Integration between metro and bicycle in Rio de Janeiro in a socioeconomic perspective
BIKE – TRANSIT INTEGRATION

Transit catchment area bike as way to give more mobility and access to the city facilities

Costs of displacements people with low income depending more on public transport

Brazilian context and urban mobility polices equity as an important part of the mobility agenda
METHODOLOGY

_3 Metro lines_

**Line 1** The oldest line, middle class profile (average income of R$ 5,520,00)

**Line 2** Densest area and lowest incomes (average of R$2,550,00)

**Line 4** Built for the Olympic Games (2016), highest incomes (average of R$ 7,600,00)
METHODOLOGY

- Circulation Infrastructure: cycle lanes, cycle path, cycle routes

- Parking Infrastructure: indoor parking and bike racks in public spaces

- Bike Sharing points: bike sharing offer
METHODOLOGY

**GIS Mapping** How bike infrastructure relates to metro system

**Catchment Area** 200m from metro access points
RESULTS

RESULTS

_Pearson Coefficient: 0.48_
relatively low relation, but many stations with no infrastructure on the surroundings
RESULTS
_Pearson Coefficient: 0.60 _ relatively high relation, but with an outline point in Pavuna station
RESULTS
RESULTS

Pearson Coefficient: 0.32 – relatively low relation, same number of bikes in many points, bike share system restricted to Line 1 stations
CONCLUSIONS

Metro-bike integration unarticulated vision preventing systemic conformation of urban mobility

Infrastructure distribution bike infrastructure more provided close to leisure and high income areas

Equity on urban mobility actual vision of transport and urban planning reinforces inequalities of access
THANK YOU!