

¿Con qué ciudad
sueñan los estudiantes
del mundo?

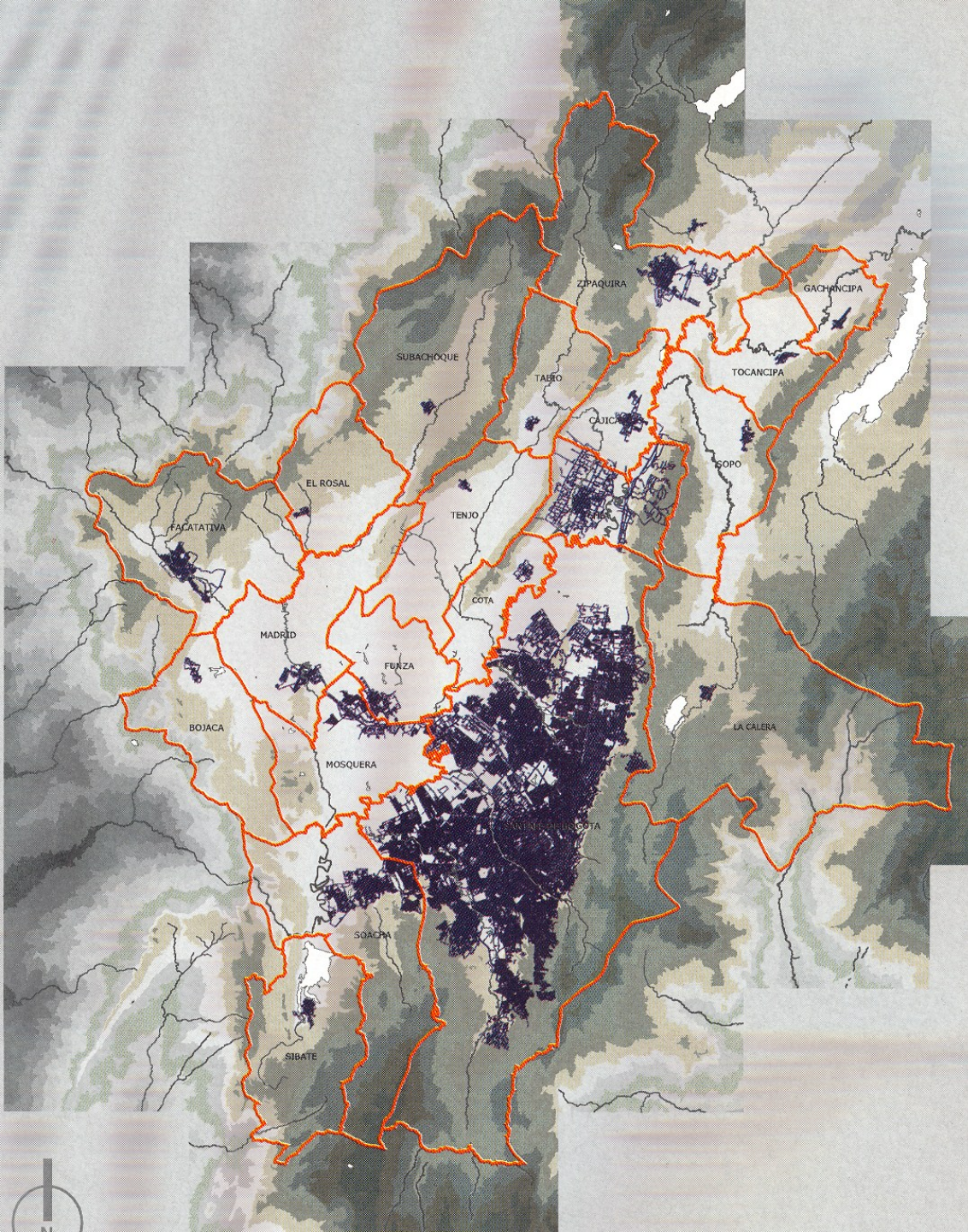


BRT in Bogotá

Town planning failed opportunities

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Bogotá: city and territory

City: seven million inhabitants
Surrounding area: two million people



.....but it has no subway. Only 12 years ago that the “Transmilenio”, a Bus Rapid Transit System (BRT), was established.



