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Towards a Safe and Accessible City – Lessons Learned from Bogotá

ITDP

ALCALDÍA MAYOR DE BOGOTÁ D.C.
SECRETARÍA DE MOVILIDAD
BOGOTÁ

Zero & low emission Motorized Mobility Public Policy 2022 - 2035

MOVILIDAD DE CERO Y BAJAS EMISIONES

Consolidate zero- and low-emission motorized mobility as an efficient, accessible and competitive alternative in the city region.

Develop and promote **economic and non-economic incentives** and **disincentives** throughout the value chain.

Consolidate a **smart, accessible and competitive recharging infrastructure** network with the private sector.

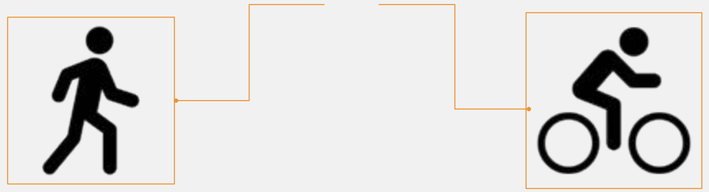
Promote an innovative, sustainable and collaborative electric battery **circular economy model.**

Develop an **environment of communication, pedagogy and participation** around zero and low emission mobility

Establish **an ecosystem to produce information, investigation, development and innovation** throughout the value chain.

Short-term goal (PDD 2020-2024): 6,500 zero- and low-emission vehicles and 20 fast-charging stations for public use.

Pedestrian and Bicycle Public Policy



- Increased **road safety**
- More **accessible city** for all
- Promotion of **modal change**
- **Redistribution** and **redefining** of public space
- Increased **pedestrian infrastructure**

Purpose

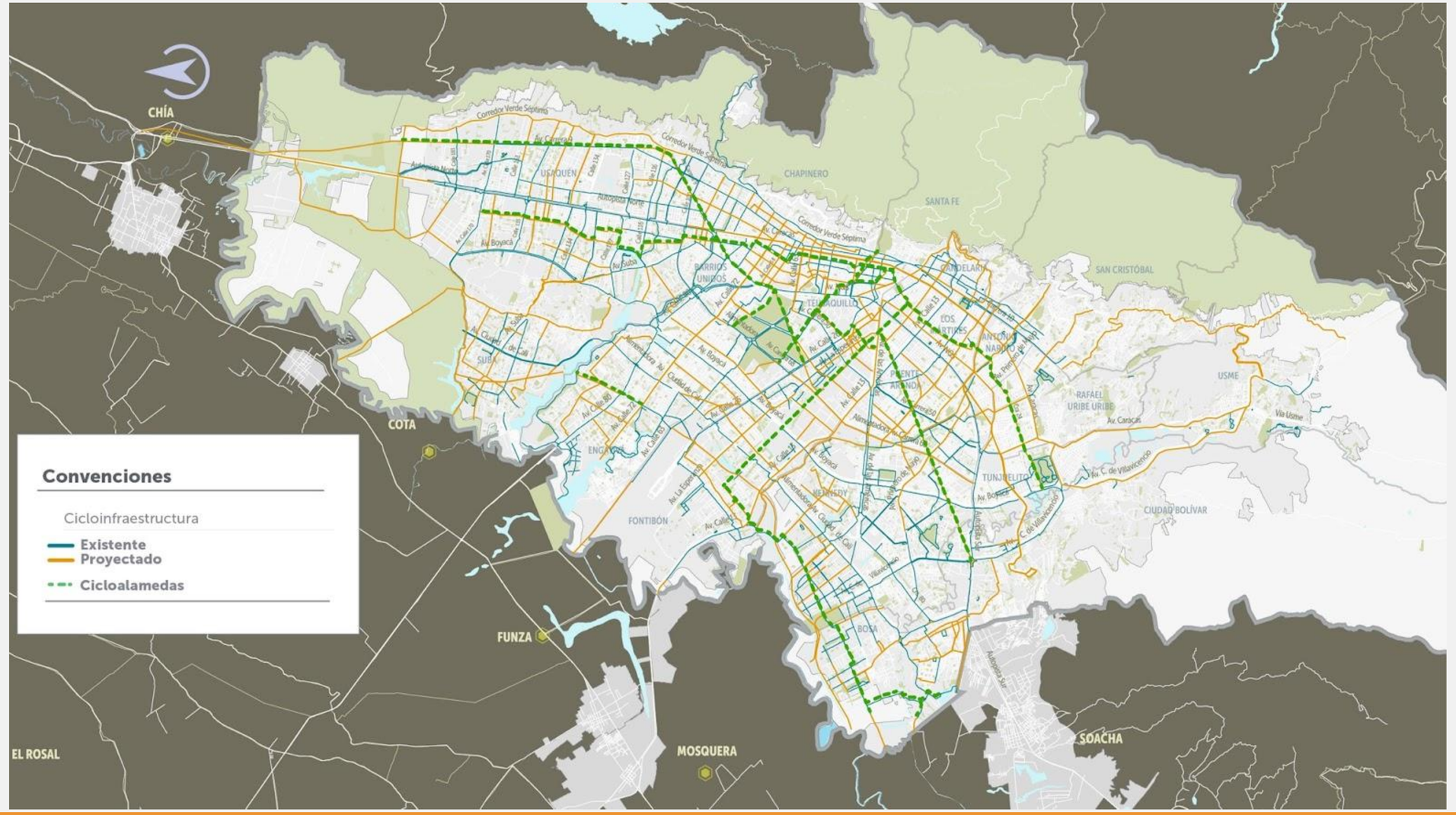
Making possible a city that prioritizes active modes of transport, with zero and low emissions. Pedestrian needs at the center of mobility

