**Some Governments Encourage Bicycle Use As Lockdowns End**

**封锁期结束后 一些国家鼓励人们骑自行车出行**

Some governments are urging people to avoid unsafe crowding on trains and buses by riding bicycles. The suggestion comes as countries ease coronavirus-based restrictions on business and other activities.

一些国家政府敦促人们骑自行车出行，以避免乘坐拥挤且不安全的火车和公共汽车。各国开始放松基于冠状病毒疫情对商业和其他活动的限制，与此同时提出了这一建议。

But cycling activists say governments could do more. And some people are not welcoming of bicycles.

但骑自行车倡导者认为，政府还可以做更多，而且有些人并不喜欢骑自行车出行。

Governments urging for bike use

政府敦促人们使用自行车

Countries and cities across the world are considering how bicycles can help their economies open up again.

世界各个国家和城市都在考虑如何利用自行车帮助其经济再回正轨。

In Bogota, Mayor Claudia López has urged everybody returning to work this week to cycle to their jobs instead of using public transportation.

哥伦比亚首都波哥大的市长克劳迪娅·洛佩斯敦促本周返岗的人们都骑自行车上下班，而不要乘坐公共交通工具。

The French government has asked cycling activist Pierre Serne to create a plan for when its lockdown ends on May 11. His suggestions include the creation of bicycle lanes separated from other vehicles. The estimated cost for such a change is 50,000 euros per kilometer.

法国政府则要求自行车活动家皮埃尔·塞恩为5月11日停止封锁制定一项计划。他给出了一些建议，其中包括建造与其他车辆车道分离的自行车道。要实现这一变更的估计成本为每公里50,000欧元。

It is unclear if the French government will accept Serne’s ideas. For now, France has said it will give riders as much as 50 euros, nearly $55, for bicycle repairs.

目前尚不清楚法国政府是否会接受塞恩的想法。当前，法国表示将向自行车骑手提供高达50欧元(约合55美元)的自行车维修费用。

In Berlin, Germany, the Friedrichshain-Kreuzberg council painted yellow lines on some roads to define them as bike only, taking the space from existing car lanes. This bike system builds on what is called “tactical urbanism,” city developments that are low-cost, simple and easy.

在德国柏林，Friedrichshain-Kreuzberg委员会在某些道路上涂了黄线，占用现有车道的部分空间将其定义为自行车车道。这一自行车系统建立在所谓的“策略性城市主义”基础之上。“策略性城市主义”即低成本，简单易行的城市发展方案。

Similar programs are appearing elsewhere. In Lima, Peru; Barcelona, Spain; and Milan, Italy, officials are moving quickly on plans to expand bike paths or take driving space from cars.

也有其他地区实行类似的方案。在秘鲁利马，西班牙巴塞罗那以及意大利米兰，官方也迅速采取行动扩大自行车车道或占用汽车道空间开辟自行车道。

Cycling activists

提倡骑自行车的活动家

From Germany to Peru, cycling activists want to make more changes for travelers on two wheels. As cities open up across the world, they see a more important way to involve bicycles.

从德国到秘鲁，提倡骑自行车的活动家希望为骑行者带来更多改变。随着世界各地的城市相继开放，他们发现了一种更重要的骑自行车方式。

Morton Kabell co-chairs the European Cyclists’ Federation.

莫顿·凯贝尔是欧洲自行车联合会的联合主席。

The move to more bike-friendly environments “is necessary if we want our cities to work,” Kabell said.

凯贝尔说道，“如果我们希望我们的城市正常运转，那么营造自行车友好的环境是非常必要的。”

He added, “A lot of people will be afraid of going on public transportation, but we have to get back to work someday. Very few of our cities can handle more car traffic.”

他补充道：“很多人都害怕乘坐公共交通工具，但是我们终有一天要复工。只有很少的城市能应付更繁忙的汽车交通。”

In addition to separate bike lanes, Kabell is pushing for government financial support for electric bicycles. Such support would persuade commuters who have more difficult journeys to use bikes.

除了划出单独的自行车道，凯贝尔还在争取政府对电动自行车的财政支持。此种支持将吸引那些骑自行车有困难的通勤者。

Bicycles and acceptance

自行车及其接纳程度

Cycling supporters say many minds still must be changed. They note that many officials have called for more use of private vehicles during the lockdown.

自行车支持者表示，很多观念必须要改变。他们指出，许多官方呼吁在封锁期间更多地使用私家车。

Different countries had different policies about bicycles.

