Learning from International Cases

Healthy Streets Workshop, Chandigarh

19th December 2022

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@Global Streets

www.globaldesigningcities.org

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STREETS

Largest network of continuous public space

Largest network of continuous public space
ONE OF OUR BIGGEST ASSETS IN CITIES!

STREETS
Are the platform to…..

Move

Play

Fortaleza, Brazil

Learn to Ride

Recife, Brazil

Dine

Buenos Aires, Argentina

Celebrate

New York, NY

Have fun

Rio de Janeiro, Brazil

Perform

Dance

Places to make money….

New York, NY

…and spend it ☺

Edinburgh, Scotland

To spend time with old friends

Madrid, Spain

….or meet new ones

Portland, USA

Enjoy some nature

Spaces to relax

New Delhi, India

The front doors to our homes and businesses!

HSY·995

Crocodile Farm
Tonle Sap Lake
LUCKY PRO

INDONESIA INDIA SRI LANKA MYANMAR
AFGHANISTAN ALGERIA ANGOLA AZERBAIJAN BAHRAIN

Bogota

You don’t matter….
…as much as these guys!

We must…

Prioritize sustainable mobility choices

Stop prioritizing and subsidizing individual motorized vehicles

Make **sustainable transportation** options **safe, convenient, affordable,** and **comfortable**

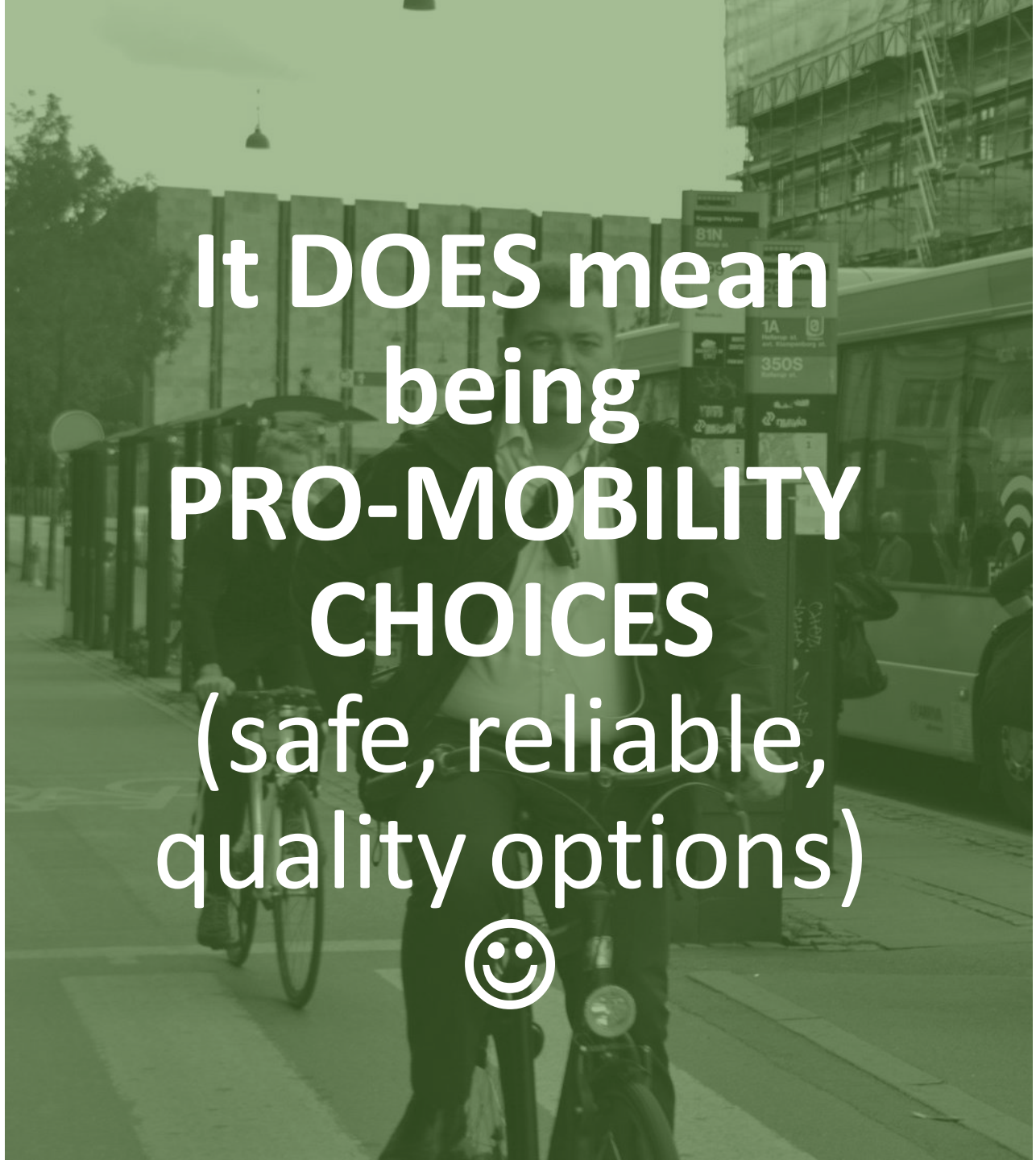
Stop prioritizing and subsidizing individual motorized vehicles

Make **it easier**

NOT TO DRIVE

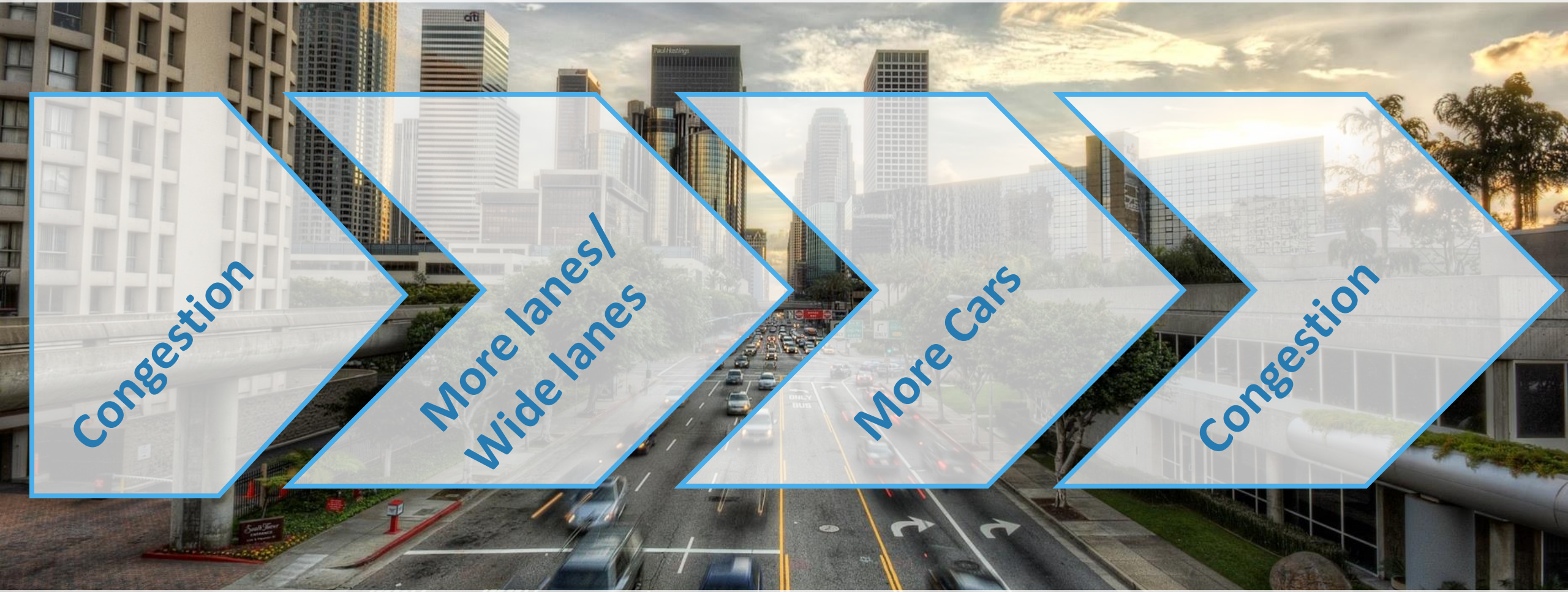
☺

It does NOT mean being ANTI-CAR



It DOES mean being PRO-MOBILITY CHOICES (safe, reliable, quality options) ☺

We have been stuck in a self-fulfilling prophecy:



= making our streets wider to cross, less humane, and more dangerous!

"Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity." *(Lewis Mumford, 1955)*

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Sustainable transportation options are safer

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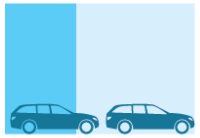
Sustainable transportation options are more efficient

Multimodal streets are more efficient



Private Motor Vehicles
600–1,600/hour

Mixed Traffic With Frequent Buses
1,000–2,800/hour

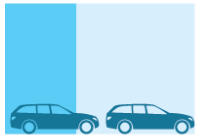
Two-way Protected Bikeway
6,500–7,500/hour

Dedicated Transit Lanes
4,000–8,000/hour

Sidewalk
8,000–9,000/hour

On-street Transitway, Bus Or Rail
10,000–25,000/hour

Multimodal streets are more efficient



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Sustainable modes

Many times

More efficient

Multimodal streets are more efficient

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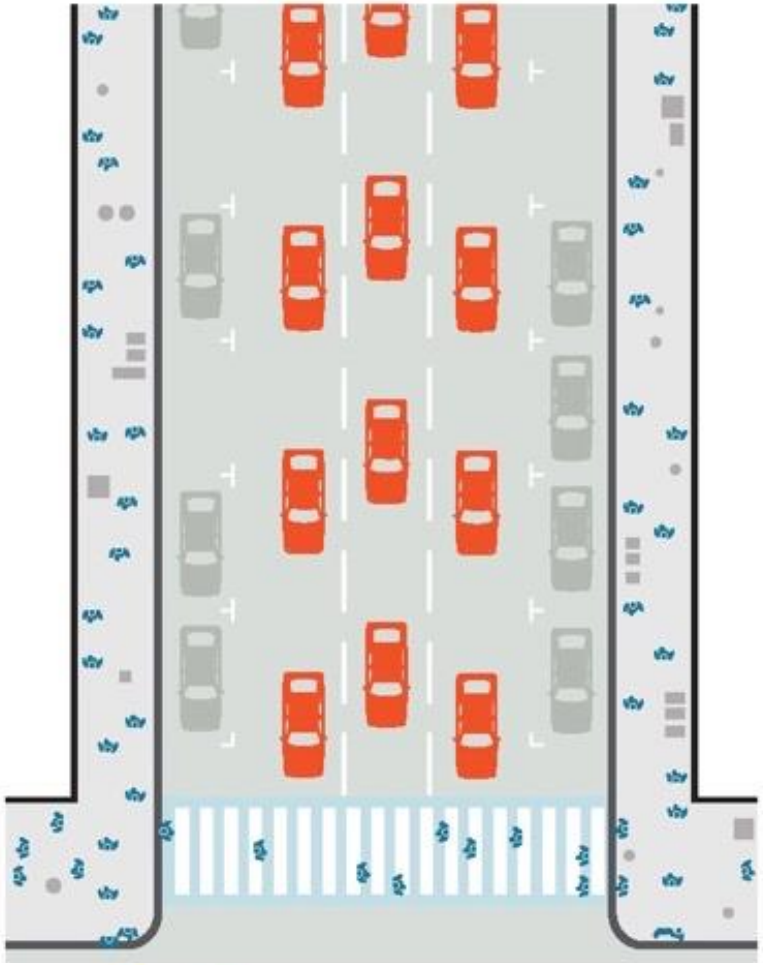
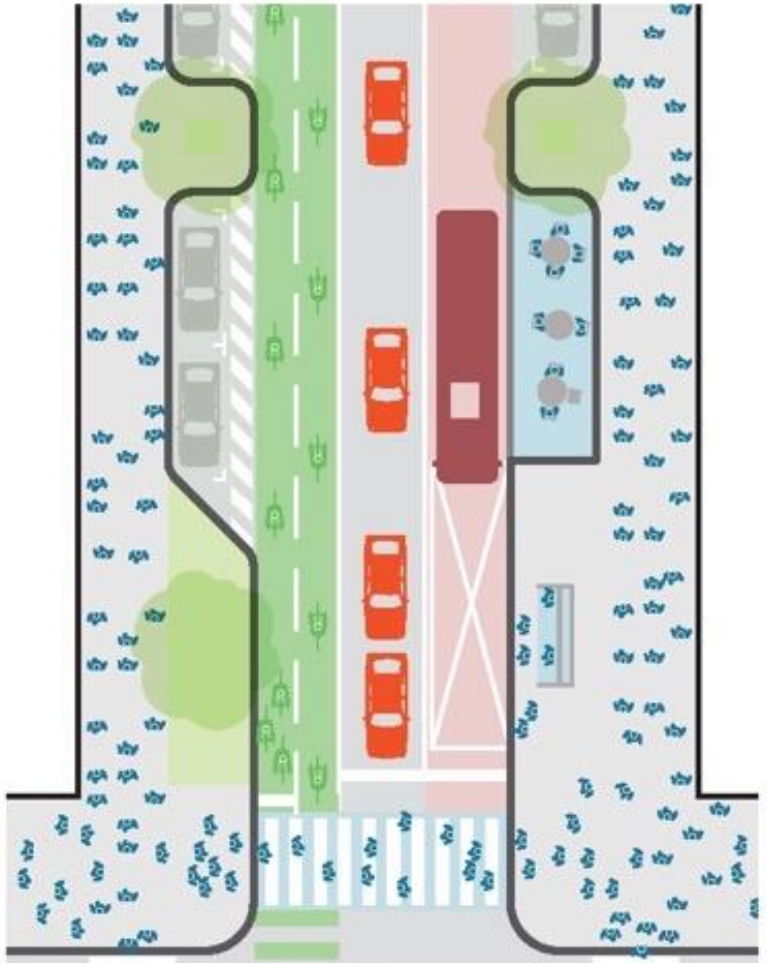
Car-Oriented Street



Total capacity:

12,300
people/ h

Multimodal Street



Total capacity:

30,100
people/ h

x 2.4
people

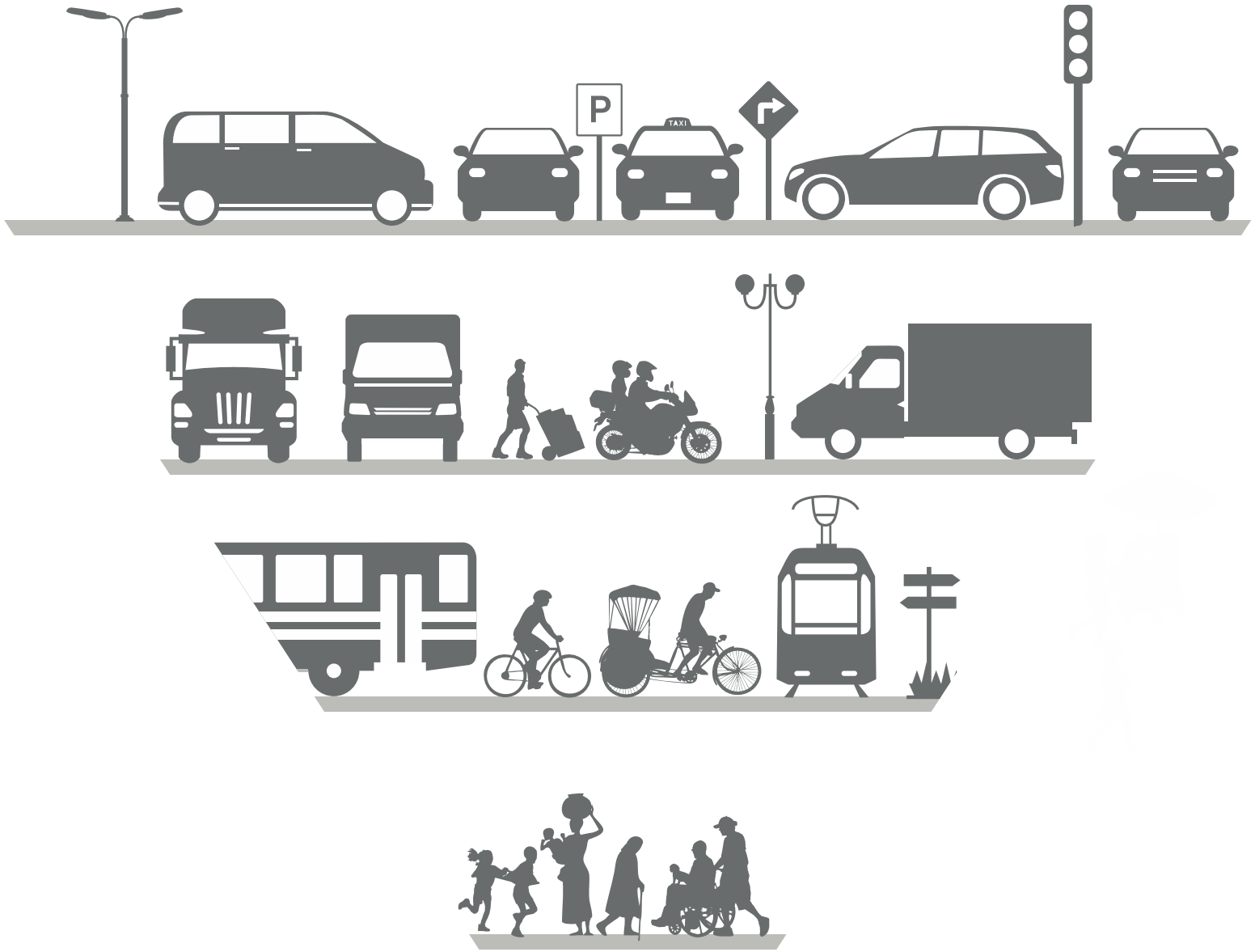
It’s time to solve a different problem….

