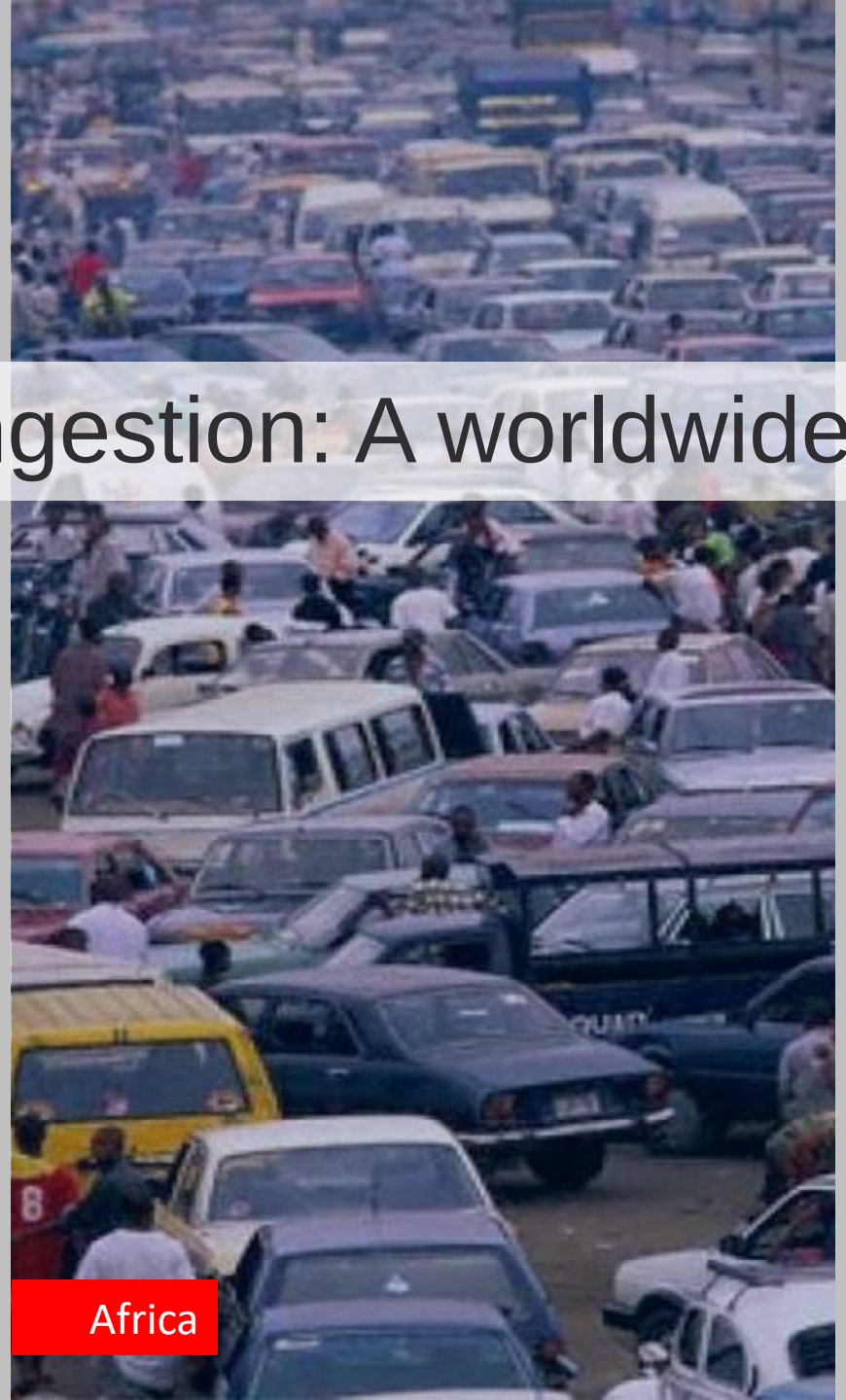
The La Paz cable car network

Road congestion: A worldwide problem

The Americas



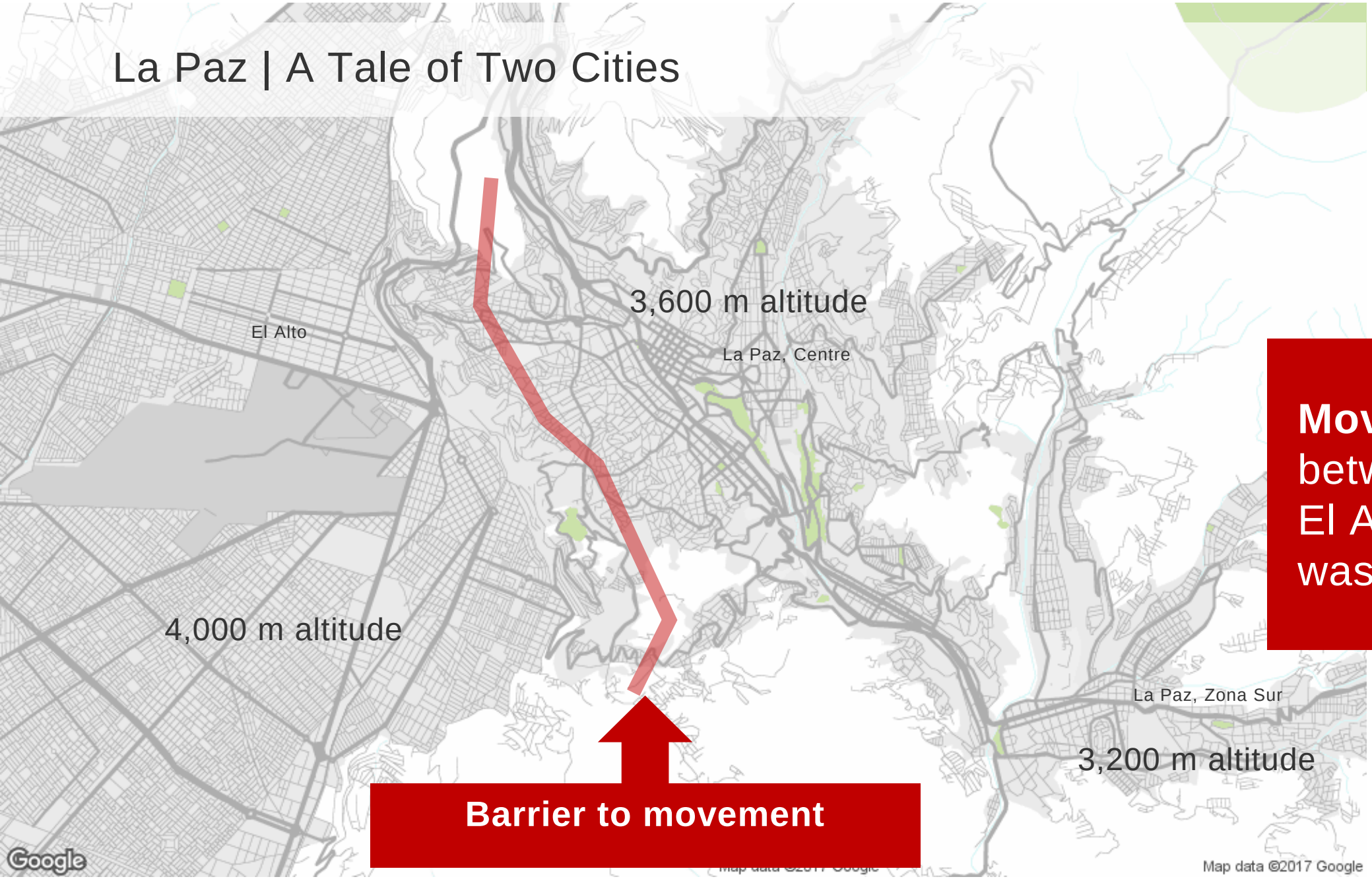
Africa

Asia

El Alto and La Paz face the same situation.

