

IMPROVING CYCLING IN FLORIANÓPOLIS, SOUTHERN BRAZIL, STEP BY STEP

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Abstract

Florianópolis, the capital of the state of Santa Catarina, is located in the Southern Region of Brazil. The city has 400,000 inhabitants. The municipal area (438,5 Km²) is divided in two land portions, the island and the continent. Although rather hilly in the central part, the island and the continent are flat at the coast, which makes it suitable for cycling. Like in most developing cities, priority is still given to motorised transport in the municipality.

Since 1997, and more actively after July 1998, IPUF (Urban Planning Institute of Florianópolis), UDESC (State University of Santa Catarina), and VIACICLO (Bicycle Union) are trying to change this reality. After a technical meeting in 1998, activists, university lecturers, urban planners and a councilman organised short, medium and long term cycling policy and actions for bike promotion.

The city has around 22km of disconnected cycle ways, mostly used for leisure. IPUF has several projects that are ready and waiting for funding. There are five bicycle parking under construction in the integrated bus terminals. In 2006 IPUF is building a 4km cycleway and, together with VIACICLO and UDESC, will develop a study, a campaign and a Safe Routes to Schools programme in two schools in the Ingleses neighbourhood.

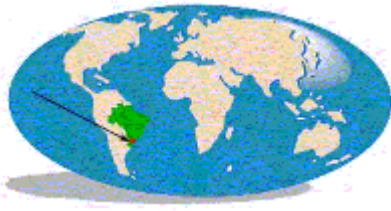
In the year 2001, IPUF assisted by UDESC and VIACICLO, carried out a survey and found out that 2% of daily trips in Florianópolis are made by bicycle.

The bridge is considered a barrier for the non-motorised trips between the continent and the island because the pedestrians and cyclist's path, situated underneath the bridge, is perceived as a dangerous place.

The bridge linking the continent to the island is considered a barrier for the non-motorised journeys between the continent and the island. The pedestrians and cyclist's path, situated underneath the bridge, is perceived as a dangerous place.

With the support of URB-AL and LOCOMOTIVES programmes, Florianópolis is, step by step, getting into cycle planning/promotion and inspiring other cities and advocacy groups and universities.

Introduction



Florianópolis, the capital of the state of Santa Catarina, is located in the Southern Region of Brazil. The city has about 400,000 inhabitants and is considered one of the best cities in the country in terms of quality of life. Living standards are rather good (GDP* £ 2.2 million/Gini index** 0,55).

The municipal area (438,5 Km²) is divided in two land portions

- (i) the island: 426,6 km² being 54 km long from North-South and 18 km wide from east-west;
- (ii) the continent: 11,9 km², separated by a narrow of 0,9 km wide.



Foto: FotoImagem ®

Around 42% of the city area is under Environmental Conservancy Units; no industry is allowed, and basic economy is tourism and commerce.

Although rather hilly in the central part, the island and the continent are flat at the coast, which makes it suitable for cycling. But most people consider cycling too dangerous because of the motorised traffic.

Car-ownership in Florianópolis is high; Congestion is a problem in the city. Many short trips are made by this mode of transportation representing 60% of all urban journeys, public transport (buses) account for 38% and bicycles for 2% of the journeys. Like in most developing cities (and developed ones), priority is still given to motorised transport in the municipality.

Since 1997, and more actively after July 1998, IPUF (Urban Planning Institute of Florianópolis), UDESC (State University of Santa Catarina), and after May 2001, together with VIACICLO (Bicycle Union), are trying to change this reality.



* Gross Domestic Product (year 2000).

** Gini index reveals the income concentration. The closer to 1, bigger the inequalities (year 2000).

In a technical meeting in IPUF, in December 1998, activists, university lecturers, urban planners and a councilman organised a first draft of the desired routes, the necessary activities for bike promotion and cycling policy, taking in consideration the short, medium and long term actions.

