

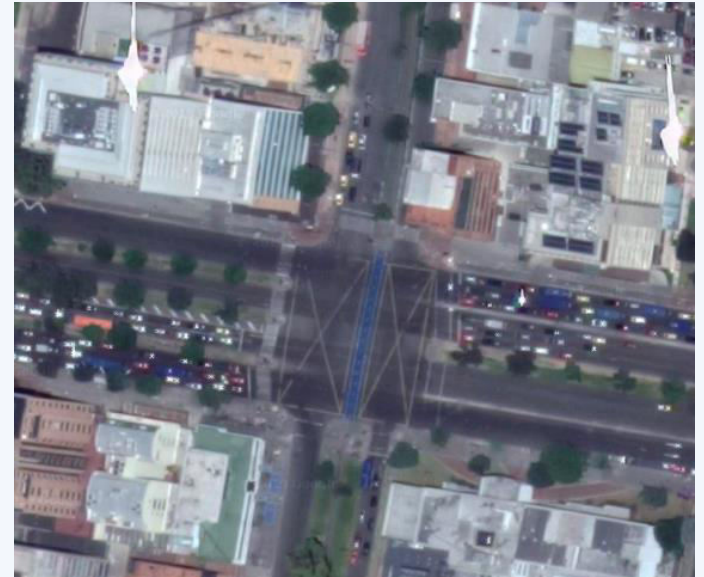
Center Bike Lanes

What can we learn from Latin America?

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What are center bike lanes?

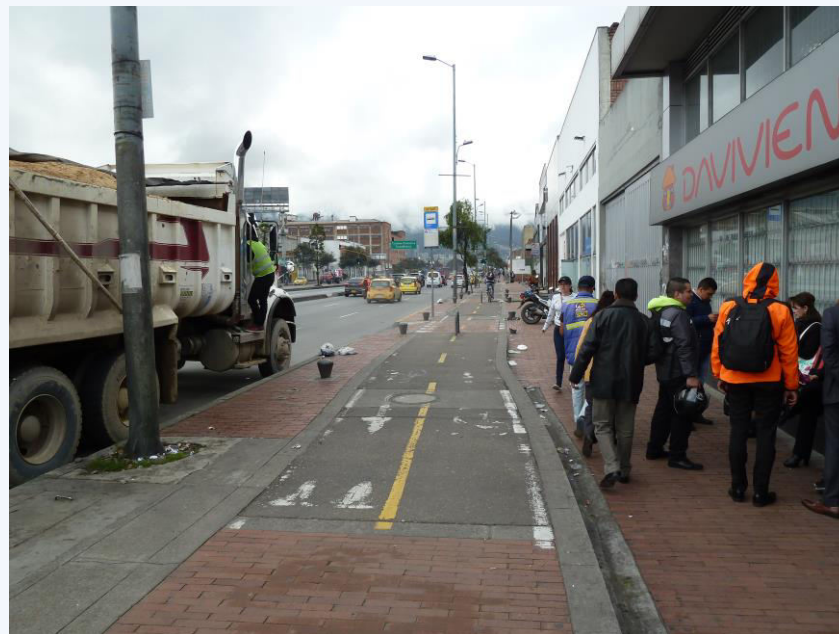


Carrera 19-102 Bogotá

In Bogotá two main types of cycle tracks



Center bike lanes (Central/ Separador)



Segregated tracks on footpath level (Andén)

Why Center Bike Lanes?



Conflict with Bus stops



Conflict with pedestrians,
activities on/near the footpath



↑ Av Boyacá
Av Carrera 27 →

Conflict with side roads

A photograph of a residential street. In the foreground, a cyclist wearing a black jacket and a cap is riding away from the camera on a paved path marked with yellow dashed lines. To the right of the cyclist, a blue car is driving in the same direction. Further down the road, a silver car is visible. The street is lined with large, leafy trees that create a canopy effect. On the left side, there are lush green plants and a brick building. On the right side, there are more brick buildings with white window frames and a black metal fence. The sky is overcast.

