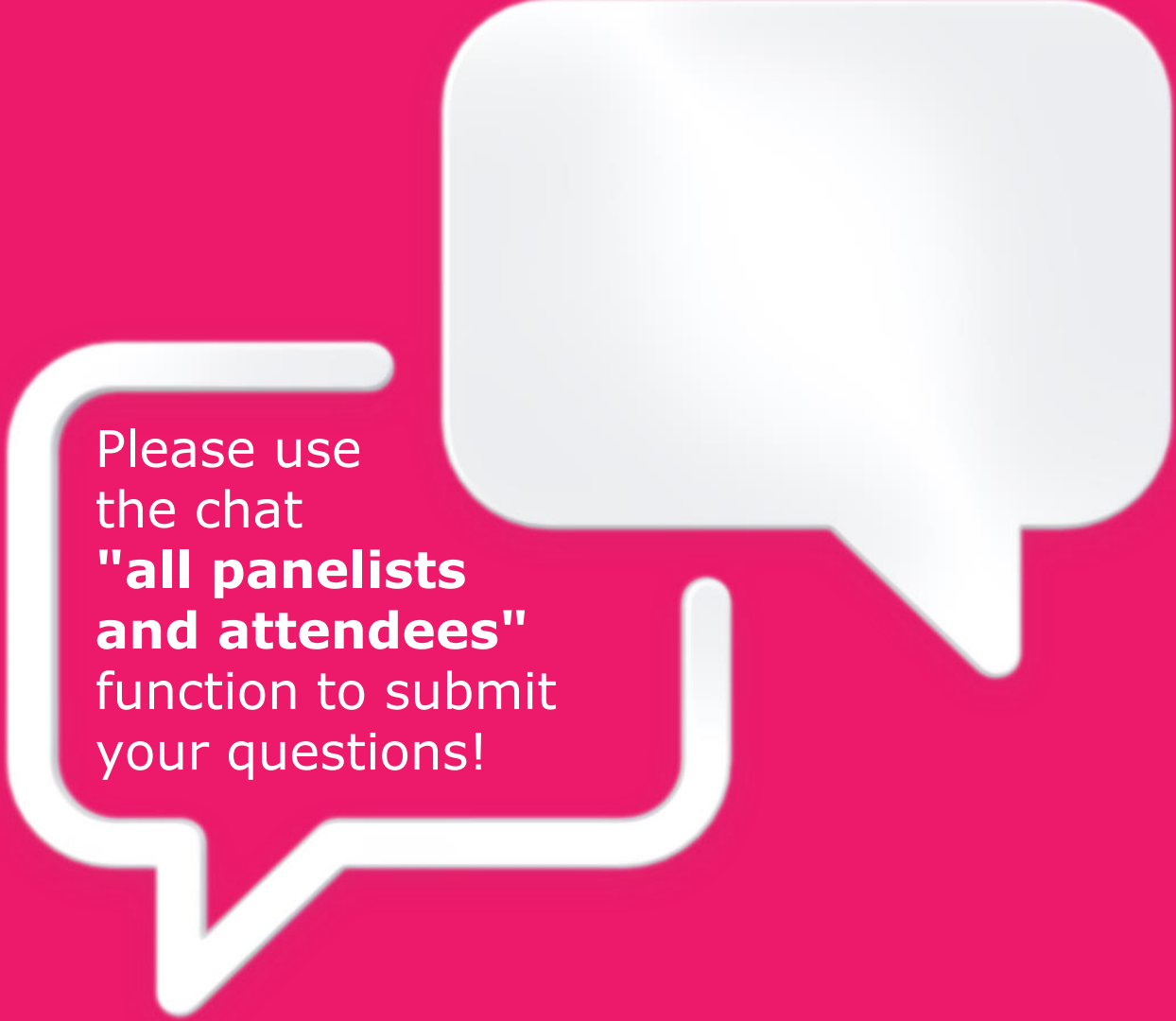
# GIOVANNI ZAYAS

*Active Mobility Consultant, World Bank, Mexico*

*Consultor de Movilidad Activa, Grupo Banco Mundial, México*

*Consultor de Mobilidad Ativa, Grupo Banco Mundial, México*





Please use  
the chat  
**"all panelists  
and attendees"**  
function to submit  
your questions!



