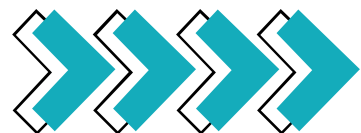


# INSPIRING LIVES AND BIKE IN NITERÓI





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LETÍCIA MOREIRA MUNIZ, who learned to ride a bike without training wheels by going around the tree in her backyard.

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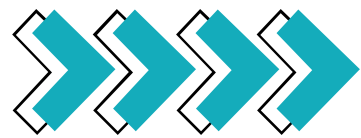
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**PHOTOS** belong to interviewees' personal archives.

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**SUPPORT:**





# INTRODUCTION

Sometimes, we look at bike riders on the streets and think: that's not for me, I'm scared... we forget that those bike riders, one day, had to learn how to ride a bike, have fallen off of it...

Reading this material leads us to realize that's not all. Riding a bike also represents overcoming challenges, getting up everyday and realizing we're fragile, but, when riding, we become stronger. We learn that a bicycle brings people, couples and families together.

May "our" stories encourage you to experience inspiring lives and bikes!

Fátima Priscila Morela Edra





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# RIDING IN A SUIT

Sérgio Franco learned to ride a bike when he was a kid, and in the early 2000s, when he lived in the neighborhood of Icaraí, he started to use it as his transport of choice after hearing from his German friend that she rode her bike to work.

Inspired by her, he started doing the same. While riding to work wearing a suit, he was met with judgmental looks during his commute, as it was uncommon for people to bike around Niterói city, especially while wearing a suit.



From then on, his connection with the bicycle grew, and he became part of cycling groups that met in Laranjeiras, a neighborhood in the South Zone of Rio de Janeiro, because the bike movement wasn't very strong in Niterói. Sérgio got involved in activism and, in his quest to find arguments for these causes, he created the cycling activist collective Mobilidade Niterói (Niterói Mobility).





# RIDING IN A SUIT

In his words, "There was a sense that something was happening," and he began to wonder where were the people who wanted to bike but didn't for various reasons. Through the "Repressed Demand" research, the collective was able to prove that 94% of those interviewed would use a bicycle as a means of transportation if certain demands were met. The team was also able to provide enough data and arguments for the Araribóia Bike Station project to move forward, identifying the necessary size of the station, along with various other data available on the blog "<http://mobilidadeniteroi.blogspot.com/?m=1>".



He recognizes that it was a collaborative effort because while the collective provided data and arguments, Pedal Sonoro (Audible Pedal) – another bicycle group in the city – encouraged people to start biking again and drew attention to the movement. Sérgio is very proud to see that all of their efforts were just the beginning of the changes still happening in the city. Nowadays, he uses his bicycle, nicknamed Berenice, to commute to work and for leisure on weekends around the city of Niterói.







# CYCLIST AND ACTIVIST

Ana Carboni got her first bike when she was 13. She and her family lived on João Pessoa Street in the neighborhood of Icaraí, where she made many memories with her bike during her teens. From that moment on, the bicycle became a tool of freedom in her life, as she used it to go to the neighborhood of São Francisco to meet her friends or to go to Praia Clube – a country club.



The bicycle became a constant presence in her life. "Cycling is fundamental to me, I ride the bike more than I walk," she said.

Ana used her silver Ceci until she left the country in 1998, and the first thing she did upon returning to Niterói in 2014 was to get a bike. During one of her rides, a friend invited her to one of the Pedal Sonoro meetings, which consists of themed musical bike rides held at least twice a month throughout the city of Niterói.





# CYCLIST AND ACTIVIST

She was invited to volunteer with Pedal Sonoro, and shortly after, to join the Bike Anjo (Angel Bike) network in Rio de Janeiro. As an instructor at the Escola Bike Anjo — a project to teach people of all ages how to ride a bike — she was one of those responsible for bringing the project to Niterói.

Upon returning to her hometown, she studied the Traffic Code, which in 1998 included bicycles as vehicles. From that reading, she realized that the experience on the streets did not coincide with what was written in the code, and she began to fight for cyclists' rights.



Therefore, Ana started participating in the Critical Mass, street assemblies, and public hearings, all in favor of bicycles and especially cyclists. She continues to strive to make a difference, now at the federal level — she currently lives in Brasília and works to improve road safety, advocating for the readjustment of speed limits on urban roads.

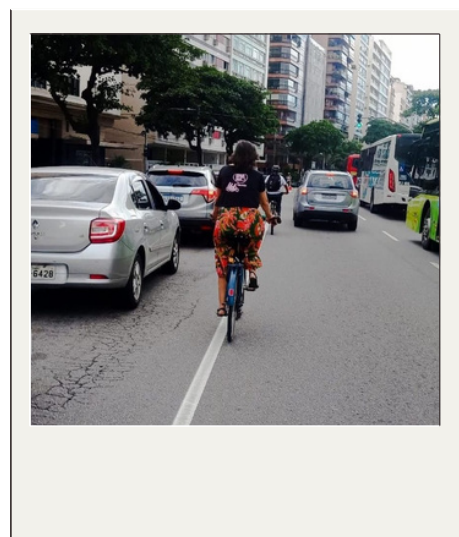
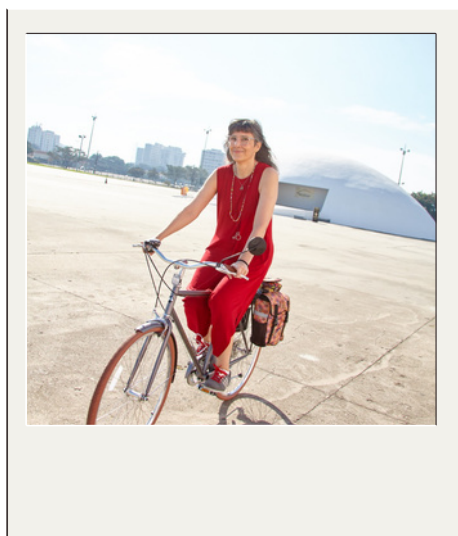


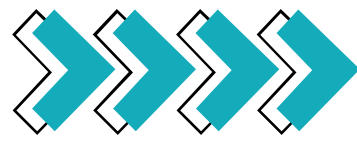


# CYCLIST AND ACTIVIST

Celestina, Penelope, Pippi, Cecília, and Angelita are some of the names Ana has given to her bicycles, showing the affection she has always had for them.

As she rides through the streets of Niterói, Ana is moved by the number of cyclists riding more safely, but she acknowledges that there is still much work to be done. She also encourages those close to her to use bicycles in their daily lives, and her son and her husband are an example of this, they ride bikes for commuting and leisure.





# MUSTACHES AND CYCLING

Vivian, born and raised in Niterói, started cycling as a child and had her adolescence marked by a game in which, while creating her imaginary city, she used the bicycle as a means of transportation. This fantasy turned into reality in her adult life in an unexpected context.



It all began when her mother participated in a bingo game and ended up winning a brand-new bicycle. Using it for quick trips from one neighborhood to another, Vivian's mother stopped by an optician and learned about a bike ride organized by Pedal Sonoro. Excited, not even the rain was able to stop her. She told her daughter she was going on the ride and left. However, as the hours passed, Vivian became anxious due to the heavy rain and unanswered calls.





# MUSTACHES AND CYCLING

Suddenly, her mother arrived home drenched and with a mustache stuck on her face. She explained that it was an edition of Pedal Sonoro with the theme of the British band Queen, and everyone was wearing fake mustaches. The situation made them both laugh and motivated Vivian to think, "I don't know what's going on, but I want this."

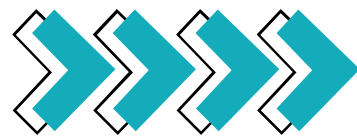


That same week, she went to a bike shop, bought a red bike, and thought, "Okay, next edition, I'm going." And she did. During the 2014 World Cup, another ride took place, where her "mental map" of routes through the city changed completely from being on two wheels.

In her own words, "I went head first" to the bike point. Arriving earlier than expected, she saw

people arriving on rollerblades, skateboards, and bicycles, and to this day, she remembers the warm feeling in her heart.





# MUSTACHES AND CYCLING

Feeling at home, Vivian suggested ideas for future editions and met Ana Carboni, who shortly after invited her to join the organization of Pedal Sonoro along with her mother, and they became great friends. Their friendship continued strong through cycling, leading them to gather a group that would start Bike Anjo Niterói. Motivated by the transformative power in urban lives and the existing need in Rio, the foundation added

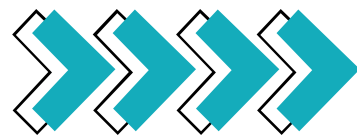


value to the city and initiated a new journey in their lives.

Vivian recalls the time they created a petition for a future bike station in the city and remembers people signing it with some disbelief about the outcome that was later achieved.

During her undergraduate studies in Social Sciences, the bicycle engaged various areas that still mark her life today. The relationship between mother and daughter, always marked by a lack of time, changed as they grew closer through cycling, and their bond became stronger, sharing friendships thanks to Pedal Sonoro.





# MUSTACHES AND CYCLING

Her cycling experiences increased, and Vivian, "the bike girl everywhere," inspired many friends and couples to use the bicycle as a mode of transportation. Laughing, she says, "We inspire people to join the church of Christ on a bike."

Always accompanied, whether by Mafalda—her folding "bike angel" because it is present at all network events—by the Communist, or by Clementine, Vivian likes to cycle along the Boa Viagem waterfront to Flechas beach in the late afternoon or occasionally along the Itaipu canal, which, in her view, is one of the most beautiful places in the city offered by the bicycle. She gets there and thinks about how good life is.





# 65 MILES AND \$\$\$

Now 28 years old and living in Niterói, André Brandão recalls his journey with cycling. Born in Goiânia, he moved states to Tocantins at the age of 4, which he considers his hometown.

Among many memories, he fondly recalls the first time he learned to ride a bike without holding the handlebars. According to him, "it was one of the coolest milestones of childhood biking." Despite crashing into poles and falling on tracks, he never got discouraged. Because of the ease of getting around, he soon started using the bicycle frequently as a means of transportation during his adolescence.

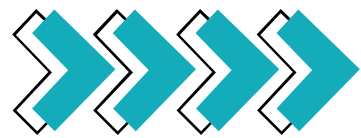


In 2011, a new adventure began. He moved to Rio de Janeiro to study at the Sesc High School. There, he participated in the bicycle workshop for three years, organized and supervised bike rides in Barra, a neighborhood, and gained practical and theoretical knowledge that he has carried with him for life.

That boy from the North region, who used to cycle up to 6 miles to get to school, saw the sea for the first time while biking and realized the vastness of the metropolitan city.







# 65 MILES AND \$\$\$

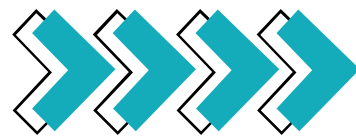
Due to the smaller size of Niterói and the real possibility of studying architecture and urbanism at the Federal Fluminense University (UFF), he moved to Niterói in 2014. Despite not knowing Niterói well, he stepped out of his comfort zone and began exploring it. He was so excited that he bought a beach cruiser bike, which unfortunately was stolen just a month later.

From then on, he was indignant and, in his youthful intensity, declared he didn't want another bicycle anytime soon. However, life didn't let him stray from the path he'd been on since childhood, and within a few weeks, there was André riding a bike assembled from a frame and fork he found in the trash.

Due to the demands of living alone, André began selling jar cakes and natural guarana at university restaurants. Many times, he found himself rushing to juggle studies and informal work.

With the rise of delivery apps, it was natural for him to enter this market given his cycling experience on urban roads. On his first day, he was very excited. Despite the rain, completing three deliveries made him quite happy with his monetary success. From then on, he dedicated himself more and more. At first, he made deliveries from 6 PM to midnight.





# 65 MILES AND \$\$\$

However, with challenge strategies set by the platforms, he started making deliveries from 7 AM until early morning. There's no romanticizing here. Although he loved cycling, this kind of routine often made him not even want to look at the bike. It wasn't uncommon for him to cycle more than 65 miles a day and 1,550 miles a month.