Picture 11

No conflict with side roads,
No conflict with parking
No conflict with pedestrians
But access to adjacent
shops/business is more complicated

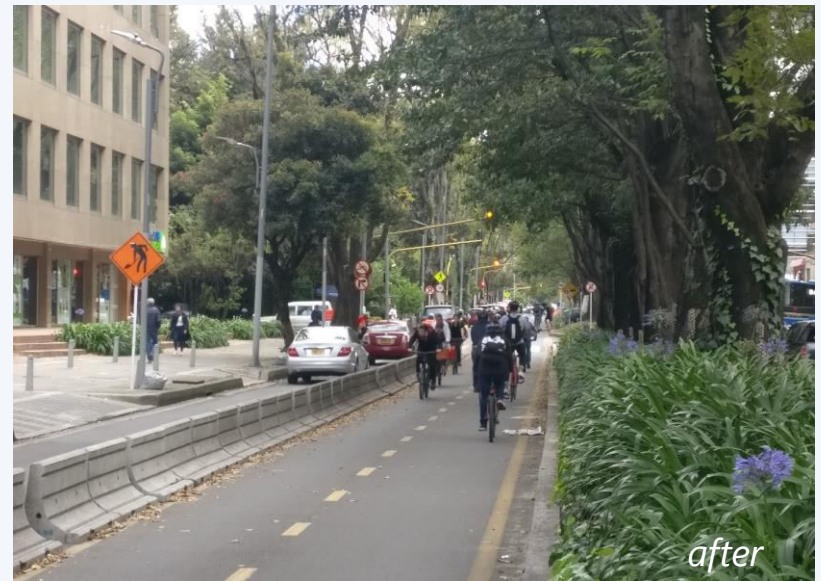