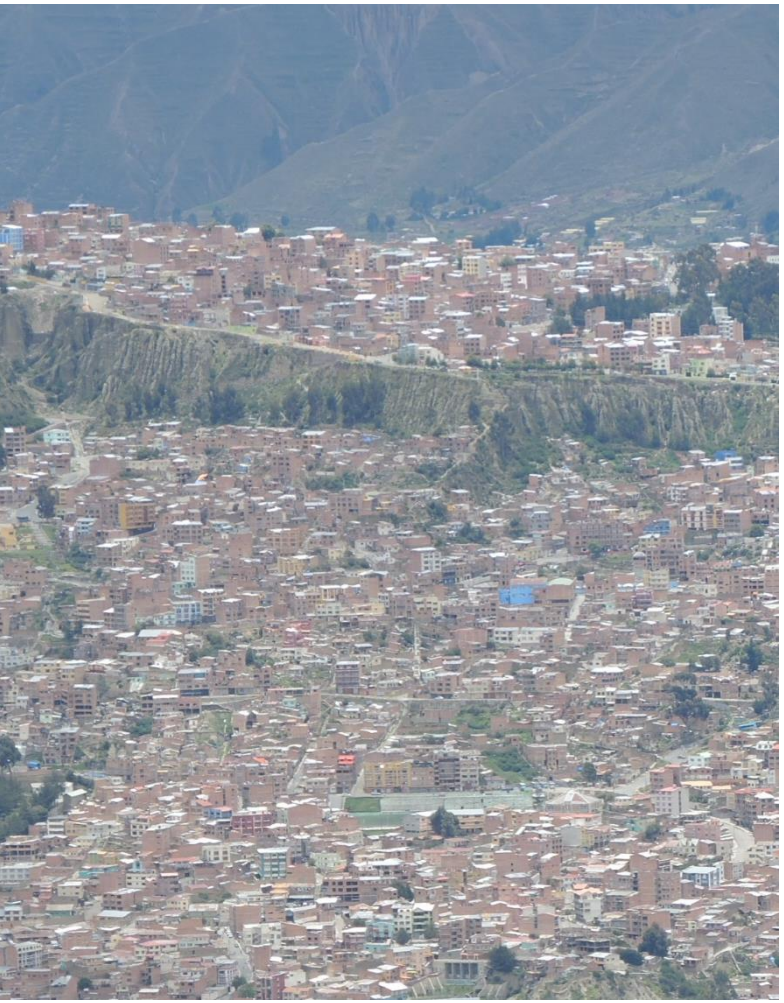
Challenge: Large footprint of transport infrastructure

La Paz | A Tale of Two Cities



Movement between El Alto and La Paz was **difficult**

Topography



El Alto | Impressions

https://www.liportal.de/bolivien/ueberblick/

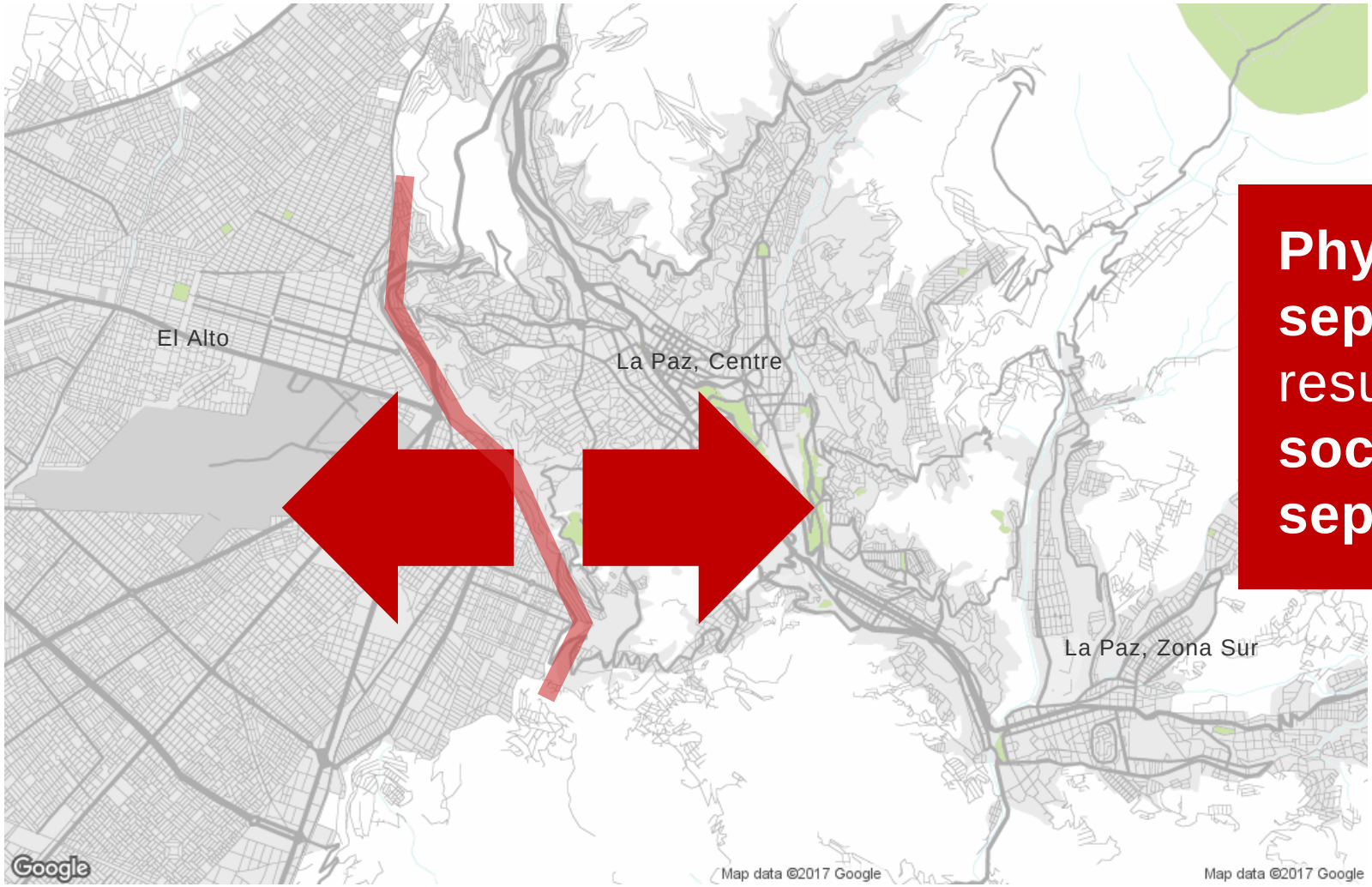
https://de.wikipedia.org/wiki/Datei:Blick_auf_El_Alto.JPG

La Paz | Impressions

https://www.travelandleisure.com/trip-ideas/why-la-paz-is-south-americas-coolest-city

