

URBAN AGE CITY TRANSFORMATIONS CONFERENCE

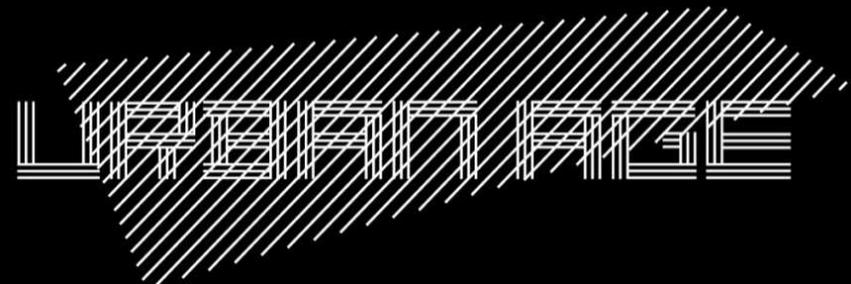
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Bogotá: transport and justice

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TRANSPORT AND JUSTICE

Enrique Peñalosa
URBAN AGE RIO
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In large cities, mobility is freedom.

...it is essential to access opportunities to develop human potential: education, work, culture, recreation

Without mobility, we cannot benefit from all a city offers...

...we are trapped in a hole in a the midst of a giant city

Mobility solutions are not a question of money or technology,
but a matter of equity...and political decisions

Equity: if all citizens are equal, a bus with 80 passengers has a right to 80 times more road space than a car with one...

...a citizen on a bicycle has a right to the same road space as one in a car...

The main obstacle to upper and middle income citizens using public transport are status considerations

(they use it next to the poor in Paris or New York, but not next to their poorer fellow citizens)

The main issue related to transport is how should we distribute that most valuable urban resource which is road space, between:

- pedestrians
- bicyclists
- public transport
- private cars



Sidewalks are part of transport systems...

...and the most important infrastructure in a democratic city









Public transport is the solution...but, which public transport?

A political and equity challenge:

Any city has thousands of kilometers of roads.

If buses are giving priority in the use of road space, mobility could be rapidly solved anywhere.

Sometimes inequality is before our noses and we do not see it.

