

MOBILIZE LEARNING LAB

SUSTAINABLE MOBILITY



ALCALDÍA MAYOR
DE BOGOTÁ D.C.



Population characteristics



88% of public transportation trips are from strata 1, 2 and 3.

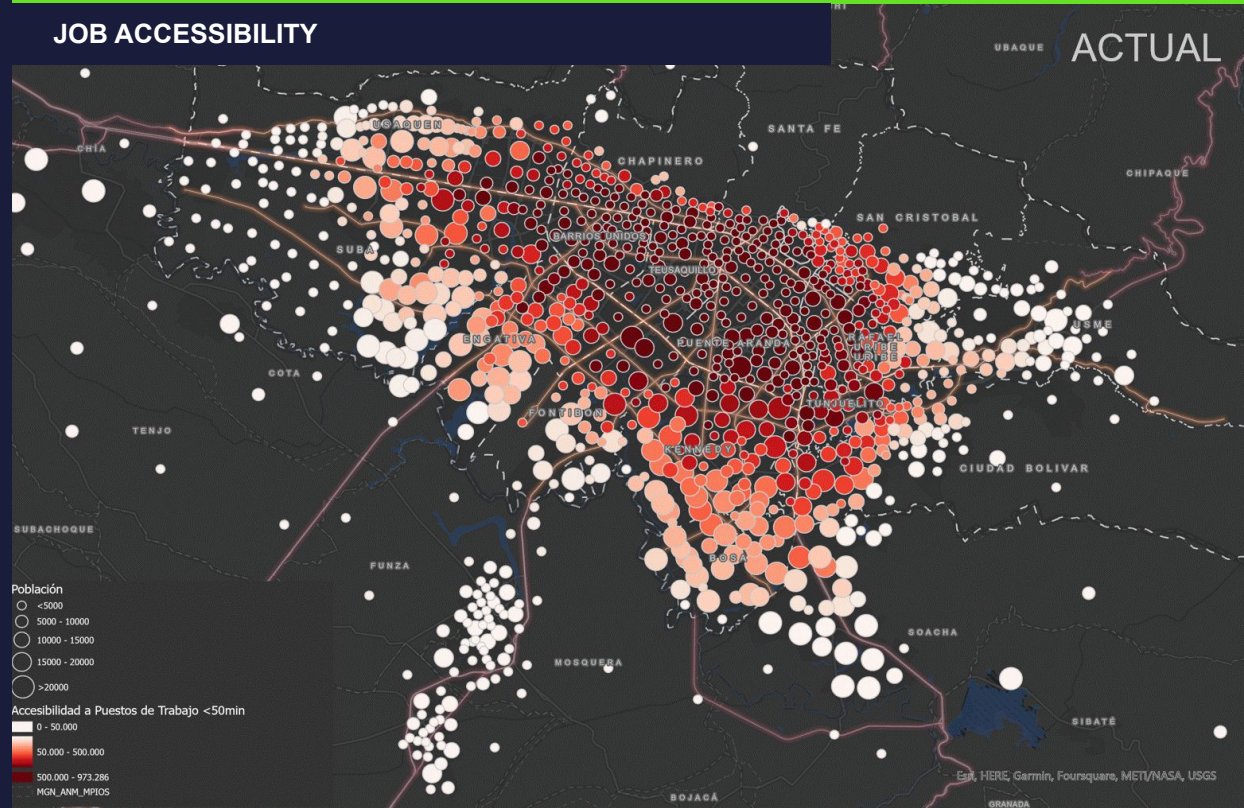


32% of trips in households in strata 4 are by car



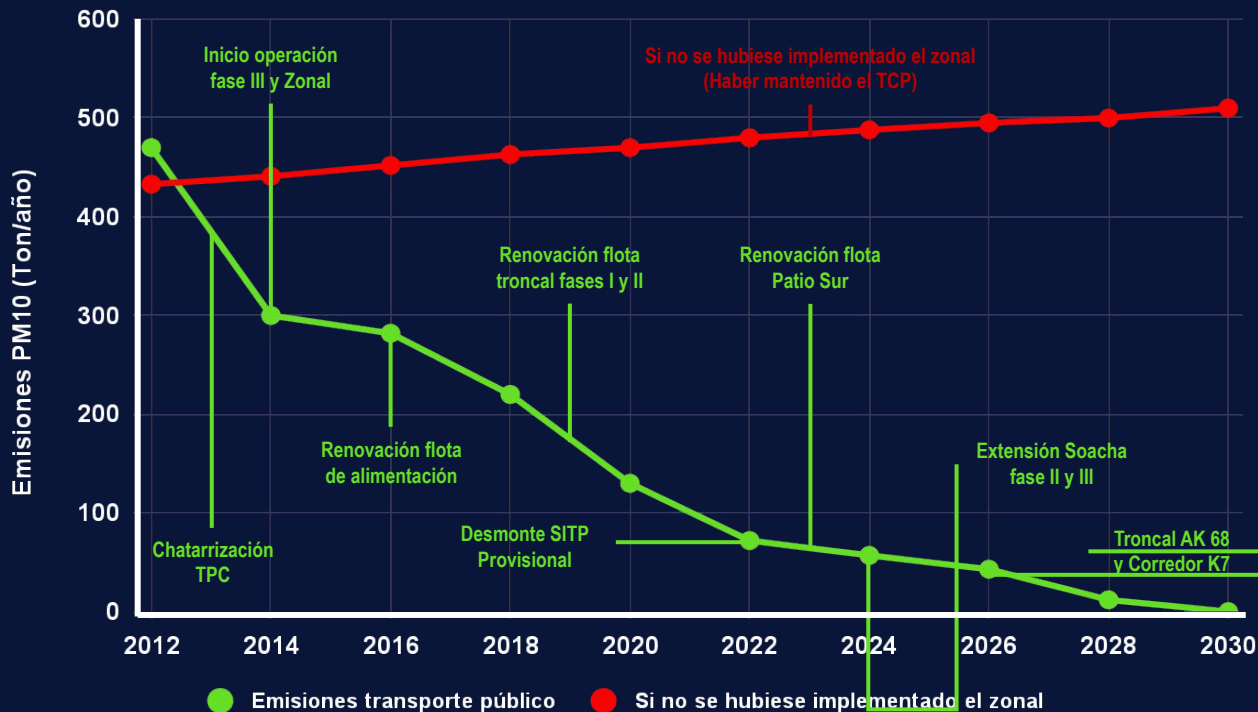
46% of trips in households in strata 5 and 6 are by car.