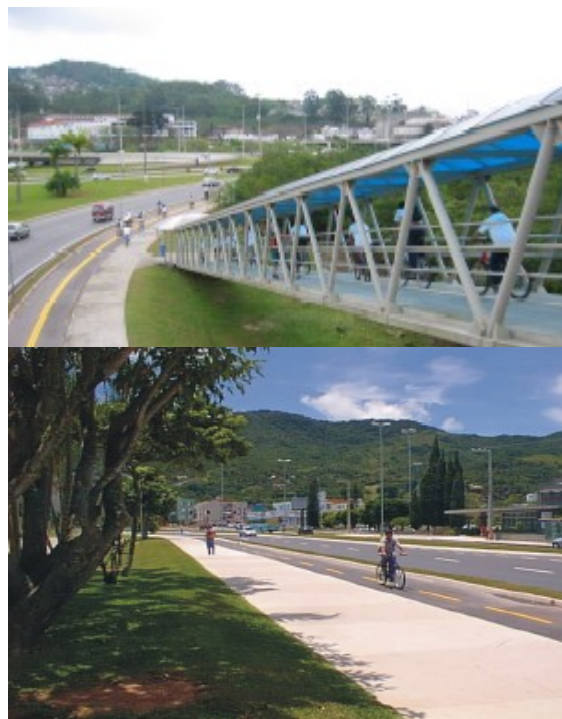


With the name of “Ciclovias, Rotas Inteligentes” – Cycle-ways, Intelligent Routes, IPUF started planning for bicycles in a more specific way in 1999.

1. Infrastructure

Existing Cycle ways:

The city has around 22km of cycle ways, mostly used for leisure purposes. The facilities are not connected.



Cycleway Projects

IPUF has several projects that are ready and waiting for budget/funding (Santo Antonio-Sambaqui, Alto Ribeirão/12km). In the end of 2005 the building of Canasvieiras cycleway had already started. In 2006 IPUF is building a 4km cycleway in Ingleses' neighbourhood.

In partnership with VIACICLO and UDESC, IPUF will develop a study and a campaign with the community and a Safe Routes to Schools programme in two local schools. These activities were included in the work plan 2006 of URB-AL and LOCOMOTIVES International programmes.

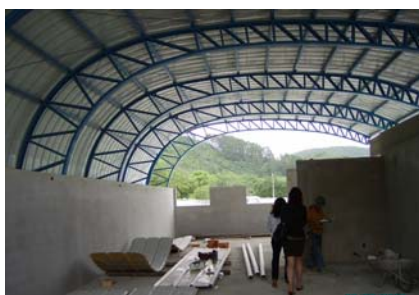
Bicycle Parking

Existing: This model of bicycle parking was installed in some places at the city.



Under construction: There are three bicycle parking under construction in the integrated bus terminals of Canasvieiras, Lagoa and Santo Antonio.

The projected cycle ways to connect the communities to the bus terminals did not start to be built yet, but funding was requested to the Ministry of Cities.



The Bike Parking under construction



The project



The Bus terminal

2. Studies

In a study in the year 2001, IPUF technicians, with UDESC and VIACICLO members, found out that 2% of daily trips in the city are made by bicycle.

The study also showed that the majority of bicycle users were male (88%); adolescents (37% were 13-25 years old) or young adults (36% were 21 to 35 years old).

The majority were workers (56%) or students (36%) and the trips were mainly work related (36%), leisure (25%), study (14%), shopping (13%), and personal travel (12%).

When asked why they used the bike, 29% assured the reason was economical. Some of other appointed reasons were flexibility of schedule (14%), comfort (13%), lived near (12%) and "bus timetable was inadequate" (10%).

The majority (71,5%) ride mostly everyday, around 30 minutes-trips (8km), but some cycled one-hour daily.

The use of bicycle is more intense in the small neighbourhoods in the island, than at the city centre. Among the main problems identified in the survey, the more often cited were the lack of infrastructure, cycle ways/lanes (23%), the disrespect from motorised transport drivers (19%), and high level of motorised traffic (18%).

