

Bogotá, Colombia

- 9.8 million people in metro area
8,600' above sea level
Founded 1538













Mayor Enrique Peñalosa

“God made us walking animals - pedestrians. As a fish needs to swim, a bird to fly, a deer to run, we need to walk, not in order to survive, but to be happy.”

- Mayor Enrique Peñalosa



Ciclovia

- Every Sunday and public holiday,
7 am to 2 pm
74 miles of highways and
boulevards are set aside for
pedestrians, cyclists, yoga
instructors, and mimes
2 million people, 30% of Bogotá
population, take part







Ciclorutas

- 187 mi. of separated on-street and off-street bike paths
300,000 to 400,000 daily riders
Integrated into TransMilenio
Let's bring back the "orange cone" strategy





TransMilenio

- Opened in 2000
South America's first BRT system
Each composed of numerous
elevated stations in the center of a
main boulevard, or "troncal"
2.2 million daily riders (compared
to 80,000 in Buffalo)
54 miles





Takeaways

- *High impact, low cost solutions*

Bogotá abandoned its subway dreams and pursued a faster, better, cheaper solution

While Buffalo may not be able to copy its BRT model, Buffalo can start to think about its regular bus service as forming a high-frequency network, using existing resources

- *Hierarchical transportation network*

Separated bicycle routes form a core network served by secondary conventional bike lanes

TransMilenio is a high-frequency network connected to regular bus routes

- *Building a city for happiness*

"We built systems of respect, equality, and human dignity, not just sidewalks and bike paths."

Transportation policy is often reduced to the cold calculus of moving people and goods, but here we have a city that values happiness as central to its transportation strategy.



“A developed country is not one in which the poor have cars, but where the rich take public transportation.”

- Mayor Enrique Peñalosa