



Niterói's Bike Angel School Yearbook

2017



Universidade
Federal
Fluminense



Conselho Nacional de Desenvolvimento
Científico e Tecnológico



Pedal UFF-Tur
Faculdade de Turismo e Hotelaria





Bike Angel School Yearbook – Niterói, 2017

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Introduction

Niterói's Bike Anjo School Yearbook of 2017 arrives with news! In addition to graphics originally from 2015 and 2016 regarding EBA's social workshops and its multiplier effects to urban cycling and cycling tourism, as well as urban neighborhoods that might contribute to this scenario, this following document presents two new sections: Social Support and Cycling Means...

The first one shows and seeks the understanding of how people near us might support positively in the practice of cycling and influence in the decision of adopting it as a lifestyle.

Since cycling becomes "part of us", it is necessary to know what it means in people's life, which word(s) might translate this experience? Therefore, in the Cycling Means section, these ideas are represented by a word cloud and graphic that show facts and beliefs of how riding a bicycle really is representative in each participants' life.

It is expected this yearbook, in its new and complete model, can really translate and reframe the bicycle not only as a lifestyle, but also as the culture of a society and city of Niterói.

Have a nice reading!

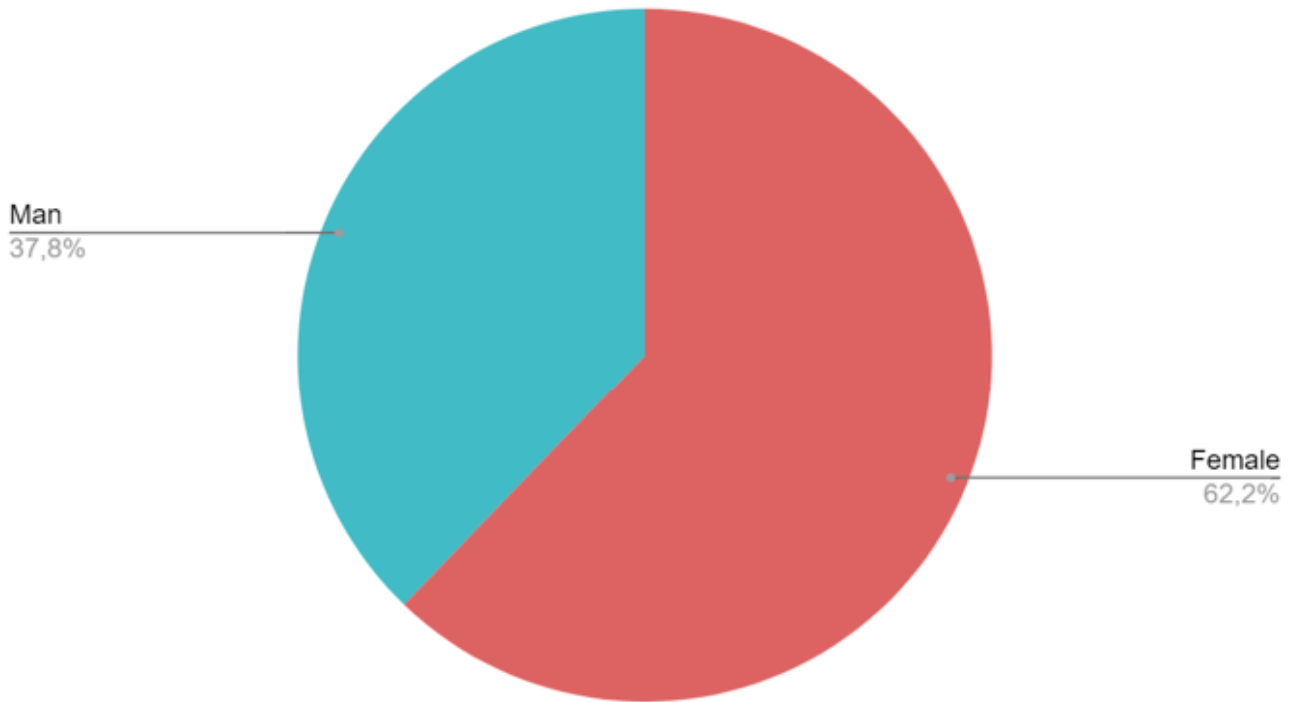
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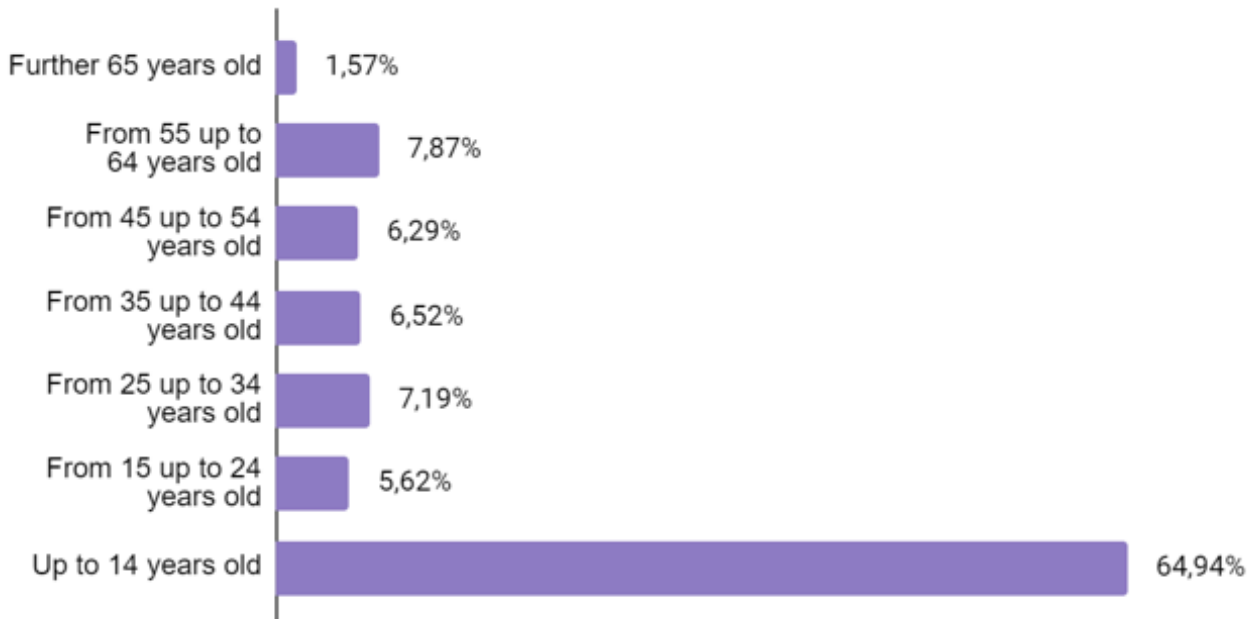
1 Niterói's Bike Angel School (EBA-Nit)