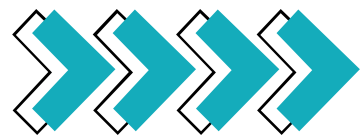
He kept his bills paid at the cost of physical and mental exhaustion, declining academic performance, and navigating chaotic and dangerous traffic. Despite extensive cycling for deliveries, he still needed to supplement his income with other sources like research and still selling jar cakes.



The cyclist-André, however, was always alive and above the deliveryman-André. To get to know the city he came to love, he cycled through different places, in different situations, passing through unknown streets, and creating different routes to the same destination.

His experiences as a deliveryman and resident added value when he interviewed for an internship at the Niterói Bicycle Coordination (CONIB). According to him, " (cycling) gives different perceptions than those who walk or use public and private transportation, providing a very rich and beneficial view of the city."





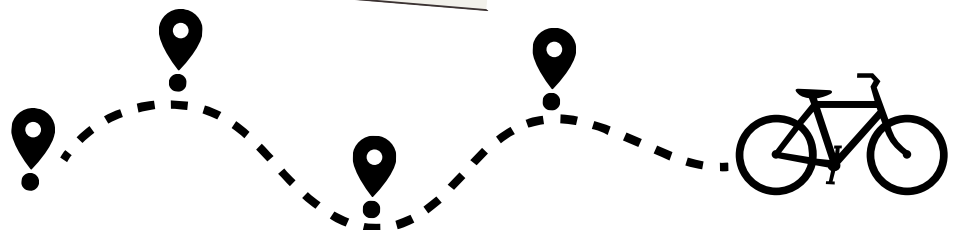
# 65 MILES AND \$\$\$

His love for bicycles and the positive excitement of the idea of working in an urban planning-related field motivated him to move forward.

Currently, he says he often feels happy seeing people who didn't cycle or hadn't cycled in a long time allowing themselves to ride a little, like Zezé, his girlfriend's nephew, who is being encouraged to remove the training wheels from his bike.

With good humor and sincerity, he says: "I don't want to be the best, I just want to do something positive in the lives of those around me."

Whether cycling his favorite route from the Center Zone to the neighborhood of Jurujuba on his dream road bike named Spider or working with the CONB team, André inspires many in the cycling community.





# GROWING UP ON A BIKE

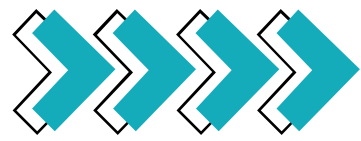
Cláudio Santos' story with the bicycle in Niterói began when he was learning to read, at age 6. He still remembers his mother telling him there was a surprise in the backyard. Excited, he went to the backyard and found a red Caloi with 20-inch wheels, a gift from his father who owned a bike shop. In his own words, "It was love at first sight."

No matter the place—beach, school, friends' houses—he constantly wanted to use his bike and cover increasingly longer distances. "I grew up always with my bike by my side."



At 11, he started working at the bike shop, and at 14, he received a Caloi Cross Extralight and began participating in BMX races in the city. At the time, BMX tracks were trendy due to the influence of the movie *E.T.*, but while everyone wanted a BMX bike, Cláudio was happy with his.





# ***GROWING UP ON A BIKE***

At 18, he started studying business administration at UFF and law at Cândido Mendes University. By then, his father's business had grown into a larger store known as Central das Bicycletas (Bike Central). With this growth in mind, Cláudio continued his studies at the Federal University.

During this period, he opened a business in the same field with his cousin, Bicycletas Amazonas—now Amazonas Bike. Despite different stores, he is still grateful for his early start in the business, as it was his father who taught him to fix bikes, serve customers, and make sales.

Over time, he noticed the bicycle changing according to his needs and desires. From a playful tool as a child, it became a sports tool as a young adult and is now his work tool.

Cláudio affectionately states, "My whole life has been linked to bicycles." He formed a mountain bike team known as Amazonas Bike Team, in which he won several titles. He was president of the Cycling Federation in 2009 and became president of the Fiscal Council of the Cycling Confederation in 2017. Today, he is the president of the Association of Sports Journalists of Rio de Janeiro. Meanwhile, he expanded Amazonas Bike, opening a branch and an e-commerce site, and wrote two books.





# GROWING UP ON A BIKE

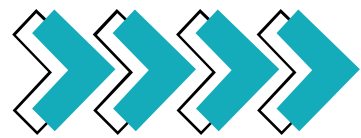


His journey in the field is long. In his youth, he organized his first event in partnership with Monark, marked by nervousness, curiosity, and sympathetic laughter, engaging in the attempt to do his best. The result was good enough for him to be invited by Sesc (Social Service of Commerce) to hold the second version of the event. Thus, Niterói became the first setting for a new phase in his life.

With years of experience, the rides and competitions he organized broke the borders of Rio, reaching the entire state. Cláudio has organized over 160 cycling events in a single year, with the participation of 20,000 cyclists of different ages.

Having grown up in Niterói, he witnessed the expansion of the city's bike network, humorously recalling one of his events related to the bike lane in Icaraí. It all started when Mário Dias, a journalist from the Niterói City Hall, invited him to organize a bike ride in honor of Saint George, given that the holiday for the saint was approaching.





# ***GROWING UP ON A BIKE***

The journalist cleverly asked Cláudio what he wanted in return for organizing the ride. The young man, at 18, expressed his desire for a bike lane in the city, and that was enough to seal the deal. The bike ride through the city took place, and the "bike lane on the Icaraí promenade" was also implemented a few months later, though it was considered the smallest bike lane in the world, garnering comments about the city.

This event remained in Cláudio's memory to the point of being fully revealed in recent days when he heard the story of the bike lane at a public hearing. According to one of the workers from that time, "Mário Dias was not the author behind that project, but rather the NitTrans staff who, in an attempt to avoid traffic congestion, made a recess on the Icaraí sidewalk for bicycles as a solution for cars. In other words, the journalist promised something knowing it was already going to happen."

Considering his long rides and stories to tell, the bicycle is also a part of each family member in their own way. While Cláudio practices mountain biking, his wife does spinning, his eldest son not only rides daily but also likes to use a stationary bike while watching a movie; and the youngest uses an electric bike around the city.

Since 2001, the family has cycled together to the city of Aparecida do Norte, collecting stories that will one day be told with much happiness.





# ALWAYS BY MY SIDE

Living in an apartment next to Horto do Fonseca, Marcelo started cycling frequently in the mid-80s.

His work journey began at Rádio Fluminense when he was only 14 years old. During the rise of rock radio, Marcelo cycled on weekends towards the Icaraí promenade, enjoying the tranquility of riding alongside cars until the late 90s.

Recently, he found the receipt for the Monark 10 purchased at Amazonas Bike during the advertising peak against Caloi 10, its direct competitor.

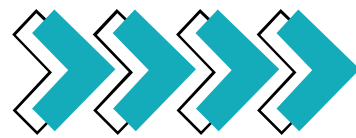
Recalling his rides, he has had falls and even an accident that couldn't bring him down. On a cycling day out with a

friend in Niterói, he ended up having an accident when his bike got stuck, causing him to fall and hurt his chin.

Marcelo got up calmly and went to Antônio Pedro University Hospital. He still remembers the excellent care received from a medical student with green eyes.







# ALWAYS BY MY SIDE



After this day, he overcame the fear of cycling on the streets and embarked on a new journey upon seeing the city's urban interventions over time.

Considering his work at radio stations like CBN and Globo FM, the time came when a radio program that focused on his passion for two wheels emerged.

Working at the Institute of Arts and Social Communication of UFF, in 2017, students introduced to sound media were excited to build something new. When they asked Marcelo for help, the question arose, "Have you ever thought about what a city would look like if cycling and walking were more encouraged?"

Knowing Niterói, whether as a pedestrian, cyclist, or even through cycling tours organized by Pedal Sonoro, the idea of the city becoming more people-centric and less car-centric gained space in his mind.



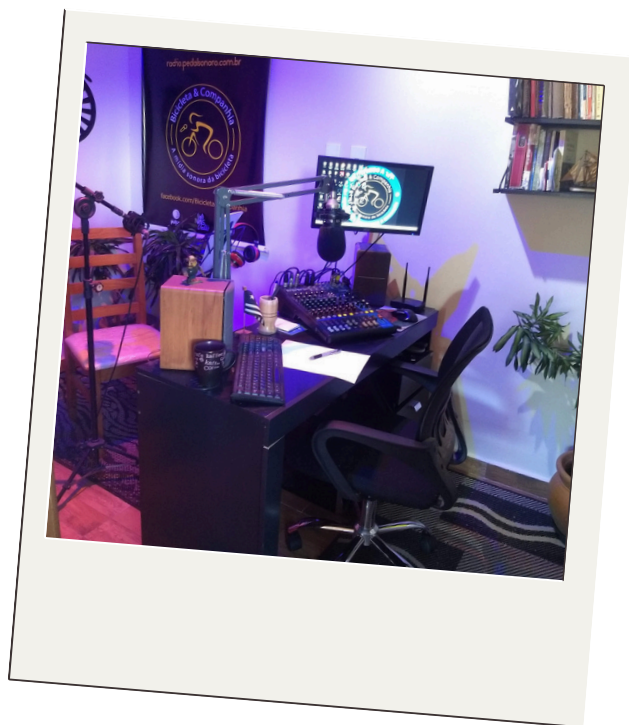


# ALWAYS BY MY SIDE

Involving active mobility and the humanization of urban space, the show *Bicicleta e Companhia* [trans: Bike and Co.] emerged, which is currently broadcast on four radio stations, three in Brazil and one in Portugal.

Since then, it has been an extensive but rewarding journey, seeing his partners in broadcasting progress in their professional careers and in the use of the bike as a mode of transportation.

Moreover, Marcelo always has a longtime companion by his side: the bicycle.





# FAMILY ON WHEELS

The following story isn't just about one person but about a family united on wheels.

Let's start with Priscila, who, a few years ago, considered herself a terrible cyclist and now humorously claims, "I think I'm the best cyclist in the house." Her marriage to Marcelo, who used the bicycle as a means of transportation to work when he still lived in Rio de Janeiro, changed her life. After the wedding and the move to Niterói, they found themselves without a car.

Four years later, Priscila, who is a teacher, faced a challenge when she had to assign students at the college where they needed to present a tourism proposal related to bicycle mobility based on the Niterói que Queremos [trans: The Niterói We Want] project developed by the city hall.



Knowing little about cycling, Priscila invited people from the cycling sector to give lectures to the students, and through this, she also began learning and discovering a new world.





# FAMILY ON WHEELS



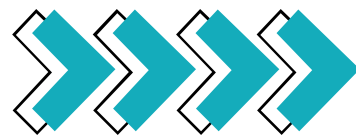
At the end of a lecture, after recounting her "disharmony" with bicycles, she was asked what bicycle she used, and she realized her mistake; the bicycle model should correspond to her size. Thus, she was motivated to buy a folding bike. According to her, "The time was now."

In the meantime, Marcelo and Priscila had already had a child, and Marcelo dreamed of cycling with his son, Miguel, in the child seat of the bike.

Searching the internet, he found what he called "ideal" on the other side of Guanabara Bay, which, to him, made the purchase more interesting due to the possibility of transporting the bike by ferry.

Moments between father and son became common in their routine. When taking and picking up his son from daycare, he exercised while enjoying the company of the little one. The breeze on his face, the excitement of putting on the helmet, and having a partner in the backseat are cherished memories.





# FAMILY ON WHEELS

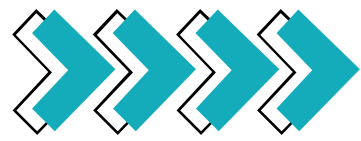
A memorable day was when Miguel bought his helmet with his own money. Marcelo was traveling for work, and on that day, Niterói was hosting the event "a day with no car." Priscila and Miguel went to the Amazonas Bike store.

