

Bogotá (and Colombian) cycling advocacy



Velocity 2017
Advocacy in Different
Countries
June 13
14:15h -15:15h
Brown Room

Carlosfelipe Pardo
Despacio.org
@carlosfpardo



C17

SITP

PN-270

ED

EX78

DMN

DMN

YSK

PN-270

HYUNDAI



1.25 ACCENT

RJS-455
BOGOTA D.C.

DMN-69C



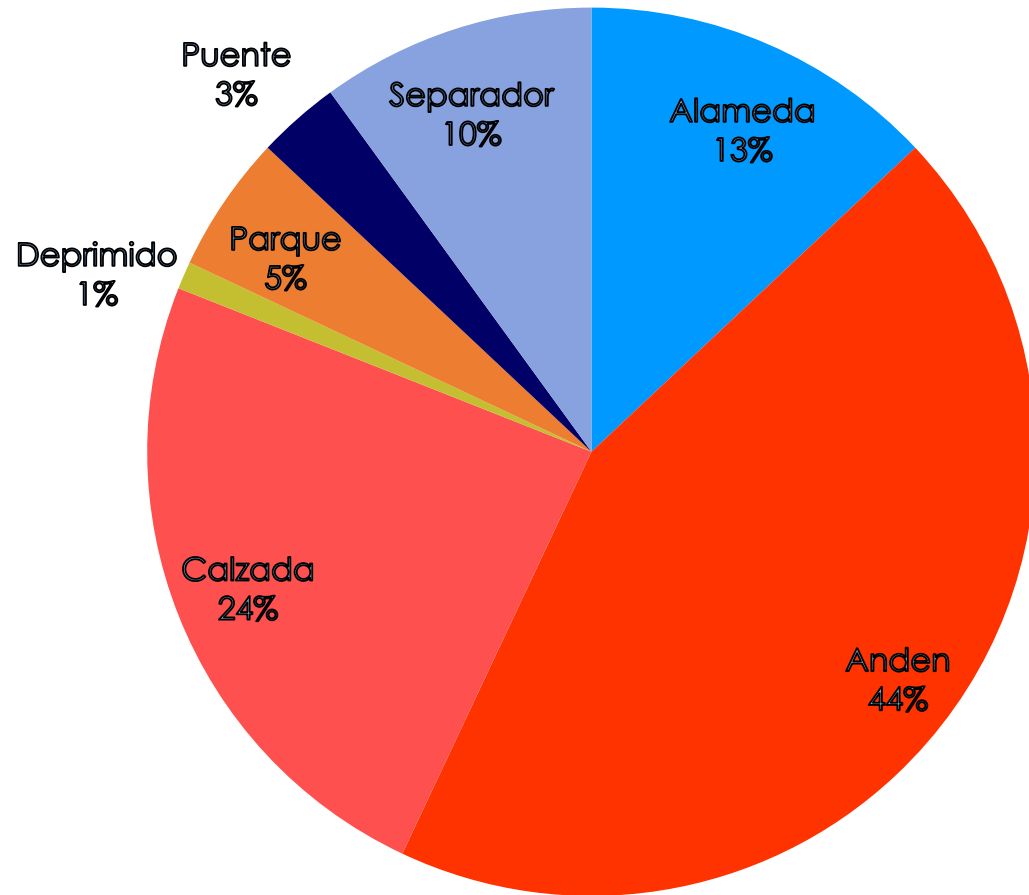
LA GRUPO

Background info (Bogotá, Colombia)

- Infrastructure (OSM https://umap.openstreetmap.co/es/map/ciclo-infraestructura-en-colombia_955#8/5.367/-74.048)
- Regulation:
 - Ley 1811 de 2016
 - ORNIs / UROs: Resolución 160 de 2017
 - Some cities with bicycle “person”
 - Cycling-inclusive infrastructure guide
- Education: helmet-led, cyclist is “dangerous” (and cycling as well)...
- Culture: cycling as sport (since 1950s), recreation (since 1970s), transport (since 1990s-2000s).



Types of bikeways (source: SDM Bogotá 2017)



Some high quality infrastructure (from year 2000)





