



# Bogotá Bicycle Account – 2025 edition



**David Hilbrig, Carlos F Pardo**  
(with support from Jakob Roth)



Bogotá Bicycle Account  
2025 edition

# Preface

When I still was Executive Director at Despacio, in 2015 we published a document called "Bogotá Bicycle Account" where we did our best to document as much data and information as we could about Bogotá's cycling trends, use, policy and attitudes toward that beautiful mode of transport.

I've kept helping Despacio as its founder, as have many other people. David Hilbrig came some months ago as a volunteer/intern to support the work of the organization (and train in the Andes mountain range on his off days), and he helped in preparing a full update of the 2015 document, with data from 2023-2025. It was a massive undertaking. We also had some help from Jakob Roth who, some months ago, visited us and compiled other information which is now also being fed back into the new version of the Bicycle Account.

We published the following graphs and maps one by one on social media during several weeks, showing what cycling is like in Bogotá, based on several data sources from government and others, and David's own analysis - with some help from me (especially in interpreting data and writing up findings).

Before you begin, be sure to read up on [the 2014/2015 edition!](#)

Carlos F Pardo - Founder at Despacio



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# On mode share

How much do people ride a bicycle in Bogotá? It's complicated...

It's been a super interesting project that we'll be sharing for the next few days between our accounts so that you can all read about it. Tons of information, lots of surprises (for us, and hopefully for you).

This graph shows an updated version of one we had prepared in our first edition of the Bicycle Account in 2015. It shows the different sources that respond to a similar question: how many people ride a bicycle, how many trips are done by bicycle, and variations of other questions that amount to "how popular and frequent is the bicycle as a mode of transport in the city, and how has that evolved?". It shows a synthesis of several sources:

- The OD survey, which has been done since 1996 sporadically (and now every 5 years), that shows steady growth until reaching 7% of trips.
- An annual phone survey (which asks "what is your mode of transport" rather than a more specific question) and shows higher percentages and with a greater dataset, which makes it nicer to follow up on
- A survey that asks about many things of daily life in the city, where mode of transport is included
- One data point shows the result of a special survey that was done during the COVID-19 pandemic with a small sample and shows a very high percentage of trips.

## Sources of the data:

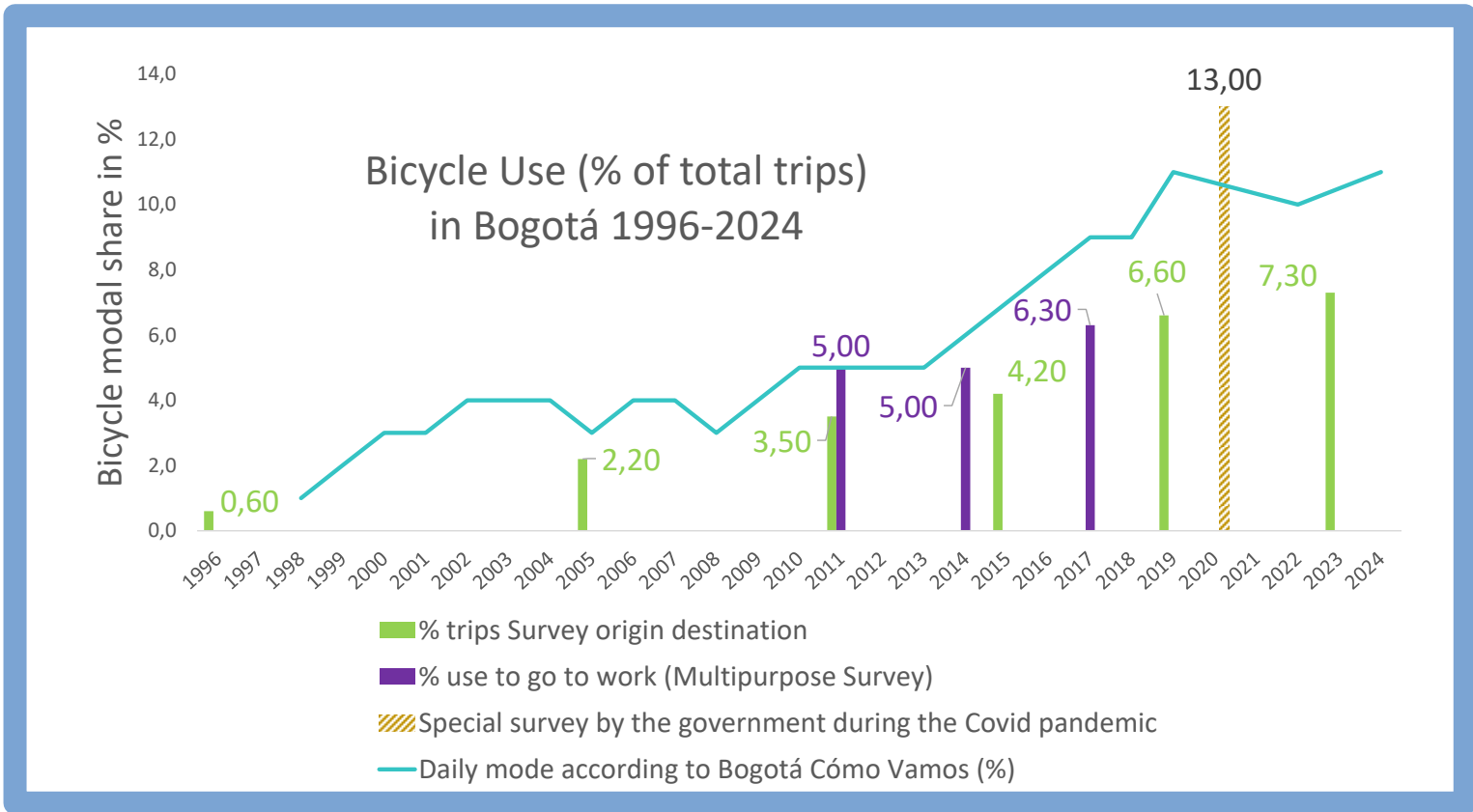
*Bogotá Cómo Vamos. (2025). Bogotá en Cifras.*

*Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023.*

*Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# Mode share for bicycles has increased 7% from 1996 to 2024

Government and independent sources have tracked bicycle use throughout the years with different methods and questions.



Source: Bogotá Cómo Vamos 2025, Secretaría Distrital de Movilidad 2024, Verma et. al 2015



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# Bicycle parking in transit

A runaway graph showing more and more bicycles at TransMilenio stations in Bogotá. And all of them are free to use for those who are riding the system.

The BRT was launched in 2000 and, during its first phase, wasn't too eager to integrate cycling into the system. But by the second phase some years later, management saw how much the humble bicycle could increase the catchment, demand and overall performance of the mass transit system. It created a massive 785-space bicycle parking secure area (at Portal Américas), and reduced operation costs immediately because parking a bicycle has much lower costs than those of feeder buses.

The expansion has only grown since then, and it even includes the cablecar stations in the mountains of the city.

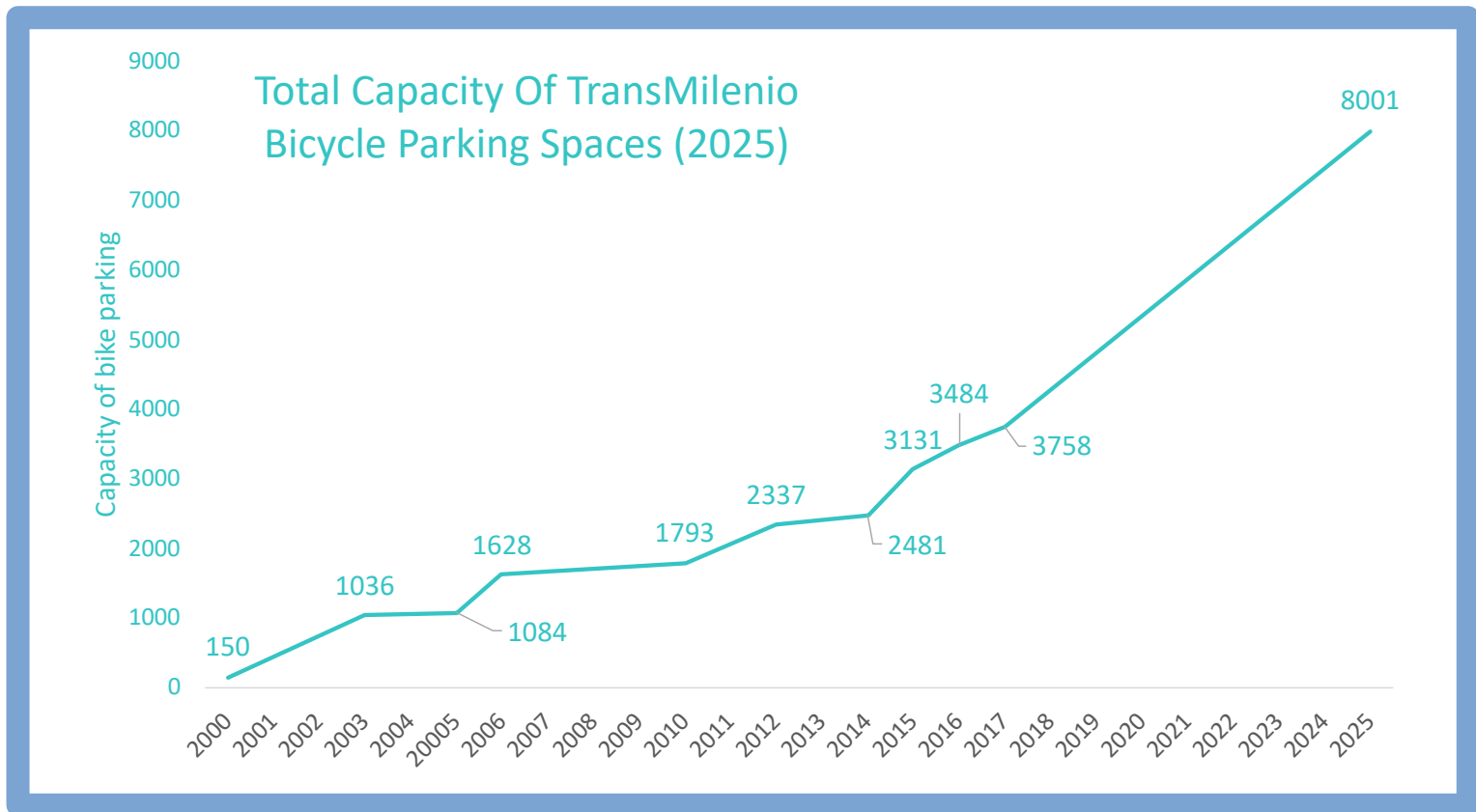
## **Sources of data:**

*TransMilenio. (2025). TransMiBici en el Sistema TransMilenio.*

*Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# There are 8001 bicycle parking spaces at TransMilenio stations

Over the last 25 years, the amount of bicycle parking at Transmilenio (and TransMiCable) stations has continuously expanded. The capacity is distributed across 26 of 153 stations.



Source: TransMilenio 2025, Verma et. al 2015



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# How many kilometers?

How has the bikeway network evolved over 25 years to more than 600 kilometers?

Special thanks to [Jakob Roth](#) and his detailed review of data for his contribution to the production of this map!

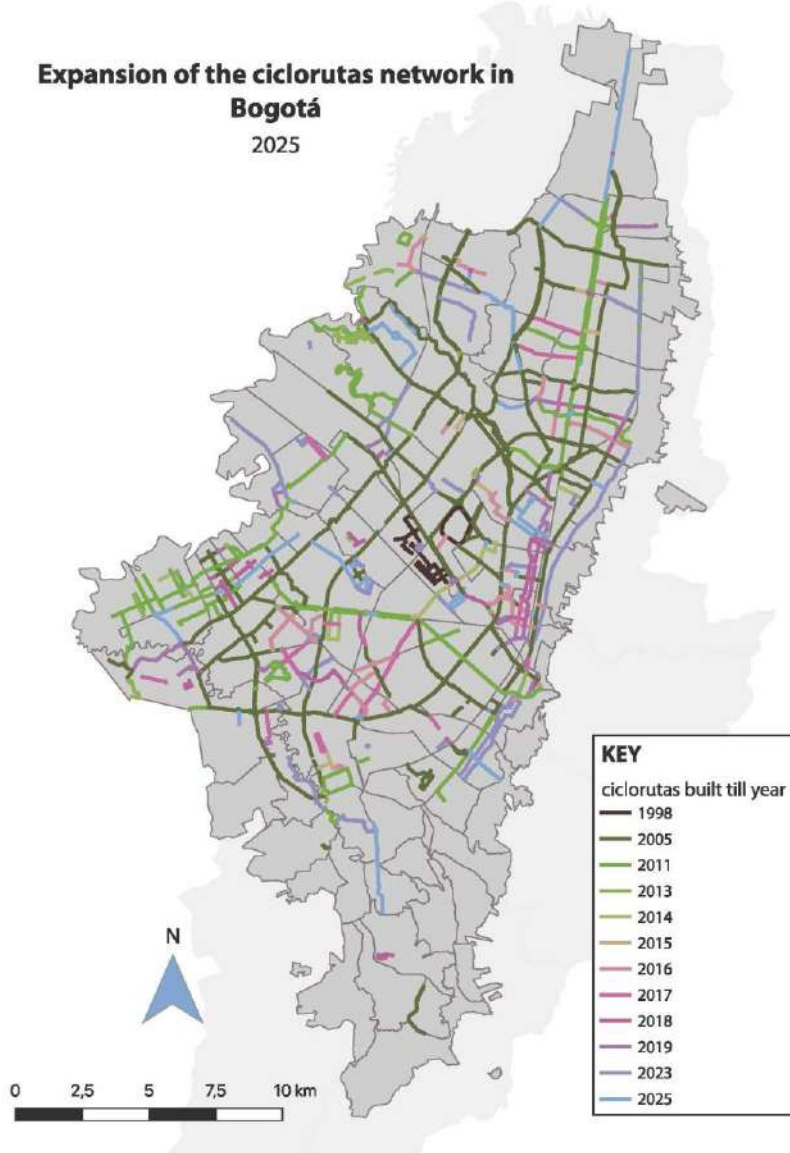
Though the city still has a lot to do in adapting its 14 thousand kilometers of streets and roads to become cycle-inclusive, its 600+ kilometer network is the largest in Latin America, and one of the largest in the entire world. The evolution of the growth in the network hasn't been steady, but it's consistently begun to increase from small areas in parks and other places, to a very large initial network (completing almost 300 kilometers by the year 2000) and thereafter constant improvements to network connectivity and expansion of the network.

