

BIKING TOWARDS SOCIAL INCLUSION

A collection of creative bicycle ideas



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**“I began to feel that
myself plus the bicy-
cle equaled myself
plus the world.”**

FRANCES WILLARD





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INTRODUCTION

This collection of creative bicycle ideas presents a variety of ideas and initiatives that could make cycling an attractive choice for a more diverse group of people, increase availability and accessibility to cycling, change norms and attitudes surrounding women and cycling, and increase cycling's value, safety and security.

Examining the context of rural areas in developing countries, where there are clear mobility and infrastructural limitations for women, there are several examples of gender-specific initiatives that focus on helping girls and women to get more mobile by encouraging cycling. When examining European and North American contexts where cycling rates are comparatively higher for both men

and women, the interventions and ideas are less gender specific. Emphasis is commonly on environmental rather than social aspects of cycling. The initiatives are generally about encouraging motorists to cycle in order to achieve more sustainable cities. Within these contexts, both civil society organizations and public sector seem to overlook the mobility inequalities between groups of people, and initiatives that aim to make the cycling community more inclusive and diverse, appear to be organized by enthusiasts who are tired of heterogeneous bicycle paths and dusty racial and gender norms.



Photo credit: Andrea María Navarrete Mogollón, El Sur Bici-ble

Making bicycling available & accessible

There are many initiatives that aim to enhance the availability and accessibility of the bicycle to individuals. Research shows that women make more trips related to grocery shopping and child care, which would require bicycles suited for such errands. Therefore, some initiatives emphasize bicycle design, to make them more suitable for families with children, while other initiatives promote technology (such as smart navigation systems) that makes the bicycle an easier, and possibly safer, transportation choice. However, we have also identified several initiatives that attempt to enhance the mobility of women, girls and other marginalized groups by providing bicycles to those who cannot afford one. These initiatives include bike donations, bike earnings, bike repairs, and bike provision to school girls to enable them to access education. Another initiative with a similar goal – to make the bicycle more accessible – is the bike library, which is an initiative for lending bicycles and bicycle accessories just as libraries lend books. What unites the examples below is that all of them try to make the bicycle a more available, accessible and easy transportation choice.

SchoolCycle

The SchoolCycle initiative within the UNFPA Girl Up project was launched in 2014. In developing countries, distance is one of the biggest obstacles to girls attending school. Schools in rural areas are often miles away from the village, which forces children to walk long distances along dangerous terrain and put them at risk of violence and harassment. With the power of the bicycle, the SchoolCycle initiative aims to eliminate the barrier of distance for school-age girls in marginalized areas in several developing parts of the world, including Guatemala and Malawi. A bike can give a girl access to an education, and thereby a better future. The project is dependent on donations, a 125 USD donation provides a girl with a bike, spare parts, and training. Globally, but especially in rural areas, we have identified several similar initiatives with the goal of mobilizing school girls and, with bicycles, giving them a brighter future.

Read more: <https://girlup.org/schoolcycle/#sthash.q6yBet2n.dpbs>

Similar examples: <https://www.globalgiving.org/projects/girls-education-through-bicycles-in-india/>

<https://worldbicyclerelief.org/en/impact/education/>

Village Bicycle Project

The Village Bicycle Project was founded in 1999 and has worked since then to provide families in rural parts of Africa with affordable and sustainable transportation. One of their projects is called Learn-to-Ride, which started in Lunsar, Sierra Leone in 2009. This project aims to empower communities by strengthening the cycling culture. The project is dependent on donations, bicycle collection, volunteers and collaboration with bicycle advocacy organizations worldwide. The program is similar to a bike-buddy program, where trained and experienced cyclists are paired with those less experienced. The program also includes maintenance training, bike tools, and spare parts so that the bikes can be kept running. Women, who are frequently marginalized, are specifically targeted as an important group in the project. The goals are to make cycling an attractive choice for entire communities and to address gender inequalities and women's limited access to bicycles. Since public transport in rural communities can be expensive and walking is the main transportation mode, learning to ride a bike can be a ticket to independence and success for women in rural communities. To be able to ride a bike means that people can go further, faster, and for free, and increases access to jobs, schools, and healthcare.

Read more: <https://www.villagebicycleproject.org>

<https://www.villagebicycleproject.org/our-work/learn-to-ride/>



The Village Bicycle Project

Mama Agatha

Mama Agatha is a documentary film about the freedom that women gain through cycling. Mama Agatha is a Ghanaian community mother who runs a bicycle training program for immigrant and refugee women in Amsterdam. The documentary follows Mama Agatha and her students over a 12-week period on their journey from beginner to their 'bicycle graduation.' Once a week participants learn how to ride a bike while they get inspired to let go of their fears of cycling. For the people in the documentary, cycling provides empowerment and societal inclusion. The film visualizes how a simple initiative can radically improve the lives of marginalized social groups.

Read more: <https://www.citylab.com/transportation/2015/08/learning-to-live-in-amsterdam-by-learning-to-ride-bikes/402679/>
<http://mama-agatha.com>

Cycling Lessons for Immigrants in Utrecht, Netherlands

In Utrecht, a city where 60% of the journeys are made by bike, a local community group called "Harten voor Sport" (Hearts for Sport) began organizing cycling lessons in 2015 as a tool for integrating immigrants to Dutch society. This initiative was especially directed towards integrating and emancipating immigrant women, who tend to spend more time closer to home, have more safety concerns and might not know how to cycle. The outcome was clear; more women learned how to ride a bike, and became more mobile, independent, confident, and empowered. The initiative had good infrastructure, which made getting around by bike easier for women with no previous experience, to thank for some of its success. Another of Harten voor Sports initiatives involved offering classes in Utrecht's first state-funded Islamic primary school, where children aged 10 to 11 learned how to fix their bicycles.

Read more: <https://www.theguardian.com/cities/2016/apr/28/utrecht-cycling-lessons-refugees-riding-bike-feel-dutch>



Child Seats on Bike Share bicycles in Hangzhou, China

Bike design can influence decisions to bike or not, depending on the purpose of the journey or the load. Women generally do more trips with children and for shopping. A woman travelling with a young child is unable to bike unless they have a safe child seat on the bicycle. The city of Hangzhou, China, implemented an initiative where child seats were added to public city bikes to make bicycling more accessible when traveling with children.

Read more: http://www.china.org.cn/environment/health_green_living/2009-06/01/content_17868564.htm



Family Cargo Bikes

There are currently a variety of bikes that allow you to transport your whole family on one bicycle. The cargo-bike comes in several different appearances, designed to meet different personal needs and taste. Design is crucial to enable traveling with children or heavy loads. Many of the bikes are electric to make this possible. Such inventions make the bicycle a more accessible and usable mode of transport for more purposes than just transferring oneself from point A to B. Price can certainly be an obstacle to buying an electric cargo-bike. However, the expense may be justified if one considers all the car trips a cargo-bike can replace for daily school and grocery runs.