The longer history of the bicycle

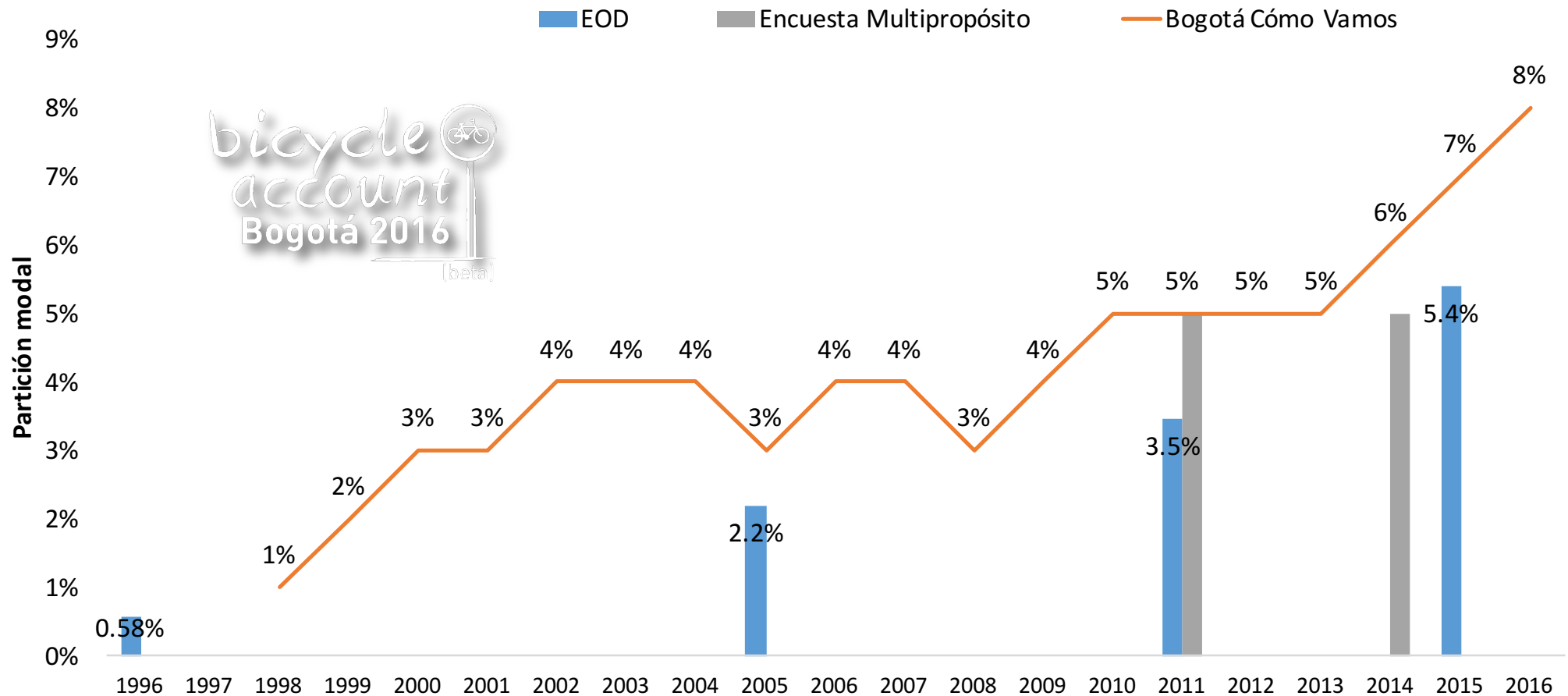
Historical Moment	Bicycle Users	Bicycle Uses	Perception of Bicycles
1800s arrival of the bicycle	High Income Men and women	Transport	High status
		Recreation	
1903 Arrival of the automobile	Children are main bicycle users (high class)	Bicycle as children's recreation	Bicycles are for children
1950 Vuelta a Colombia (Tour of Colombia)	Low income people	Sports	(for high status) vehicle of the poor
1974 Ciclovía (Sunday carfree day)	The entire population	Sports, recreation	Vehicle for everyone's recreation
1998 – first mass bikeway construction	Varied (mostly low income, but increasingly also high income)	Transport	Increasingly positive
2000 – first Carfree day (one a year)	The entire population	Transport	

Evolution of cycling policies

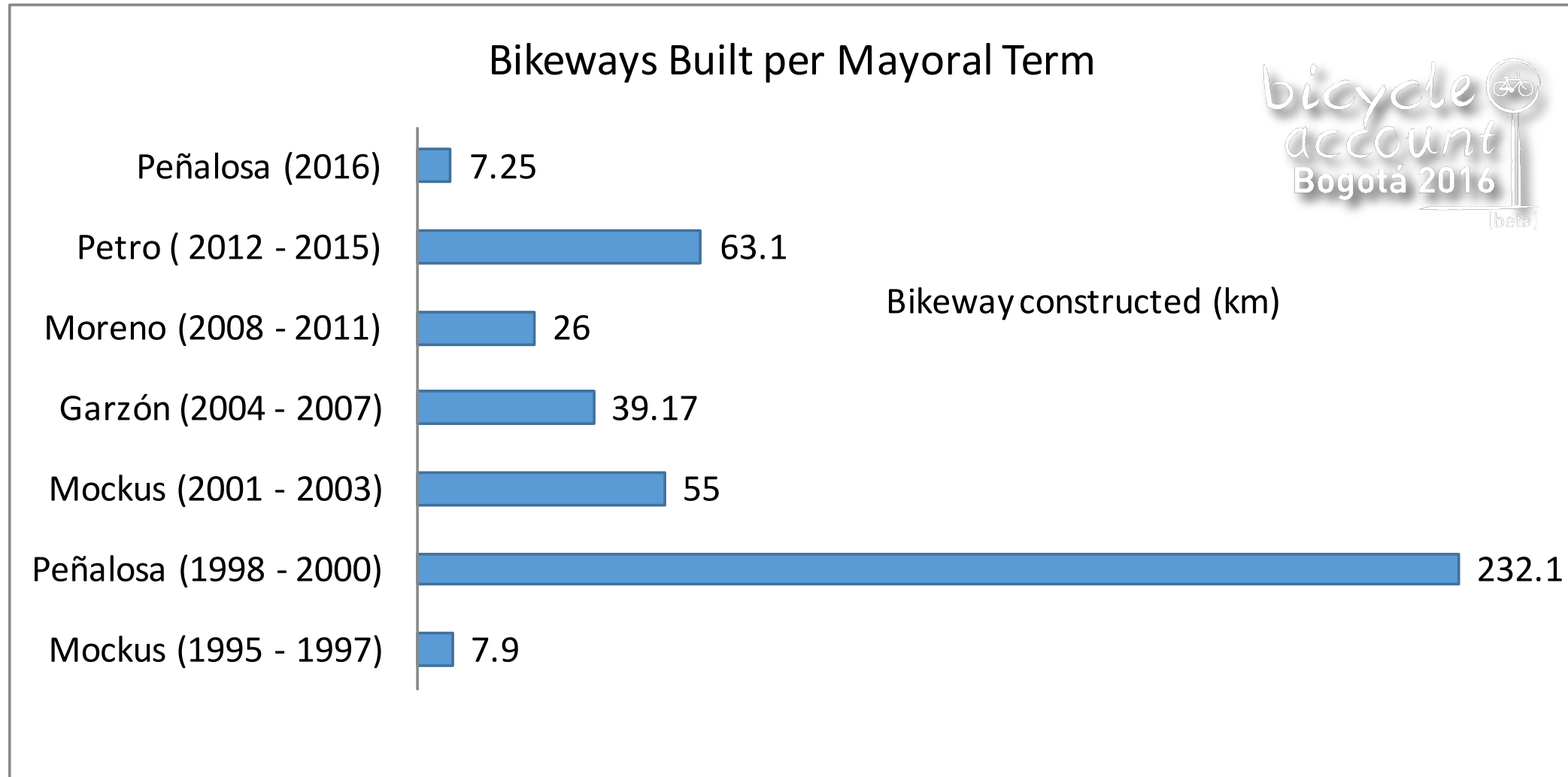
- Peñalosa I (1998-2000): the revolution (citizens?)
- Mockus II (2001-2003): Continuing
- Lucho (2004-2007): out of breath
- Samuel (2008-2011): Obscurantism (citizen reaction!)
- Petro (2012-2015): citizens, experiments (citizen involvement!)
- Peñalosa II (2016-2019): pilots, grand projects, still waiting... (citizens? OH RIGHT!)

