

Temporary bike lanes






**Biking as a measure to mitigate
infection risk from COVID-19**



ALCALDÍA MAYOR
DE BOGOTÁ D.C.

BOGOTÁ



-  Bogota is the birthplace of the Ciclovía (40 years ago) where every Sunday and during holidays 124 km / 77 mi of main avenues and streets are shut for pedestrians and cyclists' recreation
-  The city boasts the largest network of bike paths in Latin America (550 km / 342 mi) extending all over the city
-  Bogota ranks 12th among the most bike-Friendly cities in the world according to the Copenhagenize Index 2019*
-  880,800 daily trips on Bikes / 5.6 million trips on public transportation**
-  1,535,640 Bikes in the city mostly in medium and low-income households

* <https://copenhagenizeindex.eu/>

**Transportation Survey 2019. Transportation Office

OBJECTIVE

Facilitate and promote an individual transportation alternative, that's affordable and convenient for the user, which helps reduce crowds in Public Transportation.



Main actions

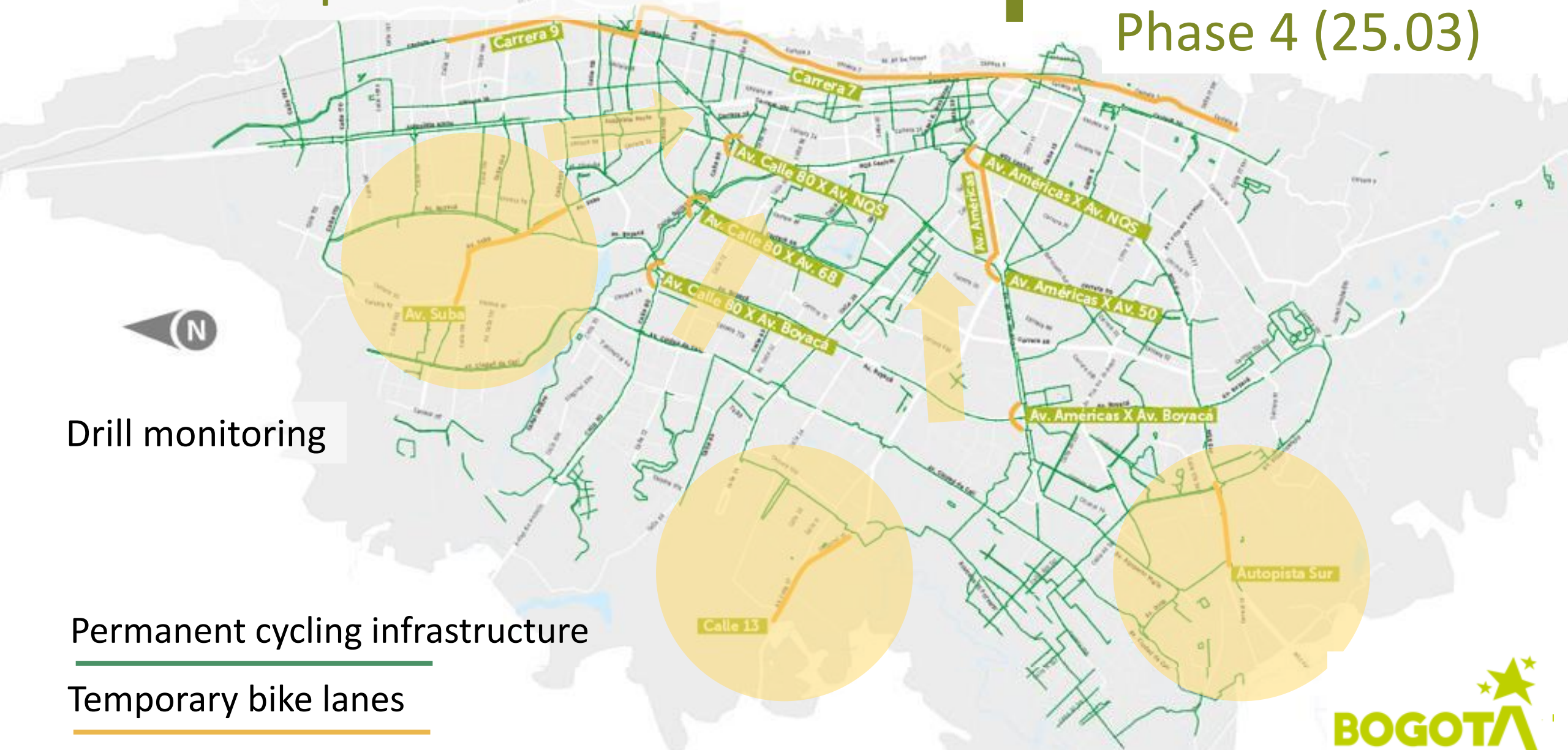
- Interinstitutional coordination: IDRDR, SDM, TM with the support from the Police Department and IDIGER.
- Temporary bike lanes implemented (117 km (72 miles), 35 km (22 miles) during the lockdown
- Corridors as a mirror of the most crowded public transport routes.
- Traffic light prioritization reset
- Extensive operation of signaling and regulation of bicycle lanes, for road safety.