Together, they brought a red pot of vitamin supplement, which was Miguel's piggy bank, to buy a new helmet. Amidst various simultaneous services in the store, the product was chosen, and it was time to pay. Mother and son poured out the piggy bank on the counter and started counting the coins; Miguel remembers the amount fondly to this day, R\$45,00. The next day, mother and son went on their first ride together, a memory etched in their minds.



During the uphill climb between the entrance to the UFF campus near Solar do Jambeiro and Boa Viagem Beach, Priscila felt the weight required in the climb, and Miguel began to motivate her by shouting, "Go, Mom, you can do it," and indeed she did.





# FAMILY ON WHEELS

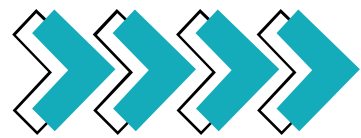
The situation caught the attention of people around them and resulted in a photo taken by Ana Carboni that is still cherished to this day. At the end of the ride, when everyone dispersed, they had to return alone "with courage and determination." Regarding that day, Priscila says, "We passed the test and never stopped cycling together."

Time passed, Miguel grew up, and the family's cycling stories increased. For Miguel, the bike has always been part of his daily life.

He recalls his journey to school on a bike in the company of his father, who was also on a bike; every day, he asked, "Dad, when can I go to school alone by bike?" and the answer was always the same "I'll start thinking about it in fourth grade." Finally, the situation was considered by the parents, and in fifth grade, Miguel's solo ride to school became a reality; he was the only one in his class to do the route.

Recalling unusual bicycle situations in the city always brings many laughs to the family. On weekends, they enjoy cycling to the country club in Charitas where they sail.





# ***FAMILY ON WHEELS***

One day, during the journey in São Francisco, Marcelo's bike tire punctured, and everyone's question was: what now? Marcelo decided to cross the street and lock the bike to a rack and then continue the journey by bus while Priscila and Miguel continued to their destination by bike. But Priscila decided to look at the route, and although at first, she thought it was a mirage because the family always made that trip and had never seen it before, she noticed it was real: a man riding a cargo bike with a box that said S.O.S BIKE. The flat tire was fixed, and the family's ride continued.

Another route that the family enjoys very much is going to the district of Itaipu. According to Miguel's good memory, they have already covered over 13 miles!

Even the street they currently live on is remembered fondly. Years ago, while cycling down the road, with Dad in front, Son in the middle, and Mom on the back, they were surprised by a couple of friends who passed by honking, delighted to see Miguel so small riding so well.

Marcelo, Miguel, and Priscila, together, ride through Icaraí, São Francisco, and "Wherever they feel like," depending on their mood. With forgotten lock keys, trips marked by the search for bicycles to explore places, and weekends filled with family moments, they are creating memories on wheels.



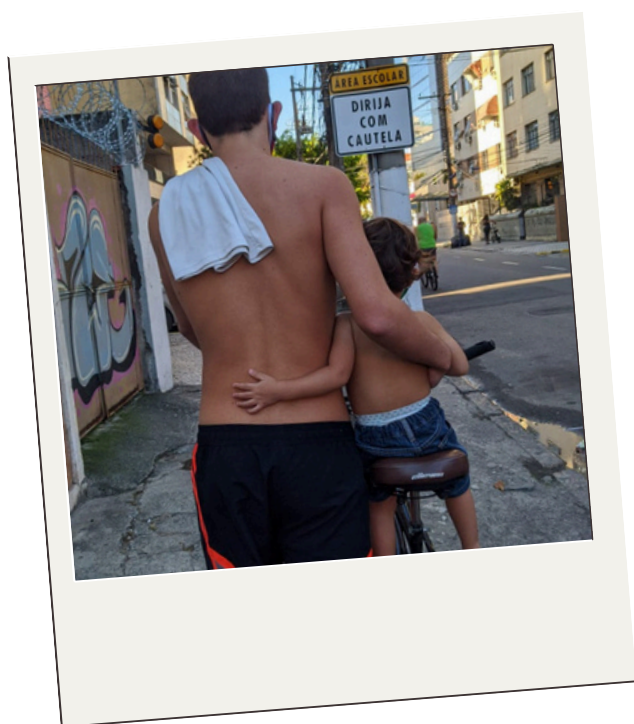


# THE LEGACY

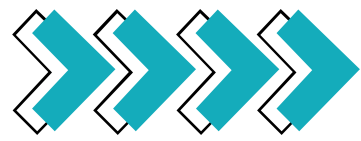
Caio Castanheira is a resident of Santa Rosa, Niterói, and his story with the bicycle began very early. At the age of just 4, he learned to ride without training wheels in the village where he grew up, always receiving support from his family. From then on, Caio started using the bicycle to go to daycare, then to school, and now the bike is part of his daily routine.

He and his father used to ride side by side, and as he got older, he started cycling with friends, going to places like Itacoatiara, Icaraí, and making everyday trips, such as going to his internship and even to college.

This way, he could get to know the city where he grew up in a different way than usual. The bicycle is so present in his life that, as Caio himself said, "It seems like the bike and I are the same person."





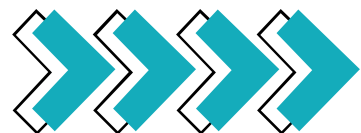


# THE LEGACY

Currently, his nephew, who is 4 years old, is also receiving this support from the family. He has already learned to ride, including riding handsfree. "It seems like the cycle is repeating itself," said Caio.

The bicycle has been present in all phases of Caio's life, creating numerous memories for him, all thanks to the support and influence of his family. This is something so ingrained in his family culture that even years after the start of Caio's bicycle story, the same thing is happening with his nephew.





# A HALF HOUR THAT LASTED 120 MINUTES

Helena Porto is a cyclist, graduated in architecture and urbanism, working at the Niterói Bicycle Coordination, and has always seen the bike as a powerful tool for developing motor skills, as well as improving confidence and self-esteem during childhood.

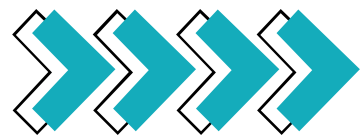
Helena is the mother of Paco, who, at just 3 years old, is already immersed in the world of bicycles.

She recounts that her son has been riding in the front child seat since he was very young, and it was something very special for both of them. "He looks around and comments on everything, and you have that sweet-smelling nape in front of you."



Nowadays, in the rear child seat, they both make the journey from Helena's work, which goes from Tibau to downtown Niterói and lasts about 1 hour with the electric bicycle. According to Helena, Paco loves passing through the Cafubá tunnel and has completely adapted to the change from the front to the rear seat.





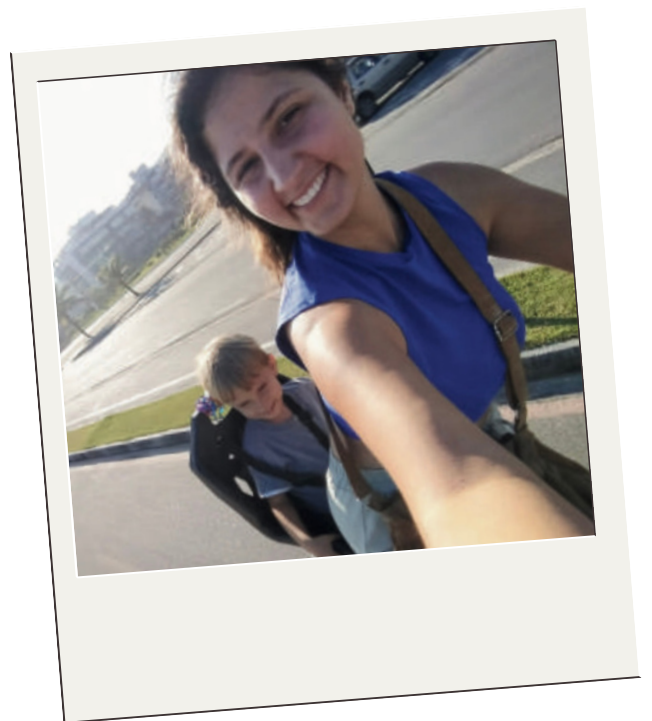
# ***A HALF HOUR THAT LASTED 120 MINUTES***

Being in contact with the bicycle from a very young age, Paco is seeking new challenges and has started to show interest in the São Francisco Skatepark, where Helena takes him to ride.

He used to ride his balance bike around the track until one day, when Helena was returning from work by car around 9 p.m., Paco noticed they would pass in front of the Skatepark and asked Helena to ride for a bit.

As soon as they arrived, Paco asked his mother to stay by his side, but after a few laps, he started riding the whole track alone. Helena thought the fun would last only 30 minutes, but it lasted 2 hours.

"It's something we both love, that brings us together," said Helena with a smile on her face, as it's a moment where they can both enjoy together. And, from an early age, Paco could see the city through the eyes of a cyclist, thanks to his mother's encouragement.





# 3 PEOPLE, + BIKES

Carlos Eduardo, known as Cadu, has always enjoyed cycling, and as a teenager, he used his bike to go to Itaipu and Itacoatiara Beaches.

When he got his driver's license, this habit began to fade away until he met his wife, Luiza, in 2018. She was physically active and encouraged Cadu to take back cycling.

When she got pregnant, the couple, who lived in Rio de Janeiro, moved to the Engenho do Mato neighborhood in Niterói in search of a quieter place for their daughter to grow up.



Because it was a more remote location, they used the car a lot to get around, but gradually transitioned to bikes, until in 2021 they sold the car, keeping only the bicycles.

Laura, Cadu's daughter, had her first contact with a bike at a very young age when her father took her for a short ride after receiving the front bike seat as a Father's Day gift.





# 3 PEOPLE, + BIKES

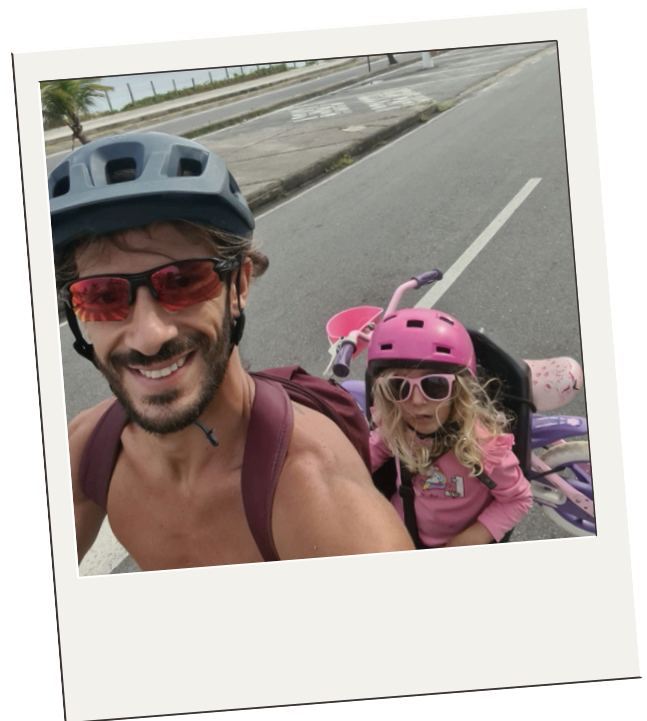
At 2 years old, Laura received her balance bike, and although she had some difficulty at first, with time and encouragement from her parents, she got the hang of it and learned to balance.

At 3 years old, she got her first pedal bike and couldn't ride it right away. But after going to a party where there was a bike with training wheels and taking a few spins, she gained confidence. A few days later, she tried to ride again on the bike she had been given.

Cadu helped, but it didn't take long for her to learn to ride on her own, and very excitedly, she wanted to teach her school friends how to ride.

Cadu says that currently, at 4 years old, Laura rides her bike to school every day, and although she can't read yet, she already recognizes signs and follows the rules taught by her parents, such as always

riding on the right and always respecting signs. "It's like we're with a famous child," he says, because wherever they go, Laura's skill and cleverness impress due to her young age.