Since 2000, Bogotá experienced one of the most important urban transformations of the twentieth century. One of the notable projects of this process was the inclusion of a BRT system





Troncales: Segregated express routes



The construction of the BRT had a positive impact on improving mobility time in the city, but at the same time it generated a negative impact on the qualitative regeneration of urban space in which it is inserted.



Pedestrian bridges and stations

Case 1 : Avenida caracas bus lane

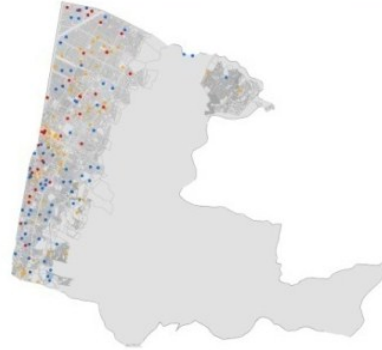
1

SISTEMA DE MOVILIDAD



2

SISTEMA DE EQUIPAMIENTOS



3

SISTEMA DE ESPACIO PÚBLICO



LOCALIZACIÓN

The Caracas Avenue is part of the historical development of the city, a structural axis of the first pole of urban growth in Bogota, the consolidation of the avenue reflects the process of urban transformation of the city over the past 100 years.

1	Malla vial principal
	Malla vial secundaria
	Cicloruta
2	Comercio
	Institucional
	Cultura y deporte
3	Zona de protección
	Parque zonal
	Parque de bolsillo

TABLA DE CONVENCIONES

Street , infraestructure and public buildings and public space system of the area

Stations between Marly and 63 th street stations

CASO DE ESTUDIO 1

Fase I Transmilenio

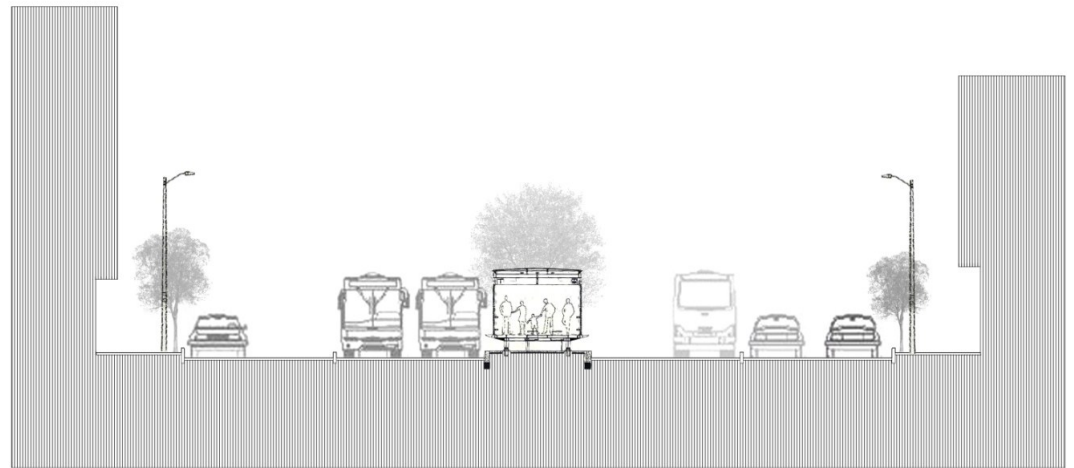
Tramo sobre la avenida Caracas, entre la calle 50 y la calle 68.