Bicycle trip % 1996-2016 (various sources)

Uso de bicicleta en Bogotá según fuente (1996-2016)

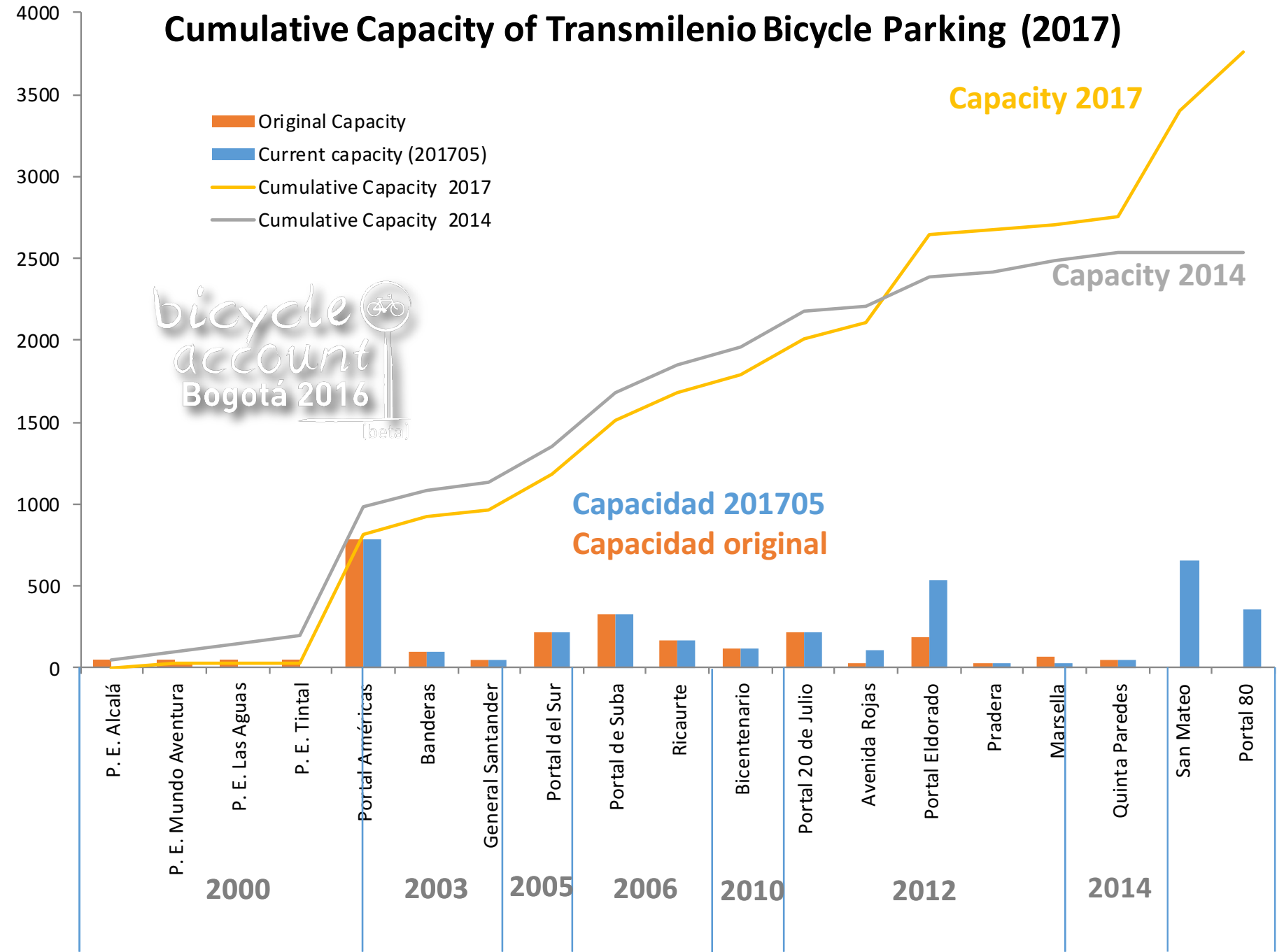


Built per mayoral term



Cumulative Capacity of Transmilenio Bicycle Parking (2017)

