



TransMilenio as a factor of transformation in Bogota

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The problem of public transport in Bogota in the 90s



- Inadequate infrastructure
- Low entrepreneurial capacity
- Old and inappropriate vehicle fleet
- Inefficient routes

The problem of public transport in Bogota in the 90s



- Under state power in accordance with the Law
- Users were not protagonists
- Low quality of service without possibility of improvement

In summary - Chaos

Approach to the solution



TransMilenio in the framework of a comprehensive mobility policy

Implementing the solution

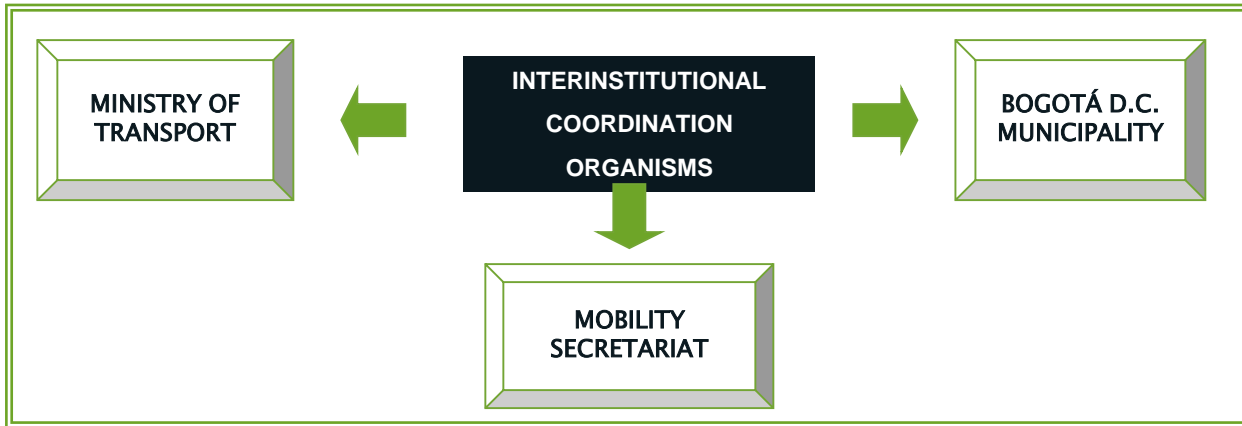


BEFORE



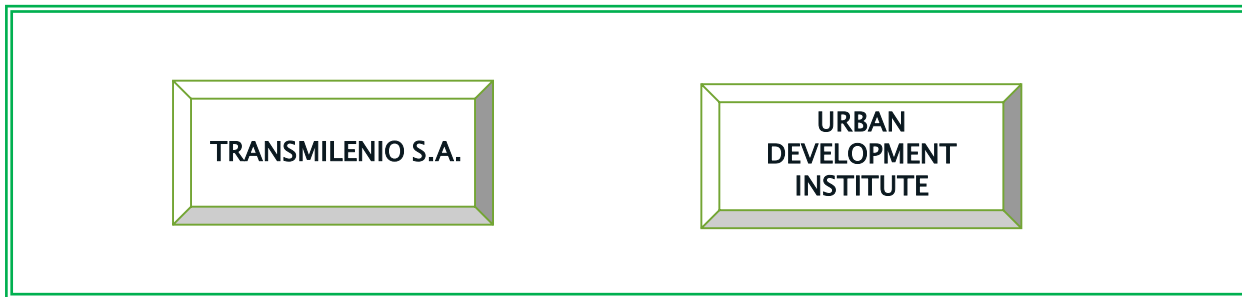
AFTER

Main aspects of transformation



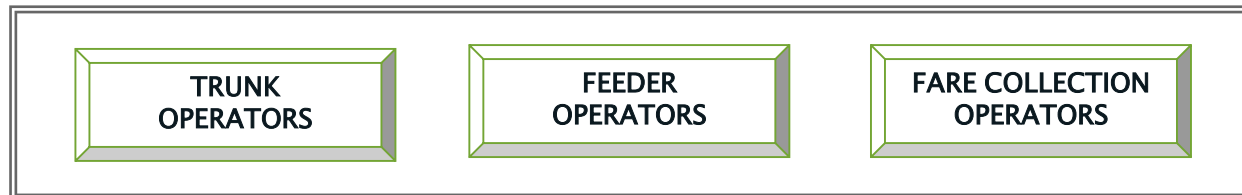
REGULATORS

Formulating policies and directives
Traffic Control
Imposition of sanctions



MANAGERS

Planning, management and control
