Civic Engagement and Building a New Mobility Paradigm in a Megacity

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The challenge: CDMX in numbers

8.8 million inhabitants CDMX
20.1 million inhabitants ZMVM

23 million daily trips:
- Public Transport (67.58%)
- Private Transport (31%)
- Others (1.37%)

5.5 million cars circulating

73% of federal budget for car oriented infrastructure

42% of real estate development for parking

INEGI, 2010; EOD, 2007; Setravi, 2011; INCIFO; ITDP, Menos cajones, más ciudad
How to transform our cities?

- Legislative and administrative change
- Planning instruments and budget allocation
- Implementing new mobility culture

= Policy: road safety and metropolitan mobility

Key to promote change: Civic engagement
The New Mobility Law

Advisor Committee

Mobility agenda by citizens

Legislative / Administrative – Planning – Implementing
What did we accomplish by law?

- Established mobility **hierarchy**, which prioritizes **vulnerable** road users
- **People** are in the center of public policies’ decision making.
- Walking, biking and public transport as a main focus for mobility strategies
- **Right to mobility**
- **New administrative** and **specialized areas**
  - Mobility as a broad administrative matter: interinstitutional cooperation

**Legislative / Administrative** – Planning – Implementing
What was next? Planning

Comprehensive Mobility Program

Pillars:

1. Integrated transport systems
2. Streets for all
3. Better mobility, less cars
4. Culture of mobility
5. Transport of goods
6. Transit Oriented Development

27 goals, 239 actions, 65% completed

Developed hand in hand with academia, experts, civil society, private sector and governmental institutions

Legislative / Administrative – Planning – Implementing
The building of an agenda: **Vision Zero**

Mexico is the *7th country*, globally, in road traffic collisions *(WHO)*

Road fatalities are the *number 1 cause of death* in population between 5 and 30 years old

**International experience:**
- **Decade of Action** for Road Safety
- Sweden’s **Vision Zero**

Civil **commitment** on road safety:

*Vision Zero Coalition*
The building of an agenda: Vision Zero

Vision Zero as the *road safety policy* for Mexico City in 2016

Consolidated in the **Road Safety Comprehensive Program** (2017)

Developed with civil society, international organizations, NGOs, experts, and private & public sector
How is Vision Zero being implemented?

<table>
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<tr>
<th>Planning instruments</th>
<th>Guidelines</th>
<th>Infrastructure</th>
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<tr>
<td><strong>Road Safety</strong></td>
<td>• Transit regulation: speed limits aligned with road safety standards</td>
<td>• Safe crosswalks and intersections</td>
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<tr>
<td>Comprehensive Program</td>
<td>• Guideline for cycling infrastructure</td>
<td>• School districts</td>
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<tr>
<td>(Programa Integral de Seguridad Vial)</td>
<td>• Universal Accessibility Manual</td>
<td>• Streets for all: cycling lanes, sidewalks, crosswalks, public transport lanes</td>
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<td><strong>22 goals &amp; 43 actions</strong></td>
<td>• Street Guide CDMX: safer, greener and complete streets</td>
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<tr>
<td>1. Management</td>
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<td>2. Roads and mobility</td>
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<td>3. Vehicles</td>
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<td>4. Road users</td>
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<td>5. Attention after incidents</td>
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School district: Jalapa

Before

Eje 6 Sur

After
Results

18.3% less traffic collision casualties

Visión Cero Accidentes

Reducción de 77.8% de muertes en ciclistas 2015 2016 primer semestre

Reducción de 24.0% de muertes en peatones 2015 2016 primer semestre