

Bogota's Bikeways: An Integrated System

Bogota Introduction

- Population of ~ 7 Million
- Started transport system development projects in 1998, when Mayor Enrique Penalosa came into office
- Currently has **350 km of separated bikeways** (the largest in the developing world), as well as a 17 km pedestrian road (the longest in the world)
- Transportation projects have turned Bogota into a model of livability and urban renewal



Bogota's Bikeways: An Integrated System

Overview:

- Dedicated Bike Paths
- Car-Restricting Policies
- TransMilenio Bus Rapid Transit

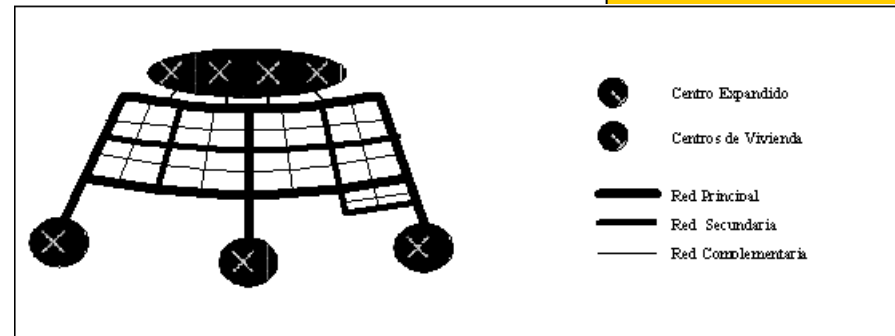
All three elements work together to promote an efficient transport system and increase the feasibility of biking and/or walking.



Bogota's Bikeways: Dedicated Bike Paths

Characteristics:

- 350 km of dedicated bikeways – largest system in developing world
- Landscaping along roads
- Funds diverted from highways
- Increase from 1%-4% of daily trips
- Priority over motor-vehicles
- Social Equality Implications



Source: Penalosa, Enrique. "High Achievements." Our Planet Magazine: United Nations Environmental Programme. Vol. 16, No. 1. , Cervero, Robert. "Progressive Transport and the Poor: Colombia's Bold Steps Forward." Access Magazine. University of California Transportation Center. Vol. 23.

Bogota's Bikeways: Car-restricting Policies

Initiatives

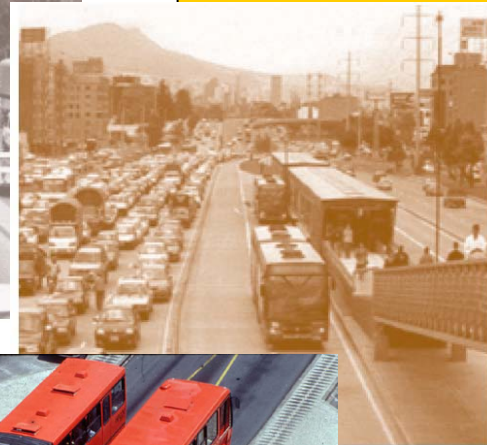
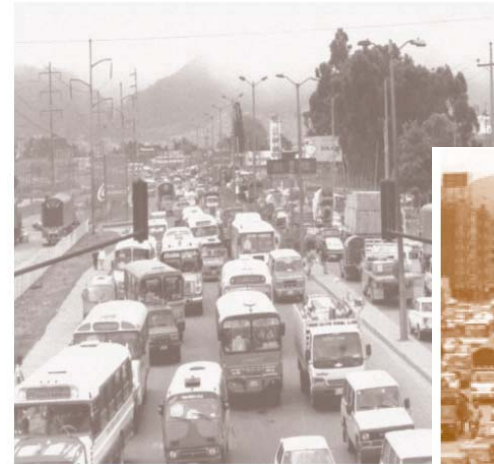
- License-tag system – limits rush hour traffic
- Car-free day once a year
- City closed to motor vehicles once a week on Sundays for 7 hours
- Limited parking in city



Bogota's Bikeways: TransMilenio Connections

Connections:

- Bike storage facilities
- Feeder Bikeways
- Transportation hubs connected to bicycle and pedestrian ways
- Parking for cars restricted to end stations
- Carries 1 million people per day on 66km of lines
- 21% of users used to go to work by car
- 70% of riders reach stations by bike or foot



Source: Cervero, Robert. "Progressive Transport and the Poor: Colombia's Bold Steps Forward." Access Magazine. University of California Transportation Center. Vol. 23., Montgomery, Charles. "From living hell to living well." The Globe and Mail (Canada). June 23, 2007., Cervero, Robert. "Green Connectors." Planning Magazine. May 1, 2003.

Bogota's Bikeways: Improvements and Implications

- Limited access from peripheral areas beyond central city's flatlands
- Incongruity between world-class bikeways and undeveloped surroundings
- Expansion underway → overcrowding bus issues because of underdeveloped city bike network
- Applications to other developing nations and developed nations (cost efficient, caters to the poor, focuses on sustainability)
- Promote social equality, interaction, and trust → 40% lower crime rates and traffic rates



Bogota's Bikeways: Image Sources

http://www.earthscape.org/p1/ES2_6253/6253.pdf

<http://www.uctc.net/access/27/Access%2027%20-%2005%20-%20Progressive%20Transport%20and%20the%20Poor.pdf>

http://itdp.pmhclients.com/index.php/news_events/news_detail/bogota_urban_revolution/

<http://www.planum.net/topics/clip/images/TR%2004%20Curitiba%20Brazil.jpg>