

# La nueva movilidad

CAMBIEMOS  
JUNTOS LA FORMA  
DE MOVERNOS



SECRETARÍA DE  
MOVILIDAD



# Implementation of Pop-up bike lanes during COVID-19



## March 2020

Monday 16th 22 km  
 Tuesday 17th 117 km  
 Wednesday 18th 76 km  
 Wednesday 25th 35 km

**35 km**



## April - May 2020

**April 27th:**  
 - Integration of 45 km  
  
**May 18th:**  
 - Integration of 4 km:  
 CAMM (KR 24 entre Av. Boyacá y Av. 1º de Mayo)

**84 km**



## Jun - Nov 2020

**September 2020:**  
 -Migration to bike lanes on AK 7, AC 106 and AK 9 roadway.  
  
**November 2020:**  
 -The corridors of Av. 1º de Mayo and Autosur are under review.

**50 km**



## December 2020

Migration to bike lane on AC 13 roadway between KR 100 and KR 135

**46 km**



## April - May 2021

**April 28th:**  
 - Removal of elements of segregation (briefcases) from all corridors for public order reasons.

**0 km**



## Jun - Aug 2021

**June 8th:**  
 -36 km return to programming.  
 -Installation of elements at 22 km.  
 -14 km under review.

**22 km**

## Criteria

- City-region connectors.
- Links to the Mass Transit System.
- Cycle route network connectors.
- Operating speeds of the corridors.
- Impact of public transport.
- Cyclist flows.

- City-region connectors
- Links to the Mass Transit System.
- Cycle route network connectors.

- Cyclist flows.
- Corridor operating speeds.
- Impact on public transport.
- transportation.
- Loss of segregation elements.

- Cyclist flows.
- Accident rate.
- Traffic analysis.
- Connection between generation and attraction nodes.

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# Temporary bike lanes during COVID-19 (September 2021)