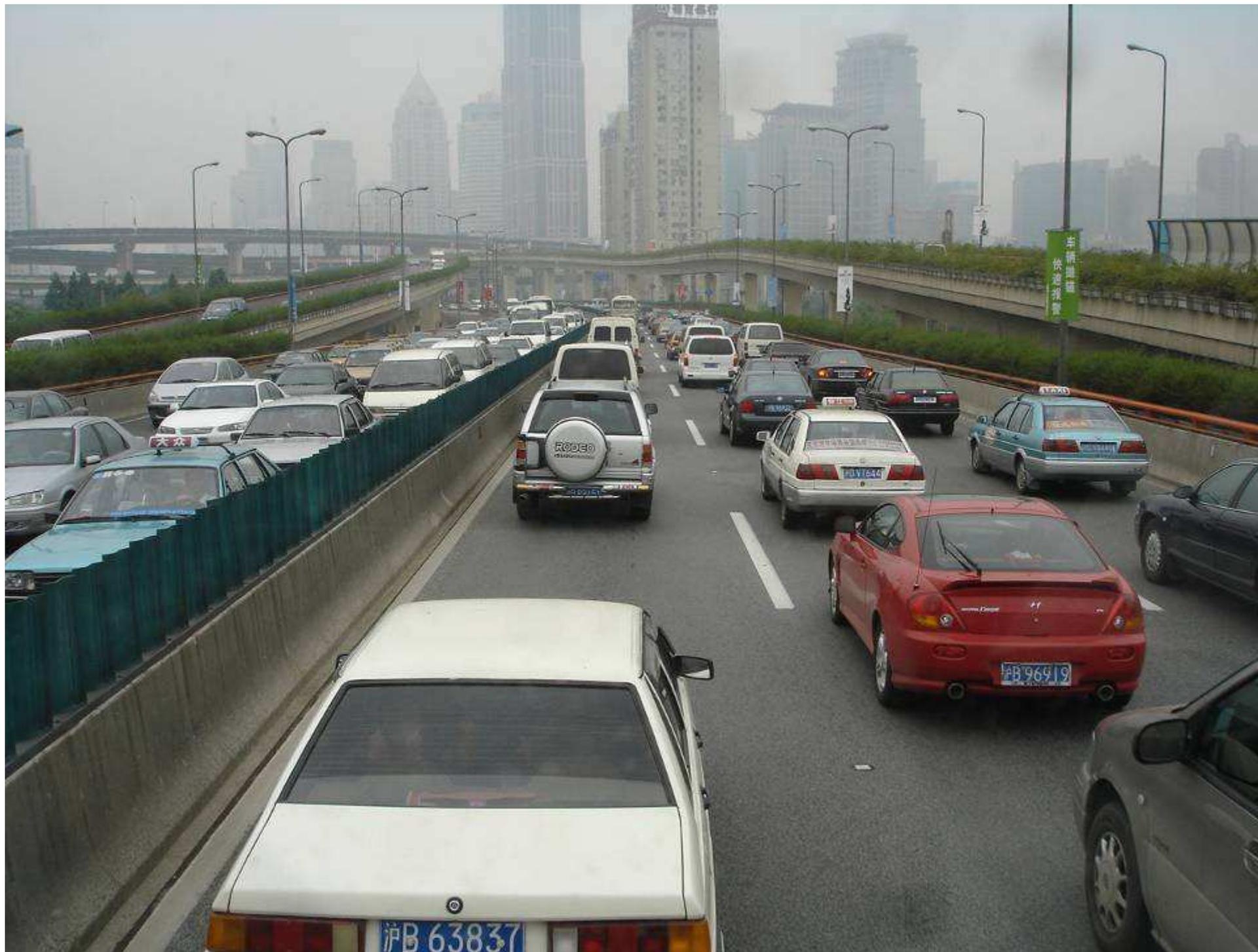
Less than 100 years ago women could not vote and it seemed normal.

...just as today it seems normal to see a bus in traffic.



Urban highways do severe damage to cities...

...and most of them do not allow public transport buses in them.







It does not take MIT Ph.Ds.

A committee of 12 year olds would rapidly conclude that the most efficient way to use scarce road space is with buses on exclusive lanes.

Sao Paulo subway is costing more than US \$ 250 million per kilometer.

A full fledged BRT costs between US \$ 5 and \$ 15 million per kilometer (and that includes sidewalks, car lanes, often property acquisition and demolition)

BRT is not the best mass-transit solution to mobility in large and growing developing country cities:

It is the only one.



Guangzhou's BRT moves more P/H/D than all subway lines in China except for Beijing # 2 line

A BRT lane moves up to 40 times more people than a car lane



Rio and Sao Paulo mayors are leading the world today in building hundreds of kilometers of BRT.

What they are doing will have a powerful influence throughout the developing world

Buses have much lower investment and operational costs than rail:

But beyond cost, buses have many advantages.

Subways are wonderful, but ¿why put public transport users underground?

Public transport users are exemplary citizens: they should be rewarded with priority use of surface roads, with natural sunlight and views of the city...







As buses zoom by expensive cars stuck in traffic, BRTs are a powerful symbol: almost a picture of democracy at work

TRANSMILENIO



Bogotá's TransMilenio moves up to 47,000 P/H/D, more P/H/D than most of the world's subway lines.

Buses can use ordinary roads, collect passengers in their neighborhoods and then enter the BRT corridor...like in Guangzhou

...subways cannot do that

Trips can take less time in BRT than subway:

- Buses change lines. Passengers do not have to get off, walk and wait for the next train...



Trips can take less time in BRT than subway:

- Buses can have express routes, overpassing some stations



Trips can take less time in BRT than subway:

- For the same amount of passengers, buses have higher frequencies

Trips can take less time in BRT than subway:

- Bus stations are closer to each other, thus people have shorter walks to and from stations

If there was fuel for only 5% of vehicles in your city:

Would you allocate it to cars?

And if it was space that was scarce?



Why are bicycles more used in the Netherlands or Denmark than in Spain or Italy?