From moving cars…..

It’s time to solve a different problem….

From moving cars……

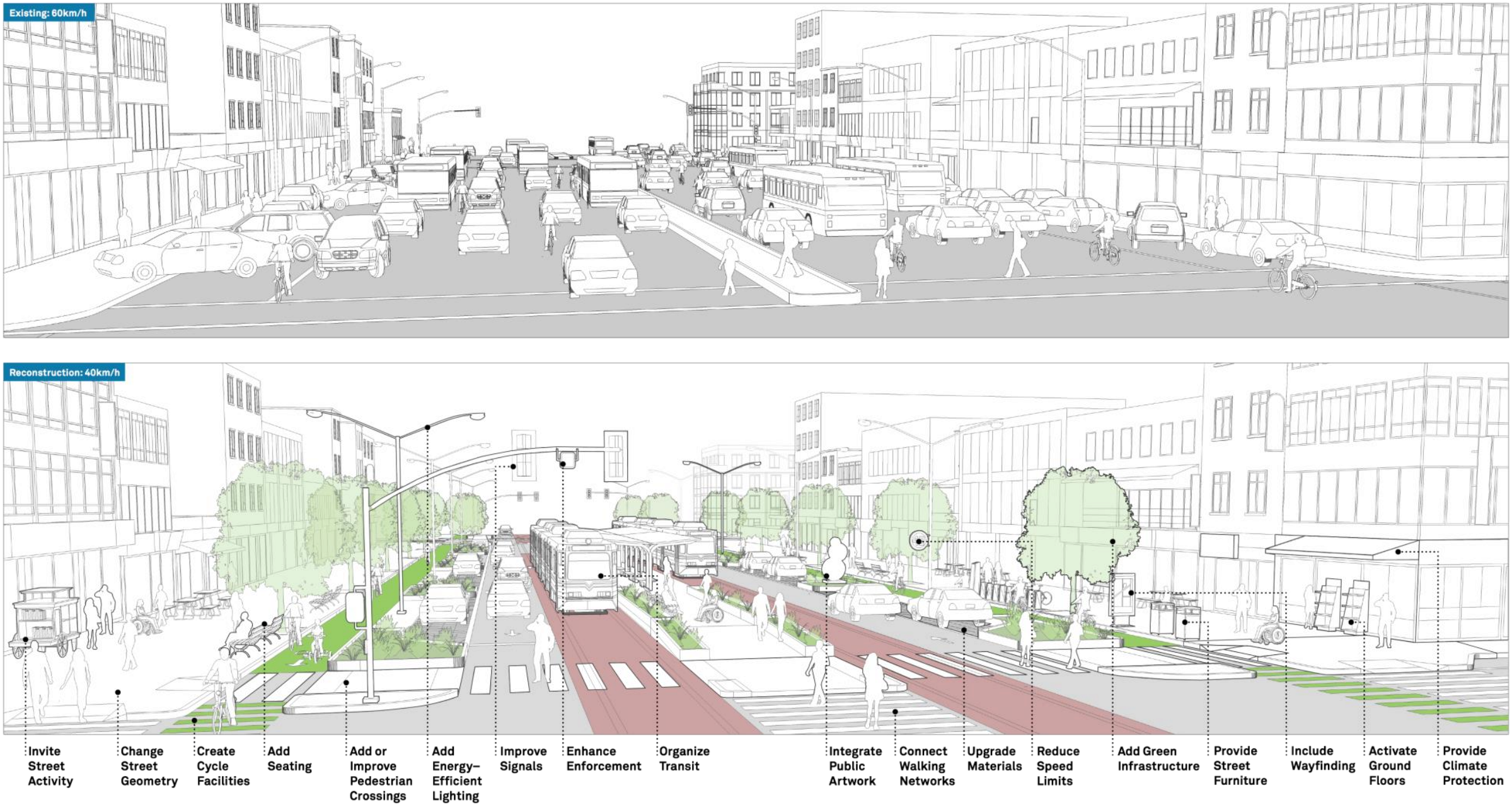
To moving people ☺


P
TAXI

...DESIGN STREETS THAT

PUT PEOPLE FIRST!

What is Possible?



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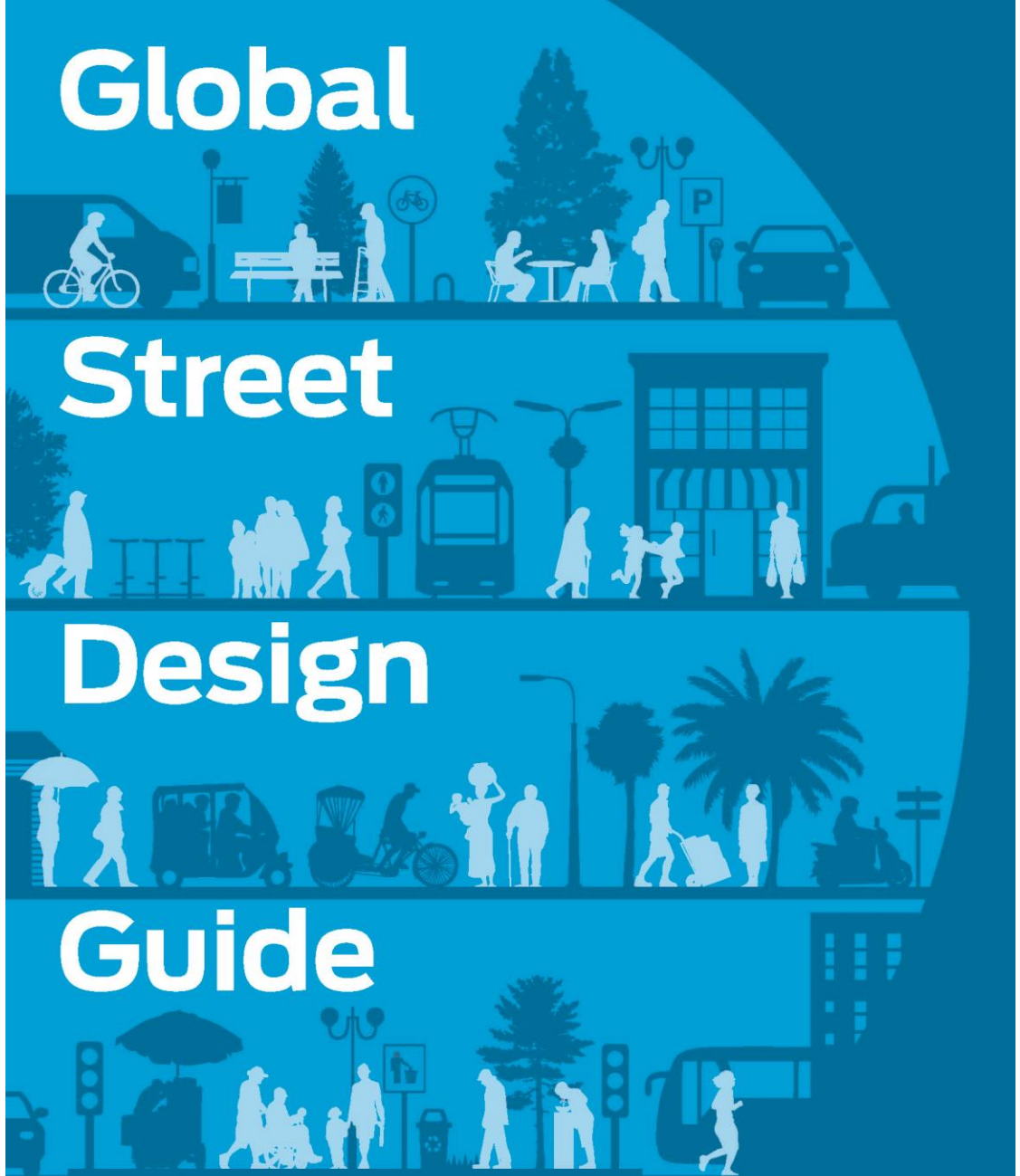
Global Street Design Guide



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Free Download

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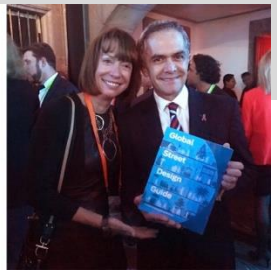
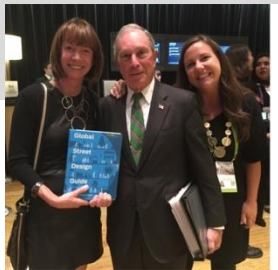
Bloomberg Philanthropies

