

Webinar

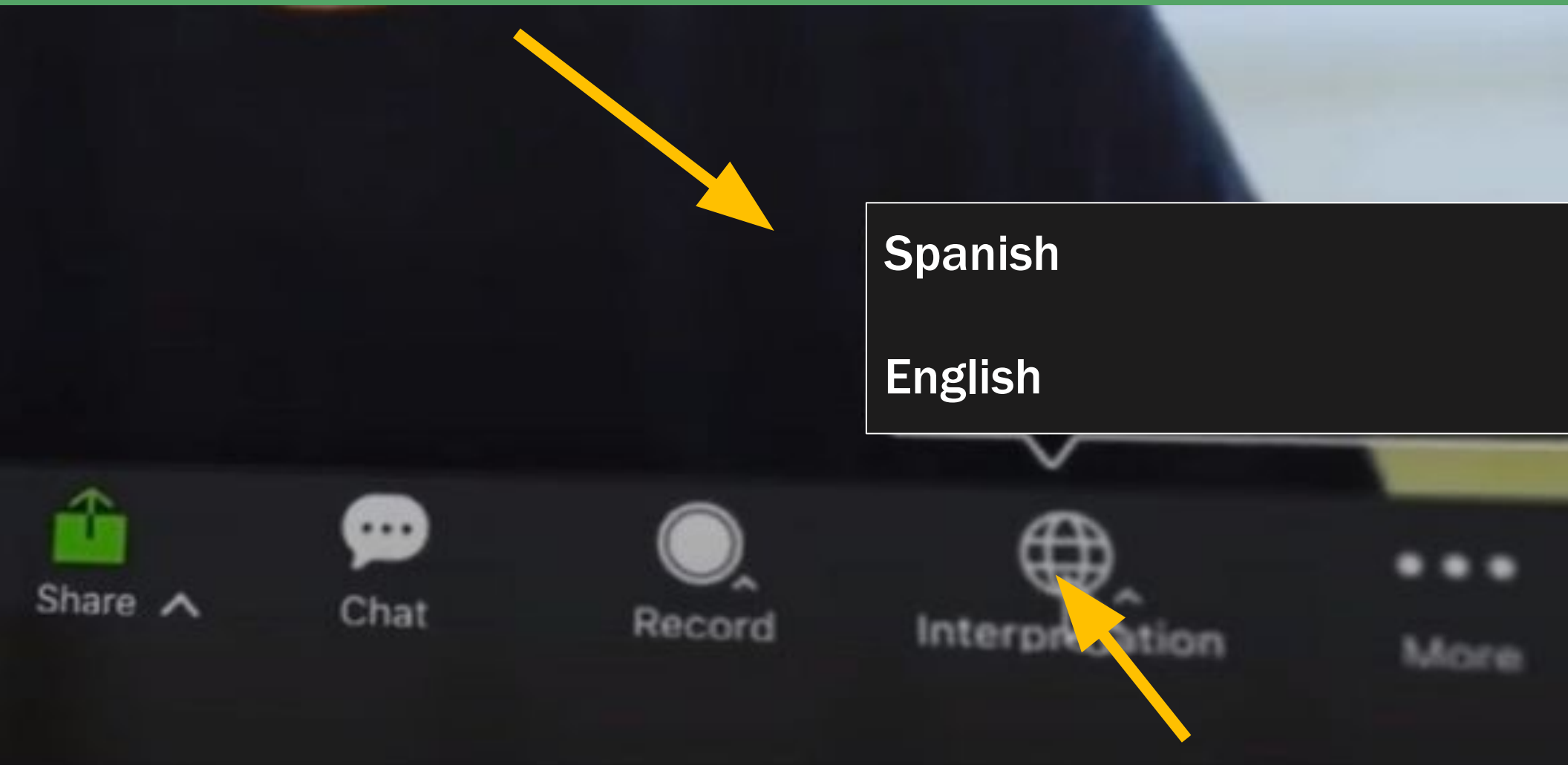
How to Get to Cycling for All



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Simultaneous Interpretations



What does “cycling for all” look like?

More people on bicycles means...

lower crash rates

reduced emissions

less air pollution

more local spending

- Women, caregivers, and families
- People with disabilities
- People with limited incomes
- Older adults



Cycling for All

- Serves short and medium length, neighborhood-to-neighborhood trips
- Brings joy, elements of discovery and source of interactions with caregivers
- Develops healthy brains and bodies
- Helps people move independently to places
- Helps improve socio-economic inclusion

