



The Bicycle, a climate change mitigation tool in Latin America.

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Pandemic Response Streets Six Principles (NACTO, 2020):

- Support the most vulnerable first.
- Strengthen and support public health services.
- Safer streets for today and tomorrow.
- Support workers and the local economy.
- Partner with local grassroots organizations.
- Act now and adapt over time.

Some Conclusions:

- After the introduction of Pop-Up Cycle Lines. Temporary cycle lanes were converted into permanent cycle lanes.
- The increasing use of bicycles in times of pandemic has shown decision-makers that the use of bicycles is a real solution to mobility problems.
- In general, it has been shown that there is a high willingness in Latin American cities to use bicycles as a means to reduce emissions and combat climate change.



During the pandemic, the bicycle became almost the only alternative for getting around the city safely. The benefits of the absence of cars on the roads were obvious, both in terms of **road safety** and **pollution**. Pop-up Bike Lanes were created.

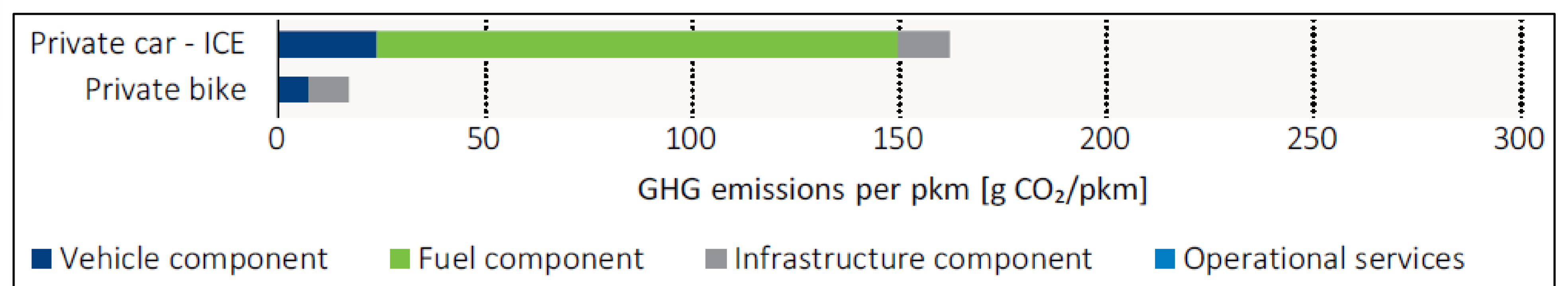


Local discussions between **cyclists, decision-makers, and new users** enabled the authorities of some **Latin American** cities to take the decision to set up emergency cycle lanes to solve traffic problems caused by concerns about contagion, public transport restrictions, and quarantine.



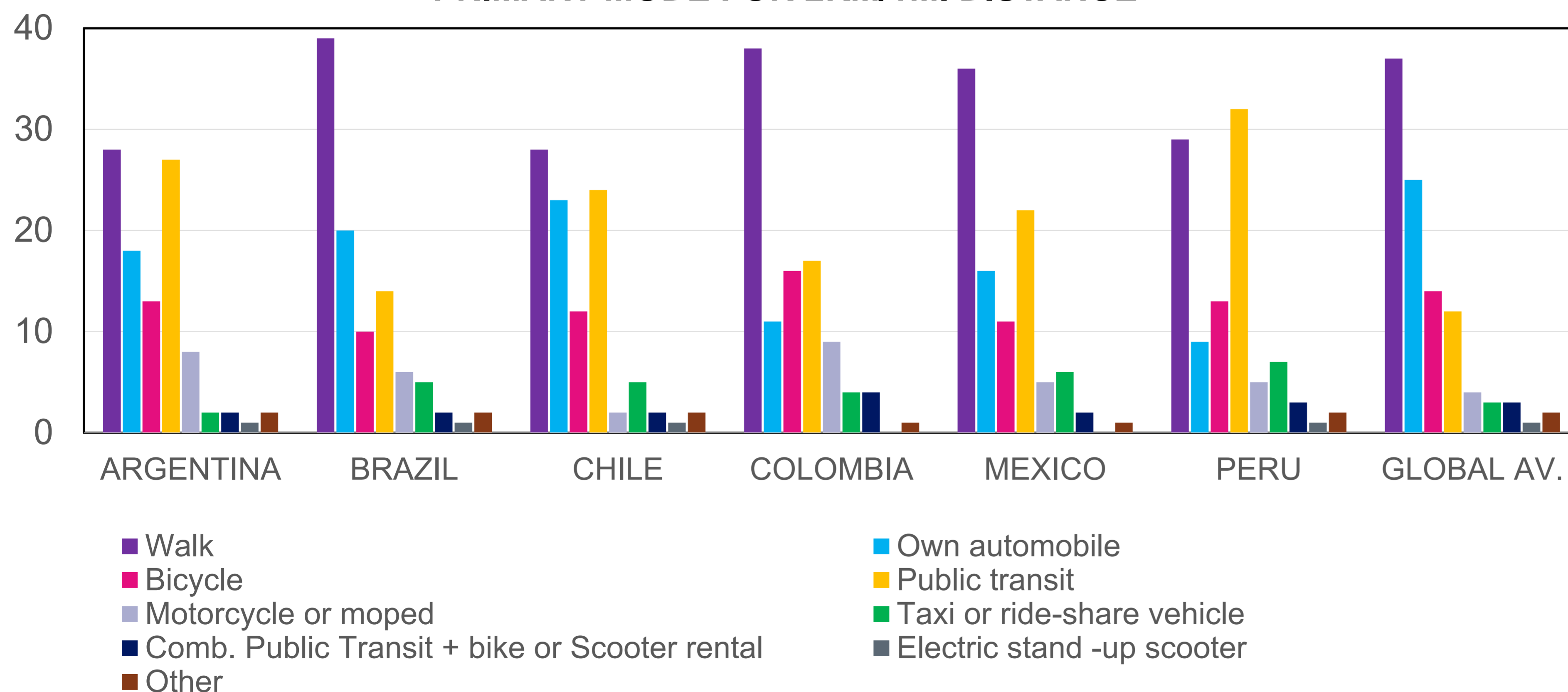
During and after the pandemic, and given the sharp increase in the number of cyclists in cities, some of these cycle paths became definitive infrastructure, as in **Quito, Mexico City** and **Bogotá**. One of the observed benefits is the reduction of transport costs for users and better air quality in the affected areas.

