



Boom, Bust and What After?
The Lives of **Hub Cities**
and Their Networks

**Cyclist profile and travel
behavior in Rio de Janeiro:
comparing results from the
first and second national
surveys (2015 and 2017)**

Filipe Marino

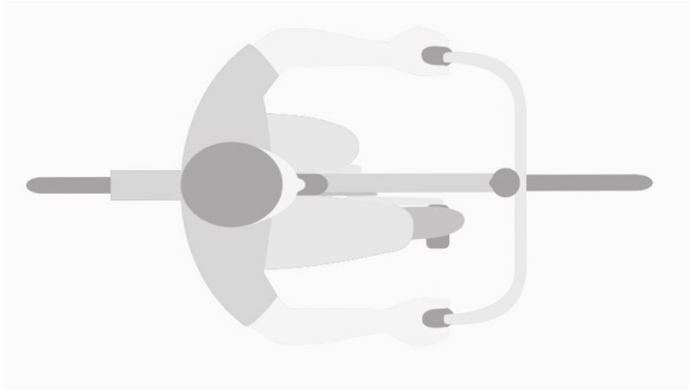
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Montréal, QC, CA
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BIKE HAS BEEN SEEN MORE OFTEN IN THE STREETS
OF BRAZILIAN CITIES

BIRTH OF NEW CULTURE OF URBAN MOBILITY =
RESPONSE TO SOCIAL, ECONOMIC AND
ENVIRONMENTAL CHALLENGES



NATIONAL SURVEY (2015 AND 2018) – FIRST AND SECOND NATIONAL STUDY

AIMS TO UNDERSTAND



- BRAZILIAN CICLYST PROFILE
- MOTIVATIONS TO USE A BIKE

2015

5012 CYCLIST INTERWIED IN 10 CITIES

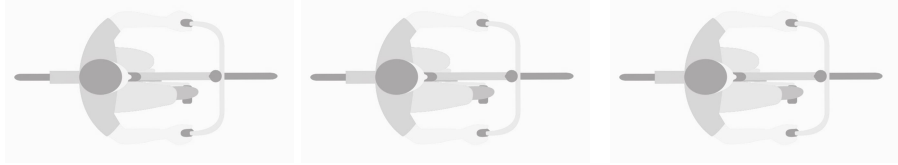


2017

7644 CYCLIST INTERWIED IN 24 CITIES

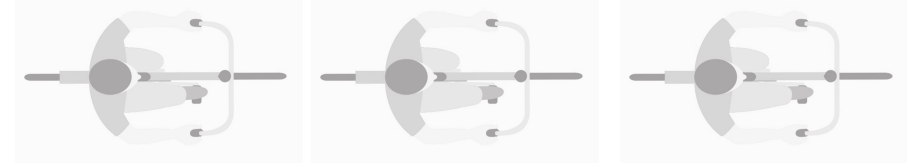


Rio de Janeiro



2015

968 CYCLIST INTERVIEWED



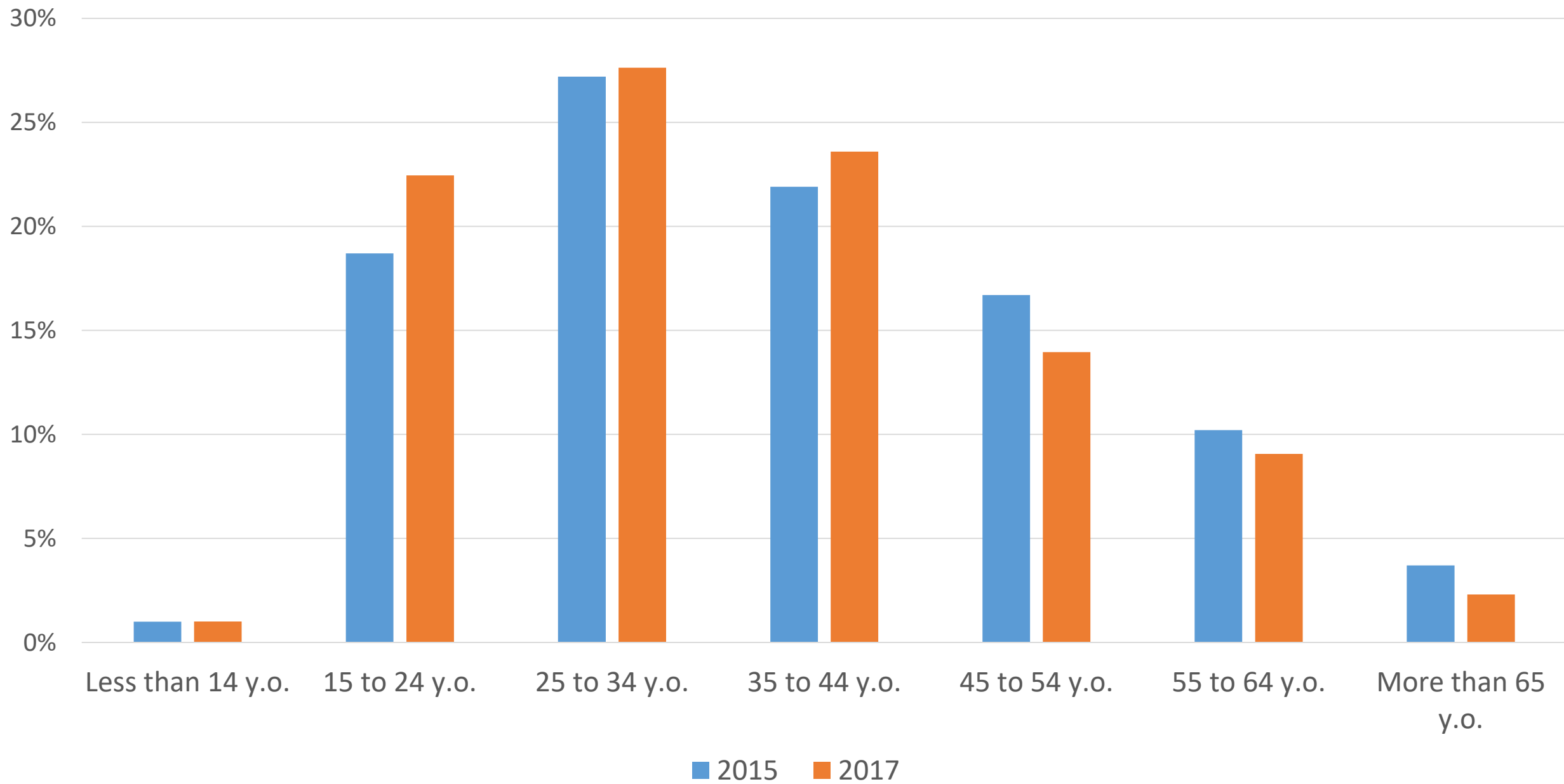
2017

700 CYCLIST INTERVIEWED

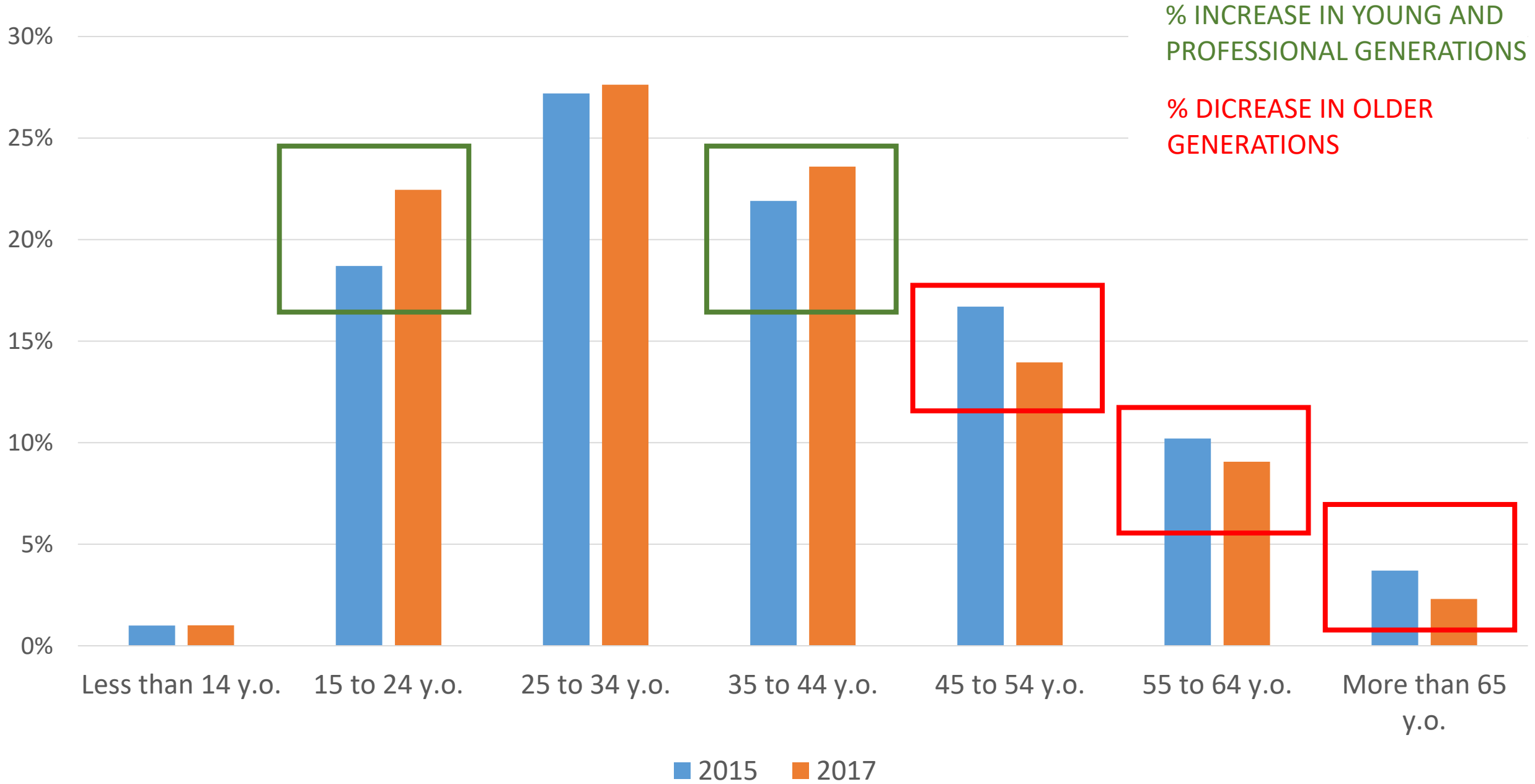
RIO'S BACKGROUND

- INCREASE IN BIKE INFRASTRUCTURE (NEAR 400 KM OF CYCLE PATHS)
- INCREASE OF THE PERCEPTION OF THE BENEFITS OF CYCLING
- PUBLIC AND PRIVATE TRANSPORTATION IS COSTING MORE