- Increased **road safety**
- More personal safety
- More **Bicycles for all**
- Bogotá a **bicycle production** center
- **More** and **better** Cycling

Purpose

Improve the physical, socio-economic and cultural conditions of the city for the use and enjoyment of cyclists.

The biggest cycle network of Latin America



A network of **499 km** of new bicycle lanes and bike paths to complete more than **1,000 km of bicycle infrastructure network.**

Actual:

593 kms of bike lanes

11 kms Temporary Bike Lanes (84 Kms) – 2020 pandemic

Permanent and temporary bike lanes for Covid-19

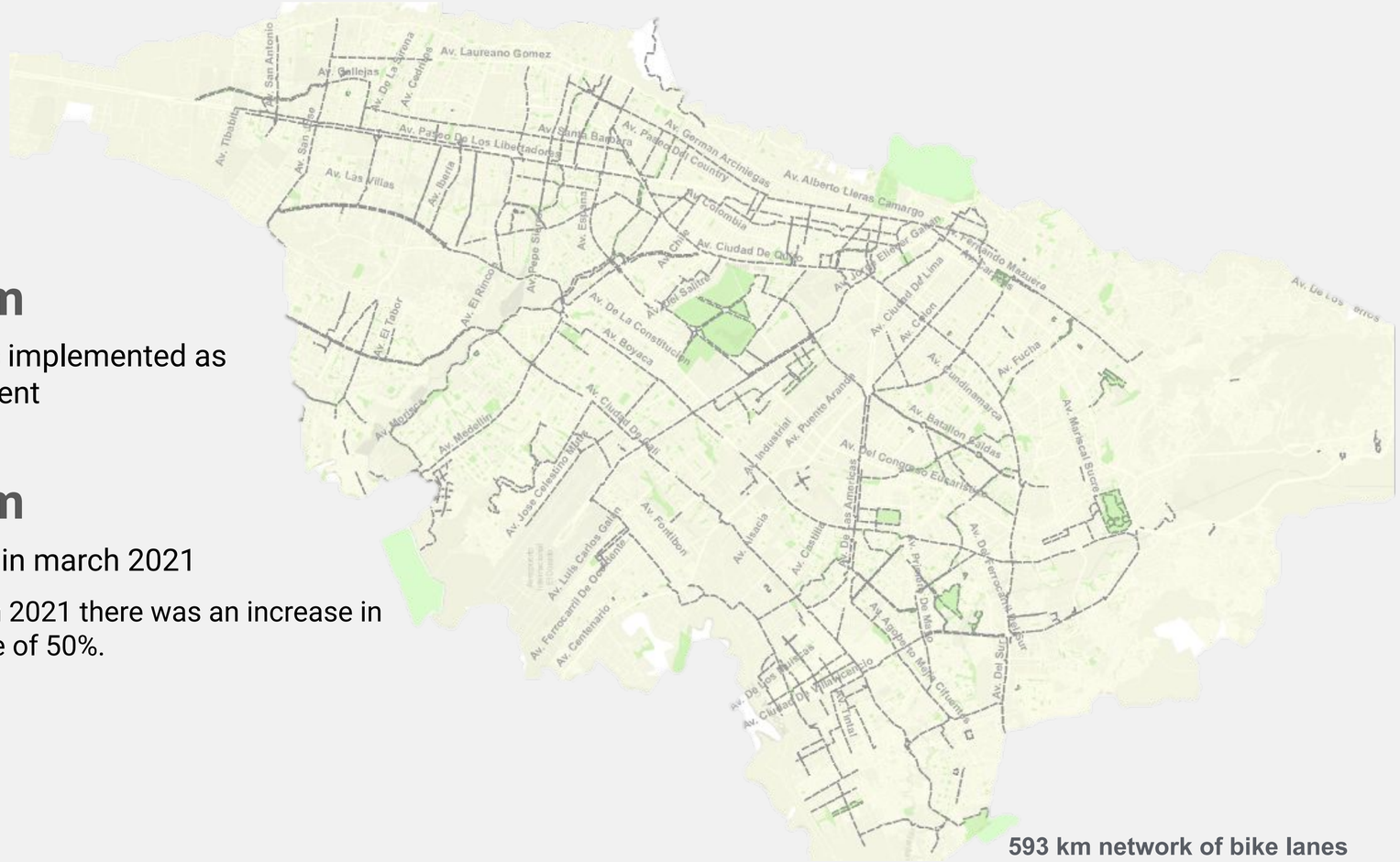
28 km

Temporary bike paths implemented as permanent

46 km

Temporary bike lanes in march 2021

Between march 2020 until march 2021 there was an increase in bicycle use of 50%.



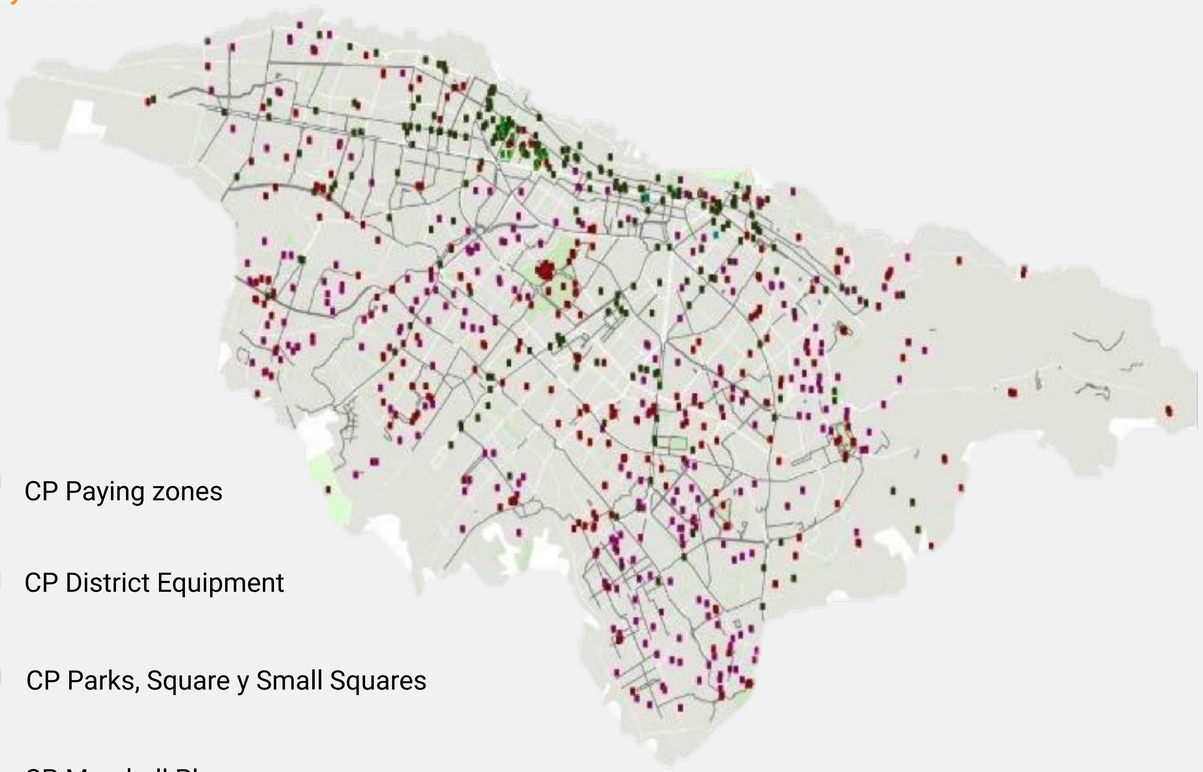
593 km network of bike lanes
***June 2022**