- Original Capacity
- Current capacity (201705)
- Cumulative Capacity 2017
- Cumulative Capacity 2014



Goal
2016-2019:
+1,500
2532 vs 3758

Al Colegio en Bici



Mesa de la bicicleta Bogotá (Bike roundtable)

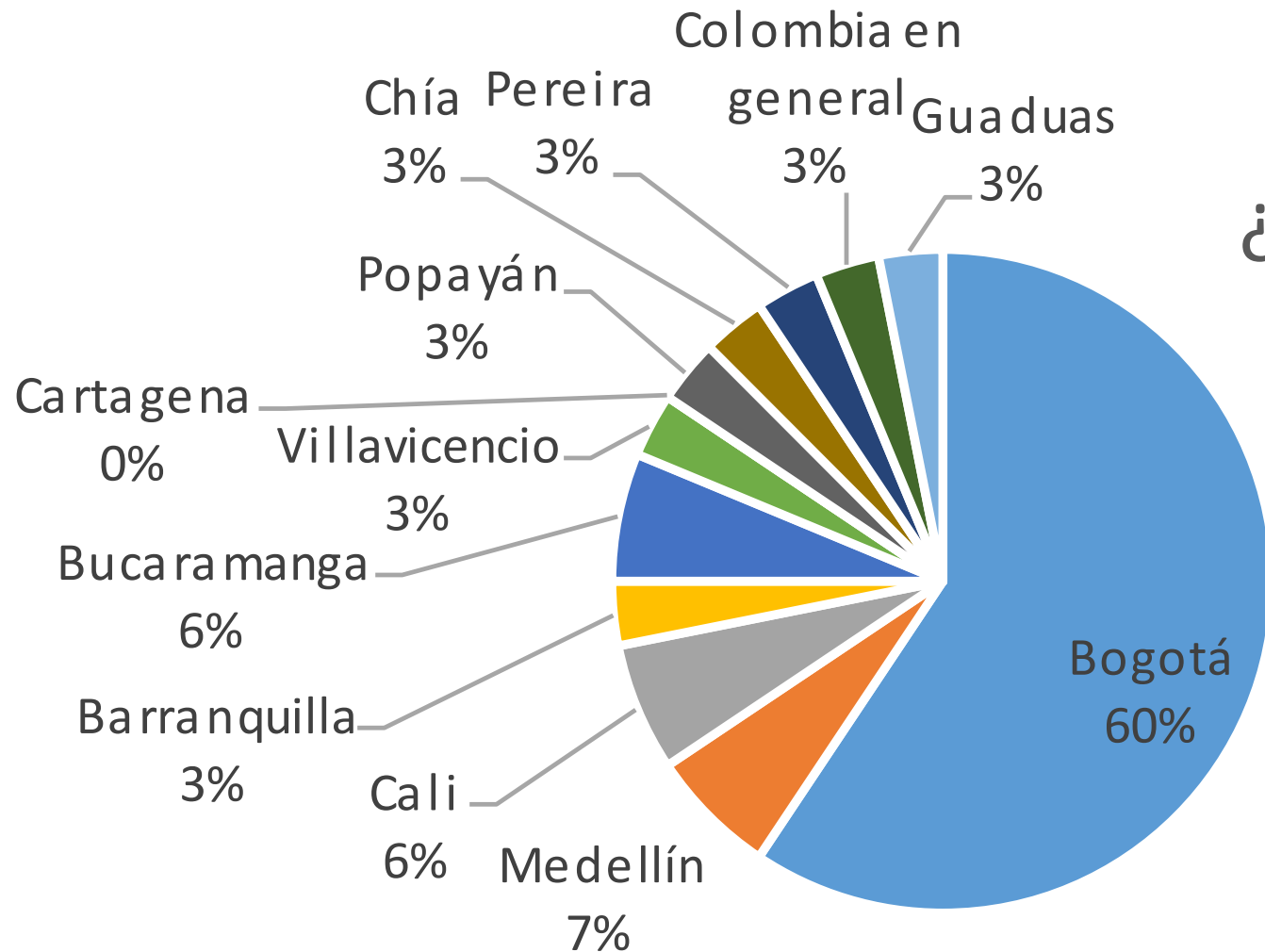


Bicirred (Colombia)