不同国家对自行车有不同的政策。

In Britain, where people are still permitted to leave home to exercise, cycle shops have remained open during the lockdown that began March 23.

在仍然允许人们出门锻炼的英国，自3月23日封锁开始以来自行车商店一直都在营业。

But in Spain, the government closed such shops, but permitted gasoline stations to remain open.

但是在西班牙，政府关闭了这类商店，但允许加油站保持营业。

And while bike-sharing in London and Paris was provided free to health care workers, most Spanish cities shut down the services, saying they would help spread the coronavirus.

尽管伦敦和巴黎的自行车共享仍在向医护人员提供免费服务，但大多数西班牙城市都关闭了这类服务，称它会增强冠状病毒的传播。

Madrid’s successful bike sharing operation reopened only last week. Bikes are disinfected nightly, and riders must wear gloves.

马德里自行车共享直到上周才重新开放。他们每晚会对自行车进行消毒，并规定骑手必须戴手套。

Still, bicycles are not accepted everywhere. Juan Pasamar lives in Zaragoza, Spain. He said police stopped him as he traveled to work on a bicycle.

然而，仍有一些地区不愿接纳自行车。胡安·帕萨马尔居住在西班牙萨拉戈萨。他说在骑​​自行车上班的路上被警察拦了下来。

“The attitude of the police is the attitude that many people show in the streets,” said Pasamar, who keeps riding, even at the risk of being stopped again. He said, “Bicycles are for many just a nuisance.”

“街上很多人的态度跟那位警察一样，”继续骑行的帕萨马尔说，即使有再次被拦停的危险。他说：“很多人都很讨厌自行车”

I’m John Russell.

约翰·罗素报道。

**Some Governments Encourage Bicycle Use As Lockdowns End**

Some governments are urging people to avoid unsafe crowding on trains and buses by riding bicycles. The suggestion comes as countries ease coronavirus-based restrictions on business and other activities.

But cycling activists say governments could do more. And some people are not welcoming of bicycles.

Governments urging for bike use

Countries and cities across the world are considering how bicycles can help their economies open up again.

In Bogota, Mayor Claudia López has urged everybody returning to work this week to cycle to their jobs instead of using public transportation.

The French government has asked cycling activist Pierre Serne to create a plan for when its lockdown ends on May 11. His suggestions include the creation of bicycle lanes separated from other vehicles. The estimated cost for such a change is 50,000 euros per kilometer.

It is unclear if the French government will accept Serne’s ideas. For now, France has said it will give riders as much as 50 euros, nearly $55, for bicycle repairs.

In Berlin, Germany, the Friedrichshain-Kreuzberg council painted yellow lines on some roads to define them as bike only, taking the space from existing car lanes. This bike system builds on what is called “tactical urbanism,” city developments that are low-cost, simple and easy.

Similar programs are appearing elsewhere. In Lima, Peru; Barcelona, Spain; and Milan, Italy, officials are moving quickly on plans to expand bike paths or take driving space from cars.

Cycling activists

From Germany to Peru, cycling activists want to make more changes for travelers on two wheels. As cities open up across the world, they see a more important way to involve bicycles.

Morton Kabell co-chairs the European Cyclists’ Federation.

The move to more bike-friendly environments “is necessary if we want our cities to work,” Kabell said.

He added, “A lot of people will be afraid of going on public transportation, but we have to get back to work someday. Very few of our cities can handle more car traffic.”

In addition to separate bike lanes, Kabell is pushing for government financial support for electric bicycles. Such support would persuade commuters who have more difficult journeys to use bikes.

Bicycles and acceptance

Cycling supporters say many minds still must be changed. They note that many officials have called for more use of private vehicles during the lockdown.

Different countries had different policies about bicycles.

In Britain, where people are still permitted to leave home to exercise, cycle shops have remained open during the lockdown that began March 23.

But in Spain, the government closed such shops, but permitted gasoline stations to remain open.

And while bike-sharing in London and Paris was provided free to health care workers, most Spanish cities shut down the services, saying they would help spread the coronavirus.

Madrid’s successful bike sharing operation reopened only last week. Bikes are disinfected nightly, and riders must wear gloves.

Still, bicycles are not accepted everywhere. Juan Pasamar lives in Zaragoza, Spain. He said police stopped him as he traveled to work on a bicycle.

“The attitude of the police is the attitude that many people show in the streets,” said Pasamar, who keeps riding, even at the risk of being stopped again. He said, “Bicycles are for many just a nuisance.”

I’m John Russell.