# VISION ZERO CHALLENGE

Lead your city from #vision2action

## CASE STUDY: EMERGENT BIKE LANES, PARIS

VISION ZERO  
CHALLENGE

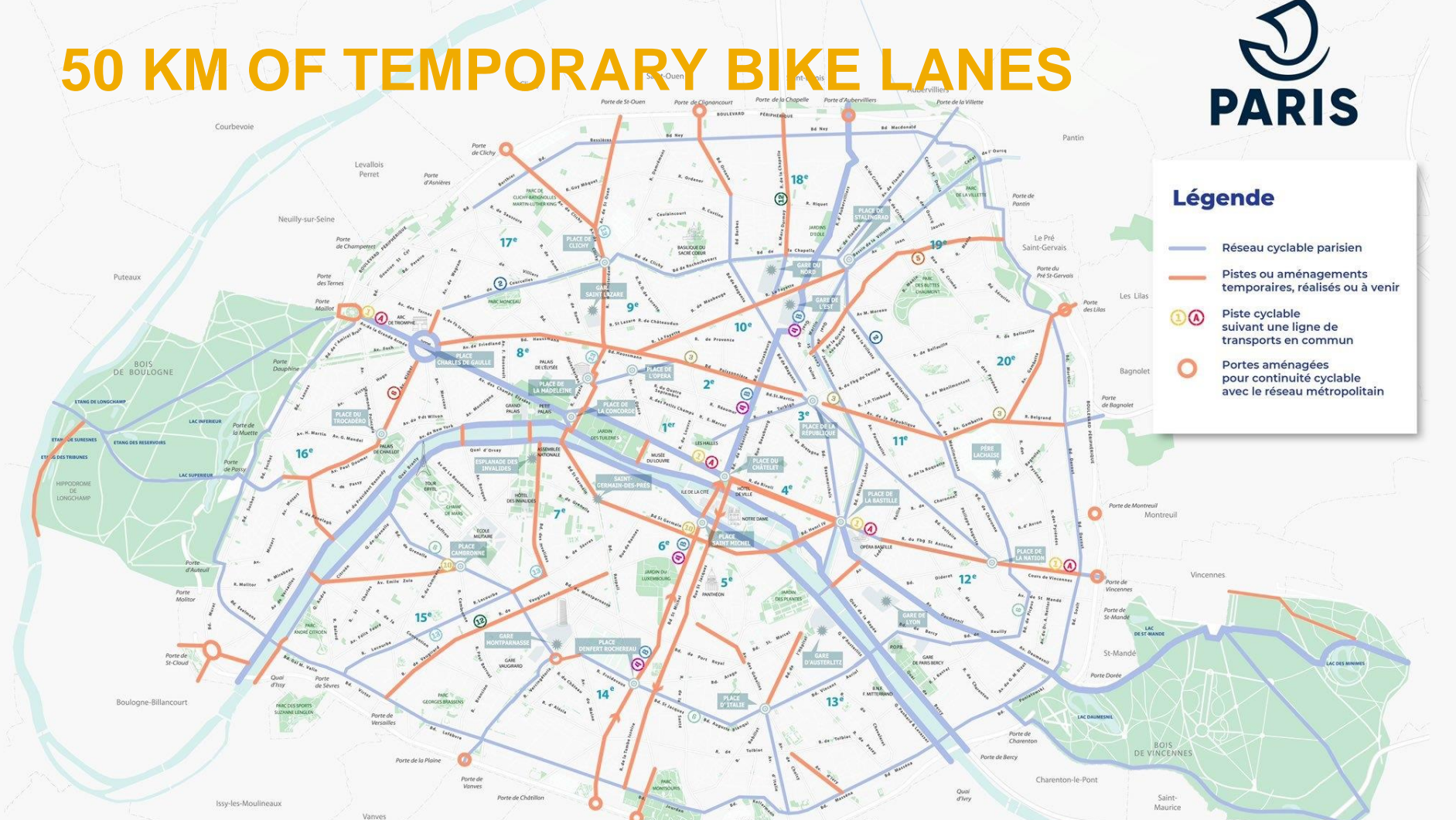


# 50 KM OF TEMPORARY BIKE LANES



## Légende

-  Réseau cyclable parisien
-  Pistes ou aménagements temporaires, réalisés ou à venir
-   Piste cyclable suivant une ligne de transports en commun
-  Portes aménagées pour continuité cyclable avec le réseau métropolitain



# RE-SPACING OUR CITIES FOR RESILIENCE

- Physical distancing requirements will impose constraints on the use of space.
- Public transport use will decrease in the short-term; cycling, walking and car travel will increase in the post-confinement phase.
- **Cities will need to re-allocate space to allow for physically-spaced walking and cycling.**
- Cities will need to strengthen measures to manage excess post-confinement car traffic.