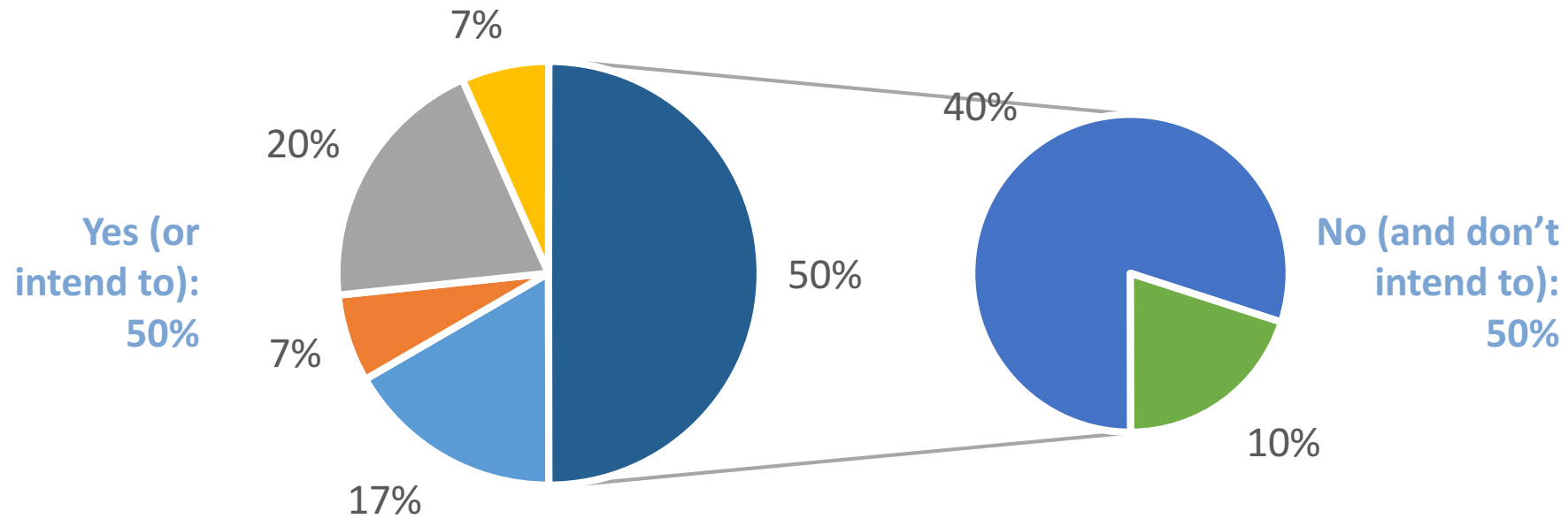


Survey to cyclists' groups

¿What city?

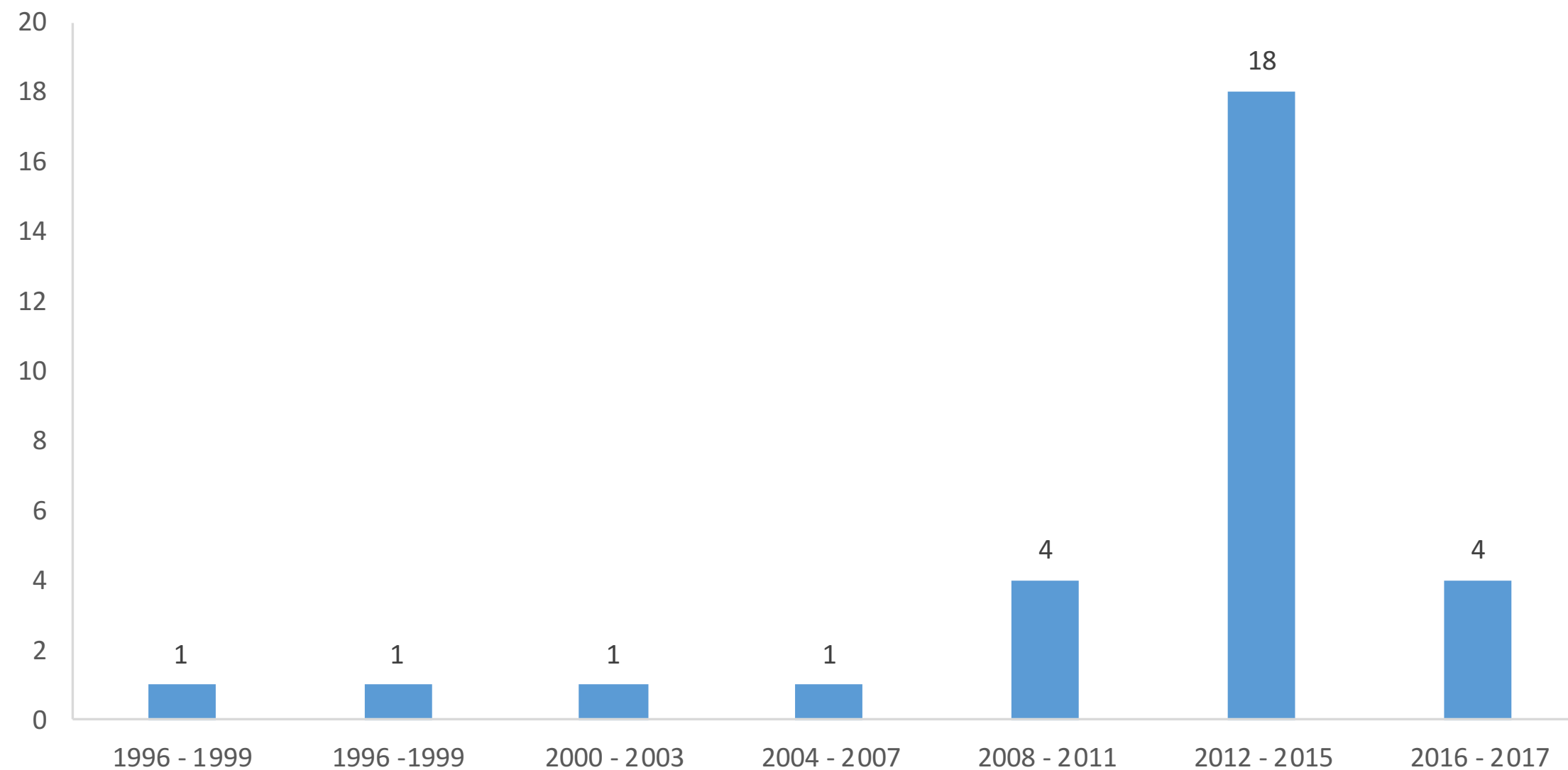


Is your group registered?