**28 km**

Temporary bike lanes turn into roadway bike lanes, included in the network



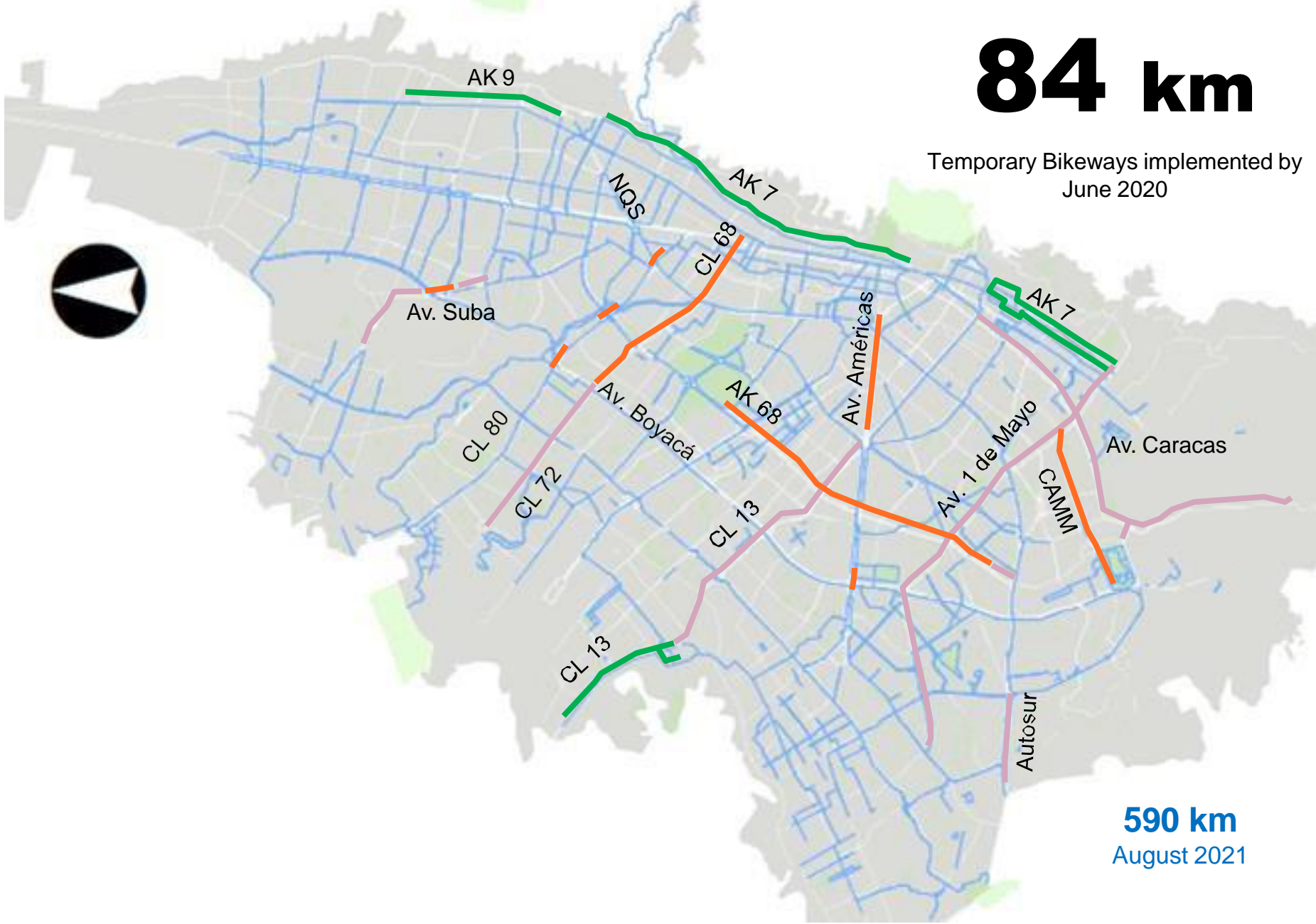
**22 km**

Temporary bike lanes

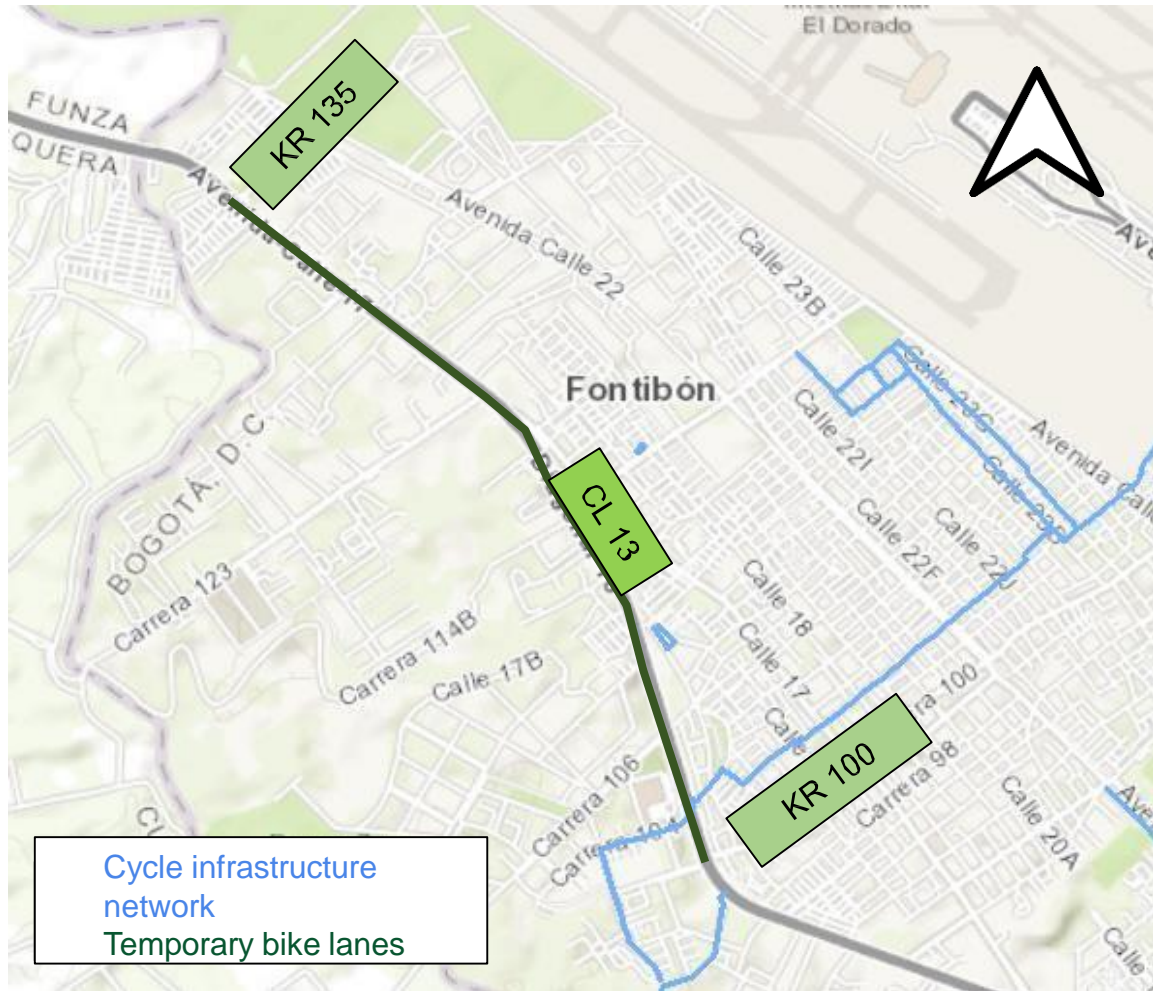


**34 km**

Sections under revision



# Cycling infrastructure Av. Calle 13



## ACTIONS TAKEN:

- Migration from temporary bike lanes to roadway bike paths
- Approach of community through informative outreach activities for the migration to roadway bike lanes

	2019	2020	2021
Pedestrians			
Cyclists (AM-PM Peak Demand Periods)	944 AM 877 PM	3440 AM 3240 PM	3518 AM 3569 PM

\*Cyclist volume data corresponds to the annual monthly maximum per AM and PM period of the year.