- Relax administrative rules regarding emergent light individual transport lanes and remove punitive taxes on shared micromobility.
- Provide funding for the deployment of more light individual transport lanes.
- Link emergent infrastructure to long-term objectives. Cities should build now what they wish to keep for later.
- New infrastructure should follow established guidelines for safety.



# BRIDGES





# RAMPS AND FLYOVERS AT INTERCHANGES







Photos: @ParisBeauAVelo





Photo: Alexandre Santacreu





Photo: Alexandre Santacreu





Photo: Alexandre Santacreu









Design Manual for  
Bicycle Traffic

The Urban and  
CROW



# FLOATING BUS STOP



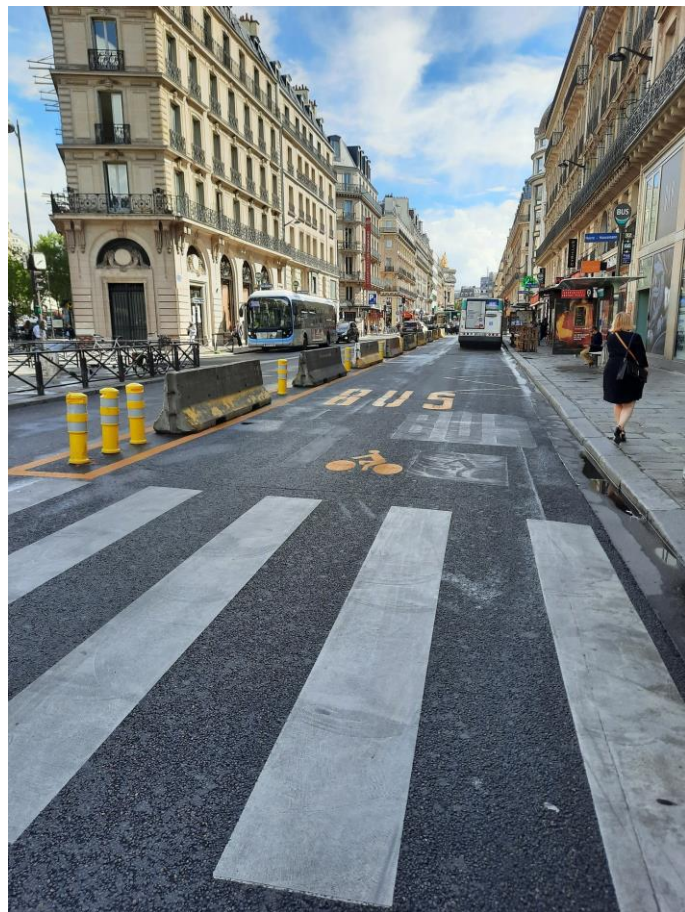


# FLOATING BUS STOP



# BUS SERVICES

## New protected bus lanes





# RUE DE RIVOLI



# RUE DE RIVOLI





# RUE DE RIVOLI







112

MINA

A.S.P.