We will see in other graphs how this is differentiated by type and how measurements aren't so accurate, but the ballpark figure is still useful.

**Source of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
Jakob Roth 2025 (own analysis)*

## Expansion of the ciclorutas network in Bogotá 2025



## The evolution of the cycle network from 1998 to 2025

In 2025, Bogotá's cycle network will cover a total length of 675 km. This video shows how the network has developed over the last 27 years. One second corresponds to one year.

# Mode share (percentage) of trips

## Distance (kilometers) of trips

Here we're showing two slightly different graphs, one that shows the actual modal share in percentage of trips and the other shows the distribution per kilometer. The modal share per trip was relatively easy to extract from the data, but the graph per kilometer was somewhat more difficult to generate. In the latter, the distance between the centers of the source and destination zones had to be calculated using the transport network with some fancy GIS function. If the source and destination zones were identical, the radius of the zone was assumed.

The biggest difference between the two graphs is in pedestrian traffic and public transport. Almost half of all trips and kilometers are made on foot or by public transport. Of course, walking distances are significantly shorter while public transport trips are significantly longer. Other modes remain relatively the same in comparison.

In an earlier graph, we showed the evolution of the modal share for cycling only. If we had done a similar graph for motorcycles, you would see how that other vehicle is being used more and more (apparently a very clear competition with cycling, set to overtake those trips and motorize them).

We should find ways to shift trips from motorcycles to bicycles... or maybe to e-bikes?

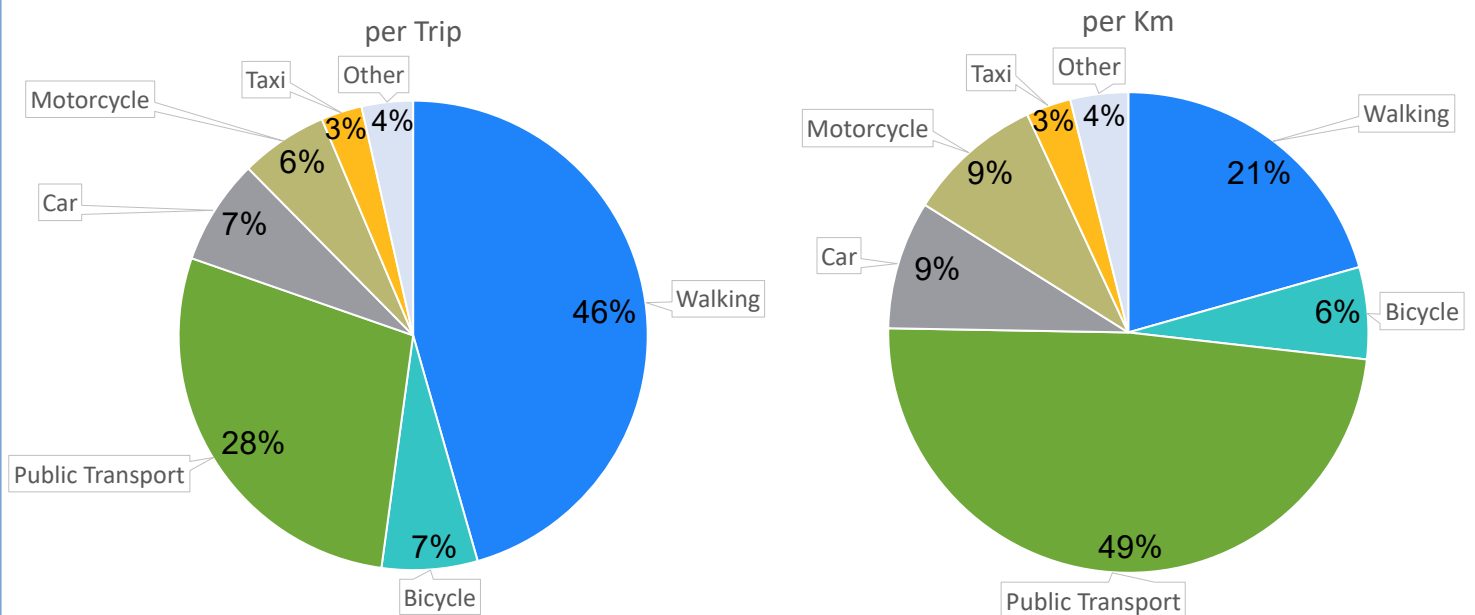
**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023.*

# 3/4 of all trips or kilometers in eco-friendly transport

The SIMUR 2023 household survey on mobility behavior revealed that 49% of the distance traveled per day within Bogotá is covered by public transport. 46% of all trips are made on foot and 7% of trips are made by bicycle.

## Mode Share Of Bogotá (2023)



Source: mapas.bogota.gov.co 2025, Secretaría Distrital de Movilidad 2024



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# Gender differences in cycling trips

We know from David Byrne that, if you get women on bicycles, the men will follow. If that's true (and if we like the analogy, which might not be true), Bogotá has slowly moved towards that situation. In the past, less than one quarter of trips by bicycle were made by women. Today, it's 28%. Two questions arise:

- Why are more women choosing to ride a bicycle? Is it because infrastructure for cycling is better, or that public transport is worse? Maybe a combination of both
- Should we use this as a good indicator of bicycle use, or is it troublesome in terms of gender mainstreaming? We are not yet sure, but we want to make it visible that more women are choosing to ride a bicycle every time it's measured.

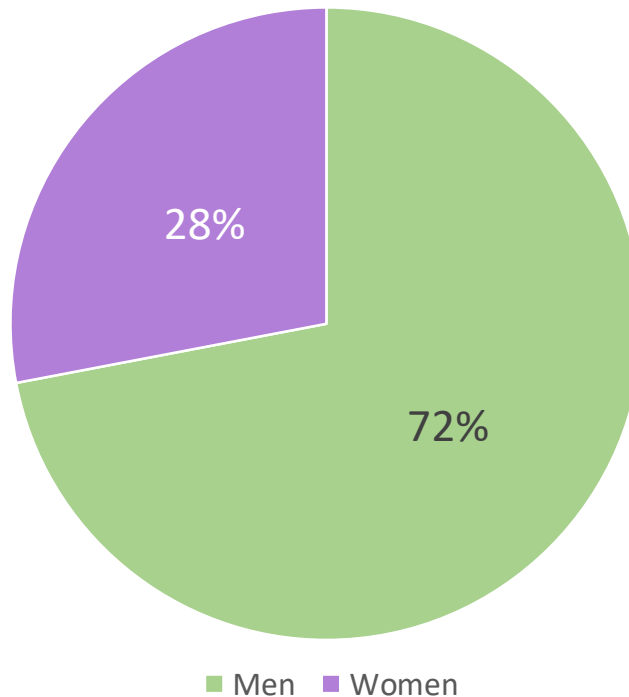
**Source of data:**

*Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023*

# Significantly more men cycle in Bogotá

The household survey conducted by Simur 2023 clearly shows that 72% of all trips by bicycle are made by men. Compared to the 2014 Bicycle Account, the proportion of women cycling has only increased by 3%.

Proportion Of Daily Bicycle Trips By Gender (2023)





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# Age and cycling

In this one, we're looking at age differences of those who cycle.

Although cycling as a means of transport for young people actually has few barriers to entry – low cost, no driving license required, high flexibility – Bogotá shows that young people cycle less frequently than average. The same applies to older people over the age of 64, who also cycle significantly less often.

We know that both age groups are considered vulnerable groups in traffic due to their lack of traffic experience, higher risk of injury and, in some cases, limited physical fitness. This suggests that cycling in Bogotá is less attractive for vulnerable age groups than for 25- to 54-year-olds.

Maybe youth and the elderly aren't too happy to ride along some of our high-stress streets when they're not in the bikeway network?

Better visibility of traffic conditions, opportunities to cycle more slowly (e.g. safe overtaking distances and wider cycle lanes) and early road safety education in childhood could help to attract these underrepresented age groups to cycling.

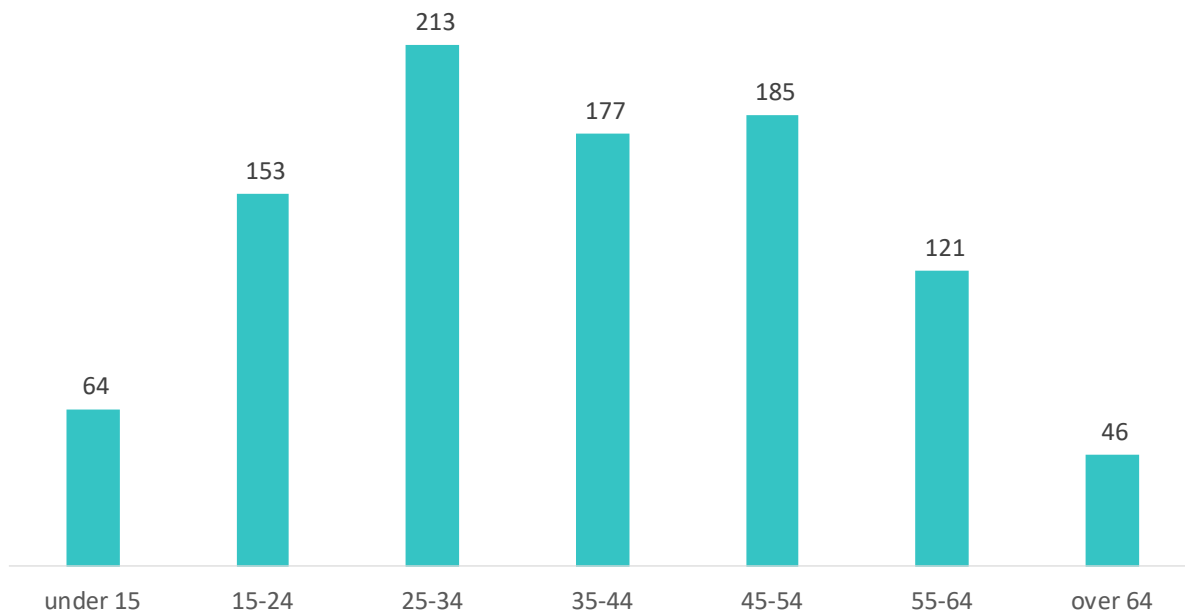
**Source of data:**

*Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023.*

# People of working age in particular cycle in Bogotá

As the Simur 2023 household survey revealed, people around 30 cycle the most. In general, there is a relatively similar number of daily trips per 1,000 people in the working age group, which decreases with increasing age.

**Bicycle Trips By Age Group Per 1000 Inhabitants  
In Bogotá On A Typical Working Day (2023)**



Source: Secretaría Distrital de Movilidad 2024

# Killed and injured while riding a bicycle

Sorry, we have to show some of the sad parts of cycling in Bogotá...

This shocking graph showing the number of cyclists injured and killed in crashes reflects the sad truth that crashes remain a frequent cause of death in Colombia.

For comparison: London, with a comparable population, had 9 cyclists killed in 2024, which is 87% below the figures for Bogotá. We know, we know...

Despite the city's Road Safety program that emphasizes Vision Zero since 2016 (and the many staff working tirelessly on reducing deaths and injuries in the city's streets), that work doesn't seem to have had a decisive impact on these figures.