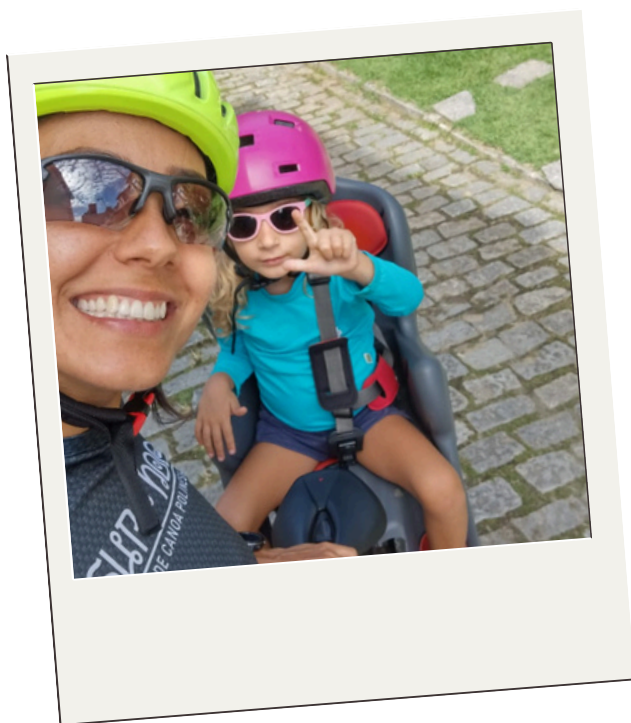


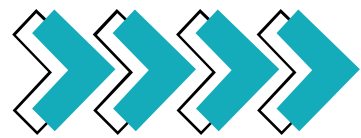
# 3 PEOPLE, + BIKES

Inspired by his friend Helena Porto, from Niterói de Bicicleta, they bought an electric bike to cover longer distances with Laura in the rear bike seat.

In total, the family has 6 bikes, and when they have friends over and decide to go somewhere, they only go by bike. As Cadu says, "It's part of our lifestyle, the ride is really worth it."

Weekend outings also involve bikes, and their favorite places to ride are the Charitas Tunnel, Campo de São Bento, Icaraí beaches, Piratininga, Itaipu, and Itacoatiara.



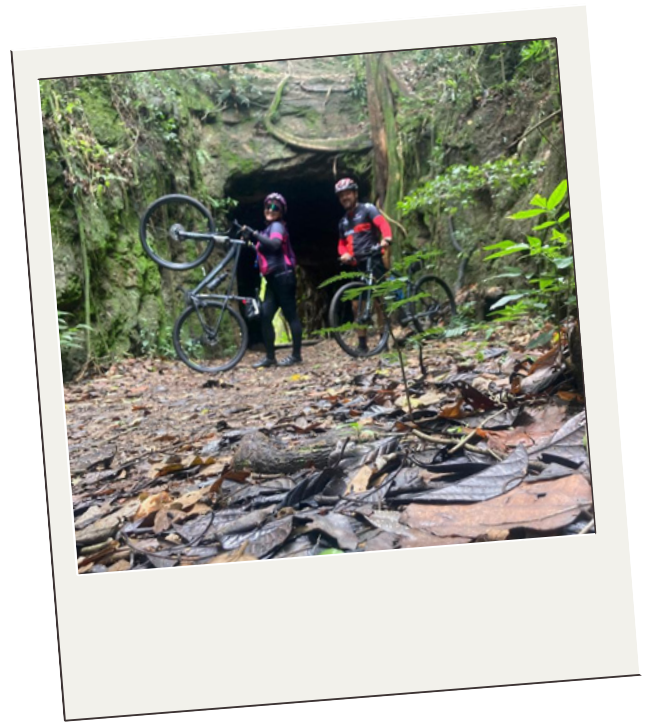


# THE ADVENTURER

Erineu Muniz is a resident of São Gonçalo, but since he was young, he has used the streets of Niterói to build unforgettable memories.

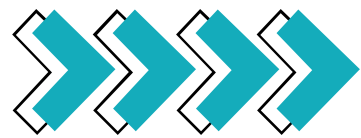
His story with the bicycle began when one of his sisters got a bike as a gift, but she hardly ever used it. Being a very curious teenager, Erineu started modifying it, and the nickname it received was "Incredible Hulk" because of its green color. But after all the modifications, it became known as Frankenstein.

He recalls that as a teenager, he and his friends often went to Itaipu Beach. While some took the bus from the Alcântara terminal to Itaipu Beach, he and others rode their bikes, taking the same route as the bus and often arriving before their friends who took the bus.



Despite the falls he experienced when he was younger due to his adventurous spirit, he never stopped cycling. What was once merely a means to get places for him is now a way to destress and enjoy nature.





# THE ADVENTURER

"I cycle aimlessly a lot," he said. And it was on one of these rides, observing a group of cyclists entering a street, later discovered to be called Rua Itália, and asking where they were going, that he was introduced to Caminho de Darwin [trans: Darwin's Path], a stretch that connects the landscapes of Niterói and Maricá and is widely used by cyclists.

He describes it as a very enjoyable experience because he enjoys being in contact with nature and there he discovered that trails are his favorite places.

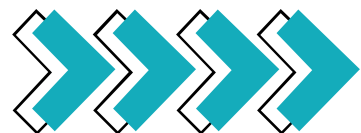
Cycling is something he appreciates so much that he influences friends to take up the activity, and in 2020 it was the way he and his wife, Munique, found to exercise during the isolation period, as well as to spend more time together.



Thus, he, who used to create memories alone, began to collect moments with her. They both enjoy cycling along the shore, making the journey from Fort Gragoatá to Santa Cruz Fortress, passing through the Charitas Cafubá tunnel, as well as exploring trails together.







# TOOTHLAND

Dentinho [trans: Little Tooth], a nickname earned from the competitions he participated in early in his career, is actually named Luiz Cláudio. Like many boys, he dreamed of having a bicycle when he was a child. This desire was sparked by his early involvement in sports, given that Niterói was a very active city.

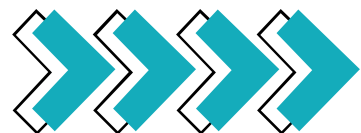
He used to visit an old BMX track, which was located where the Caminho Niemeyer is today, and he was very interested in the sport. One day, he was watching a sports channel and heard about mountain biking for the first time. This sport involves riding over uneven terrain and obstacles, typically on trails.

To start practicing, he swapped his bicycle and began making modifications to ride the trails in Niterói, as mountain biking was very limited to a small group of people at that time.



Currently, Dentinho has been practicing mountain biking for over 30 years and never imagined the sport would grow to the extent it has today. “We started with half a dozen people and now there are thousands watching on-site or on TV,” he said. For him, it’s very gratifying to have witnessed the early days and to see athletes now competing for Olympic spots.





# TOOTHLAND

He teaches mountain biking from Monday to Friday, sharing all the knowledge and techniques he has acquired over time with his students. His classes are held on the trails in the Várzea das Moças area, which his friends call “Toothland” due to his significant influence in the community and because of his project “Our Trails, Our Home,” which involves managing the trails in the region where he lives.

Dentinho is an athlete who has competed in over 500 tournaments and has participated in competitions for 16 consecutive weekends.





# HAPPINESS

Luís Carlos discovered the bike in an unusual environment. As a descendant of slaves through his grandfather, he grew up in a quilombo in the interior of Maranhão in the 1950s. Recalling his stories, he says, “That talk of not forgetting my Caloi wasn't for me,” because he didn't even know what a bicycle was. The first time he saw a bicycle, he was about 7 years old and was fascinated by the mechanism that could transport people in a way different from riding a horse or donkey, walking, or the rare motor vehicles seen from afar.

He wanted to use the bicycle for fun, but circumstances only allowed him to use it for transportation. He moved to the state of Rio de Janeiro in 1973, around the time the Caloi 10 emerged. While racing bikes were gaining market share and Brazil was entering the cycling world, Luís arrived to work as a chemical technician. He stayed in that field for 23 years before starting a law degree. He

graduated and practiced law for another 23 years. Throughout his 46 years of work, the bicycle was his companion, sometimes for transportation and sometimes for leisure.





# HAPPINESS

Six years ago, he entered the world of mountain bike competitions, but his story is unique. In a Rio de Janeiro bike touring agency run by a friend, he began doing weekend trails in different cities. When he moved to Niterói, he continued the habit and discovered new routes. In his words, “The trails in Niterói have a knack for the sport and encourage you to improve performance and use techniques.” Feeling challenged, Luís embarked on a new journey.

During a visit to a friend’s bike shop, he heard for the thousandth time his friend's criticisms of his old bike used for transportation. Despite encouragement to try new models, he resisted. “I was resistant to change due to my age, so to me, all bikes were the same, and the best one was still the Caloi 10 from 1970.” Everything changed when he agreed to ride a new model designed for trails. He was thrilled, reinvented himself, and saw an immediate improvement in his performance.

In his first competition, he reached the podium. With encouragement from friends, he continued competing and has won state and national titles several times. He regrets that there are few athletes in the 65-70 age range, considering the benefits of cycling and the lack of joint strain. He would like to see more social support for this group.



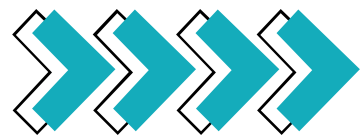


# HAPPINESS

Now 68 years old and retired, Luís finally enjoys cycling the way he always wanted: as a sport and a playful activity. His passion is evident when he shares memorable experiences from competitions. According to him, they are true life stages where he meets people from all walks of life. However, he doesn't need to leave home to share this love for bicycles. Married to a cyclist, discussions about chains, handlebars, and tires are common. They also consider the beaches of Piratininga and Cambinhas extensions of their home, more specifically, their office.

Luís enjoys group rides through the City Park and trails with unique names like Fried Egg, Tick and Boiled Egg. Always accompanied by Anastácia, his bike, he has created a tradition of keeping the name regardless of the model, in honor of the black slave who inspired him. Cheerfully, he speaks about the love for two wheels that can move him to tears. After all, "It enriches the way I can interpret life." And what a grand life it is!





# ***FRIED AND BOILED EGG***

Waking up at 3:30 a.m., leaving home at 4 a.m., returning at 6 a.m., and then heading to the dental office where he starts working at 7 a.m., this is David's routine, a dentist and cyclist. Born and raised in Niterói, he learned to ride a bike when he was very young in the area where he grew up, near Forte do Gragoatá, alongside his brother and friends.

In his adolescence, the options for bicycles were very limited, and for him, riding a bike was restricted to going to the beach or doing daily activities. As he grew older, he put cycling aside due to the hustle and bustle of daily life. However, after undergoing bariatric surgery and seeking physical activity, he went back to cycling.



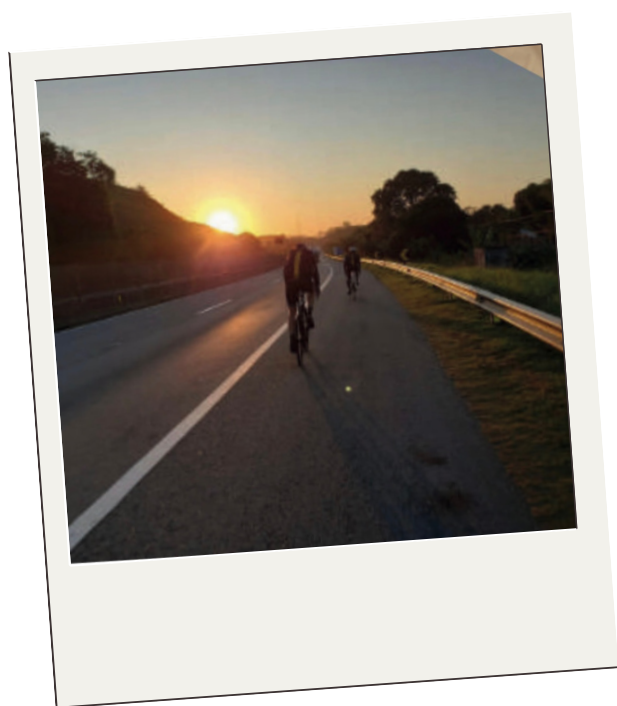


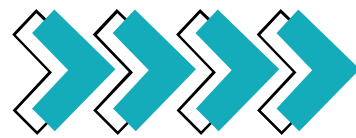
# ***FRIED AND BOILED EGG***

This return happened four years ago when he met an old friend, Luís Carlos, a great enthusiast of the sport who encouraged David to join him on trails in Várzea das Moças in Niterói. He recalls going to the trail areas as a teenager with his friend Dentinho, who is an inspiration to David, although he was unaware of the names like Fried Egg and Boiled Egg trails at that time.