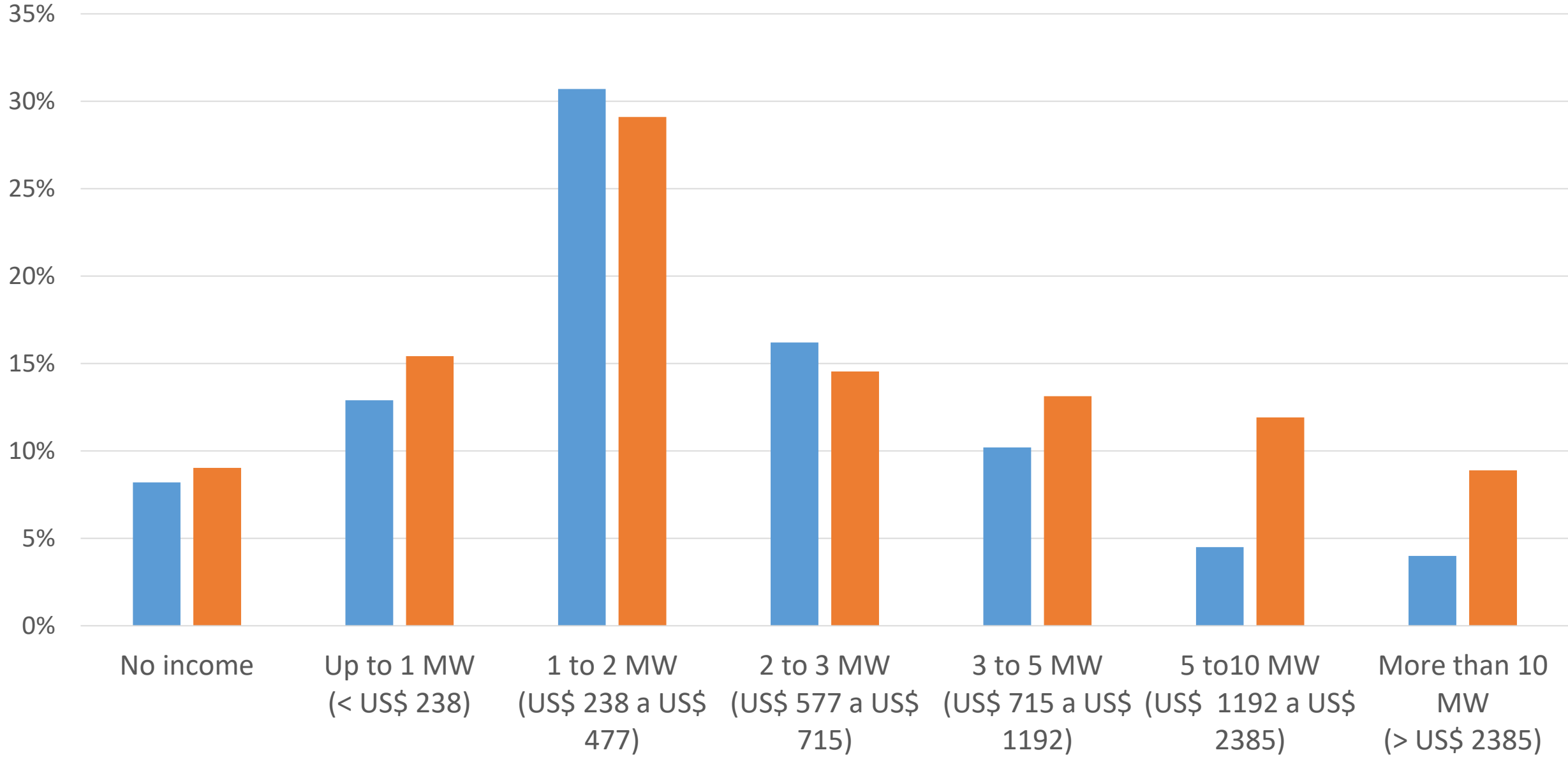
AGE



AGE



INCOME



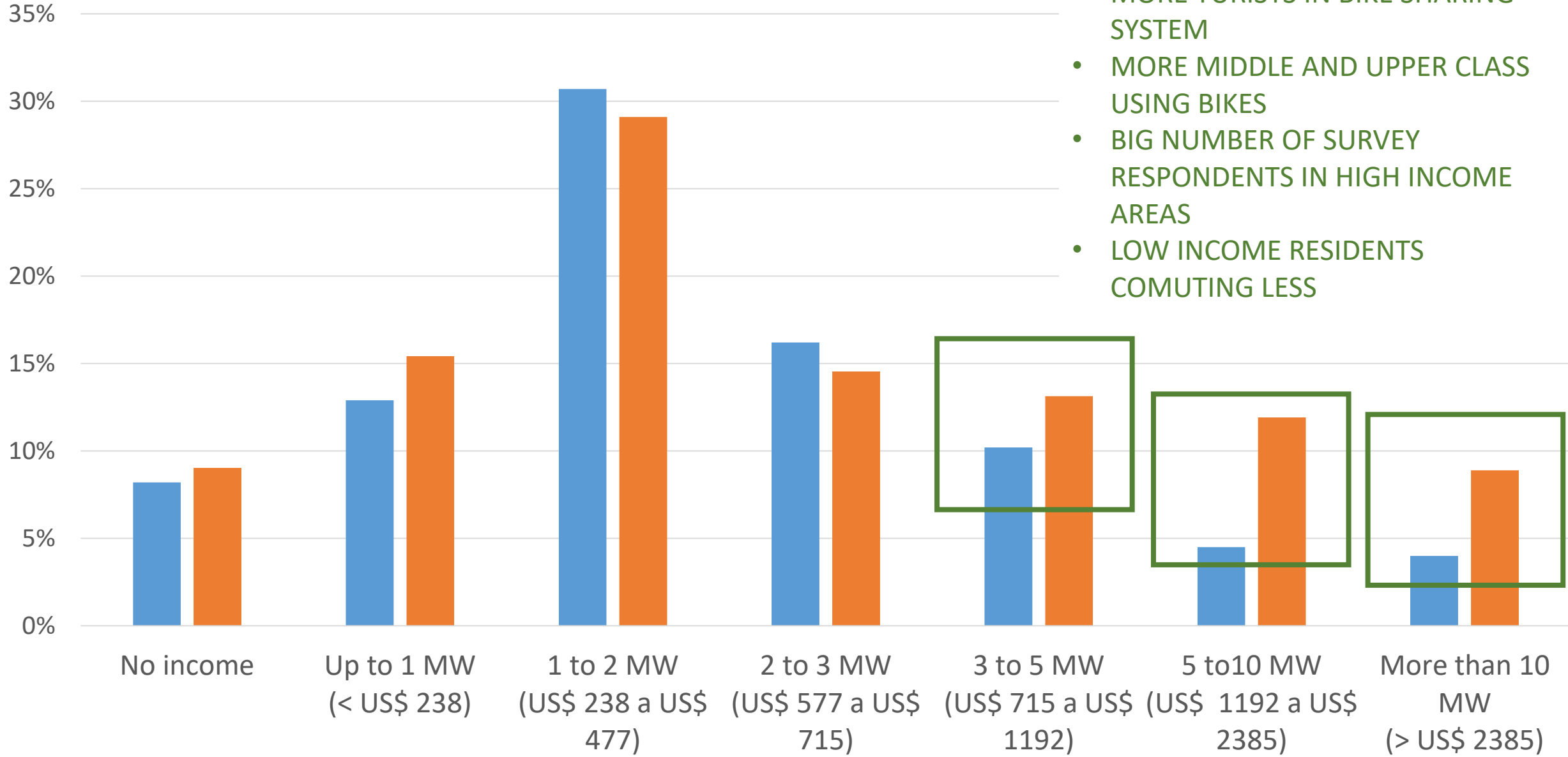
BRAZILIAN MINIMUM WAGE IS R\$ 954 -> US\$ 238,5

■ 2015 ■ 2017

INCOME

% INCREASE

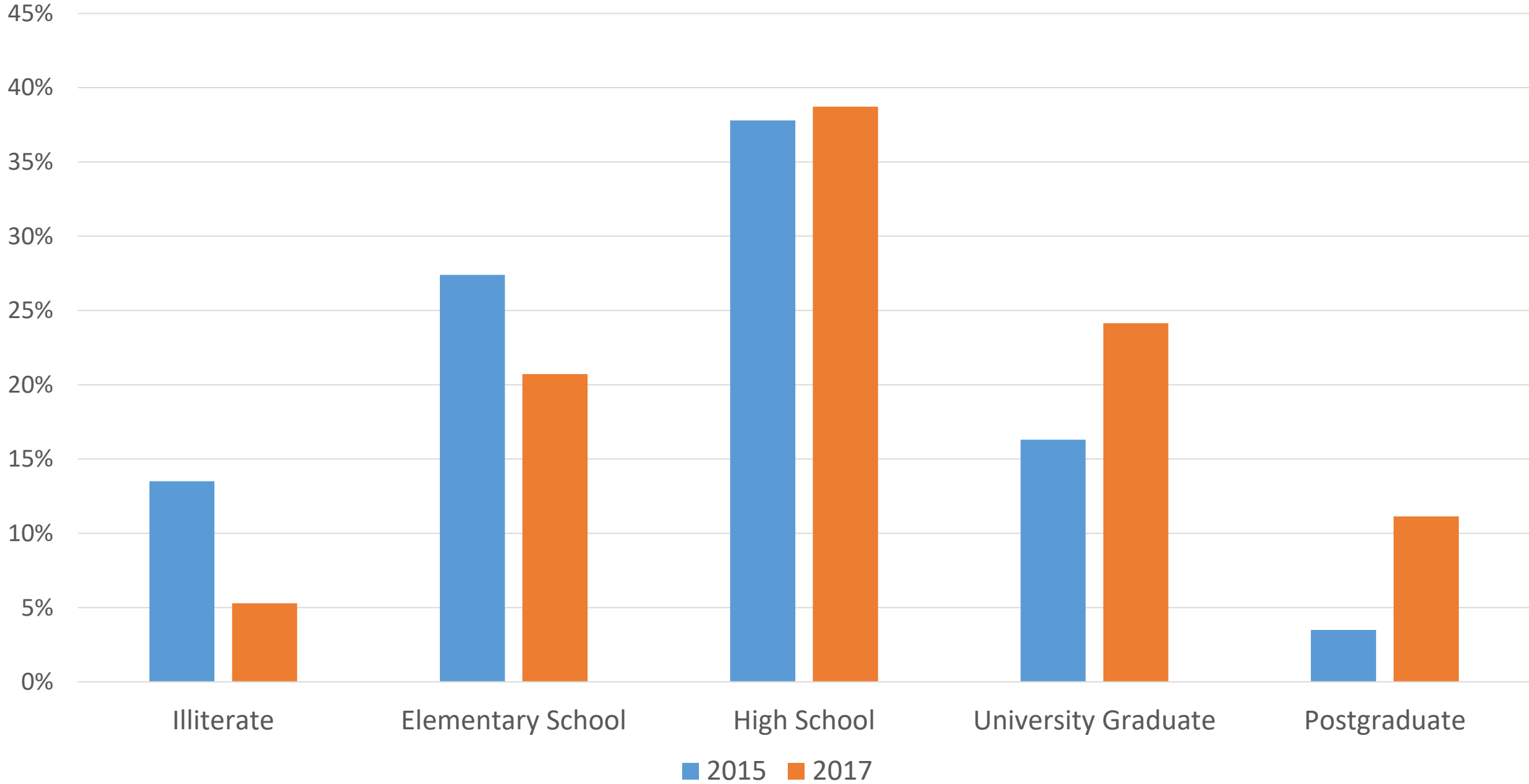
- MORE TOURISTS IN BIKE SHARING SYSTEM
- MORE MIDDLE AND UPPER CLASS USING BIKES
- BIG NUMBER OF SURVEY RESPONDENTS IN HIGH INCOME AREAS
- LOW INCOME RESIDENTS COMUTING LESS