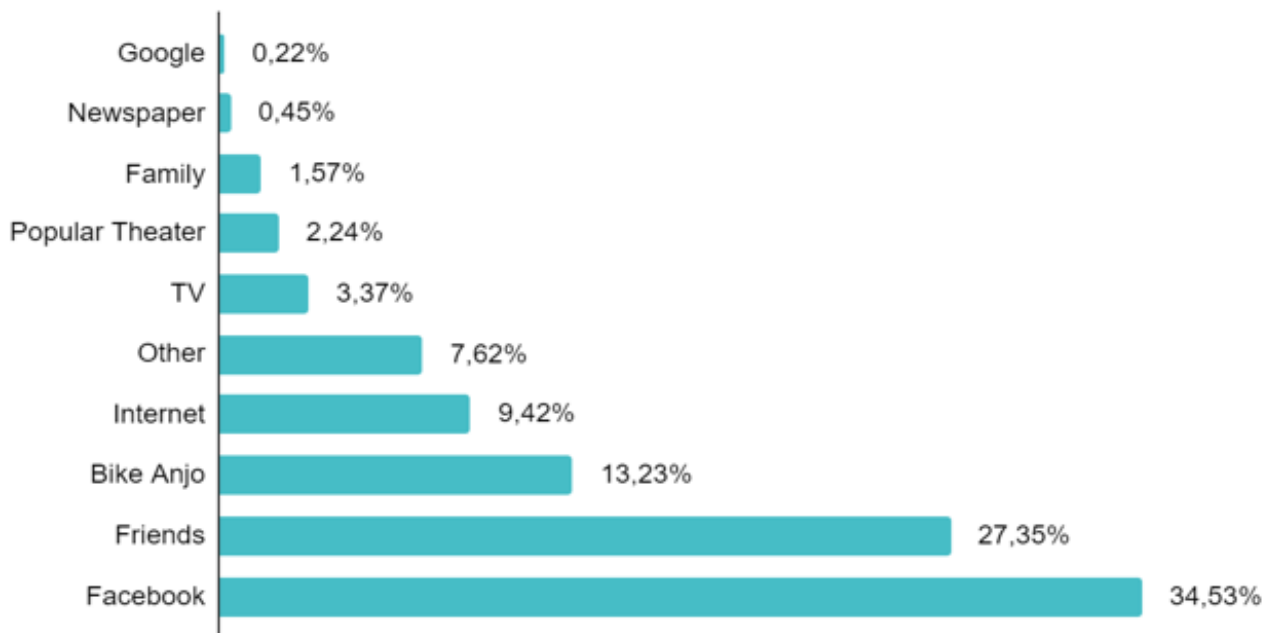
Sex



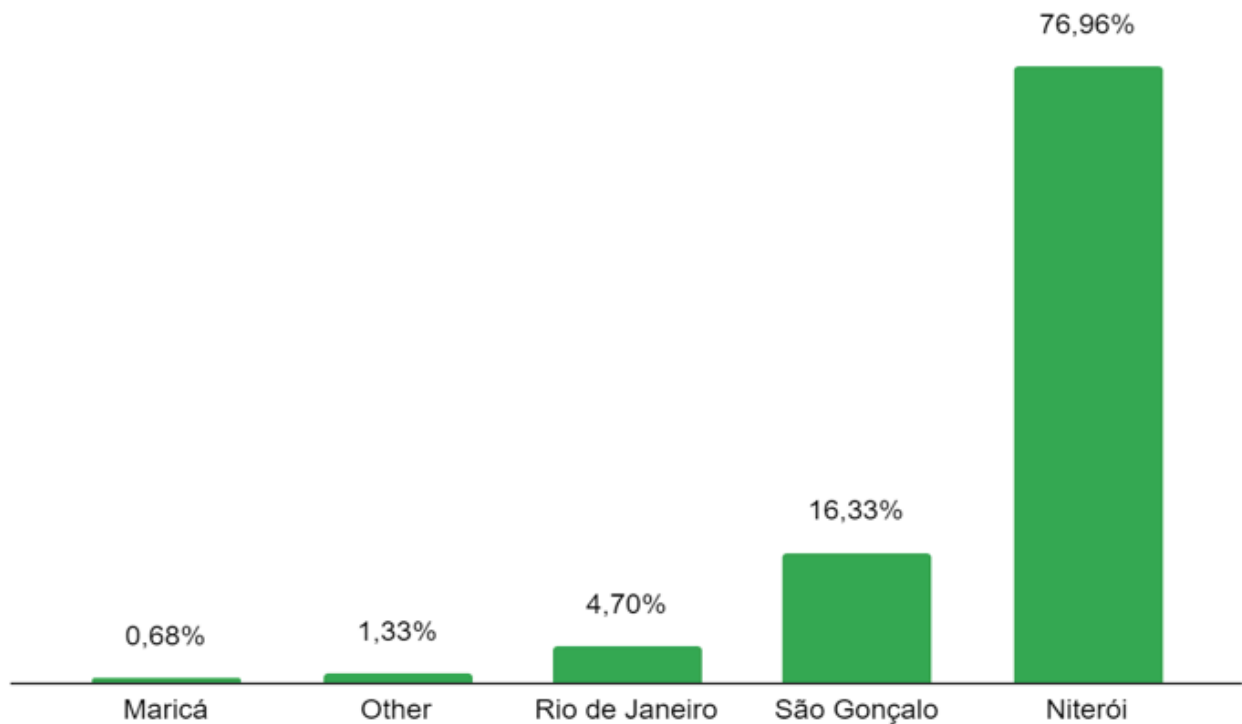
Age range



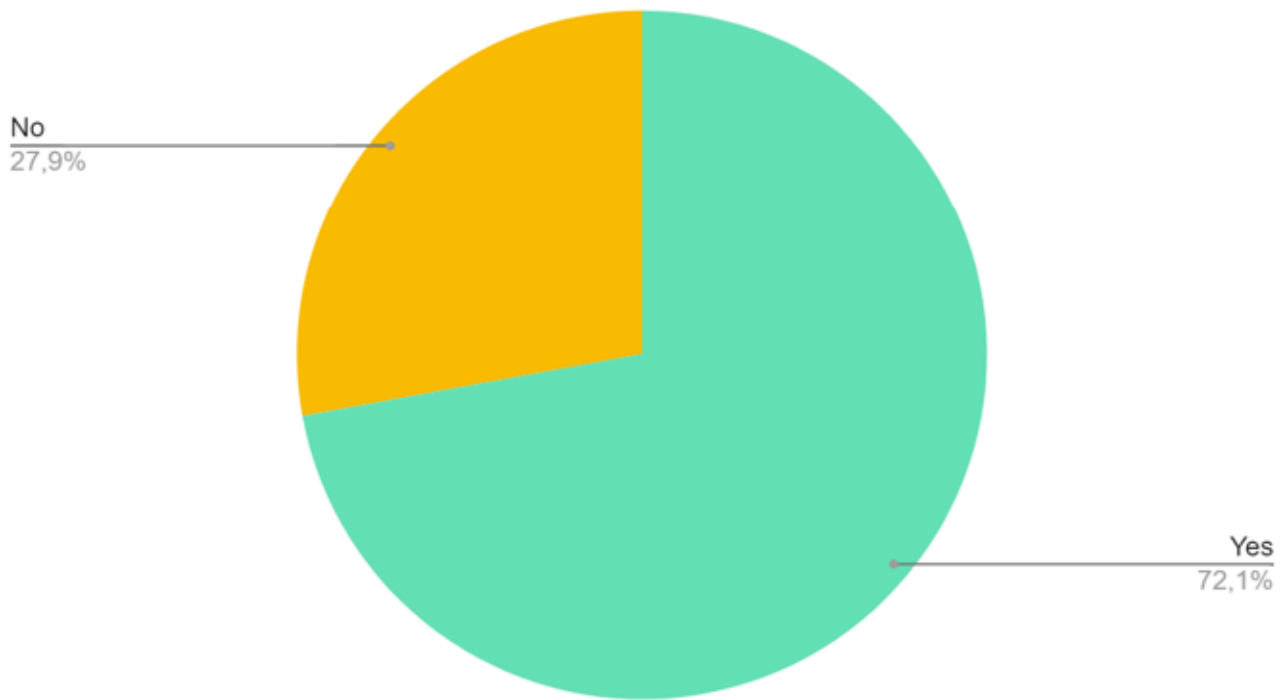
How first met EBA-nit



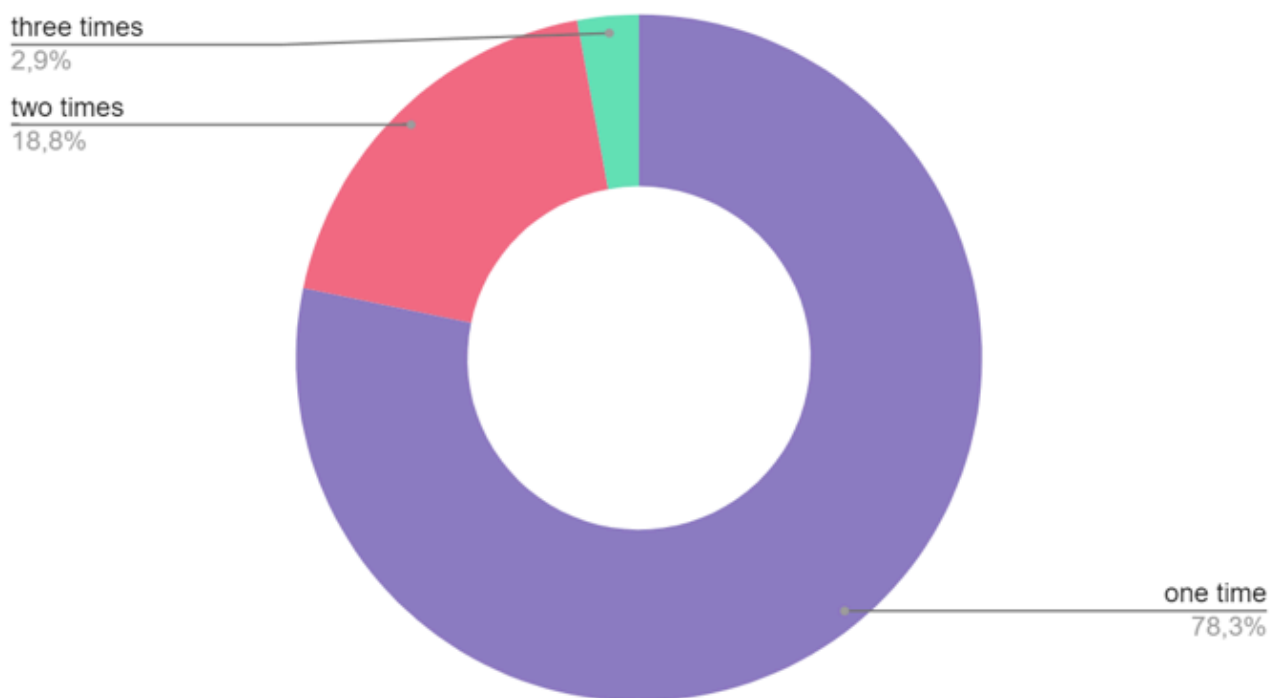
Participants hometown



Whether the participant rode a bike when joined EBA-Nit's workshop

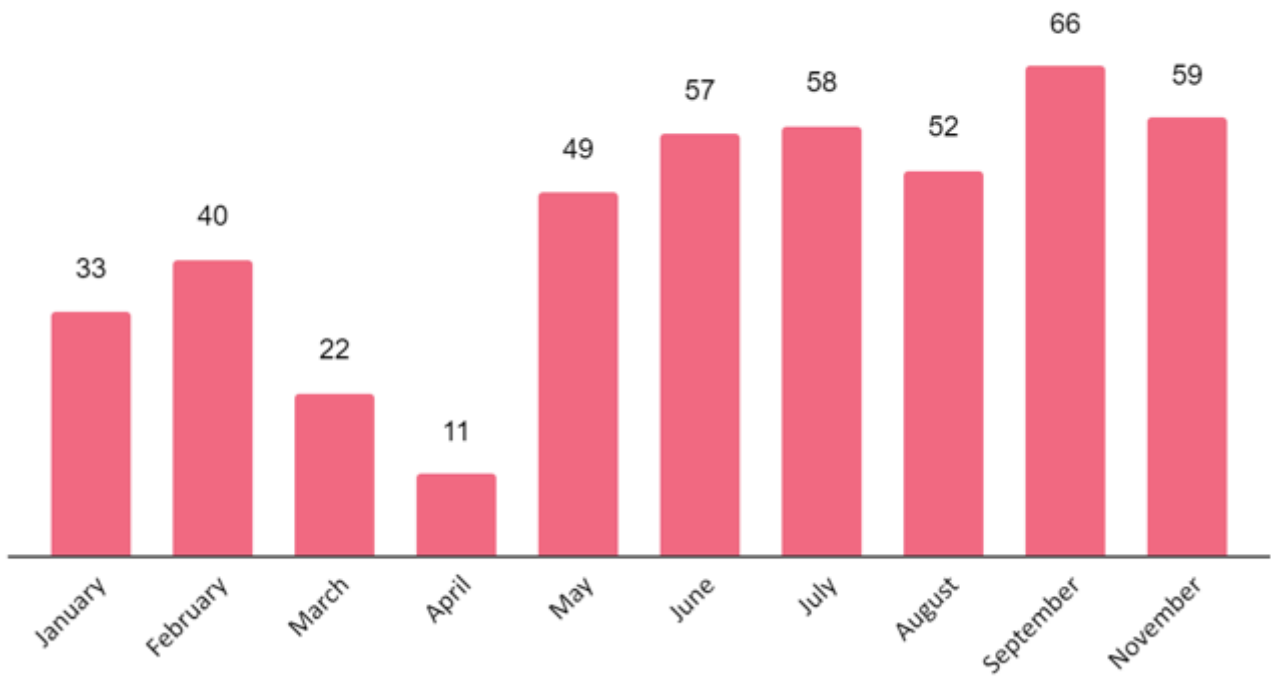


Times a year the participant had ridden a bike in EBA-Nit's 2017 workshops





Participants statistics (per month)



Sex



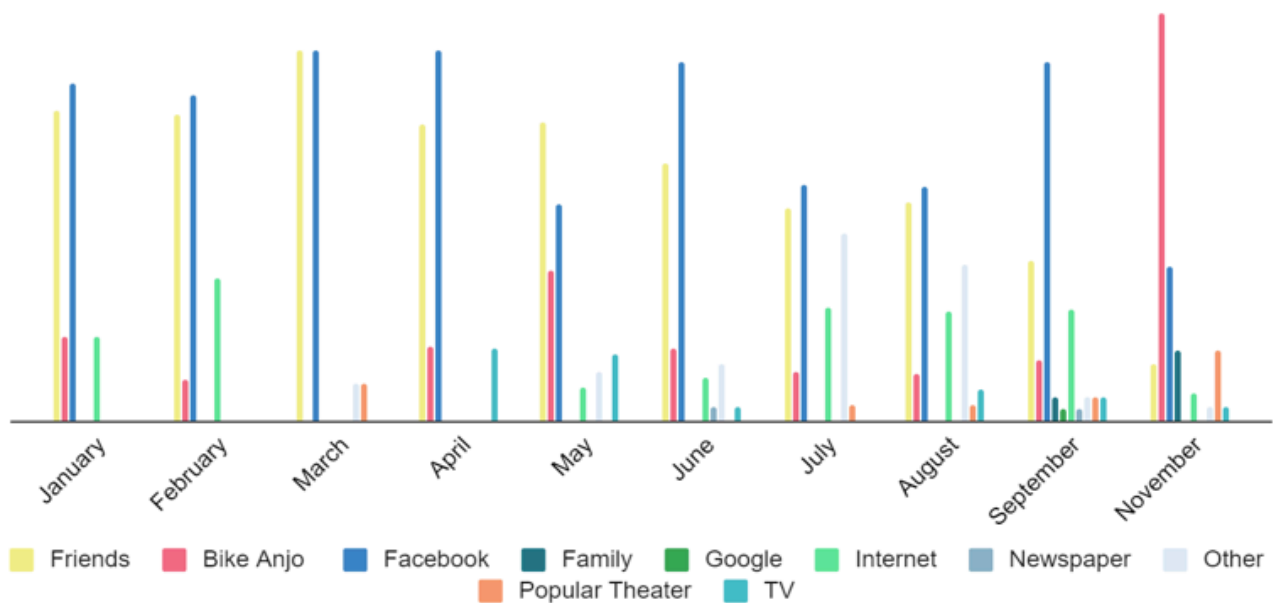
Age range (%)

| | Up to 14 years old | 15 up to 24 years old | 25 up to 34 years old | 35 up to 44 years old | 45 up to 54 years old | 55 up to 64 years old | Further 65 years old |
|-----------|--------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|
| January | 64 | 9 | 9 | 6 | 9 | 3 | |
