CicloviaSP: Promoting a sustainable bicycle program in São Paulo city
SÃO PAULO CITY

AREA
1.530 km²

POPULATION
11.253.503 million

CAR FLEET
8 million cars

STREET EXTENSION
17.000 Km
The distribution, according this issue, prioritize the modes, using this hierarchical order: subway, train, buses, cargo, school buses, taxis, cars, motorcycles, bicycles, pedestrians, others.
SÃO PAULO

A CITY ON COURSE TO URBAN CHAOS
A CITY ON COURSE TO URBAN CHAOS

SÃO PAULO

PEOPLE TRANSPORTED

<table>
<thead>
<tr>
<th></th>
<th>18</th>
<th>210</th>
<th>28</th>
<th>08</th>
</tr>
</thead>
<tbody>
<tr>
<td>864 PEOPLE</td>
<td>60% of occupation</td>
<td>252 PEOPLE</td>
<td>1.2 people</td>
<td>28 PEOPLE</td>
</tr>
</tbody>
</table>
SÃO PAULO

A CITY ON COURSE TO URBAN CHAOS

Where are the pedestrians and cyclists?

**PEOPLE TRANSPORTED**

- **18** 864 PEOPLE
  - 60% of occupation

- **210** 252 PEOPLE
  - 1.2 people

- **28** 28 PEOPLE
  - 1 people

- **08** 08 PEOPLE
  - 1 people
SUSTAINABLE MOBILITY
SUSTAINABLE URBAN MOBILITY

DEFINITION OF MODAL FOR PRIORITY (Federal Law)

- 5º PRIORITY
  - CARS & MOTOCYCLIS
- 4º PRIORITY
  - CARGO TRANSPORT
- 3º PRIORITY
  - PUBLIC TRANSPORT
- 2º PRIORITY
  - CYCLIST
- 1º PRIORITY
  - PEDESTRIAN

ENSURE THE SPACE INTENDED FOR THOSE MODAL
INVESTMENT IN INFRASTRUCTURE

Fonte: ITDP
Existing bus terminal
Existing bike lanes
– 63km

INFRASTRUCTURE FOR CYCLING EXTENSION (km)

<table>
<thead>
<tr>
<th>Region</th>
<th>Extension (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Region</td>
<td>14.41</td>
</tr>
<tr>
<td>Western Region</td>
<td>5.1</td>
</tr>
<tr>
<td>Southern Region</td>
<td>24.5</td>
</tr>
<tr>
<td>Eastern Region</td>
<td>19</td>
</tr>
</tbody>
</table>

MAP OF THE NETWORK OF CYCLE LANES- 2013

- LOW EXTENSION - KM
- NO CONECTION
- SOME WITH OPENING HOURS

63 km
PLANNED BICYCLE NETWORK until 2013

- Cycle Plan 1981
- Cycle Plan 1994
- Cycle Plan 2004

300 km planned
URBAN MOBILITY
ACTIONS AND PROGRAMS
2013 - 2016
PUBLIC SIDEWALK and PUBLIC SPACES

- PRIORITY OF THE PEDESTRIAN CIRCULATION
Commitment:

Build 400 km of cycle lanes

Until December 2016
MOBILITY MASTER PLAN

INSTRUMENT TO ORIENTATE THE ACTIONS, PROJECTS AND INVESTMENTS IN URBAN MOBILITY FOR THE NEXT 15 YEARS (2030).

REFERENCES

• Federal Law 12.587 (2012)
  National Politic of Urban Mobility

• Municipal Law 16.050 (2014)
  Urban Master Plan
SAFE PRINCIPLES
TAKE AWAY THE CYCLIST FROM RISK CONDITION

GUIDELINES TO PROPOSE THE CYCLE LANE NETWORK

• Connectivity
• Perimeter and radial links
• Linearity
• Intermodality
• Functionality relating to land use
• Functionality on the street hierarchy
BICYCLE STRATEGIC PLAN

MOBILITY PLAN

Cycle lanes 2016
Cycle lanes 2030

CYCLE NETWORK
BIKE PARKINGS
BIKE SHARING
2013 - 2015

- Municipal Transport Council (CMTT)
- Technical Workshops with other public agencies
- Public hearings in the City Council
- 32 Sectorial oppened meetings
- Technical meetings with the Thematic Chamber of Bicycles (CMTT)
“CMTT – Câmara Temática – Segmento Bicicleta”
(The thematic chamber in the Municipal Council of Transportation and Transit)
To improve

+ 400 km

of cycle lanes...
CYCLE LANE MODEL
DEFINED AS STANDARD CET

THE TEMPLATE DESIGN CHOSEN
PILOT PROJECT

CENTRAL REGION

- Paissandú Sq
- Antônio de Godoi St
- Cáspere Líbero Ave
- Mauá St
- Duque de Caxias Ave
- Vieira de Carvalho Ave

6 km
PILOT PROJECT - BEFORE

PAISSANDÚ SQ - ANTONIO DE GODOI ST

CHANGE THE PARKING PLACE FOR 45°
PILOT PROJECT - BEFORE
CÁSPER LÍBERO AVE – LIGHT STATION
PARKING PLACE REMOVED
PILOT PROJECT - AFTER

CÁSPER LÍBERO AVE – LIGHT STATION

CYCLE LANE IMPLANTED

PILOT PROJECT
JUNE 2014
PILOT PROJECT - AFTER

CÁSPER LÍBERO AVE – LIGHT STATION

CYCLE LANE IMPLANTED

APPROVED

PILOT PROJECT
JUNE 2014
NETWORK
CYCLE LANE

• EXCLUSIVE USE
• MORE SAFE
• LESS DISCOMFORT
CYCLE LANE - POLITÉCNICA SCHOOL AV
CYCLE LANE - CRUZEIRO DO SUL AV
CYCLE LANE - ABEL FERREIRA ALDERMAN AV
CYCLE LANE – HELENA’s GARDEN
Bus Lane with Cycle Lane  São João
Cycle Lane PAULISTA Avenue
Cycle Lane PAULISTA Avenue
Acceptance of the process

How to change a culture??
SOCIAL MOVEMENTS
The cycling structure also advances...

Footbridge cycle, bike parking, bike rack...
FOOTBRIDGE CYCLE

MARGINAL/ PQ. DO POVO/FARIA LIMA

- 01 INAUGURATED
- 16 until 2030
VIADUCT ANTÁRTICA Cycle Lane
PUBLIC BICYCLE PARKING

5000 VACANCIES TO PARK

• BUS STATIONS
• SUBWAY STATIONS
PARK RACK

- 2500 UNTIL 2016

Foto: Instagram #CicloviaSP
Reducing accidents
Reduction accidents

Evolução mensal da população e do índice “mortes por 100.000 habitantes” (**)
Reduction accidents
Biggest reduction on last 10 years
Accounting bycicles
Automated Counting

12 places
One image shows much more than words
THANKS!

JOSÉ EVALDO GONÇALO
SUZANA NOGUEIRA

lenog.arq@gmail.com
Fone +55 11 99646-4887