“More and Better” Bike Parking

Network of bike parking of Bogotá

50.407 spaces

Mayo 2022



CP Paying zones

CP District Equipment

CP Parks, Square y Small Squares

CP Marshall Plan

CP Quality Seals

Shared Bike System

Complementary Elements

150 Bikes with baskets
150 hand bikes
300 garages

Retribution - Bike Parking

435 racks type M -23 -A in 2022, more than 3.000 rooms

Electrification of the SITP-TM Fleet

1,485 electric buses awarded
1,061 in operation
5 electric yards

The 1,485 electric buses will generate

↓ **37** tons of PM10/year

↓ **155,000** tons of CO2/year

Employment generation: **3000 drivers**

↑ coverage and cost reduction for users

By **2038 100%** of the bus fleet will be electric

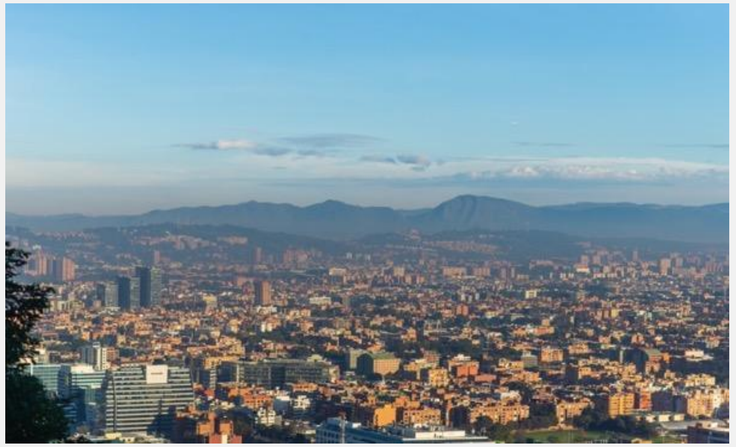
Streets for all modes and reduction of GHG emissions

- **22** integrated high and medium capacity green corridors (120,4 Km)
- **499 Km** additional of cycling infrastructure (including 11 cicloalamedas)
- The **“POT Bogotá Reverdece”** privileges trips in active modes of transport, with zero and low emissions.
- **Eco-urban planning and sustainable construction strategies**
- We hope that clean mobility contributes to reducing GHG emissions between **30-40%**

Green Corridors

Vital Neighborhood

Zones for Better Air (ZUMA)



Multimodal & Sustainable Mobility System in 3 scales:

Regional: intermodality (rail system), mobility hubs at the entrances and exits of the city and logistics corridors

District: green corridors network (high and medium capacity), cycloinfrastructure urban network (cicloalamedas)

Local: a mobility system (the pedestrian, and cycloinfrastructure network and the proximity green corridors) connected with the care system.

- The objective is to generate a **Multimodal and Sustainable** Mobility System centered on the railroad **system** as its backbone
- Clean and **sustainable mobility** is a priority
- **Pedestrians** and **bicycles** as mobility protagonists
- A clean and sustainable transportation network with **281 km** new and connected to the current network of **113 km.**

Multimodal & Sustainable Mobility System by 2035:

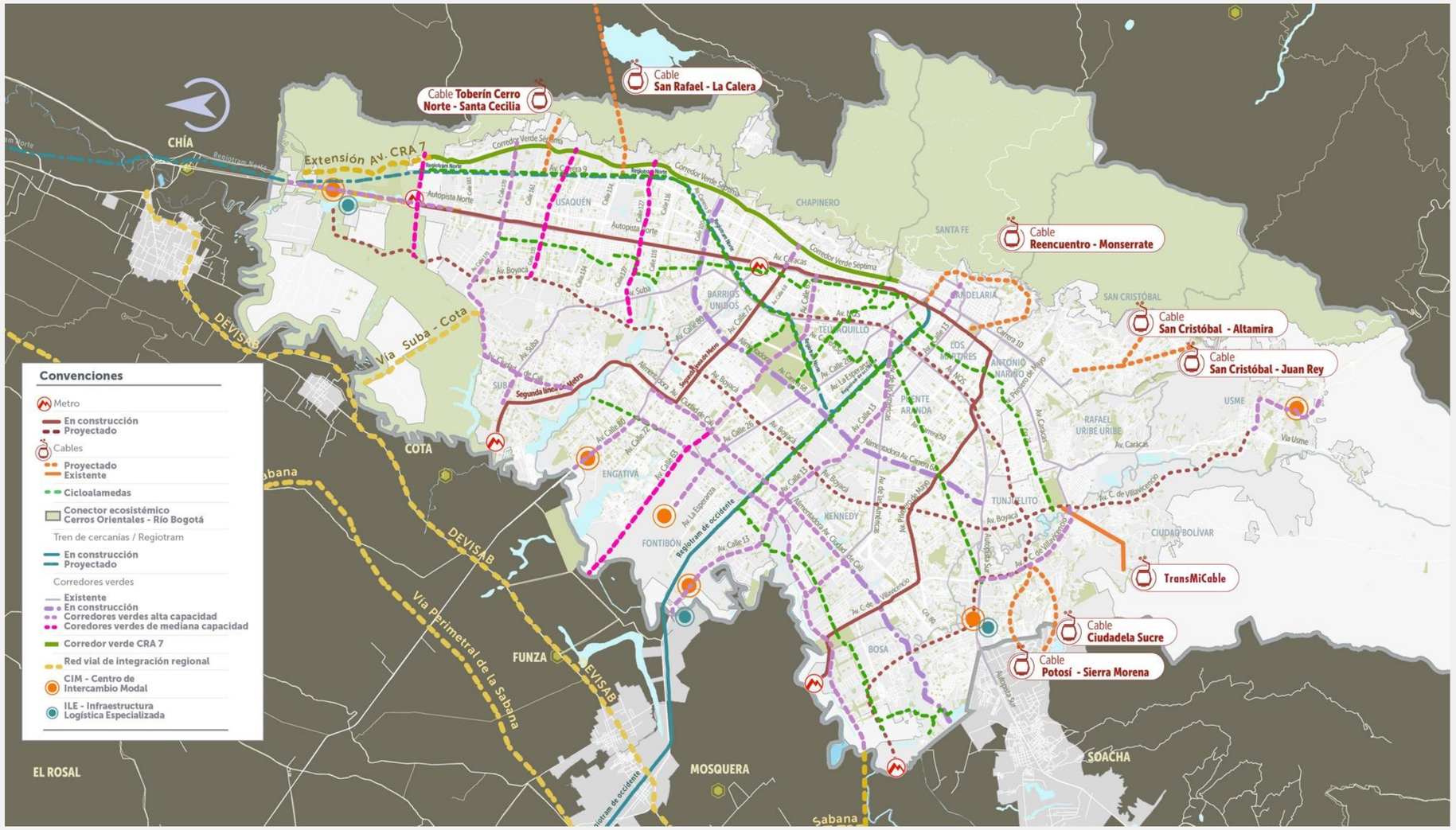
Infrastructure: connected to the city-region, proximity and accessibility.

A complete streets model for all modes and GHG emission reductions

Opportunities around mobility infrastructures (DOTS)