Know how and decision-making

- **Expertise:** Support the measurement of the capabilities already developed (IDRRD logistics + SDM technical evaluation).
- **Assimilation:** Quick response from users, reflects the city's cycle culture..
- **Adaptation:** Quick response to operating conditions, both on bike lanes and mixed traffic, to add, remove or modify corridors, as needed.

550 km of permanent Bike Lanes + 35 km (22 mi) Phase 4 (25.03)



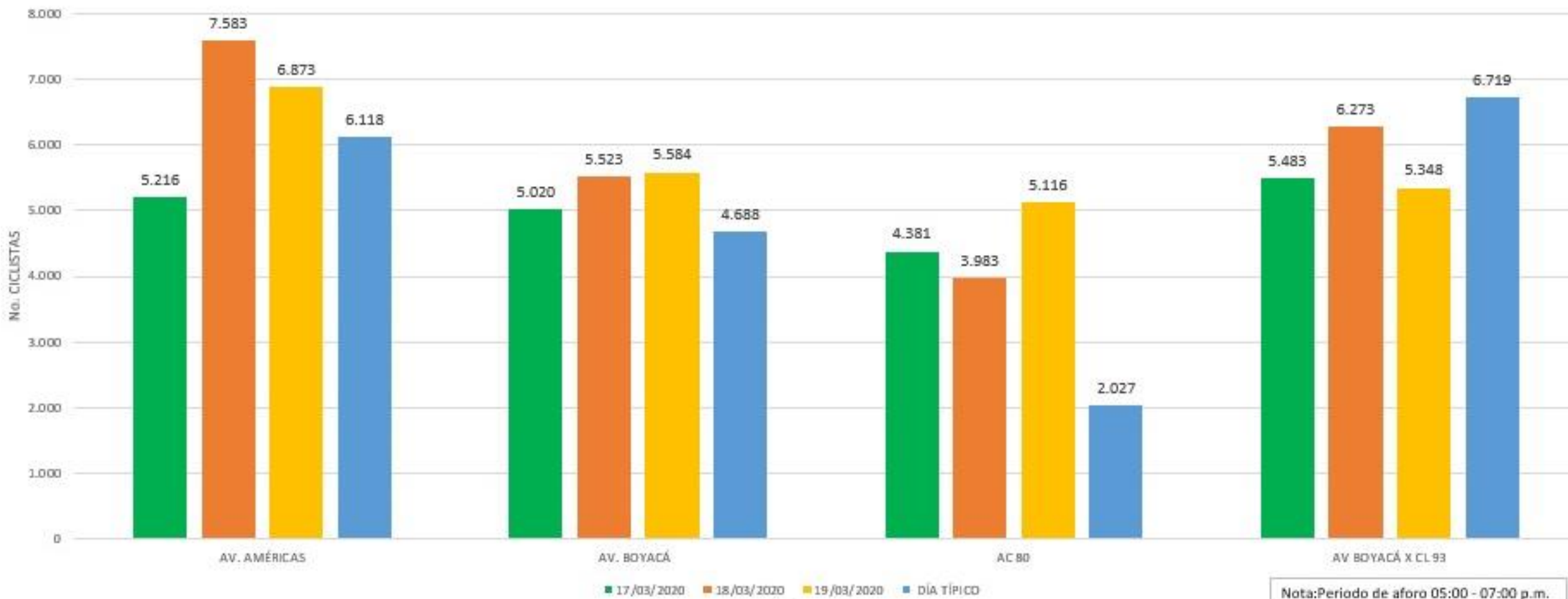
Drill monitoring

Permanent cycling infrastructure

Temporary bike lanes

DATA COLLECTION AND MONITORING

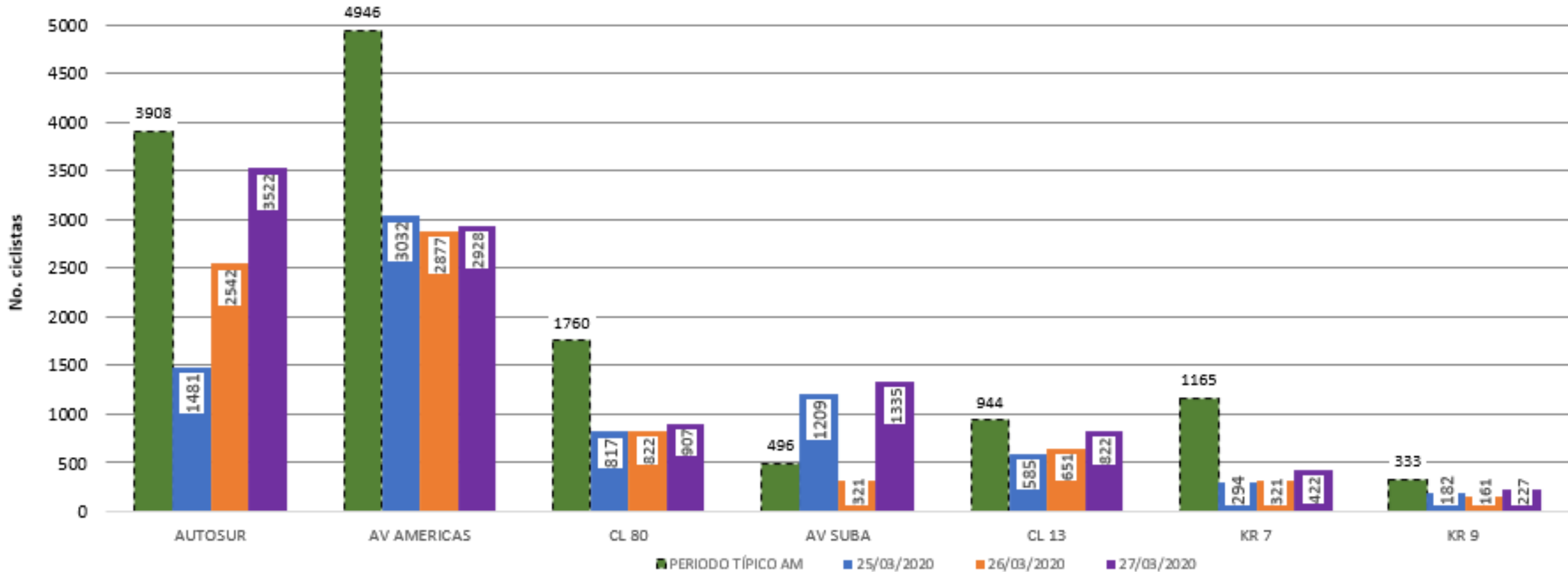
Cyclists volume before the drill (Phases 1, 2 and 3)



