Embedding the bicycle in Medellin’s Transport System
2. Active mobility paradigms.
3. EnCicla: from a pilot test to a Public Policy.
4. Overcoming the paradigms.
5. Conclusions

Milestones in the Transport System

- **1995** Metro line first operation
- **2000** First cycle line implemented
- **2004** Cable car Line K
- **2008** Cable car Line J
- **2011** Bike sharing started
- **2011** Cable car Line L-Arvi
- **2013** BRT expansion line 2
- **2014** EnCicla expansion and cycle infrastructure
- **2014** TPM-Medellin’s Public transportation reorganization
- **2015** Cycle infrastructure
- **2016** **2012** Metro line expansion
- **2019** Cable car Line H
- **2019** Tramway
- **2019** 64 electric buses
- **2019** EnCicla expansion

**An integrated system**

- **Cable car**
  - 11.9Km
  - 12 stops
  - 5 lines
  - 362 cabins

- **Tramway**
  - 4.3Km
  - 9 stops
  - 1 line
  - 12 carriages

- **BRT**
  - 26 Km
  - 48 Stops
  - 2 Lines
  - 77 Buses

- **Integrated buses**
  - 35 routes
  - 1,033 stops
  - 367 buses
  - Distributed by “Cuencas”

- **Metro**
  - 31.3 Km
  - 27 Stops
  - 2 Lines
  - 80 train wagons

- **Integrated by “Cuencas”**
  - 26 Km
  - 48 Stops
  - 2 Lines
  - 77 Buses

**SITVA**

*Sistema Integrado de Transporte del Valle de Aburrá*

**MOBILIZE FORTALEZA**
Motorization rates, still growing

2008
Private cars: 392,500
Motorcycles: 337,477
Total vehicles: 729,977

2018
Private cars: 610,000
Motorcycles: 820,000
Total vehicles: 1,430,000

Source: AMVA 2018


Active Mobility
Walking 97%
Bike 3%

Public transportation
Bus 39%
SITVA 3%
Taxi 14%

Private
Car 52%
Motorcycle 48%

Source: AMVA 2018
Initial paradigms and obstacles

2. Active mobility paradigms

Political hurdle:
Urban space - car oriented city.

Technical barriers:
- Lack of understanding about bicycles as a mean of transport.
- Transport traditional approach.

Cultural hurdle:
bicycle for leisure and recreational purposes.

Social paradigm:
bicycle as a mean of transport for low income groups.
EnCicla, from a pilot test to a bicycle policy

2010
The bike share system was conceived as a graduation project from a local University.

2011
The Pilot test was implemented with 105 bikes and 6 bikes stations.

2012
EnCicla was included in the City’s Planning agenda.

2013
The program was expanded to 325 bikes and 13 bikes stations, reaching different neighborhoods.

2014
With the introduction of 32 automatic bike stations, a mixed system was conceived.

2015
The program was expanded to 51 bike stations (19 hand operated and 32 automatic stations), 1500 bicycles.

2016
Operated directly by a public organization. 10,000 daily trips.

Source: AMVA 2018
A street transformation: bicycle spots
A street transformation: cycle paths
When did you start commuting by bike?

2012 - 2015
Bike Shared System and Cyclepaths built
OUTPUT PRINCIPAL: bicycle trips growth

Bicycle trips growth vs. Cycling infrastructure growth

Source: López et.al 2018.
¡Gracias!
#RutaSeguraWUF7 - Abril 2014
Is EnCicla your first experience using the bike as a mean of transport?

Source: AMVA 2018.
4. Overcome: Social paradigm

Source: AMVA 2015.

Estrato 1: 4.0%
Estrato 2: 19.4%
Estrato 3: 36.9%
Estrato 4: 25.9%
Estrato 5: 12.5%
Estrato 6: 1.2%

Source: Jorge Ballesteros. Source: Lina López.
Initial paradigms and obstacles

**Political hurdle:** Urban space-car oriented city. By a street scale transformation of the built environment.

**Technical barriers:** Lack of understanding bicycles as a mean of transport. By explaining the concepts and showing results with something tangible like a pilot test.

**Cultural hurdle:** Bicycle for leisure and recreational purposes. Pilot test users profile, mainly students at the beginning.

**Social paradigm:** Bicycle as the mean of transport for low income groups. As a consequence of street transformation.
Thank you!

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