It's like therapy; I come home physically tired but mentally better than ever," said David, who found in cycling an opportunity to explore parts of the city he grew up in and to challenge himself to surpass his goals.

David owns two bicycles. The first, a road bike, is nicknamed Shamu, due to its brand Orbea, model Orca. The second, also from the same brand, is called Titanium Power, his mountain bike. Both accompany him in this new phase of improving his physical condition and seeking new challenges.





# BUILDING THE BIKE

Born in Belo Horizonte and raised in southern Minas Gerais, specifically in Itajubá, José Paulo learned to ride a bike as a child. During this time, he enjoyed going to waterfalls and having fun moments on his bike. He has been living in Niterói for almost 15 years, having moved there in 2009 with his wife. From 2018 onward, he began cycling more consistently and frequently. When his youngest child, Pedro, was 2 years old, his wife decided to engage in physical activity for health and well-being.

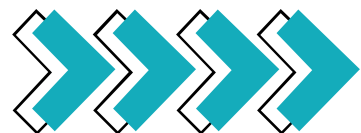
Motivated, José began to think, "I want to do something I like; I'm going to cycle." He soon started frequenting the Oceanic Region, such as Camboinhas and Piratininga, on two wheels. His adventure in cycling took a new turn when he saw a video by Edu Capivara, known on digital platforms for giving tips on bicycle maintenance.



With a slight passion for mechanics, José liked the idea of building a bike from scratch and "accepted the challenge." He bought each part and assembled his first bike. However, seeing that the first one was outdated, he built two more bikes in one year, always seeking to evolve.







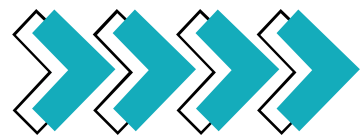
# ***BUILDING THE BIKE***

While building his second bike, he met a group that did trails in Niterói. Since he only rode on asphalt and noticed the other bikes around him were dirty, he thought, "Where do these people ride? I need to find someone to give me some tips." This question was answered when a colleague invited him to a trail ride with his cycling group. From then on, he met a good crowd and unique trails like Fried Egg, Rottweiler (which he descended and ascended entirely by pushing due to its difficulty), and Estrada da Rua Itália.

Determined, José began training in mountain biking. He met other groups, but the group from his first experience remained strong in their rides. Over time, the group's name evolved and is now called "Velhos da Quitanda" [trans: "Convenience Store Oldies"] because it is composed of cyclists aged 40-60.

During the pandemic, José discovered Parque da Cidade [trans: City Park] in Niterói, which he considers paradise. Watching others take risks on the Boneco Trail, he began to descend and, in his own words, "I descended sliding the rear tire sideways and managed to go down. After I succeeded on this trail, a door opened, and I started tackling all the trails."





# ***BUILDING THE BIKE***

That first trail, Rottweiler, which he ascended and descended by pushing, is now one of José's best-performed trails in terms of time. Additionally, during the period of isolation, in his building's garage, he taught his daughter Alice, then 7 years old, to ride without training wheels using the balance technique he learned at Bike Anjo workshops.

Currently, he keeps up his weekly cycling routine with groups on routes and trails that expand his perception of the city. He always has an essential toolkit on hand when he goes cycling. For him, the bicycle brings both joys and sorrows that do not deter him. With his whole family involved in exercise, the key is to stay motivated and keep the passion alive.





# DAYS IN NITERÓI

José Borda, 63 years old, lives in Recreio dos Bandeirantes, a neighborhood in the West Zone of Rio de Janeiro, and has maintained his adventurous spirit since he was young. He enjoys sailing, standup paddleboarding, and especially cycling. According to his own words, "What I do most in life is ride bikes."

For him, the bicycle has always been associated with leisure, and he has accumulated numerous stories from various places. He recalls when he lived in the Ilha do Governador neighborhood and, along with a friend, loaded their bicycles into a van. They went to the ferry station at Praça XV, where they took the bikes out of the vehicle and crossed Guanabara Bay by ferry with the bicycles headed for Niterói. There was going to be a cycling event in the city.

After disembarking from the ferry and arriving at the event location, another cyclist hit José's bike. He was fine, but the bike's wheel was bent. However, this did not stop him from enjoying the ride, and after receiving help from a friend who was passing by, he continued.





# DAYS IN NITERÓI

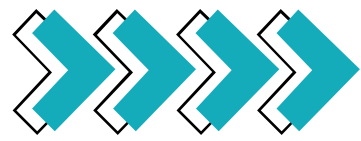
He also recounts another experience in Niterói where he spent the weekend in the city. On Saturday, he went to a country club to sail and stayed at his friend Gabriel's house in Itaipu. On Sunday, the two took the opportunity to do the Caminho de Darwin with several other friends, including some who worked at the Amazonas Bike shop. He remembers that many people were doing the same route, and due to the large crowd, there were even photographers present. It was a super fun experience. After returning from this adventure, he went to Itaipu Beach to meet another friend and explore more of the city.

José seeks to influence people to engage in physical activities wherever he goes. At the church he attends, he is a reference for organizing meetups for people to exercise and have fun. As for the bicycle, he now even has a custom-made trailer to transport them.



Thanks to him, a friend who always saw him cycling bought a bicycle, liked it so much that he also bought one for his wife and daughter, and now proudly shows off the whole family cycling together.





# A RAFFLE AND A BIKE

In a television program raffle, Jeremias won his first bicycle. By going down the hill amidst falls and bumps, he learned to ride a bike at the age of nine with the help of his mother and his uncle, who had skills and became a cycling reference for the young nephew.

Living in Fonseca, he embraced the bicycle as a means of transportation for the freedom and practicality it offered, enjoying the scenery with more liberty and without the stress of traffic. During his adolescence, he visited the city's tourist spots further from his neighborhood, especially the waterfront in Charitas.

Nowadays, he uses his bike for leisure, finding it more enjoyable to see cycling as a hobby compared to using it as daily transportation, which can get dirty and requires more mechanical adjustments.



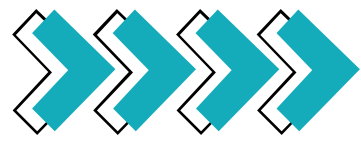


# A RAFFLE AND A BIKE

Jeremias likes to go on cycling trips around Niterói with friends, but it was a ride in Rio de Janeiro fifteen years ago that left a lasting impression on him due to the presence of the band Cyclophonica and many unique bicycles.

With many stories to tell, from falls on trails to rides with his 5-year-old son in the bike seat, Jeremias has been teaching and encouraging his son to ride on the street where they live. Morning rides around Gragoatá and Boa Viagem make his days better.





# BOOZE

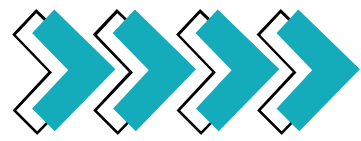
Gabrielle Ramos is a Tourism student at the Federal Fluminense University. She used to live in the West Zone of Rio de Janeiro but had to move to the university's student housing due to the long commute.

Because of the long distances between her housing, the university blocks, and other campuses, she asked her father for a bicycle to make getting around easier. This bike is affectionately known as "Birita" [trans: Booze]. Birita is quite popular among her college friends, and when she arrives for class, people always ask, "Did you come with Birita?" "It's almost like a person," as Gabi puts it.



She recounts a day when she was in class and received a stressful message from work. To relax, she rode her bike to Icaraí Beach, taking a route that passed in front of the Museum of Contemporary Art (MAC), and sat on a bench by the shore.

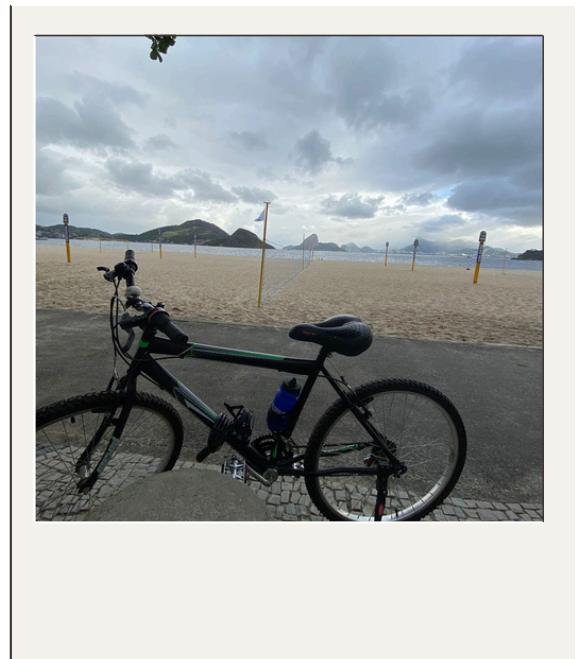
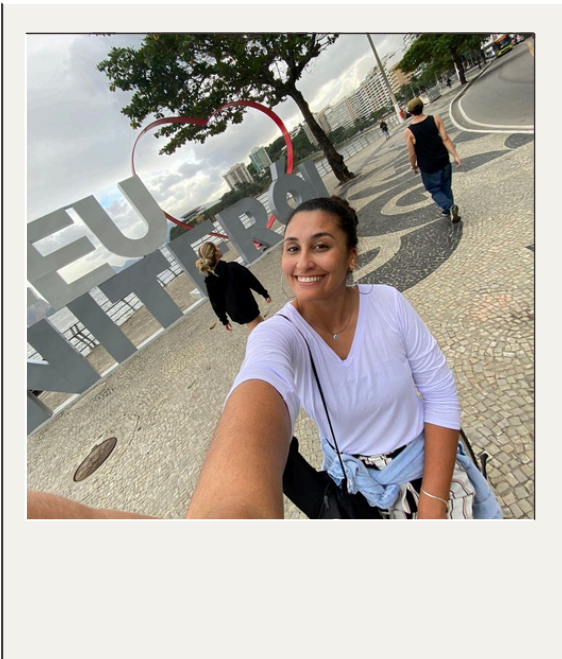




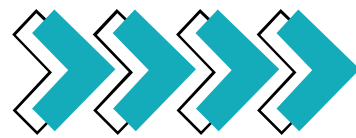
# BOOZE

This closeness to the bicycle isn't recent; during her childhood and teenage years, she used to ride bikes with her father, sister, and friends, who were nicknamed the "Bike Gang."

For her, feeling the wind on her face and admiring the view is a way to escape the routine and forget her problems.







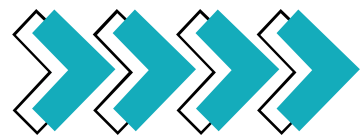
# FACING FEARS

The story of Maria Clara, better known as Rubi, and her bicycle began with an assignment for the "Professional Career Management" course at the Federal Fluminense University (UFF). The students were required to do something unusual, and she decided to confront her fear of riding a bike.

Rubi says that she has always been afraid of failing. It wasn't a physical fear, but rather a psychological one, so she needed the support of friends and family to face it.

She lives in Maricá, and her first attempt was along the beach promenade using the "vermelhinhas," red public bicycles provided by the Maricá city government. However, she didn't have much support from her family at that time, so she couldn't finish the activity.





# FACING FEARS

After one of her classes at UFF, her friend Gabrielle had her bicycle, affectionately called "Birita." They went to the Institute of Arts and Social Communication (IACS) on the Gragoatá campus. With the support of Gabrielle and another friend, Louise, Rubi managed to face her fear and ride the bike on her own.