JOB ACCESSIBILITY



45% of trips are made by households with incomes of less than 1.5 million pesos.

Reduction of PM10 emissions in public transport (Troncal – Zonal TPC/Provisional)



88%

reduction of PM10 emissions in the period 2012 – 2022

IMPROVEMENT

In fuel quality since 2010 (less amount of sulfur in diesel).

Decree 555 of 2021



POT - Territorial Arrangement Planning Objectives



1. **PROTECT** environmental areas and landscapes of Bogotá.



1. **INCREASE** the resilience capacity of the territory against the occurrence of disasters and derivatives of variability and climate change.



1. **OFFER** a territory with a better urban environment and rural settlements



1. **REVITALIZE** the territory through interventions and quality projects.



1. **PROMOTE** greater dynamics, economic reactivation and the generation of formal employment.



1. **REDUCE** its imbalances and territorial inequalities for a more supportive and caring Bogotá.



1. **ACHIEVE** Sustainable Rural Development.

Bogota's Plan

Territorial Arrangement Plan

- Protect landscapes and areas of environmental importance.
- Offer a territory with a better urban environment and rural settlements.

Sustainable and Safe Mobility Plan

- Multimodal public transport system from the regional to the local.
- Smart, safe and caring territory.
- Public space network for mobility.

Sustainable and Decarbonized Mobility Policy

- It privileges trips in active modes of transport, zero and low emissions.
- Structuring axis of mobility: the pedestrian.



Zero and Low Emissions Policy Goals



1. Promote the transition of motorized road **transport modes to zero- and low-emission technologies.**



2. Strengthen management, innovation, development and research processes in the value chain for zero and low-emission motorized mobility technologies.

General objective

Consolidate motorized mobility of zero and low emissions in road modes, as a sustainable, accessible, competitive and attractive alternative in Bogotá and the Metropolitan Region



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



4. Consolidate a network of smart, accessible and competitive recharging infrastructure in coordination with the private sector.

Approaches



Population



Human Rights



Genre



Environmental



Territorial

Bicycle public policy - Conpes D.C. 15 of 2021

General objective: Improve the physical, socioeconomic and cultural conditions of the city for the use and enjoyment of bicycles.



Increased personal safety



Increased road safety



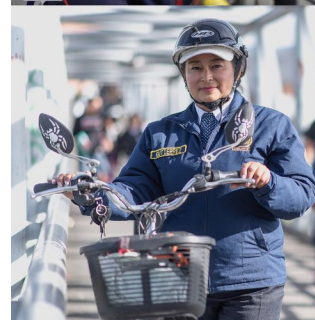
More and better bicycle trips



More bikes for everyone



Bogota Bicycle production pole



10 results

44 products

18 years of validity

2.2 billions

Pedestrian Public Policy In process of formulation



1. Culture:

Promote respect, self-care and cordiality towards people who move and enjoy pedestrian public space.



2. Infrastructure:

Improve pedestrian infrastructure to make it accessible, attractive, comfortable and continuous.

General objective

Consolidate Bogota as a city whose infrastructure, accessibility and safety conditions promote and improve the quality of pedestrian mobility and enjoyment of public space.



3. Security:

Promote a city that protects pedestrian mobility and permanence, generating confidence in the use and enjoyment of public space.



4. Governance:

Develop governance instruments for decision making, involving citizens in the processes related to pedestrian mobility and permanence.

Approaches



Population



Genre



Territorial

3 Scales In the mobility system



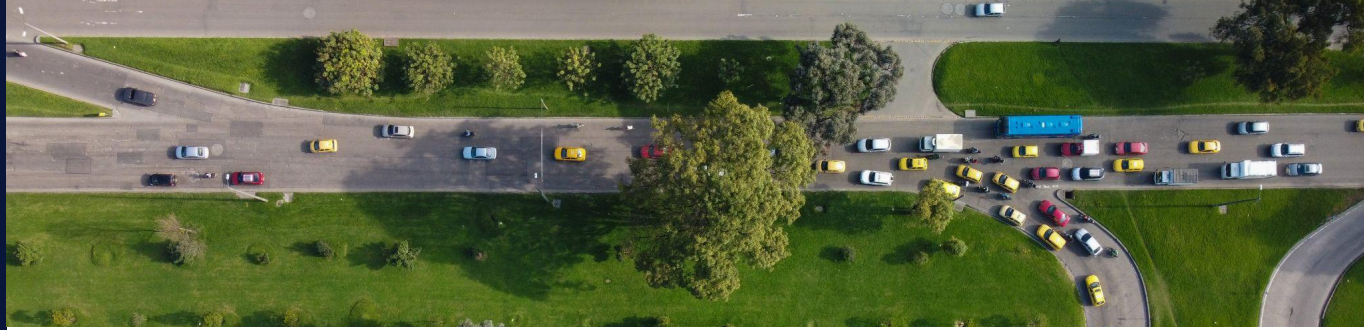
Regional: intermodality (rail system), modal interchanges at the entrances and exits of the city and logistics corridors



Distrital: network of green corridors (high and medium capacity), bicycle infrastructure network (cycle malls)

Local: Local: mobility system at a local scale connected to the care system (pedestrian network, cycling infrastructure and proximity green corridors)

The Multimodal and Sustainable Mobility System in 2035 will achieve:



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 - Data Leverage



A clean and sustainable transportation network with **281 new km** connected to the current network of 113 km.



A closer, safer, more inclusive and walkable city with more than **27 million m²** of sidewalks.



A network of **499 km** of new cycle track and bike lane, to complete more than 1,000 km of bicycle infrastructure network.



A road network connected at the 3 scales (regional, district, local) with **417.5 km** of new roads.



Between 900-1.250 km/lane of new arterial network will be generated **(an increase of between 24%-33%)**.

We expect that clean mobility will contribute to reducing GHG emissions by **30-40 %**.



Implementing long-term transportation projects, compared to the current scenario, **reduces travel times in public transportation by 21%**.

