The city has implemented a sustainable mobility initiative by introducing Villabici, a free public bicycle system. The system currently boasts eight stations, 100 conventional bicycles, and 20 electro-assisted bicycles. The aim is to expand the system further to promote eco-friendly transportation options with a projection of three new stations and ten more electro-assisted bicycles by the end of 2023.

In 2022, the municipality registered 35,175 cars, accounting for 28% of the total, and 81,391 motorcycles, making up 64%. These two represent 92% of the registered vehicle fleet in the city. The Mobility Master Plan has already completed its update process and was delivered in February 2023. In addition, the structuring of the Strategic Public Transport System (SETP) is being reviewed to improve the service and prioritize the electricity use.

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1 Mobility Master Plan of Villavicencio.
2 Base Study of Sustainable and Competitive Cities program, Villavicencio.
BUS SYSTEMS OUTLOOK

Bus Trips Features

Number of daily trips
- 229,136 (2017)
- 128,489 (2022)

Average time
- 47.7 min

Trips by purpose
- Work: 55%
- Errands: 12%
- Return home: 9%
- Study: 9%
- Shopping: 3%
- Others: 12%

Trips by gender
- Men: 38%
- Women: 62%

Fleet and Infrastructure

Number of buses
- 968

Number of routes
- 58

101 bus stops
4 bus depots

The Municipality of Villavicencio has 58 transportation routes assigned to a Temporary Union (UNIRUTAS) by Decree 256 of 2014, which has seven companies. Over 50% of trips performed on these routes are for work purposes. Women comprise more than 60% of public transport users, with the remainder being men. The main mobility problem in Villavicencio is a lack of a quality public transport system. The majority of the vehicles in the fleet are old and lack the necessary accessibility provisions that are required for some population groups. The oversupply of services on some corridors leads to operational inefficiency, causing congestion and pollution in the city.

Quality of Service

There is mainly a high overlapping of public bus transport routes in the city center. The city’s road infrastructure often operates at full capacity, resulting in jamming conditions. Certain areas in the city lack coverage of public transport buses. The city lacks safe multimodality options or accessible transportation, which increases social inequalities. This also leads to discomfort and the risk of accidents for users. The The Municipal Transport (Transporte Público Colectivo, TPC) service has been rated 3.1 by the users, with 1 being very bad and 5 being very good. The survey has analyzed various aspects, including service availability, coverage, vehicle comfort, vehicle condition, schedule compliance, vehicle safety, state of bus stops, accident rate, passenger cost, trip duration, and vehicle speed. However, Villavicencio, through its Mobility Master Plan updated in 2023, aims to have safe, accessible, and sustainable mobility.

Note: The studies carried out do not have a projection of the trips per year, only daily information is recorded.

Note: According to the studies on the structuring of the SETP, it was identified that after the pandemic, only 460 public transport vehicles operated.
TPC system is operated by eight companies that are authorized to provide public transport services in the city. A Temporary Union, “Unirutas,” is the systematized dispatches and fleet control administrator through a contract with the company LOGIRASTREO. Although Unirutas owns some of the dispatch terminals, the owners take care of the vehicle maintenance. The Villavicencio Mayor’s Office is responsible for maintaining the road network, the traffic light network, and the passenger pick-up and drop-off stops. The driver collects the fare, and the city bus transport has no integrated fare collection system.

Existing Business Model

Model A: Vertically integrated, private operator in BRT/Integrated system

Model B: Divided responsibilities in BRT/Integrated system

Model C: Large, more formal, private operator in traditional service

Model D: Small, informal, private operator in traditional service

Model E: Government-run system

OPPORTUNITIES AND CHALLENGES FOR ADOPTION OF E–BUS FLEETS

Opportunities

• The Strategic Public Transport System project and the Master Mobility Plan are the road map for sustainable mobility and adopting e–buses. The project was structured with the British Fund for Prosperity.

• The city has set up targets to have a minimum of 10% of the e–bus vehicles purchased by 2026 and achieve 100% by 2036.

• In accordance with the Law 1955 of 2019, the Nation can participate in the co–financing of mass public transport systems, with a minimum of 40% and up to 70%.

Challenges

• To achieve the co–financing of the National Government and the Municipality for the implementation of the electric bus project in the city.

• One of the challenges is associated with cultural attitudes towards motorcycle usage. The offering of quality public service must be an essential element for success to prioritize users for using sustainable modes of transportation.

• The construction of the mobility vision of the city with the participation of different actors.