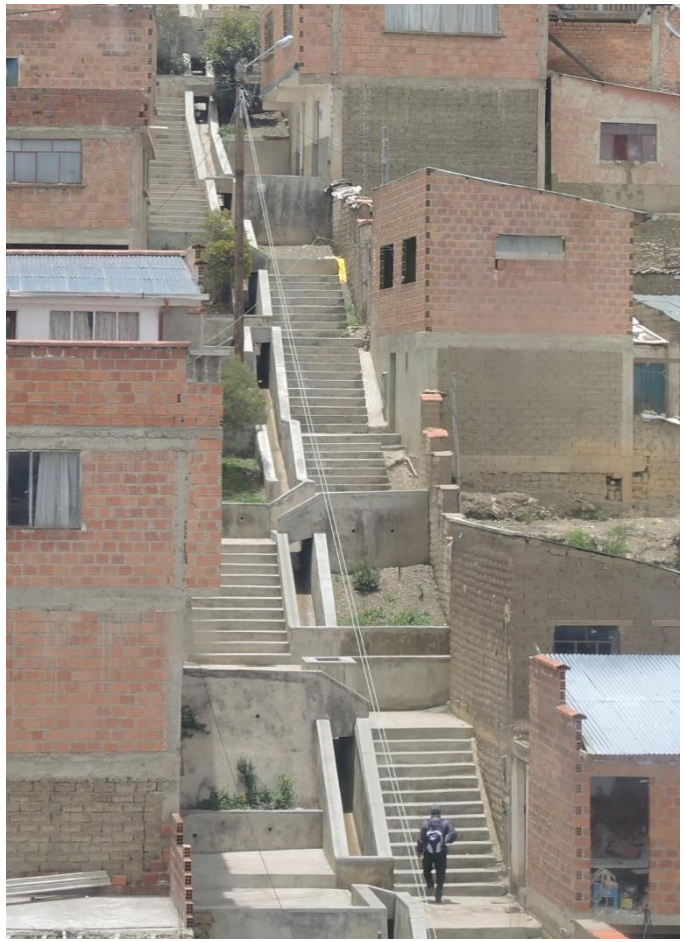
http://www.[illegible]/2017/06/weiter-nach-la-paz.html

