Área Metropolitana Valle de Aburrá
Medellín and mobility as an instrument for social resilience
Resilience
*Noun*

The ability to recover readily from illness, depression, adversity, or like, buoyancy.
VALLE DE ABURRÁ - 10 municipalities - 3’800,000 inhabitants
Medellín reaching social bottom

During the 80’s Medellín experienced the worst era of its history
The construction of the first Metro line started in 1979. It was suspended for almost 13 years due to corruption and lack of political will.
1989
382 deaths per 100,000 inhabitants
There was a social force asking for spaces to contribute to the rebirth of the city.

The main strategy was to open up spaces for Dialogue and giving new perspective to young men and women.

Consejería presidencial para Medellín

1991
Constitution of 1991 enhanced participation. Medellín was the only city that implemented them right away:

**Participatory planning.**
Community, social groups and inhabitants cocreates a local development plan for their territory.

**Participatory budgeting**
A local development plan comes with the chance to decide over budget and investment.
A cultural revolution took place in the neighborhoods

**First Cultural development plan for Medellín**

- Youth cultural houses
- Tv show Arriba mi barrio
- Foro Un futuro para Medellín
- Urban life centers
A promise of hope
Finally, our first Metro Line!
For decades habitational growth took place up in mountains, where land was available and cheaper. In consequence, The Metro System had not as many trips as planned and mass transit was still unaccesible for people that lived in the most marginal areas.
The idea –called crazy- was to built a cable car line (as the touristic ones) to conect Line A of Metro with the most populated and violent area of the city.
Metrocable de Santo Domingo opened up in 2006.
Community got so involved in the Project and developed such a sense of belonging that inhabitants became its main defenders.

The Project generated a huge urban transformation of the area.

It became an innovative way to provide mass transit to slopy areas.
And then urban transformation began...
Metrocable de San Javier
Línea J
Parques biblioteca
Library Parks in the neighborhoods
Espacios deportivos
Public sports spaces in the neighborhoods
Bus Rapid Transit - BRT
2 Lines - 18 km
URBAN ESCALATORS
San Javier
TRAMWAY
1 Line - 4 km
Enciclal – Bike Share Scheme
11,000 free trips per day
Parques del Río
¿What have we learned?
A city that is able to offer accessible transit to everyone is silently working on equality and social inclusion.
When you involve community into an urban mobility project they develop such a sense of belonging that they became its main defenders.
A mobility project can be as powerful as you desire. You can turn a cableline or even a bikeshare scheme in a strong instrument for inclusion and social recovery.
Viviana Tobón
Subdirectora de movilidad
Viviana.tobon@metropol.gov.co

@areametropol
www.metropol.gov.co