Source: SDM

DATA COLLECTION AND MONITORING

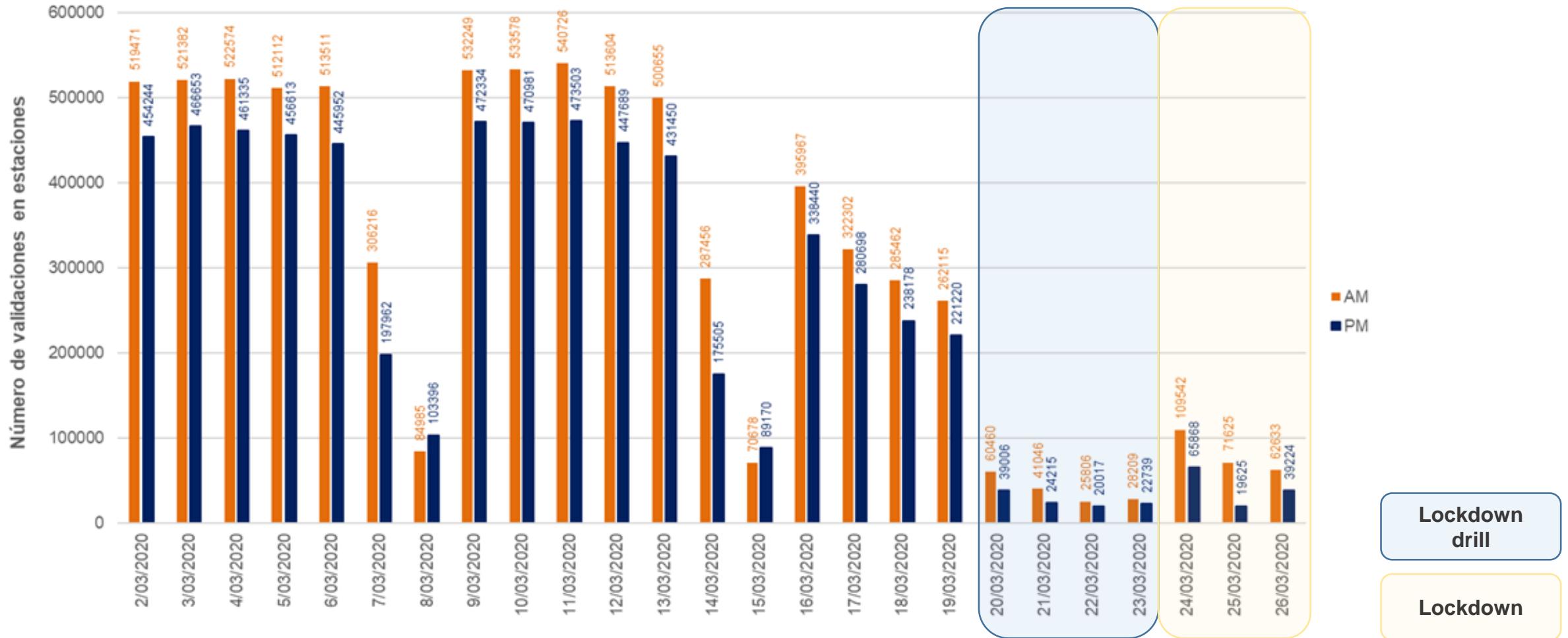
Volume of cyclists during quarantine per rider - period a.m.