In 2004 UDESC researched 6 schools located along state highways (inside the island) SC 403, SC 405 and SC 406. The research focused on pupils from 5th to 8th grade (n= 1182: 620 male & 562 female), 10 to 18 years old, from 6 municipal elementary schools. The results showed that 64% (n=758) walked, 14% cycled, 9% were driven

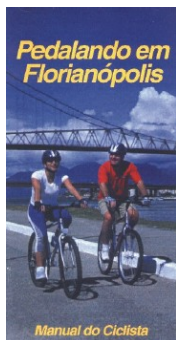
by car, 7% uses regular buses, 5% used school buses, and 1% are driven by motorcycle.

In the year 2000, and again in 2003, a one-day counting and research in the pedestrians and cyclist's bridge path revealed around 1,000 daily trips (pedestrians 55% and cyclists 45%). In 2000 stairs made the access to the bridge pedestrians and cyclist's path. The population, activists and IPUF asked the State Government, responsible for the bridge, for an access by ramp. Although the ramp was provided in 2002, the bridge is still considered as a barrier for the NMT journeys between the continent and the island. The reason is the pedestrians and cyclist's path, situated underneath the bridge, is perceived as a dangerous place.



3. Educational/Law/Campaigns

Small educational project with scholars took place in 1999, 2001 and 2004 (schools under survey). In 2004 we also organised the "Walk and Cycle to School day". A Safe Routes to School programme will start in two schools in Ingleses' in March 2006.



In March 2001 the municipality approved the law "Lei Complementar nº 078" that states the new roads and neighbourhoods should include cycling facilities.

The Cyclist's Manual, which was a result of the law regulation, was published by IPUF in the year 2001.

The content covers the Brazilian traffic code law, CTB "Código de Trânsito Brasileiro", basic bike mechanic and basic ergonomic "hints" for new users, in addition to several practical information on how to behave in the road environment.



We have been regularly organising Community Events, since 1997, like the Sunday Cycleway, Bike Clinics and participating in events organised by other entities (SESC Challenge Day, SESI/NupAF Active Leisure etc.) “Passeios Ciclísticos” (organised bicycle ridings with the community) occur often.



Our community events include an educational aspect, generally related to traffic law, ergonomic aspects of cycling, fitness tips, basic mechanics, environmental issues and info about other bicycle advocacy in the state, the country and international.

A bicycle riding with the new Mayor Dario Berger (2005-2008) was one of the activities of the celebration of the city Anniversary in March 2005.



The city counts on the Municipal Bike Patrol at the city centre and at the beaches neighbourhoods. The novelty is the female force.



4. Technical Events/Meetings

Since 1998 we have been organising technical events. Only to mention some:

1998 "The First Meeting of Cycleway System of Florianópolis";

2000 "The First Meeting about Bicycle Policy of the State of Santa Catarina";

2001 The course "The First Step Towards a Bicycle Friendly City, with Antonio Miranda and Jeroen Buis (I-ce);

2002 The URB-AL International Seminar;

2003 The "Cidades Amigas da Bicicleta Regional Seminars" (In partnership with ABC - Blumenau Bicycle Union);

2004 The launching of the State Sustainable Mobility programme in the State Sustainable Mobility Conference;

2005 The International Seminar from the LOCOMOTIVES mission 2005.



LOCOMOTIVES mission 2005

5. Bicycle Advocacy/Activists Meetings

The activists are always invited for the technical meetings we organise and we actually "open" the technical events, at some moment, for advocacy discussions. But two programmes must be highlighted:

In 2001, the launch of "Cidades Amigas da Bicicleta" (CAB) held at UDESC headquarters, in Florianópolis, where we met other activists from our state and this was the year VIACICLO was created;

In 2005, the First Bicycle Advocates National Meeting, part of LOCOMOTIVES mission 2005, which was also held in Florianópolis, and included advocates from all over the country: São Paulo, Rio de Janeiro, Porto Alegre, Rio Claro, Curitiba, Joinville, Jaraguá, Blumenau, Timbó.



6. Media

The media has been of great support. Newspapers, radio and TV always cover the developed activities. Here below, the newspaper coverage of URB-AL International Seminar (participants in a bicycle riding in the streets of Florianópolis) and of a Sunday Cycleway in Coqueiros neighbourhood.



