Cycling infrastructure for bicycle-metro integration in Rio de Janeiro
BIKE – TRANSIT INTEGRATION

_ Sustainable Mobility_ environmental, economic and social benefits from bike-transit integration

_ Metropolitan Scale_ urban sprawl, long distance trips and transit catchment area: the roll of integration

_ Brazilian Context and Urban Mobility Policies_ indicates the prioritization of active modes and collective transport in the construction of mobility systems
METRO IN RIO DE JANEIRO

_3 Metro lines_ different urban contexts and socioeconomical aspects
MAIN CYCLING ISSUES

EVEN DAY PROBLEMS

- Lack of Cycling Infrastructure: 28.8%
- Public Safety: 10.5%
- Transit Safety: 25.6%
- Education in the Transit: 26.8%
- Signaling: 3.3%
- Others: 3.9%

PERCENTUAL SEM RESPOSTA: 1.1%

MOTIVATION TO CYCLING MORE

- Bike Infrastructure: 57.2%
- Public Safety: 13.3%
- Transit Safety: 14.8%
- Bike Parking: 6.3%
- Tree-lined Streets and Bike Lanes: 5.4%
- Others: 2.5%

PERCENTUAL SEM RESPOSTA: 0.5%
THE 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
THE METHODOLOGY

_Catchment Area_ 200m from metro access points
RESULTS

RESULTS
RESULTS
CONCLUSIONS

- Parking infrastructure as the most provided and distributed actions from different actors and low cost

- Poor infrastructure on the surrounds of many stations lack of priority for integration

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