INITIATIVE FOR GLOBAL ROAD SAFETY

Endorsed by over

100+ Cities and Organizations

A New Approach to Street Design

Place + **People**

↓

Street Design

↓

Desired Outcomes

- Health and Safety
- Livability and Quality of Life
- Multi-modal Access
- Environmental Sustainability
- Economic Sustainability
- Equity

Designing for People

People: Design for All Street Users

Pedestrians

Cyclists

Transit Riders

Motorists

Freight Operators and Service Providers

People Doing Business

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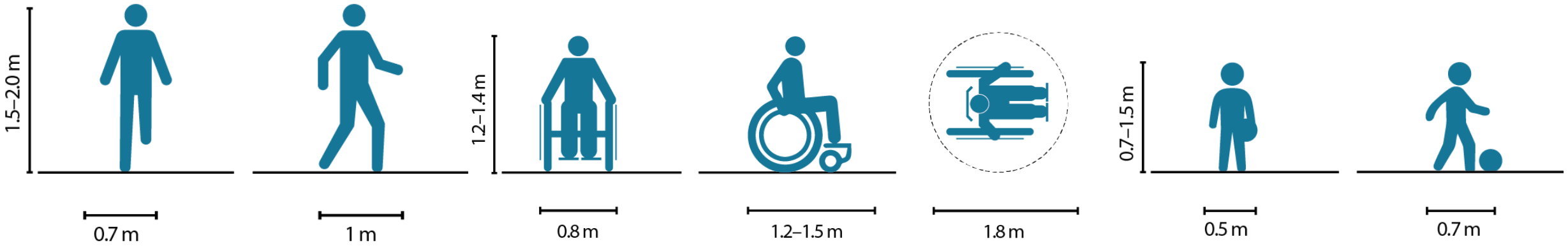
Designing for

Pedestrians

Pedestrians

Variations and Dimensions



Pedestrians

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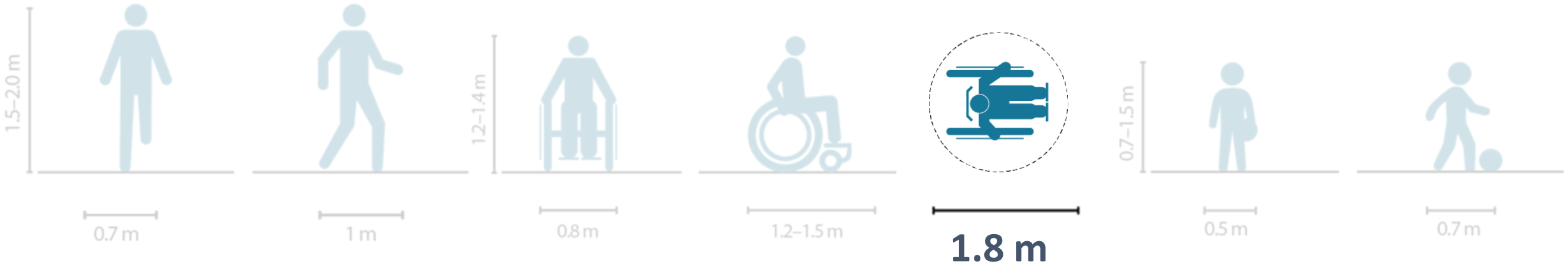
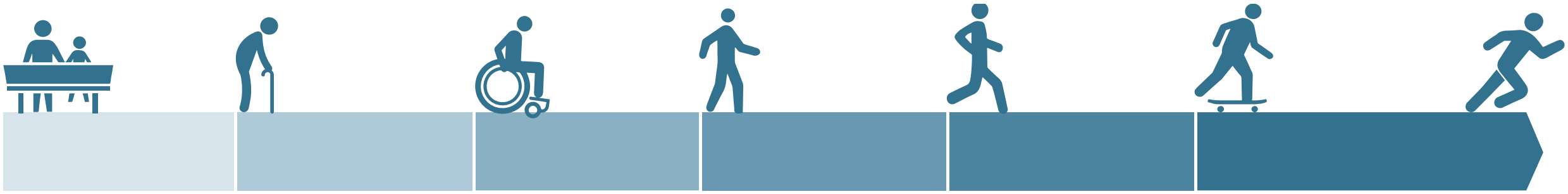


Pedestrians

Walking Speeds



0 km/h
0 m/s

5 km/h
1.4 m/s

6-7 km/h
1.6–1.9 m/s

10km/h
2.7m/s

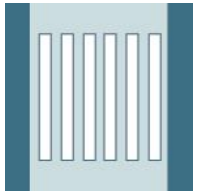
15+ km/h
4+ m/s

While walking speeds range from 0.3 m/s–1.75 m/s, people who walk with assistance—in form of canes, walkers, or other devices—are limited to speeds of 0.3 m/s–0.5 m/s.

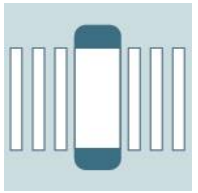
Pedestrians

Elements

Sidewalks

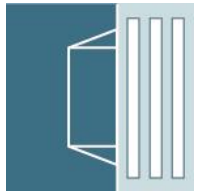


Pedestrian Crossings

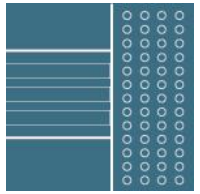


Pedestrian Refuge Islands

Curb Extensions



Accessibility Ramps



Vision-Impaired Guidance

Signage and Way-finding

Pedestrian Countdown Signals + Clocks

Lighting

Seating

Water Fountains

Weather Protection

Curbs

Waste Receptacles

Active Building Edges

Trees and Landscaping

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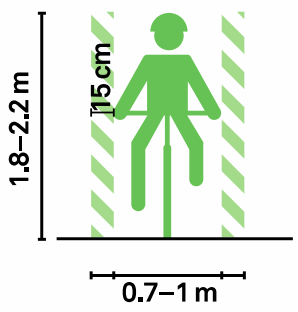
Designing for