SAISIE

SAISIE

NO ENTRY

VELOCIPÉDIAIRES  
Cyclists and scooterists

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel

Direction of travel





Photo: @David\_Belliard

# COUNTERS

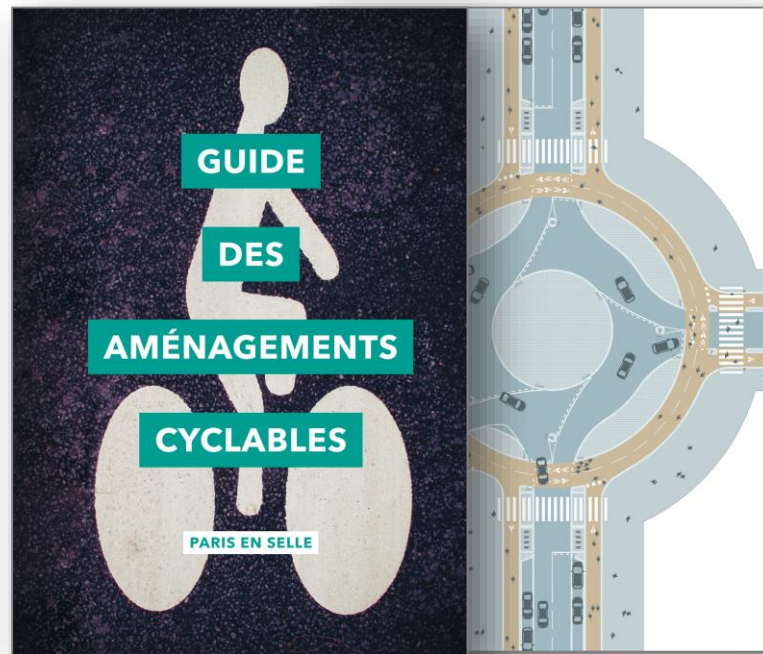
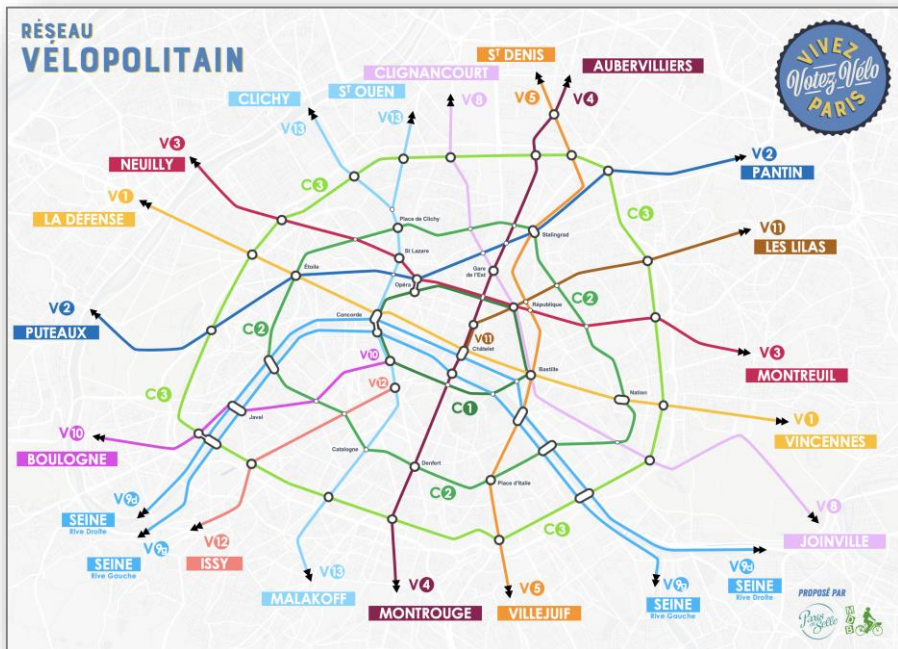
10 000 to 20 000  
cyclists per day  
on main corridors