Digital Mobility – Profit Analysis Spatially

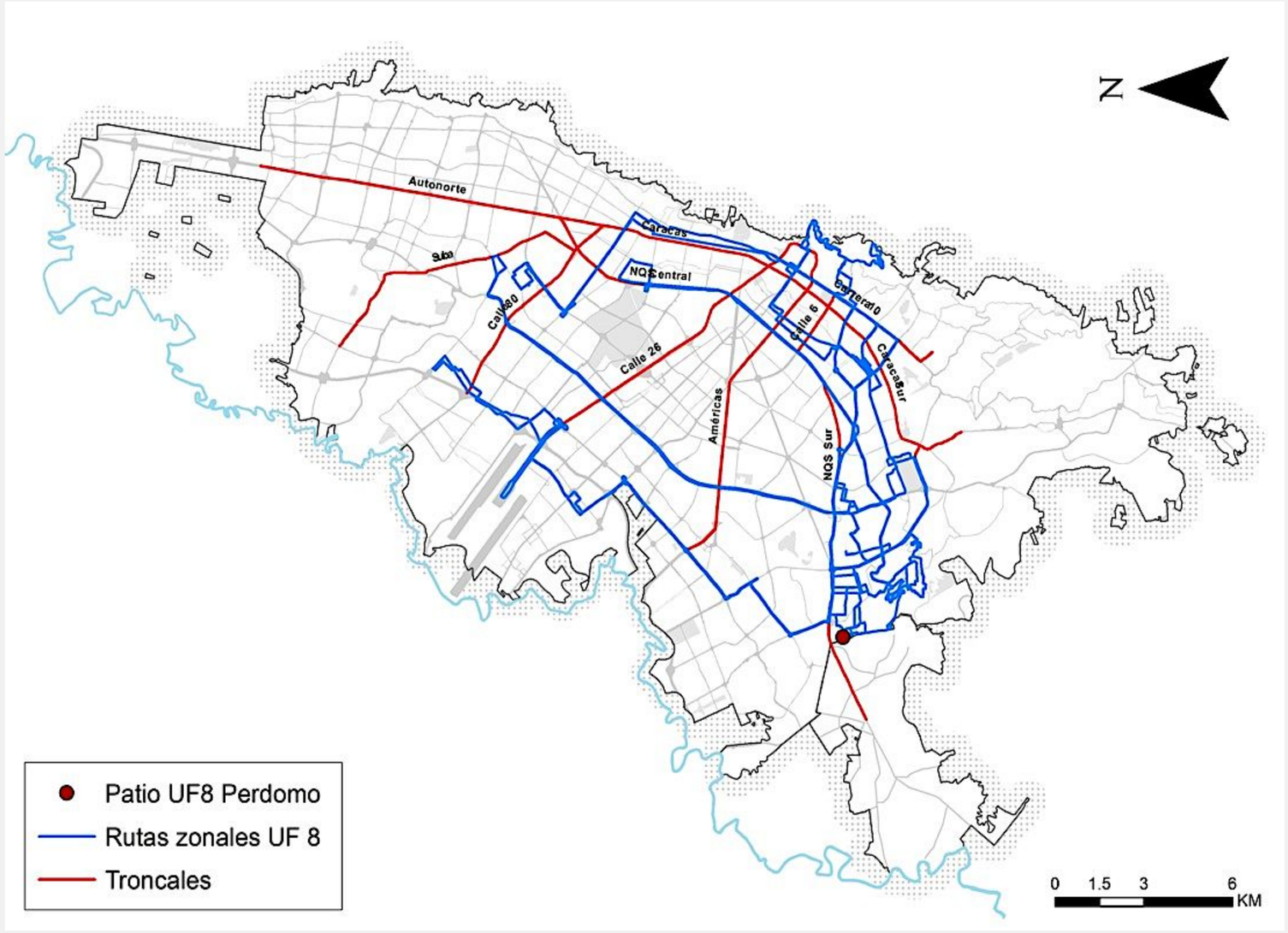
Projects with a vision by 2035



- ✔ 5 metro lines (97,4 Km)
- ✔ 2 regiotrams (92,8 Km in city-región of which 33,6 Km are in Bogotá)
- ✔ 7 cableways (25,3 Km)
- ✔ 22 high and medium capacity green corridors (120,4 Km)

Operadora Distrital de Transporte S.A.S

LA ROLITA
OPERADORA DE TRANSPORTE



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)

HOV Exemptions

(1) the city has limited space, so it is essential to optimize its use to benefit more people therefore is considered that the space dedicated to HOV lanes could be used instead for prioritizing sustainable modes as public transport or non-motorized alternatives

(2) Having the technology to monitor and control HOV lanes compliance demands high costs and improved institutional capacities.

