Center Bike Lanes

What can we learn from Latin America?

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Carrera 11, Bogota
What are center bike lanes?
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
Conflict with side roads
No conflict with side roads,
No conflict with parking
No conflict with pedestrians
But access to adjacent
shops/business is more complicated
Carrera 11, Bogotá before and after
Traffic safety, main danger at junctions
Traffic safety, main danger at junctions
Are center bike lanes dangerous?

**FATALIDADES DE CICLISTAS EN CICLORRUTAS 2014-2018**

- **Center Bike lane**
  - Separador: 10 (9%)
  - Puentes: 4 (3%)
  - Calzada: 30 (25%)
  - Andén: 73 (62%)

- **On road**
  - Deportivas y recreativas (andén): 1 (1%)

Source: WRI Ross Center Bogotá
Improvement 1: Extra obstacle to discourage left turn
Improvement 2: Add extra phase in traffic signal to allow left turn

Phase 1
Phase 2
Phase 3
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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