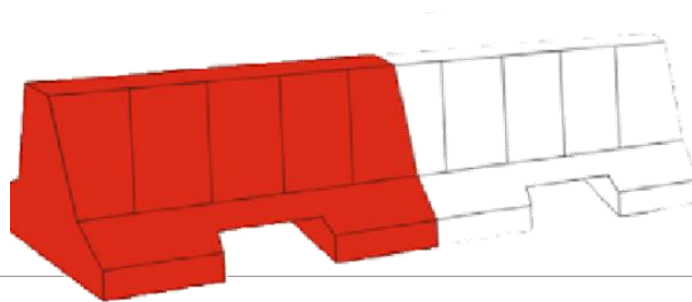
**30 km/h zones are covering (nearly) the whole city  
and allow two-way cycling.  
Main streets remain limited to 50.**

# SUPPORT FROM COMMUNITY GROUPS



# SUPPORT FROM THE FRENCH GOVERNMENT

- Temporary infrastructure can bypass heritage conservation authorities
- Technical guidance (Cerema)
- Funding



# LEGACY

Mayor Anne Hidalgo announces  
on 16 Sep 2020:

- 50 km of emergent bike lanes will stay
- private motor vehicles will not return to rue de Rivoli



# VISION ZERO CHALLENGE

Lead your city from #vision2action

**RECAP: STRATEGIES, PRINCIPLES AND  
PERFORMANCE INDICATORS FOR SAFE  
EMERGENT BIKE LANES**

VISION ZERO  
CHALLENGE

# COVID19 IS CHANGING THE WAY WE MOVE IN CITIES





# CITIES ARE RETHINKING HOW THEY USE STREET SPACE



**MÉXICO CITY**

**CURITIBA, BRASIL**

**BOGOTÁ, COLOMBIA**

# CITIES ARE INNOVATING TO ENCOURAGE BIKING



LIMA, PERU



SANTA CRUZ, BOLIVIA



IZMIR, TURKEY

## Safe Bicycle Lane Principles: Promoting and creating a rapid response to cycling needs in cities

### Strategies

Integrate Cycle Network and Policy Planning

Consider Duration of Measures

Build the Case for Permanent Changes

Allow for Improvement

### Principles

Safe Speeds

Network Approach

Safe Design

Communication & Engagement

Management & Enforcement

### Key Performance Indicators

Physical Distancing

Safety

Directness

Coherence

Comfort

Attractiveness

Note: Strategies are multicolored, principles in orange, core outcomes are in blue, secondary outcomes in lighter shade of blue

# KEY STRATEGIES

## Integrate Cycle Network and Policy Planning

- Plan ahead!
- Use existing plans if any
- Build foundation for future networks

## Consider Duration of Measures

- Be clear on goals and needs
- Use appropriate materials

## Build the Case for Permanent Changes

- Engage with stakeholders
- Build a safe cycling culture

## Allow for Improvement

- Monitor use, progress and results
- Respond to needs and issues
- Be flexible

**Tailor the strategy to your city**



# PERFORMANCE: A GOOD BICYCLE NETWORK IS:

- Safe
- Direct
- Coherent
- Enables physical distancing
- Comfortable
- Attractive



## Selecting appropriate bike infrastructure according to vehicle speeds



### Shared Bicycle Streets

For Speed: Less than 30km/h

- Suitable where traffic calming measures ensure the speed limit is obeyed
- May include bicycle signage and pavement markings



### Bike Lane

For Speed: 30-40km/h

- Suitable where traffic calming measures ensure the speed limit is obeyed
- Bike lanes are separated from vehicular carriageway by traffic cones, plastic bollards, safety barricades etc.