Estaciones que comprende:

Marly
Calle 57
Calle 63
Flores



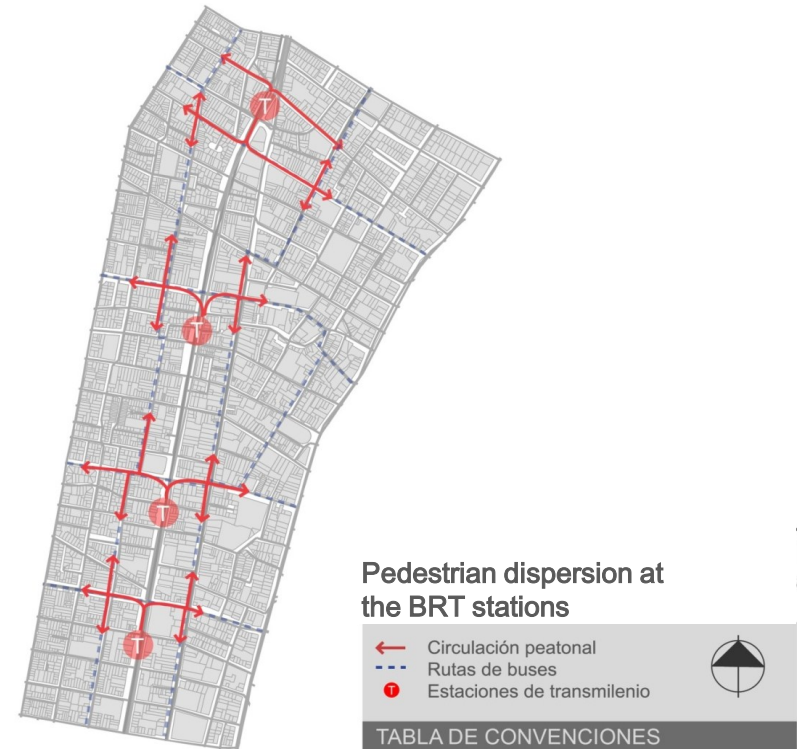
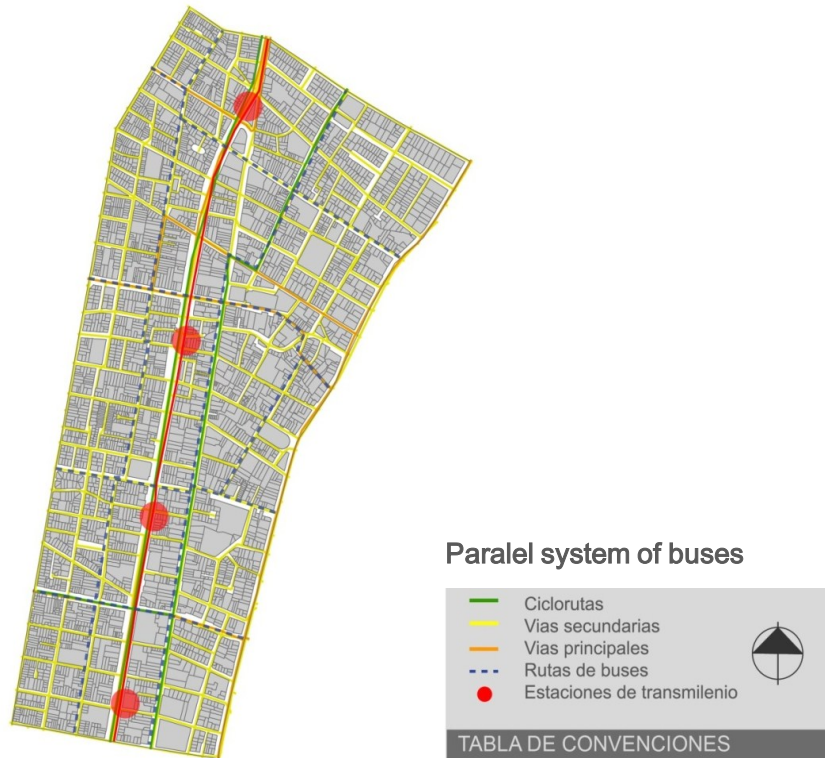
Since the BRT system was implemented this sector between Marly and 63 street stations is characterized by the concentration of poverty and the gradual economic decline, the presence of high-impact uses (prostitution), the disappearance of urban activities traditional, vandalism and abandoned buildings