CARLOS VIVES SOLO PARA NIÑOS
MÚSICA QUE AMAMOS
Tú y tu familia

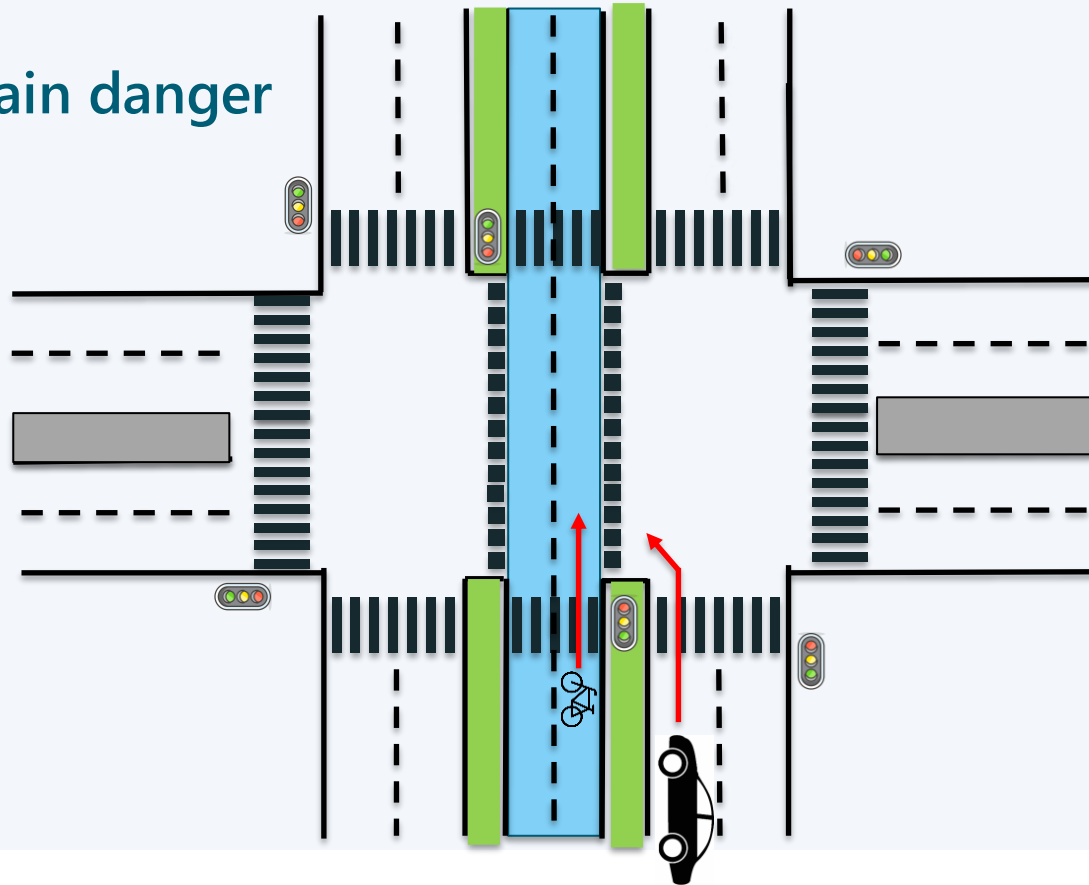
LARGASCA



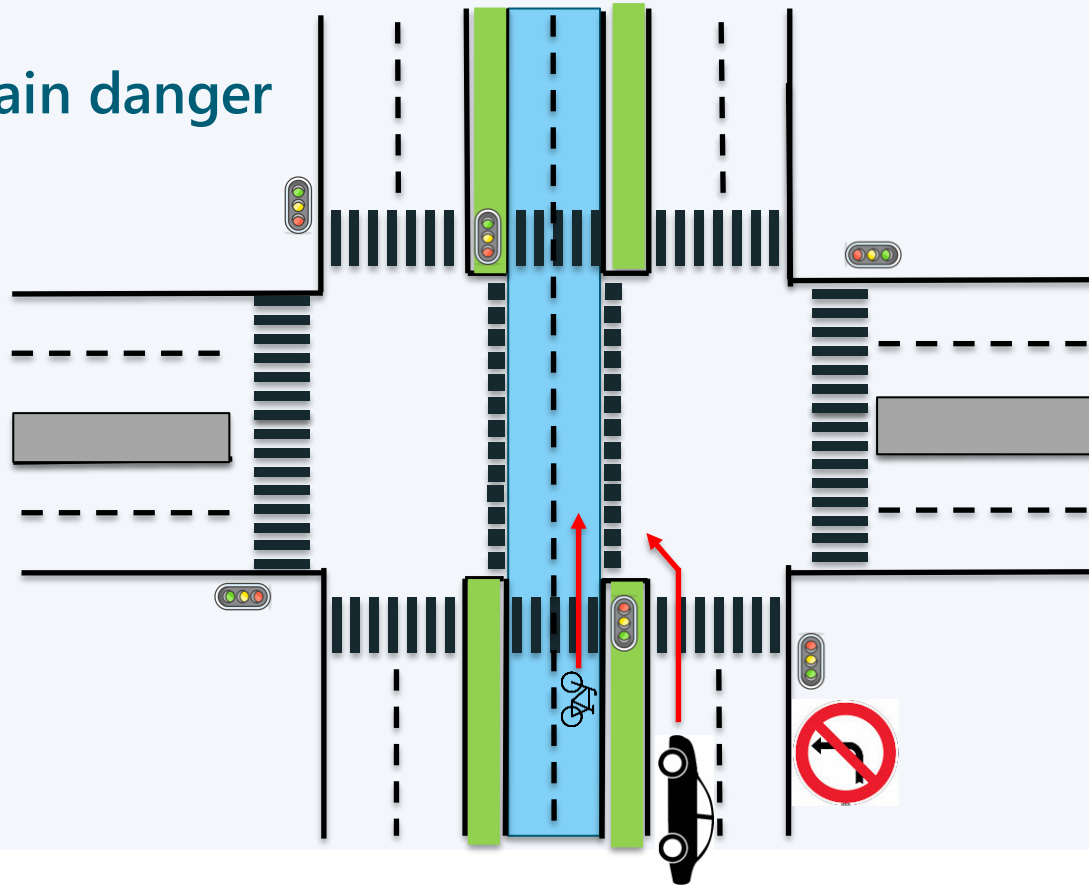
Carrera 11, Bogotá before and after