La Paz | A Tale of Two Cities

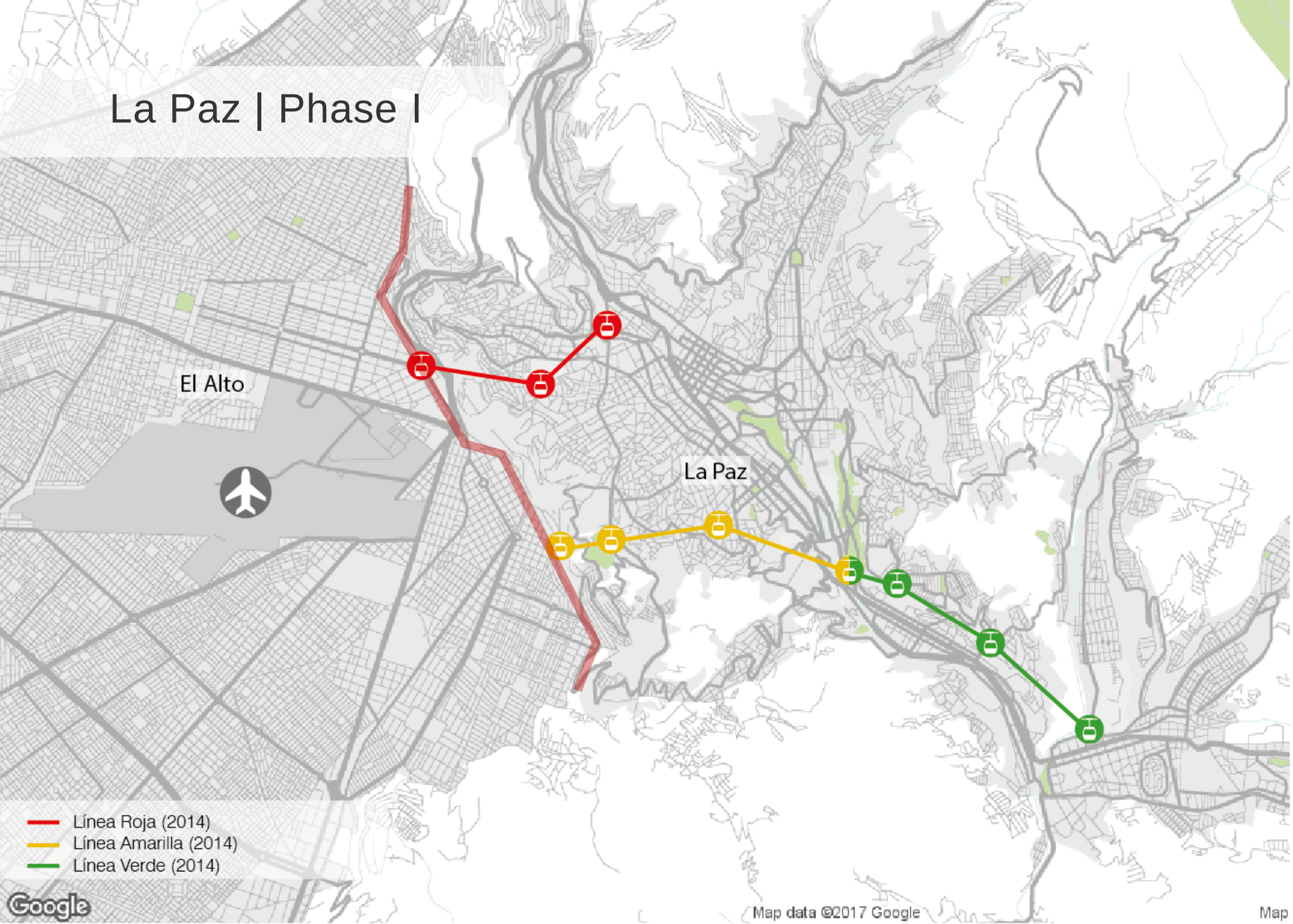


Physical separation resulted in **socio-economic separation**

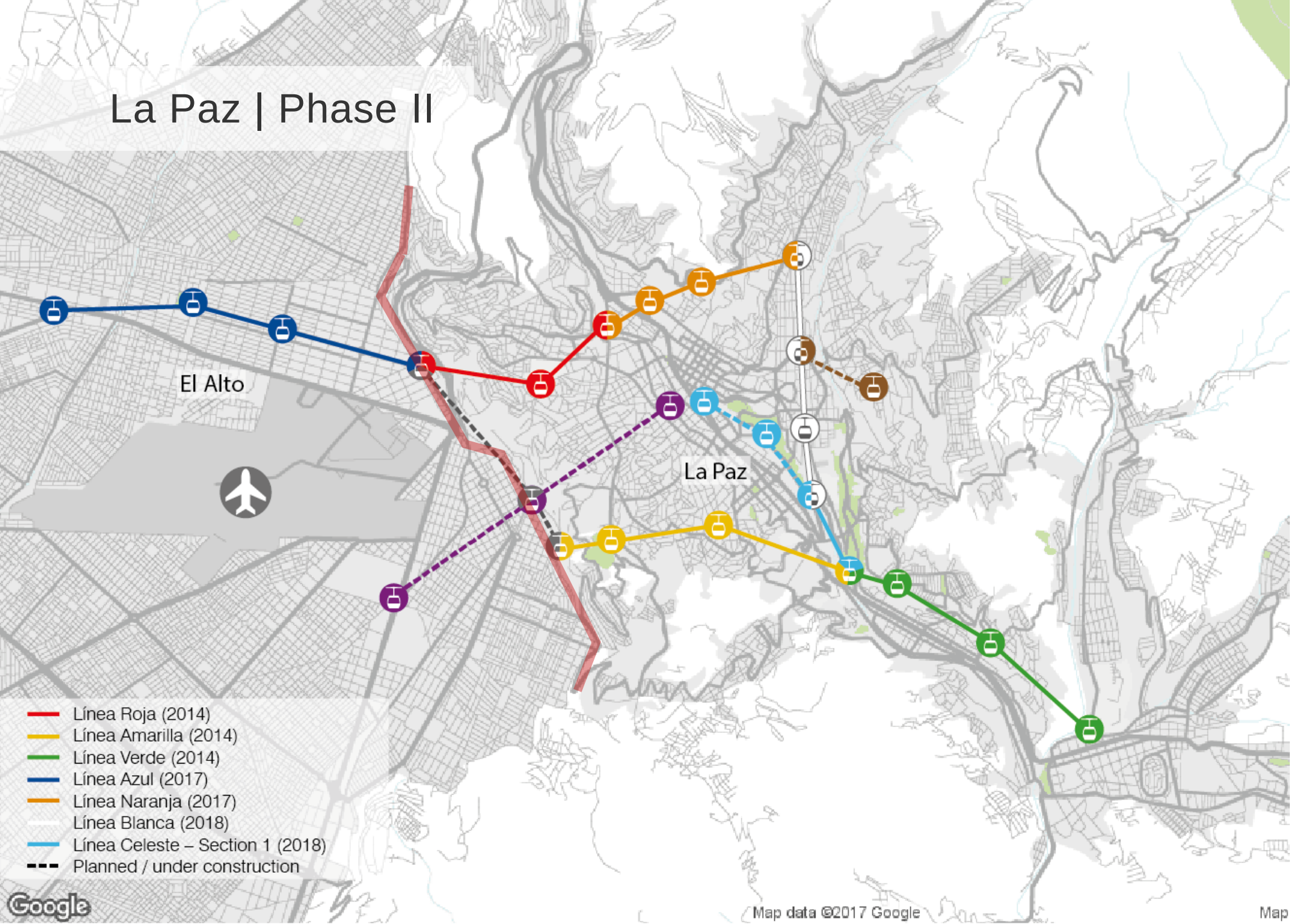
Urban regeneration: Stairs for pedestrians



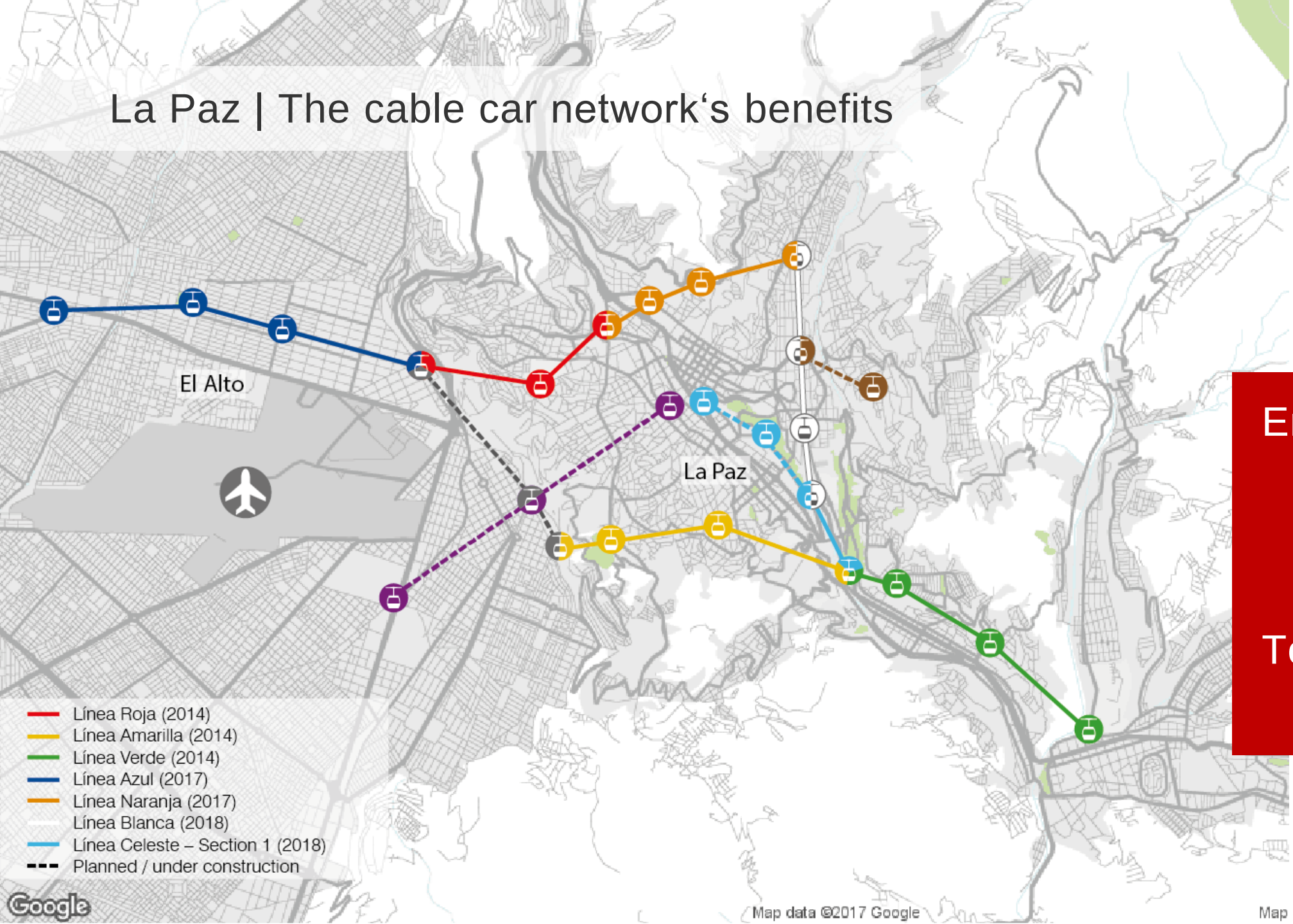
La Paz | Phase I



La Paz | Phase II



La Paz | The cable car network‘s benefits



Environmental

Employment

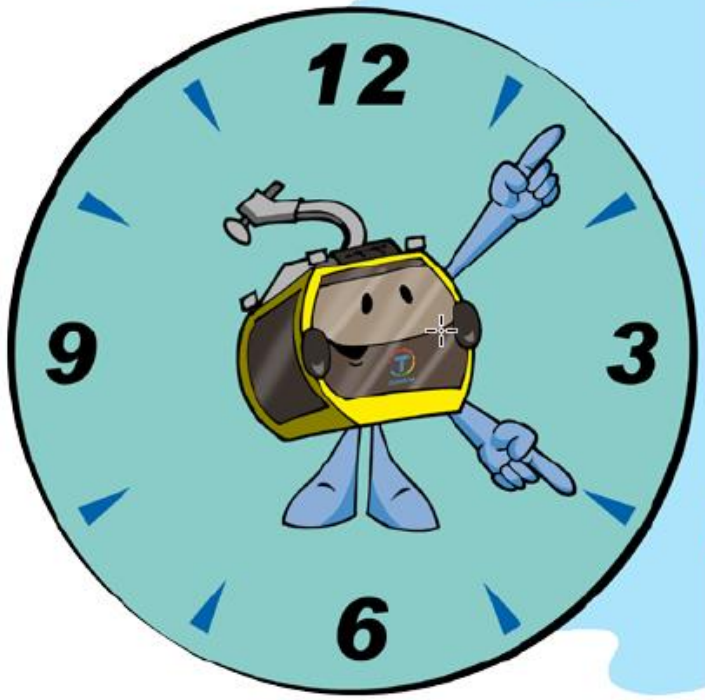
Urban development

Tourism

Quality of life

Time savings for commuters

Time saved by a single passenger in one year (2015)



A Mi Teleférico passenger using the Línea Roja will save 11 days each year.

