

**SOCIAL AND
ENVIROMENTAL
SUSTAINABILITY
IN CITIES**

BOGOTÁ: A Third World City



- 6,8 million inhabitants
- 2.600 meters above sea level
- 34,000 hectares

BOGOTÁ: A Third World City

- 210 inhabitants per hectare
- About half of the city has grown illegally
- The streets in the neighborhoods where nearly 20% of the population live have no pavement.



When Colombia's population was 30% urban, Bogotá had 600.000 inhabitants. Now it is 75% urban and Bogotá has 7 million inhabitants.

HOW TO MAKE SOCIALLY AND
ENVIRONMENTALLY
SUSTAINABLE CITIES?

CITY VISION

WE CANNOT DESIGN AN
URBAN TRANSPORT SYSTEM
UNLESS WE KNOW WHAT
KIND OF A CITY WE WANT.

CITY VISION



VS



EQUALITY AND CITIES

EQUALITY AND CITIES

The way we build our cities and organize city life can be a powerful tool for constructing a more egalitarian and integrated society.

EQUALITY AND CITIES

Quality of life is more important
than income distribution.



If a city is good for children, for them to move about and play freely, it will be good for everybody else.

PUBLIC SPACE

PUBLIC SPACE

**Over the last 80 years we
have been making cities
much more for cars
mobility than for children's
happiness.**















447 bicyclists and 859 pedestrians
were killed in Colombia in 2004.

PUBLIC SPACE

Traditionally in Europe pedestrian networks are located in historic centers. But we can create magnificent pedestrian roads in growth areas around our cities and through the poorest, recently informal neighborhoods.



EL PORVENIR PROMENADE



EL PORVENIR PROMENADE





EL PORVENIR PROMENADE











PUBLIC SPACE



High quality pedestrian public space begins at least to compensate for inequality.



PUBLIC SPACE



PUBLIC SPACE



PUBLIC SPACE



PUBLIC SPACE



Cars parked on sidewalks, or parking bays where there should be sidewalk, make a city less humane; and in poorer countries, more unequal.

PUBLIC SPACE



The quantity and quality of a pedestrian public space is one mark of a civilized city.



Before anything else, the environmental quality of a city is defined by its capacity to facilitate human happiness. Parks and sports fields are thus as environmentally necessary as clean water or clean air.

PUBLIC SPACE



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PUBLIC SPACE

What gives character to a city, what is memorable about it, is its public pedestrian space.









TRANSPORT

TRANSPORT

TO TALK ABOUT TRANSPORT IS TO
TALK ABOUT URBAN STRUCTURE.

TRANSPORT

Shanghai



Different from other challenges such as health or education, urban transport does not improve with economic development.

TRANSPORT

Density is the most important transport policy. Sprawl has to be avoided.



TRANSPORT

More than whether trains, tramways, buses, monorails are chosen, public transport success depends on density. High density makes possible low cost, high frequency public transport.

TRANSPORT



Cars are wonderful but they don't function well if we all decide to use them simultaneously at peak hours



The only solution is public transport, but not for those with lower incomes, but for everybody.





TRANSPORT

Which is the objective of our transport policy?

- a. Provide efficient mobility for all.
- b. Minimize traffic jams for the higher income groups.

TRANSPORT

Quality public transport is necessary but not sufficient. Car use must be restricted.

TRANSPORT

Severe car use restrictions are the only effective means to achieve:

- Public transport use
- Population density

TRANSPORT

Among the means to restrict automobile use are:

- Tag number-based restrictions
- Tolls
- High fuel prices
- Parking restrictions
- Ban on peak hour use
- Traffic jams



Traffic jams without public transport are relatively useless; so is public transport without traffic jams or some other form of automobile use restriction.

Bogotá Experience: TRANSPORT

Through a tag number system, 40 % of all cars have to be off the streets during peak hours two days every week. This reduced trip times by about 21 minutes and lowered pollution levels. Gas consumption went down 10.3%.

Bogotá Experience: TRANSPORT



« Peak hour and Tag » (« Pico y Placa »)

93% population support

Bogotá Experience: Ciclovía



Bogotá Experience: Ciclovía



Bogotá: CAR FREE DAY



Bogotá: CAR FREE DAY



During 13 hours all citizens meet as equals in public transport, bicycles or walking. It builds community

Bogotá : REFERENDUM

People enjoyed the adventure.
Afterwards in the referendum of
October 2000, nearly 64% of voters
approved establishing a car free the
first Thursday of February every year.

TRANSPORT

The people of Bogotá voted positively a referendum asking whether they wanted all cars off the streets every week-day between 6 AM and 9 AM and between 4:30 PM and 7:30 PM from January 2015 onwards.

BIKE PATHS



While cars tend to be a means of social differentiation, bicycles integrate people.

Bogotá: BIKE PATHS



More than 300 kms of bike paths have been built

Bogotá: BIKE PATHS





Bogotá: BIKE PATHS



Bogotá: BIKE PATHS



Bogotá: BIKE PATHS



Bogotá: BIKE PATHS



Bogotá: BIKE PATHS





Bogotá: BIKE PATHS

Respect for
human
dignity



TRANSPORT

IN TERMS OF TRANSPORT, A CIVILIZED CITY IS NOT THAT ONE WITH HIGHWAYS BUT RATHER, ONE WHERE A CHILD ON A TRICYCLE CAN SAFELY GO ANYWHERE