Goal

increase the average vehicle occupancy from 1.5 in 2019 to 2.0 in 2024

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Road safety initiatives

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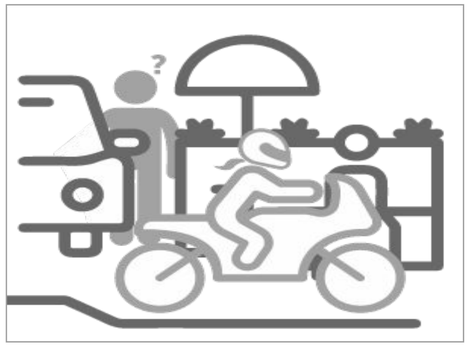
Working lines

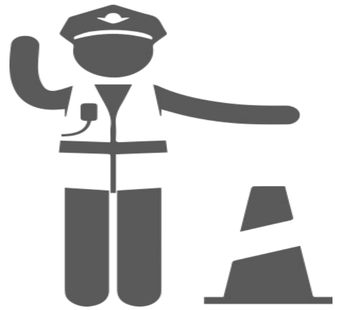
Data Analysis



Education and communication

Provide Secure Infrastructure

Create public awareness and engagement



Risk Behaviors Control

Road Safety in Bogotá

- Making mistakes is human
- Fatalities and serious injuries are preventable
- Transport System should be safe
- The higher the speed, the greater severity of the crash

Speed Management Program

INFRASTRUCTURE – ENFORCEMENT – COMMUNICATION AND EDUCATION

MAIN CORRIDORS

Max 50km/hr

COMMERCIAL ZONES

Max 40km/hr

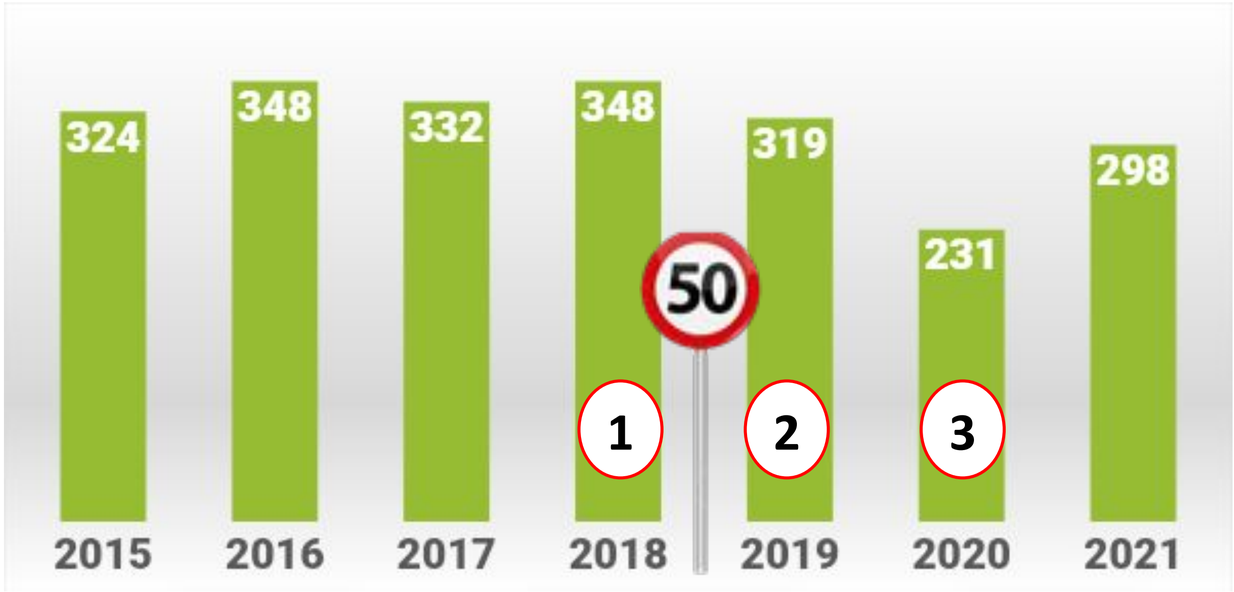
SCHOOL & RESIDENTIAL ZONES

Max 30km/hr

+190 lives saved in 50km/hr corridors from the inception

Speed Management Program

Average 2015-2017: 335 fatalities



1. Bogotá implemented 10 50 km/hr main corridors
2. As a pandemic measure, it is established in most arterial corridors
3. The 50km/hr limit is permanently decreed (073/21) (some exceptions)

39

Lives Saved during 2021 and 2022

Fuente: Data SIGAT – Preliminar 2022. arcgis 8/07/22.