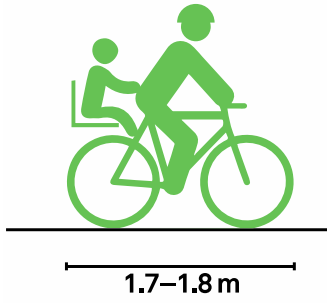
Cyclists

Cyclists

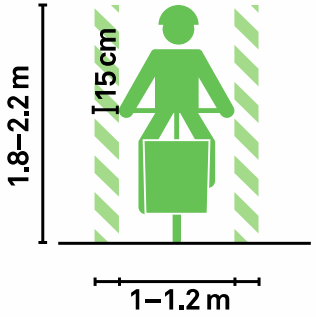
Types: Speed, Variations and Dimensions

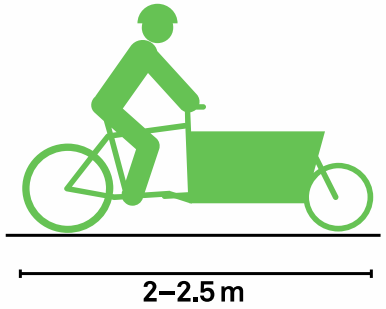
Bycicle



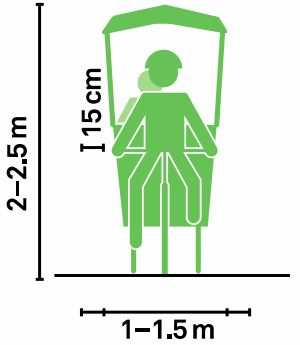


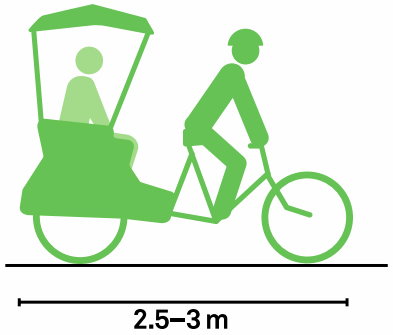
Cargo Bike

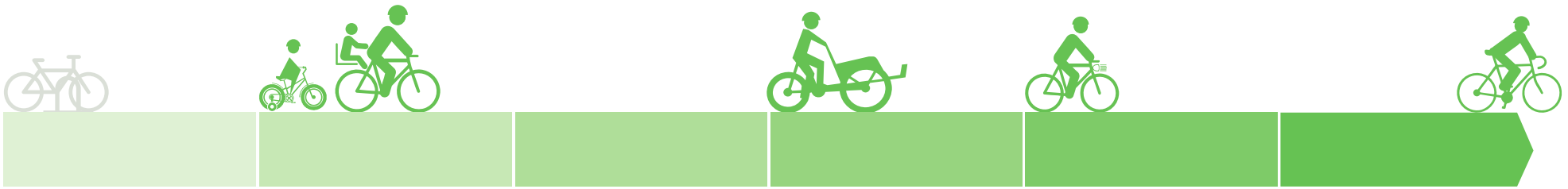




Tricycle / Cycle rickshaw







Cyclists

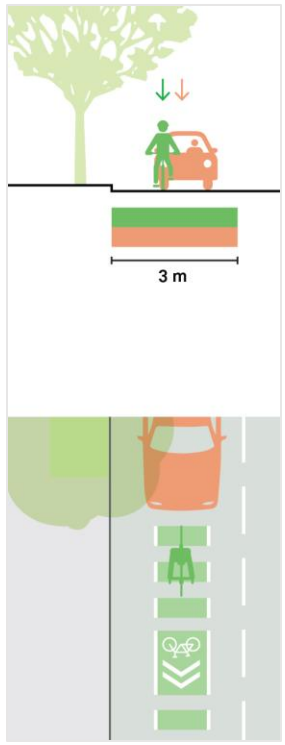
Redefine the Cyclist

Cyclists

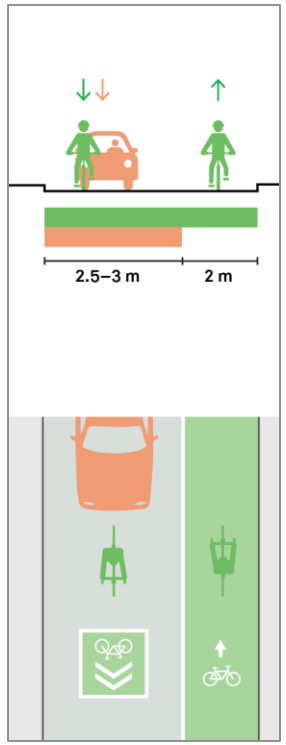
Designing for All Ages and Ability

Cycle Facilities

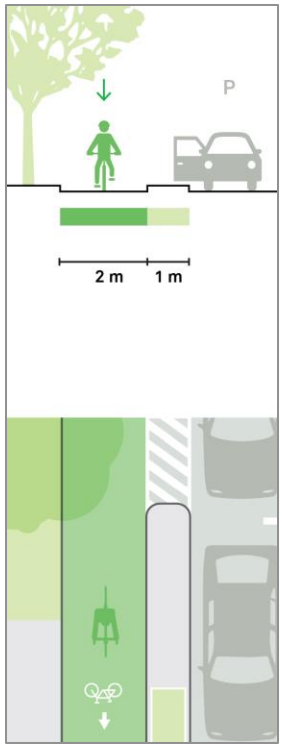
Geometry



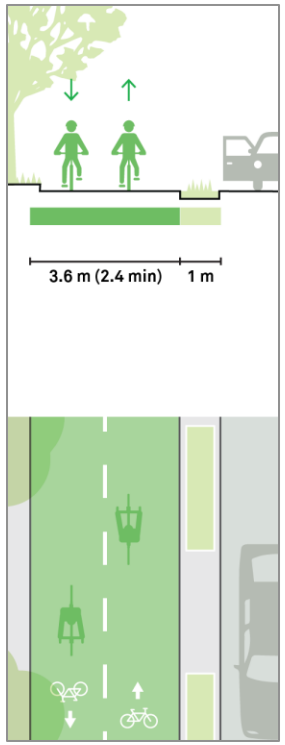
Cycle Street



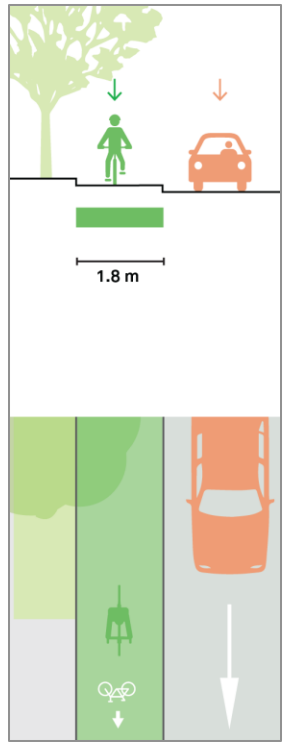
Contraflow Cycle Street



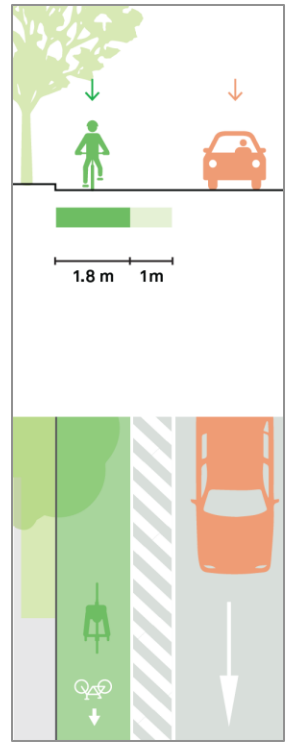
Protected Cycle Track



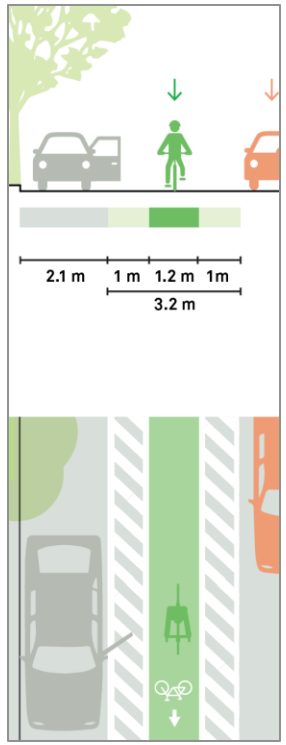
Bidirectional Cycle Track



Raised Cycle Track



Curbside Buffered Cycle Lane



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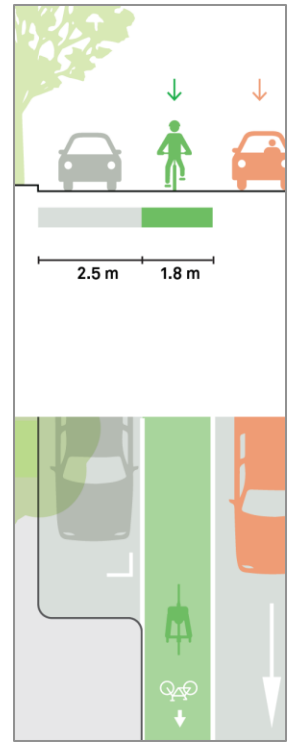
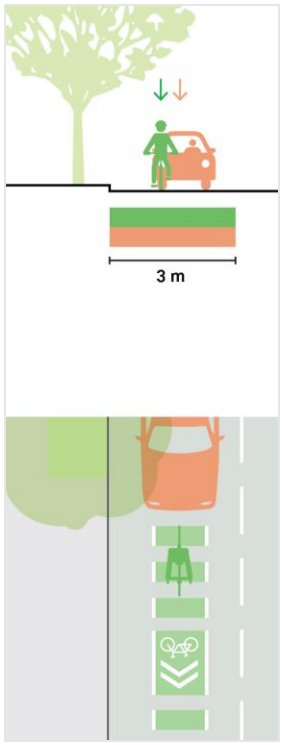