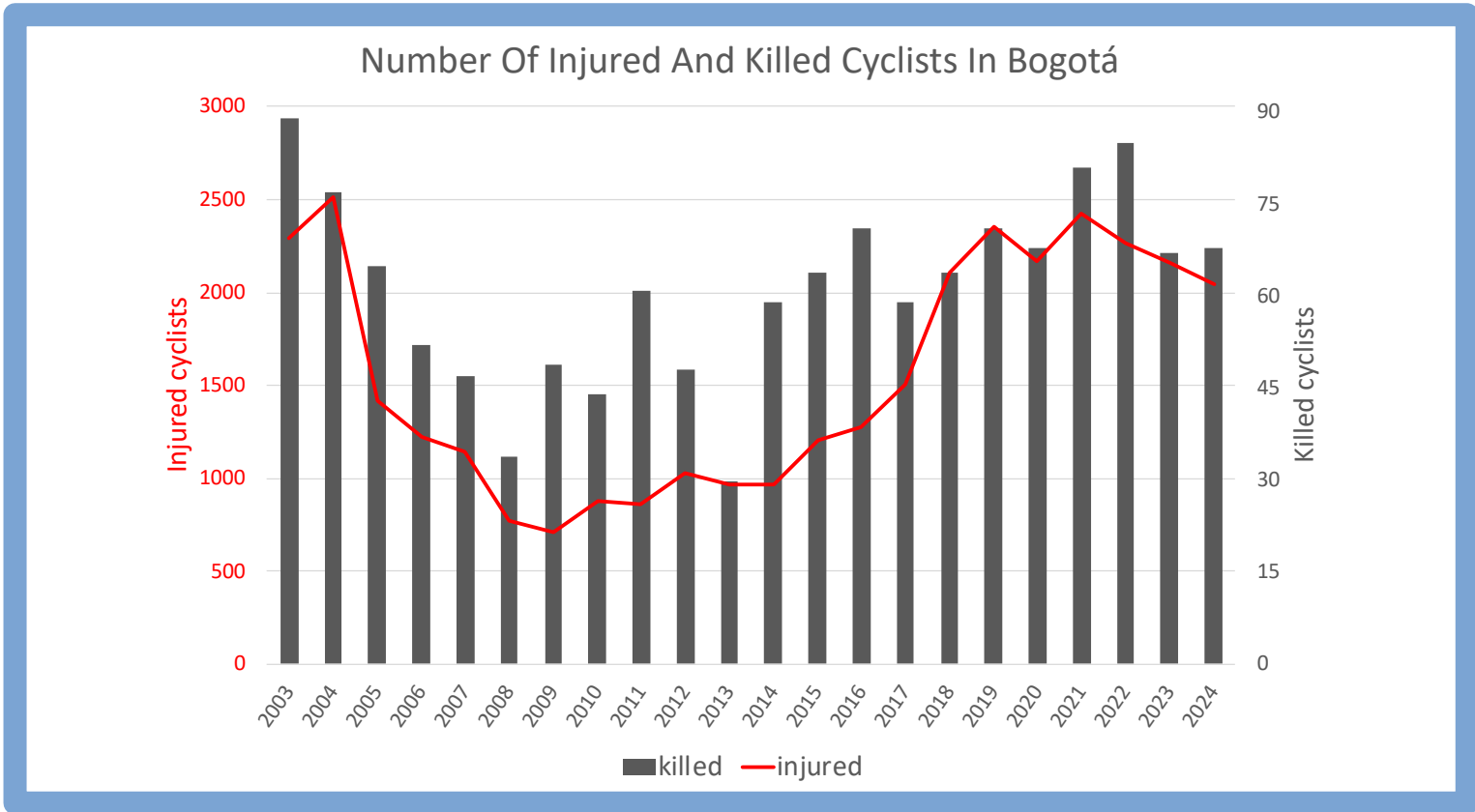
Why, oh, why... We know safer infrastructure helps, and we've seen it's now 600+ kilometers. So what's wrong? Do crashes happen at crossings? Are people traveling on other infrastructure that is not as safe? Is it the interaction motorcycles (again)? Or is it a problem with the stats (that also count power ebikes, scooters, "ciclomotores" in these figures)? Maybe all of those...

## Sources of data:

*Bogotá Cómo Vamos. (2025). Bogotá en Cifras. Bogotá Cómo Vamos. datosabiertos.bogota.gov.co. (2025). Base Anuario de Siniestralidad 2024. Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# Bicycle crashes in Bogotá remain high

Since 2008, the number of cyclists killed or injured in traffic crashes has been increasing and has remained at a high level in recent years, with more than 2,000 injured and more than 67 killed.



Source: [datosabiertos.bogota.gov.co](https://datosabiertos.bogota.gov.co) 2025, Verma et. al 2015



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# The network and its use

The increasing share of bicycle traffic in urban transport is linked to a growing bicycle network. This information can be derived from this graph.

Here, particularly from 2015 onwards, with a rapidly growing cycle network, higher values for the share of cycle traffic can also be observed.

## **Sources of data**

*Bogotá Cómo Vamos. (2025). Bogotá en Cifras. Bogotá Cómo Vamos.*

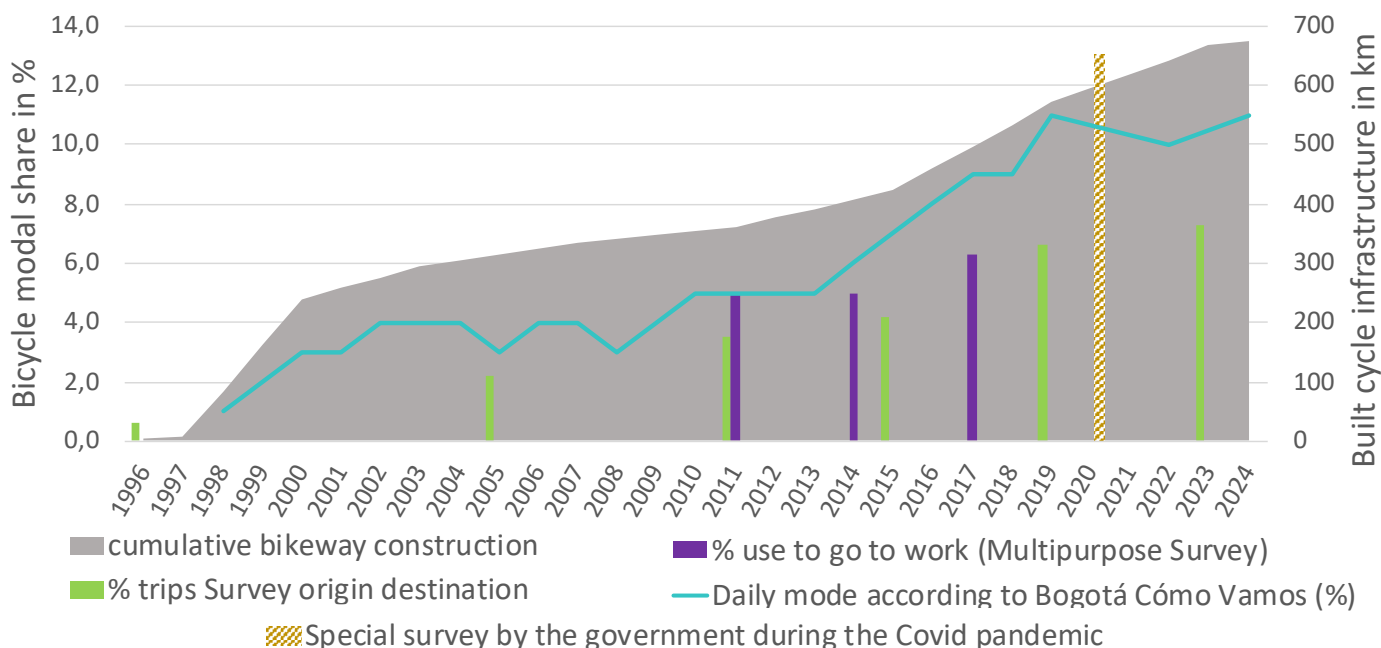
*Bogota.gov.co. (2025, November 12). Bogotá refuerza red de ciclorrutas para impulsar movilidad sostenible. Secretaría Distrital de Movilidad. (2024, January). Encuesta de Movilidad 2023.*

*Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# Cycling share increases with larger cycle path network (1996-2024)

Government and independent sources have tracked bicycle usage over the years. Comparing the cumulative construction of cycle paths per mayor, there is a correlation between the size of the cycle path network and the mode share.

## Bicycle Use And Cumulative Bikeway Construction 1996-2024



Source: Bogotá Cómo Vamos 2025, Bogota.gov.co 2025, Secretaría Distrital de Movilidad 2024, Verma et. al 2015



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## (more on) bicycles in transit

We love the topic of bicycles being integrated to transit, as you might have read [in our website when discussing the Bogotá Metro](#). And in Bogotá this is a beautiful topic to learn from: 26 stations in the TransMilenio and TransMiCable network have integrated bicycle parking facilities.

As can be seen in the graph, the capacities of the stations vary considerably, typically depending on the space available and expected demand (for instance, they're larger for terminal stations for both reasons). Specifically, ten stations offer fewer than 100 parking spaces, while two stations have over 1,000 parking spaces.

The quality of the free parking facilities also varies greatly. Maintenance, weather protection, theft protection and connections to the cycle network vary significantly from station to station. This would take us some more time and effort to flesh out.

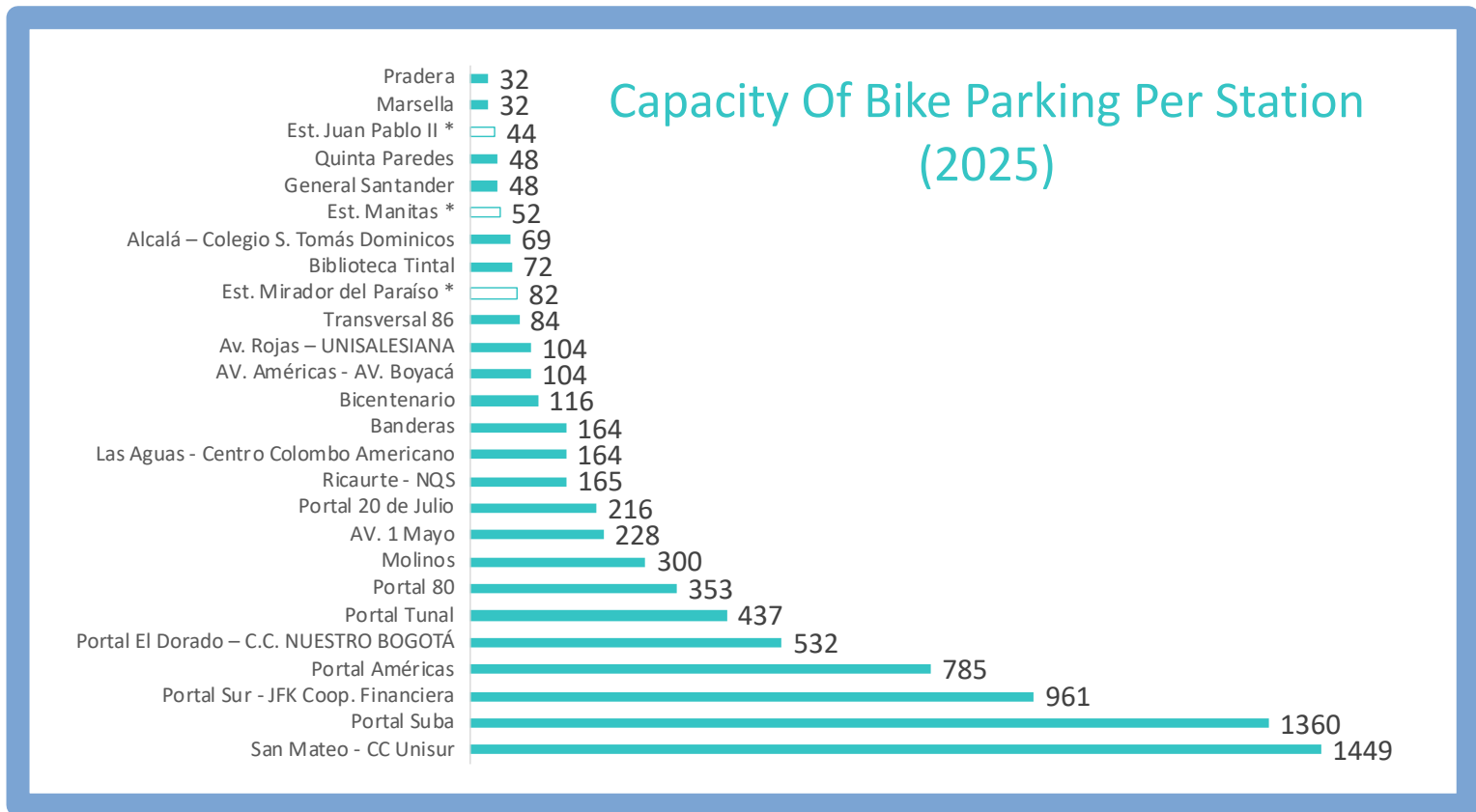
Unfortunately, current figures on utilisation are not available to us mortals (as is the case for some data of Transmilenio that results from turnstiles, which for some reason is unavailable...).