### Protected Bike Lane

For Speed: 40 -50km/h

- Physically segregated lane adds comfort and security for cyclists on arterial roads
- Must include separation using semi-permanent or permanent dividing materials such as bollards, planters or curbs



### Off-road Bike Track

For Speed: Above 50km/h

- Exclusive track for bicycles for recreation or to remove the need to travel on high speed corridors
- Most appropriate for linear corridors, former rail routes, parks, streams or waterfronts





# GUIDING PRINCIPLES

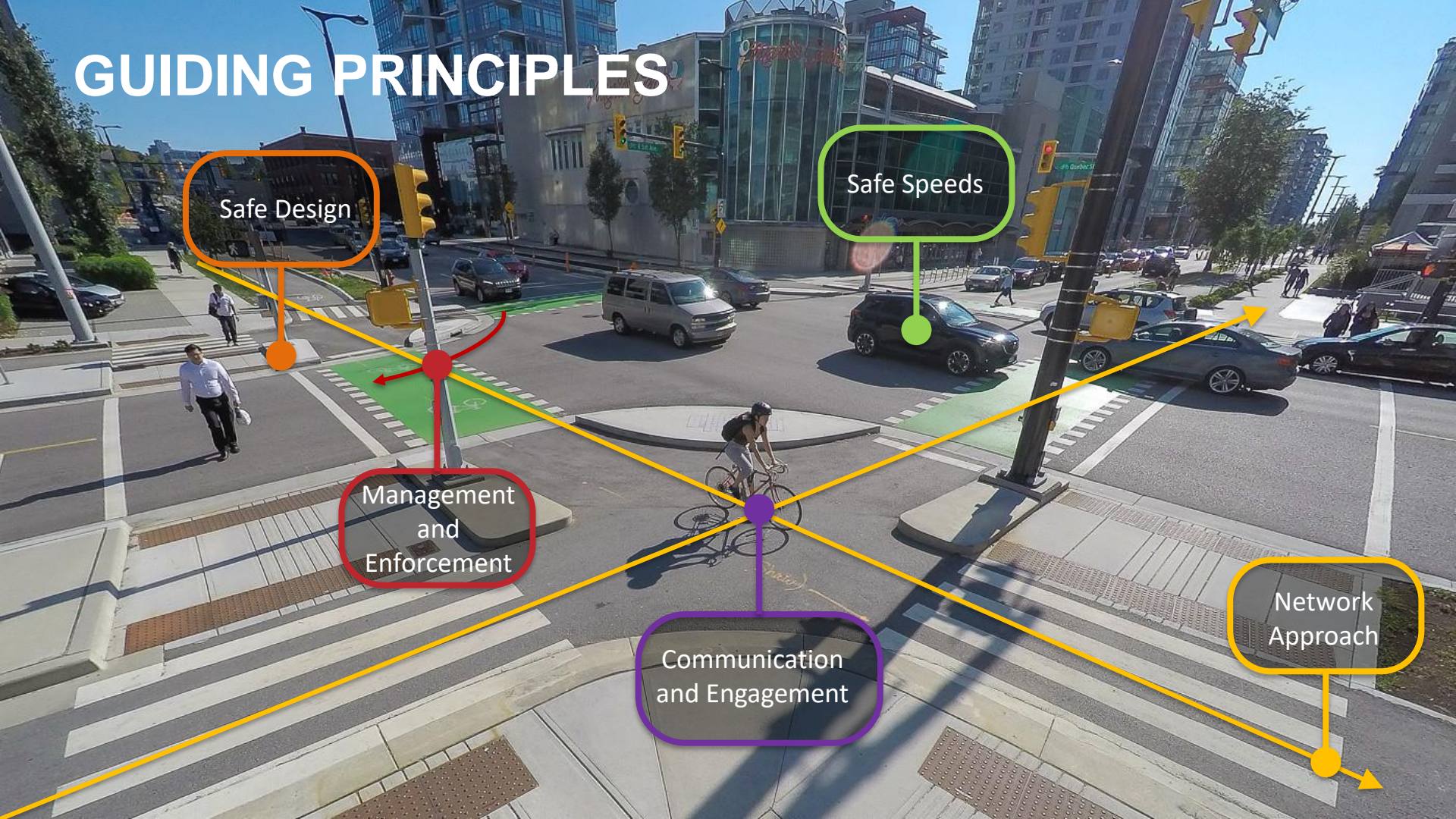
Safe Design

Safe Speeds

Management  
and  
Enforcement

Communication  
and Engagement

Network  
Approach





# LANE DESIGN

## DO'S AND DONT'S



### Lane Width

Minimum width of 3m for one-way bicycle lanes on arterial roads



### Lane Placement

Lane direction should be the same as the adjacent vehicular traffic  
Lane should be adjacent to the sidewalk



### Lane Entry and Exit

Lane design and dimension must provide safe spaces for slowing down, stopping and dismounting.