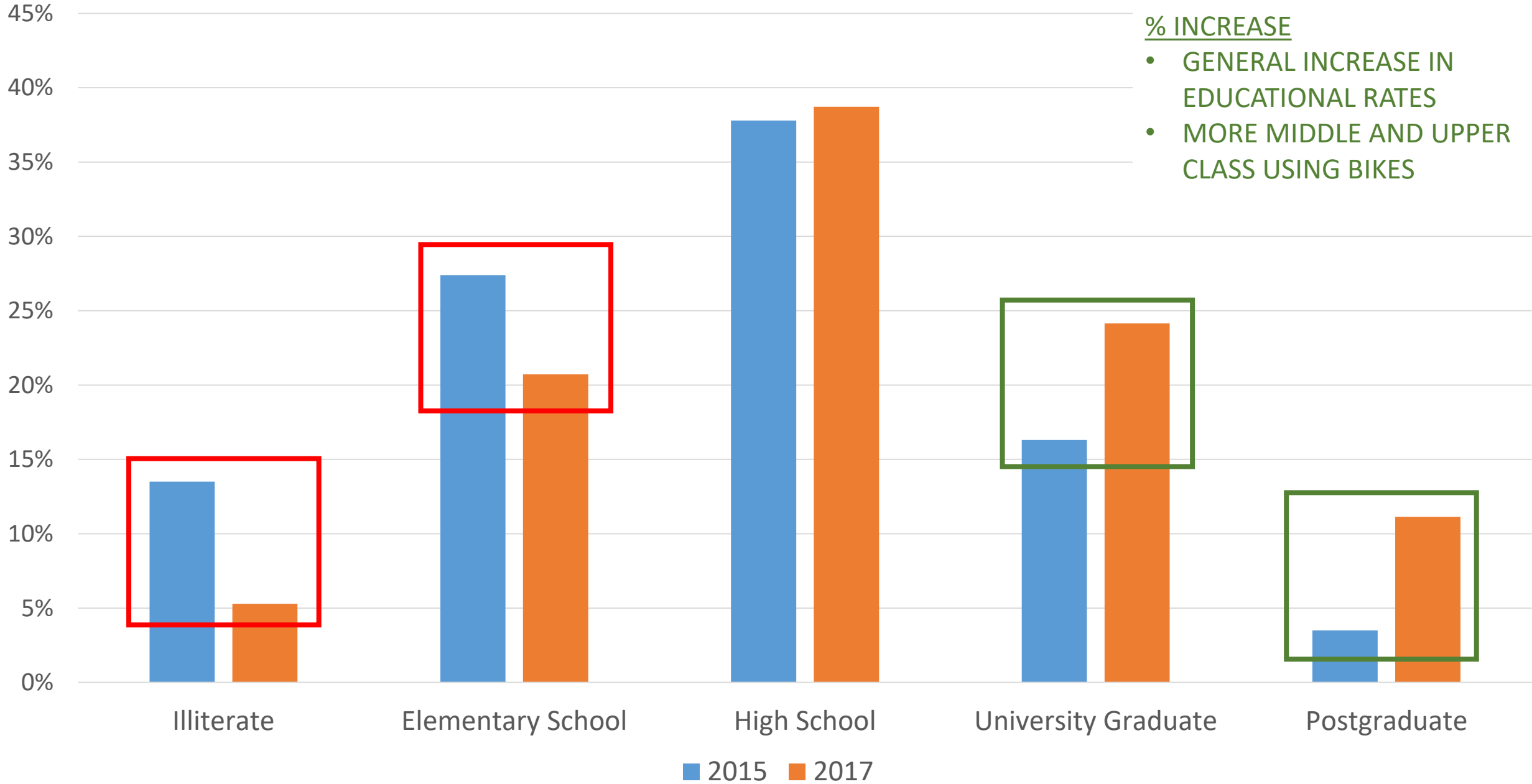
BRAZILIAN MINIMUM WAGE IS R\$ 954 -> US\$ 238,5