Road construction and maintenance



AGENTS

Private operators System

Institutional strengthening

Main aspects of transformation



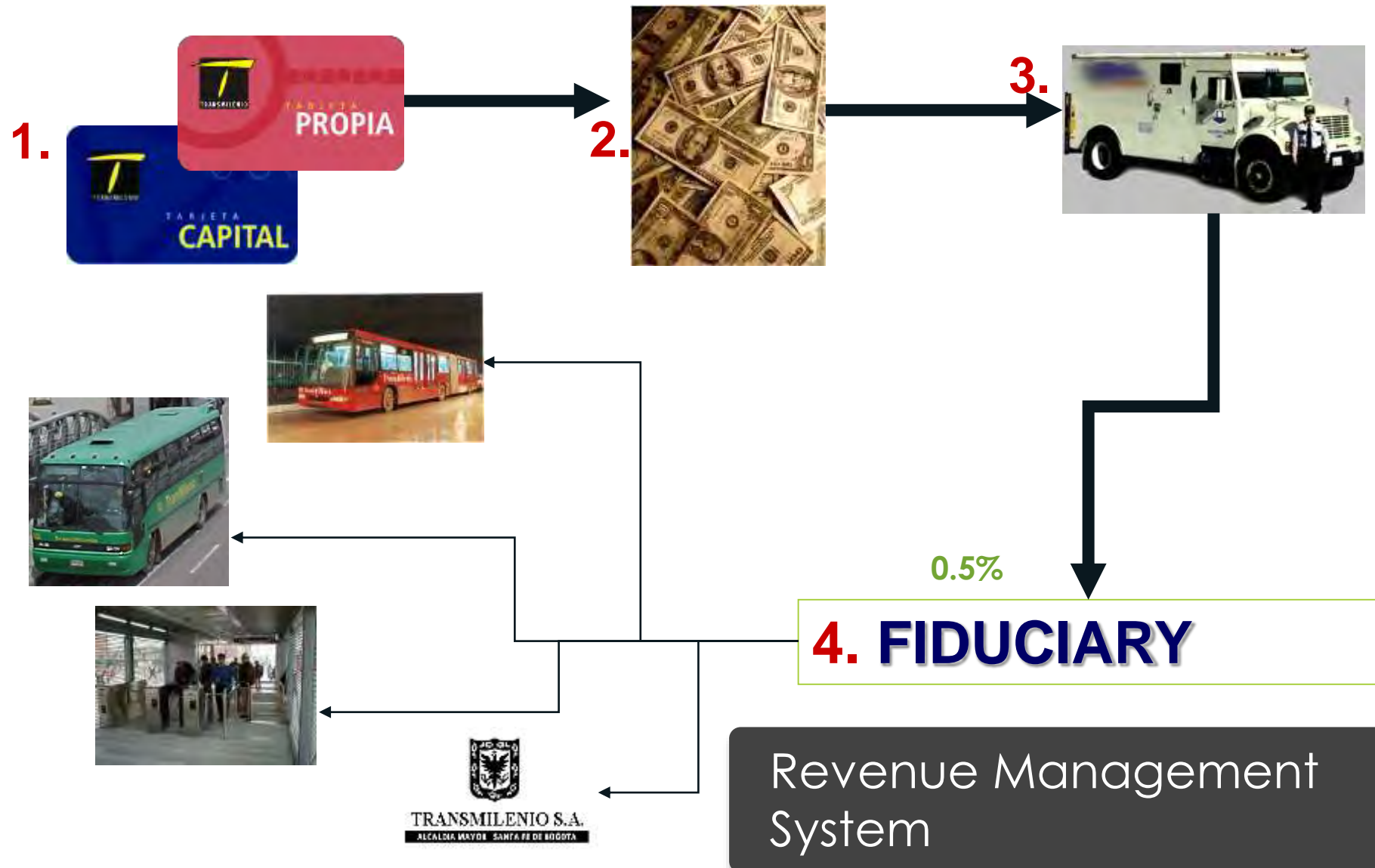
Technology operation

Main aspects of transformation



Technology for fare collection

Main aspects of transformation

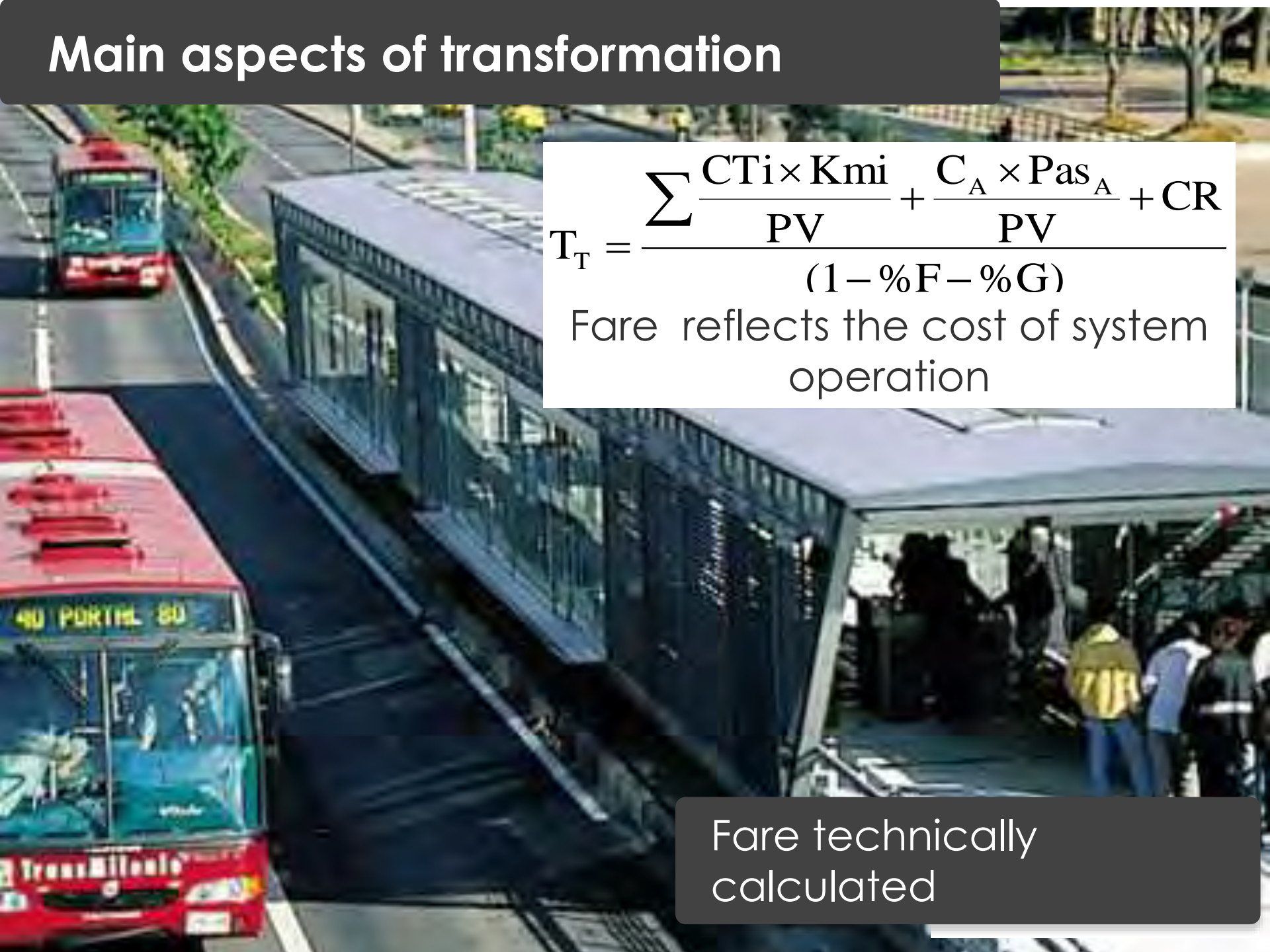


Main aspects of transformation

$$T_T = \frac{\sum \frac{CT_i \times K_{mi}}{PV} + \frac{C_A \times Pas_A}{PV} + CR}{(1 - \%F - \%G)}$$

