CT-TR-005 — Active Mobility Infrastructure

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iea_aligned	N — not energy-technology specific
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last_updated	2026-05-27

Description

Physical infrastructure for cycling, walking, and other non-motorized transport: protected bike lanes, bicycle parking, pedestrian zones, bike-share systems, and complete streets design. Includes both permanent infrastructure and programs like open-streets events that promote modal shift away from private vehicles.

Colombia Context

Bogota operates the world-famous Ciclovia, closing 128 km of roads to cars every Sunday since 1974. The city has over 550 km of permanent ciclorutas (bike lanes), the most extensive network in Latin America. During COVID-19, Bogota added 84 km of emergency bike lanes, many now permanent. Other cities (Medellin, Cali, Bucaramanga) are expanding bike infrastructure. The NDC co-benefits framework recognizes active mobility for health, air quality, and emissions reduction. Ley 1811 de 2016 provides incentives for bicycle commuting.

EUDR Relevance

No EUDR relevance. Active mobility infrastructure does not intersect with commodity supply chains or deforestation monitoring.

CTH Data Coverage

No current CTH coverage. Active mobility is not a focus of the CLP startup cohort or Sustenttia diagnostics. Urban mobility data could be incorporated through partnerships with municipal open data portals.

Green Finance Alignment

Partial green finance alignment. TVC includes active mobility under transport sector. CBI does not certify cycling infrastructure directly but recognizes it under urban climate resilience. EU Taxonomy recognizes cycling infrastructure as climate mitigation when part of integrated urban mobility plans. Limited standalone bankability but strong as a component of broader urban transport green bond programs.


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Revisión #1
Creado 2026-05-27 05:09:12 UTC por Gideon Blaauw
Actualizado 2026-05-27 05:09:12 UTC por Gideon Blaauw