The key issues for Bogotá have been integrating bicycle and bus rapid transit (BRT) policies into a wider sustainable urban transport context and overcoming political barriers in order for projects and policies to have continuity between each political term of office. Now, Bogotá’s TransMilenio BRT system has gained international recognition as an example of sustainable mobility. Meanwhile, the strengthening of bicycle policy and infrastructure has increased the modal share of cycling, from 0.58% in 1998 to circa 5% in 2010. The implementation of Bogotá’s transformative transport policies was the result of strong, forward-thinking mayoral leadership, with the cooperation and collaboration of a variety of stakeholders. In 1998, in the midst of new city regulations coming into effect, Bogotá’s Urban Development Institute (IDU) realized the need to formulate a Bike Path Master Plan. The plan was only possible thanks to the joint efforts of various local government entities (planning and mobility sectors) and utilities, along with strong political leadership and support from the IDU. TransMilenio was introduced, through a public-private partnership, and quickly developed into a widely-used BRT system. Under the partnership, the private sector is in charge of TransMilenio’s operations and maintenance, while the public sector is responsible for the BRT infrastructure and the oversight of the system. The IDU was responsible for executing the agreed expertise in the design process and construction of the new system (including land management, environmental, social, network utilities, and other technical aspects). It is important to note that the BRT system has a strong bicycle network, investment of public funds was necessary for its upkeep. The IDU was realized with the aim of having a notable transport system covering the transport needs of the vast majority of citizens, rather than favoring cars. The introduction of TransMilenio and a well-designed bicycle network improved traffic flow by reducing congestion, and improved air quality by reducing carbon emissions, all in a cost-effective manner. TransMilenio is credited with reducing carbon emissions by more than 1.7 million tons between 2006 and 2009 alone, according to a 2010 study. The rapid implementation of BRT and bicycle infrastructure was possible due to strong political will, effective guidance, adequate financial support, and enthusiastic commitment of stakeholders. One of the most important milestones in the use of TransMilenio and the bicycle network has been the implementation of a promotional plan. Cities hoping to achieve similar results must establish institutions that support efforts to promote active transport policies. Ambitious advertising campaigns, accompanied by a strong political will, have led to greater use of BRT and bicycle networks and, consequently, less reliance on automobiles. The promotional campaign has also generated additional benefits such as time and money savings, increased outdoor exercise, and cooperation, and strengthened awareness of health and environmental issues. As well as establishing an overall framework for the transport infrastructure. The IDU was responsible for executing the agreed expertise in the design process and construction of the new system (including land management, environmental, social, network utilities, and other technical aspects). To address the need for having a notable transport system covering the transport needs of the vast majority of citizens, rather than favoring cars. 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Today Bogotá is known for having a notable transport system covering the transport needs of the vast majority of citizens, rather than favoring cars. Investment for public transport has been done exclusively with public resources from the municipality.

- **$240 million** for developing 41 km of BRT infrastructure
- **$600 million** for developing 1.7 million tons of carbon emissions reduced

**Investment for public transport**

**2019 Sources**

1. GIZ (Global Facility for Urban Infrastructure and Climate Change)
2. Instituto de Desarrollo Urbano