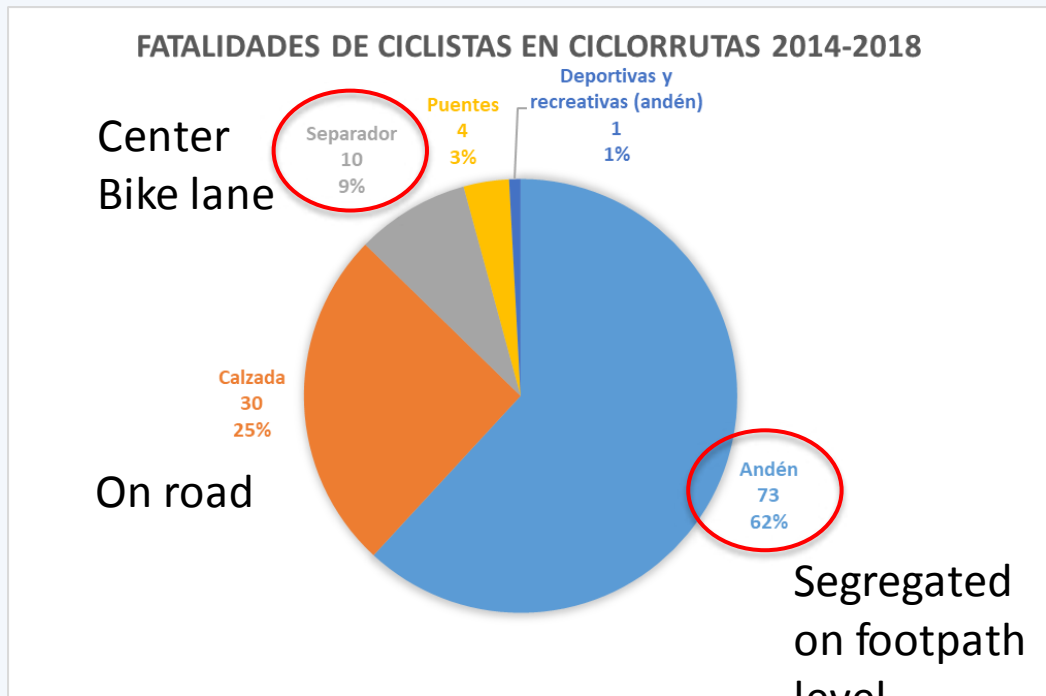
Traffic safety, main danger at junctions



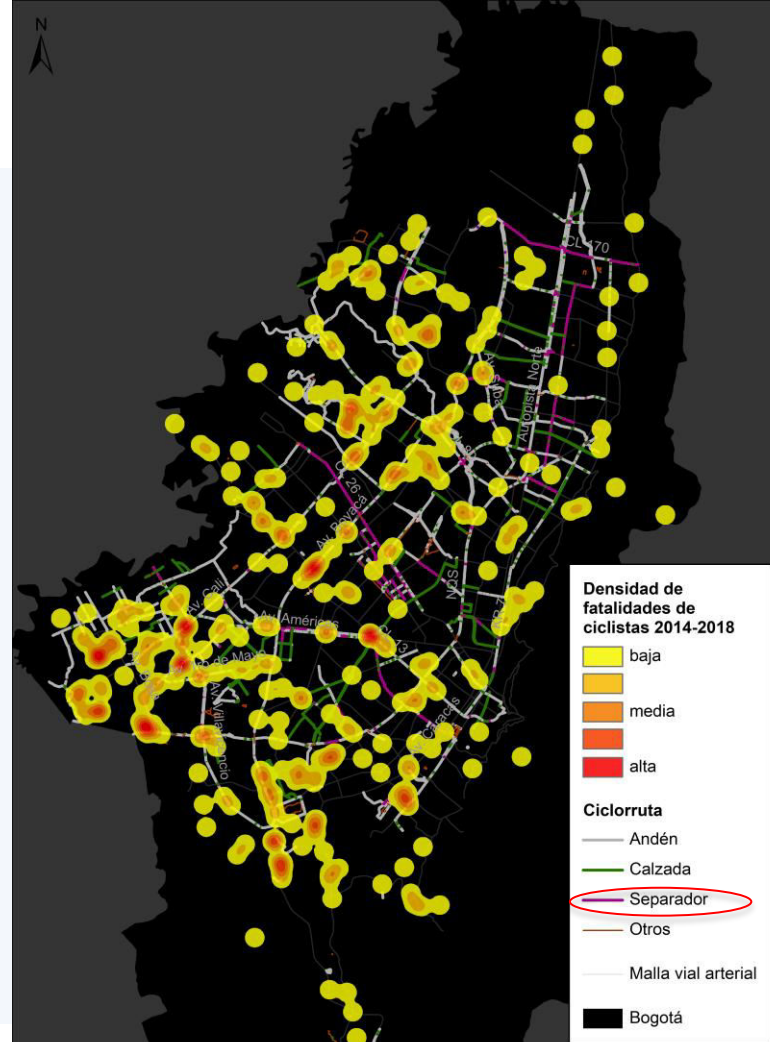
Traffic safety, main danger at junctions



Are center bike lanes dangerous?