It was a very significant moment for Rubi. Sharing this story in class inspired others to confront their own fears. Additionally, it was a moment she found very enjoyable because she was with her friends.



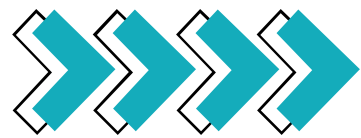


# IN MOTION

A five-time state champion and runner-up in the Brazilian mountain bike championship, learning to ride a bike was a pivotal experience for Gustavo. He recalls being six years old in the city of Santo Antônio de Pádua, on a sports court with his father, as he started riding without training wheels. Pedaling very fast to maintain balance, he nearly ran over some people and even rode over a boy's skateboard, but everything turned out fine in the end.

The son of a Colombian father and a Brazilian mother, Gustavo's mom always encouraged him to engage in physical activity from a very young age. When he was nine, he had a memorable experience: his mother gave him a Caloi Cross as a gift, which ended up being stolen from the service hall of their apartment building in the Icaraí neighborhood. Seeing his grandson crying, his maternal grandfather promised to visit and give him a new bike, but not just any bike—his dream BMX.





# IN MOTION

Gustavo began hoping that his lost bike wouldn't be found while his mother searched tirelessly. Just before his grandfather's trip to Niterói, the bike was found near their building. Although his mother was thrilled to show him the recovered bike, Gustavo masked his disappointment at not getting the BMX. Eventually, his grandfather's promise was revealed to his mother, and they resolved the situation by taking the Caloi Cross to Santo Antônio de Pádua, while Gustavo happily got his brand-new BMX.

Gustavo started competing in 1992, joined teams, owned a bike shop in Icaraí, and studied Physical Education. When it comes to bikes, he knows his stuff. During the pandemic, Gustavo had to close his studio for four months, but he was soon sought out by friends, students, and their acquaintances for bike consultations and advice, thanks to his extensive experience.

Each stage of his life, especially the competitions, expanded his perception of biking. His first podium finish was so significant that it made him consider a professional career in cycling. Although this didn't happen, he maintains friendships from competitions as they meet during races from time to time.





# IN MOTION

Time passes, categories advance, and life goes on. For Gustavo, witnessing these changes is something mountain biking offers, being a friendly environment. During routine training, he rides through Piratininga, São Francisco, and on mountain bike days, crosses Engenho do Mato and Itaocaia. It's notable that his family is also into physical activities: while Gustavo focuses on biking, his wife is into running, and their twin children—his daughter loves dancing and his son breathes soccer.





# BMX FULLY EQUIPPED? WHY?

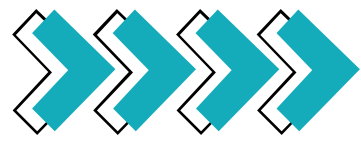
A native of Niterói, Fernando has had a relationship with bicycles since a very young age, influenced by his father, who constantly rode and even performed stunts, including riding backwards.

At the age of 7, Fernando received a BMX bike that came fully equipped with accessories and fenders at the time. He was thrilled when he received it, but promptly removed all the adornments, much to his father's dismay: "You've already removed everything from the brand-new bike?!"

He began jumping and performing stunts, the dirt roads of the Piratininga neighborhood serving as Fernando's initial cycling playground.

His father was one of the first people to ride from Niterói to Maricá by bicycle in the 1950s, an event so unique that it was featured in the newspaper Fluminense.





# ***BMX FULLY EQUIPPED? WHY?***

However, the romanticization of the newspaper story was far from the reality of the challenging journey, which resulted in many stories passed down through generations, inspiring Fernando to follow similar paths.

For Fernando, the shortest distances were the most difficult, as during his teenage years, it was a challenge to navigate the heavy iron bike up trails or even make the journey to school from Piratininga. Despite the challenges, it was rewarding after a refreshing shower.

During his adolescence, he and his friends would ride from their neighborhood to Tibau along the lagoon shore, hitting seven kilometers each way. They spent the day swimming, and on the return trip, they went up the hill back to Piratininga. Despite the hardships, it all ended with laughter.

Fernando recalls a day when he and his friends were returning from a day at Itacoatiara Beach, riding their bikes while holding onto the back of a friend's car. When they went over a speed bump, one of them fell off but luckily only suffered minor injuries to their hands, as they were wearing gloves.

Racing and doing wheelies were part of Fernando's daily life, who claims, "Adolescence here in Niterói, especially in the Oceanic Region, was very lively with bicycles."





# BMX FULLY EQUIPPED? WHY?

Considering his family's strong connection to bicycle culture, Fernando has ridden with his partner both in Niterói and in other cities. During their travels, family cycling is essential, and thus, he and his partner are working to build confidence in their pre-teen through workshops with the Bike Anjo Network, an experience that has been remarkable for everyone.

Moreover, he always remembers his father's enthusiasm and applies it in his daily life, regardless of whether it's personal, professional, or academic. The bicycle is so present that it was the subject of his doctoral thesis on the topic of Cyclo Activism and the Right to the City.

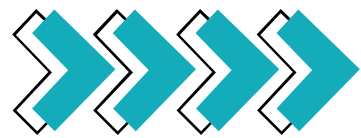


With radiant optimism, Fernando collects mishaps and stories that bring laughter, like the day he was returning from a ride in Itacoatiara, feeling so much joy that he raised his arms and enjoyed the moment until the bike's seat post broke, as he said, "No seat post, no seat. I rode home standing on the bike."

With lightness, he claims a characteristic of his cycling journey: "Every now and then, we push someone or someone pushes us."







# MY BICYCLE JOURNEY

In the absence of green areas in Baixada Fluminense, Filipe learned to ride a bike in the parking lot belonging to a construction material store. A new world was discovered while riding a bike as a child, and it didn't stop there.

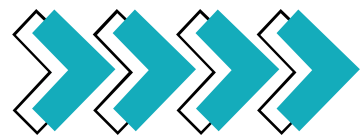
In his adolescence, he went out by bike for the first time, pretending he was going to school but actually heading to his best friend's house. It was the first time he had a new perspective on the city because of the bicycle.

His scale of urban perception changed from that day on. In his own words: "I noticed the route I had been taking for years by car differently. You see what's between the places you go, as if the city ceased to be a big patchwork quilt where you only know the beginning and end and started to have a connection there in the middle. That's the perception my bike has allowed me since I was young."

At the end of that day, his rebellious plan was thwarted; his father picked him up from his friend's house. However, his life was never the same again.

During his university days at the Federal Fluminense University, once again the bicycle proved to be his best tool for getting to know a city.





# MY BICYCLE JOURNEY

Living in Rio, Filipe crossed the Guanabara Bay by ferry with his bike and rode to class. He recalls having one of the only bikes parked on the campus where the School of Architecture is located.

Amidst the challenges of the context, he mentions the freedom offered by being on pedals: "I didn't have money for absolutely anything, but with the bike, I could go wherever I wanted."

The excitement of cycling combined with the desire for company, not only encouraged a colleague of his, but also motivated Filipe to help him choose the model, find an affordable bike, and pick it up in Guarulhos, São Paulo, where the seller lived.

In addition to cycling around Niterói with his colleague, Filipe found in the tandem bike the opportunity to motivate his then-girlfriend - now his wife - to ride safely and calmly.

The couple's identity was built over the years on two wheels.

With casual clothes and a lot of determination, they would climb the waterfall road and spend the day at the beach. The return, no matter how tiring, was compensated by moments of companionship.





# MY BICYCLE JOURNEY

Intensely, his relationship with the bike continued when in 2015 he had the opportunity to participate in the selection process for an internship at the Niterói Bicycle Coordination (CONB).

Over the years, he found himself professionally in the field and went from being an intern to an advisor, director, and currently coordinator.



His words reveal immense gratitude: "Talking about bikes is always really good; I always wanted to work with urban planning, and I always loved bikes. Being at this intersection really makes me very happy."

The process from seeing his bike as the only one on campus to now seeing the bike racks in demand is a reflection of a great journey.

Vanderleia III, Gertrudes, and Judith are the names of Filipe's bikes. With great affection, he asserts that on pedals, he "sees the city life happening." Developing his own rhythm or in union, he is grateful for the quality of life that the bike offers him.





# THE CYCLIST

Through the streets of Ingá, Helio learned to ride a bike at the age of 8, with the help of his brother Eduardo. Within a few months, he ventured out without training wheels, and amidst some falls, his love for cycling emerged.

His parents allowed him to ride his bike only by circling the block, and Helio enjoyed the authorized route.

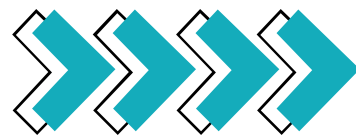
The memory of that time includes some occasions when his other brother, Ricardo, took him to the Hebraica Club in Icaraí, riding on a "grown-up" bike.

During his adolescence, the "grown-up" bike was used by Helio to accompany his brother Ricardo on his runs along the beaches of Boa Viagem, Flechas, Icaraí, Saco de São Francisco, and Charitas.

While his brother trained for running competitions, Helio rode alongside him. It's worth mentioning that this bike had, as a distinctive feature, its coaster brake. On the streets of Niterói, they motivated each other in their sport.

The São Bento field became another cycling scenario for pleasant memories, where Helio and his friends held various cycling competitions.





# THE CYCLIST

They also experienced some absent-minded moments in traffic that resulted in laughter. The determination during this phase was so great that they rode from Estrada Nova to Itacoatiara Beach, along with a friend. Without a tunnel to ease the way, they faced considerable climbs, compensating for the effort with dips in the sea.

Graduated in Language and Literature in the 90s, he went to class at UFF by bike for pretty much the entire undergrad, becoming known as "the cyclist." Helio was already riding around the University campuses before the popularization of bikes, and rarely saw others there. Due to the absence of bike racks, he improvised by tying his bike to a pole.

This was the means of transportation that took him to classes, to Cine Arte UFF, and even to his internship. It's no wonder he was announced like this at the graduation ceremony: "Now let's call 'the cyclist,' Helio Waizbort!"



Currently, he encourages his wife Karla to ride, and together they enjoy the city on two wheels. Growing up in Niterói, seeing the expansion of the cycling network, influenced him to go on cycling trips and to use the bike as a mode of transportation, both for commuting to work and for enjoying moments of leisure with his beloved.





# 3962556

Karla Godoy Waizbort is a resident of Niterói, a professor at the Federal Fluminense University, and has chosen cycling as another way to exercise, thanks to the encouragement of her husband, Hélio, who has extensive experience in cycling. In fact, when they ride together, she feels safer practicing the sport.

When she decided to buy a bike to join him on this new adventure, she tried out several models. However, when she got on the Rava bike and started pedaling, she immediately remembered very significant times from her childhood.

This memory takes place on the street where her grandfather lived, where she learned to ride a bike on a

Monark, with the help of her father, who ran alongside her, just holding the bike's saddle. Unlike most beginners, Karla learned to ride without training wheels, which she tells with pride, considering it a fearless feat for her age at the time.

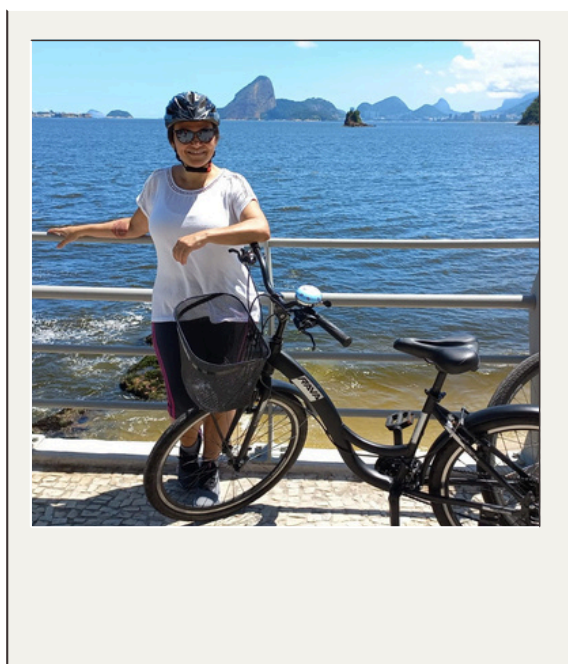




# 3962556

Moreover, she recalls speeding the bike up on her grandfather's sidewalk, which was on a corner, while chanting his phone number, as if she were calling him – "three, nine, six, two, five, five, siiix!!!" For her, "The fun part was making the turn while saying 'siiix!!!" - a naive and fun game that brings her good memories.

