Temporary bike lanes

Biking as a measure to mitigate infection risk from COVID-19
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
Facilitate and promote an individual transportation alternative, that’s affordable and convenient for the user, which helps reduce crowds in Public Transportation.

- Interinstitutional coordination: IDRD, 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 (IDRD 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.
**22 km (13 mi)**

Phase 1 (16.03)

**117 km (72 mi)**

Phase 2 (17.03 AM)

**76 km (47 mi)**

Phase 3 (17.03 PM)

**35 km (22 mi)**

Phase 4 (25.03)

**550 km of permanent Bike Lanes**

Drill monitoring

Permanent cycling infrastructure

Temporary bike lanes

**BOGOTA**
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

EXCESSIVE SPEED

INVASION OF BICYCLE LANE

Fuente: SDM
Daily means of transport before and after the declaration of emergency

Before the declaration of emergency:
- Bike: 54.4%
- TransMilenio: 14.9%
- Carro particular: 6.5%
- Caminar: 2.1%
- SITP Provisional: 2.3%
- Moto: 12.7%
- SITP Zonal (Azul, rojo...): 2.3%

After the declaration of emergency:
- Bike: 60.4%
- TransMilenio: 8.7%
- Ninguno, permanecí en...: 8.3%
- Carro particular: 4.8%
- Caminar: 2.9%
- SITP Zonal (Azul, rojo...): 2.8%
- SITP Provisional: 2.1%
- Moto: 6.3%
PERCEPCIÓN DE LA CIUDADANÍA

- **Malo**: 6.8%
- **Bueno**: 18.6%
- **Regular**: 7.7%
- **Excelente**: 66.9%
#TodoSaldráBien

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