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BICYCLE ACTIVE MOBILITY, INFRASTRUCTURE AND RIGHT TO THE CITY IN RIO DE JANEIRO

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BICYCLE ACTIVE MOBILITY, INFRASTRUCTURE AND RIGHT TO THE CITY IN RIO DE JANEIRO

URBAN MOBILITY IN RIO
RIGHT TO THE CITY
INFRASTRUCTURE CREATES DEMAND
POPULATION AND JOB CONCENTRATION IN RIO DE JANEIRO
BIKE INFRASTRUCTURE
URBAN MOBILITY IN RIO
UNDER WHICH CONDITIONS PEOPLE COMUTE IN THE CITY

HEAVY TRAFFIC JAMS

OVERCROWDED TRANSPORT INFRASTRUCTURE
URBAN MOBILITY IN RIO
UNDER WHICH CONDITIONS PEOPLE COMMUTE IN THE CITY

POOR URBAN CONDITIONS FOR CYCLISTS

EXPENSIVE FADES
URBAN MOBILITY IN RIO

WHICH IS THE RIO DE JANEIRO URBAN EXPERIENCE WHEN IT COMES TO MOBILITY?

UNCOMFORT  |  MUCH TIME SPENT  |  LOW PLEASURE ON THE COMMUTE
# URBAN MOBILITY IN RIO

Which is the Rio de Janeiro urban experience when it comes to mobility?

**Time spent in traffic** (R.M. do Brasil | CNDL - 2017)

<table>
<thead>
<tr>
<th>RESPOSTAS – RU</th>
<th>Geral</th>
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<tbody>
<tr>
<td>Até 30 minutos</td>
<td>12,3%</td>
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<tr>
<td>De 31 minutos a 1 hora</td>
<td>20,7%</td>
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<tr>
<td>De 1h01 a 1h30</td>
<td>9,6%</td>
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<tr>
<td>De 1h31 a 2h00</td>
<td>18,9%</td>
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<tr>
<td>2h01 ou mais</td>
<td>38,5%</td>
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<tr>
<td><strong>MÉDIA</strong></td>
<td><strong>2:28</strong></td>
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Problems that affects all, especially the poor.
RIGHT TO THE CITY

THIS PANORAMA REDUCES WHAT WE UNDERSTAND AS THE ‘RIGHT TO THE CITY’ (LEFEBVRE 1968: HARVEY 2015) IN RIO DE JANEIRO

“The right to the city is far more than the individual liberty to access urban resources: it is a right to change ourselves by changing the city.” (David Harvey)
BIKE INFRASTRUCTURE
INFRASTRUCTURE CREATES DEMAND

GOOD ENVIRONMENTAL CONDITIONS FOR CYCLING

SAFETY AND POSSIBILITIES OF INTERMODALITY
“bike paths, a safe riding environment, integration of the bicycle with other forms of transportation, bike parking, bicycle ownership, and interventions based on education and mass media are important factors for increasing the use of this mode of transportation.” (FLORINDO et al, 2018)
POPULATION CONCENTRATION

BIKE PATHS

SÃO JOÃO DE MERITI
MESQUITA
NILÓPOLIS
RIO DE JANEIRO

População
- 0 - 35.000
- 35.000 - 80.000
- 80.000 - 150.000
- 150.000 - 300.000
- 300.000 - 5000.000
JOBS CONCENTRATION

BIKE PATHS
BIKE INFRASTRUCTURE

BIKE PATHS

- BUILT
- UNDER CONST.
- DESIGNED
- CLOSED
BIKE INFRASTRUCTURE

BIKE PATHS

SMALL FOR THE CITY’S SIZE
DISCONNECTED
NOT CONCEIVED TO INTERMODALITY
CONCENTRATED IN THE RICHEST AREA (LEISURE ORIENTED)
CYCLING POTENTIAL
WE CAN INCREASE THE QUALITY OF LIFE AND THE ‘RIGHT TO THE CITY’ IN RIO BY INVESTING IN BIKE INFRASTRUCTURE:

- SUSTAINABLE MODE OF TRANSPORT
- AFFORDABLE TO THE POOR
- LESS TIME IN COMMUTING
- INCREASE OPTIONS OF INTERMODALITY
- IMPROVE HEALTH CONDITIONS OF COMMUTES
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