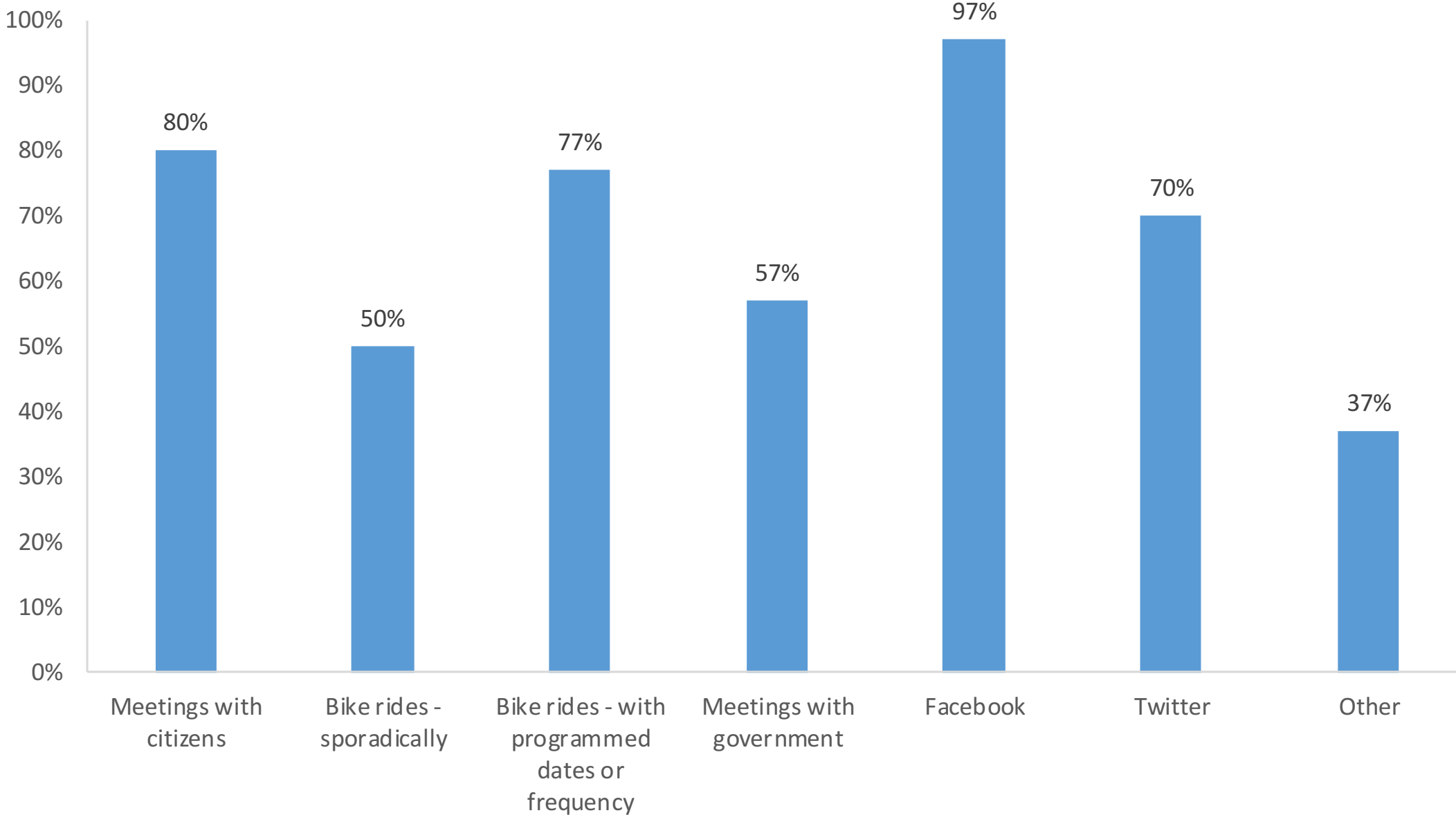


- Yes, as a non-profit organization
- Yes, as a commercial organization
- No, but we intend to register as a non-profit organization
- No, but we intend to register as a commercial organization
- No, we don't intend to register formally
- Other