Read more: <http://redtri.com/biking-with-kids-family-cargo-bikes/>

Earn-A-Bike, Bristol, UK

The Earn-A-Bike (EAB) initiative organizes workshops where marginalized people in need of affordable and sustainable transportation work with a mechanic to refurbish a donated bike. Since 2009, well over 1,500 bikes have been “earned” from the project, which cooperates with over 50 local organizations around Bristol. At the same time as you are provided with a perfectly functional bike, one learns the basic mechanical skills for keeping a bike running. This scheme emphasizes empowerment and self-reliance rather than simply handing out bicycles. The workshop sessions are also offered in a women-only space. The EAB workshop is available to people that are unemployed and fall into at least one of the following categories: asylum seekers or refugees; people with ongoing debilitating health problems; people with learning difficulties; people in sheltered housing; people undergoing a recovery program, and; people on probation.

Read more: <http://www.thebristolbikeproject.org/our-workshops/earn-a-bike/>



The Women Cycling Project

The Women Cycling Project, US, was created by the Association of Pedestrian and Bicycle Professionals (APBP). In 2010 the APBP conducted a survey of 13,000 women who were asked 37 questions about their bicycling behavior with respect to demographics, safety and infrastructure concerns, etc. APBP was founded to stimulate collaboration among professionals in order to create a hospitable transportation environment that encourages more women to cycle to more places more often; alone, together and with their children. This project aims to increase collaboration involving planners, engineers, landscape architects, public-health professionals, urban designers, law-enforcement officers, and economic-development experts to make cycling a more attractive choice.

Read more: <http://womencyclingproject.info>



Get Women Cycling

Get Women Cycling

Get Women Cycling (New York City, US) is a women's grass-roots bicycle organization that provides women with personal service, education and support for cycling. It organizes a variety of events, such as: donating bikes to women who can't afford one; bike repair classes; bike consultations in hand with neighborhood bike shops, and; events with a local sewing shop where women can sew reflective materials onto their own clothes. Recognizing that women cycle less than men, Get Women Cycling aims to increase women's participation in bicycling and addresses women's cycling issues.

Read more: <http://www.getwomencycling.com/>
<http://betterbikeshare.org/2016/12/16/gender-equity-issue-bike-share-one-expert-shares/>

Bike library

A bike library is a place where –just like with books– people can check in and out bicycles and bicycle accessories, often free of charge. The idea is to make bicycles more accessible and available to more people. The initiative encourages cycling as an easy and accessible mode of transport, for people that do not own a bike. There are several examples of bike libraries around the world (for example in Colorado, California, Sydney, Malmö and Yorkshire) based on the same idea, however with slightly different designs and results.

Read more: <http://www.fcbikelibrary.org>

<http://bikelibrary.weebly.com>

<http://bikesydney.org/new10/cycling-in-sydney/cargo-bike-library/>

<http://bikelibraries.yorkshire.com>



Photo credit: Diego Duarte Cereceda



Cykelfrämjandet Bicycle Courses, Sweden

Cykelfrämjandet is a Swedish organization working to improve the cycling environment in Sweden. One of their projects provides bicycle courses to give more people the opportunity to easily get around. They hold courses both for children and adults. Their project “We roll freely” targets children in the fourth grade, and aims to integrate bicycle education into regular schooling. The children learn about the positive benefits of cycling as well as traffic rules and how they can cycle safely, in order to make the bicycle the obvious transportation choice. Cykelfrämjandet also holds bicycle courses for adults in five Swedish cities: Malmö, Stockholm, Jönköping, Uppsala and Norrköping. The aim of these courses is to encourage more people to cycle to work, school, or for leisure. They also educate new bicycle instructors to assist and educate less-experienced cyclists.

Read more: <http://cykelframjandet.se>



The book Cykelsmart, Sweden

In 2011, the organization Svensk cykling (Swedish cycling) published a new edition of the book Cykelsmart (“Bike Smart”). The book contains nine chapters of information, tips, inspiration and arguments on how bicycles can be a good alternative to cars. The chapter “Why start cycling” describes economic incentives as well as health and environmental benefits of cycling. “Myths and misunderstandings about bicycling” addresses myths such as: you need good physique to start cycling; all bicycles get stolen; bicycling is corny or for children; it is impractical to make errands with a bicycle; and many others. “Take care of your bicycle” provides tips and tricks on how to keep a bike running, and “How to become a good and safe cyclist” provides answers and information about traffic rules, the best routes to school and work, etc.

Read more: http://svenskykling.se/wp-content/uploads/2016/03/110607_CS_En-Handbok-for-MM_webb_mindre_NY.pdf

Blubel: "The cycling navigator powered by community wisdom"

Blubel is a Kick-starter Project involving a navigation device. Cycling is a sustainable and practical way to get around, unless you get lost. Blubel is housed in a bicycle bell, and helps you navigate your every turn. Blubel learns from you and the cycling community to find the safest routes wherever you are in the world. Blubel aims to make cycling more accessible to all, so that our cities can be cleaner, greener and safer, and so that people can be healthier and happier.

Read more: https://www.kickstarter.com/projects/372524908/blubel-the-cycling-navigator-powered-by-community?ref=most_funded

BeeLine – navigation system

BeeLine is an invention similar to Blubel, described above. Finding your way with conventional devices often means that you have to stop to check maps or your phone. BeeLine is a handlebar-mounted device that navigates you to the right destination while biking.

Read more: https://www.kickstarter.com/projects/1411369083/beeline-smart-navigation-for-bicycles-made-simple?ref=most_funded

LaneSpotter

For many people, the unexpected and the unknown are major obstacles to bike commuting. LaneSpotter uses data crowdsourced from cyclists to map out the safest and most dangerous bike routes. Users can rate roads according to their safety, and rank them from "very safe" to "use caution" to "avoid." This enables cyclists to help each other choose the best possible routes for riding. The result is a fairly comprehensive map showing the safest streets for cycling in a given city, based on the experiences of actual riders.

Read more: <https://www.bicycling.com/culture/lanespotter-app-maps-best-bike-routes>
<https://beta.lanespotter.bike>
<https://www.facebook.com/lanespotter/>



Photo credit: Emre Gencer, @reo

Bicycles and Beyond, Cape Town, South Africa

The mission of Bicycle and Beyond is to promote cycling for women & youth. They offer Learn2Ride classes, Cycling Safety workshops, mechanical training, sales/repairs of bikes and work on cycling advocacy issues in their community.

They also host holiday programs in the community to keep the vulnerable youth busy during the school holidays.

The Ladies cycling events are designed to empower women by training them to be competent cyclists and giving them a basic mechanical course on how to fix their own bikes and the bikes of their families.