In Bogotá there was not one meter of bike-ways and rider-ship was insignificant. Today while 19% use of the population uses a car, 6% of the population bikes daily...

Saving on public transport by using a bicycle saves between 15% and 40% of a low income person in a developing country city.





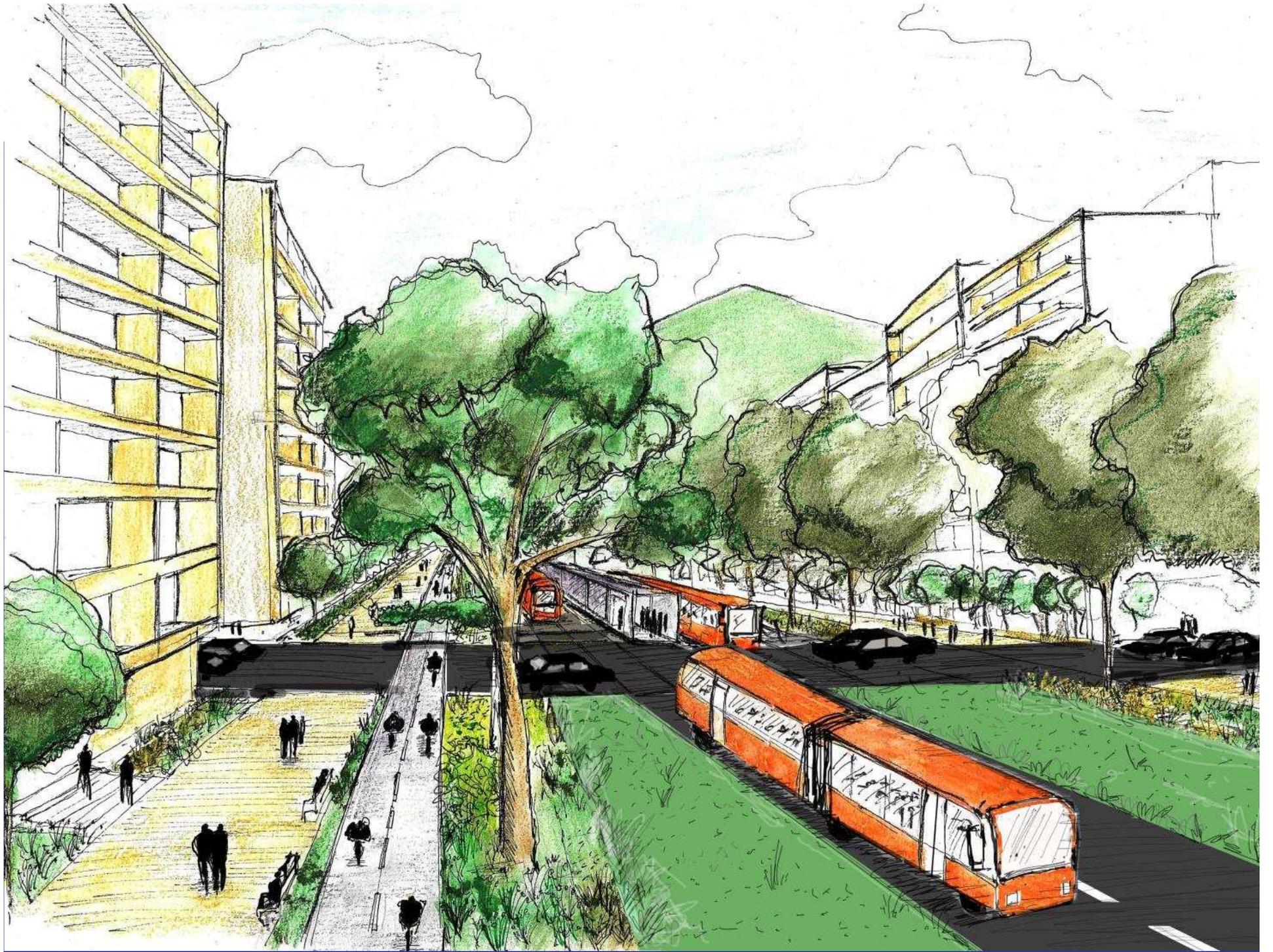
A protected bicycle way is a symbol of democracy. It shows that a citizen on a \$ 30 bicycle is equally important as one on a \$ 30,000 car.