Source: SDM

DATA COLLECTION AND MONITORING

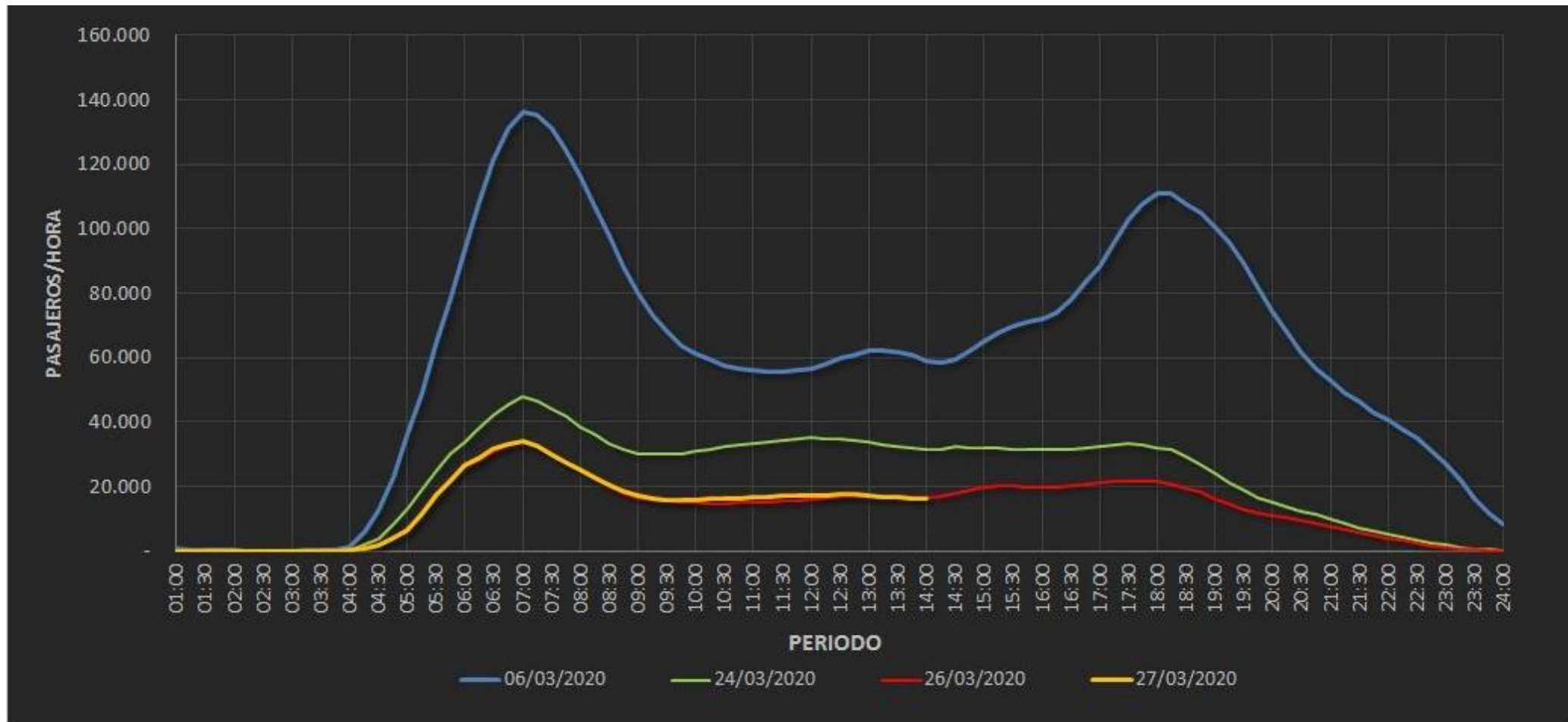
TransMilenio validations in trips a.m. and p.m. analysis



Source: Transmilenio S.A.

DATA COLLECTION AND MONITORING

Zonal component demand behavior – Health emergency



Source: Transmilenio S.A.

HUMAN AND MATERIAL RESOURCES



CHALLENGES

THEFT OF TRAFFIC SIGNALS



INVASION OF BICYCLE LANE



EXCESSIVE SPEED

Aporta a la seguridad vial de todos los actores que se mueven por Bogotá, es una responsabilidad de todos, la cuarentena nacional **No** es sinónimo de velocidad.