**Source of data:**

*TransMilenio. (2025). TransMiBici en el Sistema. TransMilenio.*

# Big differences in parking capacity depending on the TransMilenio station

In 2025, there will be a total of 8,001 bicycle parking spaces in the TransMilenio network. These are spread across 26 of the 153 stations. Capacity varies greatly depending on the station.



Source: TransMilenio 2025



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# Bicycle parking capacity

As we explained in the previous graph, larger bicycle parking stations are mainly located at the terminal stations of the TransMilenio system. This map complements it with the actual location of the 26 bicycle parking facilities operated by TransMilenio and TransMiCable. The size of the circles show the capacity of each site, illustrating that the largest facilities are mainly located at the end points of the lines, especially in the West of Bogotá (where many trips begin). Smaller stations are also scattered along the lines. In Chapinero and in the far north of the city, however, there are no bicycle parking stations.

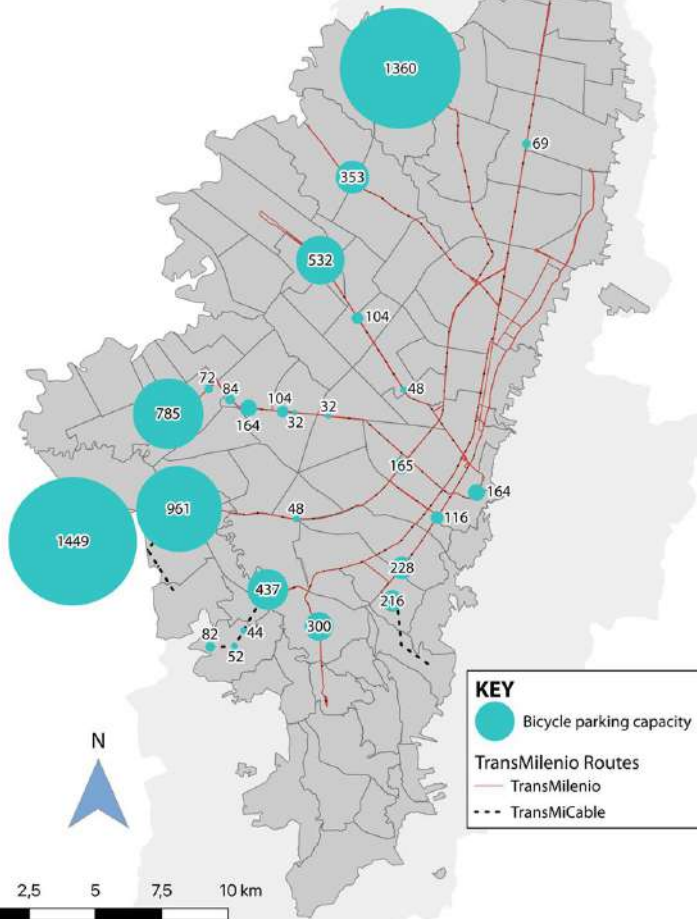
The story behind all this is pretty interesting: the transit agency wasn't really looking at bicycle parking at all, and they actively disincentivized arriving at stations by bicycle (an infamous sign at Portal 80 read "we are not responsible for bicycles left here", just next to a poorly designed bicycle parking rack). That changed entirely when phase 2 began, because they found this as a way to reduce operating costs from feeder buses. Of course: a feeder bus has lots of costs (the bus, the fuel, oil, tires, driver salary...) whereas bike parking for 2000 bikes cost you a couple of salaries and you already had the space there. win-win-win-win scenario.

(Incidentally, Carlos F Pardo was at the inauguration of that first bicycle parking at Portal Américas. He's that old...).

**Sources of data:**

*mapas.bogota.gov.co*. (2025). *Mapas Bogotá [Map]*. <https://mapas.bogota.gov.co/>  
*TransMilenio*. (2025). *TransMiBici en el Sistema*. *TransMilenio*.

### Bicycle parking capacity of TransMilenio Stations (2025)



The West has the highest capacity for TransMilenio bicycle parking spaces

In the West of Bogotá, there are five large bicycle parking facilities with over 500 spaces. In contrast, the center, East and North have hardly any parking spaces.



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# Trip lengths and their origins

The outskirts of Bogotá have above-average cycle distances per trip. This is evident in the following map, which is based on a route calculation via the road network between the centroids of the source and destination zones.

While the average trip in the central districts of Chapinero, Teusaquillo, Los Mártires and Antonio Nariño is up to 3,6 km, the outer districts of Ciudad Bolívar, Fontibón, Engativá and Usme reach values between 5,78 and 12,93 km. Usme in particular has the longest average distance and is more than double the average.

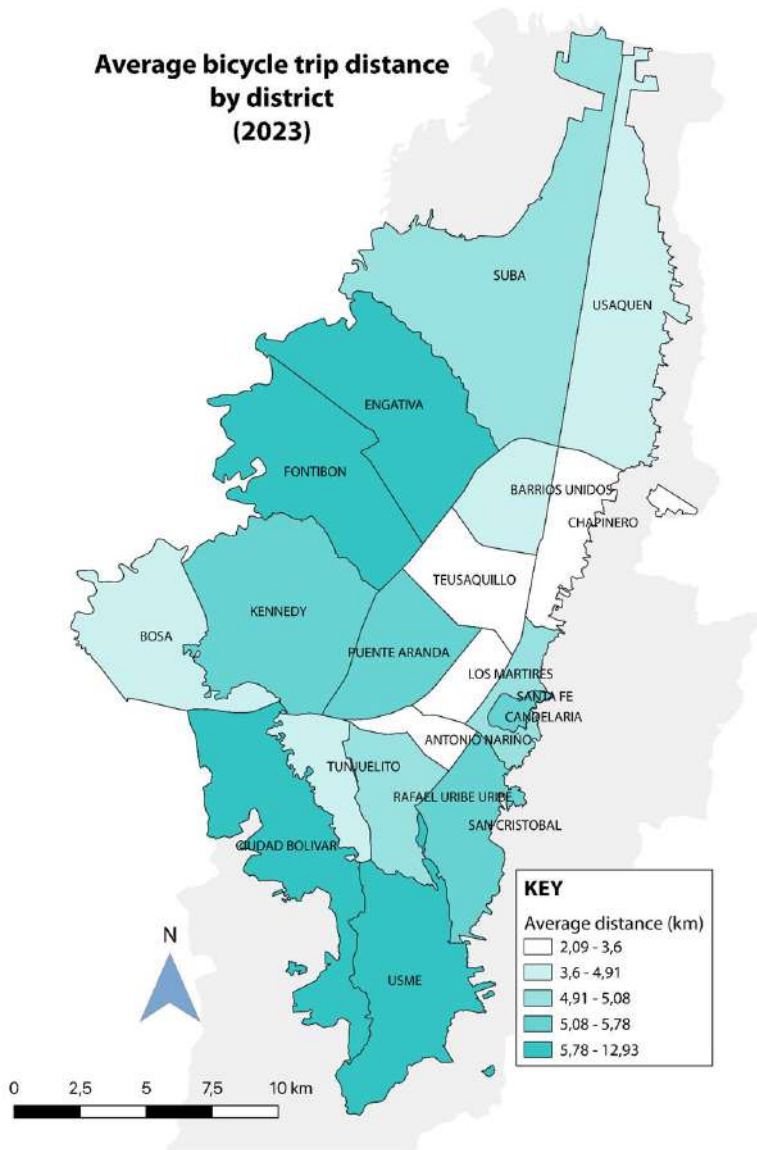
It is striking that Bosa and Usaquén, as outlying districts with slightly shorter average distances, deviate from the pattern.

**Sources of data:**

*mapas.bogota.gov.co*. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>

*Secretaría Distrital de Movilidad*. (2024, Januar). Encuesta de Movilidad 2023.

### Average bicycle trip distance by district (2023)



Average trip length varies greatly by district in Bogotá

According to the SIMUR 2023 household survey, the average bicycle route in the city center is up to 5 km long. In the outer districts, such as Usme, it is over 12 km long.



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# Distances cycled by gender

Compared to cities such as Amsterdam (Ø 3.8–4.0 km) or Copenhagen (Ø 4.0–4.8 km), it is striking that the average bicycle distances in Bogotá are significantly longer. One possible reason for this is the city structure and its socio-spatial segregation, with greater distances between home and work locations and a less dense cycle network. The many one-way streets in particular can lead to additional detours.

Since 2014, the average trip lengths of men and women in Bogotá have been converging: the shortening of distances for men and the simultaneous increase in distances for women could indicate improvements in cycling infrastructure, more home office working and a trend towards a city of short distances. However, there is still a difference of about one kilometer between these two population groups.

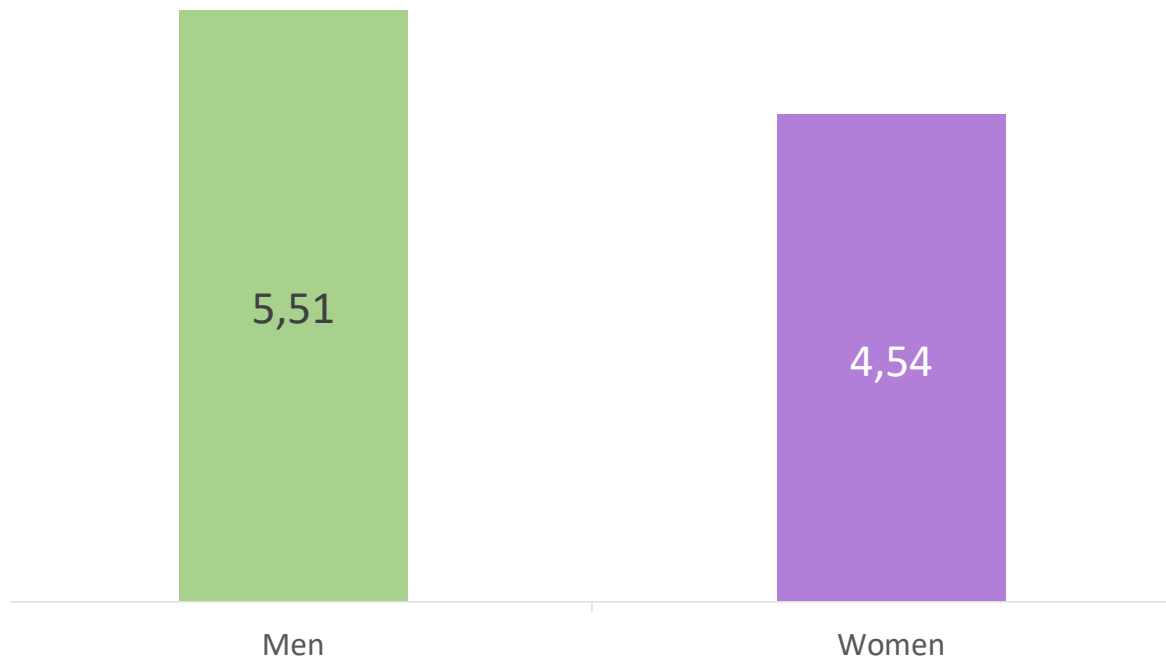
**Source of data:**

*Secretaría Distrital de Movilidad. (2024, January). Encuesta de Movilidad 2023.*

# The average distance cycled by women is 1 km less than by men

The household survey conducted by Simur 2023 clearly shows that, on average, men's bicycle trips are one kilometer longer than those of women. Compared to the 2014 Bicycle Account, the average trip length for men has decreased by 0,5 km and for women has increased by 0,5 km.

Average Bicycle Trip Length By Gender In Kilometres (2023)





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# Cycling infrastructure by mandate

Here we have two sets of data: the kilometers that mayors \*promised\* compared to the kilometers that they actually (said they) built. In Colombia, promises by mayors are consigned in their development plan and must be kept by law, so this is interesting.

Bogotá's cycle network has been growing steadily since 1995. However, not all mayors develop the network at the same pace – and not every government keeps its original promises. It is particularly striking that Enrique Peñalosa built more than half of today's cycle path network during his two terms in office, covering over 370 km. Move over, Bob the Builder.

Gustavo Petro and Claudia López, on the other hand, announced significantly more, but ultimately implemented less than half of their promises. In Claudia López's case, the coronavirus pandemic is likely to have played a significant role, as many resources were channeled into short-term mobility measures and crisis management (however, she was at the same time responsible for the quickest rollout of bikeways – 84 kms in two days – for the same reason).

The current mayor has set relatively modest expansion targets (let's... leave it at that). We're not happy. He's not happy. Nobody is happy.... and we still have some more years to watch it unfold.

Please note: these figures do not take into account repairs and improvements to the existing infrastructure, even though these play a key role in the quality of the cycle network.

