SOCIALY AND ENVIRONMENTALLY SUSTAINABLE URBAN TRANSPORT
Not only for clean air, but for basic human rights, those without cars must also be able to move without fear of being killed.
Bogotá is far from being an exemplary city, but I will share some of our experiences in our 7 million inhabitants city with you, as part of this exercise.
More than clean air, we sought equality and respect for human dignity. But resulting policies were similar.

WHAT EQUALITY IN POST-COMMUNISM SOCIETY? THE WAY WE BUILD AND ORGANIZE CITIES CAN POWERFULLY CONTRIBUTE TO SOCIAL JUSTICE.

PUBLIC GOOD MUST PREVAIL OVER PRIVATE INTEREST

WE CANNOT DESIGN AN URBAN TRANSPORT SYSTEM UNLESS WE KNOW WHAT KIND OF A CITY WE WANT.
DO WE DARE CREATE A DIFFERENT MODEL?

The friendlier to cars a city is, the less humane it becomes.

Urban transport and cars in particular are a source of air pollution. But even if cars were totally clean, they would be destructive of quality of life.
PROBABLY 300 YEARS FROM NOW
PEOPLE WILL WONDER HOW WE
LIVED IN SUCH TERRIBLE CITIES
AS WE HAVE TODAY, WHERE
CHILDREN GROW IN TERROR OF
CARS

By 2050 most Asian cities will be
twice, three or more times as
large as they are today.

It is very simple to have a city
with great quality of life: It only
has to be designed for people,
much more than for cars.

If a city is good for children and old people, by
themselves, it will be good for everybody else.
For 5,000 years all city streets were pedestrian.

Over the last 80 years we have been making cities that show more respect for motor vehicles than for human dignity.
When cars appeared we should have started to build a parallel road network: One for cars and the other exclusively pedestrian.
Why all streets for motor vehicles? Why not design a city where half the streets be for pedestrians and bicycles only?

In Bogotá we built the Porvenir Promenade, an 18 km pedestrian street, through many neighborhoods that did not even have pavement in their streets. It was a project for the people, not the motor vehicles.
Through poor areas and where the city has not yet been built.
A DRAINAGE CANAL BYPRODUCT
HUMAN IMPACT STUDIES

JICA PROPOSED 8-LANE HIGHWAY

Canals Before

JUAN AMARILLO GREENWAY

JUAN AMARILLO GREENWAY
Why is public space important in a city with many other problems? It is during leisure times that income differences are felt more acutely. While higher income citizens have access to large houses, clubs, country houses, vacations, lower income citizens only alternative to television is public pedestrian space.
Cars on sidewalks or parking bays where there should be sidewalks suggest that citizens with cars are more important than those who don’t have them.
I was almost impeached in the war to get cars off the sidewalks. But afterwards people were very happy and my policies received great support.

Parking is not a constitutional right. Governments should not allow pedestrian spaces to be used for parking and no public funds should be used for parking facilities.
Sidewalks are not simply for getting from one place to another. They are for walking aimlessly, talking, playing, kissing, enjoying the city.
The quantity and quality of a pedestrian public space is one mark of a civilized city.

In our daily life we may be separated by income and hierarchies, but in public space we meet as equals.
TOURISM IS PEDESTRIAN

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Waterfronts, specially in cities, are special, magic and unique.
To talk about transport is to talk about urban structure: A city for cars is different than a city for pedestrians and bicycles.
Different from other challenges such as health or education, urban transport does not improve with economic development.

More than whether trains, tramways, buses, monorails are chosen, public transport success depends on high population density. High density makes possible low cost, high frequency public transport.

Having a compact urban development saves billions on road infrastructure, fuel, motor vehicle depreciation, parking spaces.
One truth about urban transport: It does not matter what is done, traffic jams will become worse; unless a radically new model is adopted.

Trying to solve traffic jams building more road infrastructure is like trying to put out a fire with gasoline.

It is the same having double the number of cars, as having the same number of cars doing double the distance.

It would take most Asian cities many decades to have a road infrastructure like that of Houston, Atlanta or Seattle. Yet in those cities TIME LOST IN TRAFFIC JAMS INCREASES EVERY YEAR.
A city should be planned as if every 16 year old or older could afford a car.