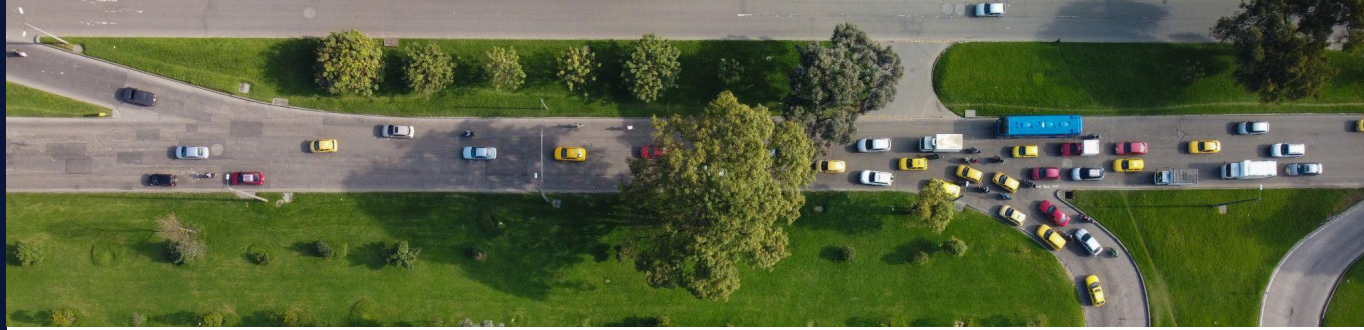


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Implementing the entire supply of Transportation Projects in the long term with respect to the current scenario, **reduces travel times in Motorized Modes (Public and Mixed T.) by 23%**.

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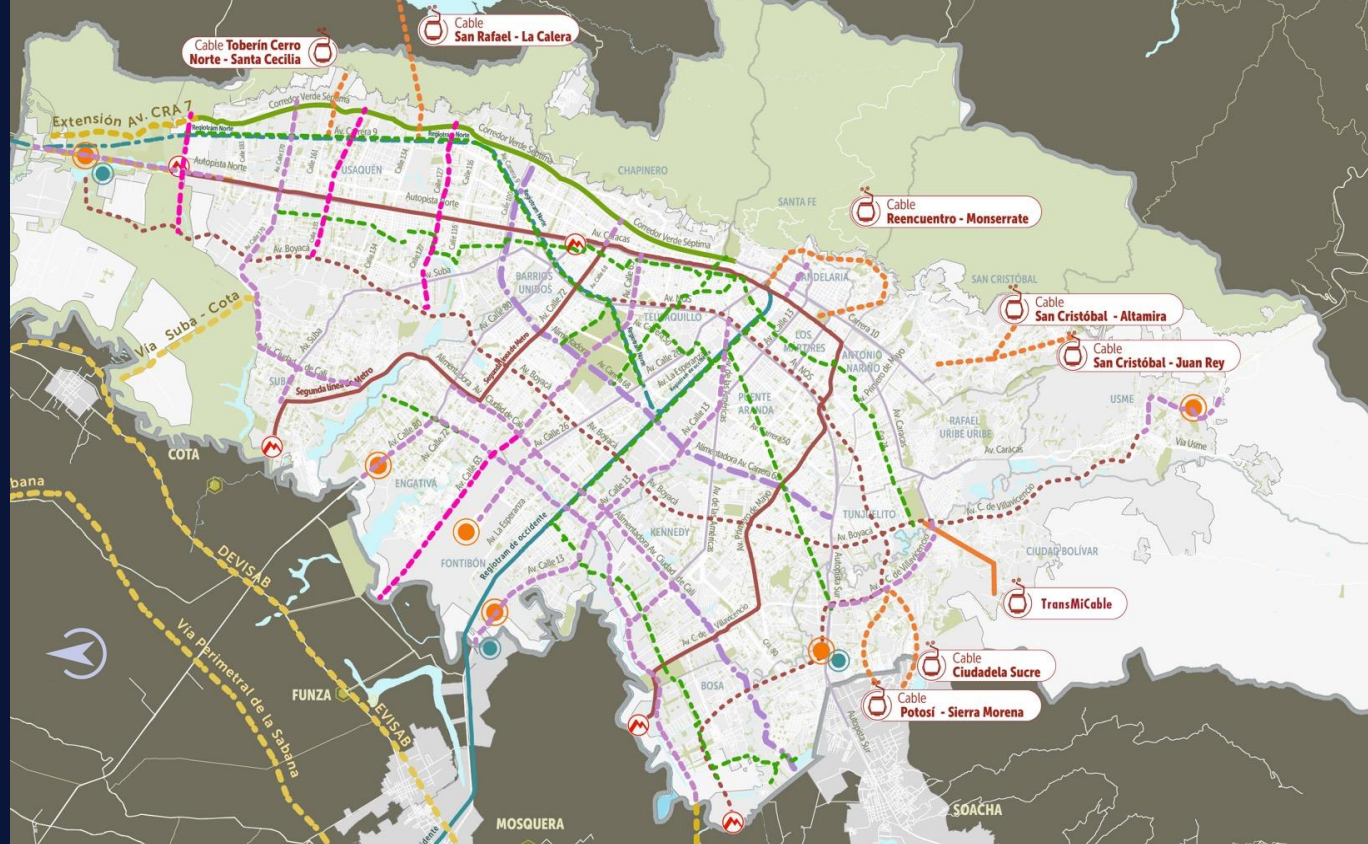


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Transport network – long term



Convenciones

- Metro
- En construcción
- Proyectado
- Cables
- Proyectado
- Existente
- Cicloalamedas
- Conector ecosistémico
Cerros Orientales - Río Bogotá
- Tren de cercanías / Regiotram
- En construcción
- Proyectado
- Corredores verdes
- Existente
- En construcción
- Corredores verdes alta capacidad
- Coreedores verdes de mediana capacidad
- Corredor verde CRA 7
- Red vial de integración regional
- CIM - Centro de Intercambio Modal
- ILE - Infraestructura Logística Especializada

5 Metro lines (97,4 km)
2 Regiotrams (92.8 km in the city-region,
of which 33.6 km in Bogotá)

7 Overhead cables (25,3 km)
22 Green corridors (120,4 km)

  **23,9**
km



16
12 lateral and 10
integrated with
TM



30
Trains



45 a 27
min (Portal
Américas to Calle
72)



72.000
Pax/h/Direction



+2.900.000
Beneficiaries

\$6.100 Millones
USD (Investment Cttis 2023)

First Line of the Bogota Metro

By 2023: construction will continue and is 17% advanced



9 localities

Bosa, Kennedy, Puente Aranda, Barrios Unidos, Mártires, Antonio Nariño, Chapinero, Teusaquillo and Santafé



19

km of Cycloroutes

100%
Electric

2028
Start of operations

 **15,5**
km



11
10 subway, 1
elevated and 5
integrated with TM



25
Trains



60 a 20
min (Fontanar del
río to Calle 72)