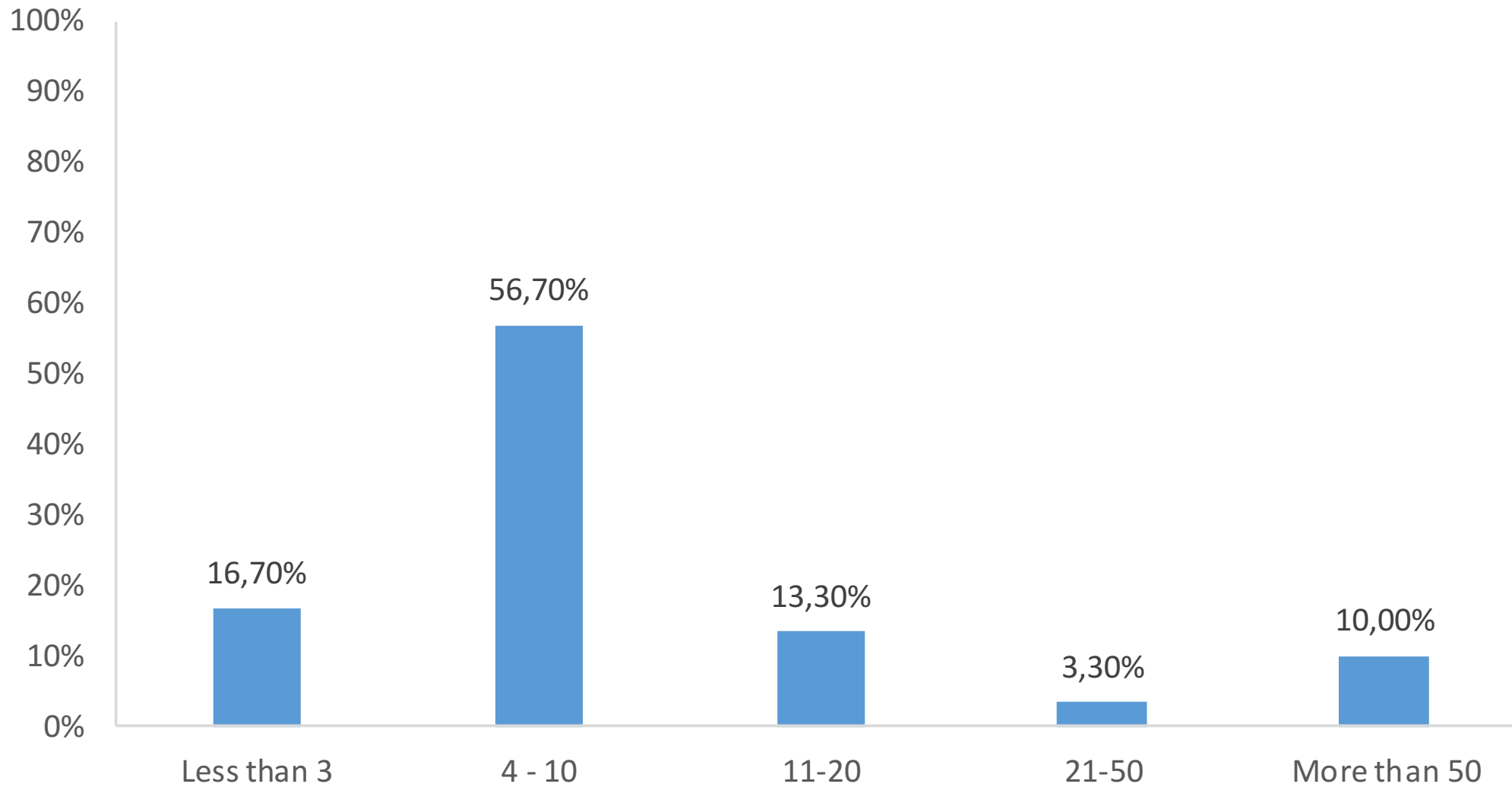
Number of advocacy groups by year of start of activities



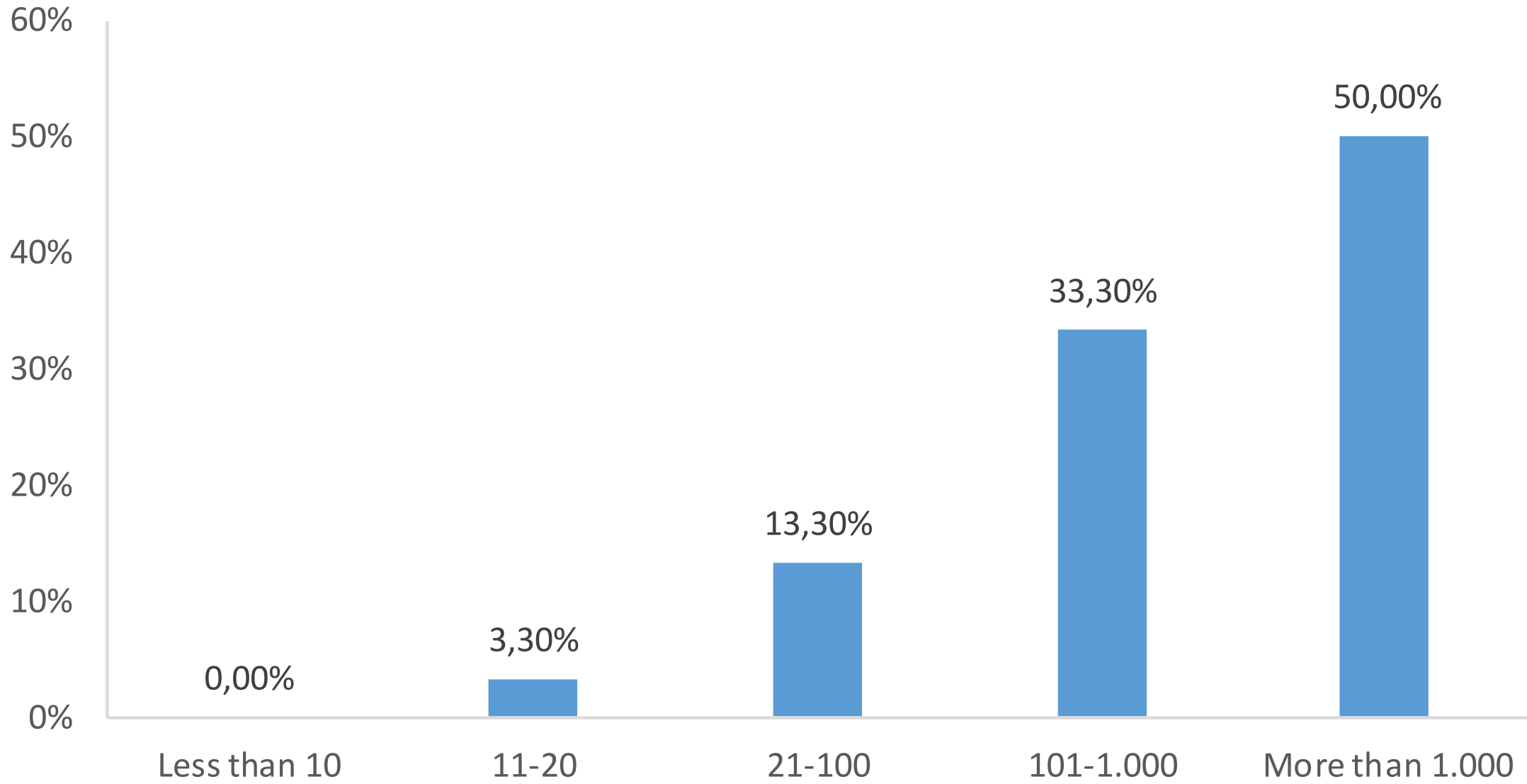
How does your advocacy group promote cycling?



