



**Sergio Martinez**  
Undersecretary of Mobility Policy



Image Source: Forbes



**Known for Transmilenio BRT**



**And for Ciclovía**



1971



2015



2003

# BOGOTÁ AND THE BICYCLE – A LOVE STORY



2014

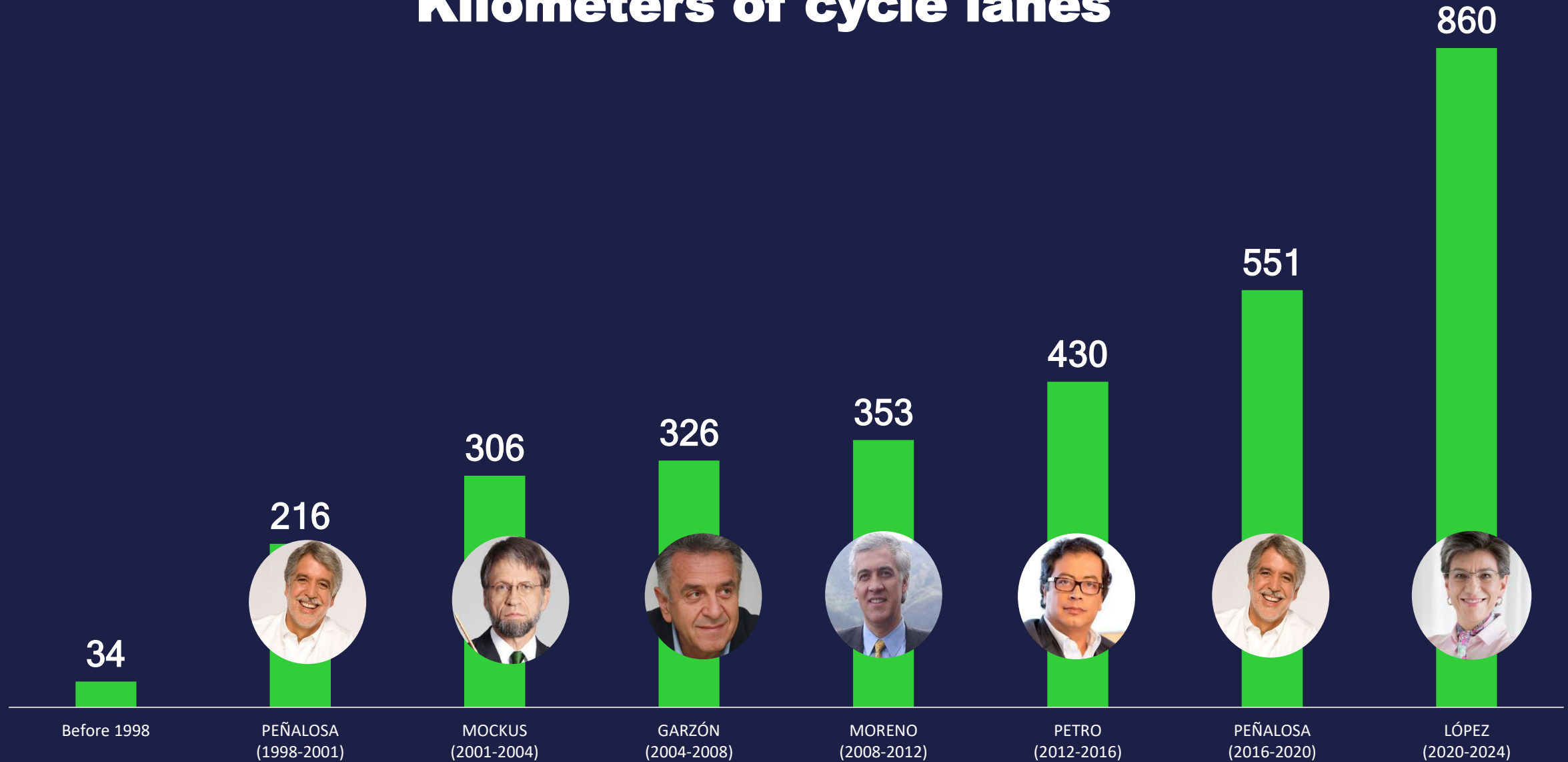


2020



2020

# Kilometers of cycle lanes





**880k trips/day**  
**1.2M (metro area)**



**24% mujeres**  
**50% meta**



**6,6% mode share**  
**10% meta (2024)**



**580 km**  
**+ 280 km**



**Bicycle Public Policy**  
**2020 - 2038**

**Then COVID-19  
appeared and we had to  
stop and guess...**







# We worked on many fronts



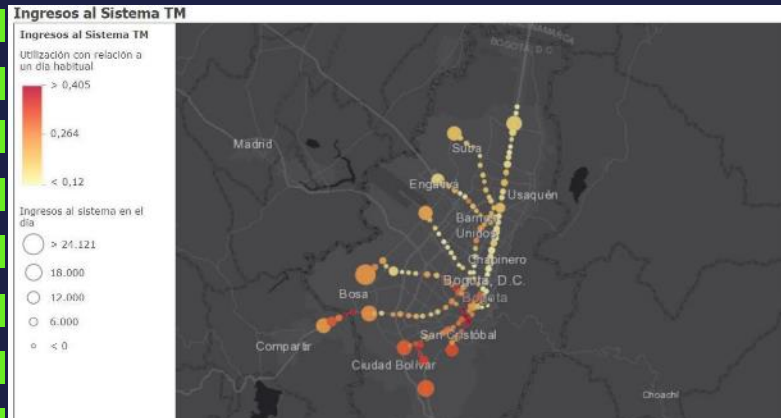
Biosafety in transit



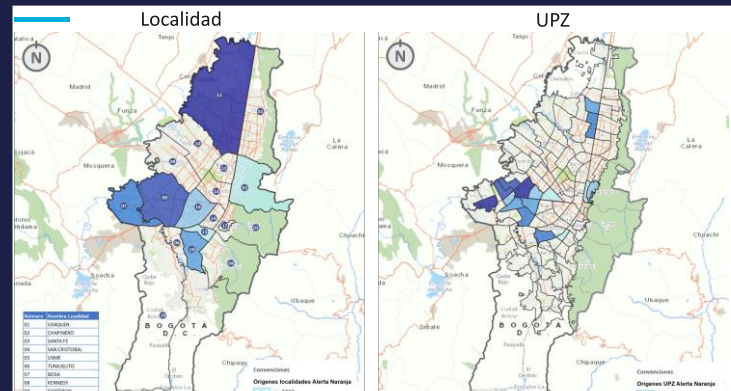
Biosafety in citizen service locations



Temporary permits for micromobility



Close monitoring the city's activity



Safe Mobility Plans to reopen the city



Education campaigns



# We worked on many fronts



Temporary bike lanes



On-Street control points for COVID



Control and support to transportation companies



Coordination with private sector to help health-sector employees