Read more: <https://bicyclesouth.co.za/listings/bicycles-and-beyond/>

Learn2Cycle

With a mission to increase and diversify Cape Town's cycling community, the Learn-2Cycle initiative is modeled on Bike New York's Learn-2-Ride bicycle education programme. The organiser of the initiative, Lebogang Mokwena, learned how to ride a bicycle when she was 30 years old and so has a real understanding of how hard it can be to try acquire this life skill years after childhood. It is for this reason that she has volunteered to teach adults how to ride bicycles in New York City and in Cape Town.

Read more: <https://bicyclesouth.co.za/2017/08/pedal-it-forward/>

Bike Clinic, Solo, Indonesia

Bike Clinic is a do-it-yourself community bicycle workshop initiative with the aim to educate more cyclists on how to take care, treat and fix their bikes from minor failures or damages. The on-site workshop approach was introduced for the first time through Kota Kita - Pedalista bicycle campaign. Groups of experienced cyclists work together to provide free bike improvement, and maintenance tips to other cyclists. It has gotten a lot of attention from people, and it has been very helpful to those who have minor knowledge about bikes. Bike Clinics are mobile and commonly organized in public space.

Read more: <http://www.kotakita.org/blog>





Changing norms & attitudes towards bicycling

As mentioned in the introduction, women are constrained by cultural barriers, norms, and attitudes that make women less likely to cycle. There are, however, a variety of initiatives that aim to improve women's self-esteem with respect to biking, and to help women to learn what to do when their bike breaks. Such initiatives include bike repair education solely for women, and bike-buddy programs. There are also a lot of events around the globe to celebrate and recognize the bicycle and to promote cycling as an alternative for women. However, finding the perfect bike is not easy, especially if you are a woman (for example, the saddle should be suited for the female body). In some parts of the world, bicycles need to be suited for long distances in remote areas. In other parts of the world, women are prohibited from bicycling. Some of the examples below describe reactions to such restrictions, with women refusing to follow the norm. The examples below have one thing in common; they all aim to change norms and attitudes toward women bicycling, and toward the bicycle itself.



#WeRide

#WeRide was launched in March 2013 by British Cycling with the goal of getting one million more women cycling regularly by 2020. The initiative focuses primarily on making female cyclists more visible and getting more women into cycling sports. Getting more women visible on bikes in the media can be an effective tool for encouraging everyday cycling. The initiative has involved activists, celebrities and bicycle networks. Various events and contests have been arranged. The program also includes coaching opportunities to help riders to build confidence and to learn new cycling techniques. Between 2013 and 2017, the initiative influenced 723,000 women who were not previously cycling to get on bikes. Other achievements include: a 72% increase in female race-license holders since 2013; almost 500 clubs across the country now offer women-only sessions; British Cycling's female membership has doubled since 2013, and; three women now sit on British Cycling's Board of Directors.

Read more: <https://www.britishcycling.org.uk/about/article/20150622-about-bc-news--WeRide-Week-launched-by-British-Cycling-0>
<https://www.3xsport.com/news/723000-women-cycling-since-2013/>

#GetSomeoneRiding - 'Breeze rides'

#GetSomeoneRiding on Twitter started as a way to spread the word about 'Breeze rides', which is a British cycling initiative to get more women on bikes. The program is the cornerstone of British Cycling's effort to get one million more women on bikes by 2020. The program is a collaboration between British Cycling and HSBC UK (one of the largest banking and financial-services organizations in the world) as lending partner. HBSV UK Breeze offers free bike rides for all women of all abilities across the UK, and has trained over 2,000 volunteers to organize and lead the rides. The initiative aims to get a more diverse range of people riding, and to show that cycling can be for all, regardless of age, gender, and ability. The initiative has been a success, and has between April 2016 and March 2017 resulted in over 47,000 women taking the "free ride."

Read more: <https://www.bicycling.com/rides/beginners/british-cyclist-getting-more-women-bikes>

<https://www.letsride.co.uk/breeze>



#GetSomeoneRiding

#IranianWomenLoveCycling

In recent years, the bicycle has become a revolutionary tool for women in the Middle East. #IranianWomenLoveCycling, created in 2016, is an act of rebellion, where women demonstrate against the ban on women from bicycling by posting pictures taken while cycling. Iranian women have united to fight for gender equality by using social media to gain global attention, which has encouraged thousands of women to ride bikes. This initiative arose in response to the religious prohibition without legal equivalence of women riding bikes in Iran. The initiative resulted in uniting female cyclists, and thousands of women have posted pictures while riding.

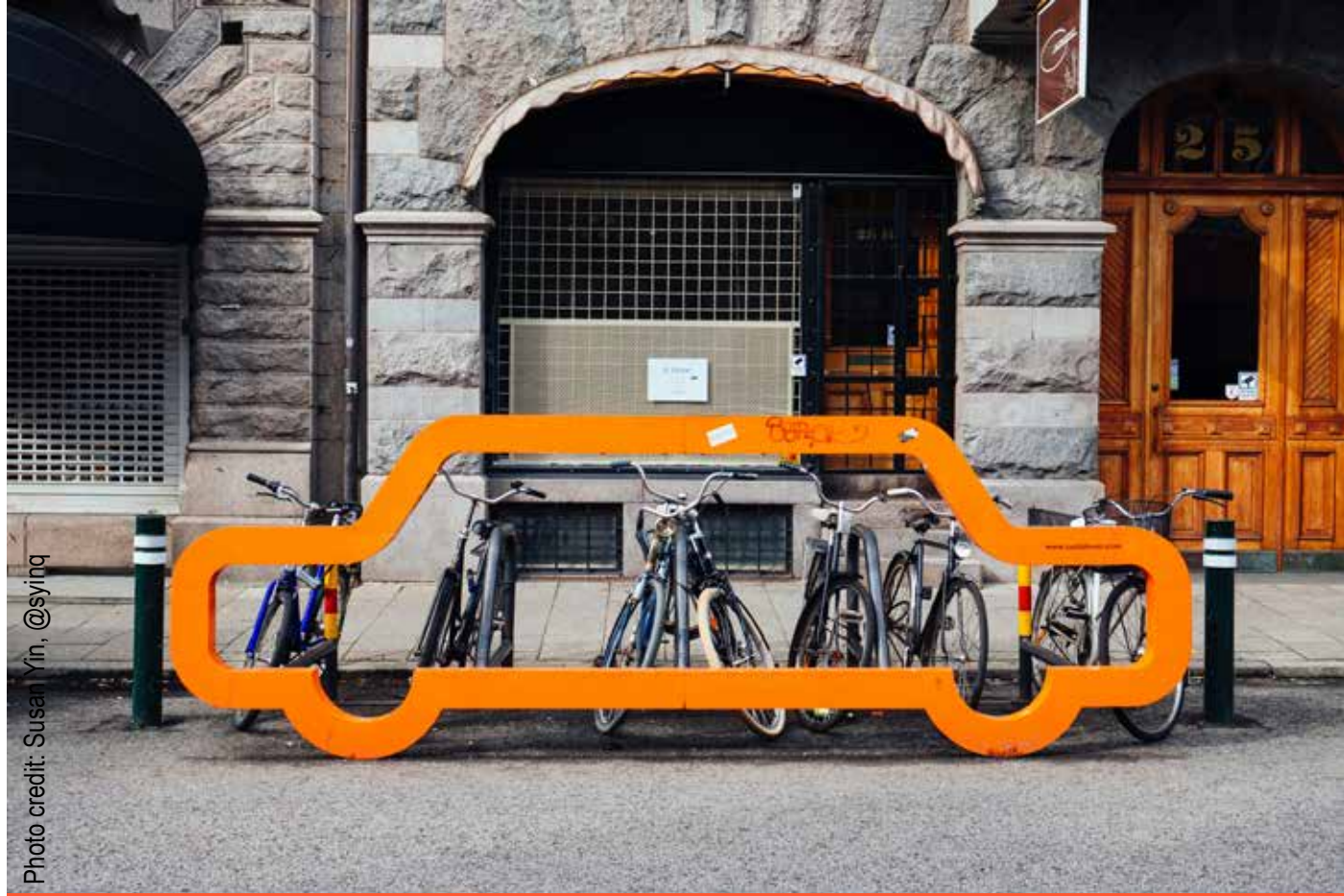
Read more: https://www.bicycling.com/culture/advocacy/iranian-fatwa-against-riding-backfires-gets-more-women-on-bikes?utm_campaign=Bicycling&utm_medium=Social&utm_source=facebook.com&utm_term=609121414