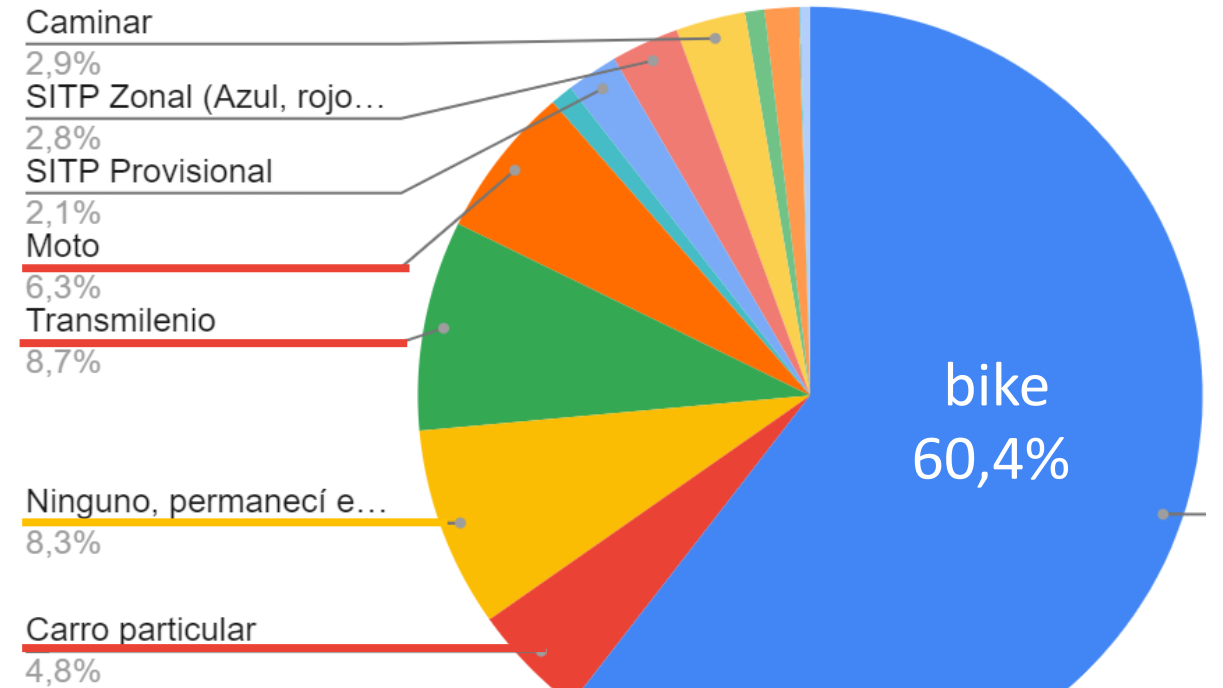
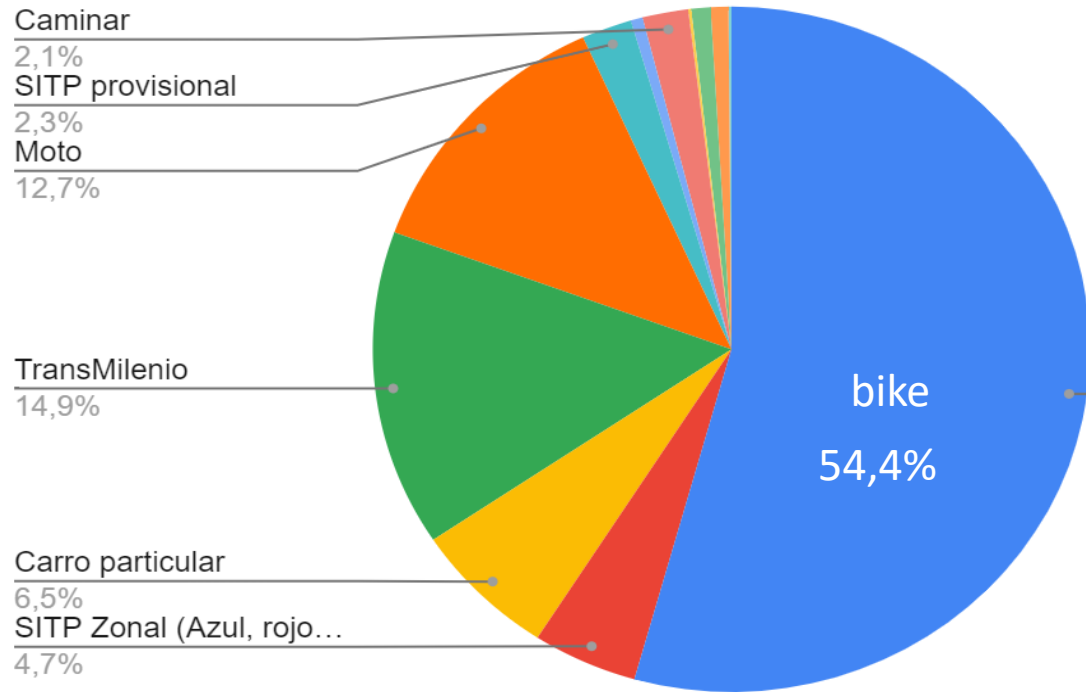


