MOBILITY STRATEGY OF MEXICO CITY
DURING THE COVID-19 PANDEMIC

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Public transport, 49.4%

Walking, 25.8%

Bicycle, 1.4%

Cars, motorcycles, 23.3%

Other, 0.1%

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MOBILITY TRENDS DURING COVID-19 PANDEMIC

- Increasing number of trips. This number is growing faster in the case of private modes (cars, motorcycles, bicycles)
- Participation of private modes is increasing in modal split. Public transport is the big loser
- Fewer kilometers travelled. Increase in the number of short distance local trips
- Trips moving towards off-peak hours
- Explosive growth of delivery services
Percentage difference in traffic between March 1st and October 9, 2020
Source: Waze
METRO DEMAND MARCH - OCTOBER
Afluencia preliminar del metrobús
TRIPS BY ECONOMIC SECTOR

Source: Google Maps
MODAL TRENDS

- Bicycle
- Motorcycle
- Car
- Bus

Upward trend in bicycle and motorcycle use, downward trend in car and bus use.
MAIN CHALLENGES

● To keep social distance whereas number of trips increases
● To avoid the shift from sustainable modes to cars and motorcycles
● To guarantee financial sustainability of public transport systems in a scenario of sustained low demand
● To sustain the process of technological improvement of modes in a time when financial resources are scarce
PROTECTION FOR OPERATORS AND USERS

- Implementation of hygiene and sanitation measures in stations, buses and trains
- Individual prevention measures (mandatory use of face mask, supply of hand sanitation gel in transport stations, etc.)

TRANSPORT DEMAND MANAGEMENT

- Optimization of transport supply
- Transport demand management measures oriented to decrease number of trips and to redistribute them throughout the day
- Social distance measures in public transport stations, buses and trains
- Emerging infrastructure: cycle lanes, pedestrianization of streets, sidewalk expansion
PROTECTION FOR OPERATORS AND USERS
PUBLIC HEALTH CAMPAIGNS

EN EL METRO NOS PONEMOS
LA MÁSCARA
No te pases de rudo, usa cubreboc
Y por la salud de todos ¡No te lo quites!

#DonaCubrebocas  #SalvaVidas

@MetroCDMX  @MetroCDMX
SOCIAL DISTANCE IN PUBLIC TRANSPORT STATIONS
SOCIAL DISTANCE IN PUBLIC TRANSPORT STATIONS
SOCIAL DISTANCE IN PUBLIC TRANSPORT
Avoid peak hours if you have to travel

From 9 to 5 is better

Bicycle is a great option
HOURLY DEMAND – MOTORIZED TRAFFIC
HOURLY DEMAND – URBAN HIGHWAYS
HOURLY DEMAND - METRO
EMERGING INFRASTRUCTURE

Bike lanes
Sidewalk expansion
Pedestrianization of streets
EMERGING CYCLE LANES
EMERGING CYCLE LANES
SIDEWALK EXPANSION

No obstruir pasos peatonales, áreas de resguardo peatonal ni rampas para personas con discapacidad

Dejar mínimo 2.0 m de espacio libre en banqueta para tránsito peatonal

Dejar libre al menos un cajón de estacionamiento libre junto al cruce peatonal y previo a la esquina

No obstruir bocas de tormenta o coladeras

Distancia entre mesas y delimitadores de mínimo 1.5 m
Altura mínima de delimitadores 0.5 m
SIDEWALK EXPANSION
PEDESTRIANIZATION OF STREETS

SIMBOLOGÍA

Operación habitual

Metrobús L4

Peatonales

Fuente: SEMOVI
EMERGING INFRASTRUCTURE

• Test
• Implement
• Measure
• Adjust
• Document
FINANCING PUBLIC TRANSPORT

Status: WORK IN PROGRESS

- Premise: Users cannot take the financial burden caused by the pandemic
- Economic support for traditional private transport operators (fuel grants)
- Fleet management optimization
- New financial sources
OPPORTUNITIES
(Never let a good crisis go to waste)

- Massification and consolidation of travel demand management strategies
- Time to walk, time to cycle
- Fast modernization of administrative procedures
- Think and manage streets as flexible, adaptable spaces
- It’s the right time to do what the mobility sector always wanted to do (take advantage of the new advocates)
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