76.000
Pax/h/Direction



+2.500.000
Beneficiaries

\$8.300 Millones
USD (Investment Cttis 2023)

Second Line of the Bogota Metro

By 2023: construction to be awarded



4 localities

Chapinero, Barrios Unidos,
Engativá and Suba




1,5

km of Cycloroutes

100%
Electric

2032
Start of
operations


 **24,25**
km

 **21**
stations

 **25**
Trains

 **70 a 30**
min (Soacha to
Central station)

 **44.000**
Pax/h/Direction

 **+3.500.000**
Beneficiaries

\$13.000 Millones
USD (Investment Cts 2023)

Third Line of the Bogota Metro

By 2023: to be brought to feasibility stage



1 municipality
4 localities

Soacha, Bosa, Kennedy, Puente
Aranda and Los Mártires



24

km of Cycloroutes

100%
Electric

2035
Start of
operations


 **22**
km

 **23**
stations and one
portal

 **108** Dual
buses, 12
articulated and 40
bi-articulated
buses

 Reduction
Up to 50%
of travel time

 **18.000**
Pax/h/Direction

 **+1.500.000**
Beneficiaries

\$530 Millones
USD (Investment Ctts 2023)

Green Corridor Carrera Séptima

By 2023: construction to be awarded and construction to begin




3 localities
Santa Fe, Chapinero
and Usaquén


22
km of Cycloroutes

100%
Electric

2026
Start of
operations

 **16,9**
km

 **21**
stations

 **9**
Localities

 **13,7 km**
Cycloroutes

2026
Start of operation

 **+828.000**
Beneficiaries

\$540 Millones
USD (Investment Ctts 2023)

First Metro Line feeder trunk lines - Carrera 68 Avenue

By 2023: construction will continue




 **7,4**
km

 **8**
stations

 **5**
Localities

 **4,6 km**
Cycloroutes

2024
Start of operation

 **+1'010.000**
Beneficiaries

\$150 Millones
USD (Investment Ccts 2023)

First Metro Line feeder trunk lines - Avenida Ciudad de Cali

By 2023: construction will continue



First Metro Line feeder trunk lines - Caracas Sur

 5,5
km

 8
stations

 2
Localities

 3,5 km
Cycloroutes

2024
Start of operation

 **+850.000**
Beneficiaries

\$60 Millones
USD (Investment Ctts 2023)



13th Street Avenue

By 2023: construction to be awarded

 **11,4**
km

 **13**
stations

 **3**
Localities

 **22 km**
Cycloroutes

2026
Start of operation

 **+267.000**
Beneficiaries

\$548 Millones
USD (Investment Ctts 2023)





39,6

14,7 km in
Bogotá – 24,9 km
in la Sabana



17

9 in the region
and 8 in Bogotá



18

Trains



Facatativa,
Madrid,
Mosquera, Funza
and Bogota

100% Electric

2027

Start of operation

**\$422 Millones
USD** (Investment Cttis 2023)

Regiotram of the West

By 2023: construction will continue





47,5

24.9 km in Bogotá
– 22.6 km in the Savannah



17

6 stations in the region and 11 in Bogotá



59

Trains



Zipaquirá, Chía,
Cota and Bogotá

100% Electric

2032

Start of operation

**\$2.100 Millones
USD** (Investment Ctts 2023)

Regiotram of North

By 2023: co-financing with the Nation will be processed.



Logistics Corridors

As part of the logistics ring projected in Decree 555 of the POT, 3 corridors are prioritized:

- Calle 13 Corridor (BRT and 4 lanes in each direction)
- ALO Centro (4 lanes in each direction)
- Calle 63 with connection to Devisab (3 lanes in each direction)
- Before the end of this 2023 it is expected to make APP viable



Aerial Cable Network

Cable San Cristóbal - Altamira

1,2 km of extension
Connection with Portal 20 July
3 stations
\$380 Billion cop
In pre-bills of work

Cable Santafé - Monserrate

7,4 km of extension
Connection National Museum – Calle 6
4 stations
\$380 Billion cop
Hiring Studies and designs in 2023

Cable Usaqué – La Calera

6,9 km of extension
Connection Cra 7 – San Rafael Reservoir
3 stations
\$700Billion cop
Hiring Studies and designs (2023)

Cable Extensión Juan Rey

4,2 km of extension
San Cristobal Extension
\$400Billion cop
Hiring Studies and designs (2024)

Cable Soacha – Ciudadela Sucre

3,3 km of extension
4 stations
\$450 Billion cop
Hiring Studies and designs in 2023



Cable Potosí

1,9 km of extension
Connection Three Corners –Sierra Morena
3 Stations
\$500Billion cop
project idea

Cable Toberin – Santa Cecilia

0,8 km of extension
Connection Cra 7 – Santa Cecilia
3 stations
\$385Billion cop
Hiring Studies and designs in 2024

Vital Neighborhoods

Units that manage vehicular traffic and revitalize public space so that residents can carry out their **activities in the vicinity.**

5 Vital Neighborhoods until 2023.

33 Vital neighborhoods in the POT - Connection with green corridors.

Objectives

1. Prioritization of sustainable modes
2. Resignification of the use of the street
3. Speed management
4. Social management and citizen participation