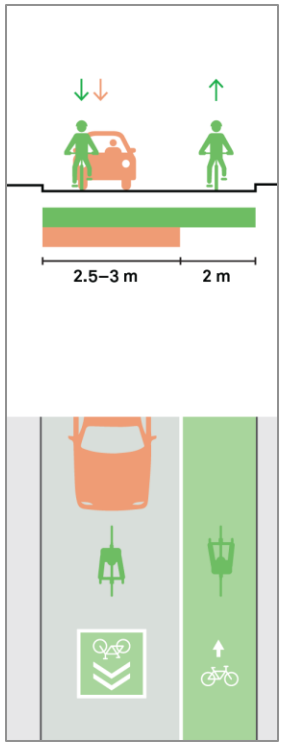
Conventional Cycle Lane

Cycle Facilities

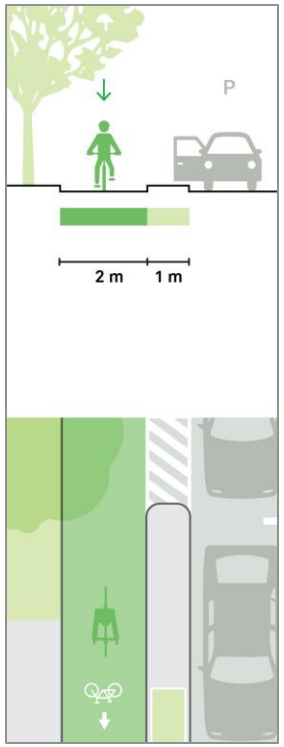
Geometry



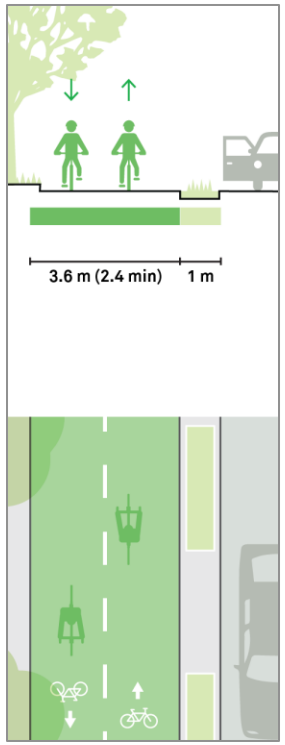
Cycle Street



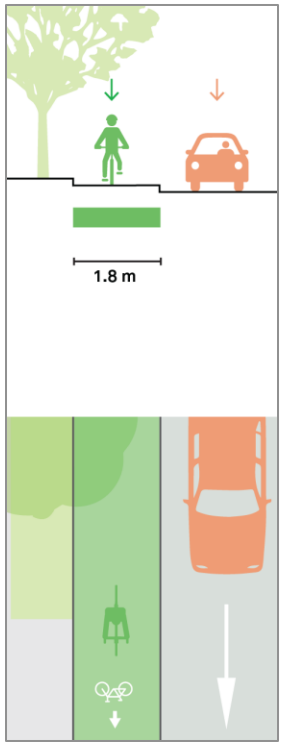
Contraflow Cycle Street



Protected Cycle Track



Bidirectional Cycle Track



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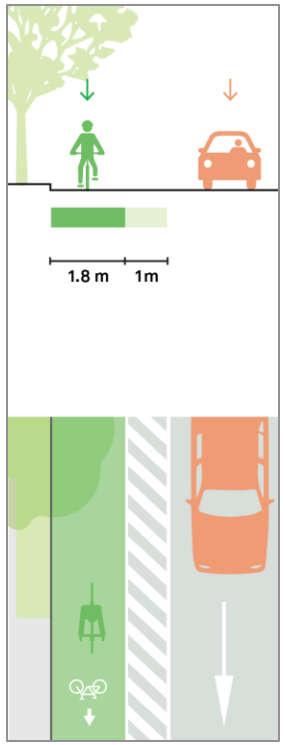
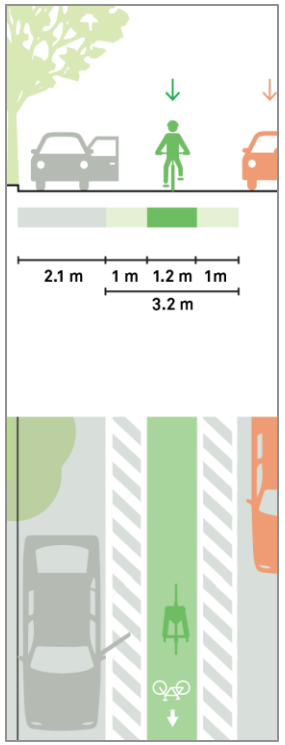
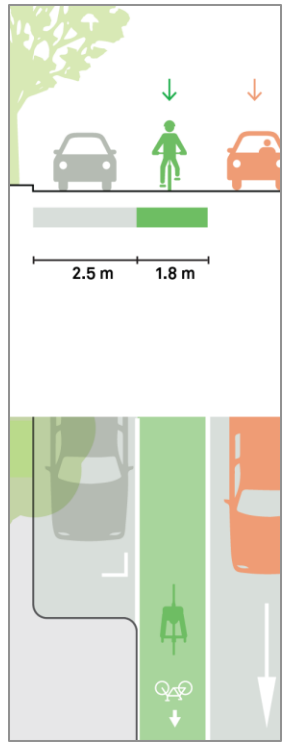


Curbside Buffered Cycle Lane



Buffered Cycle Lane



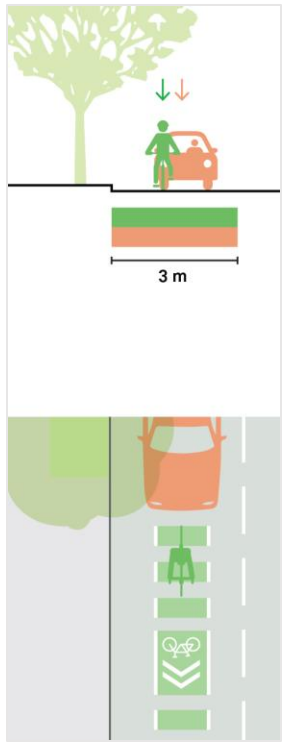
Conventional Cycle Lane

< 30 km/h

SHARE

Cycle Facilities

Geometry



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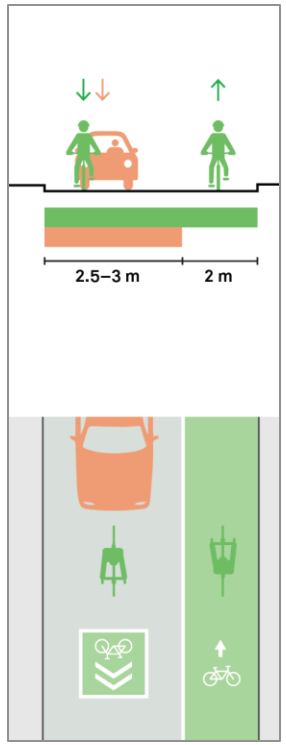

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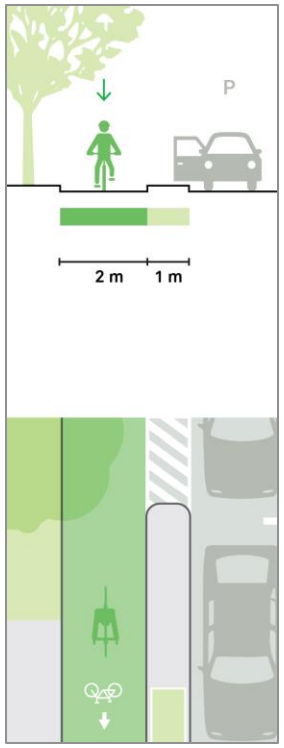

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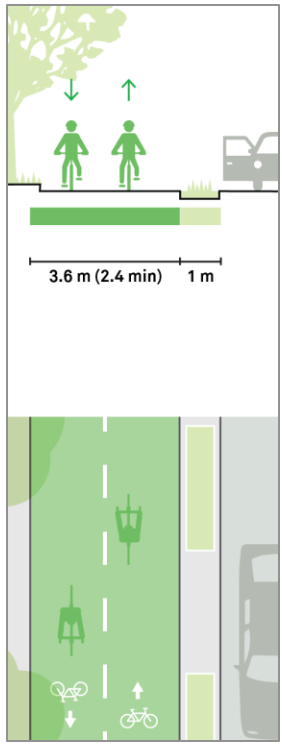
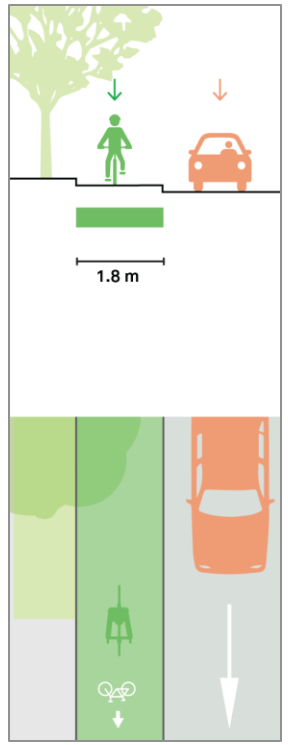
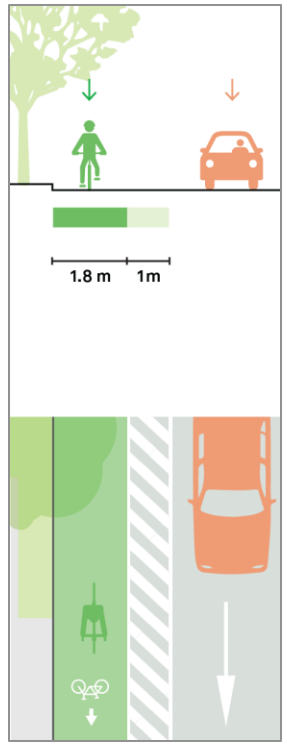