Change in Driving Behaviors

Enforcement and Surveillance

= 300 Civil Agents
(end of 2022)

+ than 260 Checkpoints
(August 31)

+ than 90 Lifesaving checkpoints
(August 31)

Fuente: Data SIGAT – Preliminar 2022. arcgis 8/07/22.

Speed Management Program

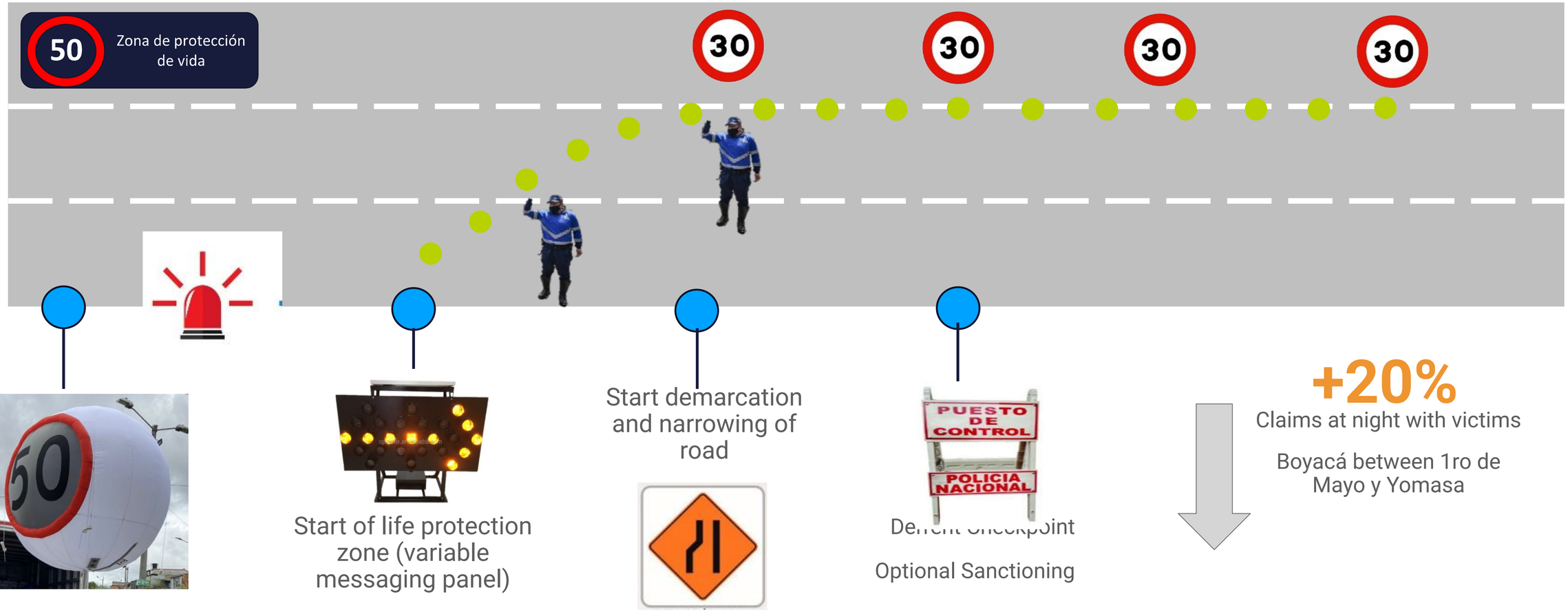
37% Between Friday 10 pm to Sunday midnight

32% Between 10pm and 5am

70% Fatalities at night in arterial roads

Inception of the Pilot: feb. 25

Corridor	Sections
Boyacá	Av. Primero de Mayo y Calle 44 sur
NQS	Calle 6 y calle 19
Ciudad de Cali	Calle 13 y calle 10



Start of life protection zone (variable messaging panel)

Start demarcation and narrowing of road

Optional Sanctioning

+20%

Claims at night with victims

Boyacá between 1ro de Mayo y Yomasa

BIGRS Cooperation in Bogota

Road Safety Data

Mass Media Campaigns

Police Enforcement

Institutional Strengthening

THANK YOU