Karla and Hélio ride together in various neighborhoods of the city of Niterói, as well as when they travel, thus collecting stories and memories in these happy moments of leisure.





# RADICAL PH

Paulo Henrique has been a resident of Niterói since 2003 and has witnessed all the changes in the city's cycling infrastructure over the years. He returned to the habit of cycling in 2020 due to the Covid-19 pandemic, and thanks to the bicycle, he went through this period with a little more ease. Nowadays, he uses the bike for leisure and sports and enjoys going on trails and adventures.

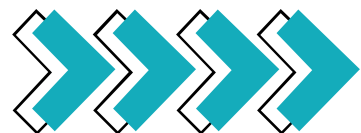
Paulo's history with cycling didn't start in 2020, since, at the age of 5, he received his first bike from his father and fell in love with the sport. "I would leave home in the morning and only come back at night, spending the whole day riding the bike," said Paulo.

His childhood was spent on a farm in Minas Gerais, and while his friends wanted to ride horses, Paulo wanted to ride a bike. At the age of 10, Paulo became increasingly interested in this world and started practicing BMX, a kind of race on dirt tracks, with his friends.

During his adolescence, there weren't many options when it came to bicycles, so he and his friends adapted their bikes, adding more gears so they could cover long distances.





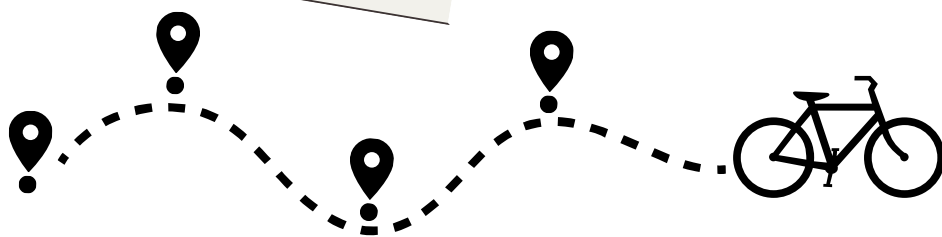


# RADICAL PH

When he went back to cycling, he met other people who also enjoyed practicing the sport. For him, the collective aspect and doing the activity with friends are the best aspects. With this in mind, he encouraged his wife to cycle as well, and nowadays it's extra time they spend together.

Paulo also has the habit of taking his bike on trips to explore places in a different way because, according to him, you can see places that you wouldn't see by car, making less effort compared to walking and allowing for longer journeys.

His favorite route is from his home in Pendotiba, cycling towards the Oceanic Region, passing through the Piratininga Lagoon and the beaches of Camboinhas, Piratininga, Itacoatiara, and Itaipu. He also enjoys taking the various trails that the city has to offer, always wearing appropriate cycling clothes and signaling lights.





# TO APARECIDA

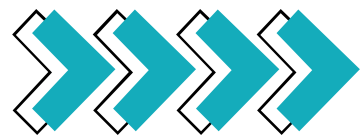
Cláudio Araújo, better known as Ferrugem [trans: Rust/Rusty], a nickname he got as a child due to the freckles on his face, started cycling at the age of 6, and for him, the bicycle was a child's toy.



Now at 56 years old, born and raised in Niterói, and a resident of the Santa Rosa neighborhood, he is a great promoter of the sport. Upon getting married, he gave up cycling due to lack of time, but the dream of going back to it was strong. He worked in a butcher shop and sometimes made deliveries on a cargo bike, where his love for cycling was rekindled.

In 2010, he sought out Claudio from Amazonas Bike to fulfill his dream of cycling to Aparecida - São Paulo, a journey of 150 miles in two days. While training, many said he wouldn't make it, but he didn't care about people's opinions. With a lot of training on the streets and trails of Niterói, he achieved his long-desired trip, thanks to his determination and discipline. In 2023, he completed the "Romaria Ciclística da Paz" route for the thirteenth time.



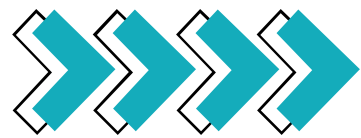


# TO APARECIDA

In 2015, after two years of studying and training, he had already completed the Estrada Real route, which goes from Ouro Preto to Paraty, a journey of 430 miles and 10 days of cycling. Ferrugem says he has no plans to stop these adventures anytime soon. He found in cycling a way to improve his self-esteem. "The bicycle was my lifesaver," he said.

Ferrugem rides his bike to work daily. He works as a park ranger at the Serra da Tiririca State Park, specifically on the Caminho de Darwin, fulfilling another dream of his: managing the trails, which involves maintenance with minimal environmental impact and ensuring drainage along the entire route.





# BIKETHERAPY

Known among cyclists as Schuler, Edith learned to ride a bike at the age of 6 or 7 using a borrowed bike from her neighbor when she lived in Porto Alegre.

Years later, she moved to Ilha do Governador in Rio, where her father gifted her first bicycle at 11. However, it was soon taken away as punishment after her father caught her riding on Avenida Brasil, an extremely busy expressway, with older friends.



Her adventurous cycling escapades, including falls and mishaps, resumed at age 23 when she was already working as a flight attendant. She often found good bikes at affordable prices in supermarkets abroad. Despite having ridden a bike in various places around the world, she claims to be enjoying it more now.

Whether alone or with company, she rides long routes in Niterói, engages in bike touring in other cities, and enjoys rides with friends in groups like nitbikers or the retiring home Crew, known for uncertain trail rides that lead to hilarious moments.





# BIKETHERAPY

Among friends, the phrase "eat dirt" is well-known due to the falls and mishaps she experiences during these rides. Laughing, she says, "I'm always eating dirt with Ferrugem [trans: Rust/Rusty]." These moments are significant in her life. In her words, they constitute "biketherapy," helping and motivating people around her regardless of their different backgrounds.

Schuler overcame cancer, discovered diabetes and fibromyalgia, but remains determined. As she puts it, "We have to overcome ourselves every day." When called crazy by acquaintances for setting out early to ride through the city, she responds, "I don't find courage; I meet it at the first corner."

Using her bike for both leisure and daily activities, Schuler recalls a funny incident on her way home due to her habit of using safety gear. One day, she entered a market fully geared up after a ride. People gave her strange looks until a guy smiled and reminded her she was still wearing her helmet. Witty and humorous, she replied, "It's to protect me from possibly falling for you." The unexpected response made both of them

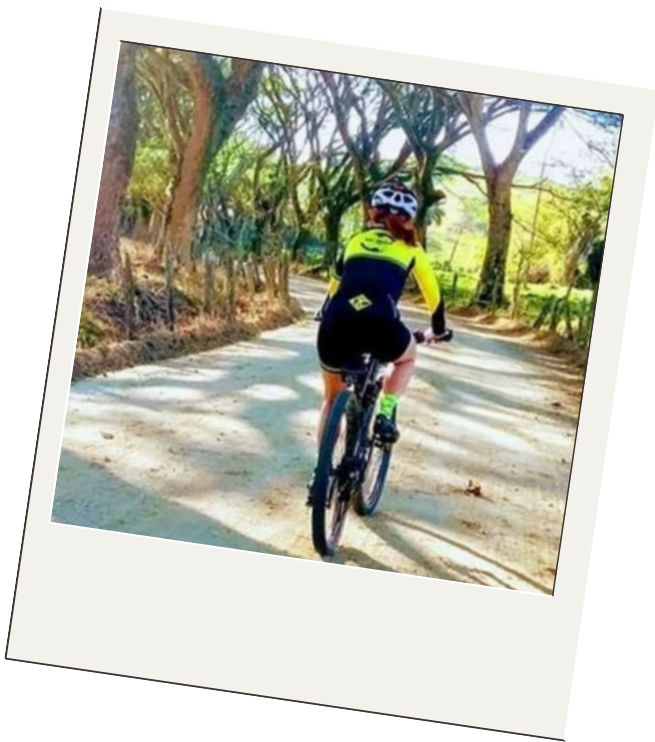
laugh, along with the market staff. Respectfully, she explained to the guy that it wasn't a flirt, just a joke she couldn't resist making.





# BIKETHERAPY

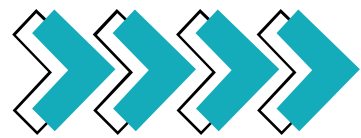
A Niterói resident since 1992, Schuler, now 30, collects cycling moments from generation to generation, currently riding with her youngest daughter. Fondly, she recalls a ride that included Icaraí, Fortaleza de Santa Cruz, and the surroundings of Lagoa de Piratininga, covering an average of 40 miles. When her daughter said, “Mom, my legs aren’t working,” she found it amusing and stopped the ride to rest and recharge with a snack.



For Schuler, cycling alleviates her fibromyalgia pain and brings indescribable joy and well-being. As an example to her daughters, she did a solo cycling trip from Natal to Recife in the 80s, which took 35 days. With many cycling memories, she teaches people how to navigate Niterói traffic by bike through the Bike Anjo network. She mentions helping doctors and nurses commute to and from their shifts by bicycle.

Whether riding her speed bike Valente [trans: Brave] or Fênix [trans: Phoenix], a reminder of her daily overcoming, Schuler reflects on her mantra: “Live life lightly.”





# NO DESTINATION

André Ishikiriyama's journey with the bicycle began three years ago during the Covid-19 pandemic, as it was a sport he could practice in isolation. Like many others, cycling was the way he kept active during that period.

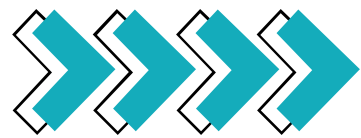
When he started cycling, he had no knowledge of cycling groups. However, while searching for safe places to ride in Niterói on platforms like Strava, an app that records activities such as rides and runs, and Facebook, he discovered that cycling groups existed. Thanks to the bicycle and these groups, he met new people with the same interest in cycling and visited places he never imagined.

André said, "When I started, I thought cycling was an individual sport, but I increasingly realized that it's collective and beneficial for everyone."

Currently, he is part of four cycling groups: JBike, which offers night rides as an alternative for those who can't ride in the morning and go after work to de-stress; Nitbikers; Pebas de

Niterói; and Amigos do Pedal Niterói [trans: Niterói Pedal Friends], which have rides for both beginners and more advanced cyclists.





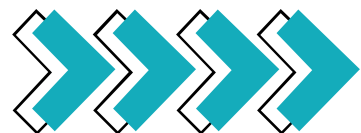
# ***NO DESTINATION***

On Wednesdays, the JBike group rides "with no destination," and for them, the most important thing that day is the place they will stop to chat, which serves as a great opportunity to showcase places suitable for cyclists.

André greatly appreciates the spirit of cooperation that cycling groups foster. He sees the activity as an opportunity to create new connections, exercise, and explore the city where he lives.







# ***BUILDING FRIENDSHIPS***

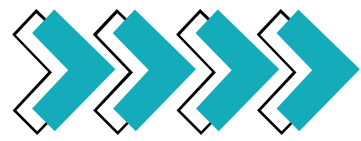
They say that new routines bring about new habits. Well, Carla's story brings this thought to life!

In her childhood, she was taught how to ride a bike, but her true passion was swimming. With challenges and goals to be met in training, she developed skills that were never forgotten.

During the unusual context brought on by the Covid-19 pandemic, our protagonist found a true love for cycling, creating the habit of going out at five in the morning to avoid crowds, seeking tranquility and energy to handle the difficulties of the moment.

While cycling through Niterói, Carla discovered a route which she fell in love with: the climb up Parque da Cidade.