Fare reflects the cost of system operation

Fare technically calculated



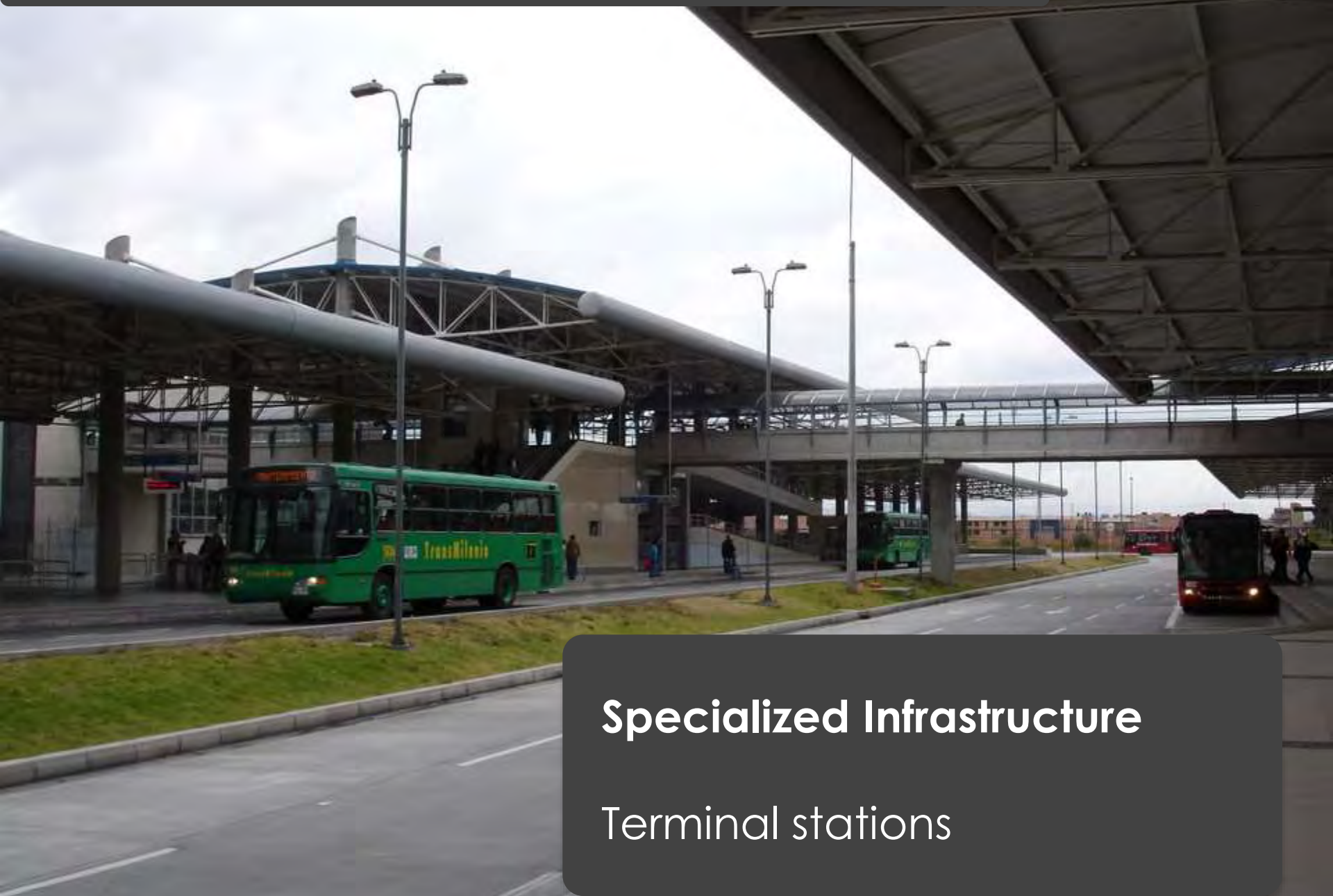
Main aspects of transformation



Specialized Infrastructure

Dedicated lanes and stations

Main aspects of transformation



Specialized Infrastructure

Terminal stations

Main aspects of transformation



Specialized Infrastructure

Bus deposits and
maintenance facilities

Main aspects of transformation