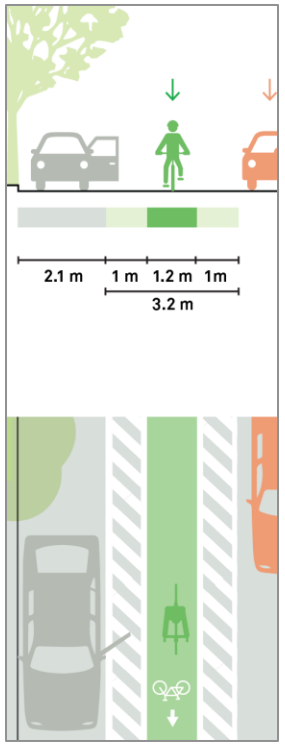
Bidirectional Cycle Track



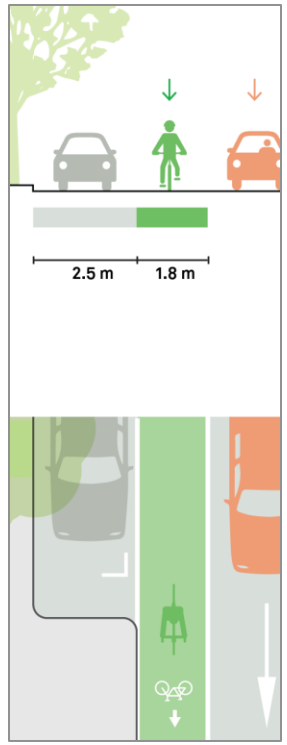
Raised Cycle Track



Curbside Buffered Cycle Lane



Buffered Cycle Lane



Conventional Cycle Lane

< 30 km/h

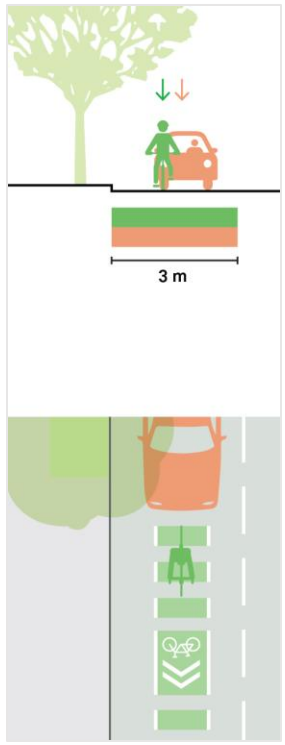
SHARE

> 30 km/h

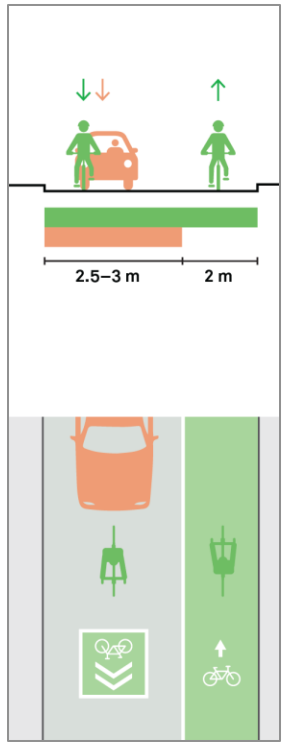
PROTECT

Cycle Facilities

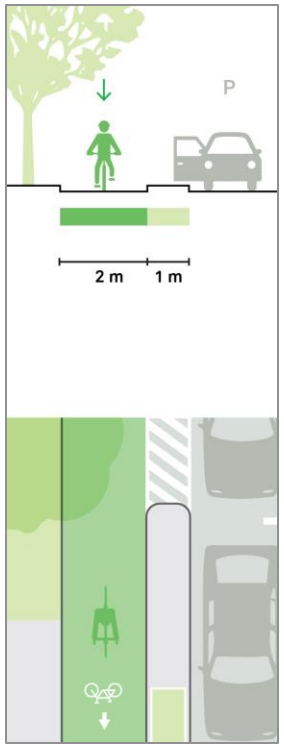
Geometry



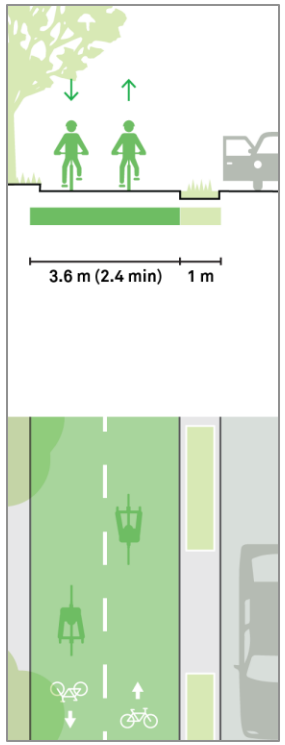
Cycle Street



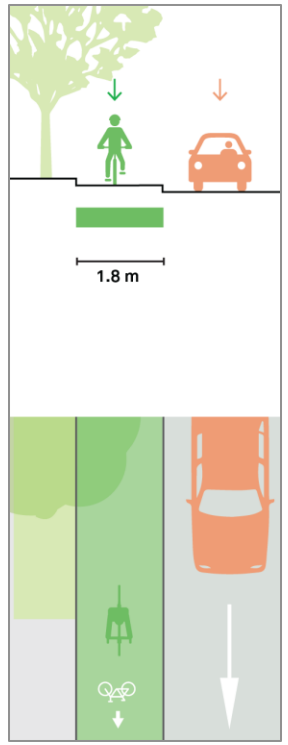
Contraflow Cycle Street



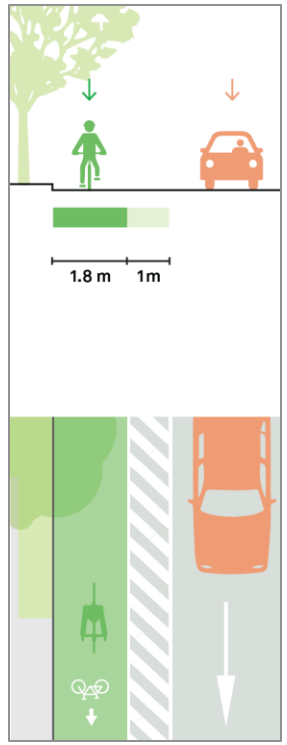
Protected Cycle Track



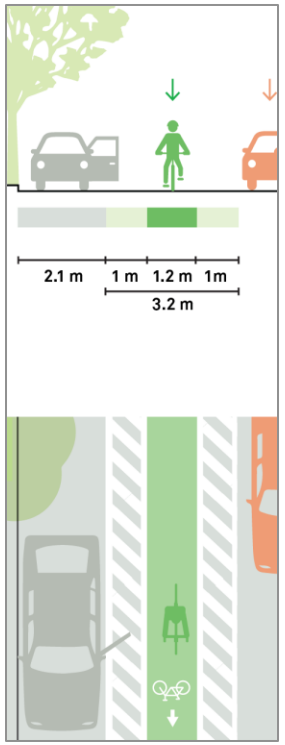
Bidirectional Cycle Track



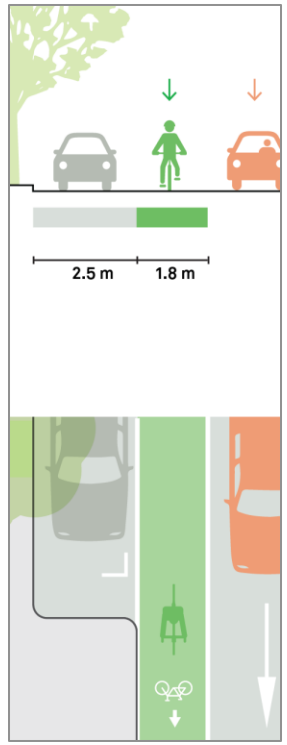
Raised Cycle Track



Curbside Buffered Cycle Lane



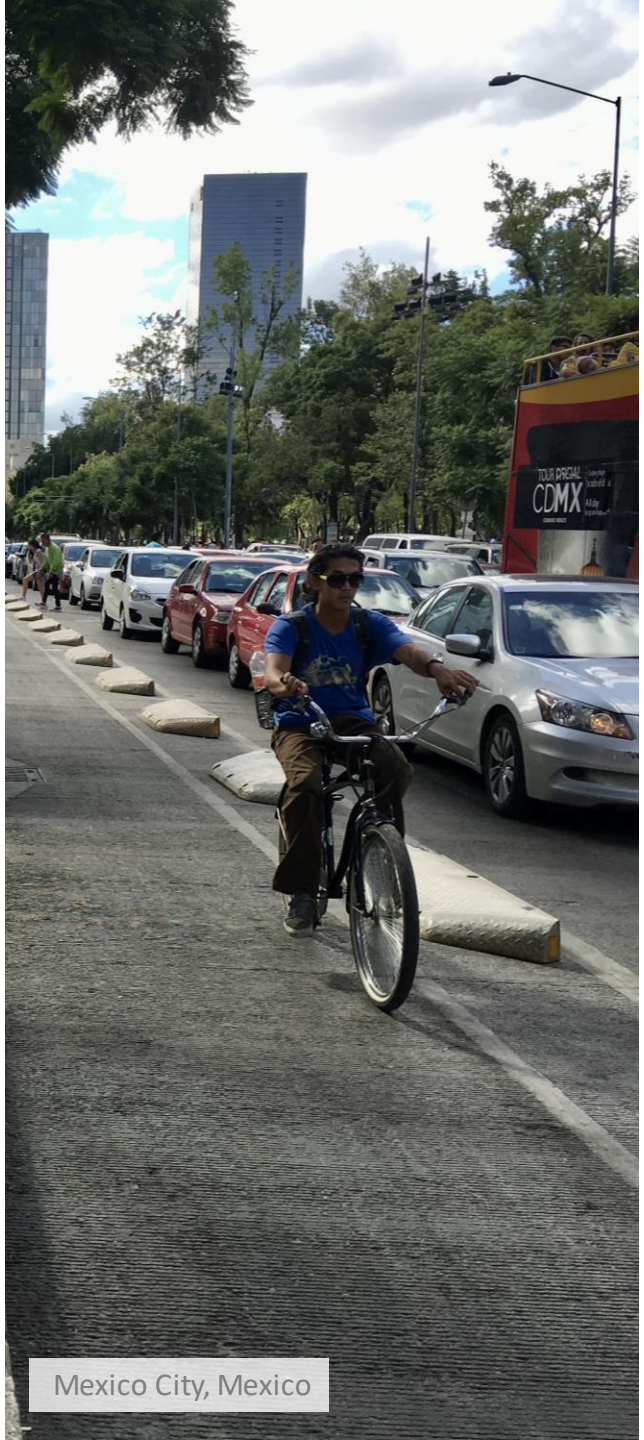
Buffered Cycle Lane



Conventional Cycle Lane

< 30 km/h	> 30 km/h	30-40 km/h
SHARE	**PROTECT**	**CONTEXTUALIZE**

Bangkok, Thailand



Mexico City, Mexico

Addis Ababa, Ethiopia

Seoul, South Korea

Bogotá, Colombia

Bogotá, Colombia

Addis Ababa, Ethiopia

Addis Ababa, Ethiopia

Addis Ababa, Ethiopia
NACTO
Global Designing Cities Initiative

Fortaleza, Brazil

Fortaleza, Brazil

Fortaleza, Brazil

Photo: City of Fortaleza

Bogota, colombia

Fly
Emirates

Bogota, Colombia

Recife, Brazil

Photo: City of Recife

Recife, Brazil

Photo: Daniel Tavares

Salvador, Brazil

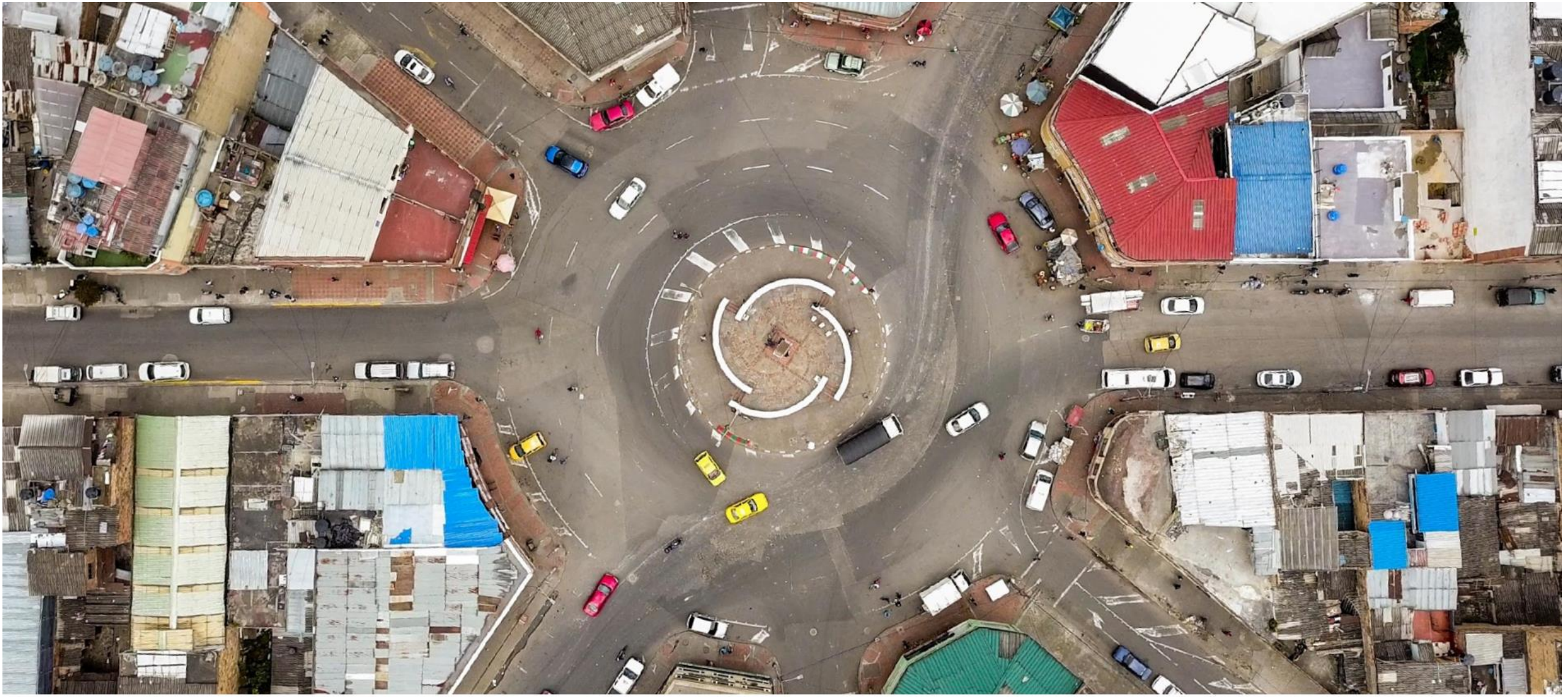
Tirana, Albania

Mexico city, Mexico

Quito, Ecuador

• Addis Ababa, Ethiopia

Street Transformations



Bogotá, Colombia

Before

Bogotá, Colombia

During

BOGOTÁ MEJOR PARA TODOS
79% want the project to be permanent
Bogotá, Colombia
During

PARE
INICIO
FIN
ESCOLAR

Before

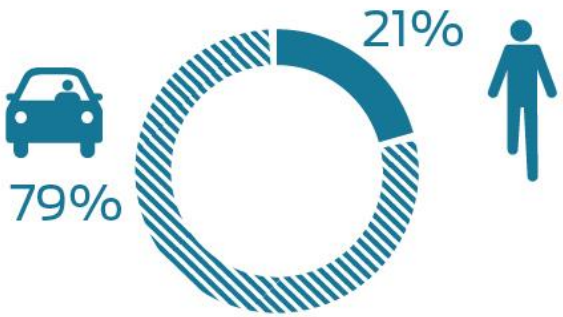
PARE
After

4,000 m²
Reclaimed
Public space
17.50 m
Before
3.50 m
After
UP TO 80%
REDUCTION IN
CROSSING
DISTANCES

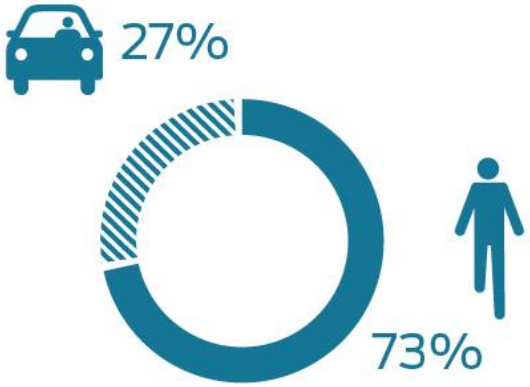