Why not a city with hundreds of kilometers of bus-only roads or greenways with bus lanes?



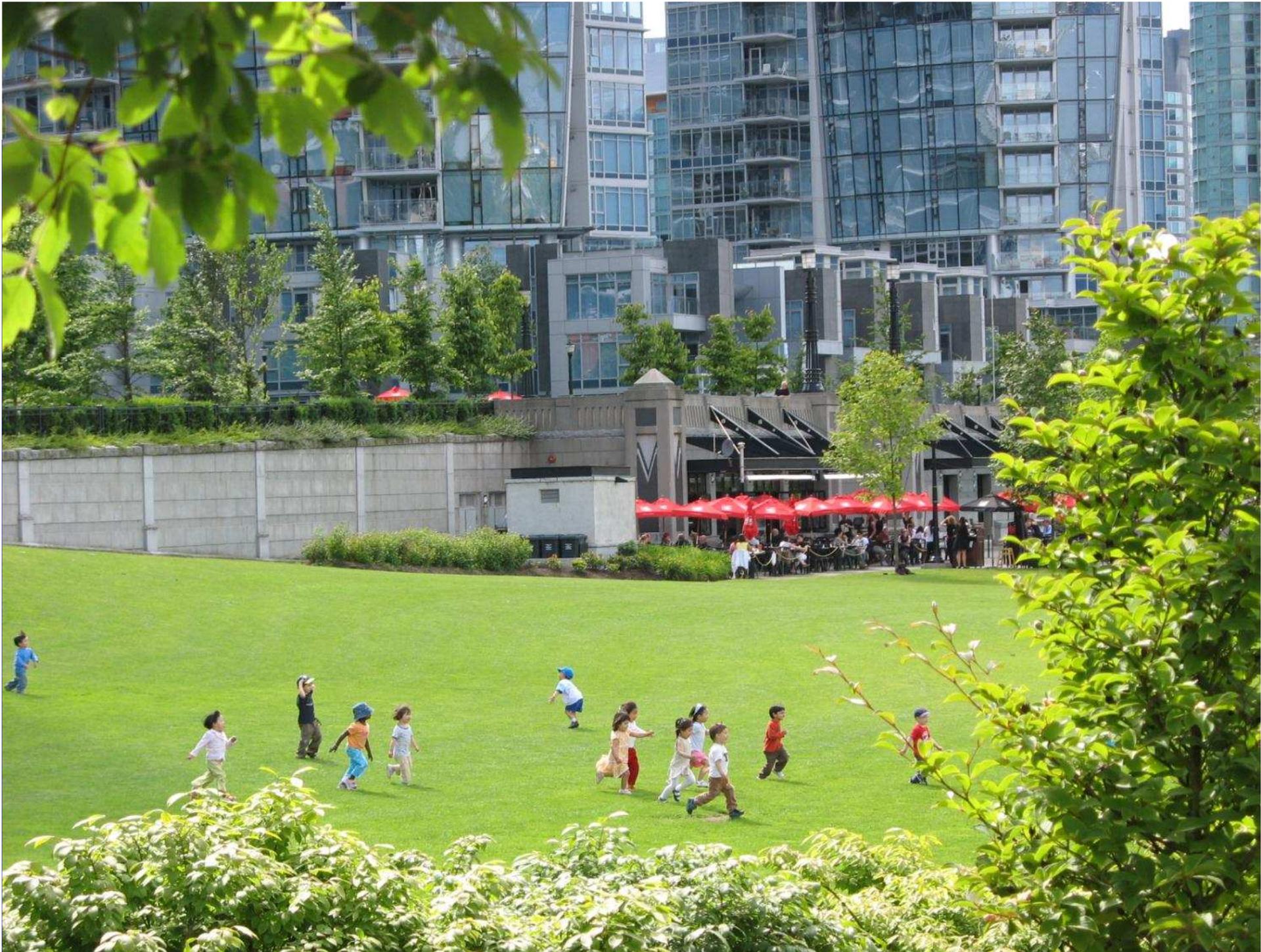




Why not a city with a network greenways and bicycle highways
hundreds of kilometers?