| February | 62 | 5 | 10 | 3 | 3 | 15 | 2 |
| March | 59 | 9 | | 9 | 5 | 18 | |
| April | 73 | | 9 | | 9 | 9 | |
| May | 84 | | 2 | 6 | 4 | 4 | |
| June | 70 | 5 | 4 | 4 | 7 | 7 | 3 |
| July | 59 | 3 | 5 | 10 | 7 | 14 | 2 |
| August | 58 | 14 | 10 | 4 | 4 | 6 | 4 |
| September | 60 | 3 | 15 | 8 | 6 | 6 | 2 |
| November | 66 | 5 | 5 | 10 | 10 | 4 | |

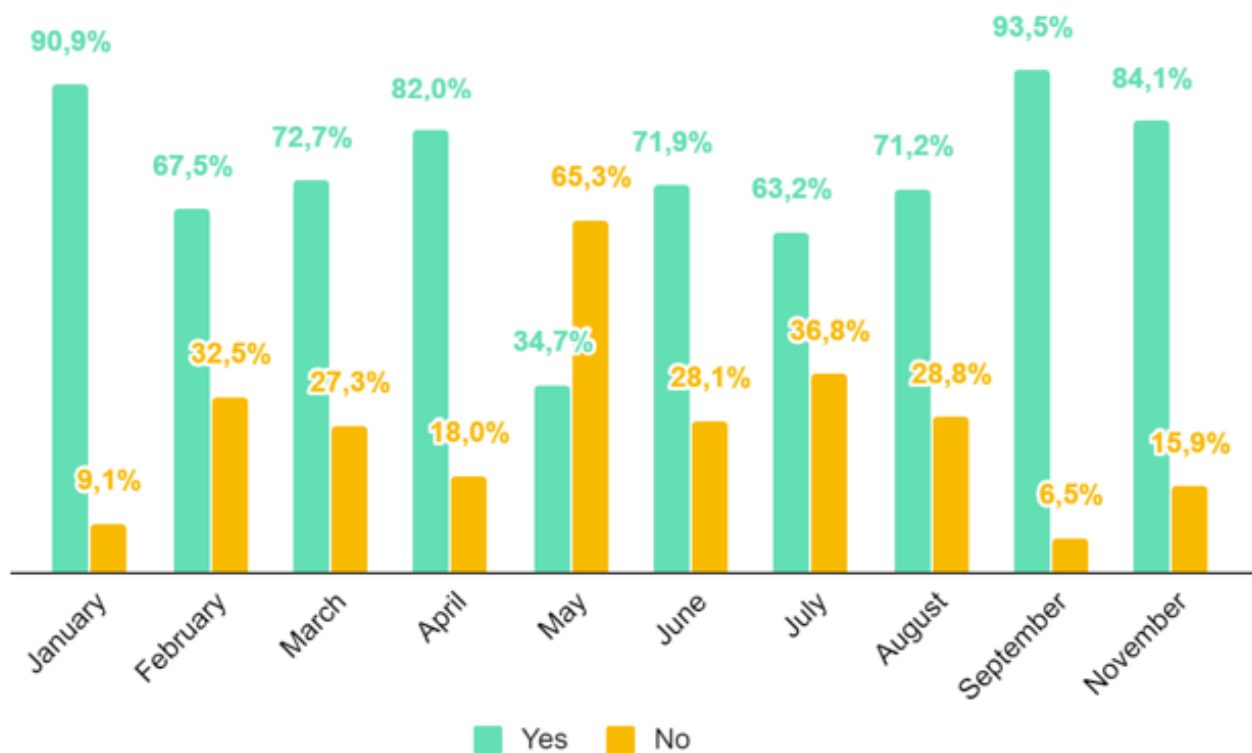
Participants hometown (%)

| | Maricá | Niterói | Rio de Janeiro | São Gonçalo | Other |
|-----------|--------|---------|----------------|-------------|-------|
| January | | 73 | 3 | 24 | |
| February | 3 | 68 | | 3 | 26 |
| March | | 95 | | 5 | |
| April | | 82 | | 18 | |
| May | | 94 | 4 | | 2 |
| June | 2 | 75 | 4 | 2 | 17 |
| July | | 70 | | 9 | 21 |
| August | 2 | 75 | | 8 | 15 |
| September | | 73 | | 7 | 20 |
| November | | 78 | | 5 | 17 |