### CounterFlow

Lanes going in the opposite direction to vehicle traffic can increase the risk of crashes at driveways and intersections.



### Two-way Lanes

Lanes that allow for travel in both directions increase the risk of conflict for cyclists, because they too create a counter flow.



# WORD CLOUD: SHARE YOUR EXPERIENCE

**What word(s) describe your experience with emergent bike lanes in 2020?**

*Use your preferred language for a multilingual word cloud!*



# What word(s) describe your experience with emergent bike lanes in 2020?



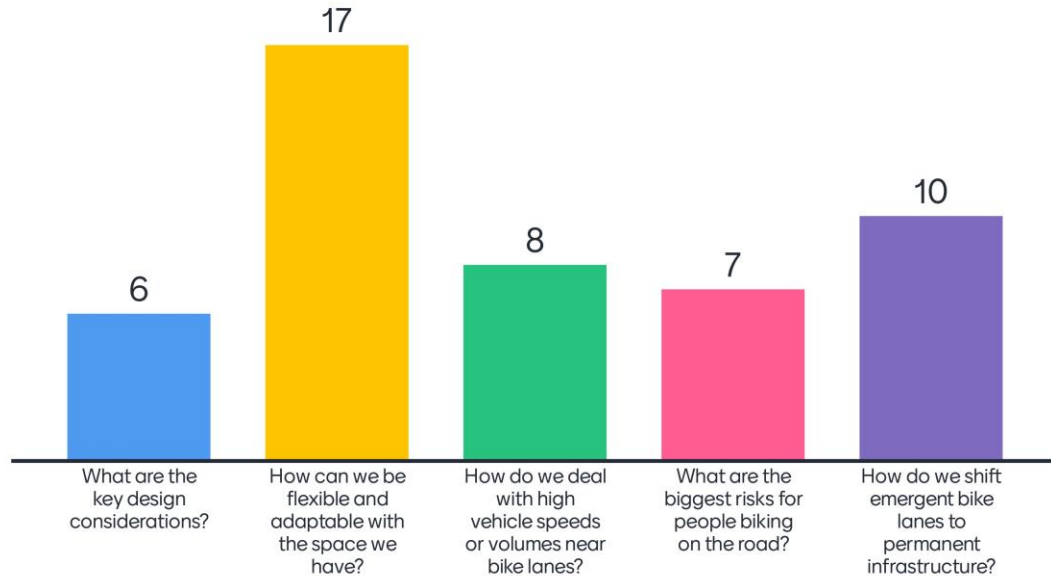
# POLL: SHARE YOUR EXPERIENCE

**What are your main questions about designing emergent bike lanes?**

1. What are the key design considerations?
2. How can we be flexible and adaptable with the space we have?
3. How do we deal with high vehicle speeds or volumes near bike lanes?
4. What are the biggest risks for people biking on the road?
5. How do we shift emergent bike lanes to permanent infrastructure?