■ 2015 ■ 2017

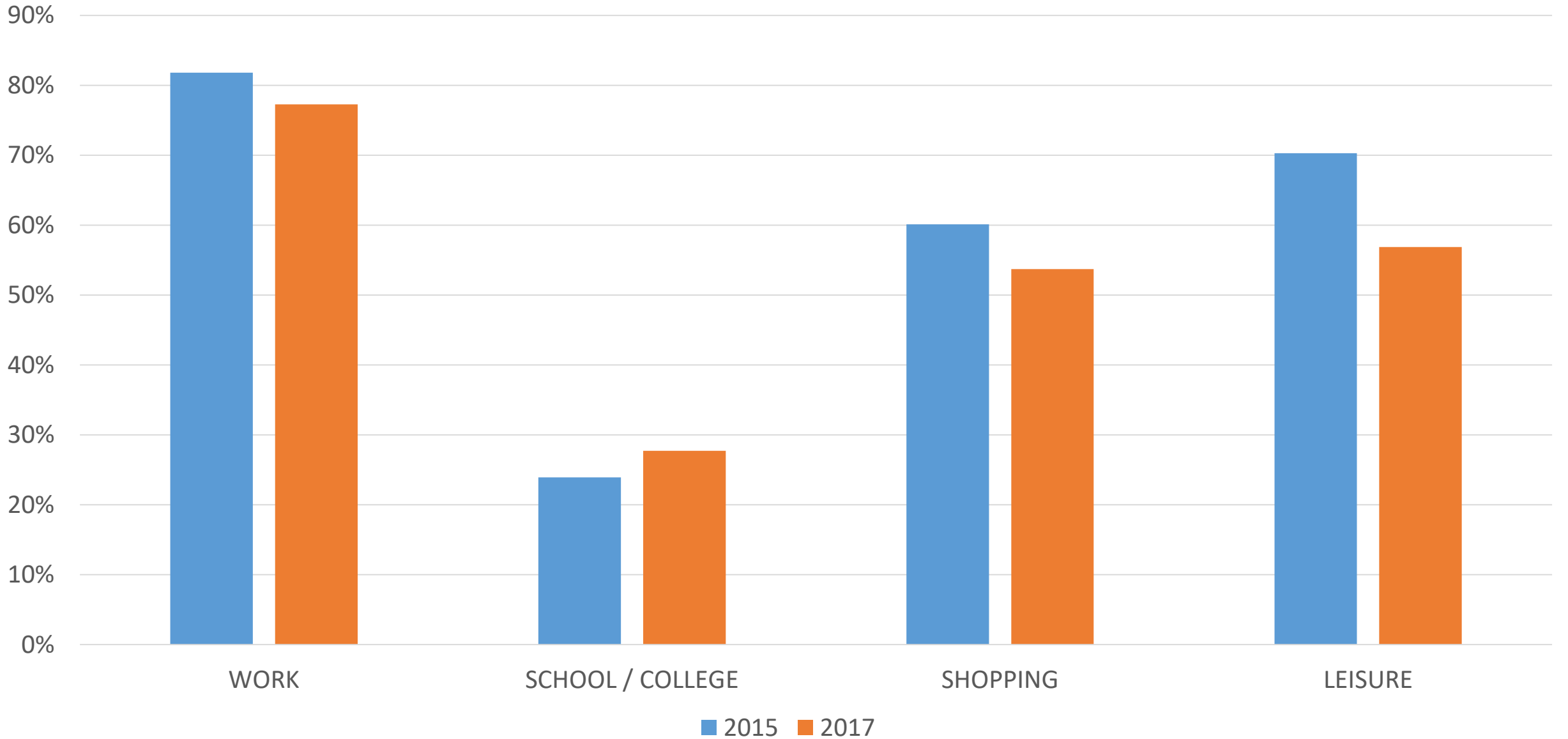
SCHOOLING



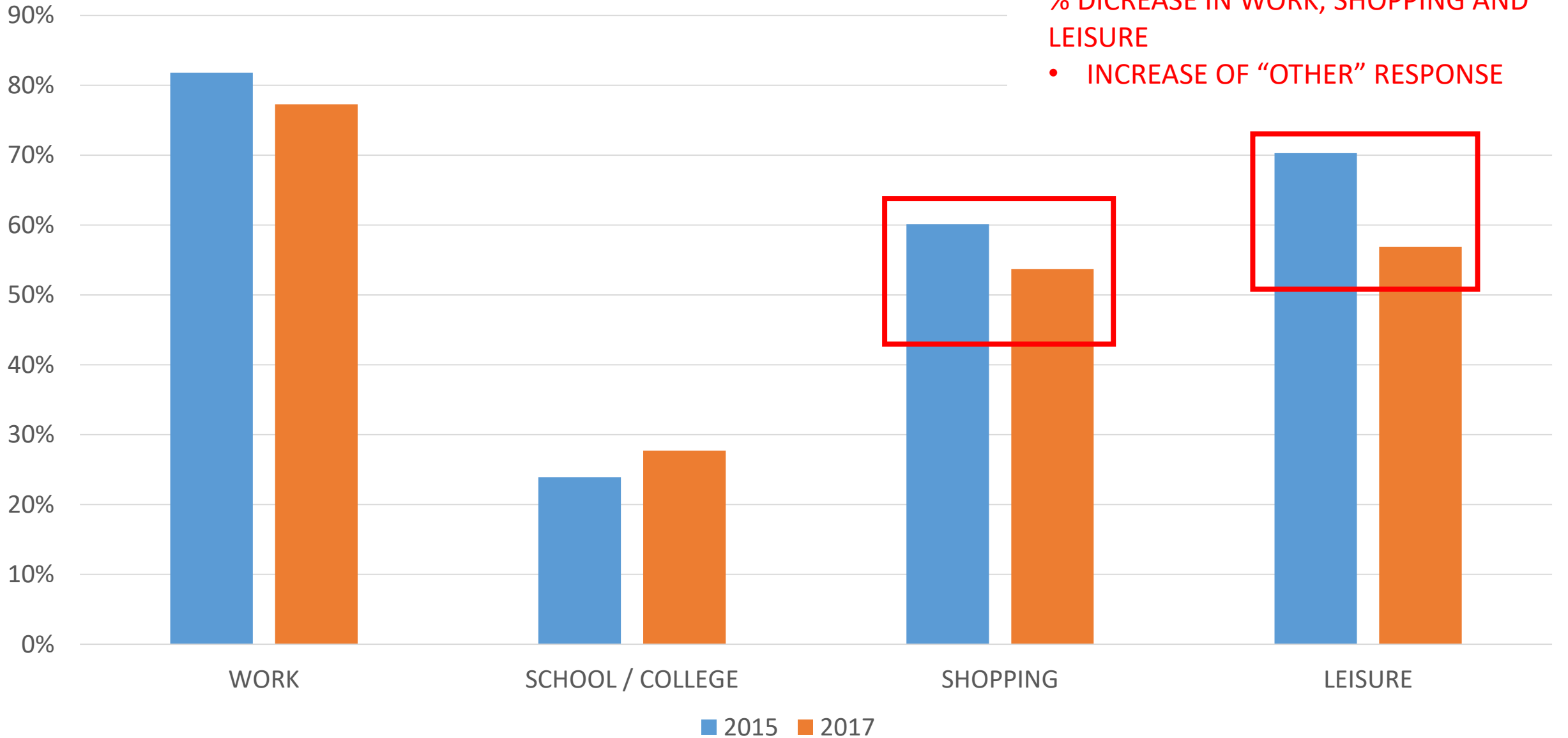
SCHOOLING



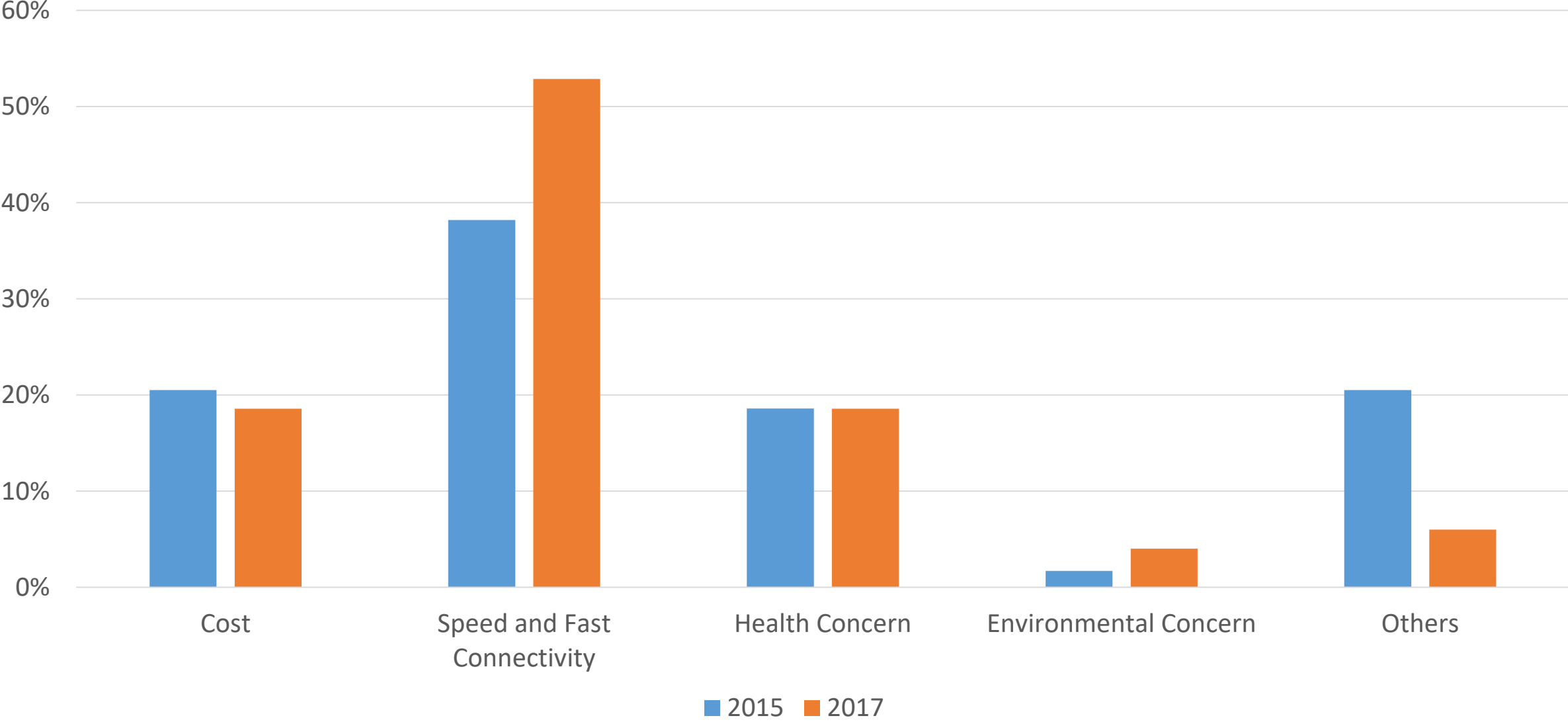
MAIN DESTINATIONS



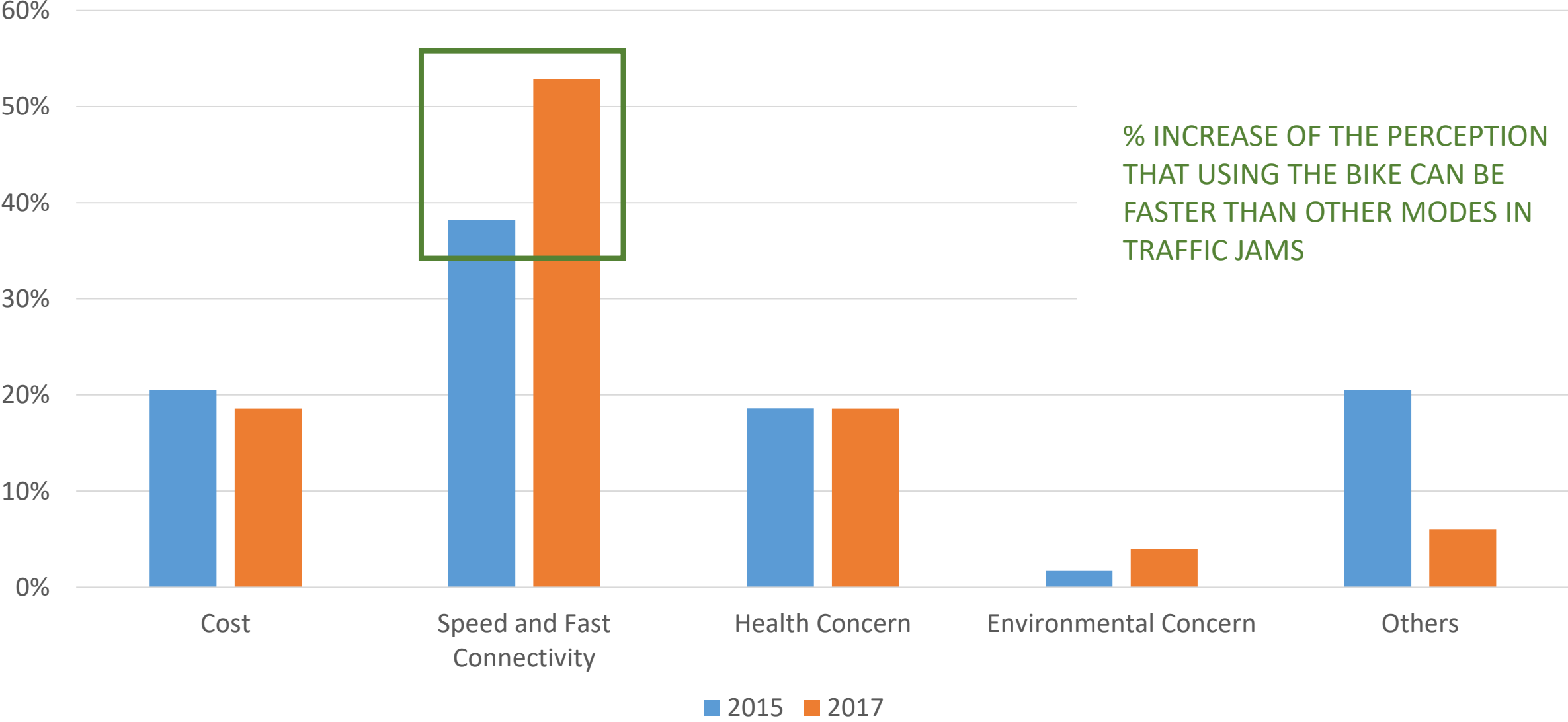
MAIN DESTINATIONS



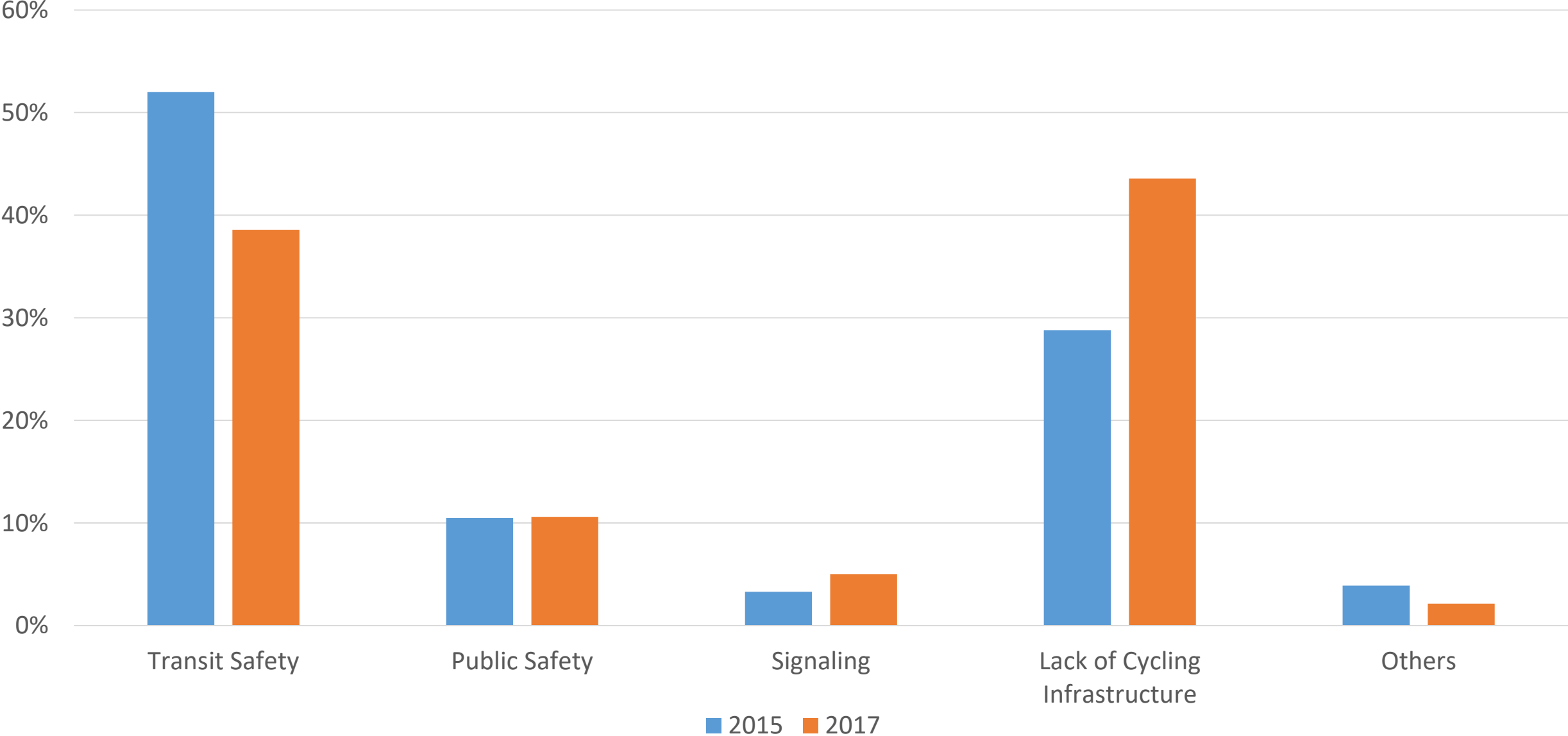
MOTIVATION TO START USING THE BIKE AS AN URBAN TRANSPORTATION MODE