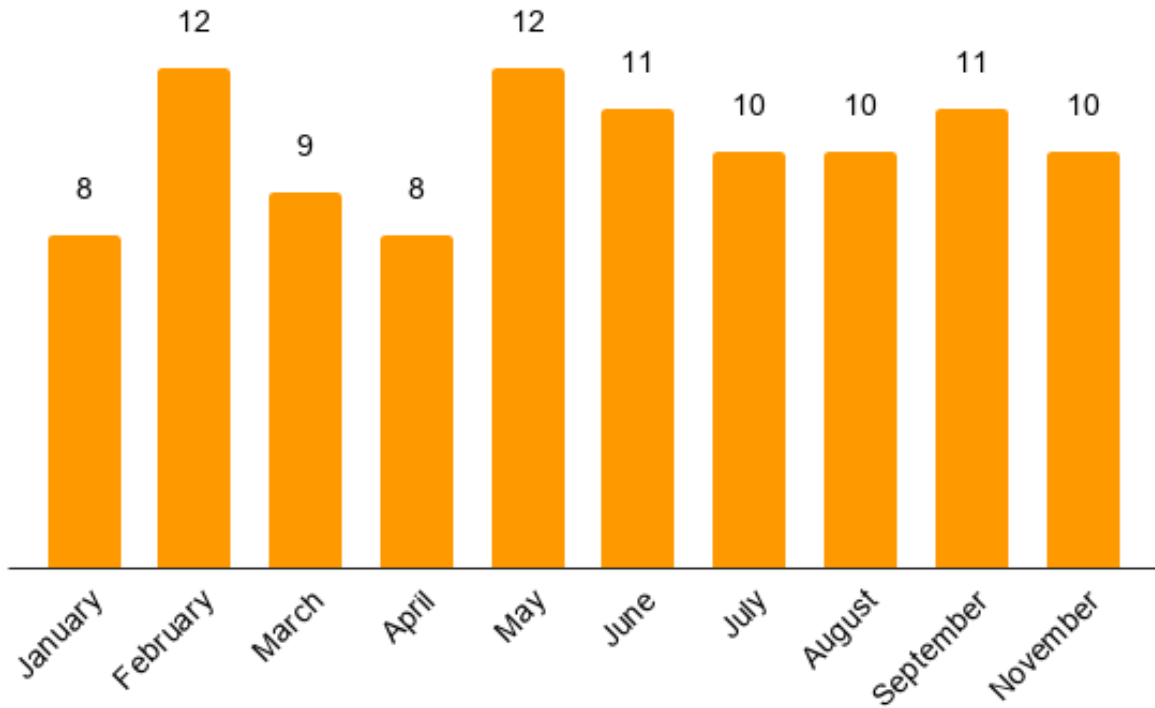
How first met EBA-Nit



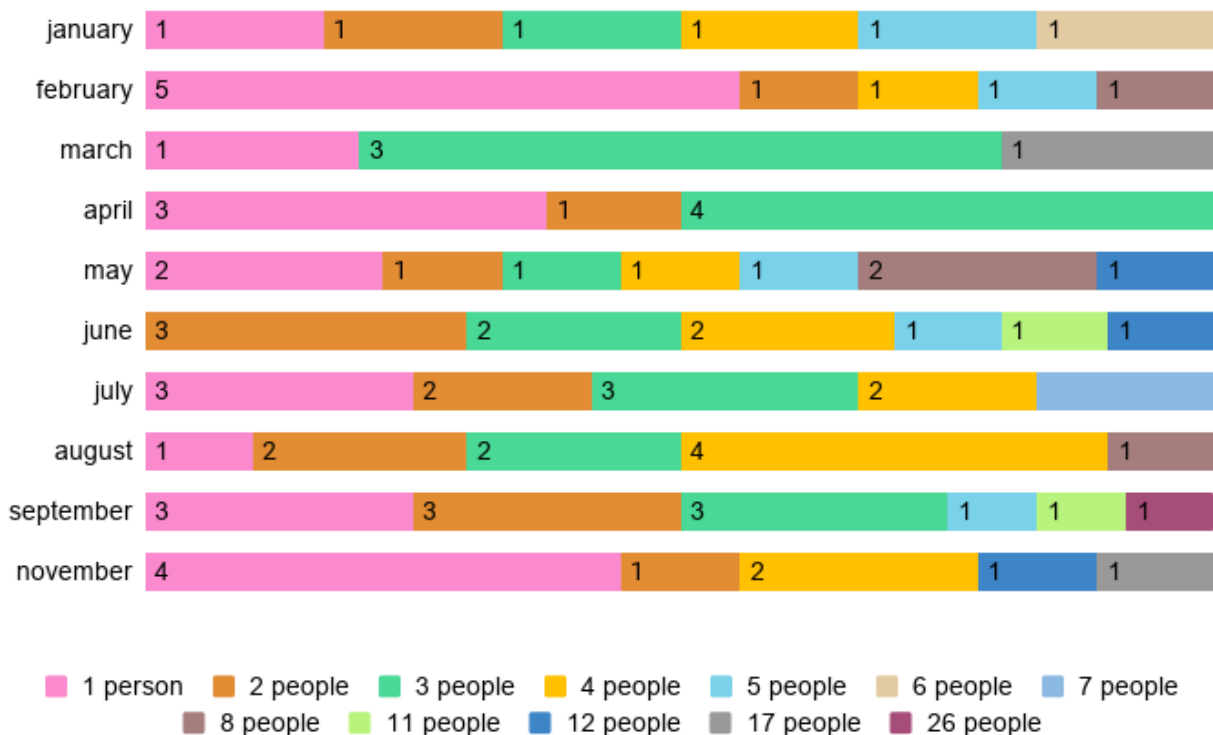
Whether the participant rode a bike when joined EBA-Nit's workshop



Volunteering crew statistics (per month)



Volunteering crew statistics versus assisted participants (per month)





In a report by the World Health Organization published in November, 2020, it provided recommendations regarding public health, based on evidence, in order to advise people to practice physical activities in a period of 300 minutes a week. This research shows how physical activity reduces mortality risks by heart diseases, arterial hypertension, diabetes, cognitive health, sleep and memory. However, many people are unable to start and keep going on physical activities, reason why they need help to adopt a routine of hiking, biking, etc. (WHO, 2020).

Considering the need to contribute and stimulate people who are willing to accomplish physical activity, it has been verified that social support from parents, family, friends and professors is an important factor in order to increase people's activity (Beets et al., 2006) and might accomplish WHO's recommendations as well.

Social support shows as a possible way to influence people towards physical activities programs (McDavid et al., 2012) and it has been recognized as any kind of behavior or action by anyone in order to help people start and keep going on any type of physical activity, as well as features related to participation and/or discussion of opportunities related to it by social networks composed by people (Beets et al., 2006).

There are two main categories of social support. The one that is connected to tangible aspects (concrete and observed) and the other related to intangible aspects (feelings, values and perception). The first one includes acquisition and/or equipment rent (bicycle, treadmill, balls), clothing, transportation payment and monthly tuition in order to practice physical activities, active participation with closer friends (parents, girlfriends and boyfriends, etc.) and, last but not least, support people while practicing activities. The second category is related to encouragement, compliment, positive reinforcement and information in order to accomplish physical activities (Beets et al., 2006).

In that sense, it is said that to many people biking depends on company as a social keeper, support and stimulation to remain active and preserve health on physical practices. The following chapter shows how people identification, in need of social support, might contribute to accurate interventions towards starting and keeping focus in biking.

Find out who are people that influence you to be more active and you will keep on wheels.

Marcelo Barros de Vasconcellos, ph.D.

Professor at Universidade do Estado do Rio de Janeiro

Researcher at CNPq group Experiências em Turismo e Transporte Ativos (ETTA)

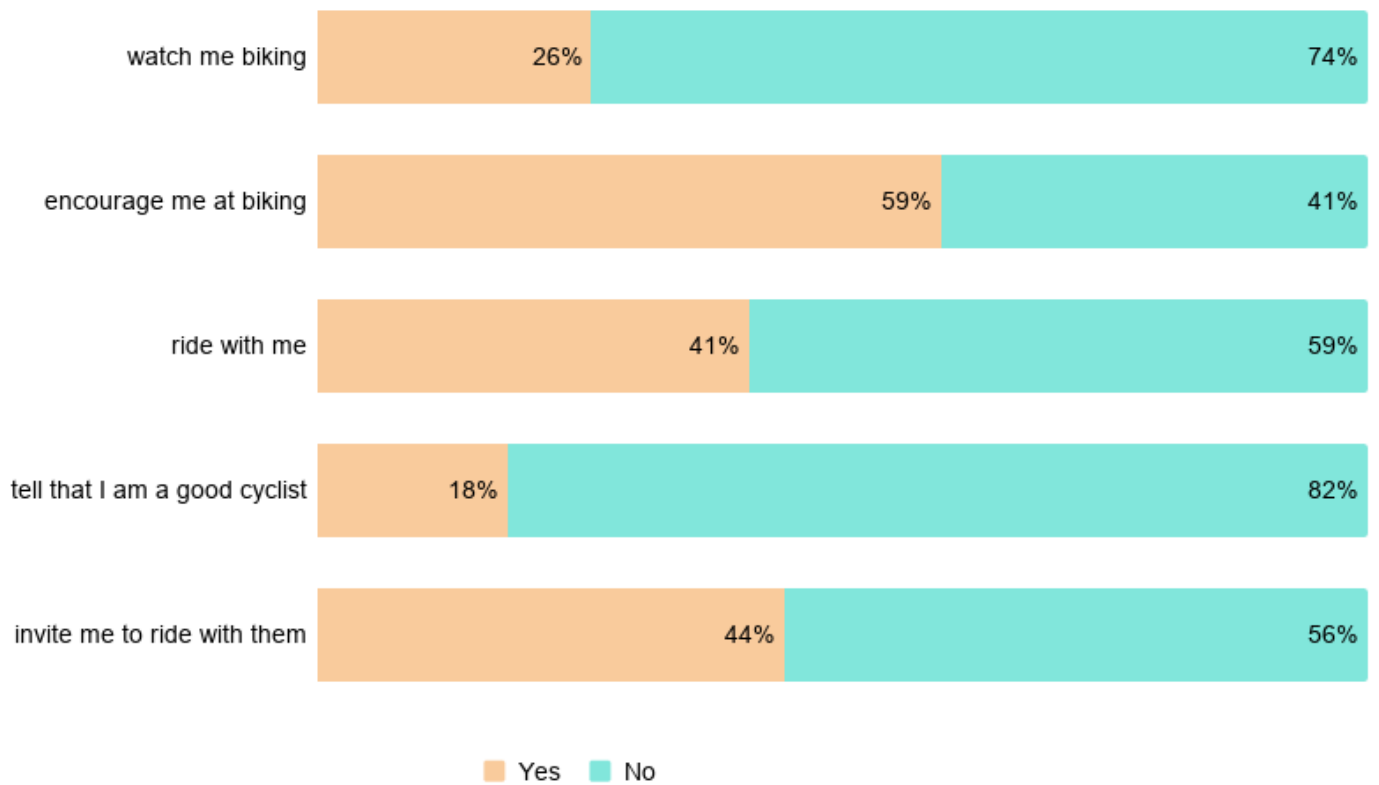
Research field Tourism and mobility, physical activity and health.