BARRIOS VITALES



SAN FELIPE



LAS CRUCES

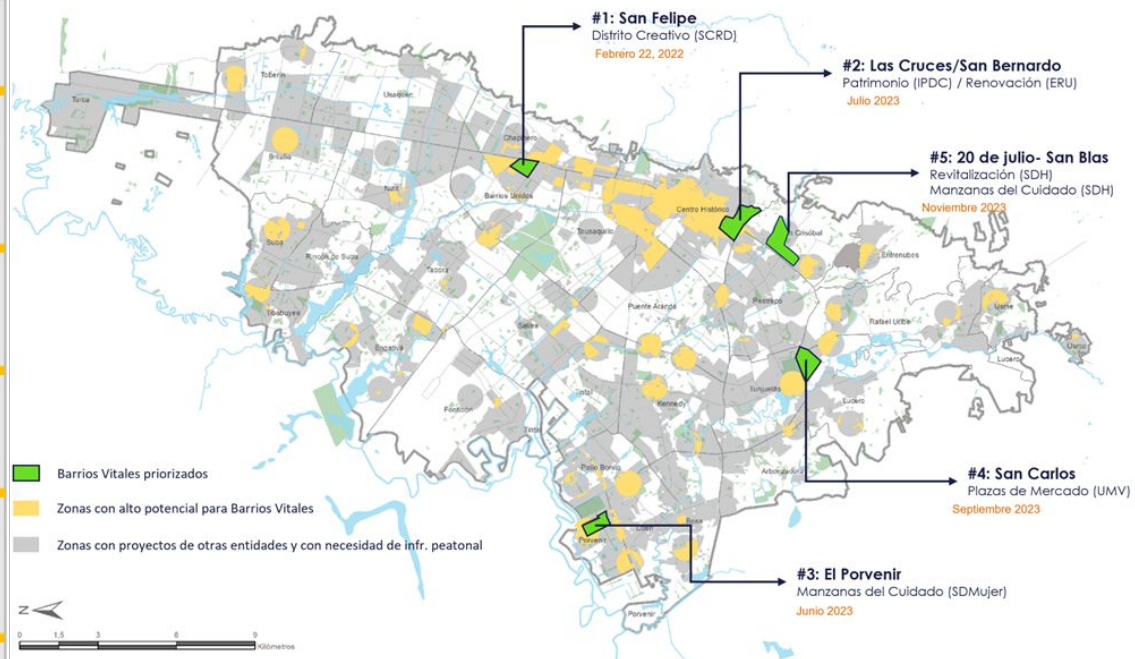


EL PORVENIR



SAN CARLOS

1. BV SAN FELIPE	✓	✓	⌚	⌚
2. BV CRUCES SAN BERNARDO	✓	⌚	⌚	⌚
3. BV EL PORVENIR	✓	⌚	⌚	⌚
4. BV SAN CARLOS	✓	⌚	⌚	⌚
5. BV SAN BLAS - 20 DE JULIO	⌚	⌚	⌚	⌚



1. Diagnostics and planning
2. Implementation of tactical urban planning
1. Civil works
2. Monitoring and maintenance

District Mobility Secretary

Interinstitutional management

¿What is it?

Zones that seek to improve air quality in areas with high pollution and socioeconomic vulnerability, through intersectoral actions that reduce polluting emissions and the impact on health



Poor air quality is associated with 2.300 annual deaths in the city



This strategy seeks, in addition to improving air quality, to benefit the vulnerable population, especially children and the elderly.



ACTIONS



Promotion of pedestrian, cyclist and electric vehicle mobility



Public Transport Prioritization



Revitalization of space, economic and cultural activities



More trees and green areas



Development of a communication and citizen culture strategy.

Zonas Urbanas por un Mejor Aire

ZUMA+
#UnidosPorUnNuevoAire

Integrated Public Transport System



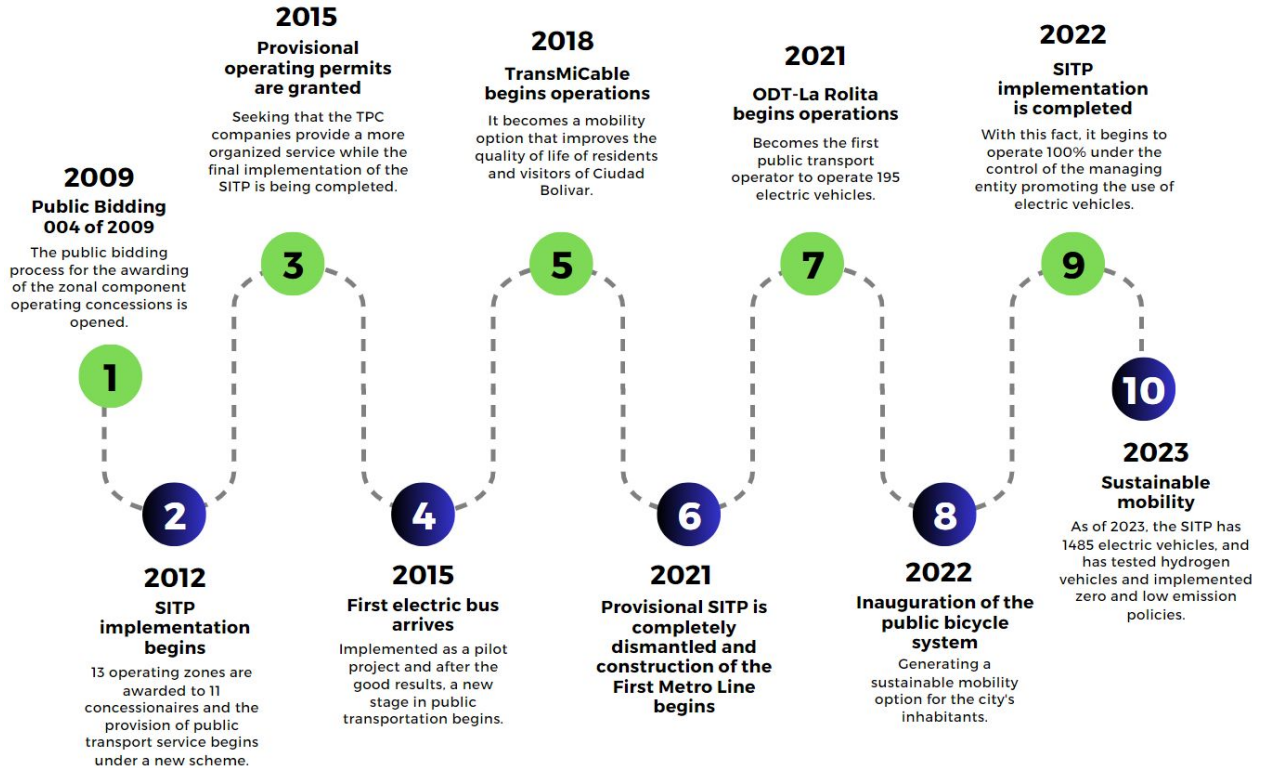
With the dismantling of the SITP Provisional in 2021, the city is betting on providing public transportation service coverage throughout the urban and rural areas.



As of October 10, 2021, the Public Transportation Operator "La Rolita" began providing the service with 11 routes agreed with TMSA.



In the framework of the construction of the Zero and Low Emission Motorized Public Policy, the city is directing its efforts towards electrifying the SITP fleet.