Bicycle revolution, Santiago, Chile

Cycling is increasing in the Chilean capital Santiago, resulting in greater social mobility and bridging long-term class segregation. The number of cyclists has risen by 15 to 25% per year. In 2006 cycling accounted for approximately three percent of all journeys in Santiago. Today the number is around six percent, which is higher than in European cities such as London and Dublin. This revolution can be traced back to the 1990s, when Movimiento de Furiosos Ciclistas was formed due to a group of women's desperation over the male domination of cycling. In 2006, a group of women formed Macleta (Women on Bikes) to encourage women to take up cycling. Today, about 30% of the cyclists in Santiago are women (in comparison to 10% a decade ago). In 2007, the government launched "Transantiago," which involved refurbishing the entire public transport system that organized the bus routes in the city. This program led to making roads safer for cyclists and the city more bicycle friendly.

Read more: <https://www.theguardian.com/cities/2016/jul/21/cycling-challenging-santiago-chile-social-barriers>

Photo credit: Susan Yin, @syinq





Women and Gender Variant

Every 2nd and 4th Monday night, London Bike Kitchen hosts a Women and Gender event: a free workshop for women on how to fix up your bike. The initiative is a result of the 'hierarchy of knowledge' within the mechanic community where women are often invisible or do not feel comfortable. In February 2016, London Bike Kitchen hosted a slightly different Women and Gender event; instead of holding a workshop on mechanical skills, a panel was held where experts discussed how women in the cycling community are portrayed in the media. Sexist practices in branding in the media can act as a barrier to women cycling. Such discussions and criticism are crucial for normalizing women's cycling and for breaking down gendered norms and sexist portrayal of women in practices.

Read more: <https://totalwomenscycling.com/lifestyle/panel-answers-womens-cycling-portrayed-cycling-media#v5TqhsSoBMKClyJ6.97>

Wheels of change

Wheels of Change Nepal is an initiative that aims to promote cycling by providing a platform for sharing and publicizing stories of empowerment and independence that have come from bicycling. In many parts of Nepal, women are discouraged from being independent. The bicycle as a tool for activism and empowerment can act as platform for tackling pre-conceived notions about gender roles.

Read more: <https://www.facebook.com/wheelsofchangenp/>

Women Bike PHL

Women Bike PHL aims to shrink the gender gap in bicycling, making riding a bicycle more fun and feasible for Philadelphia women of all ages and backgrounds. In Philadelphia, only one third of all bicyclists are women. This is better than the national average, but still shows that barriers exist to women bicycling. The hub of the program is the extremely vibrant Women Bike PHL Facebook group. Women Bike PHL also holds rides, classes, and social events throughout the year, aimed at women bicyclists of all ability levels. Some of the events are just for women, while others are open to everyone.

Read more: <http://bicyclecoalition.org/our-campaigns/women-bike-phl/>

Afghan cycles

Afghan Cycles is a full-length documentary film that tells the story of Afghan women challenging gender barriers and cultural norms by putting their lives at risk for the pleasure of biking. These women ride their bikes because they believe they have the right to, and because of the freedom that cycling offers. Similar movements involving women daring to ride bikes are now growing in the country.

Read more: <http://www.afghancycles.com>



Photo credit: Chris Benson, @maui354

Black Women Bike

Black Women Bike is a sponsored project of the Washington Area Bicyclist Association, founded in 2011 during a twitter conversation. The initiative started with the hashtag #BlackWomenBike, and later evolved to a Facebook group with the aim of connecting women to build a community and interest in biking among black women, through education, advocacy, and recreation. The vision is that black girls and women, regardless of age, will bike for health, wellness, transportation and fun.

Read more: <https://blackwomenbike.wordpress.com/about-us/>

WE Bike NYC, New York City, US

WE Bike NYC is a bicycling community of women, female identifying, and gender non conforming with the goal of providing a safe space for women, regardless of riding experience, to ride together. WE Bike NYC aims to break down barriers to cycling and to make the cycling community reflect the diversity of the city. The organization has three different programs: 'We ride' hosts field trips, educational workshops, social rides, meet-ups, training rides, and happy hours; 'Moms on wheels' encourages mothers to get around town by bike with their kids, and; 'Mujeres en Movimiento' aims to reach out to low-income Spanish-speaking mothers since they are especially marginalized.

Read more: <http://webikenyc.org/about-us/>

Friends on bikes

Friends on bikes, Portland, Oregon, is a bicycle community for women of color. The aim of the community is to promote greater diversity on the bicycling scene, and breaking white-male cyclist stereotypes. Women of color are especially encouraged to join because of their general absence on the bicycle paths and in the cycling media. Efforts are focused primarily on women/trans/femme/non-binary people of color, but all women are welcomed. All kinds of bike riding are encouraged, from commuting to work to riding just for fun. Friends on Bikes also hosts several events, workshops, and rides to promote biking.

Read more: <http://friendsonbikes.com>



Gladys Bikes - saddle library

Gladys Bikes, in Portland, Oregon, is a full-service bicycle repair and sales shop with a little twist. Gladys Bikes is a women-, trans-, and femme focused space, but all are welcome. Saddles are the shop's specialty. A saddle can either be your best friend or, if not fitted right, your worst enemy. Gladys Bikes has the solution to uncomfortable saddles with its bike library. The saddle library at Gladys Bikes provides its customers with customized saddles suited for their bodies. The bike library is specifically focused on saddles to fit the female body, since conventional saddles are designed for the normative male body. The shop's large assortment of saddles that are designed to meet women's needs helps women to ride more comfortably.