Specialized Infrastructure

Bicycle parking

Main aspects of transformation



Specialized Infrastructure

Public spaces

Main aspects of transformation



Specialized staff

Benefits



Reduced travel times in the city
Approximately 20 minutes per user

Benefits



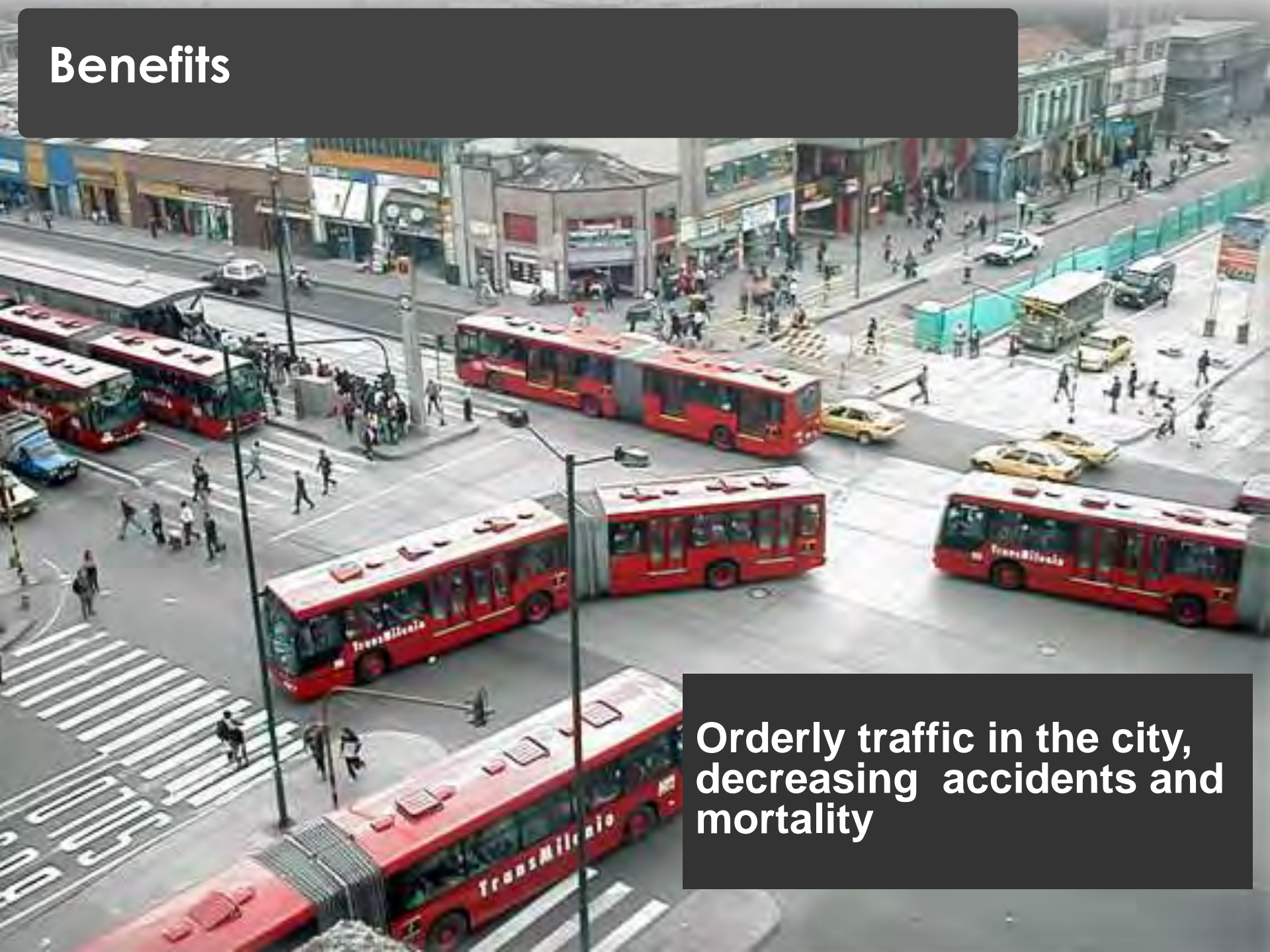
Integration of the population to urban services and the economy in Bogota, reducing social exclusion