109% more pedestrians in the area

Fortaleza

Space allocation



BEFORE



AFTER

Fortaleza

User satisfaction and experience

94%
Approve of the intervention

97%
Believe Pedestrians should be prioritized over motorized traffic

BICI

BLOOMBERG INITIATIVE FOR CYCLING INFRASTRUCTURE

What's the program?

BICI is a competitive grant program that will **foster catalytic change in city cycling infrastructure** around the world.

What's the program?

The program will select **10 cities** who will receive **three years of technical assistance** and **up to $1M USD** of grant funds

We are excited to support cities who will

- Dramatically **re-imagine infrastructure** to reclaim and repurpose existing space or create new facilities that put cyclists first
- **Create complete networks** that allow people of all ages and abilities to bike safely and conveniently
- Show what's possible by **bringing world-class cycling infrastructure to regions that currently lack it**
- **Experiment with new materials, technology, or implementation methods** in ways that make cycling networks easier to build or encourage more people to ride

Why participate?

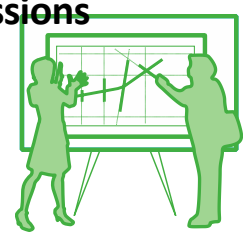
Grant funding

Technical Assistance

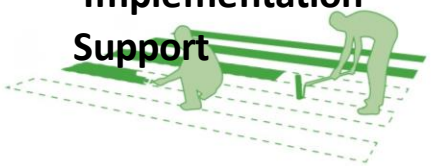
BICI Cities Network

Communications and Storytelling

Capacity Building Sessions



Project Design Review and Implementation Support



Key Program Dates:

- **Applications due: February 3, 2023**
- **Announcement of selected cities: Spring 2023**
- **City support begins: Summer 2023**
- **Program conclusion: March 2026**

To learn more visit: bloombergcities.jhu.edu/bici

For city specific questions: bici@gdci.global

Thank You

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uditi@gdci.global

GDCI
Global Design Cities Initiative

@GlobalStreet
www.globaldesigningcities.org