## **Sources of data:**

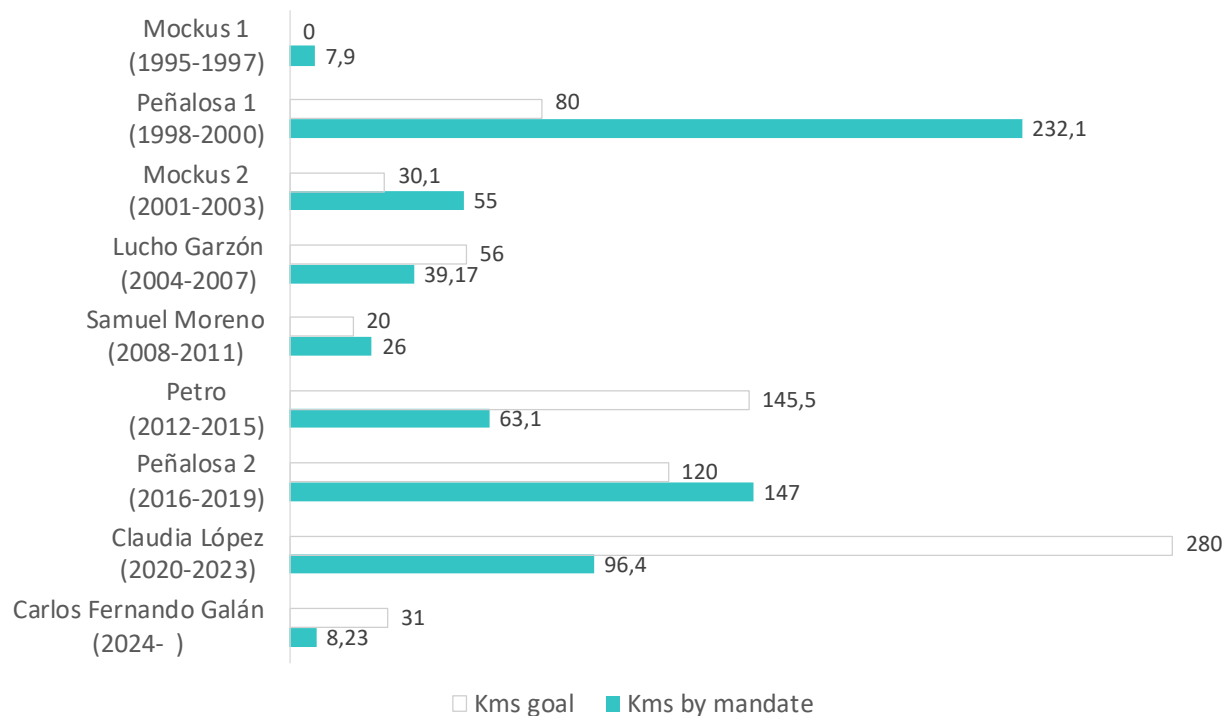
*Secretaría Distrital de Movilidad. (2024, January). Encuesta de Movilidad 2023.*

*Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# More than half of cycling infrastructure was built under Mayor Peñalosa

Bogotá's cycle network has been continuously expanded since 1995. Major expansions took place under Mayor Peñalosa from 1998 to 2000 and from 2016 to 2019. Important maintenance and repairs are not listed here.

### Bicycle infrastructure built per mayoral term



Source: Bogota.gov.co 2025, Verma et. al 2015



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# Increased access with parking

As we showed you, the large bicycle parking stations are mainly located at the terminal stations and primarily in the west of the city. But... how accessible are TransMilenio stations overall when you integrate bicycles?

This graph shows a catchment area of 3 km for bicycles (light blue shade), which means that people will arrive at the station by bicycle from anywhere up to 3 kilometers distance (whereas they'll only walk some 500 meters, darker blue). Within those 3 km, stations with parking facilities can be reached in most of the southern center of the city, in the west and even beyond the city limits in some cases. However, there are significant gaps in Chapinero, Barrios Unidos and in the north.

(and for walking: a radius of 500 m was chosen. In the central area of Bogotá, coverage is almost complete. However, as the distance from the center increases and station density decreases, accessibility on foot deteriorates significantly).

Of course, there's always potential for improvement in the expansion of the TransMilenio system in terms of bicycle parking: gaps in accessibility could be specifically closed in several places, and we could also have more people riding bicycles (and maybe less people riding other modes because public transport becomes more convenient?).

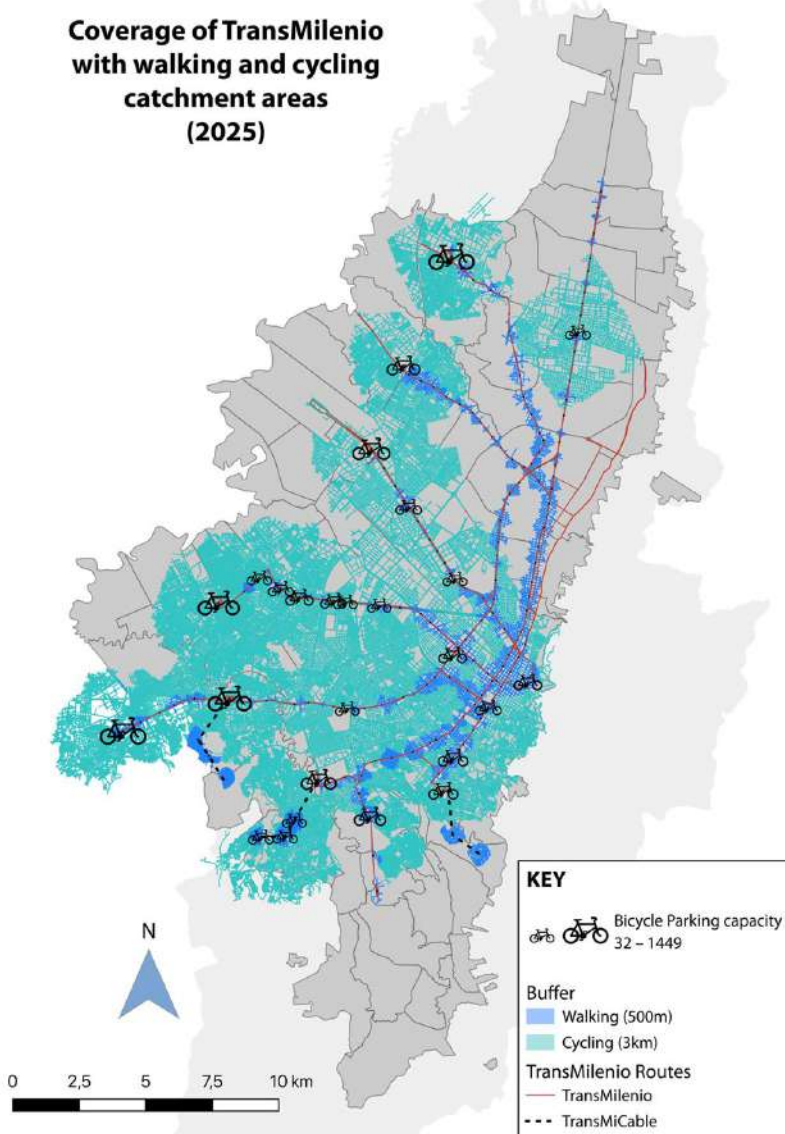
**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
TransMilenio. (2025). TransMiBici en el Sistema. TransMilenio.*

## Accessibility of TransMilenio bicycle parking spaces within cycling distance

Large parts of Bogotá currently have a TransMilenio station with bicycle parking spaces within cycling distance (less than 3 km). However, Chapinero is hardly covered.

### Coverage of TransMilenio with walking and cycling catchment areas (2025)





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# Google maps route planning

And if you want to use Google maps to find the best route by bicycle in #Bogotacycling ? Well.... let's just say begging them hasn't worked

Riders (and tourists) who want to explore the "bicycle city" of South and North America by bike and get from point A to point B usually turn to Google Maps out of habit. But surprisingly, Google does not offer bicycle navigation in Bogotá – unlike car, motorbike, public transport or walking routes.

For many Bogotianians, this has long been part of everyday life: they don't even try to plan a cycle route using Google Maps.

The suggested routes for other modes are truly unsuitable for cyclists: car and motorbike routes lead along wide, busy roads, while pedestrian routes often run against one-way streets or lead along pavements that are not suitable for bicycles.

It takes several weeks of local knowledge to find safe and pleasant cycling routes – via existing cycle paths, away from one-way streets and through more relaxed traffic areas. Ask [David Hilbrig](#), he was here quite some time and didn't get to understand it well.

Implementing bicycle navigation in Google Maps (or any other platform, for that matter) for Bogotá could specifically lead to safer infrastructure, reduce risks and enable many people to reach their destinations faster, more predictably and with less stress.

# Number of suggested cycle routes via Google Maps

Google Maps does not (yet) suggest cycle routes in Bogotá. Barrier-free routing via cycle paths with corresponding time estimates is therefore not possible, which hinders the modal switch.

0



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# Types of bikeways...

Sorry, we just couldn't figure it out... this is our (failed attempt at) image number 16.

The original plan was to create two exciting graphics showing the qualitative composition of the cycle network and its development over time. Unfortunately, however, it was just not possible to harmonize the different designations used for the cycle infrastructure in all sources we found. One and the same name appeared in the data under up to three different categories, making it impossible to assign it clearly without some sort of higher understanding of the world (and GIS layers).

The key sticking points were:

- When is a ciclorruta really a ciclorruta?
- Is it structurally separated from motor traffic – by curbs, bollards or height differences?
- Does it run at street level, separately or partly shared with pedestrian traffic?
- And when is a ciclobanda actually a ciclobanda?
- Is colored markings sufficient?
- Are small bollards allowed or not?
- Does it run at street level, at pavement level or somewhere in between?
- And at what point does a 'Ciclobanda' actually become a "Calle" or 'Zona Peatonal'?

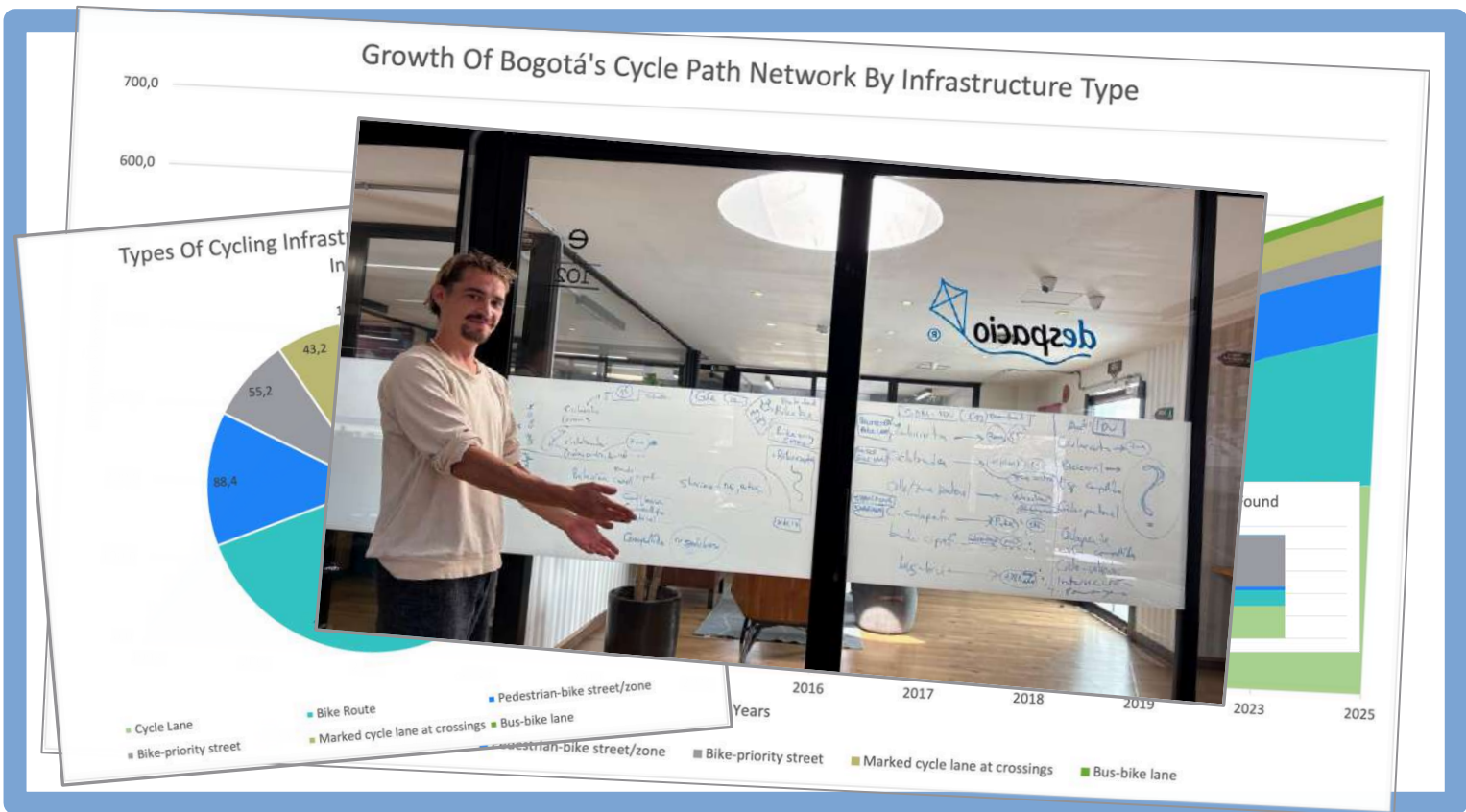
We found all kinds of variations – and that's exactly what reduced the significance of the data to such an extent that a clear classification was no longer feasible. That's why there is no final data set at this point, just a somewhat confused David Hilbrig facing an unsolvable categorization problem. This is particularly unfortunate because, thanks to the support of [Jakob Roth](#), we were at least able to determine the years in which the infrastructure was built (an earlier graph). According to the available data, only 29% of today's network consists of ciclorrutas – infrastructure that is mostly, but not always, separated from motor vehicle and pedestrian traffic. However, no one can say for sure what this category means in detail.