MOTIVATION TO START USING THE BIKE AS AN URBAN TRANSPORTATION MODE



EVERYDAY PROBLEMS

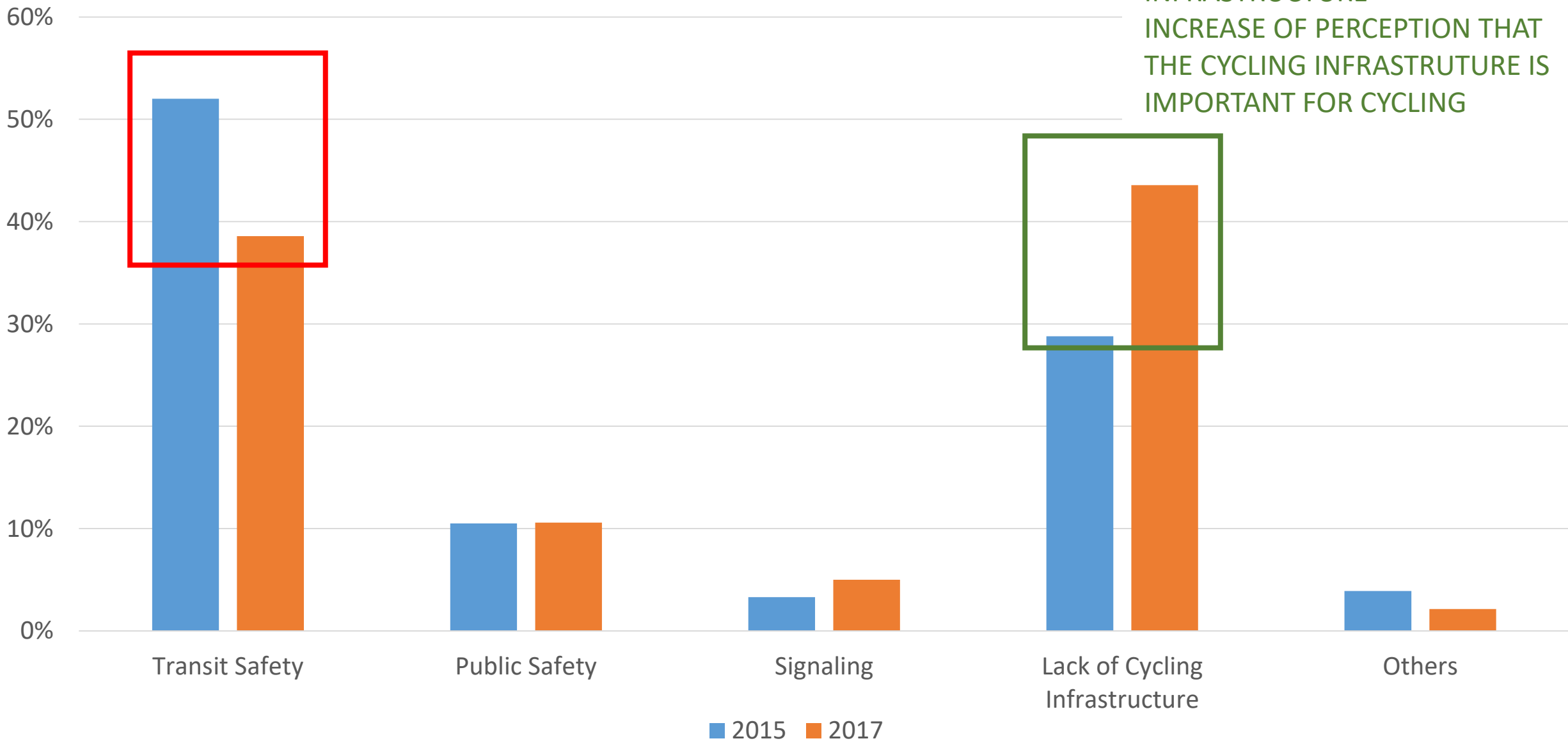


EVERYDAY PROBLEMS

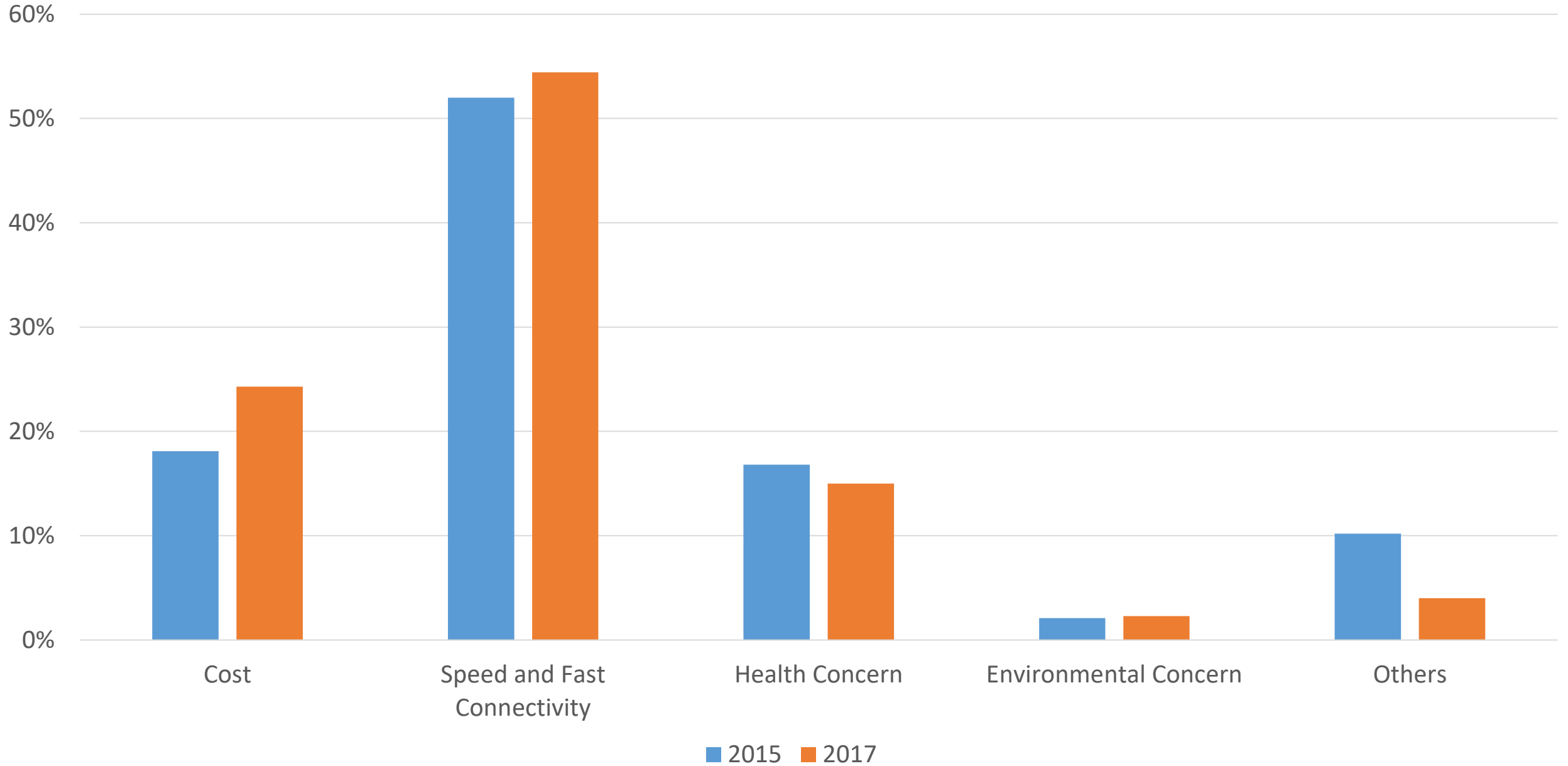
% DECREASE IN TRANSIT SAFETY

% INCREASE IN LACK OF CYCLING INFRASTRUCTURE