Read more: <http://gladysbikes.com/the-saddle-library/>



Social rides

A social ride is exactly what it sounds like: a group of people who gather to cycle, regardless of purpose or destination. There is a variety of organized social group rides. Some encourage just women and others welcome everyone. One social ride is hosted by The Full Moon bike club in St. Louis, Missouri, which hosts a monthly Full Moon Fiasco social ride, often involving costumes and ending with a pub crawl. This ride has become extremely popular, and sometimes attracts over 5,000 people. The ride provides evidence of the need for, and has actually resulted in the city prioritizing, new downtown bicycle lanes. However, a social ride does not have to be held monthly, it can be annual, such as the Cyclofemme ride (women's cycling movement), or even weekly, like Denver's Wednesday night cruiser rides.

Read more: https://www.bicycling.com/rides/advocacy/the-whys-and-hows-of-organizing-a-cycling-pub-crawl?utm_campaign=Bicycling&utm_medium=Social&utm_source=facebook.com&utm_term=1132253487

San Jose Bike Party holds a women's ride

The San Jose Bike Party, in California, is another example of a social ride with the mission of using cycling to build community. The aim is to demonstrate the bicycle as a sustainable transport mode very suitable for local transportation, the emancipatory function of the bicycle, and its inclusiveness. The San Jose Bike Party holds a monthly bike ride open to the public, and often attracts thousands of riders with different bikes and skill levels. A specific ladies' ride is hosted, to reveal and reduce the gender gap in cycling.

Read more: <http://www.sjbikeparty.org>
<https://www.facebook.com/events/1257610067589690/>

Gigantic Bicycle Festival

Gigantic Bicycle Festival is the Pacific Northwest's annual summer celebration of cycling culture, which aims to inspire more people to cycle. It is a three-day festival in mid-August with a multi-faceted and regionally-representative mix of live music, hand-built bicycles, film, comedy, workshops and much more. The festival also hosts rides both for families and individuals, to inspire new people to cycle more.

Read more: <https://www.giganticbicyclefestival.org>

Wenches with Wrenches, New Zealand

Wenches with Wrenches is a loose collective of people affiliated with Mechanical Tempest, keen on taking down the patriarchy and getting more people on bikes. Wenches with Wrenches first course started in 2001; is a group to provide skills and knowledge about bicycle for women. This group of instructors has grown to a considerable number, not only learning about bike maintenance but also sometime talking about confident and safe cycling through the city, setting up the bike to meet their needs, and building a cycling community. With the Wenches program, women can learn about their bike so that they can make a good bike buy, feel comfortable taking it into a shop for repairs or even fix problems themselves.

Read more: <http://www.mechanicaltempest.co.nz/wenches-with-wrenches/>



Photo credit: Travis Yewell, @shutters_guild

Bike Buddy program

Bike Buddy programs are a growing trend in cities around the world. The common idea amongst the programs is to promote cycling as a viable form of transportation and to change behavior by giving people the tools they need to ride a bike: education, encouragement, and community. Bike Buddy programs are suitable for women that are: new at cycling and want to develop their cycling skills; new in town and want to get more familiar with the surroundings, or; feeling unsafe or insecure about cycling. The program generally matches a rider with a trained volunteer who is familiar with the surroundings and community routes. The volunteer can assist with a variety of things, such as: selecting a comfortable route; advice for riding safely in traffic; fixing a flat tire; choosing gear for commuting; taking a bike on the bus (or Bike-n-Ride), and; providing other tips and help with technique.

Read more: <https://wearetraffic.org/commuters/bikebuddy>
http://mygacommuteroptions.com/images/RideSmart_BikeBuddy.pdf
<https://bq.org.au/programs/ride-2-work/bike-buddies/>
https://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Transportation/Bike-Buddy-Program-2.pdf
<https://www.cityofdenton.com/residents/getting-around/bike-walk/bike-buddy-program>

The Brown Bike Girl

“Bike lanes are white lanes,” is a saying that describes the heterogeneity on bicycle paths. Bicycle paths and bicycle planning need to be more inclusive and representative for a diversity of women to help them, regardless of age or origin, feel included and comfortable cycling. People of color experience different kinds of barriers related to racism, which need to be accounted for in bicycle planning. The Brown Bike Girl was launched in 2016 with that express purpose: to build capacity to break barriers and norms between communities of color and the bicycle. The ultimate aim of the initiative is to diversify leadership in the bicycling community, by involving organizations, individuals and institutions in communities of color that want to promote access to bicycling.

Read more: <http://www.thebrownbikegirl.com>
<https://theestablishment.co/why-getting-black-and-brown-people-to-bike-is-courtney-williams-mission-744c3f32e695>

World Bicycle Relief, The Buffalo Bicycle

In many poor people rural regions of Africa, South America, and South East Asia, poverty is a daily reality. Providing health care, education, and food and water could all be enhanced through increased mobility. World Bicycle Relief works to mobilize people with bicycles and conquer the challenge of distance. Bicycles offer immediate benefits in areas where walking may be the only mode of transport, including increased access to goods and services. Numbers show that bicycles help increase student attendance levels by up to 28%, community health-care volunteers make up to 45% more patient visits, and dairy farmers increase their numbers of deliveries by up to 25%. The Buffalo Bicycle is especially designed to carry big loads and passengers over long distances in remote areas. The Buffalo Bicycle is deliberately compatible with locally-available spare parts, requiring only basic tools for maintenance and repair. Also, there is a Field Mechanic Training Program to help keep the bicycles rolling, using a universal training manual that instructs with pictures and diagrams rather than words.

Read more: <https://worldbicyclerelief.org/en/>

Mozambike

Mozambike is a project and a unique bicycle design, focusing on empowerment, social impact, and community growth. Mozambikes started in 2010 and has reached over 75,000 people around Mozambique with a variety of bicycle-related projects. Mozambikes are uniquely-designed, gender-friendly, and higher-quality bicycles. The design has been modified over the course of five years to meet the needs of Mozambicans in rural areas. In such areas, bicycles are not just a mode of transport; they provide access to healthcare, clean water, schools and jobs. Bicycles also provide independence, exercise, and reduced vulnerability to increasing fuel costs.

Read more: <https://www.mozambikes.com>

https://www.mozambikes.com/wp-content/uploads/2016/10/Mozambikes_Specs_Sheet.pdf



STPLN, Malmö

STPLN, Malmö is a unique meeting place, market space, and incubator for creative projects. STPLN offers workshops, studios, and open spaces ready for use. Their work is inclusive, with sustainable technologies, crafts and culture. STPLN has several cycling related projects. One of the Sweden's first "Bike kitchen": a place where one can fix, mend, renovate or build bikes. Here you can find tools and people to ask for help –for a fee of just 100 Swedish Crowns per year (approx. 12 USD). The bike kitchen also organizes bicycle-related courses and events. Another project is the bike library for cargo and electric bikes, where you can check in and out a bike, just as you would a library book.