Beets MW, Vogel R, Forlaw L, Pitetti KH, Cardinal BJ. Social support and youth physical activity: The role of provider and type. *American Journal of Health Behavior*, 2006;30(3):278-289.

McDavid L, Cox AE, Amorose AJ. The relative roles of physical education teachers and parents in adolescents leisure-time physical activity motivation and behavior. *Psychol Sport Exerc* 2012;13(2):99-107.

WHO. Guidelines on physical activity and sedentary behaviour: Web Annex. Evidence profiles ISBN 978-92-4-001511-1. World Health Organization. 2020. Available in: <https://www.who.int/publications/i/item/9789240015111>. Visited in 26/11/2020.

My closer friends...





Cities land and population growth, in addition to a badly urban planning, resulted in non-active transportation such as cars, motorcycles, buses among other vehicles that do not use human force. These facts changed part of the urban environment to restricted and risky places for pedestrians and cyclists, inhibiting the practice of hiking and cycling in favor of motorized vehicles.

As the time went by, it was shown that the ideas pointed by urban planners had a direct impact on cities mobility, health and security. As a way out, by the end of the 20th century, bicycles became one of the most popular choices in urban spaces, especially due to its benefits towards health and practicality at individual displacement.

As the practice of biking increases, different regions adopted governmental goals in a brand new reality in order to adapt as society changes. Therefore, many environments in cities, including neighborhoods, have been studied towards a better understanding and reduce the struggles on roads.

Neighborhood environment is seen by many researchers as a subdivision, a part of the city, its importance in studies regarding the relation in behavior and actions, due to its size, therefore its spatial analysis is easier whether it is compared to a city, also due to its land design that might be classified as good or bad when it comes to people's perception regarding current local infrastructures.

Places with services nearby that promote physical activities also boosts active transportation in the environment as cycling. Whether the essential displacement places are nearby and people have at disposal spaces to do physical activities, it will be easier to choose cycling as transportation.

Some interventions that might be adopted by managers in order to improve these environments and promote cycling are¹: 1) creation of open parks near residential areas that takes 10 up to 20 minutes to arrive; 2) zone planning that includes market and trade stores, habitations and industrial areas; 3) places that promote mobility for pedestrians and cyclists such as bike lane, bike paths, pedestrian crosswalks, etc.; 4) build up schools and companies nearby to residential areas with parking lots for cyclists.

In that sense, there will be places much more alive that will bring people ways to displace in neighborhoods, considering these environments also are involved in chances of physical activities.

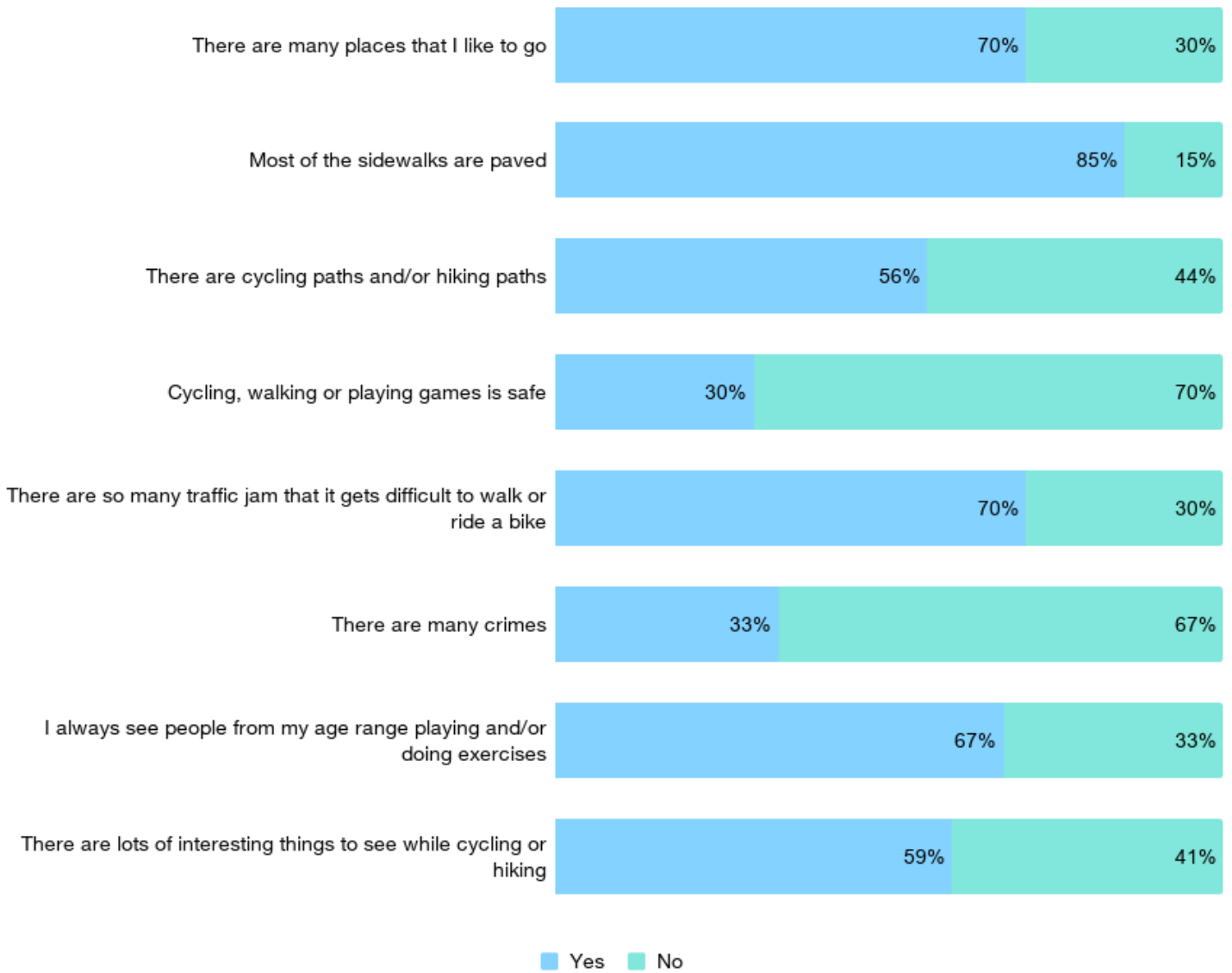
Environments that promote active transportation as cycling might have its population in better life quality, cleaner and greener spaces, car accidents decreasing and mainly positive urban spaces due to human relations. In order to do so, places must be better seized with infrastructures that allow people to do healthier choices that bring positive experiences.

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Researcher at CNPq group ETTA.

In my living neighborhood...





Allow me to start this text about urban cycling relevance and the formation of new cyclists inspired by a quote from Albert Einstein (1879-1955) - "Life is like riding a bicycle. To keep your balance you must keep moving.", says a letter written to his son in 1930. Einstein followed his own advice, challenging human knowledge boundaries, crossing difficult times in the world, but active until his last day.

Cities, just like us, are alive organisms, latent, interdependent ecosystems, diverse and dynamic, in constant processes of transformation over time in the seek of balance. All these processes depend on work. To science, the concept of work means a physical greatness that measures the transference or transformation of energy. When it comes to cycling, the work happens by a force (human propulsion) equal to its mechanical energy (force in pedals) transformed in kinetic energy (what put us in movement). Considering the analogy, it is possible to say that work happens when a force (human) takes charge on an object (bicycle), displacing it. As work is proportional to force and movement, the bigger they are, the bigger will be work done. Perhaps now it can be easier to comprehend the transformative potential of biking that constantly needs the formation of new cyclists and how Bike Anjo School's movement has been multiplying its results.

Another reference to think about urban cycling and the world's current scenario comes from polish sociologist Zygmunt Bauman that set the concept of liquid modernity. Bauman believed that it is necessary to educate citizens to 21th century that they must be able to live in much more complex, non-guaranteed and changeable places. It means faster and constant transformation processes. In this atmosphere, experiences overshadowed by excessive use of technology must be stimulated such as attention, patience and endurance. It is necessary to work on focus and balance.