District Operator - La Rolita

600 formal jobs have been generated in 8 months of operation

41.000 passengers transported daily in 11 locations of the city

195 electric buses
100% electric
229 female bus operators
53.5% of the total number of operators are women



Interoperability

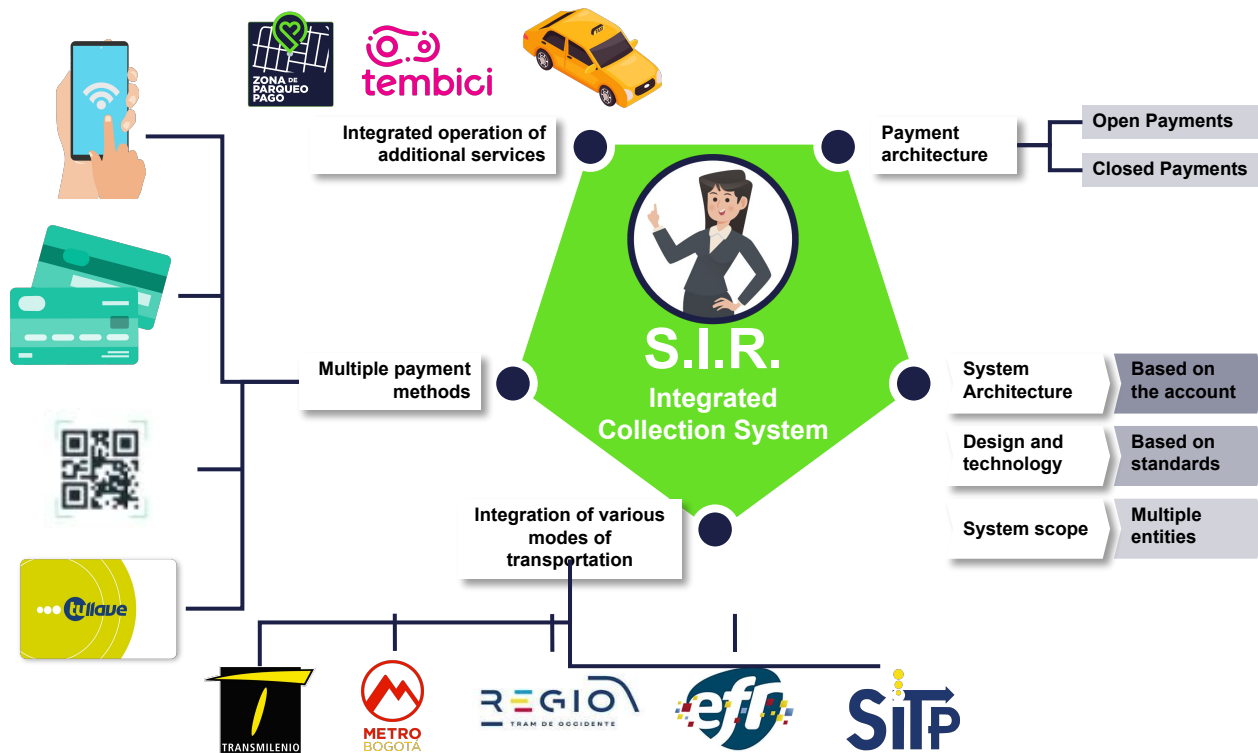
ACTIONS

Issuance of Decree 168 of 2023.

- Creates the Interoperable Collection System (SIR).
- Applicable to SITP and the current SIRCI collection system.
- Defines TMSA as the SIR Management Entity and creates the Interoperability Committee as a coordinating body.

Execution of the SIR Conceptual Design and definition of technical guidelines for interoperability (2023)

Adoption of technical guidelines for interoperability (2023)



Emissions reduction in public transportation

With the operation of the **1.485** electric buses in the SITP, an estimated reduction in emissions of:



95.000 tons of CO2 per year



40 tons of Particulate Matter PM2.5 per year

By 2039, it is expected that **100%** of the SITP fleet will be zero-emission.



43 electric cabs operating since 2013 with avoided emissions to date of:



3.714 tons of CO2

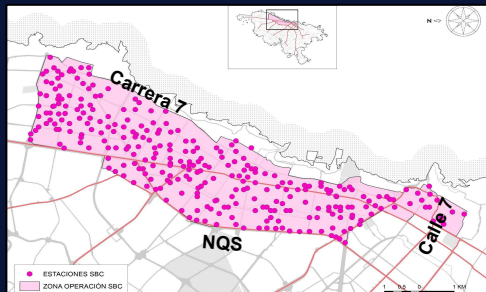


0,31 tons of PM2.5

By 2035, **100%** of taxicabs are expected to be zero-emission.

Bike Share System

System Stations



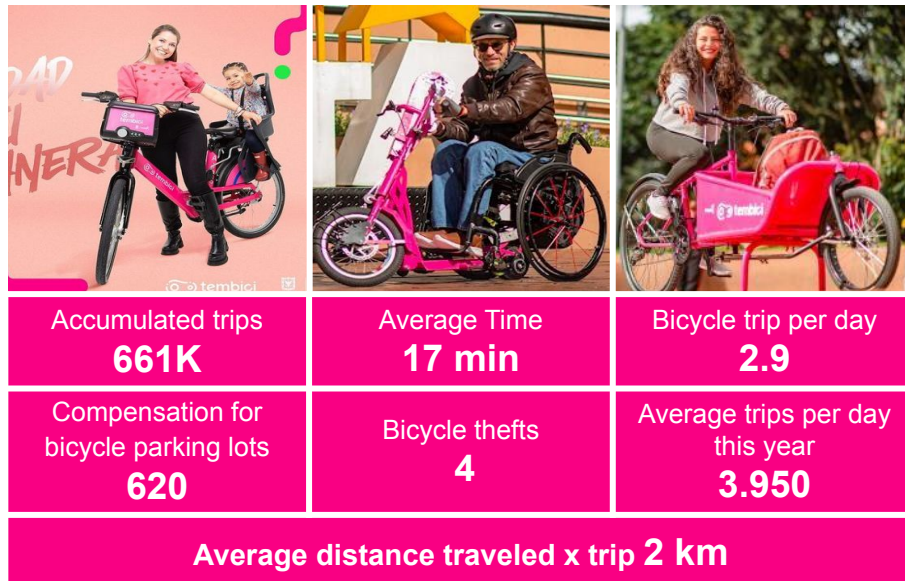
Map of origins and destinations



Bicycle Sharing System Indicators



More than **417k** trips were generated in the first 6 months of operation.