Read more: <https://stpln.org>

Strongher

Strongher is a Dutch-based platform that female cyclists can use to organize rides and socialize. The platform provides women with information about cycling events, story sharing and advice. It also provides an app, which can be used to organize and share rides. Women can advertise rides that they plan to go on and share so-called "Strava files" from their adventures on two wheels. The app and platform encourages beginner cyclists, and also shines a light on the activities of the female pro riders that many look up to. Strongher front-woman Marianne Vos says: "We want to give amateur women the confidence they need to start racing by developing events and other grassroots initiatives, inspiring women to take up cycling for the first time."

Read more: <http://www.strongher.cc>

Bamboo Bikes, Ghana

A Bamboo Bike is exactly what it sounds like, a bicycle made of bamboo. Compared to producing conventional bicycles made of metal, making bamboo bikes require less electricity and no hazardous chemicals. In addition, the bike is suitable for rough terrain and can carry heavy loads, which is crucial in rural areas. Bamboo Bikes is led by a local team comprised of young forward thinkers who share a vision of addressing climate change, poverty, rural-urban migration, and youth unemployment by building high-quality bamboo bicycles. The project, which is propelled by women's leadership, is also improving the lives of many rural Ghanaian women by creating sustainable and affordable transportation. Most importantly, it provides training for women with little or no education, which contributes to increasing their employment opportunities.

Read more: http://unfccc.int/secretariat/momentum_for_change/items/7842.php
<http://ghanabamboobikes.org>



STPLN, Malmö

Women Bici-bles

Mujeres Bici-bles Iberoamérica is an initiative founded in 2013 by Andrea María Navarrete Mogollón in Bucaramanga, Colombia. At the moment, there are local groups in cities from Colombia, Ecuador, Perú, Chile, Bolivia, Argentina, México and Spain. The main objective is to encourage women and trans people to cycle while defending and revindicating their right to the city. In order to do this, the network have implemented several actions along the different charters. Their focus is to provide basic knowledge for riding by implementing bike schools, and improving the existing gender perspective related to cycling spaces with the help of organised talks about street harassment and sexism. Additionally, the community members participate as speakers in favor of feminist urbanism and mobility with a gender perspective at different events around the world.

Read more: <https://www.facebook.com/MBIberoamerica/?rc=p>
www.demononave.blogspot.com



Mujeres Bici-bles

Women en Bici Querétaro, Mexico

Mujeres en Bici Querétaro is an inclusive cycling group based in Querétaro, Mexico. Its mission is to promote the bicycle as a vehicle for women's empowerment; besides underlining the important role of the bicycle in a physically active lifestyle, they mainly advocate for a responsible urban cycling practice. For over 6 years, numerous cyclists converge to be part of their "Saturday Afternoon Ride" through different themes, activities and destinations within the city. Their civic engagement is illustrated as follows: support for local commerce by visiting different local shops on every ride to improve the share of bike friendly business in the city; participation in cultural events and dedicated visits to museum and art galleries; basic instruction about bicycle mechanics, its proper use and traffic regulations to ride safely; celebration of International Women's Day bringing together all the community in order to raise awareness about respect, values and security, while generating a bond of trust.

Read more: <https://www.facebook.com/meb.qro/>



Hongkong Cycling Alliance

Hongkong Cycling Alliance advocates a program to promote increased levels of cycling in Hong Kong. The proposed measures improve environmental conditions for everybody. More cycling means fewer motorized trips resulting in improved air quality and reduction in vehicle noise pollution. Hong Kong has been slow in awakening to the need for curbing traffic or creating better conditions for pedestrians. The potential for functional cycling with its tremendous benefits has been totally overlooked, putting Hong Kong drastically out of step with major world class cities. They cite New York and London as sample cities for implementing pro-cycling measures. They aspire to similar standards as London and New York where the right to individual mobility by bicycle is officially respected and promoted, not persecuted as is actually happening in the SAR due to the unchecked, unsustainable, proliferation of cars, buses, and other road-hogging motor vehicles whose domination effectively strips citizens of the right to choose individual mobility by bicycle as an alternative.

Read more: <http://hkccyclingalliance.org>

Austin's Yellow Bike Project

Yellow bike Project (YBP) started in 1997 and established 20 years of serving Austin. The Austin Yellow Bike Project is a volunteer-powered initiative to put bicycles on the streets of Austin and Central Texas by operating community bike shops, teaching bike mechanics and maintenance, and acting as a local bike advocacy group. YBP is an educational facility open to anyone who wants to learn about fixing and riding bikes. The webberville shop has twelve fully equipped work-stands and a large selection of used parts, frames, and bikes in various stages of repair. They also offer ready-to-ride used bikes at affordable prices.

Read more: austinyellowbike.org



Photo credit: Andrea María Navarrete Mogollón, El Sur Bici-ble



Value creation for cyclists

How can cycling become a more attractive transportation choice for individuals? Sometimes people need an incentive – a little nudge – to choose a bicycle over a car or other motorized transport modes. The nudge can be an economic incentive or just an inspiring story of how bicycles can increase your quality of life. People certainly have different reasons for choosing to bike or not. In this section we present a variety of initiatives that aim to make the bicycle a more attractive choice on a personal level. Examples range from economic incentives (getting paid to cycle to work or for simply biking at all), to end-of-trip facilities at workplaces, schools, and universities, that enable bike-based commuting. Other examples help people to keep their bikes running without having to pay for expensive repairs. We also found initiatives on how to spread the word, and inspiring stories to attract more people to choose to bike.

Tax breaks for bike commuters

This is a European trend, where commuting to work by bike is rewarded with tax breaks. Such economic incentives aim to increase the number of people commuting to work by bicycle and to reward sustainable commuting behavior. We have identified examples of this in, for example, France, Belgium, Luxembourg and Italy. However, such initiatives also require sufficient infrastructure and end-of-trip facilities to support commuting by bicycle. In other words, tax breaks require some level of existing bike-friendliness in order to be effective. In Belgium, where tax breaks were introduced for commuters already in 1999 based on kilometers cycled, the numbers of commuters benefiting from this scheme increased by 30% between 2011 and 2015. Nine percent of Belgium's workforce, or 400,000 Belgians, cycle to work and benefit from this scheme.

Read more at: <https://ecf.com/news-and-events/news/tax-breaks-bike-commuters-european-trend>

ByCycling

ByCycling is an app that enables companies to pay their employees to bike to work. The founder of the app discovered that about 70% of the respondents on a survey thought that an economic incentive is the strongest motivator to start commuting to work by bicycle. The app gives individuals an economic incentive to commute to work sustainably, and improves the health of employees. At the end of each month, cycling distances are logged and translated into cash or extra vacation time. To be effective, such initiatives should be combined with sufficient infrastructure and end-of-trip facilities.