Bauman's proposal takes us back to Einstein's quote regarding many challenges in 21th century. Global agenda developed by the United Nations encourages co-work in order to achieve the 17 Sustainable Development Goals (SDGs) by 2030. In each one, the bicycle might contribute, because it is a tool for socio-environmental transformations, accessible technology that boosts human relations in spaces and also provides ways to participatory citizenship, compromised in building up a common worth. Therefore, understanding the importance of biking in urban spaces, as embracing in the movement, represents an advance towards this path. There are no worries to readers regarding the veracity of these words as catchphrases, because researches done in many fields and uncountable practical experiences in the world that justify the use of bicycles in cities, not only for its users, but also for all society.

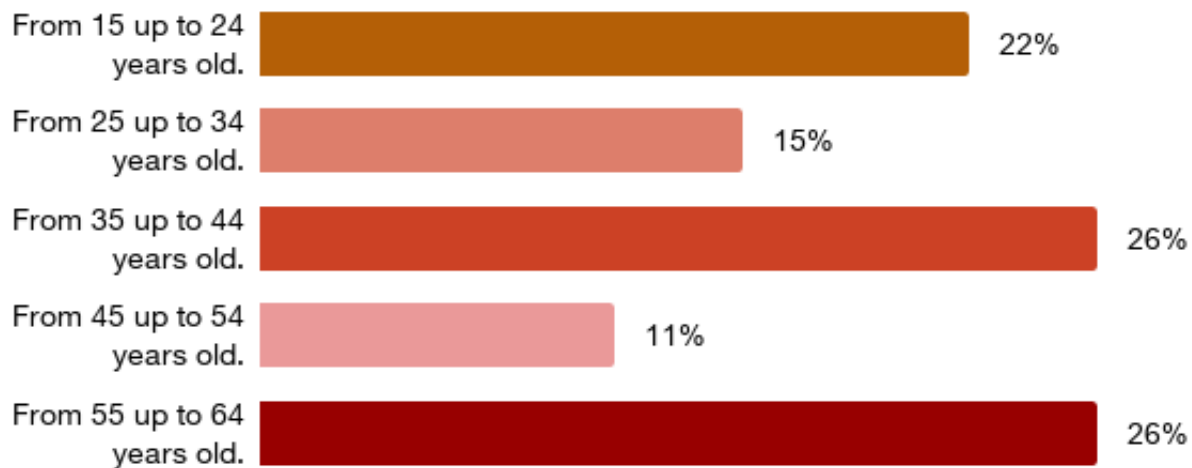
Bicycles, since their appearance in human history, promote transformations (internal and external) that echoes in society and in our perception of cities. After riding a bike for the first time, many of us are positively marked by the experience. From it, we discover a new impulse to let go of inertia over movement, which makes us want (re)discover our land, how far we can go...

I'm finishing this text with another quote from the article *Cidades Afetivas: uma via ecológica para o bem viver* (César, Junior e Oliveira, 2017) that suits this research goal and reinforces the importance of human transformation in order to see urban spaces as "...sociable spaces, that must exist to worth living, which means existing to accomplish personal development within a collective movement of a kind community".

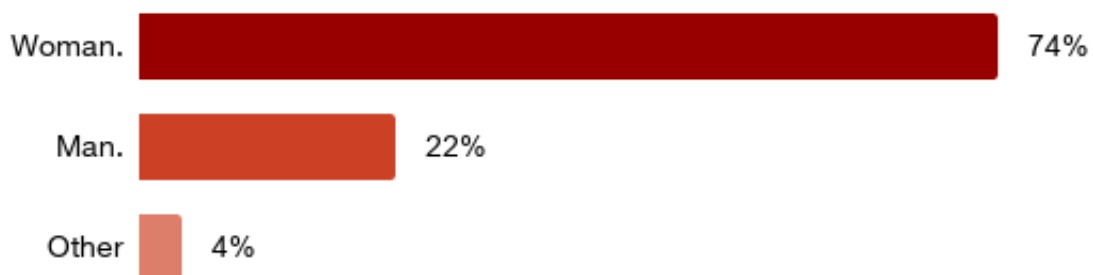
Juliana Decastro

Researcher at Núcleo de Planejamento Estratégico de Transportes e Turismo - Planett

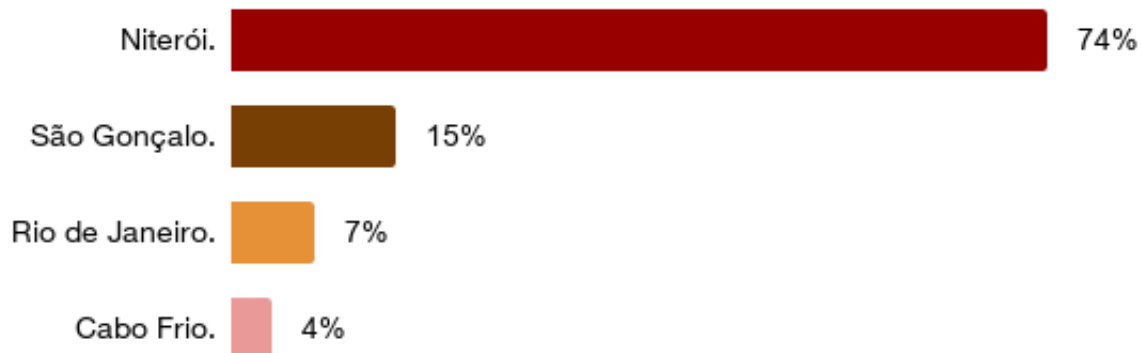
Age range



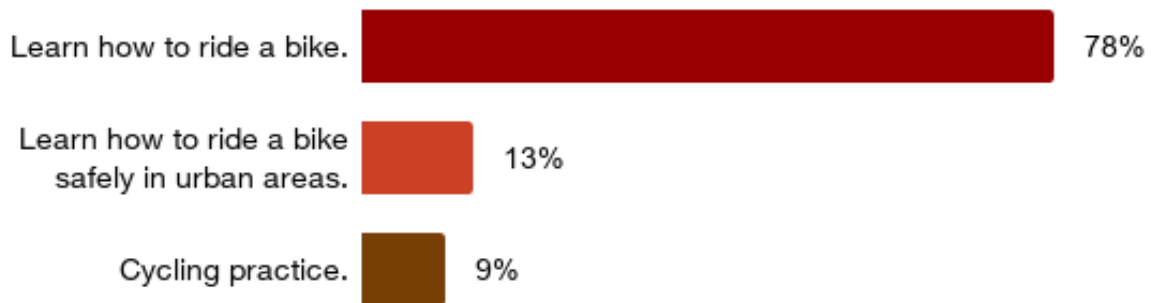
Gender



Participants hometown



Motivation to join EBA-Nit's workshops



Previous participation in EBA's workshop placed in another city



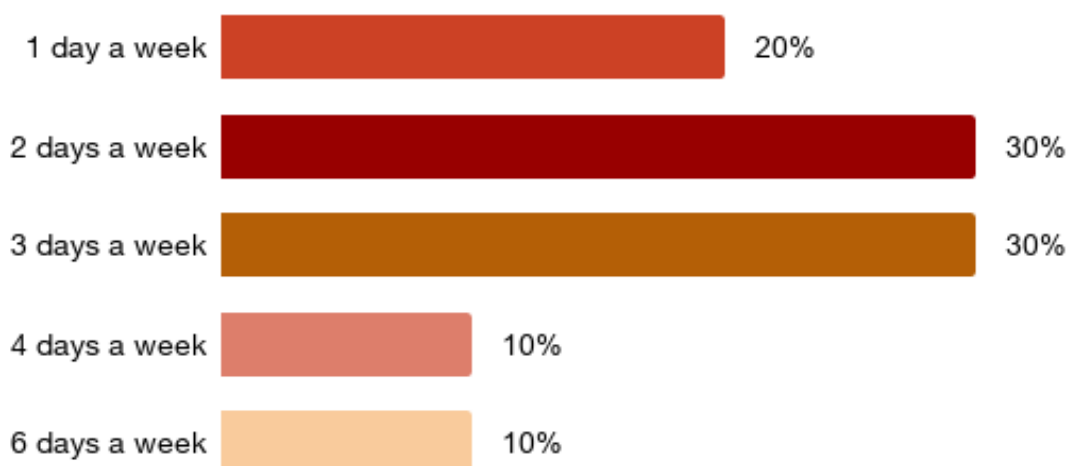
Bike Anjo's service request after participation in EBA-Nit's workshops