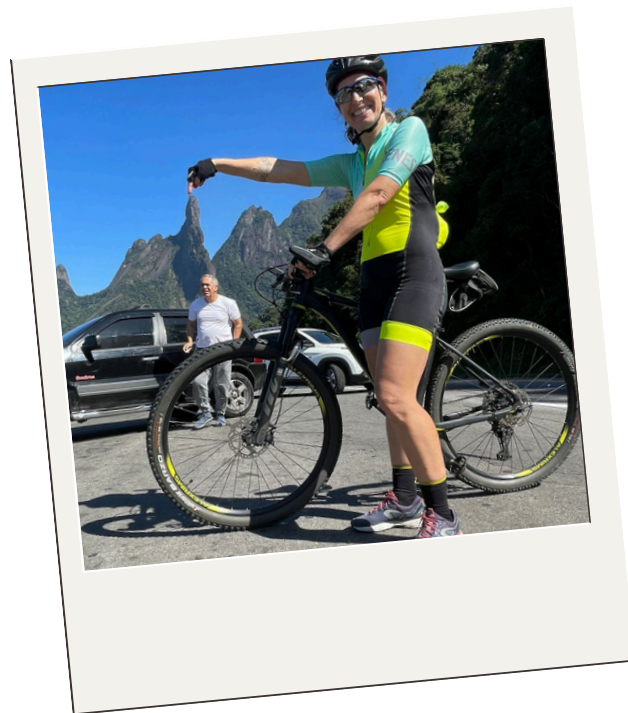


# ***BUILDING FRIENDSHIPS***

The first time she took on this climb was a memorable day. Accompanied by a more experienced friend, she faced the ascent, stopping about four times out of breath, but this didn't discourage her. She received the right guidance and began to work on her breathing to finish the climb successfully. The result?

She fell in love with this route and the perspective of appreciating the natural beauty after overcoming a challenge.

Her focus and determination grew with cycling, to the point of building endurance on trails, making road routes easier, and training to compete in long-distance races. Carla remains strong and committed to cycling. Her view of the bicycle hasn't changed, even after accidents. To her, the bike provides unique leisure moments, complete with waterfall dips and tasty lunches on long group rides, enjoying the scenery and building friendships.





# COLLECTING MOMENTS

At 8 years old, Adriana Caldeira, a professor at the Federal Fluminense University, learned to ride a bike the way children play tag, by playing with cousins in Minas Gerais. Since she got her first bicycle at 15, it has been a constant presence in all phases of her life.

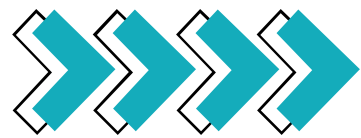
For her, cycling evokes the playfulness and time spent with her cousins during childhood, where even falling was a reason for laughter and it turned into fun stories within her family.



Thanks to this memory, she always encouraged her son to use a bicycle. "I've lost count of how many bikes my son has had," said Adriana. Nowadays, he rides the bike daily, to go get a haircut or go to the gym, thanks to her and her husband's encouragement.

For Adriana, cycling is a collective activity. She and her family often ride their bikes around Niterói on weekends. She recalls a weekend where she, her husband, and son woke up on a Saturday and rode from their home in Icaraí to Lagoa de Piratininga.





# ***COLLECTING MOMENTS***

The next day, not wanting to stay home, they headed towards the Oceanic Region again, but this time to Tibau, Piratininga, a 25 miles route that she describes as a very pleasant time with her family.

Cycling is part of her family's culture and is closely related to sharing joys and spending moments together. "The bicycle is an object of leisure, even when I use it to go to work," Adriana says, lighthearted.





# A DAY ON THE BIKE

Our story takes place at the Federal Fluminense University, specifically during the second semester of freshman year in the tourism course. Marlon, a cheerful and enthusiastic young man, chose the bicycle as his means of transportation to experience the city of Niterói through active tourism.

It all began when two professors formed a partnership to combine the theoretical foundation of the course with practical tourism activities.

However, a small detail caught his attention: the students' collaboration and the data produced would be used to create the Active Tourism Catalog in Niterói.



Among many options, Marlon honored what his parents had taught him at the age of seven: the joy of cycling. As he said himself, "You never forget how to ride a bike."

With the leadership of the professor, the support of his colleagues, and the security provided by his reflective vest and helmet, Marlon embarked on a cycling tour that brought laughter when their safety vests glowed during a visit to an exhibition at MAC, as well as challenges along the way, such as the chain coming off during a gear change on a climb.





# ENJOYING THE BREEZE

Raquel Alvim is an architecture student at the Federal Fluminense University. Born in the city of Angra dos Reis, located in the state of Rio de Janeiro, she moved to Niterói at the age of eight. She recounts that even before moving to Niterói, the bicycle was present in her life and her family's routine.

Raquel's parents cycle, but the biggest influence on her cycling habits is her brother, who would pick her up from classes and dance lessons on his bike. While he rode the bike, she would go home sitting on the bike's frame. The two also have memories of riding around the Piratininga lagoon when they lived in the Camboinhas neighborhood, with their parents taking them there.





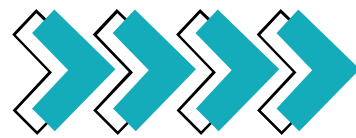
# ENJOYING THE BREEZE

Despite having fallen a few times, the bicycle has become a great ally in her daily commute. It's her means of transportation to get to college, the country club, and she has even ventured with her boyfriend from Icaraí to Camboinhas beach.

Her favorite places to ride in are Campo de São Bento, the Niterói waterfront, and Estrada Fróes, especially the latter two where she can admire the scenery.

Due to its sea-green color, Raquel nicknamed her bicycle "Brisa" [trans: Breeze], her daily companion.





# MY OLD BIKE

Ygor's story with bicycles began in his childhood. His first encounter was when he got a bike that, in his own words, "was very cool with yellow details," but he was afraid to ride it because it was bigger than him.

Everything changed when he was at his aunt's house, where he learned to ride a bike that suited his child-sized frame.

Since that day, the presence of the old bike has been constant in his family, especially because of a bike they've had for 15 years. It was introduced to their home when his father, who worked as a doorman in a residential building, got it from a resident who swapped it for a motorcycle.



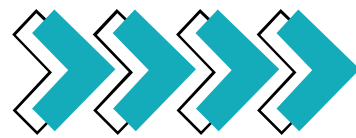
Over time, his father stopped riding due to physical frailty caused by diabetes. After his father passed away, Ygor began to use the bicycle more frequently, putting into practice the influence he had gotten from his parents.

He has fond memories: his father using the bike for everything in daily life, going to the market and returning with bags tied to the bike and

Ygor on the back, and his mother encouraging them to ride together for fun during Ygor's childhood.







# MY OLD BIKE

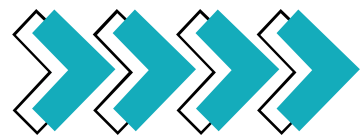
To him, cycling is freedom, exploring, discovering new places, and being independent of gasoline and money. After all, “you just get on the bike, hit the road, and go wherever you want.” These thoughts were what motivated him to leave his home in São Gonçalo and ride to Itacoatiara.

Before he knew it, he was enjoying a Sunday morning bike ride and moments at the beach. His perspective on the city changed. In his own words, “riding a bike, I go through places I’ve never been before. You start to see the city differently.”

For Ygor, the ease that the bicycle provides allows for the exploration of new places beyond the starting and ending points, making the journey itself the main part.

Among many rides, one experience worth sharing was when he climbed Parque da Cidade persistently and with motivation from a friend. The hour-long ascent was rewarded upon reaching the top, where they were met with a beautiful sunset. All the effort was worth it, as it became one of Ygor's most memorable experiences tied to the bicycle and a dear friend.





# ***DUCKS, GOOD MORNING!***

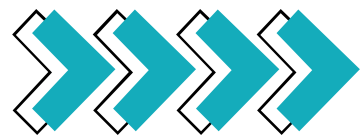
Born and raised in Niterói, Pedro has always cycled around the city at any time of day and in any context, whether it be school, university, or even work across the Guanabara Bay.

When his son reached the minimum age to sit in the bike seat, Pedro seized the opportunity to take him on rides. According to Pedro, "the experience is really cool because it allows you to see the city with new eyes. Riding in a stroller or in a car, the child has a restricted and limited view of the landscape, unlike when they are in the bike seat, where the child enjoys more, recognizes places in the city, and becomes an active part of the environment."

The first time they went for a ride, both were excited about the new experience. The route was simple—a ride around Icaraí Beach. It made the little one point out novelties and enjoy the ride so much that he returned home asleep in the seat.

Since then, everyday trips like going to daycare have been optimized by the bicycle, allowing the child to see cityscapes, recognize places, and develop interactions between father and son, like saying good morning to the ducks in Campo de São Bento.





# ***DUCKS, GOOD MORNING!***

Cycling has always been a significant and constant part of Pedro's life, especially during his teenage years when he spent almost all day riding with his friends. Over time, this experience has been adapted. Nowadays, he and his friends gather to ride, bringing their children along in bike seats. While the adults chat, the kids enjoy the journey and playtime.

Using the bicycle as a tool for entertainment and play, beyond just transportation, Pedro involves his young son in the urban context of Niterói. Little Zion already recognizes the beach when they pass by Rua Dr. Tavares de Macedo, a street near the shore. On every ride, he looks for a truck, exploring and creating games that interact with the city.

The family enjoys moments with their 2-year-old son while riding along the bike paths in Icaraí. It's worth noting that the preparation moments for the ride, like putting on the helmet and outfit, already bring excitement to the household.

Recently, Zion got a balance bike to encourage future rides using his own legs.





**An act of preserving  
both personal and  
planetary health.**

**Adventure and  
freedom - hair in  
the wind, good  
thoughts, and a  
collection of good  
moments**

**Playing again**

**Overcoming**

**Where I found  
myself**

**Freedom**

**TO ME,  
BIKING IS**

**Nourishing  
our bodies,  
our minds**

**Life**

**Routine**

**The bike in  
motion, but for  
me, cycling is  
slowing down**

**Pleasant**

**Facing my fears,  
stepping out of my  
comfort zone, it's  
freedom**

**The ideal way to relate  
to your path, it's truly  
finding yourself in the  
territory you go  
through, at the ideal  
intersection between  
place and flow.**



**A sense of freedom,  
health, and quality  
of life, feeling a  
connection with the  
environment**

**It's leisure, a way to  
release everyday's  
emotions, exercise,  
and socialize**

**Like breathing,  
it's essential, it  
keeps you alive**

**Unity,  
together we  
cycle more!**

**TO ME,  
BIKING IS**

**Enjoying  
life freely**

**Joy  
materialized**

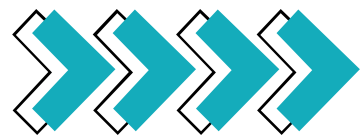
**Quality of life  
and the right  
to the city**

**Quality of life,  
cycling is  
what I do  
most**

**Being in motion**

**Health, being with  
friends, and being with  
myself. Aiming for  
improving my health,  
making new friends, and  
reflecting on thoughts  
about life**

**Seeing life and the  
scenery from the  
bike, calming the  
mind, and having  
unforgettable  
moments**



# ACKNOWLEDGMENTS

When something is unforgettable, they say "it's like riding a bike, you never forget it." We can say that this statement is absolutely true. When we began our journey with the research group Experiências em Turismo e Transportes Ativos (ETTA) [trans: Experiences in Tourism and Active Transportation], we did not imagine how much it would impact us, not only by the mode of transportation itself but by the influence it would have on many lives. Among the many stories we heard and others we witnessed firsthand, the different biking experiences brought tears to our eyes and smiles to our lips. Each narrative inspired us to continue on this great academic journey. We are grateful to everyone who took the time to share a bit of their biking journey with us, making this project a reality, and to Fátima Priscila, who provided all the support and assistance necessary during the creation of this material. Additionally, we would like to acknowledge the support from CNPq and Faperj for the scientific initiation scholarships.

Letícia Muniz and Raquel Marins.