Benefits



**Reduction of environmental pollution
and resource generation from the
sale of carbon credits**

Benefits



**Orderly traffic in the city,
decreasing accidents and
mortality**

Benefits



Incorporation of efficient technologies in the operation and administration of public transport with replication in other cities

Benefits



Formalization of an important sector of the economy, increasing the collection of taxes and improving the rights of workers in the sector

Benefits

A photograph showing a group of people, mostly young adults, standing in a line and looking out a large window. The people are dressed in casual to semi-formal attire. In the foreground, a woman with long dark hair is wearing a white baseball cap and a white shirt. Behind her, a man in a grey jacket and a woman in a black top are visible. Further back, a man in a red jacket is seen. The background outside the window is slightly blurred, suggesting an urban setting. The overall atmosphere is one of quiet observation or waiting.

**Improved civic culture,
generating respect for the
public, public space and
sense of belonging**

Benefits



**Transformation and consolidation
of areas of opportunity for urban
development**

Benefits



Organizational culture

Efficient public management

Technical strength



System challenges

Attention to high occupancy

Increased fleet

Improving the fare collection system



System challenges

Improve
Infrastructure



New and future
phases



System challenges

Citizen security



Road safety



System challenges

Civic culture



System challenges

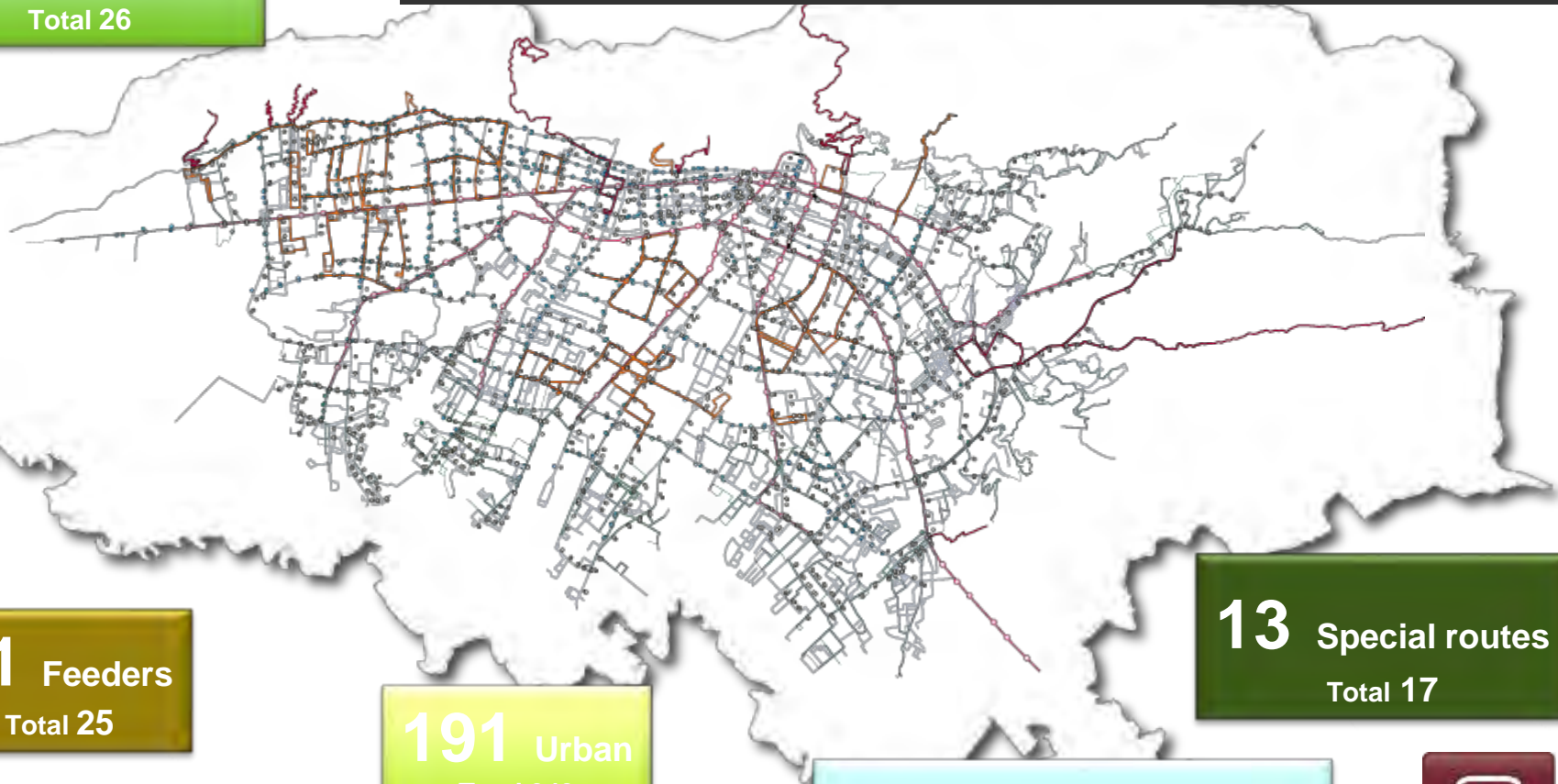
**Traffic control
especially in the
feeder routes**



Integrated Transport System (SITP)

In implementation 65 %

24 Trunk services
Total 26



21 Feeders
Total 25



191 Urban
Total 343



13 Special routes
Total 17

19 Complementary Routes
Total 39



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Bogotá – Colombia



Capital of Colombia

Surface: 1775.98 Km²

Inhabitants : 8,000,000

Density: 21.95 Inhab/km²

System challenges



Integrated Transport System (SITP)

In implementation



672 Microbuses

1993 microbuses en total



901 Busetas

1498 Busetas en total



3350 Buses

4478 buses en total

6163 VEHICLES (58,3%)



954 Padrones

2256 padrones in total

(Includes Dual Padrones)



66 Articulated

66 articulados in total



220 Biarticulated

270 biarticulados in total





- 11 trunk services in operation
- 135 Stations
- 9 Portals
- 15 Patios and maintenance facilities

112.9

km of trunk roads

Patios 97.24 Hectares

Advance patios (81%)



Bus stops (81%)

513 new

809 existing
1626 Bus stops type M10

4879 signals

5427 demarcated



Bus stops at the end of the implementation 6,737



Sistema Integrado de Transporte Público de Bogotá



Drivers (60,7%)

17,494

Drivers in the system /2014

26,715 Drivers in the system at the end of the implementation