Use of bicycle as transportation after participation in EBA-Nit's workshops

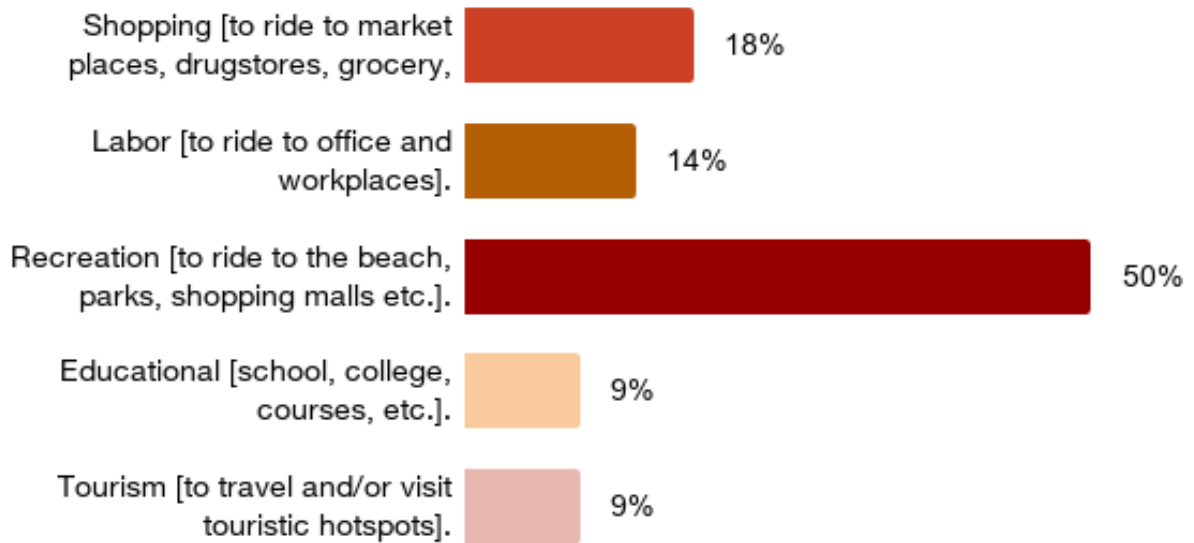


Periodicity (days per week) of bicycle used as transportation

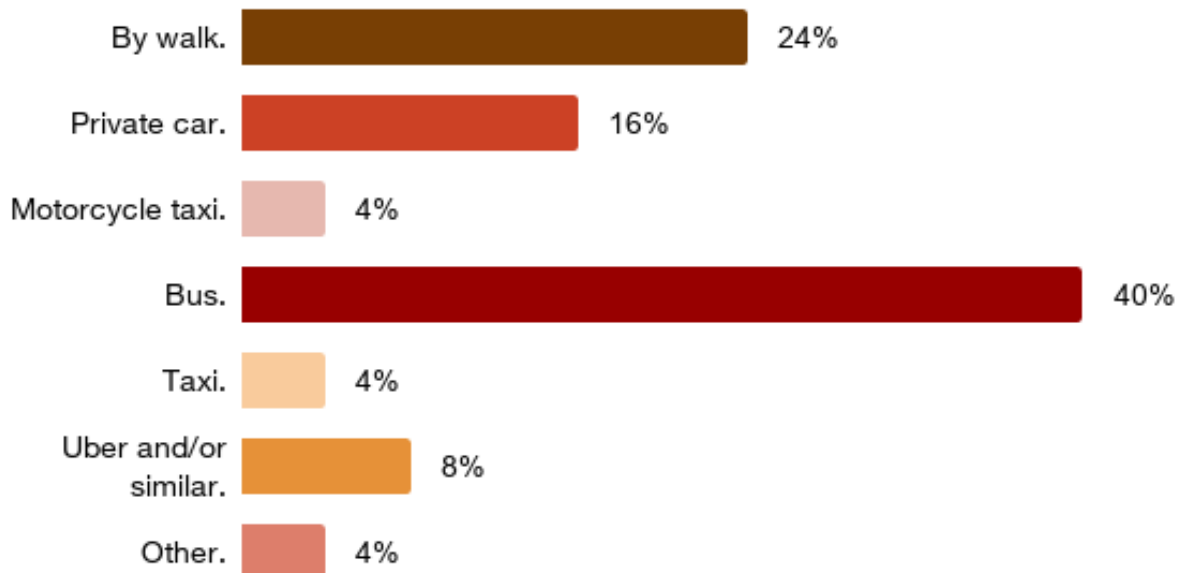


*There was no register on 6 nor 7 days.

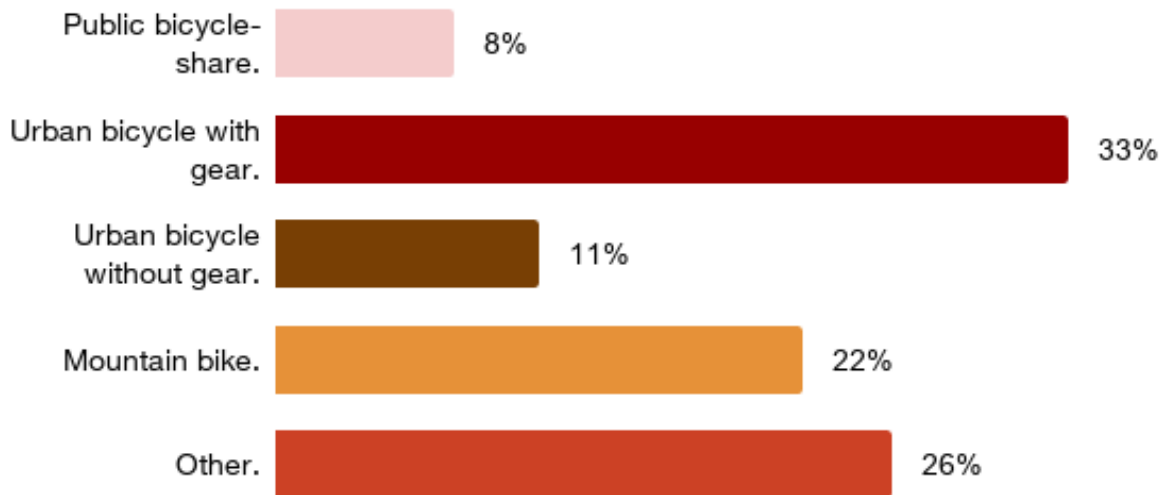
Goals to use bicycle as transportation



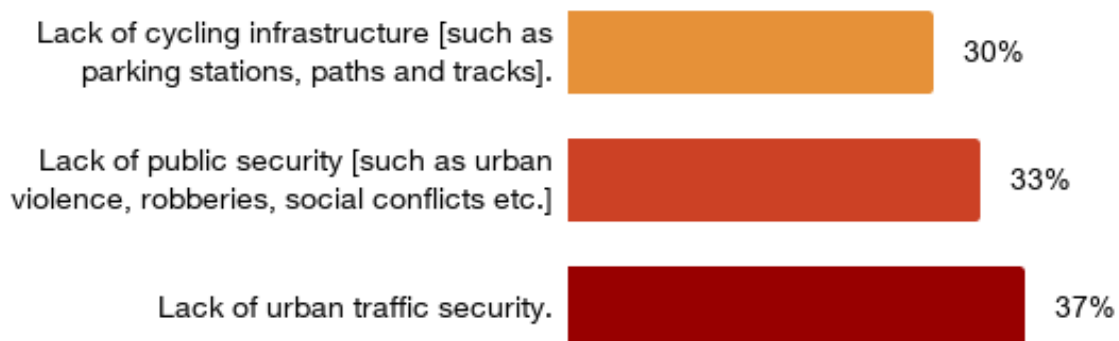
Transportation less used or replaced by bicycle



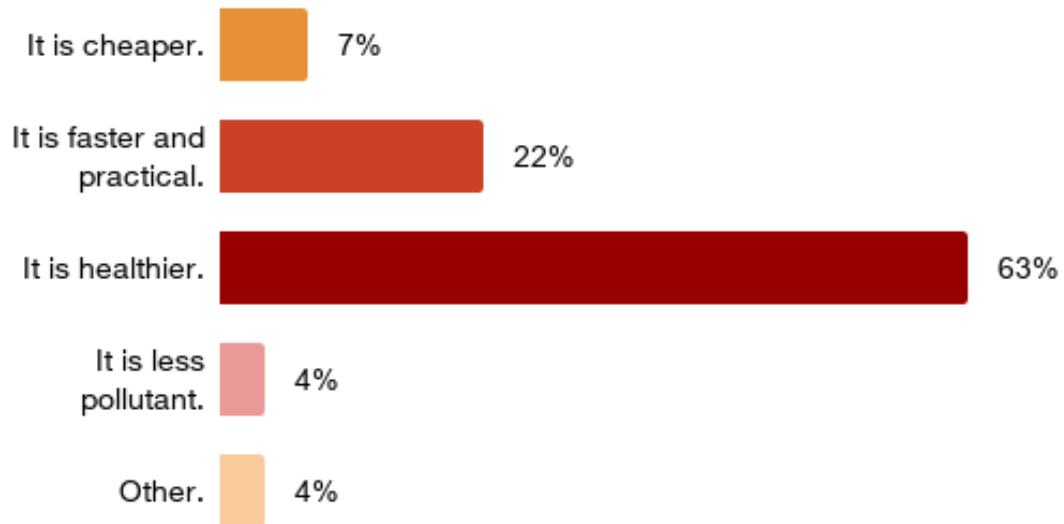
Bicycle model most used daily as mean of transportation