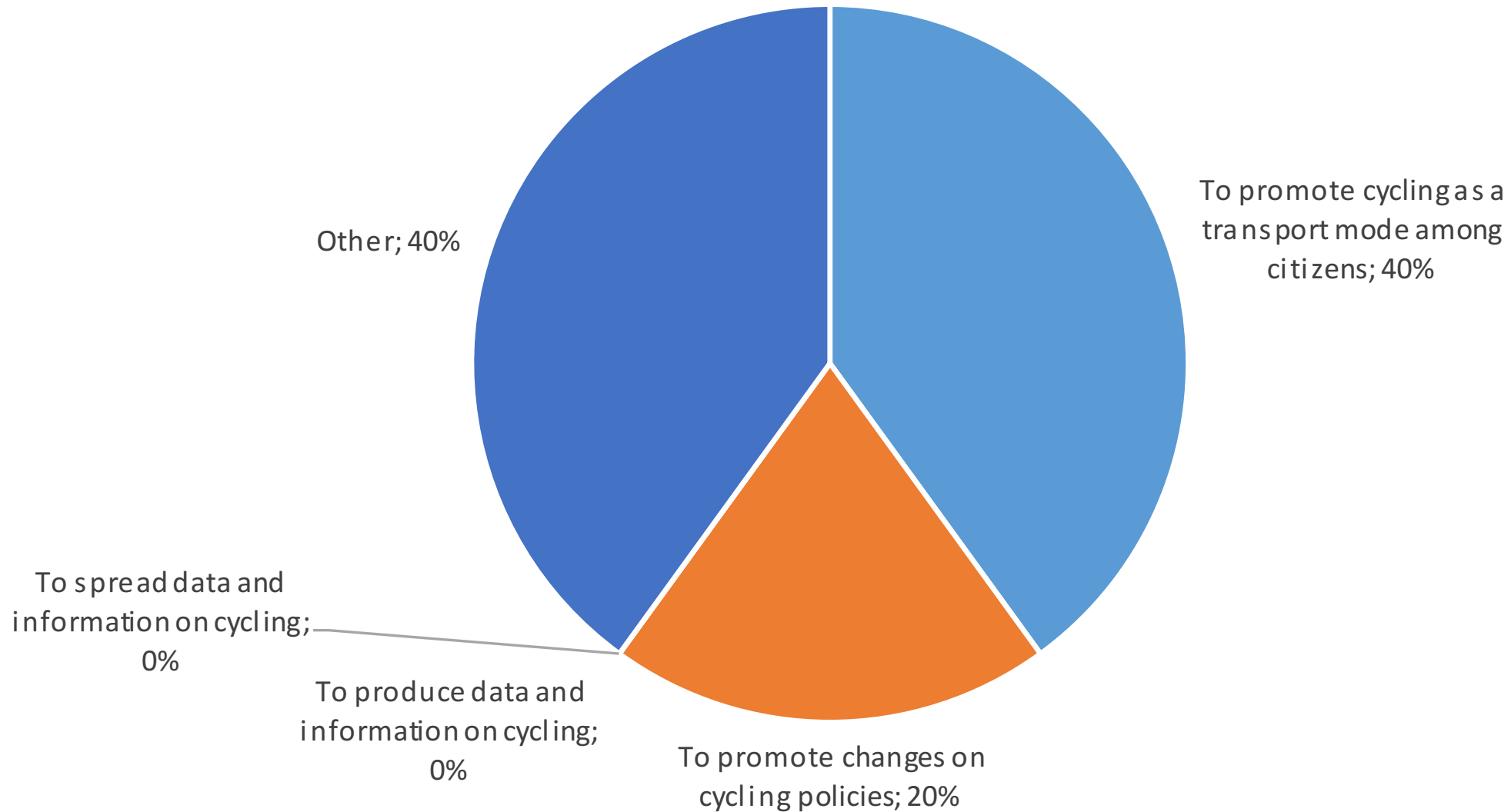
Aproximately, how many people manage your group actively?



Aproximately, how many people follow your group?



Which is your group's main focus?



¿Which has been the greatest achievement of your group?



Answered: 29 Skipped: 1

Proyecto Reconocimiento Local de la Bicicleta

Propuesta Comunidad Gente

Participación Practicar Ciudad

BiciEscuela Redes LUCHA Nacional Foro

Getting better and better...

- Organized
- Participative
- In contact with government
- Politicized?
- Part of government
- ...



...But need to improve

- Diplomacy
- Followup
- Systematization
- “being against for being against”
- Politicizing
- Part of government?



Thank you!

- And thanks to support in data from:
 - UniAndes EPIAndes Olga Lucía Sarmiento, Ana Paola Ríos
 - Bicirred Colombia (29 respondents!)
 - Mesa de la Bicicleta de Bogotá
 - Cyclists of the country!



@carlospardo



@carlospardo
pardo@despacio.org
Despacio.org