Typical section Avenida Caracas bus lane

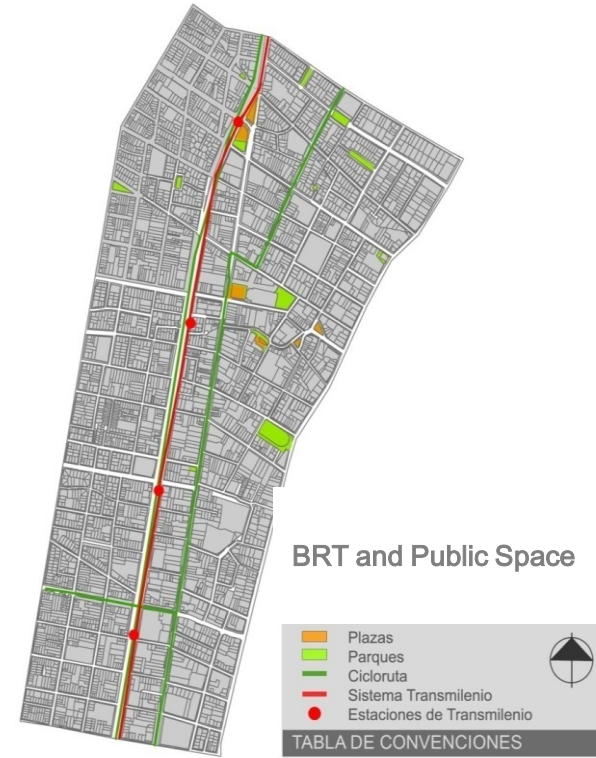


Urban mobility vs Local mobility



In this aspect was visible the presence of two transport systems: the BRT and parallel circuits served by buses, which cross but do not articulate. The preponderance of BRT as a corridor for north-south interrupt the continuity of urban mobility, allowing cross-connectivity only on certain points of the line. This situation favors the formation of nodes of high vehicular and pedestrian congestion.

Quality and appropriation of public space



This case is perhaps the clearest example where infrastructure and solving the problem of mobility takes precedence over any other consideration, in which public space is seen as a marginal problem detached from the same mobility.