# What are your main questions about designing emergent bike lanes?



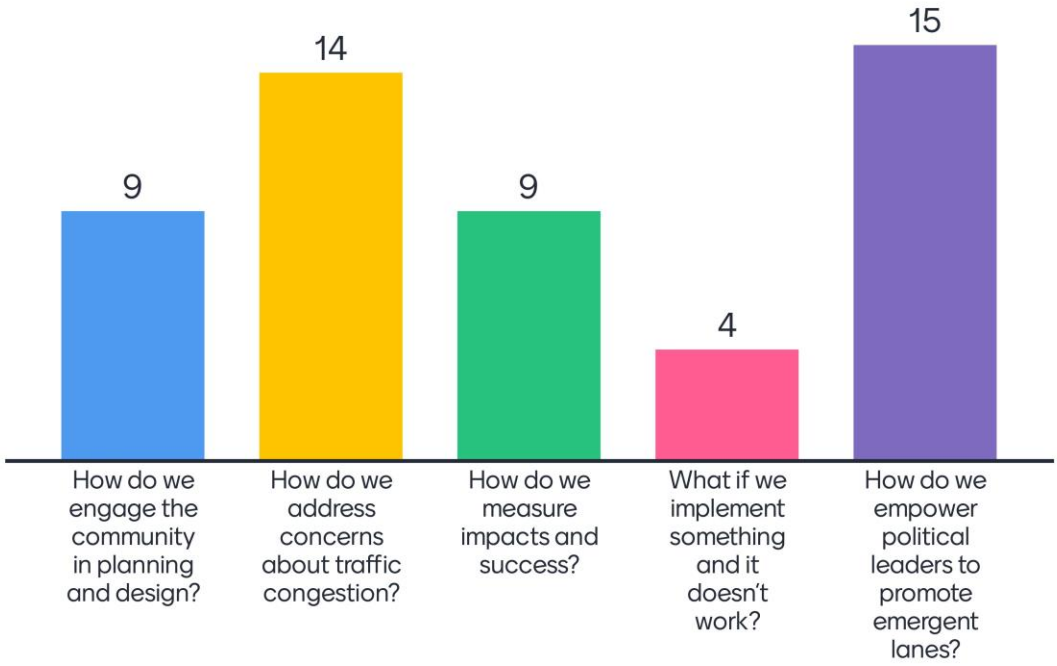
# POLL: SHARE YOUR EXPERIENCE

**What are your main questions about the politics of emergent bike lanes?**

1. How do we engage the community in planning and design?
2. How do we address concerns about traffic congestion?
3. How do we measure impacts and success?
4. What if we implement something and it doesn't work?
5. How do we empower political leaders to promote emergent lanes?



# What are your main questions about the politics of emergent bike lanes?



# VISION ZERO CHALLENGE

Lead your city from #vision2action

TODAY'S DISCUSSION:  
SAFE EMERGENT BICYCLE LANES  
Q & A WITH GLOBAL EXPERTS

VISION ZERO  
CHALLENGE

# VISION ZERO CHALLENGE

# DESAFÍO VISIÓN CERO

# DESAFIO VISÃO ZERO

## A PARTNERSHIP COORDINATED BY



WORLD  
RESOURCES  
INSTITUTE | ROSS  
CENTER

## PARTNERS



FIA FOUNDATION



FUNDACIÓN  
GONZALO  
RODRÍGUEZ



IDB  
Inter-American  
Development Bank



International  
Transport Forum



LATIN NCAP



TOWARDS ZERO FOUNDATION



UKaid  
from the British people



VISION ZERO  
ACADEMY



GRSF  
Global Road Safety Facility



WORLD BANK GROUP

## SPONSORS



the mind of movement



VOLVO  
VOLVO GROUP

Lead your city from #vision2action

VISION ZERO  
CHALLENGE