**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
Jakob Roth 2025 (own analysis)*

# In recent years... (we couldn't figure out what typologies were built the most)

It took us too long and we couldn't really find the time to figure out the actual typologies in Bogotá, because their GIS layers were all different and the definitions... didn't make sense. We hope to be able to solve this in future.



Source: [mapas.bogota.gov.co](https://mapas.bogota.gov.co) 2025, Roth 2025



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2025 edition

# Trips and bicycle crashes

We know that correlation is not causation (and love the memes!), but... are the bicycle crash figures for recent years consistent with the number of trips at the respective times of day, or are there discrepancies?

We're trying to answer this intriguing question with this graph, which shows both the daily profile of bicycle traffic and the times of crashes, averaged over the last ten years.

We see that traffic peaks clearly occur at 7 a.m. and 6 p.m., with the morning peak being more pronounced. The curve of crash figures largely follows these peaks, but shows a stronger deviation at 1 p.m. The period from 8 p.m. onwards is also striking: although very few people are still cycling at this time, the number of crashes is only falling slowly. Around 9 p.m., there are comparatively many crashes despite very low bicycle traffic.

This begs the question of whether the issue is relative or absolute, and whether safety in numbers applies here. We already asked that question in 2015 and couldn't find a definitive answer.... We can't either ten years later.

ps. For the sake of simplicity, trips were only assigned to one time slot for the evaluation. For example, a trip from 12:20 p.m. to 2 p.m. was counted with the rounded time of 1:10 p.m. → 1 p.m.

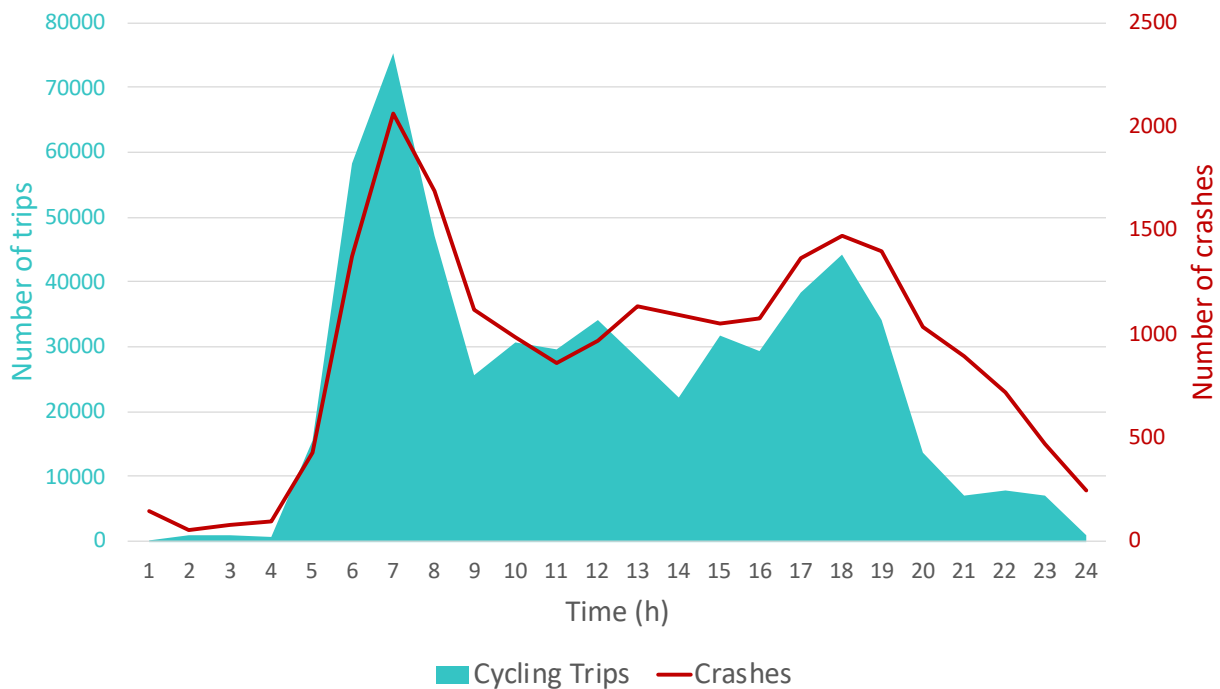
**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>*

# Most bicycle trips and crashes in Bogota occur between 7 a.m. and 6 p.m.

As the household survey (EOD) shows, there are two peaks in bicycle traffic in Bogotá. These peaks also coincide with the times of bicycle crashes from 2015 to 2024. However, the number of accidents is particularly high at night (21:00).

Cycling Trips And Cycling Crashes (2015-2024)  
By Time Of Day





Bogotá Bicycle Account  
2025 edition

# Crashes and time of day

As already evident in the previous post, an unusually high number of crashes occur around 9 p.m. in relation to the volume of bicycle traffic.

But is night-time generally more dangerous for cyclists?

The figures clearly indicate: Yes!

Although only 15% of all bicycle journeys take place in the dark, 26% of all bicycle crashes occur at this time. This means that, relative to traffic volume, almost twice as many crashes occur at night as during the day.

From the existing data we can't find out why these crashes happen. However, one thing is clear: targeted measures are needed to reduce the number of night-time crashes. Better infrastructure, well-designed crossings are a must. Drivers of large vehicles should also be more careful when near cyclists. And bicycle riders could have functioning lights when they're on the road.

**Sources of data:**

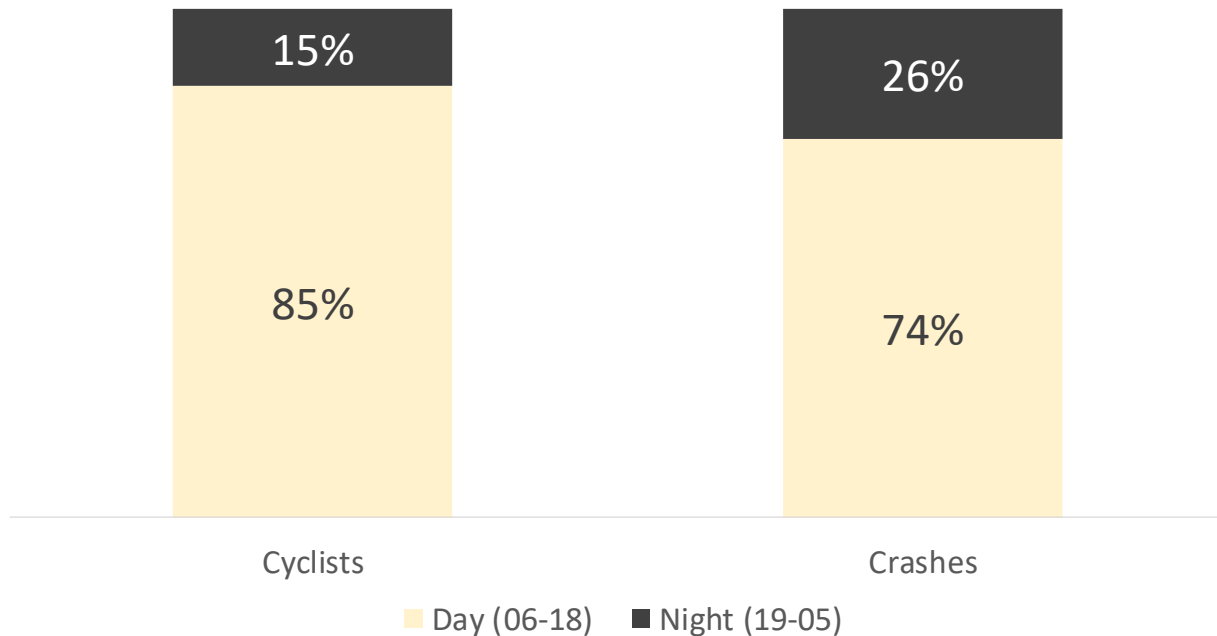
*datosabiertos.bogota.gov.co. (2025). Base Anuario de Siniestralidad 2024.*

*Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023.*

# Crashes at night almost twice as prevalent

15% of all bicycle trips (EOD) take place between 7 p.m. and 5 a.m., yet 26% of all bicycle crashes (2015-2024) occur during this time.

### Percentage Of Cyclists And Bicycle Crashes By Time Of Day



Source: [datosabiertos.bogota.gov.co](https://datosabiertos.bogota.gov.co) 2025, Secretaría Distrital de Movilidad 2024



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# Cycling infrastructure and safety

Does cycling infrastructure improve safety? Spaghetti graphs sometimes come up when you're trying to figure it out.

This comparison is deliberately kept simple: it looks at the annual number of cycling accidents on individual road sections before and after the construction of cycling infrastructure. Neither changes in traffic volume nor the exact role of the infrastructure in individual accidents could be taken into account, partly due to a lack of data. Despite these limitations, the figures speak for themselves:

In four of the five examples, the average annual number of bicycle crashes clearly decreased after the infrastructure was built:

- Calle 42A Sur: -33%
- Avenida Calle 183: -73%
- Calle 129: -50%
- Transversal 93: -71%

One exception is Avenida Carrera 50, where crash figures were higher one year after construction, with amounts increasing by 29%. In recent years, however, crash figures have remained at a very low level, so this example should be interpreted with caution.

From earlier graphs, we know that the city-wide crash figures in Bogotá have tended to rise in recent years, or at least remained at a consistently high level. This city-wide trend therefore cannot explain the declines at the locations under consideration. The examples show that cycling infrastructure can significantly reduce the risk of crashes for cyclists.

## Sources of data:

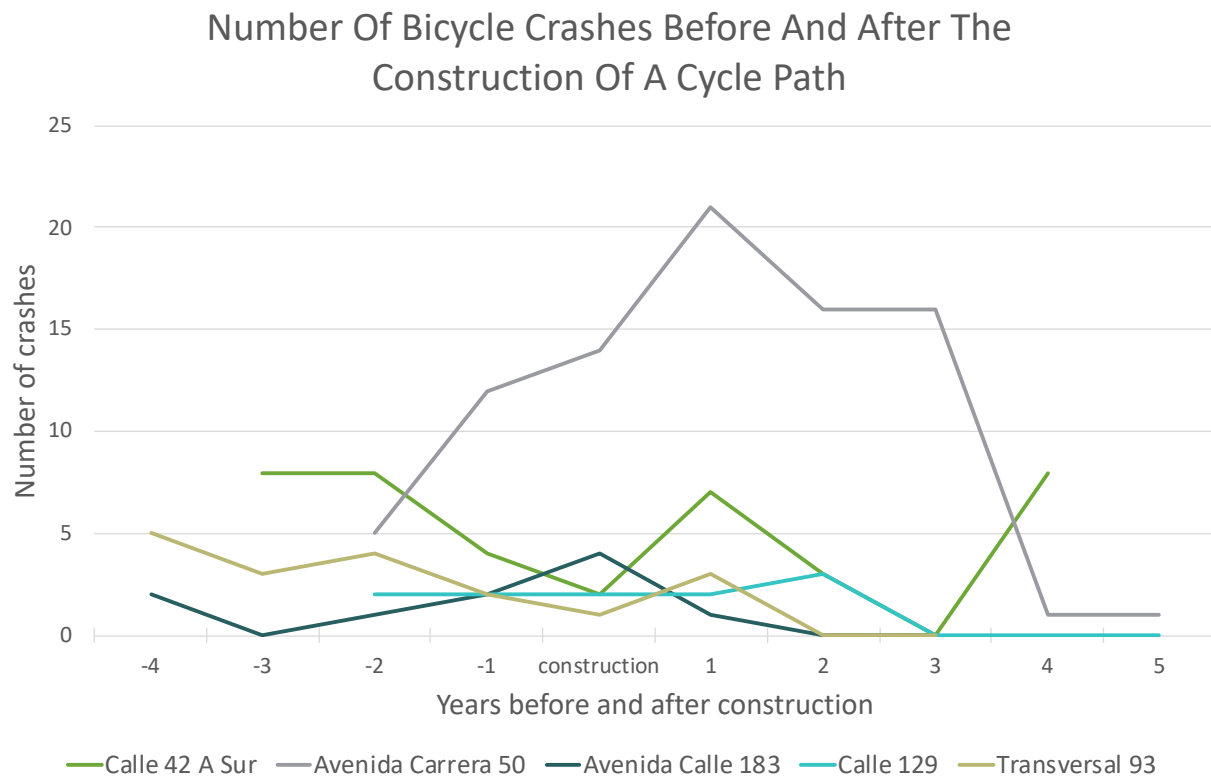
*datosabiertos.bogota.gov.co. (2025). Base Anuario de Siniestralidad 2024.*

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>*

*Jakob Roth 2025 (own analysis)*

# Decrease in cycling crashes follows the construction of cycle paths

Five locations in Bogotá where cycle paths were built between 2017 and 2019 show that the total number of crashes involving cyclists tends to decrease after construction, even though it can be assumed that the proportion of cycle traffic has increased.