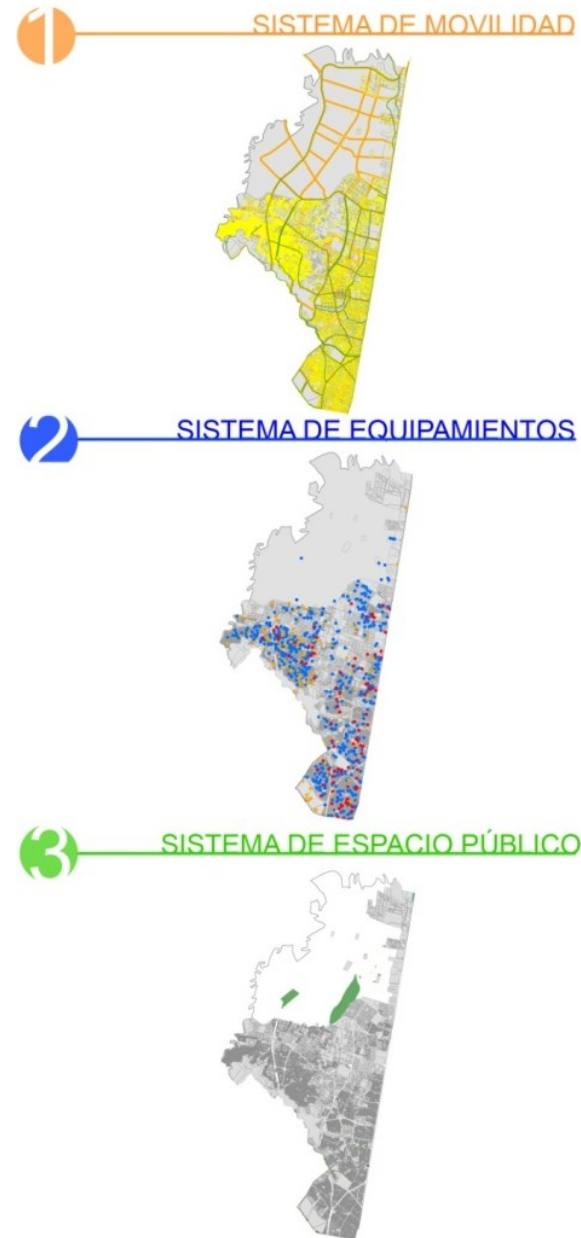
Socio-spatial effects



An approach to the study area evidences dissimilar situations on the west side of the bus lane the urban situation tends to worsen while the eastern side of the corridor, has a different status of urban vitality, probably explained by the proximity and influence of major vehicle axis.

Case 2 : Avenida NQS and Avenida Suba bus lane

The NQS and Suba bus lanes are the most important axes of development at the level of mobility and connectivity in the city. Likewise there are important nodes of residential activity.



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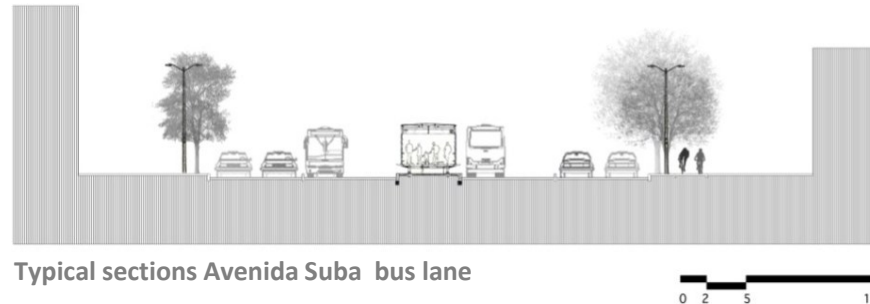
TABLA DE CONVENCIONES

Street , infrastructure and public buildings and public space system of the area

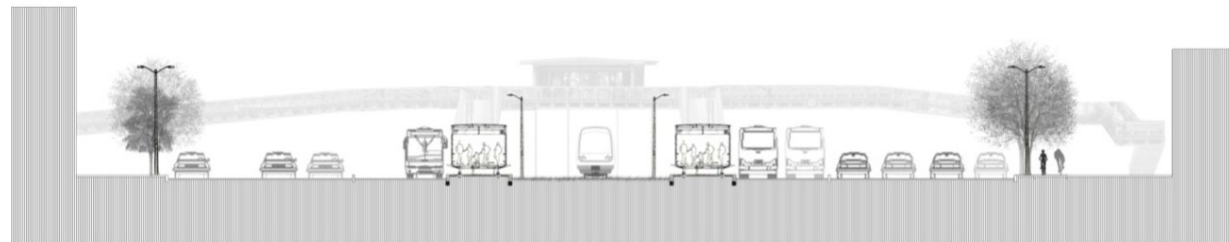
Stations between 72 th street and Rionegro station



This area, between the NQS and Suba bus lanes the context where it was broken residential urban tissue to make way for the BRT lane, a high impact transport of urban scale, that causes residual empty spaces that have not been intervened and also broke the traditional dynamics of the neighborhood.