11 days

Time equivalent to

1 Dakar race

A Mi Teleférico passenger using the Línea Amarilla will save 17 days each year.

17 days

Time equivalent to

3 five-day trips with the family

A Mi Teleférico passenger using the Línea Verde will save 2 days each year.

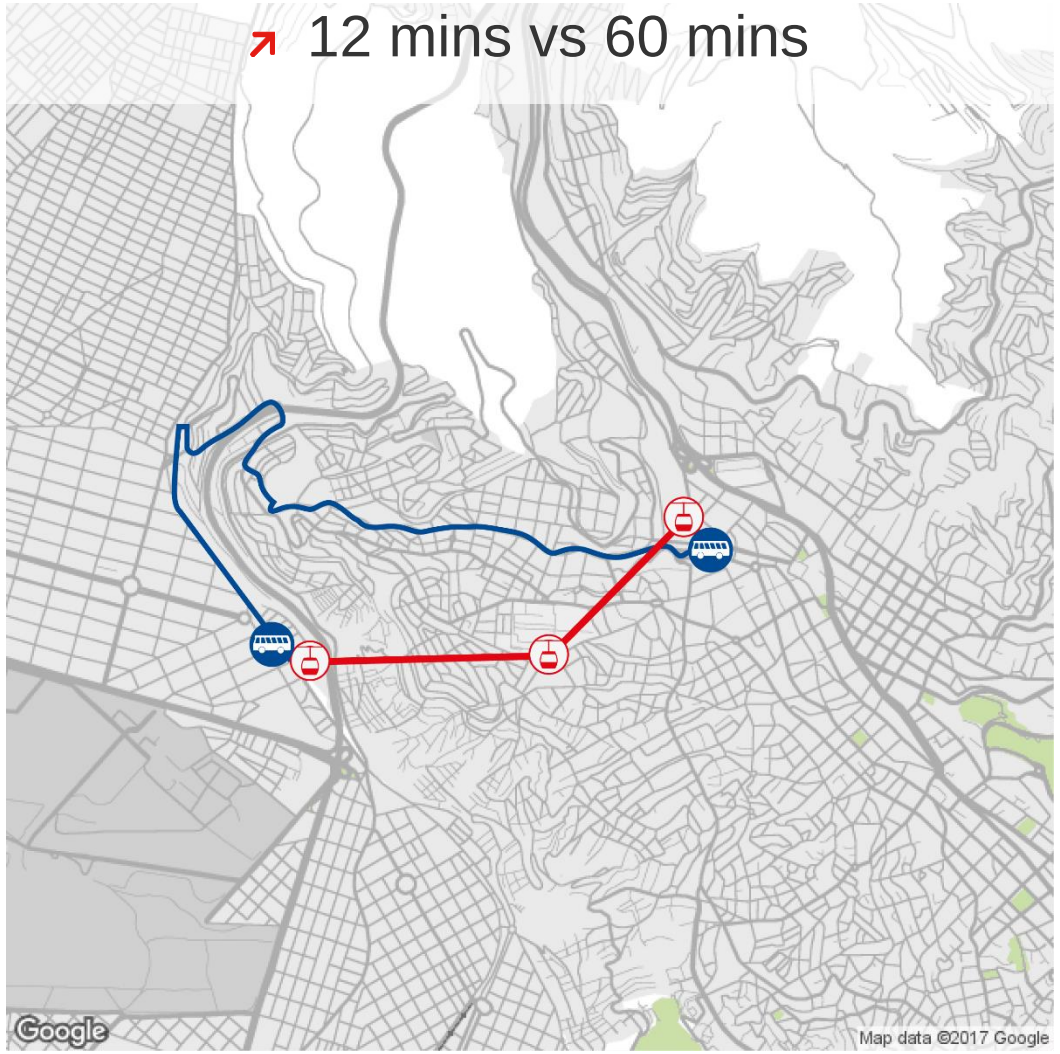
2 days

Time equivalent to

one extra weekend with the family

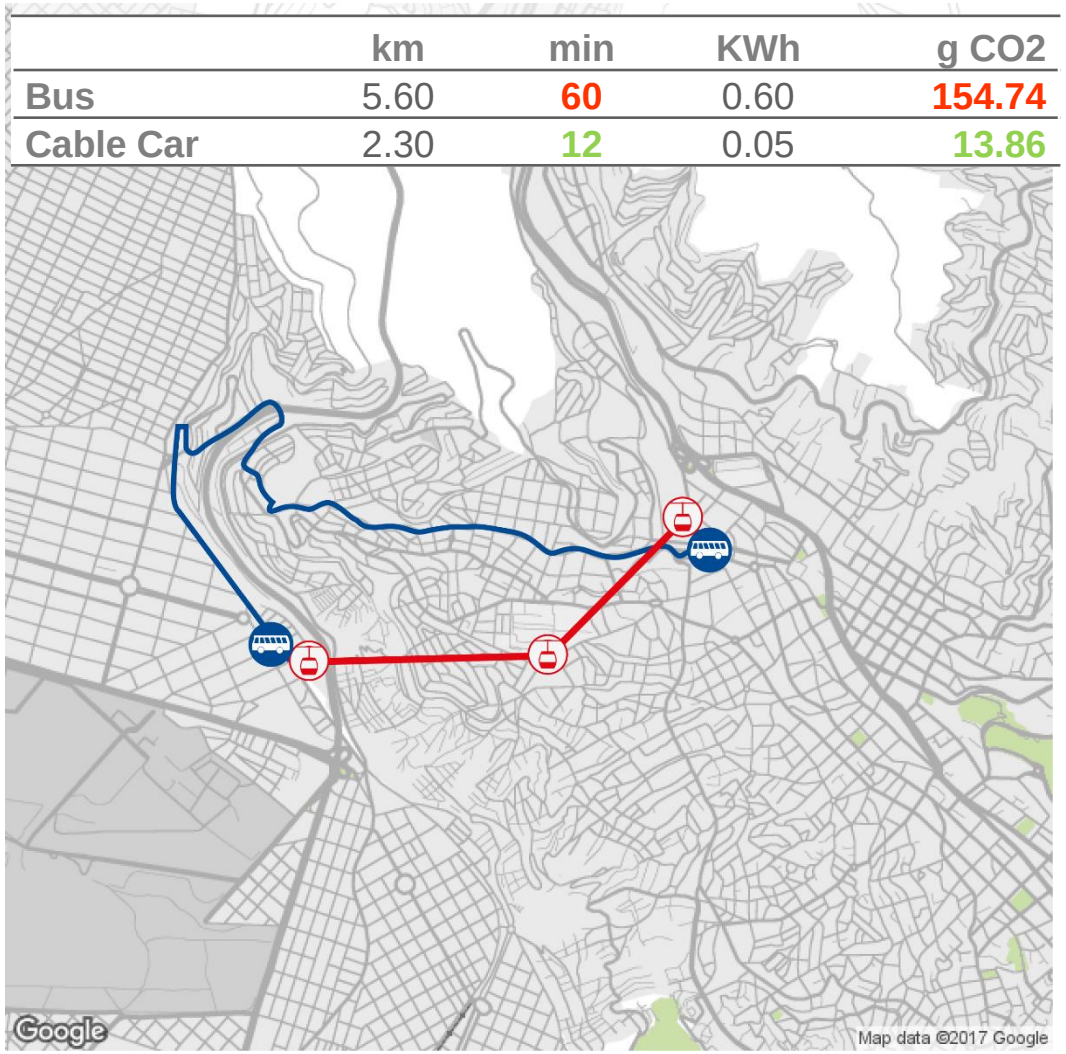
Example | Time savings on Red Line

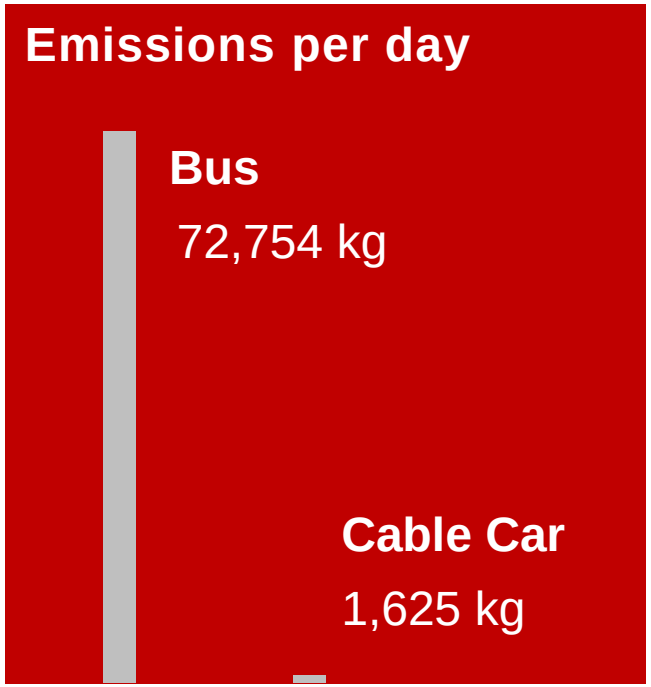
↗ 12 mins vs 60 mins



Example | Environmental impact by trips made on Red Line*