Source: [datosabiertos.bogota.gov.co](https://datosabiertos.bogota.gov.co) 2025, [mapas.bogota.gov.co](https://mapas.bogota.gov.co) 2025, Roth 2025



Bogotá Bicycle Account  
2025 edition

## 20 DH

How do bicycle casualties compare to the modal share of bicycle traffic in Bogotá? Let's see.

The graph shows that bicycle casualties initially fell sharply in the early 2000s, when the modal share was around 4%. By 2009, they had reached a significantly lower level. After that, however, the number of crashes rose steadily – in parallel with a growing share of bicycle traffic. While the modal share only slightly more than doubled from around 4% to 10%, bicycle casualties rose from 756 to 2,509 in 2021. This corresponds to a more than tripling of the number of crashes.

Over the last four years, there has been at least a slight decline in the number of casualties – albeit at a still high level and despite a moderate increase in modal share. So there is a glimmer of hope, but at the same time there is still a considerable need for action in the area of cycling safety.

So, the question is now a bit better answered, but not entirely (or not with a statistical significance, since we didn't do that analysis)... is it safer when there's more people riding? Or is Bogotá the null hypothesis?

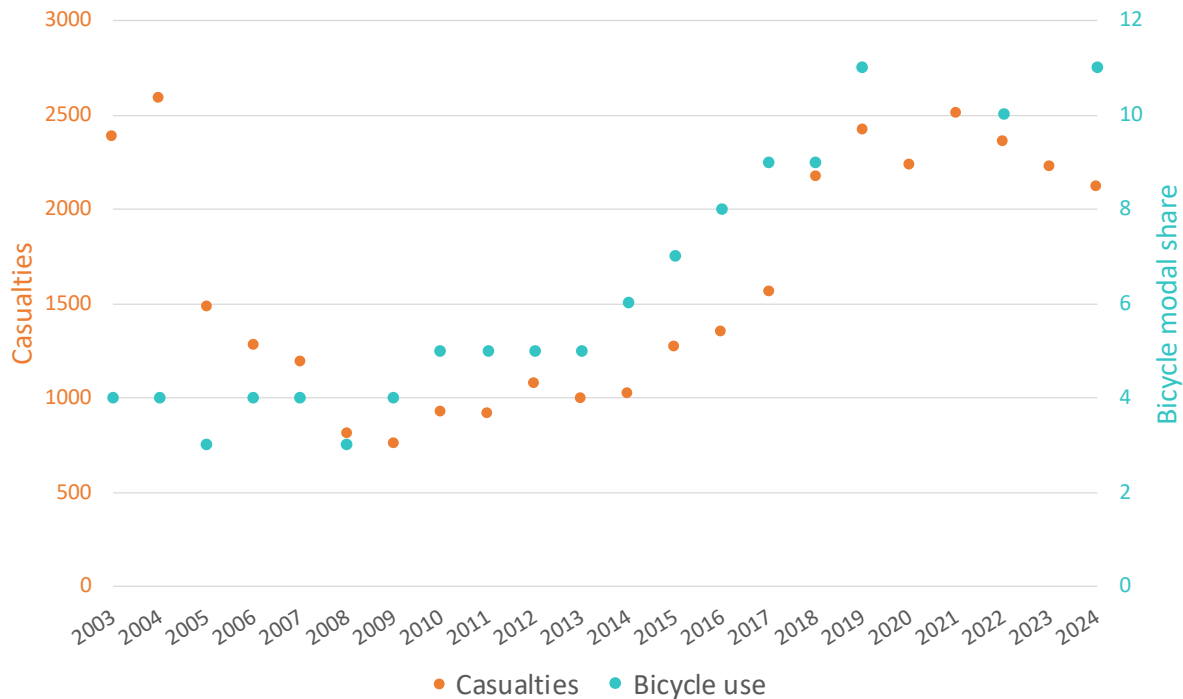
**Sources of data:**

*Bogotá Cómo Vamos. (2025). Bogotá en Cifras. Bogotá Cómo Vamos. datosabiertos.bogota.gov.co. (2025). Base Anuario de Siniestralidad 2024. Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# As the share of cyclists increases, so does the number of cycling crashes

Comparing cycling crashes in Bogotá (2004–2024) with cycling rates shows a sharp drop in accidents in the mid-2000s, followed by a rise from the mid-2010s, mirroring cycling’s growth.

### Cyclist Casualties And Bicycle Use, 2003-2024



Source: Bogotá Cómo Vamos 2025, [datosabiertos.bogota.gov.co](https://datosabiertos.bogota.gov.co) 2025, Verma et. al 2015



Bogotá Bicycle Account  
2025 edition

# Income and cycling

We know the standard image is the gardener or the blue collar worker riding a bicycle in #Bogotacycling . According to the data, who actually cycles the most in Bogotá?

In our Bicycle Account with data from 2014, the socio-economic groups "very low" and "low middle" dominated. By 2023, the figures had increased by 58% overall, with particularly strong growth in daily bicycle trips observed in the low middle (+70%) to high (+150%) groups.

This development shows that cycling is becoming more attractive in almost all socio-economic groups – an indication of the progressive destigmatisation of this mode of transport. The only exception is the highest group (highest), which shows a 14% decrease in daily bicycle trips. What are these other people riding now, then?

And is it really destigmatization? Or maybe practicality? Or something else? We should continue to work on this to find out.

In case you can't figure out the graph: the socio-economic groups 'Estratos' are an official classification in Colombia that divides residential areas into six levels (1 = low, 6 = high).

They are used to socially stratify tariffs for electricity, water and internet: households with higher incomes pay more (estrato 6), households with low incomes pay less (estrato 1).

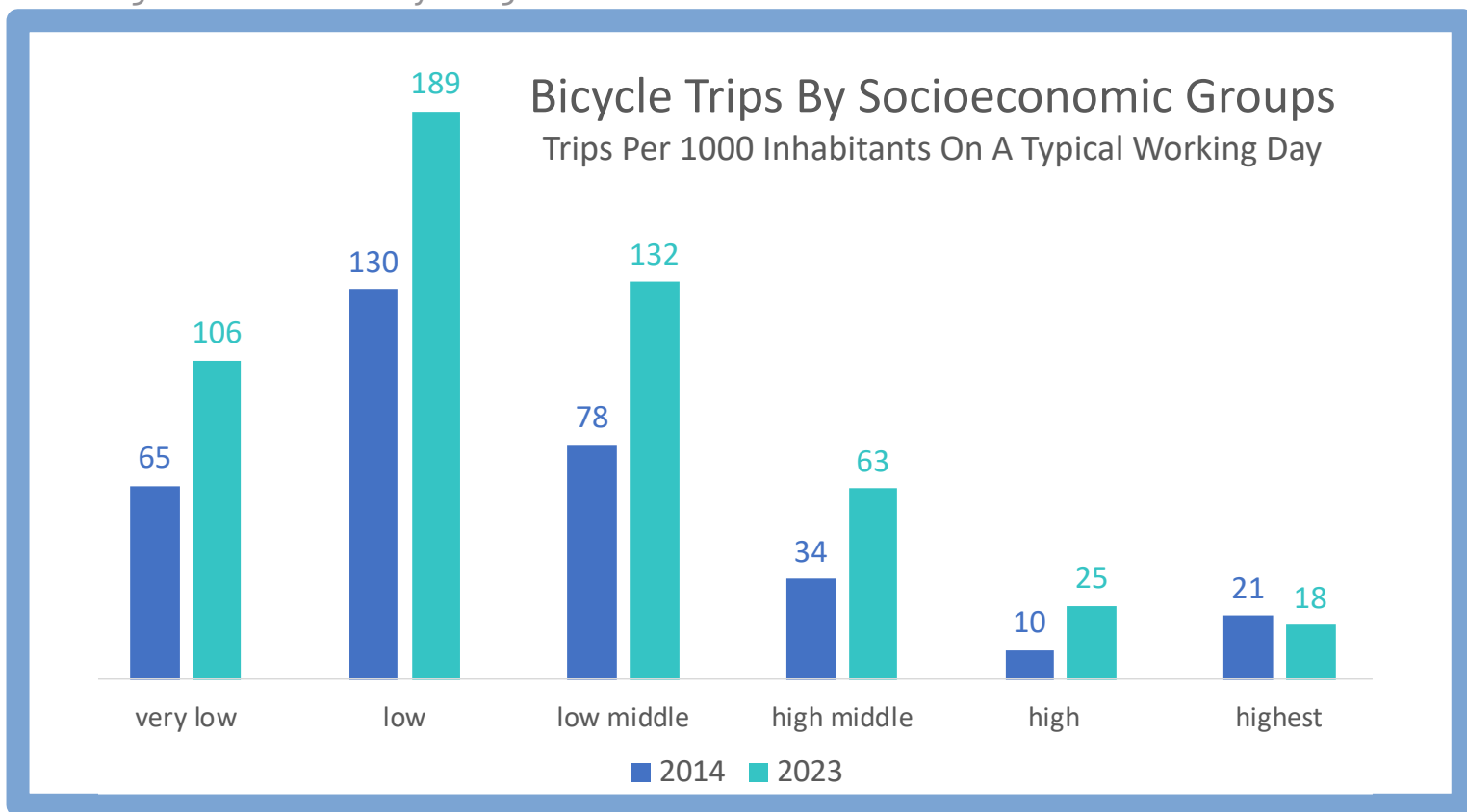
**Sources of data:**

*Secretaría Distrital de Movilidad. (2024, Januar). Encuesta de Movilidad 2023.*

*Verma, P., López, J., & Pardo, C. (2015). {Bogotá} 2014 Bicycle Account.*

# In particular the middle and lower socioeconomic groups cycle in Bogotá

Compared with the figures from the 2014 Bicycle Account, the number of bicycle trips per 1,000 inhabitants has risen in almost all socioeconomic groups. A doubling of the figures in the middle to high groups may indicate a destigmatization of cycling.



Source: Secretaría Distrital de Movilidad 2024, Verma et. al 2015

## Crashes where there is no cycling infrastructure

Crashes anyway occur in some places with cycling infrastructure (we might have kept your hopes up with some earlier stats...). We showed earlier how bicycle crash numbers changed before and after the construction of new cycling infrastructure. Today's map focuses on places that were less fortunate: sections without cycling infrastructure where accidents nevertheless occur particularly frequently.

Three areas stand out in particular in the analysis:

- Avenida Calle 72 – a long section of road with no cycling infrastructure whatsoever.
- Avenida Calle 68 – another long section without safe cycle lanes.
- Calle 62 Sur – a relatively small street with a high crash rate.
- The area around Avenida Carrera 86 and Avenida Calle 43 Sur – with over 250 reported crashes in recent years, is one of the city's most critical hotspots.

These locations clearly show where safe infrastructure is particularly urgently needed and where measures to protect cyclists should be prioritised.

In addition, there are numerous smaller road sections that also stand out as accident blackspots – they too urgently need safe, well-designed cycling infrastructure.