Read more: <http://cashbycycling.com>
<https://www.fastcompany.com/3069271/this-app-lets-your-company-pay-you-to-bike-to-work>



Photo credit: Mali Maeder



Photo credit: Corey Motta, @coreyapplesauce

Blockchain-based Financial Incentives System

Fifty percent of trips made in the US are less than three miles long, and could rather easily be replaced with cycling as a transport mode. The blockchain-based Financial Incentives System gives people the extra nudge to replace the car with a more sustainable and space-efficient mode of transport. This is another example of how an individual economic incentive can serve as a tool for increasing cycling. The system allows cyclists to receive financial compensation from organizations, such as city governments or local businesses, that sponsor cycling. Using bicycle-powered sensors, cyclists collect and redeem activity data through contracts stored and executed on an Ethereum blockchain. The financial incentive system has the goal of achieving a more sustainable city, through increased cycling leading to decreased emissions, reduced congestion and improved public health.

Read more: <http://www.cajaffe.com/Ubicomp-poster-cjaffe.pdf>
<https://dl.acm.org/citation.cfm?id=3123141>

Free2cycle, UK


Free2Cycle is an initiative that provides you with a bike, which you pay for by pedaling. In other words, your bike will pay for itself simply by being used. The system relies on companies and organizations that sponsor sustainable transportation and commuting. The initiative combines technology with a financial-service model that enables people, regardless of income, increased access to cycling and, thereby, improved mobility. The only thing you have to do is commit to cycling a number of miles each week. You get paid for sticking to your mileage commitment. Free2Cycle also has a reward scheme initiative for people cycling to work.

Read more: <https://www.free2cycle.com/cyclists>

End-of trip facilities for bicycle riders

To enable people to cycle to work, school or university, sufficient infrastructure needs to be combined with end-of-trip facilities. Such facilities include, for example, safe bicycle parking, showers, changing rooms and lockers. Lack of end-of-trip facilities can be a great obstacle to sustainable commuting. This is especially true for women; research shows that women are more concerned with their appearance when asked about their willingness to commute to work by bicycle. There are currently over 500 businesses that have implemented bike-friendly policies in the US alone. Of these, 55% have less than 100 employees. In other words, not only large-scale businesses can benefit from such investments. Some examples of companies that have invested in end-of-trip facilities are: Kaiser Permanente, Folsom, Facebook, USDA, the World Bank Group and many more.

Read more: https://bikeleague.org/sites/default/files/BFB_Queensland_End_of_trip_facilities_for_bicycle_riders.pdf
<https://bikeleague.org/business>



Read more:
<http://www.newcitiesfoundation.org/transforming-jakarta-into-a-bike-friendly-city/>

CUS One-stop Bicycle Facilities

CUS one-stop bicycle facilities is an innovative project run by a group of recently-graduated students based in Jakarta, who designed the facilities called Cyclist Urban Systems (CUS). 'Cus' is Indonesian slang for "let's go" and is a one-stop facility for cyclists. CUS facilities are intended to make cycling a more appealing option for commuters in Jakarta. Each CUS facility would offer a place for riders to park their bikes, clean up, and get dressed. It would provide toilets, lockers, showers, vending machines for snacks and drinks, a medical kit, a bicycle repair service, a sales area for bicycle accessories and even a bike-sharing station. The aim of the initiative is to encourage cycling, making it a more attractive and popular transport mode by making it more accessible. CUS one-stop bicycle facilities are planned to be constructed from recycled shipping containers. The smallest unit only takes up three parking spaces but can also be designed for indoor spaces.



CUS one-stop bicycle facilities

Pedal love

Pedal Love– “thought leadership and storytelling tools for growing active mobility” – aims to create more active, sustainable, and mindful mobility for everyone, by elevating the voice and impact of women, through storytelling, leadership tools and training. Pedal love has created a media and story-telling toolkit that includes how to tell a successful story, and a media strategy for sharing such stories.

Read more: <http://www.pedallove.org>

The Bristol bike project, Women’s Night

The Bristol bike project, UK, is a workshop space for bicycling, bicycles and cyclists. It works with vulnerable groups in society, such as people suffering from mental health problems, people recovering from addiction and people in supporting and sheltered housing. The project collaborates with over 50 organizations around Bristol and has a large variety of bicycle-related activities such as: earn-a-bike; bike kitchen, a drop-in mechanic workshop; the social cycle, a workshop for adults experiencing social isolation, and not least; a women’s night. Women’s Night is an open workshop session for women to share knowledge and skills about checking and repairing a bicycle. It is emancipating to be able to fix your own bike and not depend on favors from male friends or expensive male-oriented bike shops. This initiative gives women the historically gendered, male-segregated knowledge of mechanics as well. Women are more than capable of carrying out mechanical tasks. It is important, however, to give women a space to learn and practice such skills without assumptions about abilities based on gender. This is an initiative that aims to break gendered stereotypes and norms and to emancipate and encourage women.

Read more: <http://www.thebristolbikeproject.org/our-workshops/womens-night/>

Online course

Bicycling magazine has started an online course that teaches bicycle repair. This enables people to repair their bicycle themselves instead of heading to the bike shop, and to bike with more confidence, without worrying about the bike breaking. Bicycle magazine has developed an easy-to-use online course that covers all the basic fixes needed to keep a bike in good shape. Each instruction is written in a language that enables even beginners to understand, and the material is complemented with step-by-step videos and a discussion forum where people can exchange knowledge.

Read more: https://www.bicycling.com/maintenance/maintenance/learn-easy-bike-maintenance-pro?utm_campaign=Bicycling&utm_medium=Social&utm_source=facebook.com&utm_term=1117815297







Making bicycling safer & more secure

The built environment and cycling infrastructure is not the main focus of this report, but a few examples are worth highlighting. Cyclists are often unprotected road users, with specific vulnerabilities that car users do not have. Therefore, the built environment (everything from safe bicycle parking to pathways separated from cars, bicycle highways, sufficient lightning etc.) plays a crucial part in determining how bicycle-friendly a city is to. However, we should not forget that the built environment and infrastructural design may only provide minimum conditions for people to cycle. We present here just a few examples of solutions that enhance security and safety, from restrictions to cars (such as car free days) to safe parking options for bicycles

Photo credit: Dan Freeman, @danfreemanphoto



Freedom to Free-flow

Since the power and speed of the bicycle is self-generated, barriers and discouragements to cycling include dangerous-to-cross and impassable highways, detours, one-way streets, and frequent stops. Avoiding requiring cyclists to stop and take long detours may increase the likelihood of people cycling to more places. Measures can include, for example, relaxing requirements for cyclists to stop at stop signs and red lights, or letting cyclists ride in both directions where cars may not. At least in a western context, there are several examples where requirements have been relaxed. In Idaho and Delaware, for example, a law commonly called “Idaho Stop” has been implemented, that allows cyclists to treat a stop sign as a yield sign, and a red light as a stop sign. In countries including the Netherlands, Germany, Denmark, Austria and France, where one-way streets are barriers to cycling, “Bikes Free” has been posted, giving cyclists the right to ride counter-flow.