	km	min	KWh	g CO2
Bus	5.60	60	0.60	154.74
Cable Car	2.30	12	0.05	13.86





* Per Passenger per km

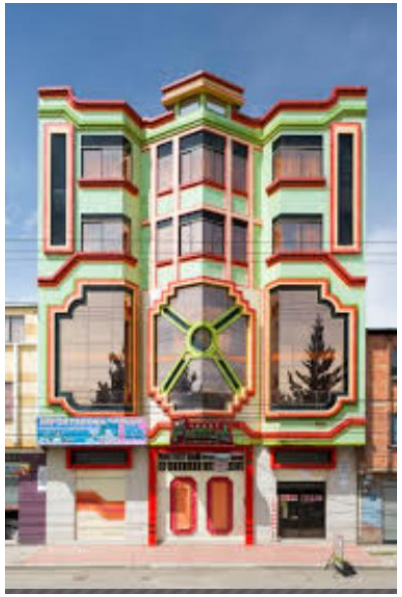
Transport unobstructed by road and traffic conditions

The cable car serves all areas of La Paz

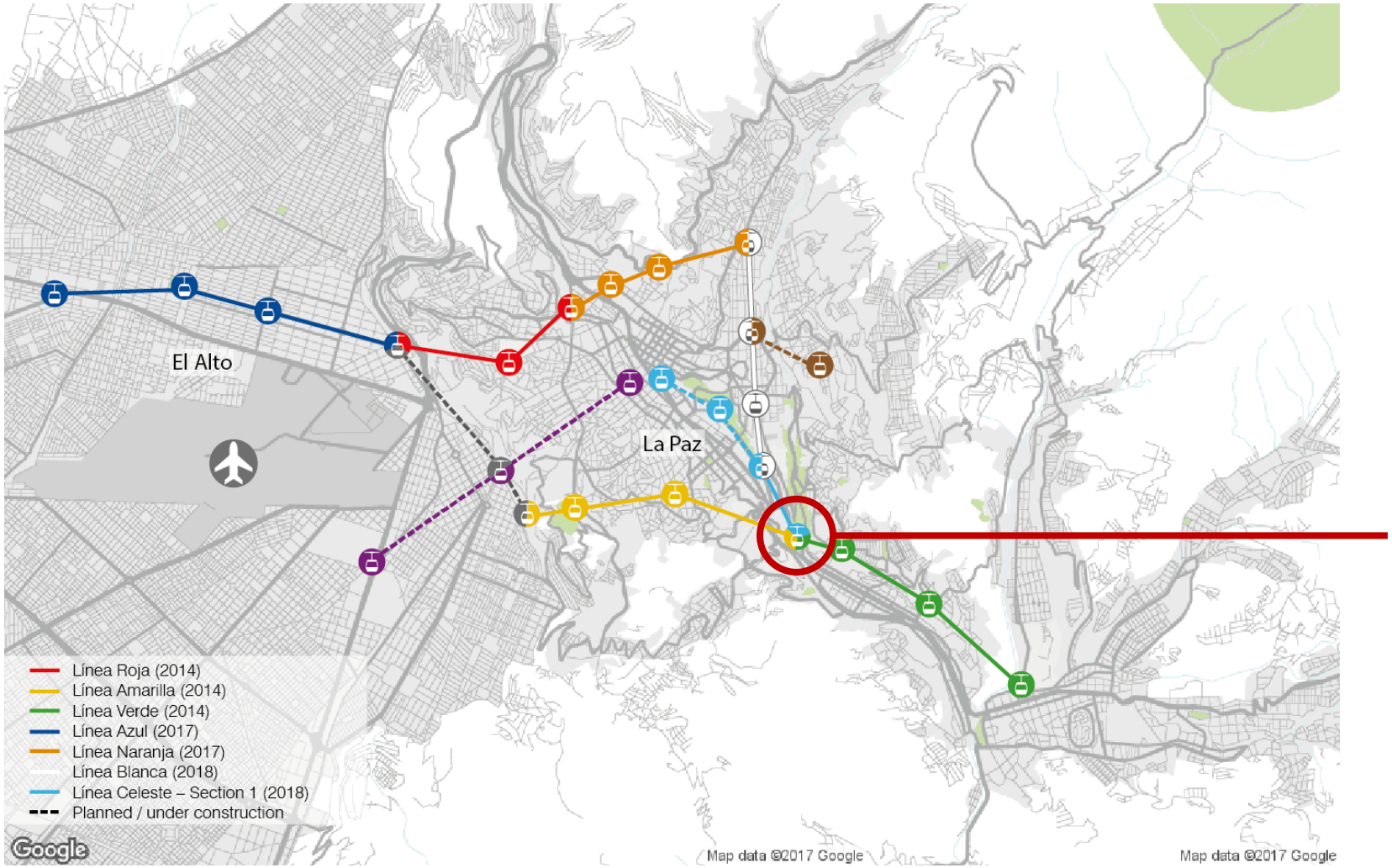
The cable car serves all areas of La Paz

Changes in urban dynamics

- El Alto has become more attractive as a place to live.
- The property market in El Alto: A new architecture style appeared, construction boom.
- The proximity of a property to a cable car station is seen as an asset and advertised.