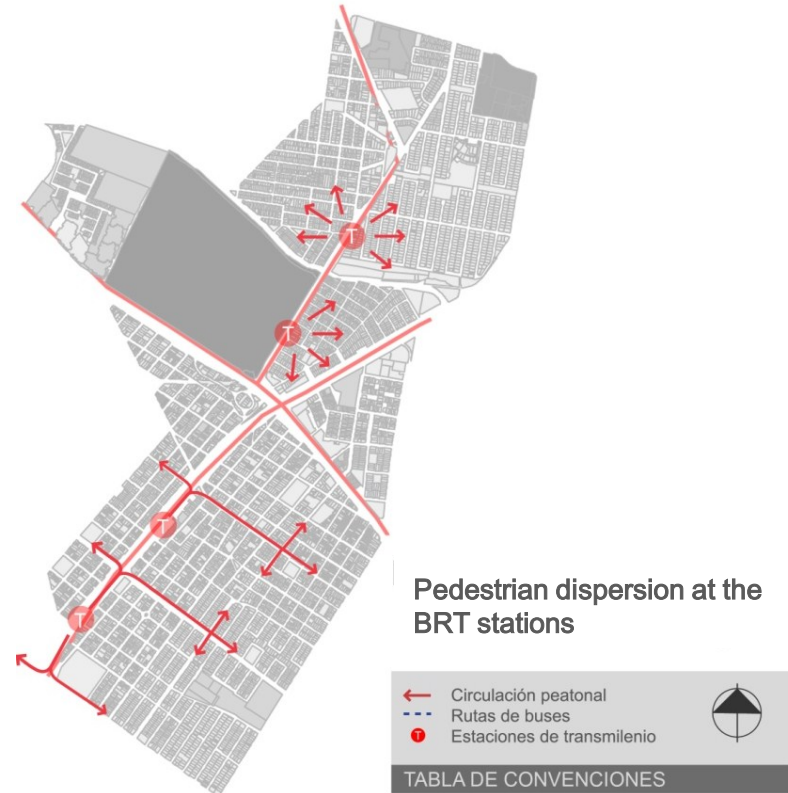
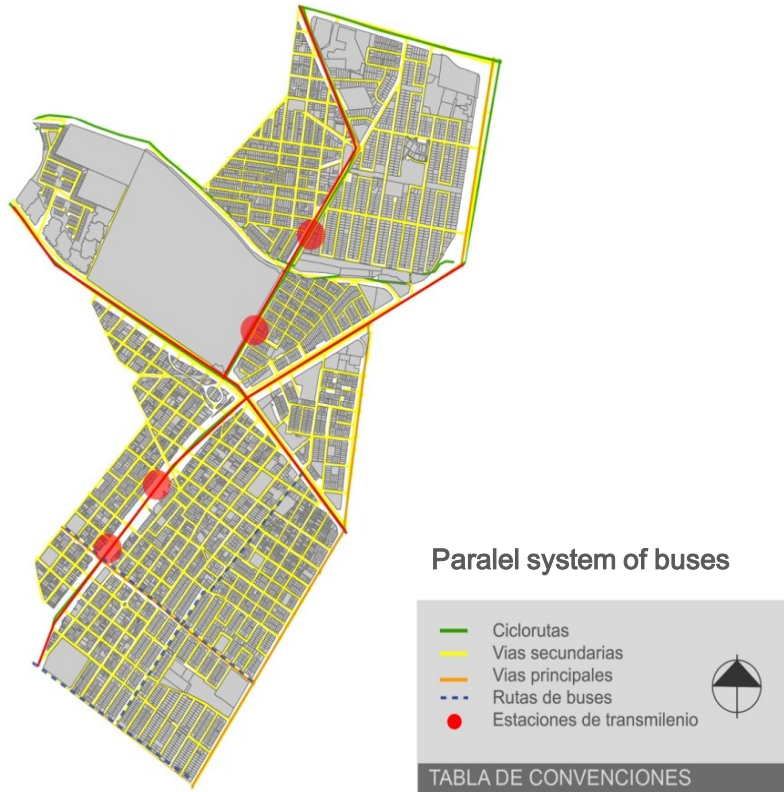