Virtualization of procedures and services



Maximum speed limit of 50km/h

**And because we had to  
“demassify” our public  
transportation system...**



**We opened car lanes to  
bicycles!**





# Temporary ciclovías and permanent bike lanes



**+ 55.6 km** Ciclorrutas que estarán en septiembre 2020



**+10.3 km** Ciclorrutas que estarán en diciembre 2020

**65.9 km**

Totales en dic  
SDM con apoyo de UMV e IDU



**39.2 km**

Tramos que continuarán operando como  
Ciclovías Temporales

IDRD - SDM



**+28.6 km** Que dependen de obras de infraestructura

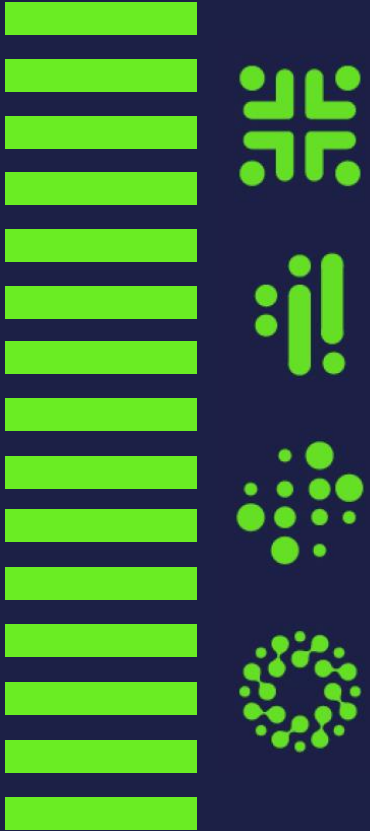
IDU



551 km  
Línea Base



# And we found...



- High mode-change to bicycles
- Favorability: 80%
- 73%: 19 - 39 years
- 34% women!!



420k trips/day average (city not “open”)



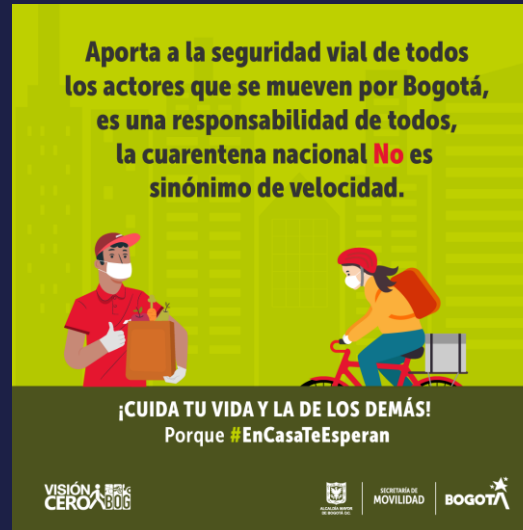
## THEFT



## INVASION



## SPEEDING



## But worth it

*Bogotá expands bike lanes to curb coronavirus spread*

*Bogotá Expanding Bike Infrastructure to Respond to Coronavirus*

*National links: How bike lanes in Bogotá are helping to slow the spread of the coronavirus*