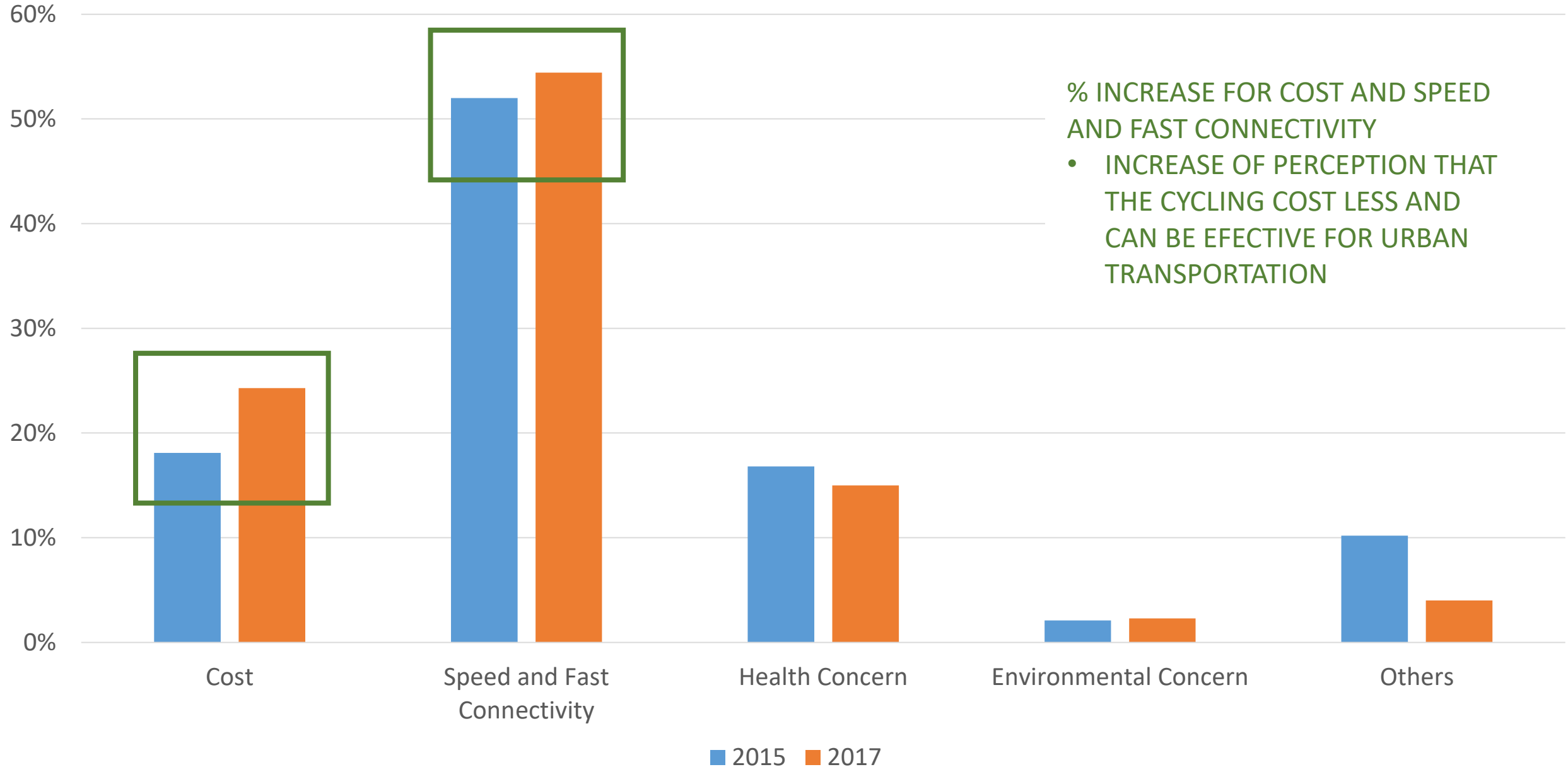
INCREASE OF PERCEPTION THAT THE CYCLING INFRASTRUCTURE IS IMPORTANT FOR CYCLING



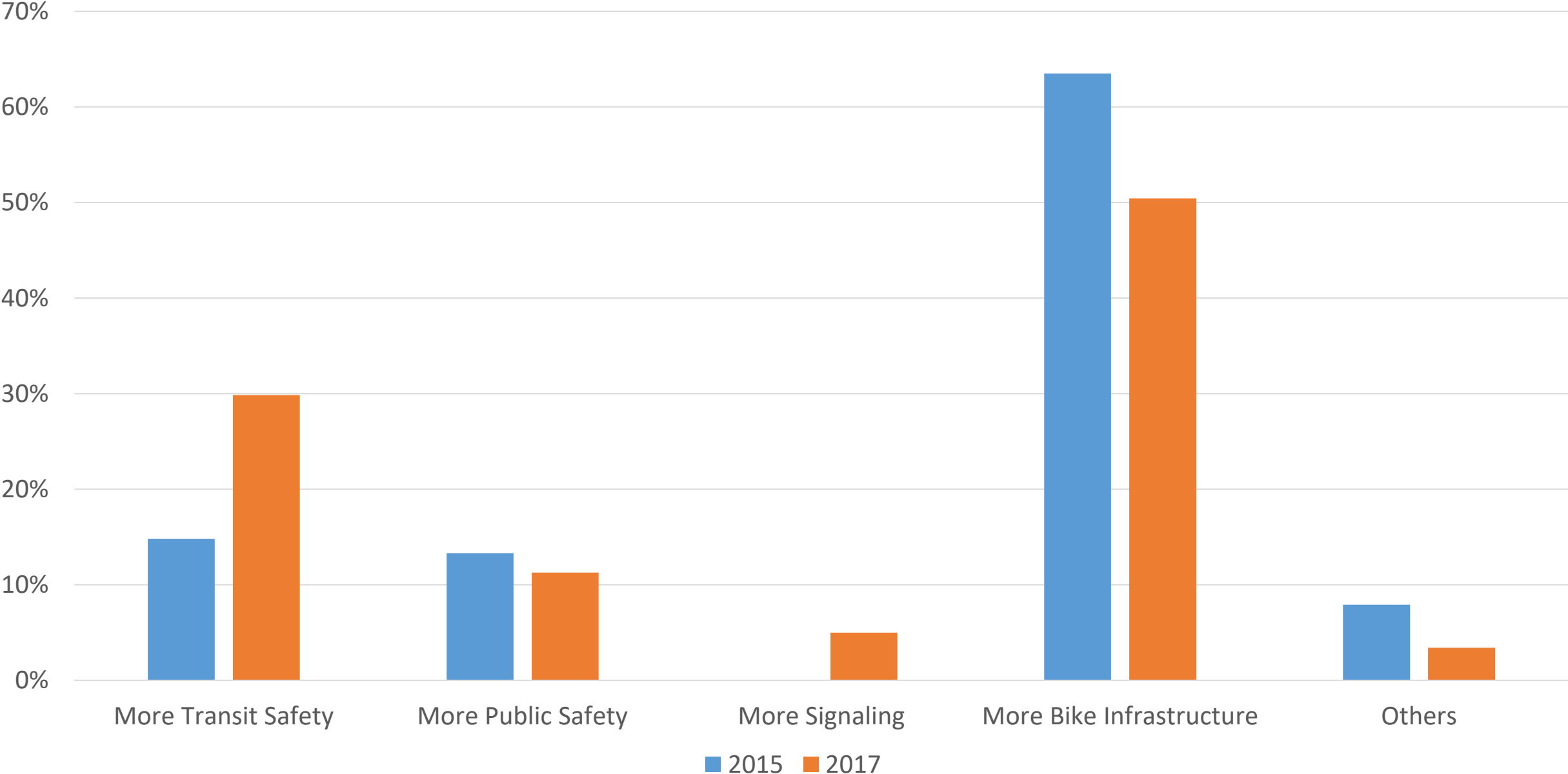
MOTIVATIONS TO CONTINUE CYCLING



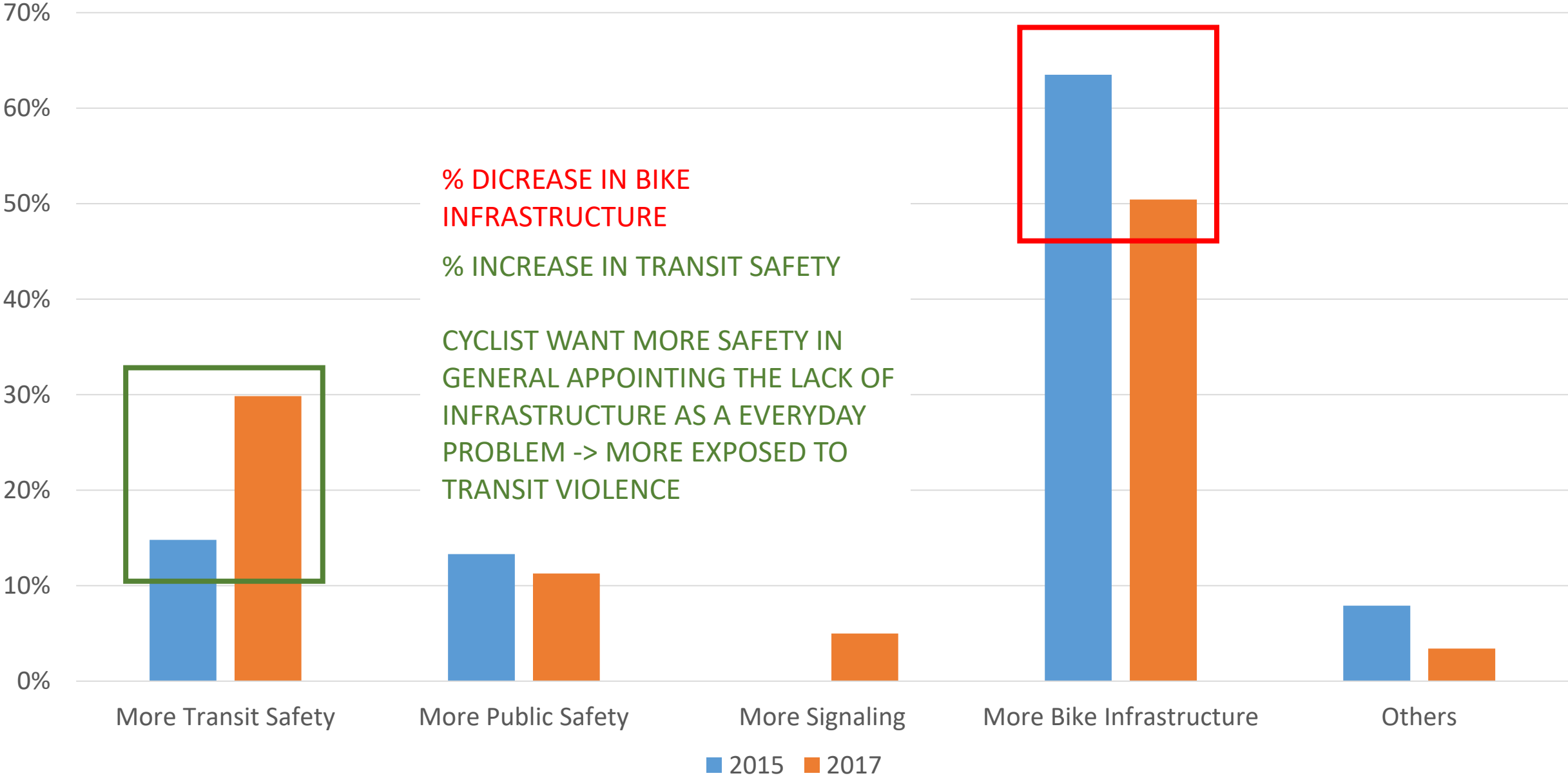
MOTIVATIONS TO CONTINUE CYCLING



MOTIVATIONS TO CYCLING MORE



MOTIVATIONS TO CYCLING MORE



PRELIMINARY INTERPRETATIONS

- MORE YOUNG PEOPLE CYCLING
- INCREASE IN THE NUMBER OF MIDDLE AND UPPER CLASS CYCLISTS (MIGHT BE DUE TO THE NUMBER OF RESPONDENTS IN HIGH CLASS NEIGHBORHOODS)
- LOW INCOME RESIDENTS APPEARENTLY COMUTING LESS (EMPLOYMENT CRISIS)
- LESS TRANSIT SAFETY (INCREASE IN CYCLIST ACCIDENTS)
- INCREASE OF THE PERCEPTION THAT CYCLING INFRASTRUCTURE IS IMPORTANT – VALORIZATION OF INFRASTRUCTURE INITIATIVES
- VALORIZATION OF THE LOW COST AND FAST CONNECTIVITY OF CYCLING – PEOPLE RECOGNIZE THAT BIKE IS AN OPTION IN URBAN AREAS
- CYCLIST WANT MORE SAFETY IN GENERAL

Thank you!

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