**Length:** 6.8 km

**Condition:** Bidirectional attached to the south side platform.

**Vel. 2020:** 31,9 km/h

**Vel. 2021:** 33,2 km/h

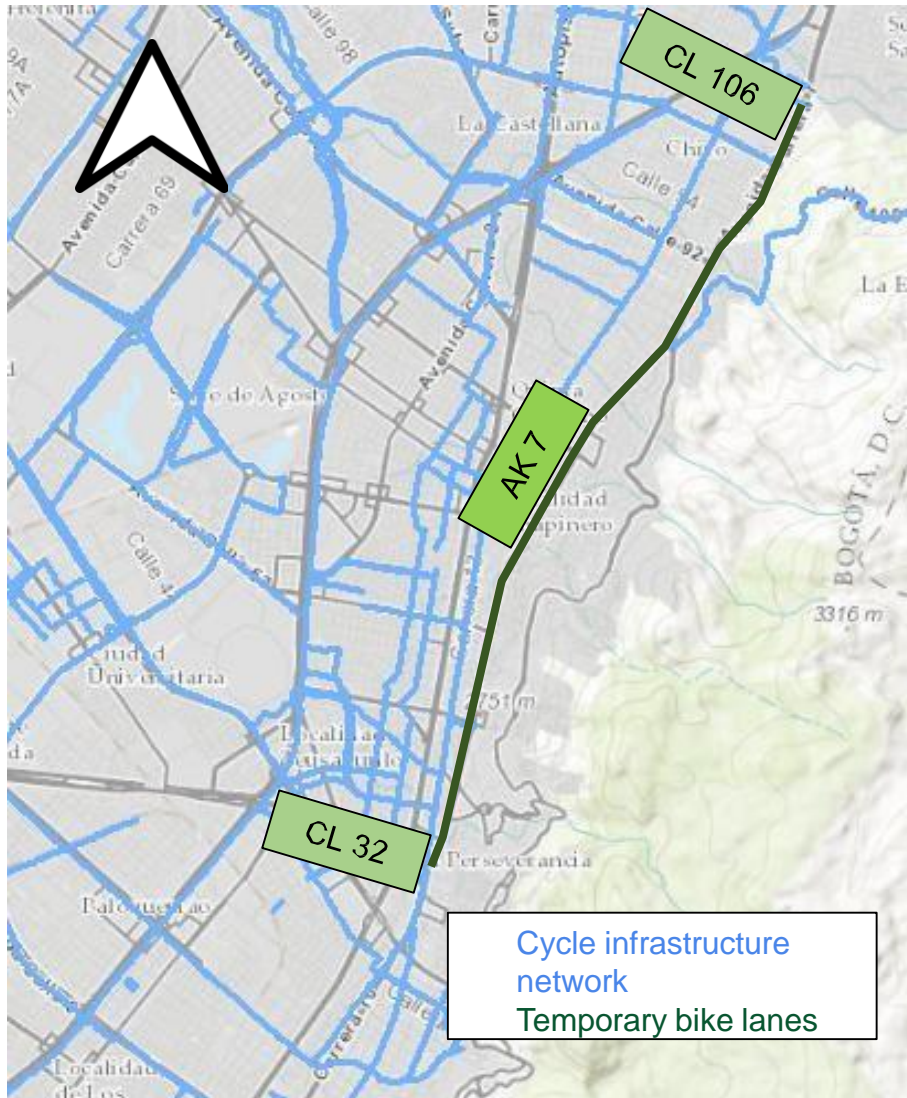
# Cycling infrastructure Av. Calle 13



**Impacts due to heavy traffic**

**Adequacy of the migration of pedestrian and bicycle lanes**

# Cycling infrastructure Av. Carrera 7



**Length: 19.8 km**

**Condition:** Bidirectional attached to the separator on the western side.

**Vel. 2020:** 30,7 km/h

**Vel. 2021:** 31.8 km/h

## ACTIONS TAKEN:

- Migration from temporary bike lanes to roadway bike paths
- Approach of communities through informative outreach activities for the migration to roadway bike lanes

	2019	2020	2021
Pedestrians			
Cyclists (AM-PM Peak Demand Periods)	1165 AM 1360 PM	1573 AM 1066 PM	1840 AM 1449 PM

\*Cyclist volume data corresponds to the annual monthly maximum per AM and PM period of the year.