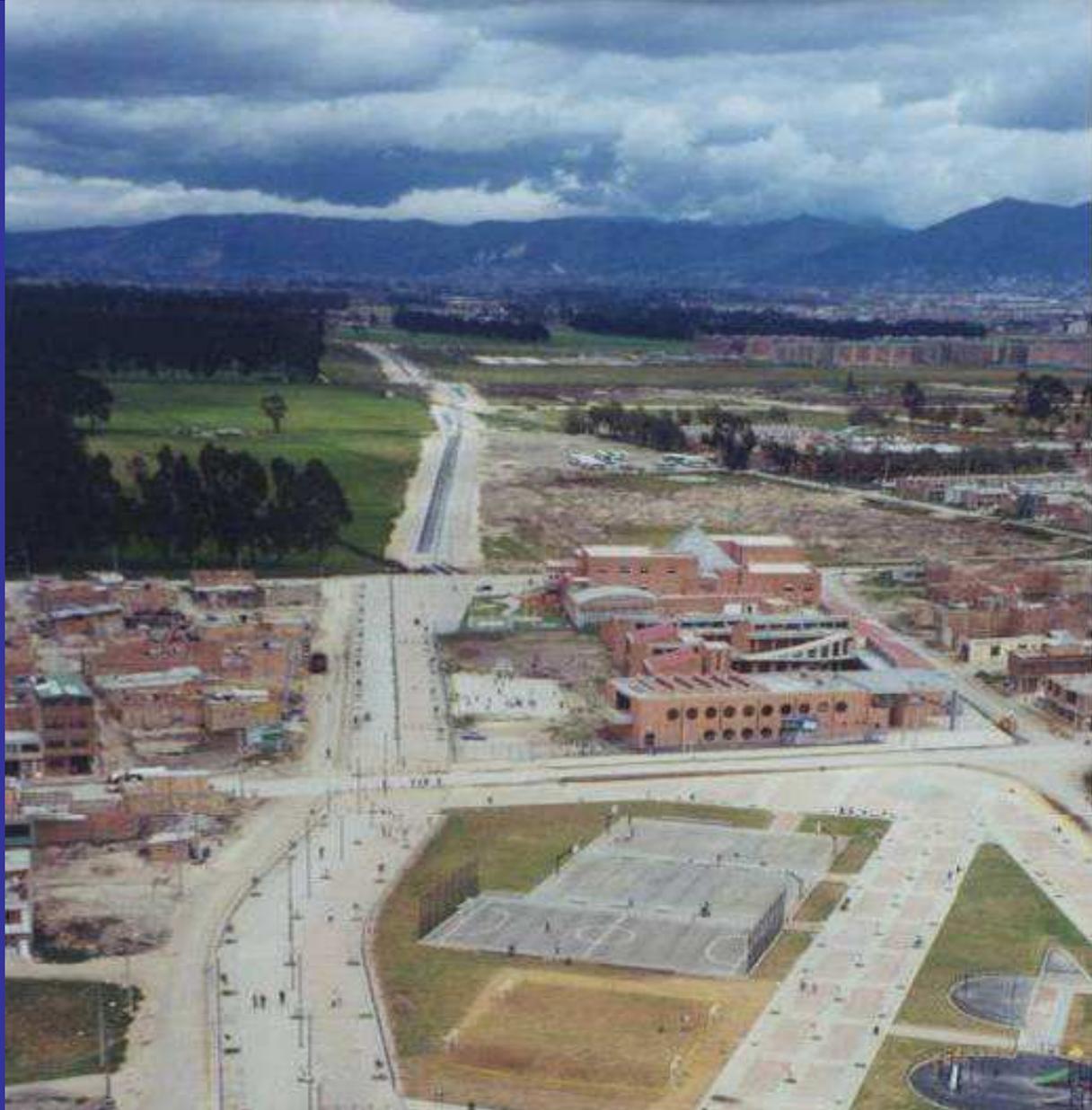












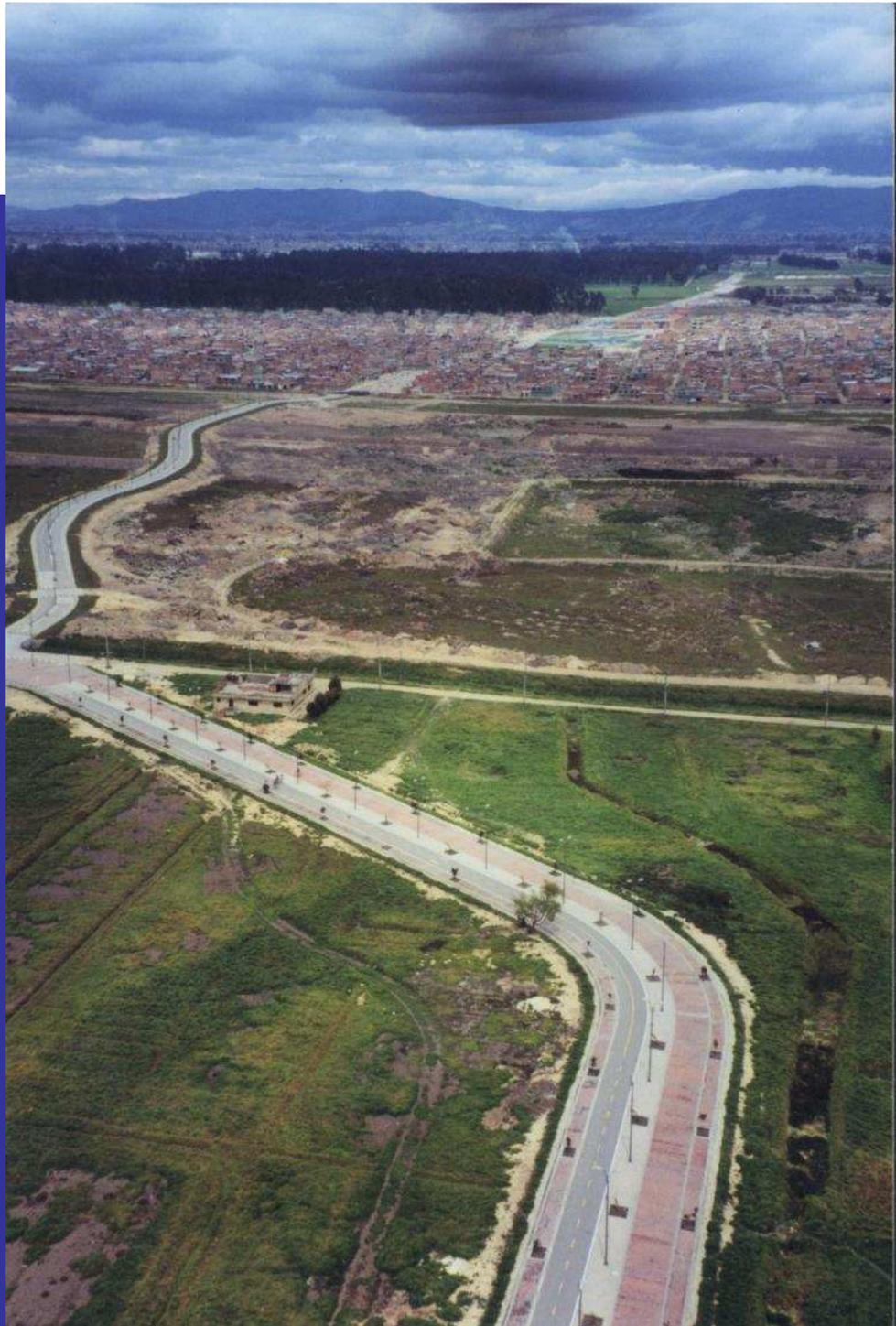
























In terms of transport, an advanced city is not one where even the poor use cars but rather, one where even the wealthy use public transport and bicycles