Catalyst for development



Libertador Station

Catalyst for development | Ciudad Toyosa

"Ese terreno es el **corazón de La Paz**. Es una zona que conecta con toda la ciudad; estás a 15 minutos del centro, a 15 minutos de la zona Sur y cerca de las laderas Este y Oeste y además te conectas muy rápidamente con El Alto.

Estamos **conectados a toda la ciudad a través del teleférico** con toda su red; vamos a tener una zona de intercambio intermodal de transporte que se integrará además al servicio de los buses PumaKatari y con los sistemas de transporte privado", explica Vladimir Gutiérrez, coordinador técnico del proyecto.

"This site is the **heart of La Paz**. It's a zone connected to the whole city: You are 15 minutes away from the centre, 15 minutes from the Southern Zone and close to the eastern and western edges and it's also quick to El Alto.

We are **connected to the whole city by the cable car** and its complete network. We are going to have an multimodal transport hub which is also going to integrate the PumaKatari buses and private transport." explains Vladimir Gutiérrez, the technical coordinator of the project.

Article at Pagina Siete, https://www.paginasiete.bo/revmiradas/2017/1/1/ciudad-dentro-ciudad-121734.html

Catalyst for development

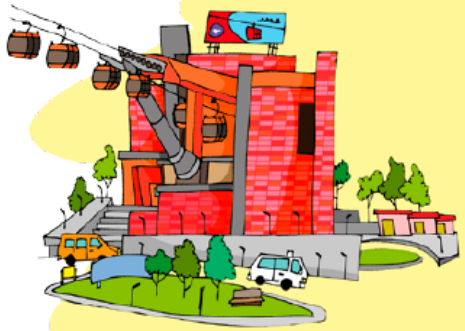
Ciudad Toyosa | Design competition

Ciudad Toyosa | Design competition

New open, public spaces

Contributing To Development

Contributing with new green areas and pedestrian zones (phase 1 and phase 2)



LA PAZ

29,511 square meters

of green areas and pedestrian zones built in La Paz, i.e., the equivalent of more than 3 times Plaza Murillo.

EL ALTO

34,288 square meters

of green areas and pedestrian zones built in El Alto, i.e., the equivalent of more than 3.5 times Plaza Murillo.

A total of

63,800 square meters,

or the equivalent of 6.5 times Plaza Murillo, of green areas and pedestrian zones has been built for the population.

Source: EETC-MT

New open, public spaces

- Plaza Villaroel: Underground cable car station, public space preserved and upgraded

New infrastructure

16 de Julio station

Cable car station (Red and Blue line)

Modal interchange: Buses and taxis

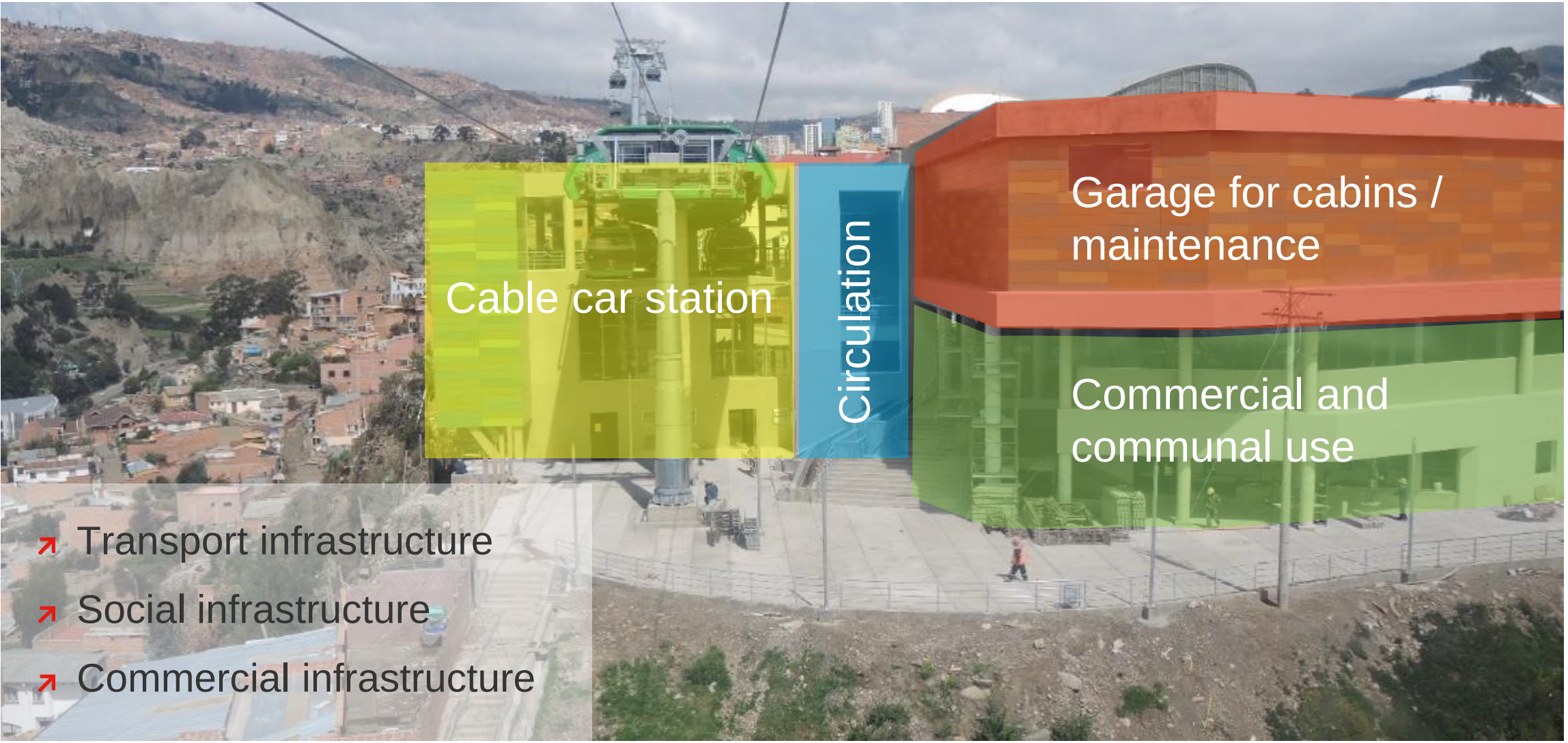
Shops

Food court

Exhibition hall / function room

Observation deck

New infrastructure in multi-use stations



- Transport infrastructure
- Social infrastructure
- Commercial infrastructure

Tourism | Cable car boosts tourism

Top Things to do

See all

Mi Teleferico

2,791 Reviews

Points of Interest & Landm...

Urban Rush Bolivia

331 Reviews

Sports Complexes

Yungas Road

1,797 Reviews

Biking Trails, Points of Inter...

