BUENOS AIRES: A human-scale city
Sustainable mobility
2009 - 2019

Prioritize public transportation
Promote active mobility
Improve connectivity
The pandemic changed the way we move in the City.

<table>
<thead>
<tr>
<th>Year</th>
<th>Trips</th>
<th>Buses</th>
<th>Walking</th>
<th>Bikes</th>
<th>Cars</th>
<th>Taxis</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>7.5 M</td>
<td>47.9%</td>
<td>20.3%</td>
<td>2.6%</td>
<td>24.8%</td>
<td>2%</td>
</tr>
<tr>
<td>2019</td>
<td>8.8 M</td>
<td>49.8%</td>
<td>20.0%</td>
<td>3.7%</td>
<td>22.1%</td>
<td>1.8%</td>
</tr>
<tr>
<td>2020</td>
<td>4.1 M</td>
<td>29.3%</td>
<td>20.2%</td>
<td>10.2%</td>
<td>35.8%</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

-53.4% decrease from 2019 to 2020.
Interventions done during the pandemic
Another step forward
Towards a 15-minute city

+20 Green streets
+300 km of bike lanes network in 2023
1st Shared street
Green street
Honorio Pueyrredón
Green street
Honorio Pueyrredón

- 16,623 m² of renewed public space
- 10,000 m² of new green space
- 7,067 m² of new pedestrian space
- 180 new trees

8 streets
Del Libertador Avenue

Today
A new shared street
Libertador Avenue
Del Libertador shared street

- 11 km of unidirectional bike lanes in both ways
- +5000 m² of public space
- Better bus stops and waiting space for people
Towards a City with public space and safe infrastructure in all neighborhoods
Thank you

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