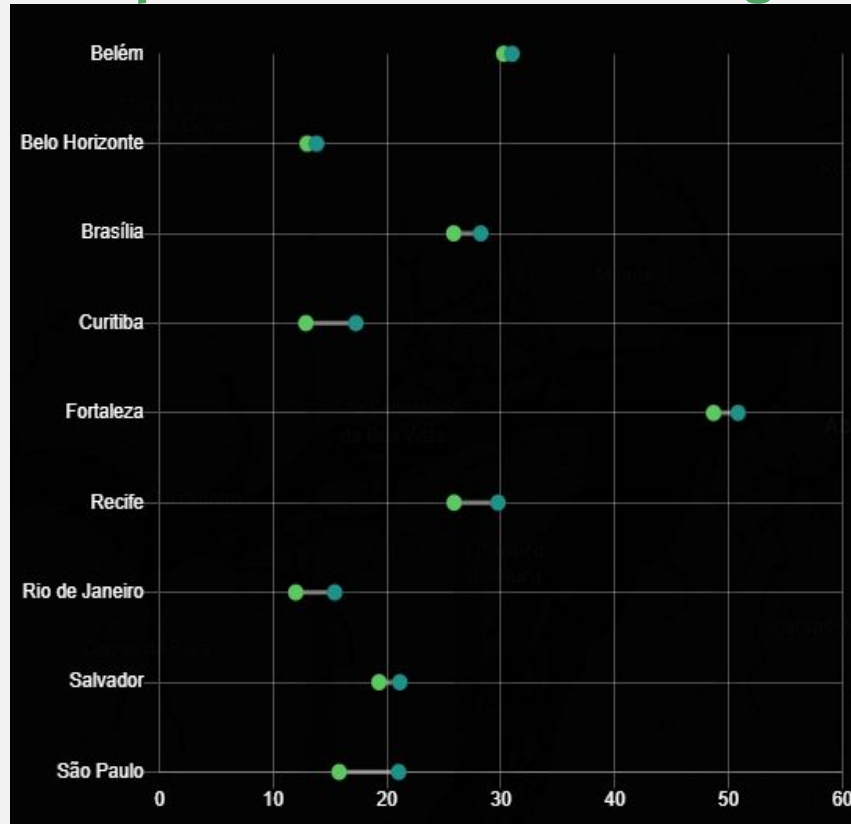


Brazilian Case Study:

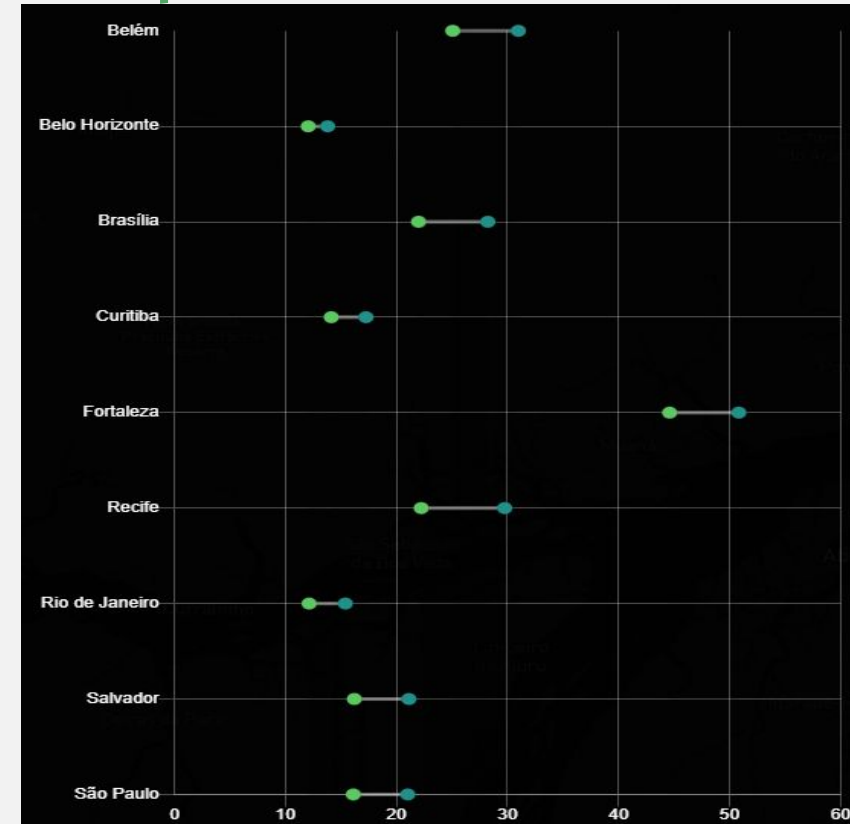
Cycling is not available to everyone

- In all Brazilian capitals, the population who receive up to half a salary and black women have less access to cycling infrastructure.
- Black women and women who earn up to the minimum wage have less access to cycling infrastructure.

