Building on Bogota’s Legacy in Sustainable Mobility Planning

The city we are building 484 years
1 Evolution of mobility from 2005 to 2022
2 Achievements in the last 2 years
3 Future plans
Evolution of mobility from 2005 to 2022

Before

- Mass Transportation and mobility solutions begins in the City
- First bike lanes constructed; greater sidewalks, plazas and parks (2000)
- Phase I TMSA is operational (2000)

2005 - 2011

- Operation 2nd phase TMSA (2005)
- Mobility Master Plan adoption (2006)
- Premise: "move people not vehicles" (2009)
- SITP begins (2009)

2012

- Phase III TMSA and SITP starts operation
- "Pico y Placa" all day
- New Sustainable Mobility Projects: Cycle Path Av. 26
- Pedestrianizing Av. 7 in downtown

2013-2015

- "Onda Bici" & To School Bike (2013)
- Operation Phase I TMSA I Soacha (2013)
- Hybrid dual buses TMSA (2015)

2016-2019

- TransmiCable starts operation (2018)
- Ethical approach to road safety "Vision Cero" (2018)

2020

- COVID-19 sustainable mobility: Pop Up Bike Lanes
- Construction Metro I Line begins.

2021-2022

- CONPES 4034 (2021)
- The largest mobility infrastructure investment in history:
- Metro / Light Rales
- Green Corridors / Cables
- Ciclo Alameda
- Vital Neighborhoods
- Shared Bicycle System
- Public Space Redistribution – POT
- Infrastructure mega projects (ALO Sur, Accesos Norte, Calle 13, etc)
- Bike Public Policy
- Solidary and Regional "Pico y Placa"
- Electrification of the bus fleet

In the future:
- Pedestrian Public Policy
- Modal Exchange Complexes
- Implementation Zero & Low Emission Public Policy
- Implementation of the Bogota Region Law
Achievements in the last 2 years

High Occupancy Vehicles
Promote the efficient use of private vehicles and discourage the purchase of a second vehicle
Car restriction exceptions (via payment) (Pico y Placa Solidario)
36,000 vehicles with permission +22 millions USD for SITP
Car pooling System
150,000 registrations per week
Incentives for efficient use: 3 or more passengers

Electrification of the SITP-TM Fleet
1,487 electric buses
1,061 in operation
10 electric yards
This will generate:
10% of the current fleet is electric
↓ 37 tons of PM10/year
↓ 155,000 tons of CO2/year
3000 new drivers and jobs
↑ coverage and cost reduction for users
Our goal
By 2038 100% of the bus fleet will be electric

Kids First program
To promote trust among children and families towards feeling safer while they go to school
30 km/h speed limit compliance in 745 School Zones
+250.000 benefited students from the Kid’s First programs and controls
+ 3,650 children have participated, learning safer behaviors through games.
83% students with high perception of safeness
56% of parents who see changes in academic development

Building on Bogota’s Legacy in Sustainable Mobility Planning
Achievements in the last 2 years

**Bicycle Public Policy**
- Improves **physical, socio-economic and cultural conditions** of the city for the use of bicycles.
- More **personal safety**
- Increased **road safety**
- More **bicycles for all**
- More and **better** cycling
- Bogota a **bicycle production** center
- Strengthened **bike registration.**

**Shared Bike System**
- 3,300 Bicycles:
  - 1,500 With pedal assist
  - 1,500 Without pedal assist

**Complementary Elements**
- 150 Bikes with baskets
- 150 handicap bike
- 300 docks

**Bike Parking**
- 435 racks type M-23-A
  - in 2022, more than 3,000 docks

**Bike lanes a response to Covid-19**
- **Permanent** cycle infrastructure and **pop up bike lanes**
- **84 km**
  - Adopted as temporary bike lanes in 14 corridors by 2020
- **34 km**
  - Temporary bike paths implemented as permanent

**Increase in bicycle use of 50%.**
- March 2020 - March 2021

**Today we have a Bike lane network of 593 km**

*Building on Bogota’s Legacy in Sustainable Mobility Planning*
Achievements in the last 2 years

**Gender plan: mobility from the perspective of care**

Four pillars towards sustainable and gender centered mobility

- **Accessible and Inclusive Mobility**
  - City-wide study under development, with emphasis on mobility for care and personal safety

- **Overcome gender labor gaps**
  - Women in non-conventional occupations for Bogotá's urban transport system – Public Transportation Provider (La Rolita & Ecoconducción)

- **Gender approach in mobility policies**
  - Actions to include and maximize the participation of women in the way we move.