Huayna Potosi

464 Reviews

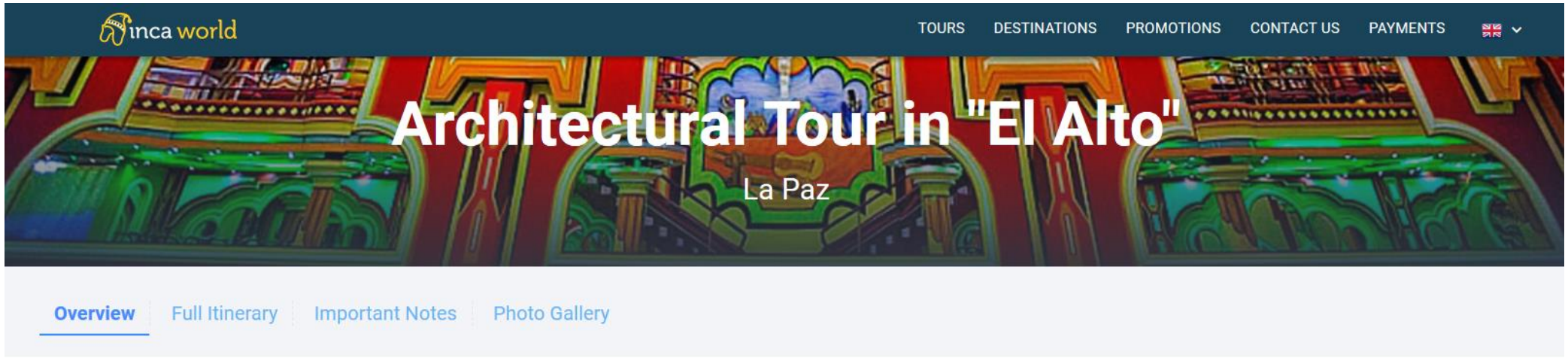
Mountains

Overview

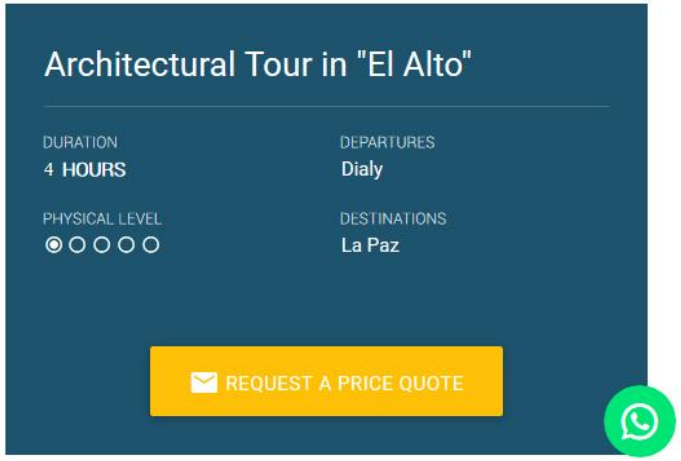
4.5 2,796 reviews

Excellent	70%
Very good	25%
Average	3%
Poor	1%
Terrible	1%

Tourism | New offers



The city of El Alto, at 4,020 masl, is the highest inhabitable city in Bolivia, with an unexpected and accelerated population growth. With only three decades it is already the second most populous city in Bolivia. El Alto is formed by the migration of the rural area and the relocation of the miners, for that reason the habits and traditions more rooted are still lived there and is showed in all their activities, as in this case the architecture of their homes. You can appreciate the evolution of a single family house until the current construction of the cholets of the Aymaras.



Environmental impact | Better air quality

Protecting The Environment

Reducing emissions of pollutant gasses (2015)

The operation of Mi Teleférico helps avoid the consumption of more than 3 million litres of fuel each year.

Consequently, the emission of more than 8,000 tons of pollutant CO2 is also avoided.

Mi Teleférico thus protects the environment and promotes the reduction of respiratory diseases.

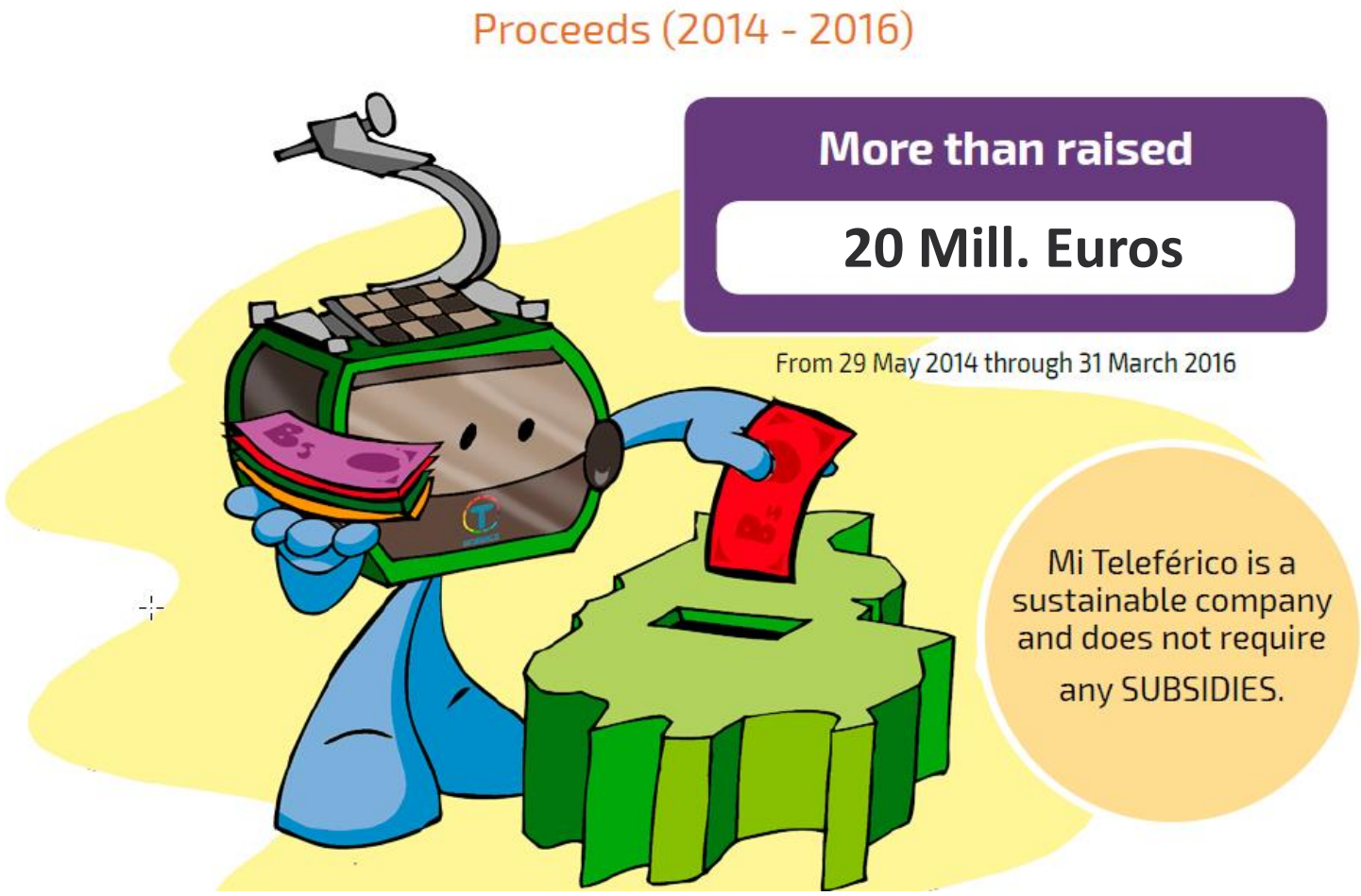
Social inclusion

- Residents of El Alto have now access to employment and facilities located in La Paz.
- All social classes and all residents of all ages use the cable car.
- **The cable car lives up to its slogan „Uniting our lives“**

120 Million Passengers

In four years

La Paz | Phase I



Source and Photo: Mi Teleferico

Thank you.

mobility@doppelmayr.com