¡CUIDA TU VIDA Y LA DE LOS DEMÁS!
Porque #EnCasaTeEsperan

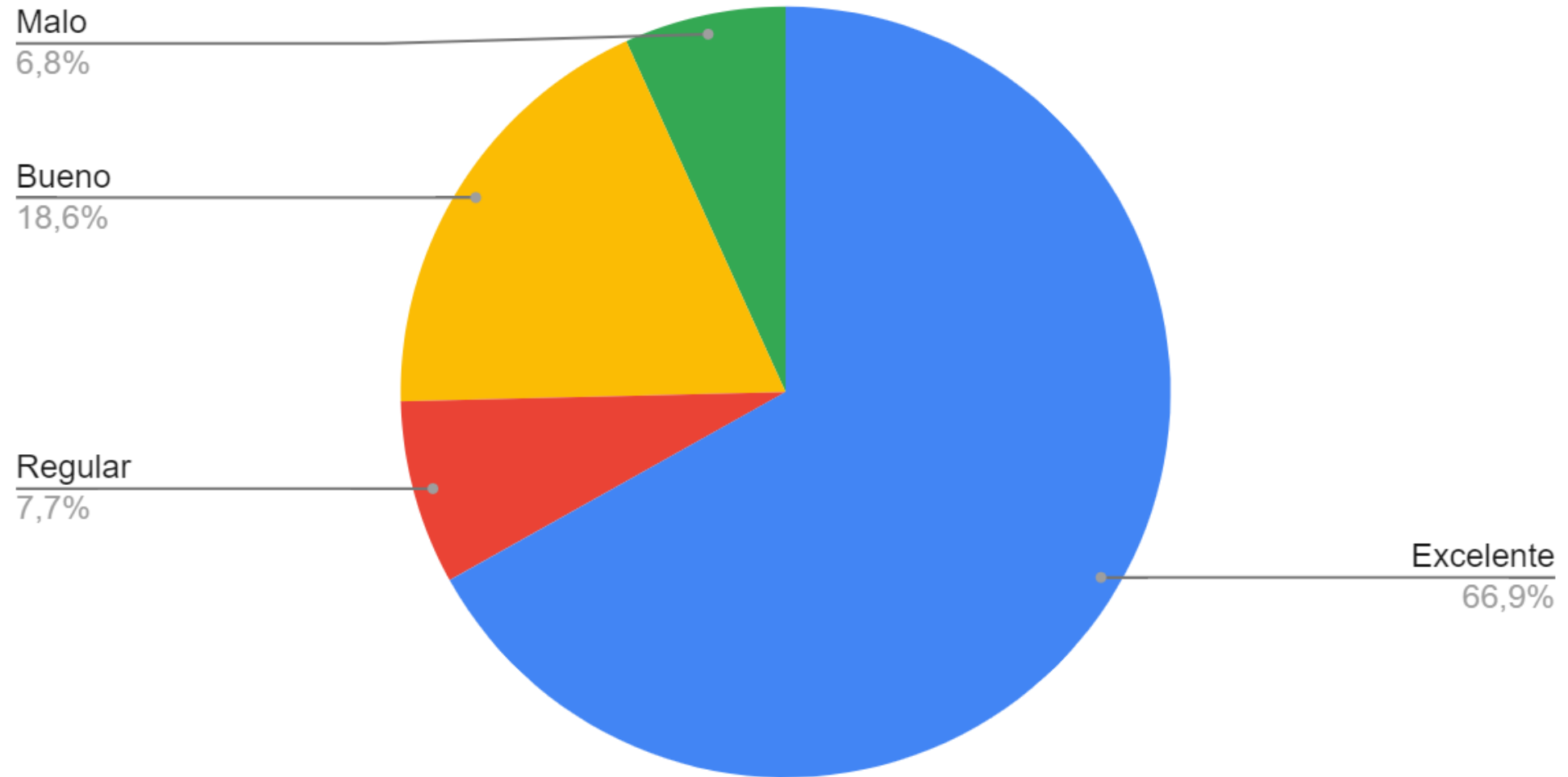
VISION CERO BOG
ALCALDIA MAYOR DE BOGOTÁ D.C. SECRETARÍA DE MOVILIDAD BOGOTÁ

PERCEPTION FROM CITIZENSHIP

Daily means of transport before and after the declaration of emergency



PERCEPTION FROM CITIZENSHIP



#TodoSaldráBien

LAURA LETICIA BAHAMÓN

Bogota Bike Manager

gerentebici@movilidadbogota.gov.co

