BEST PRACTICES AND LESSONS LEARNED ON THE PATHWAYS TO SUSTAINABILITY
CO-DESIGNING A BICYCLE NETWORK

A PARTICIPATORY PROCESS

Starting the conversation
Baseline: existing lanes
Legal framework analysis
Designing a network
Moving forward
STARTING THE CONVERSATION

ENGAGING STAKEHOLDERS

We sought to design a bicycle network for the Metropolitan Area of Asuncion (AMA), to promote the use of bicycles as a mean of sustainable transportation that is both inclusive and safe.

We invited the Municipalities, the Central Government, the private sector and the civil society to actively participate in the design process, through three workshops.
In the first workshop, participants were asked to identify and characterize the existing bicycle lanes, and propose the criteria to design the network.

Working in groups, they divided the Metropolitan Area of Asuncion (AMA) in four main zones:

**AMA North:** Mariano R. Alonso, Limpio, Luque.

**AMA East:** San Lorenzo, Capiatá, Fernando de la Mora.

**AMA South:** Villa Elisa, Ñemby, San Antonio.

**Asunción and Lambaré.**
MAIN RESULTS FROM WORKSHOP 1

RESULT 1
A map of existing bicycle lanes, identifying a total of 45.7 km in the AMA. Main criteria suggested for the design of the network: functionality, safety, education and awareness raising, inclusion, integration of neighbourhoods.

RESULT 2
Criteria for a "Best Practices Manual for the Design of Bicycle Networks":
- General aspects: differences between bicycle paths, cycle routes, typologies, benefits.
- Design guidelines and criteria.
- The bicycle network as a multimodal and intermodal transport option.
"We asked ourselves: how do we convince citizens that bicycle lanes can be a mean of transportation? We can plan and build them, but if they are not used it will not have the impact the city needs."

GUILLERMO GONZALEZ
MINISTRY OF PUBLIC WORKS AND COMMUNICATIONS
LEGAL FRAMEWORK ANALYSIS

WORKSHOP 2

Participants were asked to analyze the legal framework, reviewing Law 5430 “Which promotes the circulation of bicycles and creates the national network of preferential bicycle lanes”

The groups identified responsibilities, resources, objectives and indicators for the following:
- Definition of bicycle lanes.
- Location of bicycle lanes.
- Circulation and networks.
- Education and awareness raising.
Participants concluded that a revision of some definitions is necessary, as there are different nominations used indistinctly.

They made suggestions to modify all revised articles of the Law 5430 “Which promotes the circulation of bicycles and creates the national network of preferential bicycle lanes”
"The participation of future users and beneficiaries of the project in the design of the bicycle lanes is essential, since they are the ones who will know what type of infrastructure is practical and useful or not."

ROSE MARIE LEFEBOVRE
ASSOCIATION OF URBAN CYCLISTS OF PARAGUAY
Participants were asked to validate the design and integrate gender equality, safety, connectivity and inclusion concepts.

The working groups revised the proposed network, identifying possible connections between the main bicycle lanes and roads, as well as main bus stops and stations and connections to projected transportation systems such as the BRT.
Total network of 600 Km designed, incorporating suggestions from workshops 1 and 2:

- Bicycle lanes integrated to green areas.
- Interconnecting lanes.
- Lanes parallel to urban streams.
- Lanes connecting to main transport systems.
- Neighbourhood lanes.
MAIN RESULTS FROM WORKSHOP 3

RESULT 4: PROJECT OF 60 KM

Length: 29 km

Integration of four key urban areas:
- Natural reserve Banco San Miguel
- Botanical Garden
- Guasu Metropolitan Park
- Ñu Guasu Park and Ñu Guasu Reserve.
MAIN RESULTS FROM WORKSHOP 3

RESULT 4: PROJECT OF 60 KM

Length: 30.7 km

Connecting the city centre with residential neighbourhoods and the national university of Asuncion.

Parallel to the projected BRT.
"Having a space to debate and exchange ideas with people who live the process of creating urban settings is an opportunity to carry out projects that positively impact the urban environment and society, benefiting more people."

ROLANDO GONZALEZ
VICEMINISTRY OF TRANSPORTATION
Throughout the participatory process, stakeholders felt empowered and connected with the resulting project.

Next steps include the pilot for the first 18 km of bicycle lanes connected to green areas. The co-design process also resulted in a model for bicycle stops and stations.
**PILOT**

**Length**: 18.4 km.
T2: Waterfront avenue
T2: Avenue Primer Presidente
T4: Asuncion's Port to Seminario Park
Bicycle Stop:

Stop equipped with information about the bicycle network, stations and stops, bicycle racks, bins and roofs and trees to provide shelter and shadow.
Bicycle Station:

Station equipped with information about the bicycle network, stations and stops, bicycle racks, bins, seating and roofs and trees to provide shelter and shadow.
Asuncion
Green City
of the Americas
Pathways to Sustainability