*Bikes vs Virus: Bogota expands paths in novel strategy*

*Bogotá Expands Bike Lanes to Curb COVID-19*



**We tried to turn COVID into  
an opportunity...**





# To slow down and advance towards Vision Zero





# To continue moving towards becoming a bicycle-city!



Increase by 50% daily trips



Construct 280 km and  
maintain 200 km



Implement 5000 bike-parking  
spots



Implement a Bikeshare  
System



.. a 30-minute city



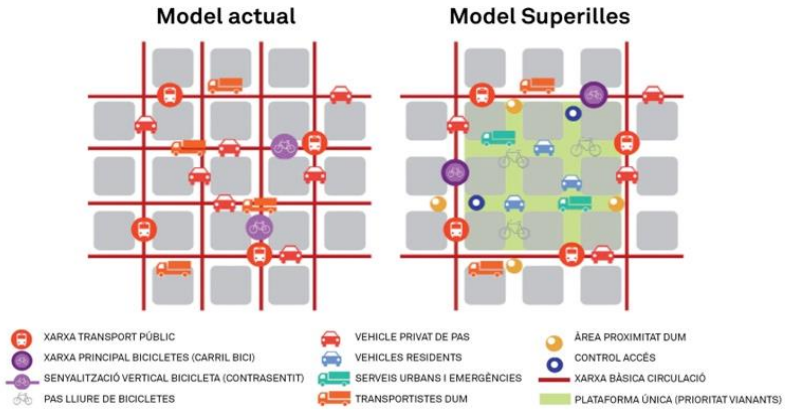
Green Corridors

Green Districts

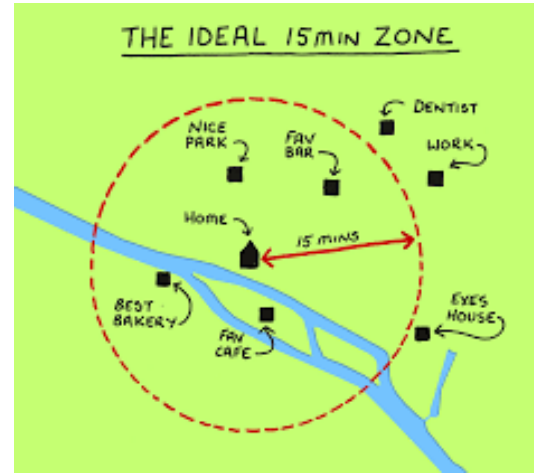


# With Green Districts..

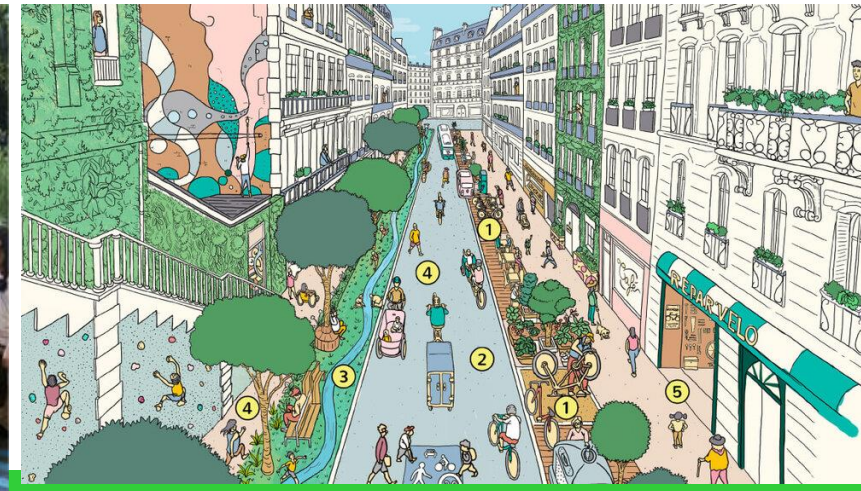
## SÚPERMANZANA BARCELONA



## VILLE 15 MIN PARIS



## PARKLETS SAN FRANCISCO



# ..Livable Neighborhoods – Barrios Unidos



**1** Traffic Calming

**2** Sustainable transportation

**3** Place-making

# ... and Green Corridors: Ciclo Alameda Medio Milenio

Supported by



25 km



43,000  
trips/daydía



181,75 kt CO<sub>2</sub>  
(2050)





# To make Bogotá a great place





# **We want our mobility**



**Safe**



**Provides opportunities**



**With better travel  
experience:**

- **Time**
- **Cost**
- **Quality**



ALCALDÍA MAYOR  
DE BOGOTÁ D.C.

SECRETARÍA DE  
MOVILIDAD

BOGOTÁ