Typical sections Avenida Suba bus lane



Typical sections Avenida NQS bus lane

Urban mobility vs Local mobility



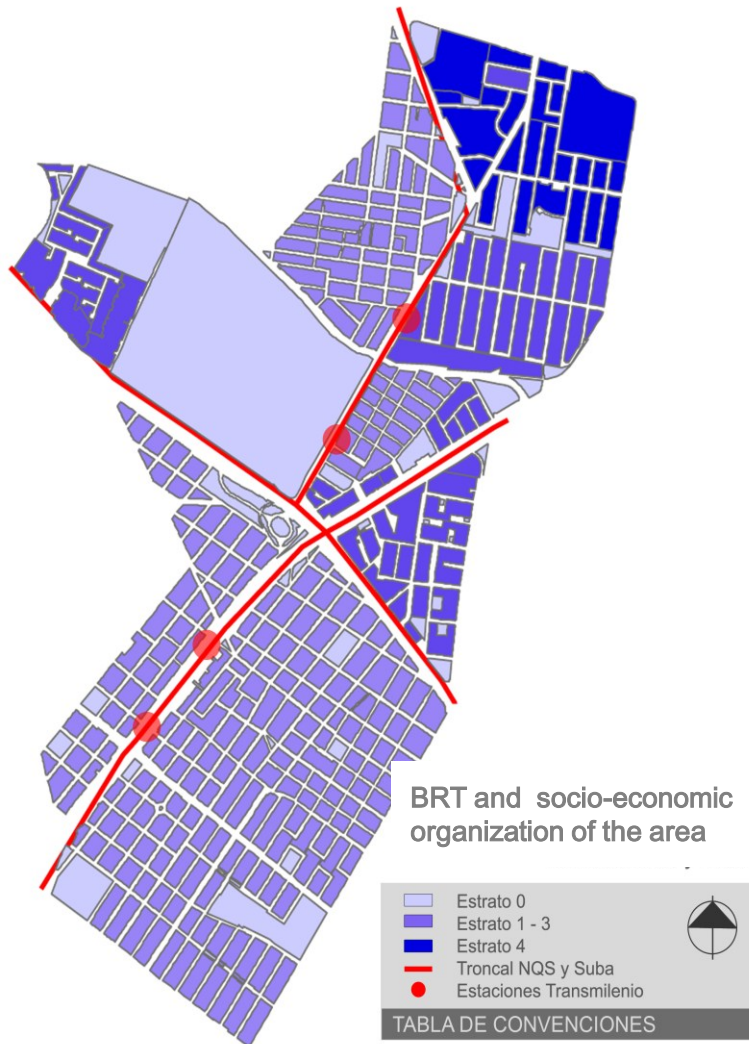
The condition of urban highway of the Avenida Carrera 30 significantly restricts cross connectivity is only possible through vehicle and pedestrian bridges. The result is a sector mobility associated almost exclusively with the major arteries of the city, with a low interaction of the axes of local mobility, which involves a low level of pedestrian activity on the highway that reinforces separation and marginalization phenomena, whose consequences directly affect the vitality and functionality of public space in the corridor of the trunk.

Quality and appropriation of public space



In the case of the NSQ bus lane, the intervention was accompanied by some examples of development of new public space associated with the generation of large and small squares. However, the predominant action on this corridor was limited to the expansion and leveling of sidewalks and those remaining spaces product of affectations of the properties required to maintain the profile required by the corridor. precariousness in the facilities and integration of these spaces with landscaping and recreational areas nearby residential areas, the areas have become dull, and pockets of waste and insecurity.

Socio-spatial effects



The transformation of the built space necessarily involves a rearrangement of urban activities that were developed prior to the intervention, many of which are discharged by the breakdown of economic circuits such as the value of the real estates linked to a specific mobility scheme.



The articulation of public space with transport policy is yet to be recognized as a priority in the political agenda of the city. The debate tends by default to favor transport infrastructure over other aspects. There is, however, an emerging tendency to incorporate other aspects - such as urban renewal – into public discussion.



The scale and reach of a project like the Transmilenio mean that it represents an opportunity to look beyond questions of transport policy, narrowly defined. The focus on public space will have a fundamental impact on effective urban renewal and reactivation in the future.