Public bicycle system and policy with a gender approach.

- 4 specific products to achieve parity in bicycle use.
- Launch of the “Me muevo Segura Project”

- The right to a **life free of violence**
- The right to a **culture free of sexism**
- The right to **habitat and decent housing**
- The right to **work in conditions of equality and dignity**

Building on Bogota’s Legacy in Sustainable Mobility Planning
Achievements in the last 2 years

Bogota’s Master Plan (POT) incorporates for the first time ambitious zero and low-emission goals for the city region’s mobility.

- Develops and promote **economic and non-economic incentives** and **disincentives** throughout the value-chain.
- Consolidates a **smart, accessible and competitive recharging infrastructure** network with the private sector.
- Promote an innovative **circular economy model in aspects of electric mobility**
- Establish an ecosystem to produce information, investigation, development and innovation throughout the value chain.
- Develop an **environment of communication, learning and participation** around zero and low emission mobility.
- **Short-term goal (PDD 2020-2024)**: 6,500 zero- and low-emission vehicles and 20 fast-charging stations for public use.

Building on Bogota’s Legacy in Sustainable Mobility Planning
Soon…

1 electric yard under construction
195 electric buses
9 zonal routes
32,000 users / day estimated
450 new driving jobs (women)
+21 neighborhoods directly benefited

Operation of zonal routes with official coverage in Perdomo and Jerusalem (Ciudad Bolívar)
Future plans
## Future plans

### 2027
- Metro first line Cll 72
- SITP Troncal Av. 68
- SITP Troncal Av. Ciudad de Cali until Américas
- SITP Troncal Av. Caracas until Usme

### 2035
- Metro II Line Suba-Engativá
- Metro Ext. PLMB
- Extension Av. Ciudad de Cali

### Long Term
- Metro third line Av. Boyacá
- Extension Cll. 80
- Extension Cll 26
- Continuation Plan Marco TM
- Extension Av. Ciudad de Cali until Soacha

### Regiotram Occidente
- Cable Usaquén - El Codito
- Cable Reencuentro - Monserrate
- Cable S. Cristóbal – Altamira

### Regiotram Norte
- Cable San Rafael
- Cable S. Cristóbal - Juan Rey
- Cable Ciudadela - Sucre
- Cable Potosí - Sierra Morena

### Southern Rail Corridor to Soacha
- Green Corridor Cra.7a
- Cicloalameda Medio Milenio
- Fase II Cicloalameda Porvenir

### Western Bogota
- Autonorte Expansion
- Carrera 7 Expansion
  - Western Bogota: Calle 13 (incluye troncal), ALO
  - Centro, Intercambiador Cll. 80, Perimetral de la Sabana
  - Vía Suba – Cota
  - ALO Sur
  - Conexión Codito - La Calera

### Cost
- 43 billion pesos (9.7 billion dollars approx.)
Future plans

- **499 Km** additional of cycling infrastructure
  - 229 km in July 2024 and 270 km 2035 (Total 1000 km)
  - (including 11 cicloalamedas)

- **22** integrated high and medium capacity green corridors
  - (120.4 Km).

- The “POT Bogotá Reverdece Master Plan” privileges trips in active modes of transport, with zero and low emissions.

- Eco-urban planning and sustainable construction strategies

- 32 vital neighborhoods in the city, transforming public space through tactical urban planning and infrastructure interventions. (10 to 2025 / 20 to 2030 / 32 to 2035)

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**Green Corridors**

**Vital Neighborhoods**

**Zones for Better Air (ZUMA)**