7. Links to State and National programmes

We have been playing a very important role starting/being part of the State and the National government activities/agenda towards Bicycle Mobility.

State level - Together with the State Infrastructure Secretary SIE, with its Infrastructure DEINFRA, and Transport and Terminals Department DETER, we launched the State Sustainable Mobility Platform.

National level – Representing CONFEA (The Federal Council of Engineering and Architecture), IPUF, UDESC and VIACICLO, we participated in the meetings of the Ministry of Cities and helped to implement the national urban transport policy and the Bicycle Mobility Programme, "Bicicleta Brasil", that was launched, by the Ministry of Cities, on September 22nd 2004.

8. International Programmes/Partners/Meetings

We participate in programmes such as World Carfree Network, International Forum for Rural Transport and Development IFRTD, Velo Mondial. But our formal and more specific technical and financial support has been from two programmes in particular: URB-AL (network n. 8 Urban Mobility), now developing the Mobilization Programme, with the support from the European Union; and LOCOMOTIVES, coordinated by Interface for Cycling Expertise, I-ce, with the support from the Dutch Ministry of Foreign Affairs. I-ce, and the Institute for Transportation and Development Policy ITDP, delivered a Workshop on NMT at the Ministry of Cities in 2005 and are supporting the creation of SUSTRAN LAC - Sustainable Transport Action Network for Latin America and Caribbean (to be launched in Velo Mondial 2006, Cape Town, SA).

Final Comments

We find it important to highlight that although we have been pushing Bicycle Promotion/Infrastructure in our City, State and Country before the international programmes' technical and financial support, they made a great difference to our work.

Our participation in International Conferences was also extremely important (such as Velo City, Velo Mondial, Towards Carfree Cities), as technical visits, meetings with other technicians, officials from municipalities, and seminars (such as Greenways, IFRTD, Velo Info Seminars).

We made an "upgrading" to an international level of Bicycle Advocacy/Technical expertise, which has been opening our horizons and increasing our chances of success.

References

Government

Florianópolis Municipality Governmental Website www.pmf.sc.gov.br

IPUF Urban Planning Institute of Florianópolis www.ipuf.sc.gov.br

State Government website www.sc.gov.br

DEINFRA State Infrastructure Department www.deinfra.sc.gov.br

State Sustainable Mobility Platform www.deinfra.sc.gov.br/pcms

DETER State Transport and Terminals Department www.deter.sc.gov.br

Ministry of Cities www.cidades.gov.br (National Secretary of Urban Mobility)

Bicicleta Brasil www.cidades.gov.br/BicicletaBrasil.htm

Funding news <http://www.cidades.gov.br/index.php?option=content&task=view&id=292>

Mission I-ce/ITDP <http://www.cidades.gov.br/index.php?option=content&task=view&id=447>

CONFEA The Federal Council of Engineering and Architecture www.confea.org.br

University

UDESC State University of Santa Catarina www.udesc.br

CICLOBRASIL group/Pedala Floripa project www.udesc.br/ciclo

Advocacy Group/NGO

VIACICLO Bicycle Users Association of Florianópolis and Region www.viaciclo.org.br

ABC Associação Blumenauense Pró- Ciclovias www.abciclovias.com.br

Movimento Bicletada (Critical Mass Brazil) www.bicicletada.org

International

URB-AL (network n. 8 Urban Mobility) www.urbalcyclinginfor.org

I-ce Interface for Cycling Expertise www.i-ce.info

LOCOMOTIVES International programme www.i-ce.info/locomotives

ITDP Institute for Transportation and Development Policy www.itdp.org

World Carfree Network www.worldcarfree.net

IFRTD International Forum for Rural Transport and Development www.ifrtd.org

Velo Mondial www.velomondial.net

Velo Mondial 2000 Amsterdam <http://www.velomondial.net/velomondial2000/>

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SUSTRAN LAC Sust. Transp. Action Net. Latin America & Caribbean www.sustranlac.org