Read more: <https://www.bicycling.com/news/delaware-passes-idaho-stop>
http://bicy.it/docs/128/WP3_2_1-Best-Practices-in-Bicycle-Planning.pdf

Car free day

Car Free Day is an international event that encourages people to get around without using their car, highlighting bicycling, mass-transit, walking, and other alternative modes of transportation. However, some cities have extended the one car-free day per year, to a one car-free day per month. Paris, for example, bans cars on certain routes in the city on the first Sunday of every month. However, the very inspiration to this initiative comes from Bogotá, Colombia, with roots back to the 1970s when the government initiated car-free Sundays and holidays. This initiative has grown to a car-free week every year. These initiatives have been shown to improve safety and air quality, and increase physical activity and health benefits.

Read more: <https://outreach.ors.nih.gov/2017/08/18/car-free-day-2017/>
<https://www.citylab.com/transportation/2016/04/paris-introduces-car-free-sundays/480609/>
<http://thecityfix.com/blog/bogotas-car-free-week-shows-viability-bicycle-transport-rachel-jaffe/>

Underground parking

Japan has built underground bike vaults, to enable cyclists to safely store and park their bicycles without taking up pathway space. With this parking design, cyclists do not have to worry about their bikes being stolen or exposed to bad weather. The parking vault is even designed to withstand earthquake tremors. Another upside of the invention is that it frees up space in the cities where space is limited. In Tokyo, 78% of households own a bike. Getting all those bikes away from pathways when parked would save a lot of space. In the vaults, bike share fitted with a locator device that correspond to a personal card that the user swipes to check in and out, and it only takes eight seconds to park. To date, there are 50 of these vaults across Japan, and global expansion in Japanese cities is envisioned.

Read more: <http://edition.cnn.com/style/article/japan-underground-bike-vaults/index.html>
http://bicy.it/docs/128/WP3_2_1-Best-Practices-in-Bicycle-Planning.pdf





3 Feet Please “Saving Cyclists’ Lives”

3 Feet Please was founded in 2008 out of a cyclist's frustration over too many close calls with passing vehicles. In 27 states in the US, cyclists have a legal right to at least three feet of clearance when they are being passed by vehicles. However, drivers need to be better educated and informed about the law. 3 Feet Please aims to save lives, by educating drivers, law enforcement and prosecutors of the laws, and encourage stronger law enforcement when the law is broken.

Read more: <https://3feetplease.com>

3 Feet Please



BSMART

This invention is a spin-off of the “three-foot passing law,” which requires car drivers to give cyclists at least three-feet of clearance when passing them. This invention came out of frustration with poor enforcement of the three-foot-passing-law. BSMART is a handlebar-mounted device that uses ultrasonic waves to measure the distance between passing vehicles and the bike, and the distance is shown on a display. Paired with a GoPro camera the device records the space between the bike and the passing vehicle, and if a vehicle is closer than three-feet, BSMART beeps and alerts an officer to the violation, thus facilitating the enforcement of the “three-foot passing law.”

Read more: <https://www.citylab.com/life/2015/06/a-nifty-device-to-stop-cars-from-driving-too-close-to-bikes/397055/>



Photo credit: Tom Fejér, @grotandthemob

Invincible

Invincible is a kick-starter project to produce a bike that includes an insurance system that provides a 100% guarantee against theft. You buy the Invincible bike and register yourself as the owner. Should your bike or components be stolen, a new one will be shipped to you within 24 hours. The insurance makes sure that no Invincible bikes are sold without permission, and if an unauthorized bike or components comes up for sale the insurance company takes care of it.

Read more: https://www.kickstarter.com/projects/gotham/invincible-end-bike-theft-once-and-for-all?ref=most_funded

Championing women's role in education and public awareness on safe biking, Surakarta, Indonesia

Since 2017, Kota Kita and the Department of Transportation have been in collaboration on a citywide campaign on improving public awareness about road safety of women cyclists. The campaign uses educational tools, like videos and campaign materials, regular events, and thematic competitions to promote practical tips for cyclists, and popularize the use of bicycle in the city of Surakarta.

Women are early adopters of urban cycling; they use bicycle to get around the city, or go to work, while others cycle to improve their livelihoods. Taking this into account, targeted campaign themes, tools and events for women, not only help to mainstream the use of bicycle, but also hold an important role, as a change agent and influencer, for the closest family members, children, and peers.

Read more: <http://www.kotakita.org/blog>

<http://m.solopos.com/2017/04/29/perempuan-solo-didorong-tularkan-tren-bersepeda-813403>

<http://berita.suaramerdeka.com/smcetak/wanita-berperan-tularkan-tren-bersepeda/>



Raised-Lowered Bicycle seat for Seniors, South Carolina

While many bike innovations have been created for the younger bicyclists, few have focused on seniors. Instead of having to pedal a three wheeled tricycle, which self-balances, or ride a regular bicycle and worry about hopping off the saddle to put down a foot at an intersection, this bicycle has a shift lever to raise and lower the seat. A bicyclist approaching an intersection could lower the seat and have her feet flat on the ground. After leaving the intersection, she could raise the seat and achieve a good seat/pedal distance for knee comfort and pedal power. This eliminates the fear of having to dismount quickly though the senior would have to learn the additional mechanism for lowering and raising the seat.

Read more: <http://www.core77.com/posts/22048/innovative-moveable-seat-design-keeps-bicycles-elderly-friendly22048>

Sofie; A Bicycle that Supports Older Cyclists, Netherlands

Sofie is an electrical bicycle that prevents elderly cyclists from falling. Older cyclists remain at high risk of sustaining injury if they are falling from the bike. This awareness has led to design a friendly bicycle for elderly cyclists. This prototype bicycle supports the stability of elderly or people with disabilities, especially when riding slowly. This bike increases stability by drive-off assistance and by automatically lowering the saddle at low speeds. SOFIE bicycle has been especially designed to enhance safety and comfort of older cyclists by means of three simple and readily available support systems, which include an automatic adjustable saddle height, optimized frame and wheel geometry and drive-off assistance.

Read more: <https://phys.org/news/2017-12-bicycles-reacting-stable.html#jCp>

**“When a bicycle is
there, I think every-
thing can be possible.”**

BARBARA LUNGU
Housemother at Palabama
childrens' village in Zambia



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Living Cities contributes to innovative solutions for inclusive, resilient and living cities across the world. We work with citizens, communities, entrepreneurs and governments to find new ways of managing cities and implement change. Our approach is based on the principles of dialogue, collaboration and transparency.

<http://www.livingcities.se>



Pedalista