# Cycling infrastructure Av. Carrera 7

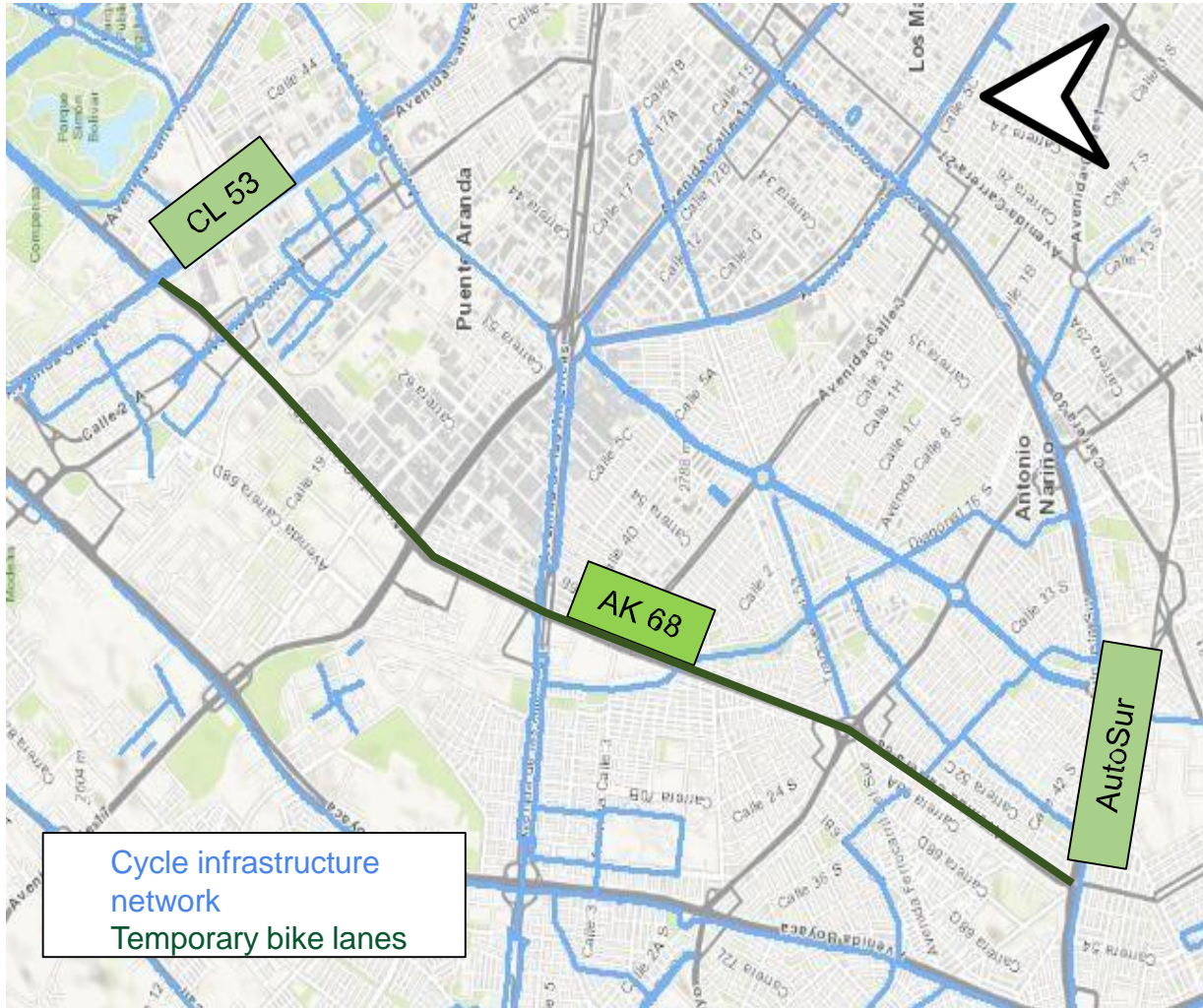


**Temporary Condition**



**Permanent Condition**

# Cycling infrastructure Av. Carrera 68



**Length:** 8,6 km

**Condition:** Bidirectional attached to the central divider of the eastern roadway between Autosur and CL 53.

**Vel. 2020:** 30,2 km/h

**Vel. 2021:** 30,9 km/h

## ACTIONS TAKEN:

- The bicycle lane is included in the traffic management plans of the AK 68 trunk road
- Outreach to communities with the support of the Guide Group and the police.

	2019	2020	2021
Pedestrians			
Cyclists (AM-PM Peak Demand Periods)	1620 AM 1237 PM	3684 AM 3664 PM	3.624 AM 4.117 PM

\*Cyclist volume data corresponds to the annual monthly maximum per AM and PM period of the year.