People Near Bike - Income ranges



People Near Bike - Black women



Brazilian Case Study:

The Color of Mobility

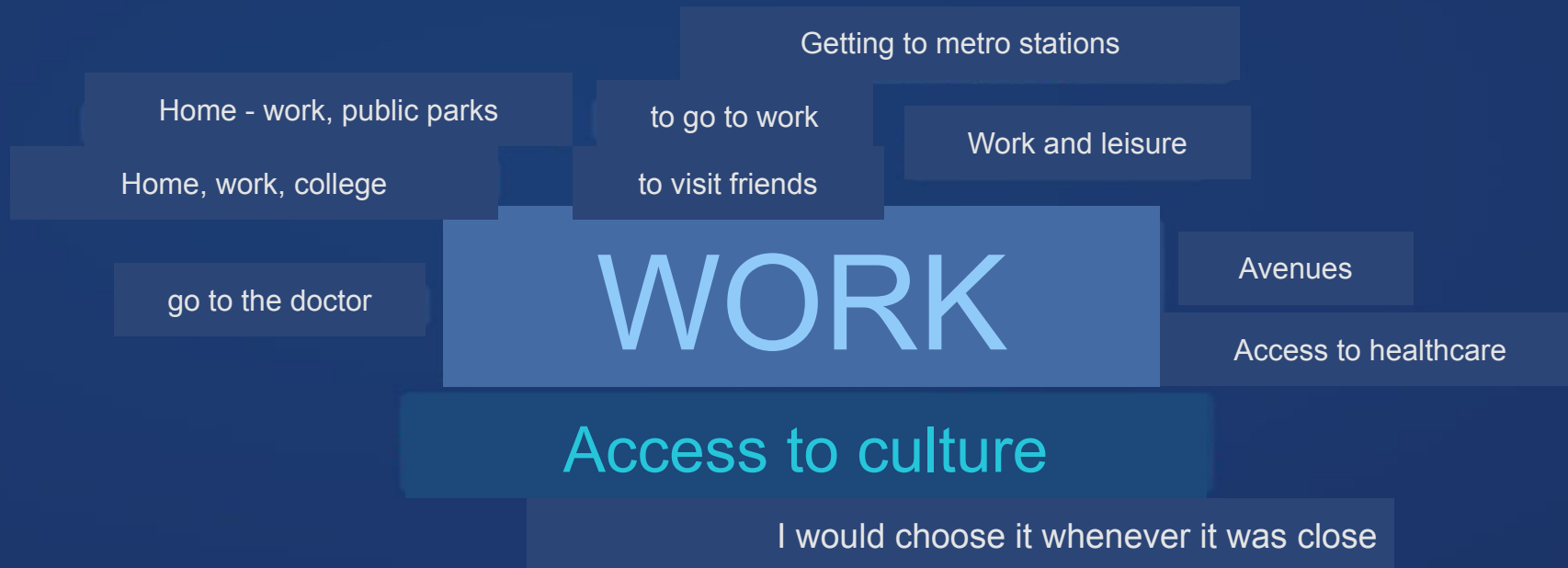


Brazilian Case Study:

The Color of Mobility



What kind of bike trips would you like to take to expand your right to the city?



Brazilian Case Study:

The Color of Mobility

Why Black Girls Don't Learn to Cycle?

- Lower income of people of color reduces access to bicycles
- Access to bicycles is given preferentially to men in lower-income families
- Low access to cycling infrastructure

“In practice, black men cycle because they don’t have money for a ticket and many black women don’t even learn to ride a bicycle.” - Glaucia Pereira (Multiplicidade Mobilidade Urbana)

Studies show an increase in women using bicycles in places with cycling infrastructure. But, in general, they are built in areas of greater centrality and income.

Bicycles for women in vulnerable situations can be synonymous with autonomy:

“I had a student who was assaulted by her husband, saw the poster for our project and decided to sign up (...) She took 2 more classes, learned to cycle, left her husband and started living with her daughter.” - Jamille Santana (Afro Ciclo)



Indonesian Case Study: *A Focus on Vulnerable groups*



Issue: Traditional survey Methods can not capture the barriers and needs of Cyclists from Vulnerable groups.

- Survey on Sudirman-Thamrin main road in 2021, found that (1) Only 12% of survey respondents were women, (2) No women were cycling at night on Sudirman-Thamrin Road.
- On the Other hand, Women and Cycling survey (2021) that only targeted women cyclist in Indonesia and found out that (1) around 48% of respondents only cycle in the neighbourhood level, and (2)

Indonesian Case Study: *Wheels of Change*

Wheels of Change:

Integrating Women into the Indonesian Cycling Landscape

ITDP Indonesia / November 2023



Methods

- Interviews with female cyclists to document characteristics, patterns, and barriers.
- Interviews are conducted with women from various ages, regions, occupational backgrounds, and cycling purposes.

How do we get to Cycling for All?

- **Data**
- **Inclusive/participatory planning**
 - cycle network serves non-commute trips
 - link cycling to access schools, hospitals
- **Programs**
 - Community/group rides
- **Safe infrastructure**
 - protected cycle lanes
 - bikeshare
 - e-bikes