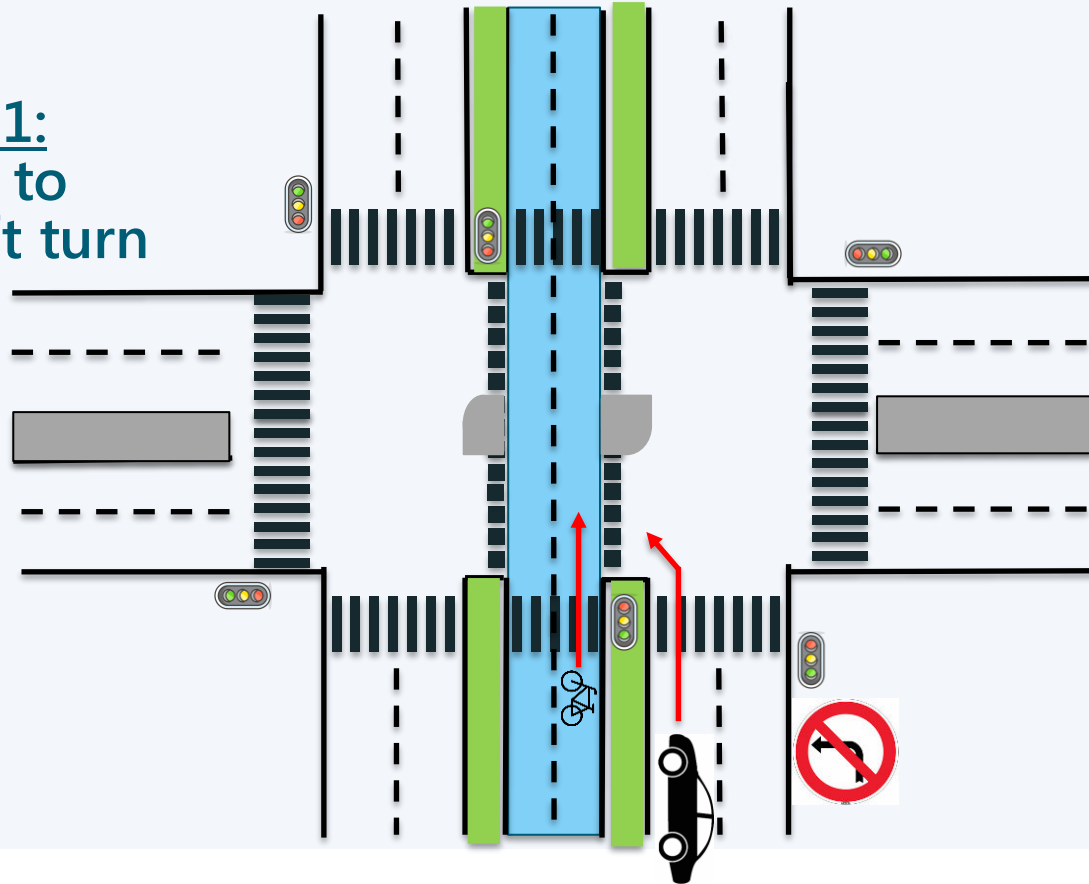


Source: WRI Ross Center Bogotá



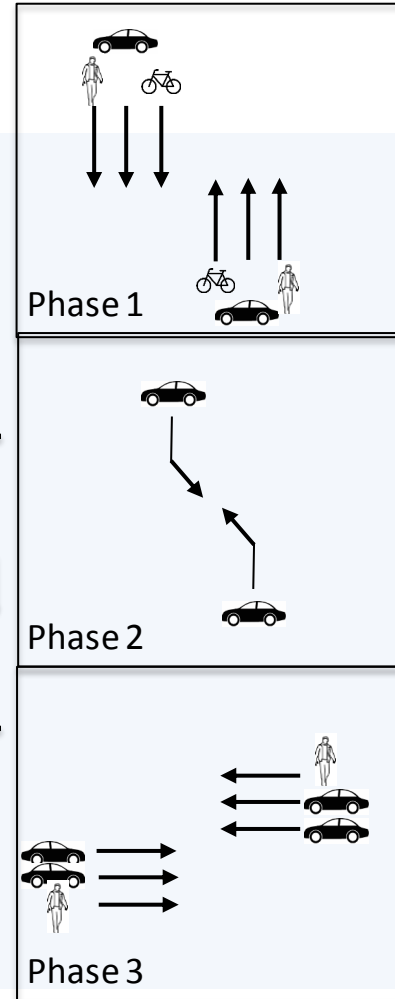
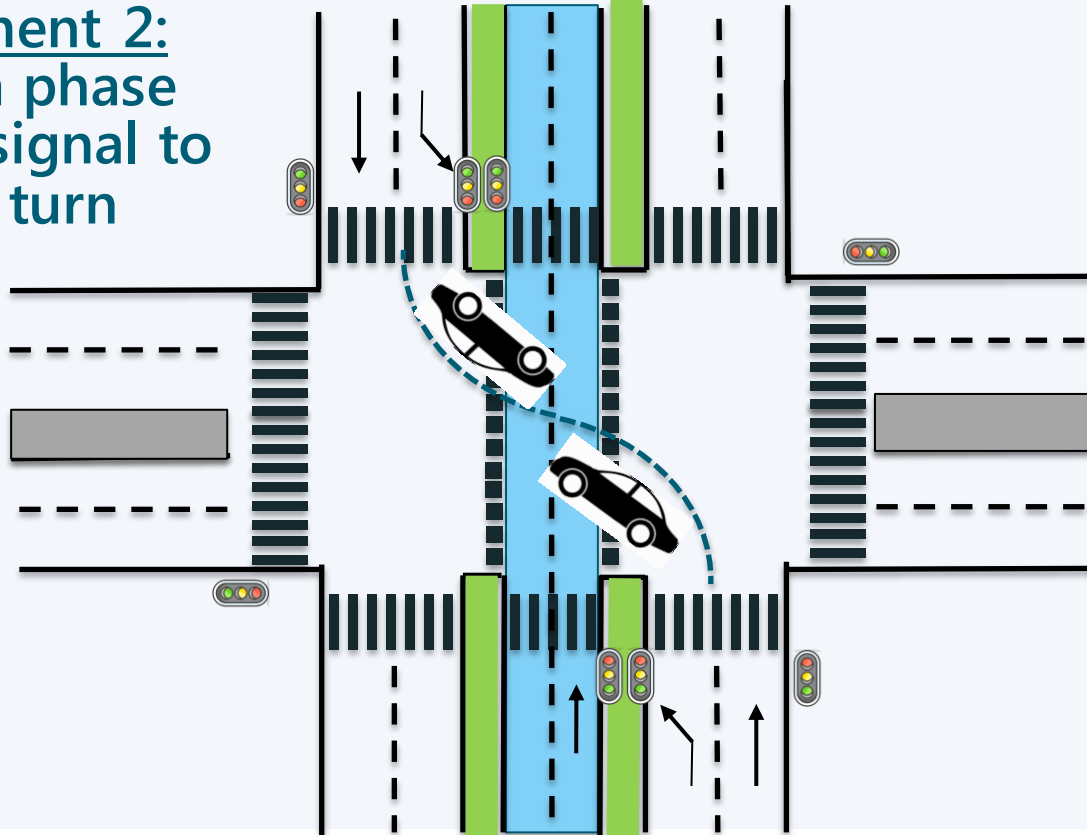
Fuente: WRI Ross Center 2019, basado en datos SIG-IDU y SDM 2014-2018

Improvement 1:
Extra obstacle to
discourage left turn





Improvement 2: Add extra phase in traffic signal to allow left turn





Findings from Dutch designers in december 2018



- Interesting, never seen before or considered
- Once you are on the CBL it's easy, feels safe and is fast
- For long distance OK, for local connections not so good
- On busy streets not so nice to cycle because of noise and air pollution, in NL we would choose another quieter street to plan the bicycle route
- In quieter streets, we prefer to cycle on the right side of the road with proper segregation.

Key take-aways

- Center bike lanes *could* be considered as **option for long distance cycle highways**
- In **cities with grid structures** like Bogotá it reduces the number of side road crossings for the cyclists
- Once you're on a center bike lane, the **driving task becomes easier and safer** compared to segregated on footpath level
- But: **safe junction design is crucial** and **access to adjacent shops / business is more complicated** than with cycle tracks next to the footpath



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