# Cycling infrastructure Av. Carrera 68



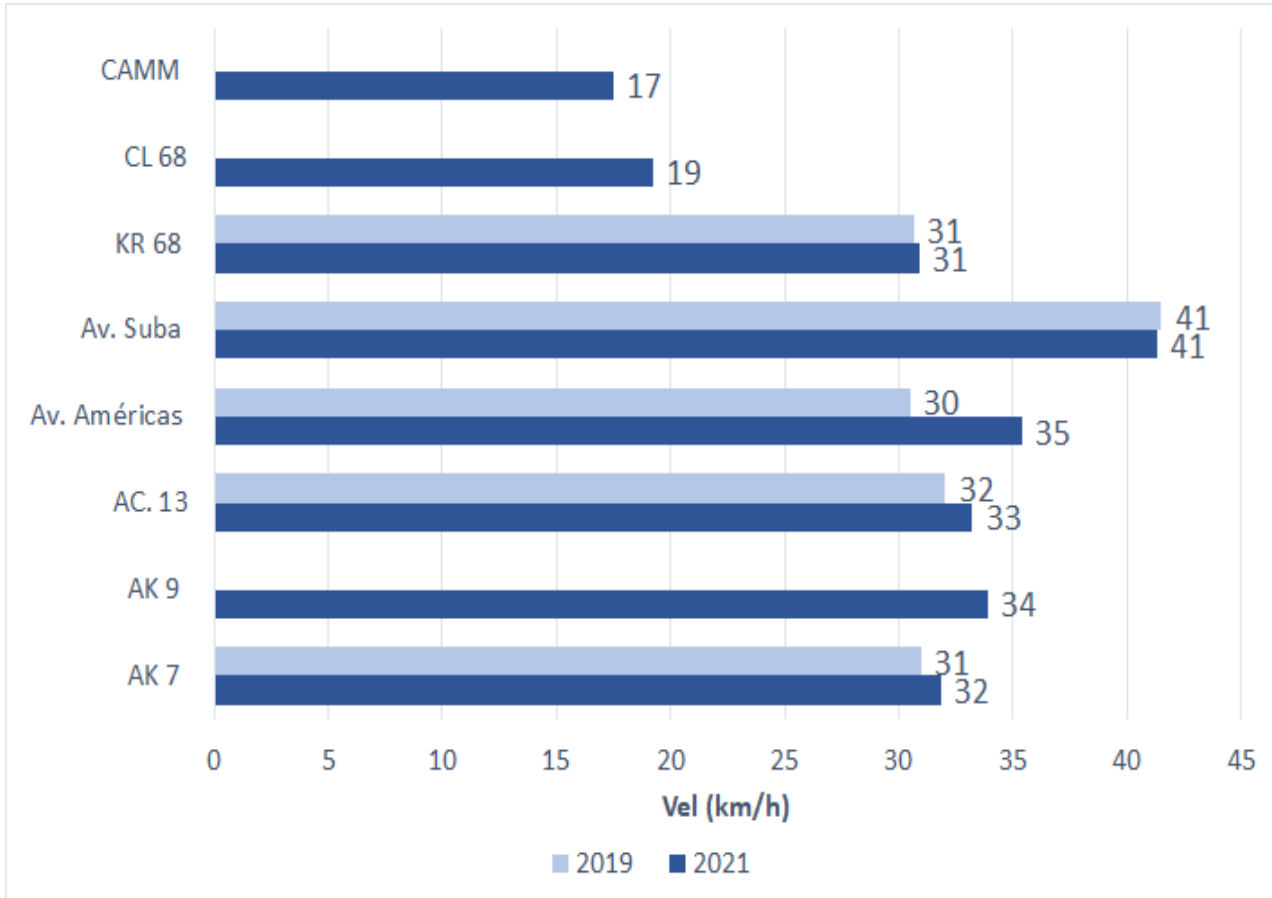
**Initial Condition**



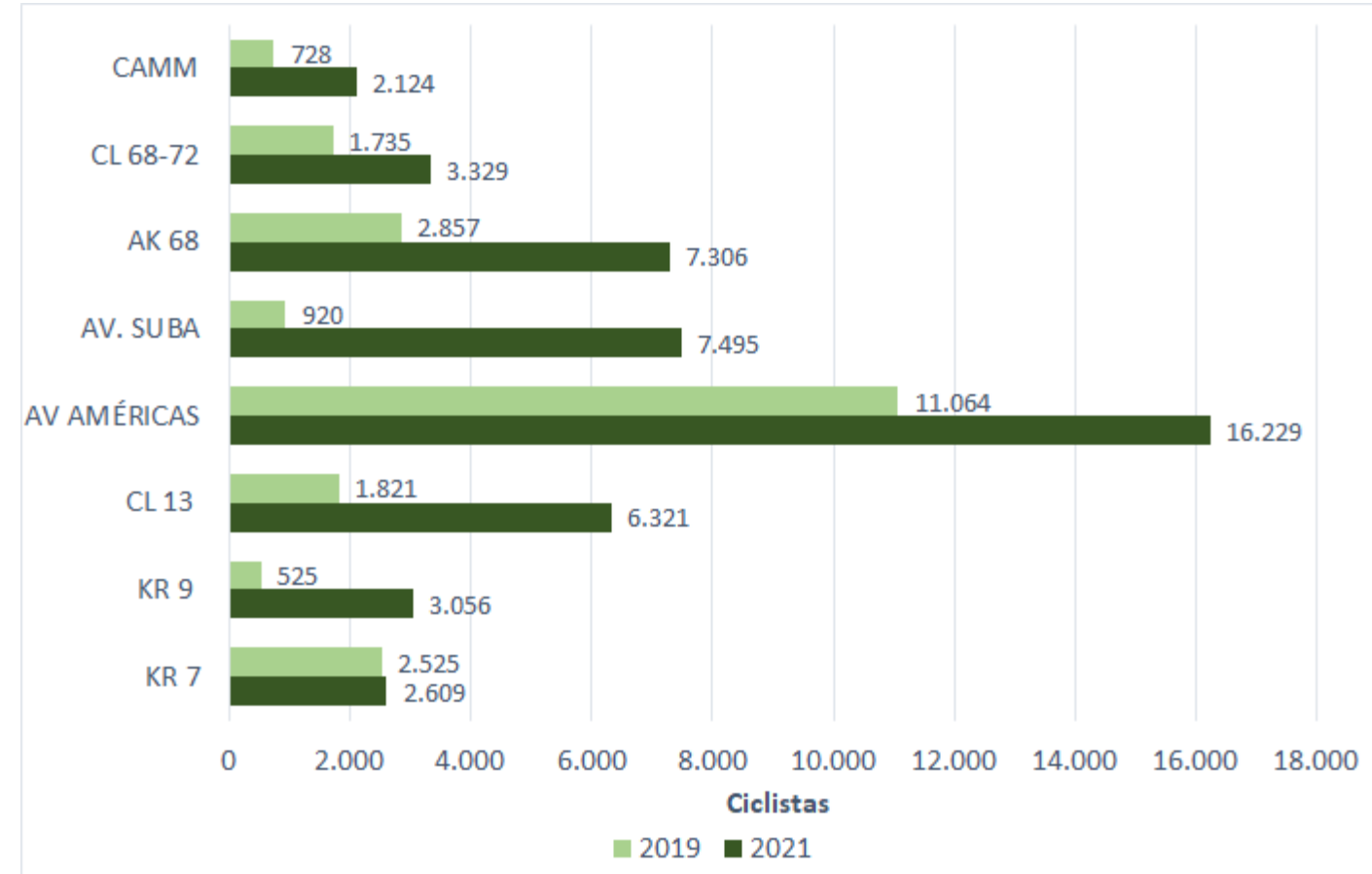
**Current Condition**

# Indicators of temporary bikeway corridors during COVID-19

## Vehicles' speed 2019 - 2021:



## Cyclist volumes 2019 - 2021:



\*The reported speeds correspond to mixed speeds, information that is processed by capturing information from sensors located in the main corridors of the city (Bitcarrier) and the waze tool.

# Number of accidents on temporary bikeway corridors per month

Street	With fatalities		With injured		Damage only		Total claims before implementation	Total claims after implementation
	Before	After	Before	After	Before	After		
AK 68	10	3	139	118	241	186	390	307
AK 7	7	1	125	60	283	89	415	150
Av. Americas		1	30	20	91	47	121	68
Av. Caracas	11	8	149	134	114	107	274	249
Av. Centenario (CL 13)	13	9	116	89	455	273	584	371
Av. Suba	1	1	20	33	52	58	73	92
CAMM - KR 24	1	1	52	38	54	45	107	84
CL 68 - CL 72	2	1	111	70	182	136	295	207

Source: SIGAT Prepared by: DIM-SDM. Date consulted 06/09/2021

\*Preliminary data subject to change.

The table shows the behavior of the accident rate before and after the implementation (1 year follow-up), in most of the corridors or sections intervened there was a reduction of accidents, such as:

Race 68 the accident rate was **reduced by 21%**. Carrera 7, the accident rate was **reduced by 64%**.

Las Américas the accident rate was **reduced by 44%**.

Caracas Ave. the accident rate was **reduced by 9%**.

13th St. the accident rate was **reduced by 36%**

24th St. the accident rate was **reduced by 21%**.

68th Street - 72nd Street: accident rate **reduced by 30%**.

With the exception of Suba Avenue, where the accident rate increased 26%.

**GRACIAS**