Indicators up to May 23, 2023

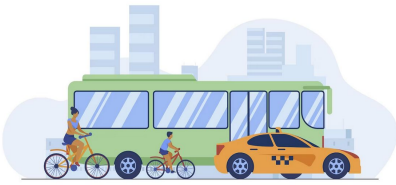
This system is equipped with:

Close to **300** stations
1500 mechanical bicycles
1500 pedal-assist bicycles
150 box bicycles

150 cufflinks
150 rear seats for boys and girls, encouraging caregiving trips.

Private transport demand management

Measures aimed at **reducing private vehicle traffic**, mitigating the increase in the **vehicle fleet**, and **promoting** a more **efficient use of private vehicle** and more **sustainable modes of transportation**.



Vehicle restriction of the "pico y placa"



Implementation of periodic plate rotation scheme in the restriction.

Regional extension of the holiday restriction measure to control congestion at the entrance to the city.



Improved speed and environmental indicators



Parking fees



Updating of the periodic increase in off-street parking rates, aiming at liberalization, to balance service conditions and reduce the use of private vehicles based on market dynamics.

Rate increase in the last year: **14%**.



Traffic Permits "Pico y Placa Solidario"



Exception to the "pico y placa" permit with daily, monthly or biannual payment that compensates the externalities generated by the circulation of vehicles and whose resources are destined to the sustainability of Public Transportation in the city.

Collection 2022: **\$52 million USD - 1.5 million permits**



Integral Plans for Sustainable Mobility - PIMS



Tool to promote and monitor sustainable travel and mobility culture in companies and entities, whose purpose is work/study.

58 PIMS are in force and approved.

Progress is also being made in the review of:

- Policies associated with shared mobility and demand management for motorcycles
- Next steps for future congestion charging implementation

CICEMPIÉS

Through walking caravans and using games as pedagogical tool, accompanies kids to school in a safe and fun way

al colegio
EN BICI

Accompanies children by bike to school, through qualified guides who teach safe and sustainable behaviours.



Targeting teenagers that seek more independence and have their own bikes, safe areas are designed and monitored to assist their trips to school.

SAFE AND SUSTAINABLE SCHOOL MOBILITY: TRANSFORMING THE CARE SYSTEM

Our projects operate in 15
Boroughs throughout the city:

136 schools
More than **10.000**
kids benefited

2.410
CICEMPIÉS

5.947
al colegio
EN BICI

2.569
BICI
SIG
PARCEROS



+7%

increase in **safeness**
perception

83%

Students with **high**
perception of safeness

56%

Parents perceive
academic development
improvement



Traffic Management Center - TMC

The Traffic Management Center (TMC) is in constant and direct communication (24/7) with various teams of the SDM and agencies of the District in order to deal with accidents and events that affect the road network, mobility and in general the welfare of the inhabitants of the capital.

On the other hand, constant and updated information is provided to citizens, mainly through the accounts [@BogotaTransito](#) and [@sectorMovilidad](#).



Average of **300 incidents per day**.



Monitoring through **130 video cameras**.



24/7 monitoring by 32 people, including operation leaders, operators and communication professionals.

Zero and Low Emissions Policy Ambitious goals



Transversally, for each vehicle type, circulation restriction measures will be implemented based on externalities (congestion, emissions, accident rate, among others).

The restriction measures will be implemented by zones and progressively.

With the adoption and implementation of this Policy:



By **2040**, **100% of SITP buses** will be zero emissions



By **2032**, **100%** of the registration of **private cars** will be zero and low emission technology.



By **2028**, **100% of official vehicles** (owned or contracted) will be zero emissions (Cars, campers and passenger transport vans)



By **2032**, **100% of motorcycle** registration will be zero emissions



By **2035**, **100% of taxis** will be zero emissions



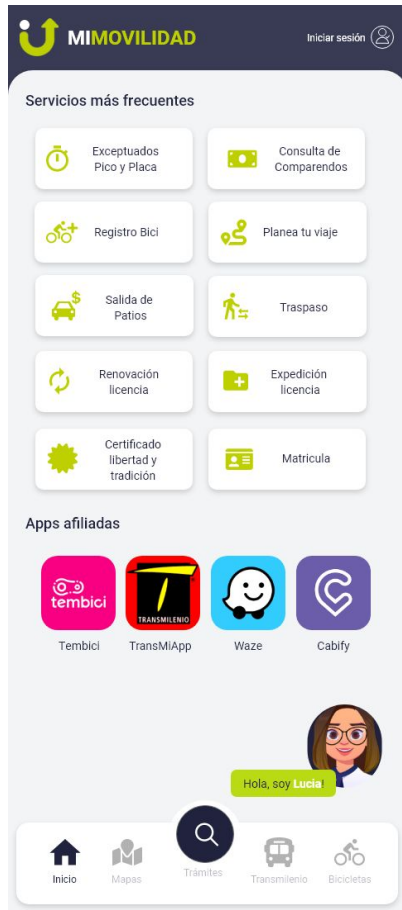
By **2035**, **100%** of the T. Carga fleet will be zero and low emissions and 100% of the T. Carga register will be zero emissions.



By **2032** todos los Registered trikes and tricycles will be zero emissions. *(in harmony with the guidelines of the National Government on the subject)*

Mi Movilidad: APP for the citizen

- Entry point for services and procedures.
- Available for mobile or desktop devices.
- Citizen can consult the services of the SDM
- Integration with VUS, Fénix, TransmiApp, Bike Registry, among others