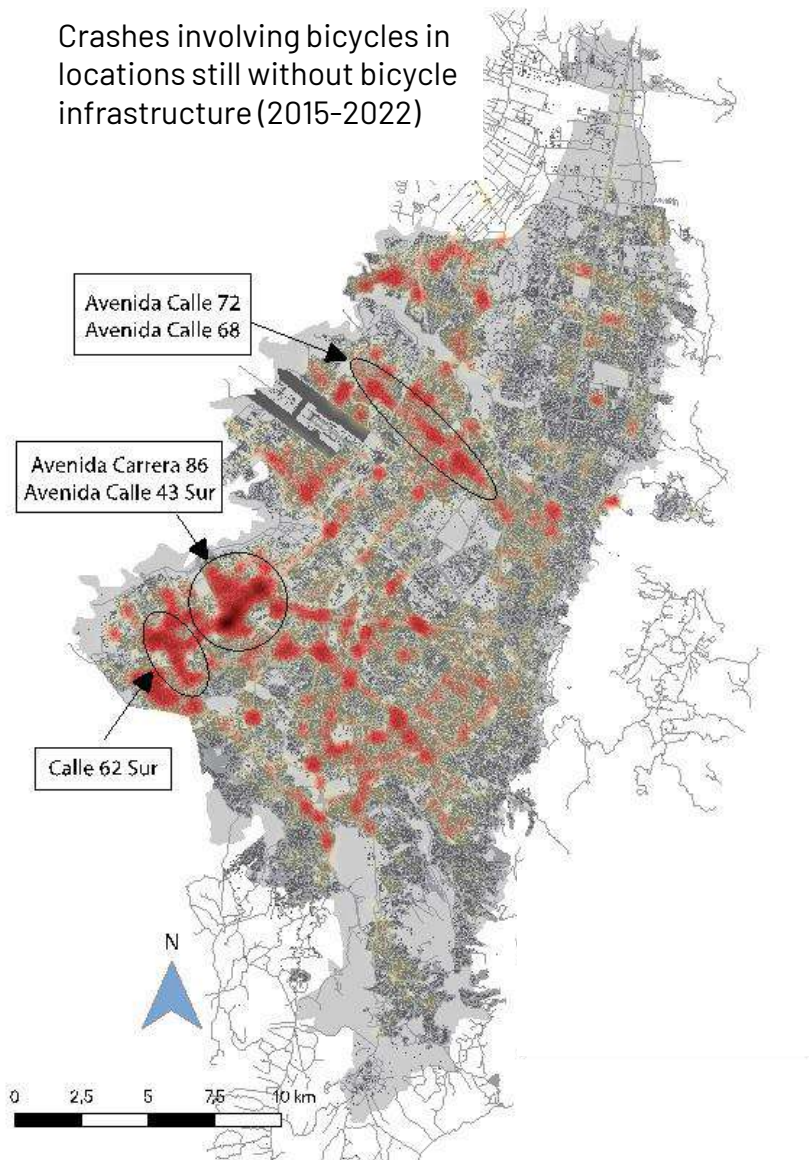
**Sources of data:**

*Datosabiertos.bogota.gov.co. (2025). Base Anuario de Siniestralidad 2024.*

## Huge number of bicycle crashes in places without bicycle infrastructure

The heat map shows locations where bicycle crashes occurred between 2015 and 2022 and where there is still no bicycle infrastructure. Three areas in particular stand out, such as intersections in general.

Crashes involving bicycles in locations still without bicycle infrastructure (2015-2022)





Bogotá Bicycle Account  
2025 edition

# To and from Bogotá by bicycle

At 10,5%, these other trips account for a remarkable proportion of all bicycle journeys. It is striking that 54% of all journeys to and from Bogotá are in the direction of Soacha – by far the most important route beyond the city limits. Another heavily used route leads west to the municipalities of Mosquera, Funza and Madrid, which together account for 21% of journeys. The remaining routes are used much less frequently, but offer potential for the expansion of safe cycle connections.

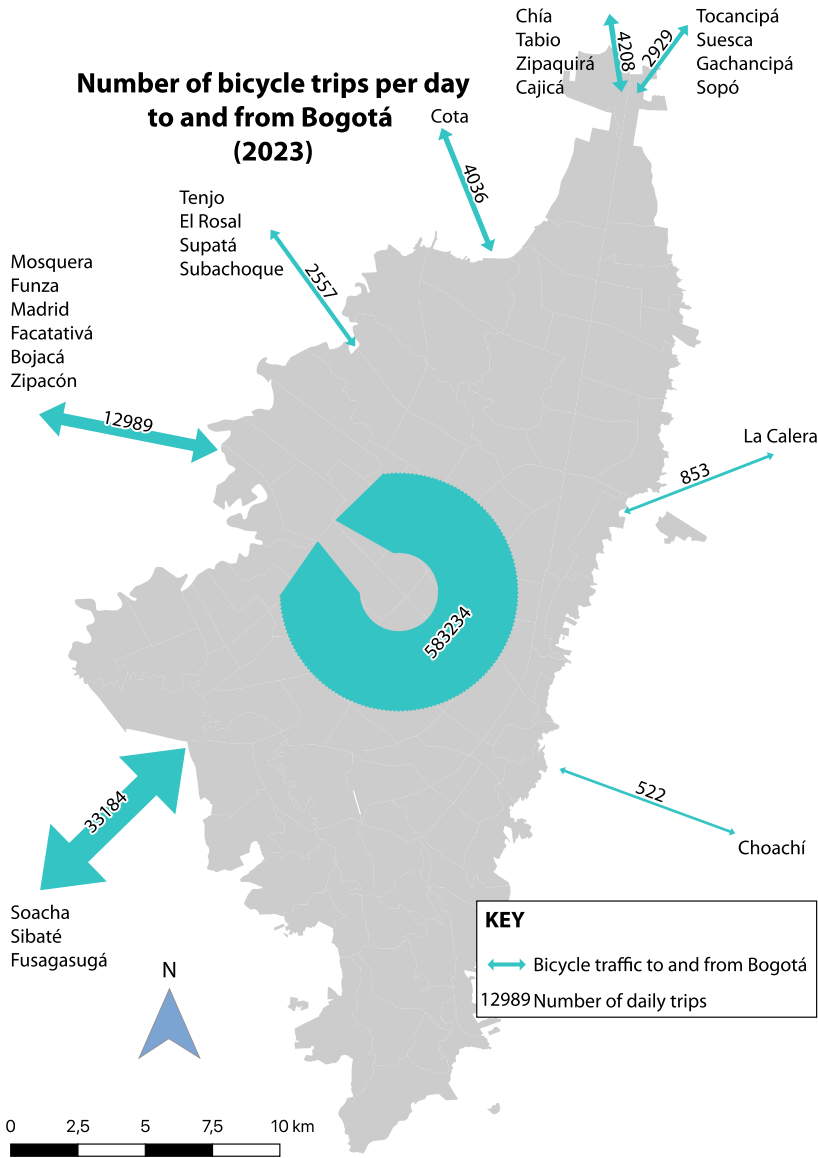
The map illustrates that the cycle network should never end at the city limits. This is, by all means, a metropolis even when considering cycling.

Regional planning and close cooperation with neighbouring municipalities are crucial to making longer commutes safer and more attractive. [#Bogotacycling](#)

**Sources of data:**

*Secretaría Distrital de Movilidad. (2024). Encuesta de Movilidad 2023.*

**Number of bicycle trips per day  
to and from Bogotá  
(2023)**



Every day, there are more than 30,000 bicycle trips to or from Soacha.

The SIMUR 23 household survey revealed that 644,000 trips are made by bicycle every day in the Bogotá area. 583,000 trips are exclusively within Bogotá. 61,000 (10.5%) of the trips are to or from Bogotá.



Bogotá Bicycle Account  
2025 edition

# Cyclable distances

If you say your trip is too long to do it by bicycle, in Bogotá there's half the amount of excuses now...

When talking about modal shift to cycling, it is important to consider the existing potential. Cycling offers clear advantages in terms of both time and money, especially for short journeys of less than 5 km. That distance is really cyclable for anyone who knows how to ride.

As shown earlier, the average cycle route length in Bogotá is just over 5 km. And, despite being a large city with almost 10 million inhabitants, 49% of all car journeys in Bogotá do not exceed this distance.

This represents enormous potential: simply put, over 370,000 daily car journeys could easily be made by bicycle based on distance alone. The number of daily bicycle trips (currently more than half a million) could theoretically increase by more than 50% as a result.

The task now is to create the right conditions to actually enable this modal shift. What should we do first to improve it?

**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
Secretaría Distrital de Movilidad. (2024, Januar). Encuesta de Movilidad 2023.*

# Almost half of all car journeys in Bogotá are highly feasible by bicycle

Distances of less than 5 kilometers offer great potential for using bicycles instead.

<b>Trip Length</b>	<b>Percent of Car Trips</b>	<b>Percent of Bicycle Trips</b>
Less than 5 kilometers ( <i>high potential for mode shift</i> )	<b>49%</b>	<b>64%</b>
Less than 9 kilometers ( <i>medium potential for mode shift</i> )	<b>70%</b>	<b>80%</b>

Source: mapas.bogota.gov.co 2025, Secretaría Distrital de Movilidad 2024



Bogotá Bicycle Account  
2025 edition

# Locations to ride

In which districts are most bicycle trips made?

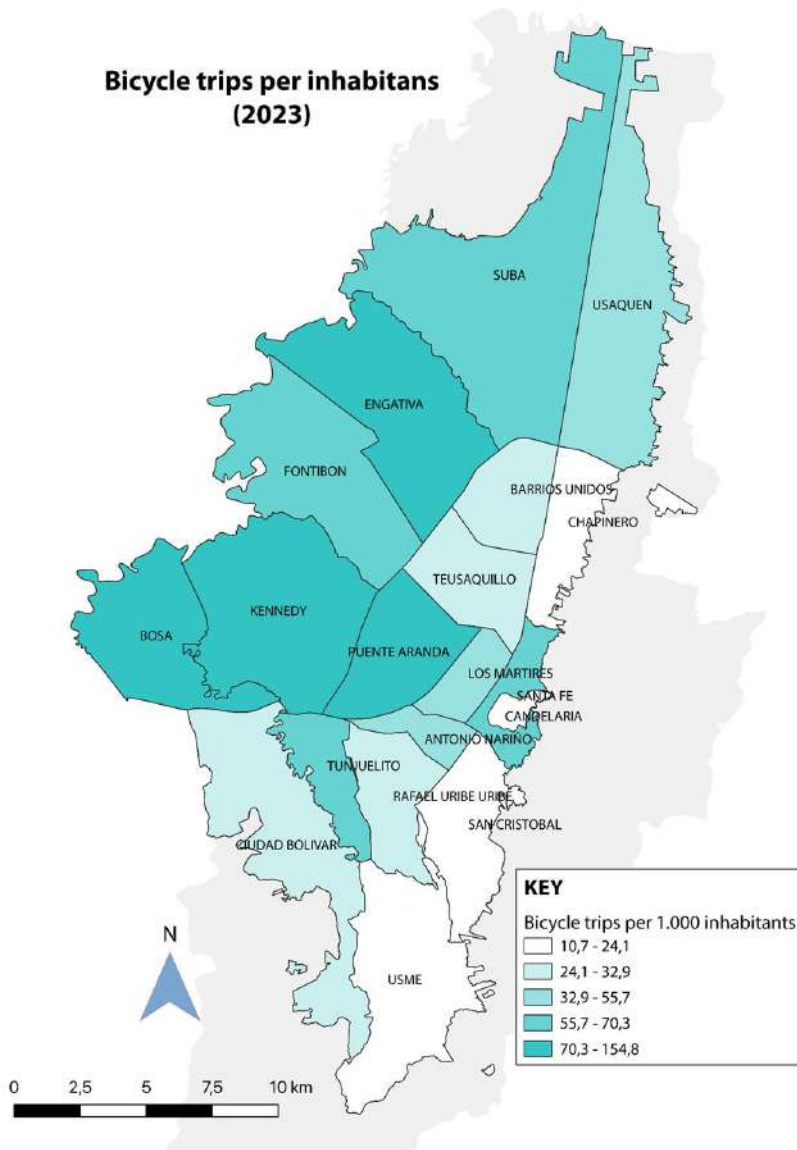
We showed earlier which parts of Bogotá have the longest bicycle routes. USME was in the lead, followed by several western suburbs (with the exception of Bosa). However, it now appears that fewer trips are made in Usme overall – but these are particularly long on average.

The central-western districts of Kennedy, Puente Aranda and Engativá score high in both analyses: they are among the areas with many and, at the same time, longer bicycle trips. Short but frequent trips are found mainly in Bosa, Teusaquillo, Suba and Usaquén. Chapinero, on the other hand, records both few and predominantly short bicycle trips.

**Sources of data:**

*mapas.bogota.gov.co. (2025). Mapas Bogotá [Map]. <https://mapas.bogota.gov.co/>  
Secretaría Distrital de Movilidad. (2024, Januar). Encuesta de Movilidad 2023.*

### Bicycle trips per inhabitants (2023)



Most people cycle in the Kennedy and Bosa districts of Bogotá

The 2023 household mobility survey shows that the outer districts in the middle and north of Bogotá in particular have a high number of cyclists per 1,000 inhabitants.

# Bogotá Bicycle Account – 2025 edition (Hilbrig, Pardo with Roth)

Despacio is a research center founded in 2008 that aims to improve the quality of life in cities and in at all stages of the life cycle, through applied research and with a focus on challenging the intuitive.

Our philosophy, generally based on the Slow Movement, aims to improve people's quality of life and well-being through a slow lifestyle, from the most individual and familiar aspects (eating, transport, raising children, organizing our homes and workplaces) to the most collective (planning and managing humane and sustainable cities).

Despacio has an interdisciplinary team that has participated in more than 250 projects, 40 publications and 33 events at global, regional and local levels related to urban development policies, urban lighting, sustainable mobility, promotion of non-motorized transport, motorcycles, road safety, travel demand management, data analysis, youth, gender and climate change.

You can see all of Despacio's work in [www.despacio.org/hacemos](http://www.despacio.org/hacemos)