Cars are wonderful but they don’t function well if we all decide to use them simultaneously at peak hours.

The only solution is public transport, but not for those with lower incomes, but for everybody.

Transport is not a technical, but a political issue. Who benefits from the policies adopted?
Which is the objective of our transport policy?

a. Provide efficient mobility for all.

b. Minimize traffic jams for the higher income groups.

It is often said that there is not enough space in a given road for a exclusive bus lanes.

Perhaps it should be rather said that there is not space for cars but only for buses.

That is, if democracy and the public good are to prevail.

Public road investments aimed primarily at reducing traffic jams are highly regressive: They take resources needed by the poor in rural and urban areas.
European cities are probably the world’s best. Not one of them has an elevated highway through it.

Quality public transport is necessary but not sufficient. Car use must be restricted.

Severe car use restrictions are the only effective means to achieve:
- Public transport use
- Population density
If density and use of public transport are our goals, traffic jams may not be a problem, but a useful tool. Traffic jams make people want to use public transport and not live far from the center.

Through a tag number system, 40% of all cars have to be off the streets during peak hours two days every week. This reduced trip times by about 21 minutes and lowered pollution levels. Gas consumption went down 10.3%.
Bogotá Experience: Ciclovía

During 13 hours all citizens meet as equals in public transport, bicycles or walking. It builds community.

Bogotá: CAR FREE DAY

Zurich is Europe’s richest city. Yet 60% of its population takes public transport every day and 20% walk or bicycle.

TRANSPORT
Manhattan, New York’s central island, is probably the richest city in the world. Yet, more than 90% of its inhabitants do not own a car. They use public transport. And if they want to go the week-end to the beach or the countryside, they rent a car.

Cars are a means of social differentiation: Those who have and those who don’t; between those who have more expensive ones and others who don’t. Bicycles tend to integrate people in a more democratic manner.
Bicycles are not for the poor: Denmark has a higher income per capita than the United States. And nearly 40% of Copenhagen’s population use the bicycle daily.
Quality bicycle infrastructure is evidence of democracy: it shows that a citizen on a bicycle is equally important as one in an expensive car.

Bogotá riders increased from 0.3% to 4.4% of population.
More than sidewalks or bicycle paths, we built SYMBOLS of equality and respect for human dignity.
Rail mass transit is wonderful; but it is too expensive.

Underground trains: It is nicer to go on the surface, with sunlight, looking at a city.

Elevated trains are nicer to ride and cost much less than underground ones.

Even if elevated trains deteriorate the quality of public space…
Subways can only serve a very limited area of a city. Not one developing country city subway system serves more than 10% of population. BRT’S can achieve very high coverage at low investment costs.

If public transport is to reach all points of Asian cities during the next 100 years, the ONLY public transport we can talk about is buses.
TransMilenio moves more passengers per kilometer/hour than 90% of rail systems in the world at a similar speed. It moves 77% as much passengers per kilometer/hour as the Hong Kong metro.
TransMilenio: Garages

Operation: Feeder Service
A BRT must be identified as high quality transport. It's color, its route, its service, must appeal to high income customers.

11% of TransMilenio passengers own a car but prefer to leave it at home. Modal share of private vehicle went down from 16% to 11%. It will go farther down as new corridors come into operation.

High quality public pedestrian space around BRT systems is as important as buses themselves. BRT projects must be urban improvement projects. Citizens must wish the system to come to their neighborhood.
For the cost of one subway line that would move 10% of the population at best, TransMilenio will solve the city public transportation needs.

In Medellín, another Colombian city, an elevated and surface rail system was built at a cost of $2900 million. It moves 340,000 passengers per day and has operational losses. TransMilenio's first phase cost $250 million, moved nearly 800,000 passengers daily and made a profit.
85% of the 9 million inhabitants will live within 500 meters of a trunk line.

IN TERMS OF TRANSPORT, A CIVILIZED CITY IS NOT THAT ONE WITH HIGHWAYS BUT RATHER, ONE WHERE A CHILD ON A TRICYCLE CAN SAFELY GO ANYWHERE. AND IT WILL HAVE CLEAN AIR.