Services
available with
username and
password





With our **19 single point of contact** we reach to **17 localities** of Bogota

15 located in Shopping Malls

23 satellite

2 Mobile VUS

Number of Satellite single point of contact by location

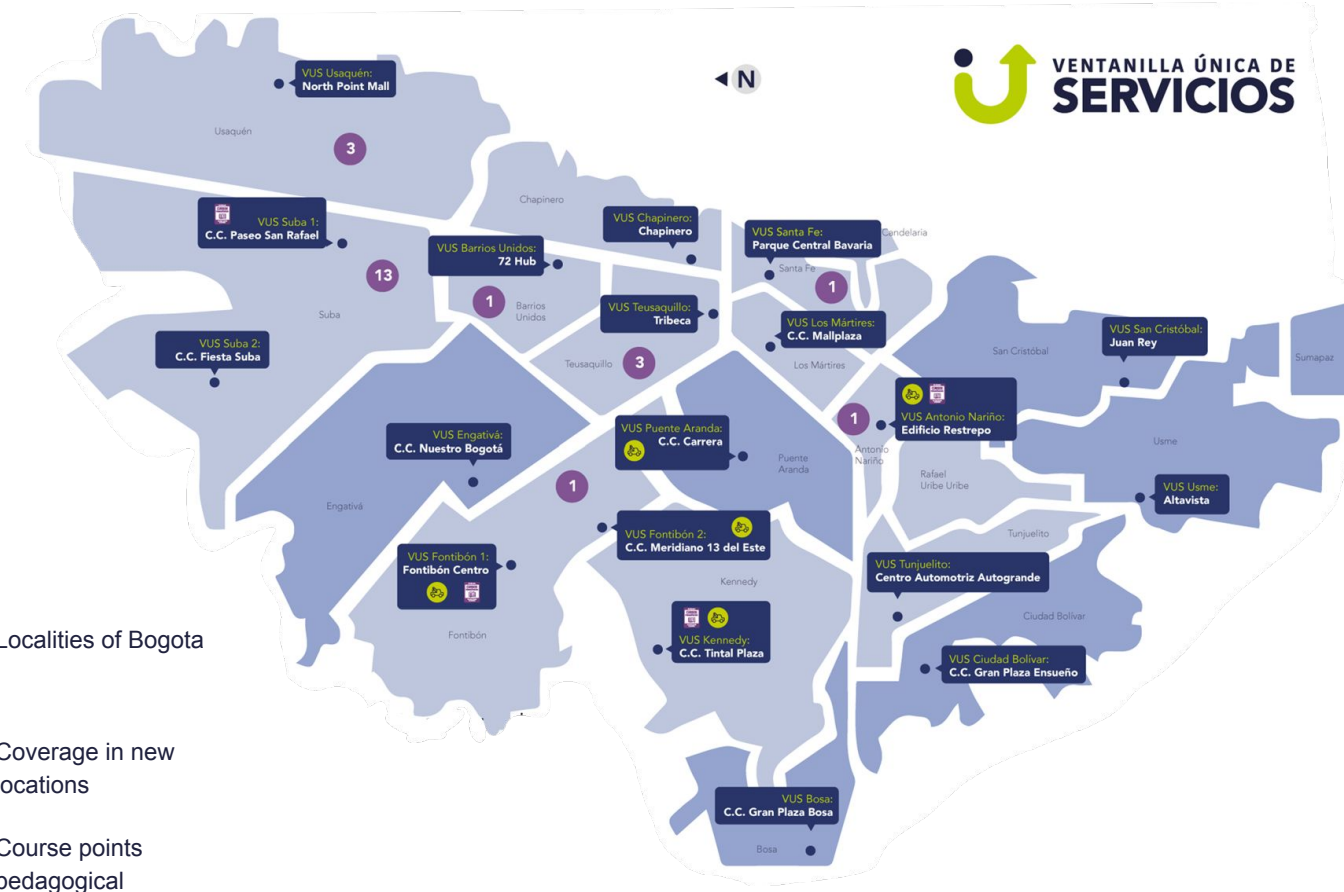
● Face-to-face service single point of contact

🚗 Exit points of courtyards

Localities of Bogota

Coverage in new locations

📖 Course points pedagogical



 **VENTANILLA ÚNICA DE SERVICIOS**

Balance of Virtual Procedures



1'086.185

Total Registered Citizens WEB Platform



214.092

Total Virtual procedures



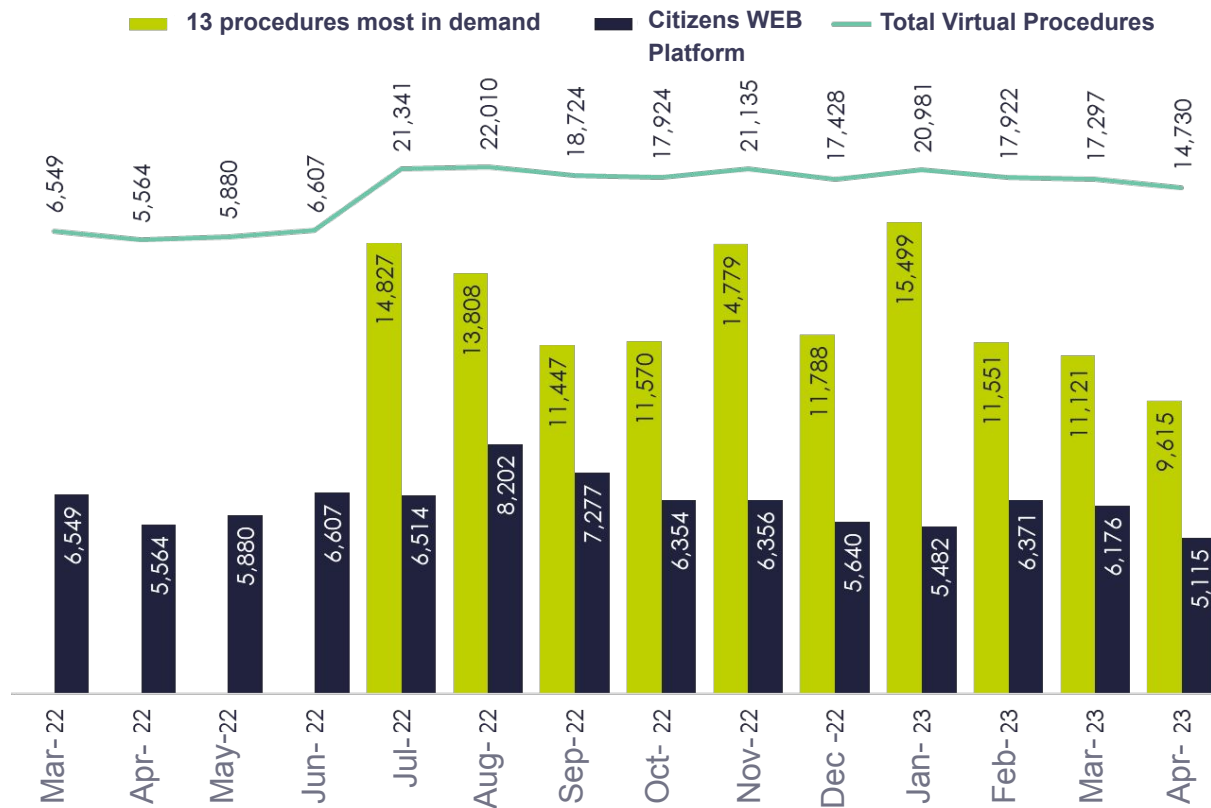
88.087

Certificates of Freedom and Tradition online



126.005

Total of 13 more procedures requested



GRACIAS

