Transport and Climate Change Week

Sustainable Urban Mobility Plans

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Berlin, September 2017
Ibagué
South America

**Territory Context**

- **Total Area**: 1.439 km²
- **Urban**: 2.41%  
  **Rural**: 97.59%
- **Population**: 553,526

- **Urban**: 94.50%  
  **Rural**: 5.50%

**Ibagué**

70% of national cargo passes through Ibagué

Colombia
Current Situation in Ibagué

1. Population using public transport regularly
   🧑‍👨‍👦‍👦 48% or 265,000

2. Journeys per day
   🧑‍👨‍👦‍👦 220,152

3. Gross income exceeds USD 120,000 daily
Current Operation in Ibagué

1. Vehicles enabled to provide collective public transport services.

1.032 98% rotate through every route since May 2016. Goal 2017 = 700

2. Average fleet capacity: 27 seats per vehicle

3. Average fleet age: 11 years.

4. Only 5% of the bus fleet in under 5 years old

5. Maximum slope: higher than 8%. 
Bus Route Characteristics

- Days of operation during a month: 24 days on average
- Route length: 33 km on average
- Route time (1 lap): between 70 to 148 minutes
  (Speed between 17 km/h and 33 km/h).
- Number of laps per day per vehicle: 6 laps on average
- Daily number of kilometers traveled: 200 km on average
- Number passengers per day per vehicle: 250 on average
- Number of passengers per month per vehicle: 6,000 on average

- PKM - 2013 (Passengers per kilometer) = 1,1
- PKM June 2016 = 1,26
- PKM September 2016 = 1,35
Our Purposes

To be Green, healthy, inclusive, competitive and in peace.

Our Development Plan
Ibagué with all our heart

Our pillars

Water
Civic Culture
Integral Security
Peace

Social
Political Institutional
Development
Economic
Environmental

Territory
Development

Our Purposes
City Challenges by 2050

Build a territory development vision

- Compact cities
- Sustainable cities
- Participatory cities
- Inclusive cities
- Resilient cities
- Competitive cities

In 1950, 30% of the population lived in cities.

In 2050, 70% of the population will live in cities.
Sustainable City

City Phases in emerging and sustainable cities

1. Preparation
2. Analysis and Diagnosis
3. Prioritization
4. Action plan
5. Pre-investment
6. Monitoring
7. Investment

Previous diagnostic studies (136 indicators)
- Urban footprint
- Environmental footprint
- Vulnerability and climate change
- Competitiveness
- Governance and finance

Work articulated with IDB and FINDETER

Previous diagnostic studies (136 indicators)
The city model that we want

Compact City

New Centralities

Intelligent growth
The city model that we want

2. A city made for people

- Public Space and Master Mobility Plan.
- Pilot plan for Public Bicycles implementation.

Green spaces and parkland

Sustainable transportation: Bicycle routes implementation
The city model that we want

- Safe routes for non-motorized transport.
- 20km Bicycle route construction.
- Public Space recovery (Platforms, green areas, public squares and parks.)
Efficient Mobility

Most desirable

Walk
Bike
Public Transport
Cargo Transport
Cars and Motorcycles

Least desirable

Walk
Bike
Public Transport
Cargo Transport
Cars and Motorcycles
Efficient Movility
Our Challenges

1. Expand public space from 1.28 m² to 2.56 m² per inhabitant.
2. Maintain or reduce environmental footprint (1.5 tons/inhabitant/year)
3. Implement an efficient public transport system
4. Know the user (Modalyzer App)
Where do we stand?

- 408 citizens participated in the study.
- First analysis results expected end of September.
- Recommendations will include a special focus on needs in cycling infrastructure and intermodal transport and well be fed into the Master Plan.
- Modalyzer App - NAMA TanDem City (Ibagué)

Early results: Bicycle use of Ibagué study participants
Our visión

Mobility for people and life

Ibague being a sustainable and inclusive city should be a territory for people, promoting life and harmony with nature.