Central estimates of life-cycle greenhouse gas emissions of urban transport modes per Passenger Kilometre [pkm] (OECD/ITF 2020) .



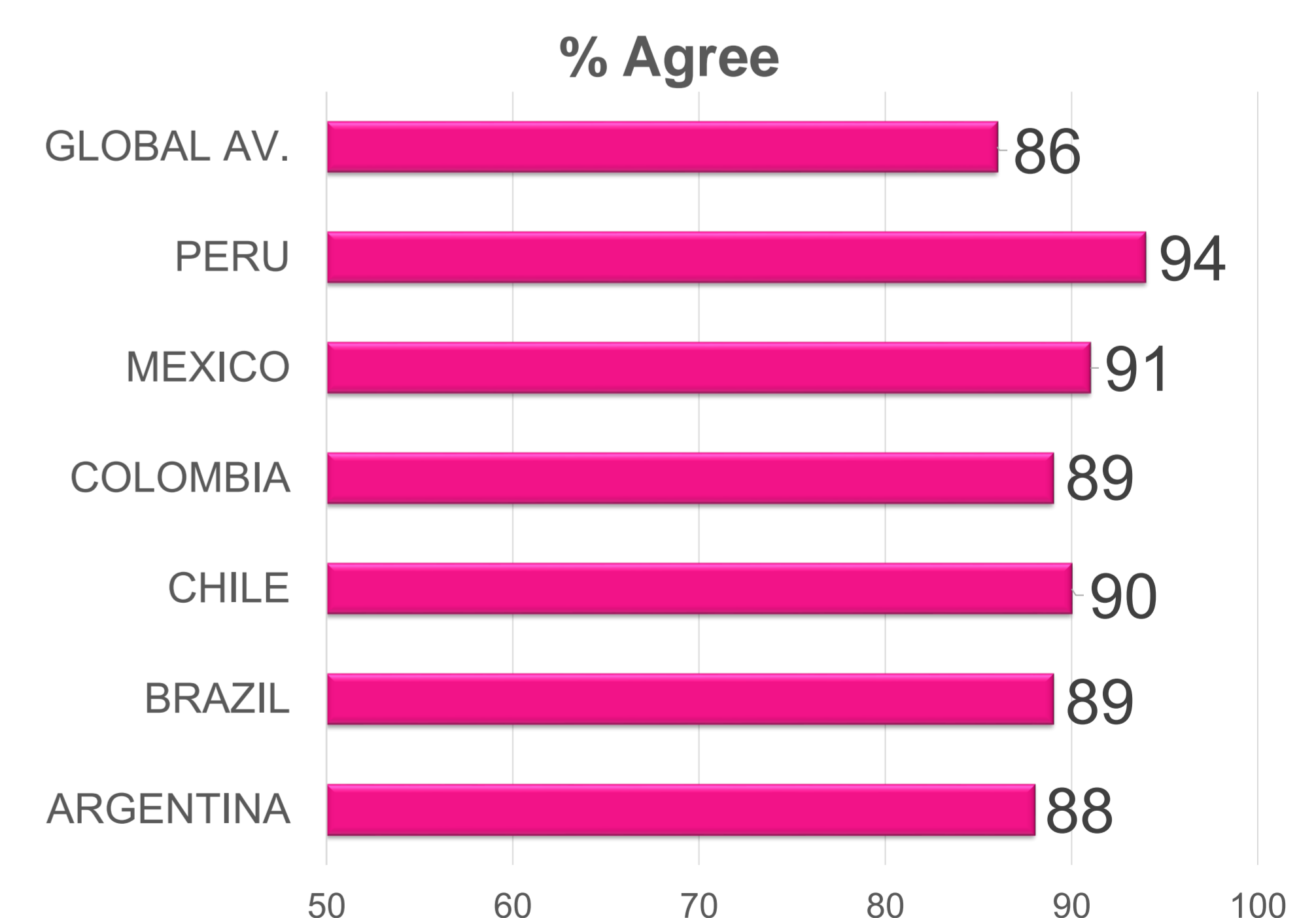
Source: (OECD/ITF 2020)

PRIMARY MODE FOR 2KM/1MI DISTANCE*



Source: (Ipsos, 2022)

THE BICYCLE PLAYS AN IMPORTANT ROLE IN THE REDUCTION OF CARBON EMISSIONS*



*Base: 20, 507 online adults across 28 countries. The "Global Country Average" reflects the average result for all the countries and markets where the survey was conducted. It has not been adjusted to the population size of each country or market and is not intended to suggest a total result. The samples in Brazil, Chile, China (mainland), Colombia, India, Malaysia, Mexico, Peru, Saudi Arabia, South Africa, and Turkey are more urban, more educated, and/or more affluent than the general population.

References:

1. NACTO, 2020. Streets for Pandemic. Response & Recovery.
2. IPSOS, 2022. Cycling Across the World.
3. OECD/ITF 2020. Good to go? Assessing the environmental performance of new mobility.

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