

# Buenos Aires: Integrated Mobility Transformation

*A comprehensive urban mobility strategy combining BRT expansion, cycling infrastructure, and public space redesign to improve accessibility, reduce congestion, and enhance urban livability.*

<b>Approach</b>	Coordinated public investment and policy alignment
<b>Geography</b>	Buenos Aires, Argentina
<b>Vertical</b>	BRT / Cycling / Pedestrianization / Public Space Redesign / Major Infrastructure
<b>Maturity</b>	Established - Sustainable Mobility Plan initiated 2009; first BRT corridor 2011
<b>SUMIT Connection</b>	SUMIT Workshop Group 1 case study; Horacio Rodríguez Larreta, Former Mayor of Buenos Aires, presenting at CoMotion Miami 2026

<b>62.5 km</b> Metrobús BRT network (9 corridors)	<b>100+</b> Blocks pedestrianized (Microcentro)	<b>250+ km</b> Protected bike lanes	<b>7.1 km</b> Paseo del Bajo expressway
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## The Challenge

Buenos Aires faced heavy congestion, limited metro coverage, and constrained fiscal space. Rather than pursuing a single mega-project or relying on complex financing structures, the city adopted a coordinated portfolio approach: layering BRT corridors, protected cycling infrastructure, pedestrianization, public space redesign, and major infrastructure projects within a citywide Sustainable Mobility Plan initiated in 2009. Investments were sequenced to deliver visible results within each political cycle, ensuring continuity across administrations.

## The Innovation

Starting in 2011, Buenos Aires built a Metrobús BRT network covering 62.5 km with 9 corridors, reducing commute times by up to 50%. The 9 de Julio Avenue corridor, one of the widest avenues in the world with more than 20 lanes of car traffic, was transformed with dedicated bus lanes serving 200,000 passengers per day. The Paseo del Bajo, a 7.1 km urban expressway inaugurated in 2019, separated freight and long-distance bus traffic from local circulation, benefiting 135,000 daily users and creating 60,000 m<sup>2</sup> of new public green space.

The city pedestrianized more than 100 blocks in the Microcentro district, redesigning public spaces with urban furniture, greenery, and improved accessibility. Protected cycling infrastructure expanded to more than 250 km, and the Ecobici bike-share system helped grow cycling mode share from 0.4% to over 4% of daily commutes. Buenos Aires won ITDP's 2014 Sustainable Transport Award for its integrated approach to promoting mobility, reducing emissions, and improving safety.

## Why This Matters for SUMIT

Buenos Aires illustrates how coordinated public investment and policy alignment can deliver system-wide mobility improvements without reliance on complex financing structures. The case demonstrates that strategic prioritization of cost-effective interventions, sequenced for political-cycle viability, can achieve transformational outcomes even in fiscally constrained environments.

The initiative's combination of BRT, cycling, and public space redesign generated economic productivity gains, improved accessibility for underserved communities, and enhanced urban livability, offering direct lessons for SUMIT's advocacy with city leaders across the Global South.

## Sources

ITDP, "2014 Sustainable Transport Award: Buenos Aires." 100+ blocks pedestrianized, 200,000 daily passengers on 9 de Julio.

Buenos Aires City Government, "Paseo del Bajo." 7.1 km, 135,000 daily users, 60,000 m<sup>2</sup> new green space. Inaugurated 2019.

IDB, "Redesigning Cities on a Human Scale" (Rodríguez Larreta, September 2020). 250+ km bike lanes, 0.4% to 4% cycling mode share.