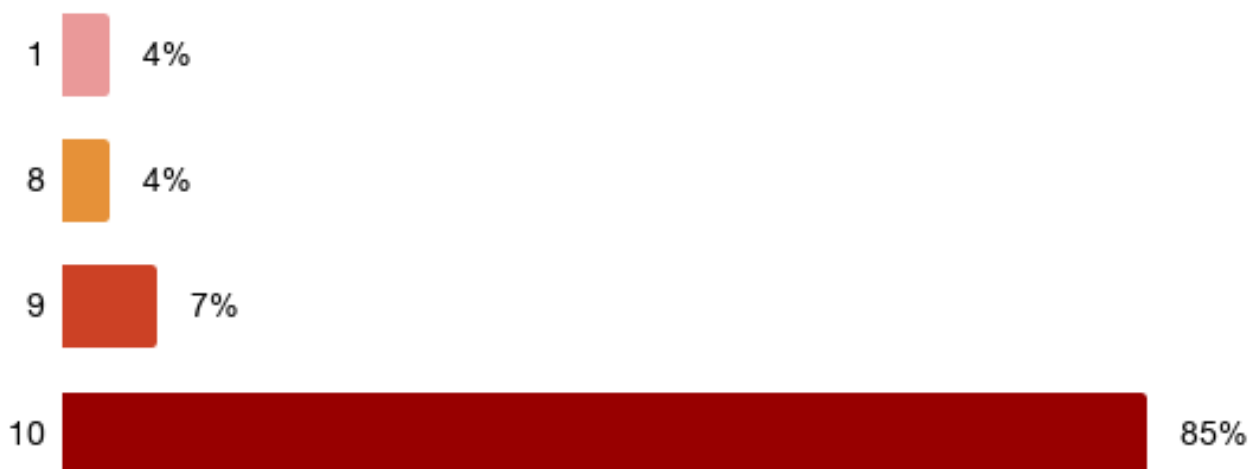
Main barrier not to use bicycle as transportation



Main motivation to use bicycle as transportation



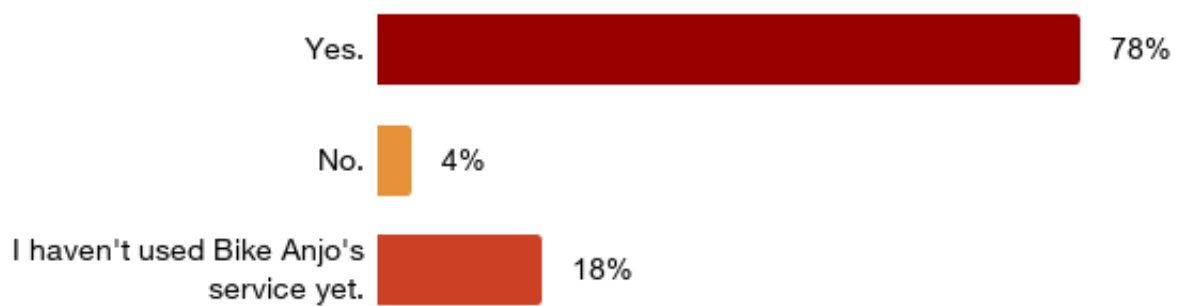
Perception regarding EBA and/or Bike Anjo as positive ways to increase urban cycling (scores from 1 to 10)



Whether recommend EBA to acquaintances



Whether recommend Bike Anjo's service to acquaintances





Also known as bicycle touring, is seen as the use of bicycles to recreation, as the main activity or in a feature. In a bigger picture of its classification, cycling tourism goes from short rides to long road trips within and through natural areas, rural areas and urban spaces. The existence of many different types of cycling tourists allows the understanding of this activity not dependent on model or value of the bicycle, neither age range, gender or provision. Motivations converge in people's personal satisfaction at adventure, contemplation, introspection and physical overcoming.

So, what is the relationship between bicycle touring and daily use of cycling? Why can cycling tourism be considered as a tool to increase cycling participation in cities transport division?

For those who ride in short tracks or on bigger bicycle trips, there will be evidence of bicycle practicality's in short displacements in their own city. Still, it is understandable that awareness of cycling in regards to its dynamics and fragilities promote much respect among cyclists and their own space in traffic while driving.

When it comes to cycling to utilities purposes, the main activities are labor motivations, shopping and studying - just like access to sport and recreation places (gym, movie theater, museums, etc.). However, not to consider possible an intersection between recreational and utilitarian purposes means limiting awareness to the practice of cycling in general. The cycling way as choice to access any destination might go beyond time and cost, because it can relate landscape contemplation while riding and/or wellness due to exercising physical activity.

To rediscover the cities is another element of great importance when it comes to cycling tourism. It is easier to feel as a tourist in its own city after riding places never ridden in a bicycle before, only in motorized vehicles or buses. Therefore, we should not believe tourism as an escape from daily life, but transforming daily life into worthy delightful experiences. Cities must be planned from this point of view, and there will always be opportunities to biking in order to make it real.

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Coordinator of Tourism Sustainability at Núcleo de Planejamento Estratégico de
Transportes e Turismo (PLANETT)
Transport Engineering, ph.D. Student (COPPE/UFRJ)

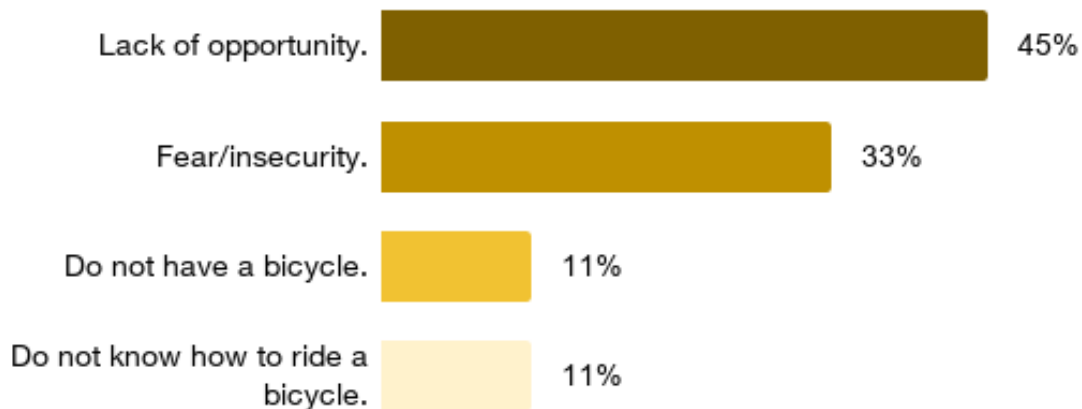
Have you ever used a bicycle in order to travel to another city(s) and/or state(s) and/or country(s)?



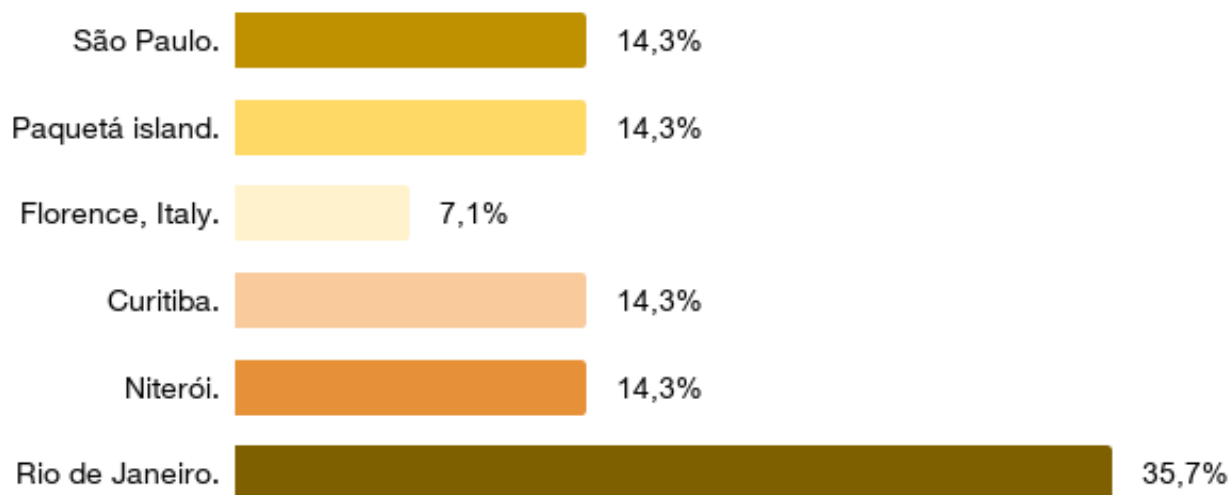
Have you ever used a bicycle in order to visit places and/or take tour at touristic destinations?



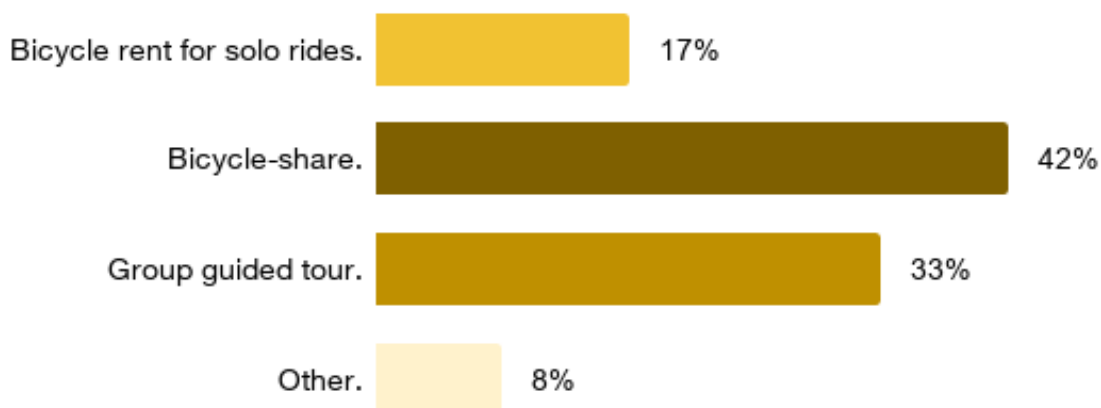
Reason why the participant had never ridden a bicycle in order to visit places and/or take tour at touristic destinations



Touristic destinations where bicycle was used in order to visit places and/or take tours



Service performed in order to visit places and/or take tour at touristic destinations



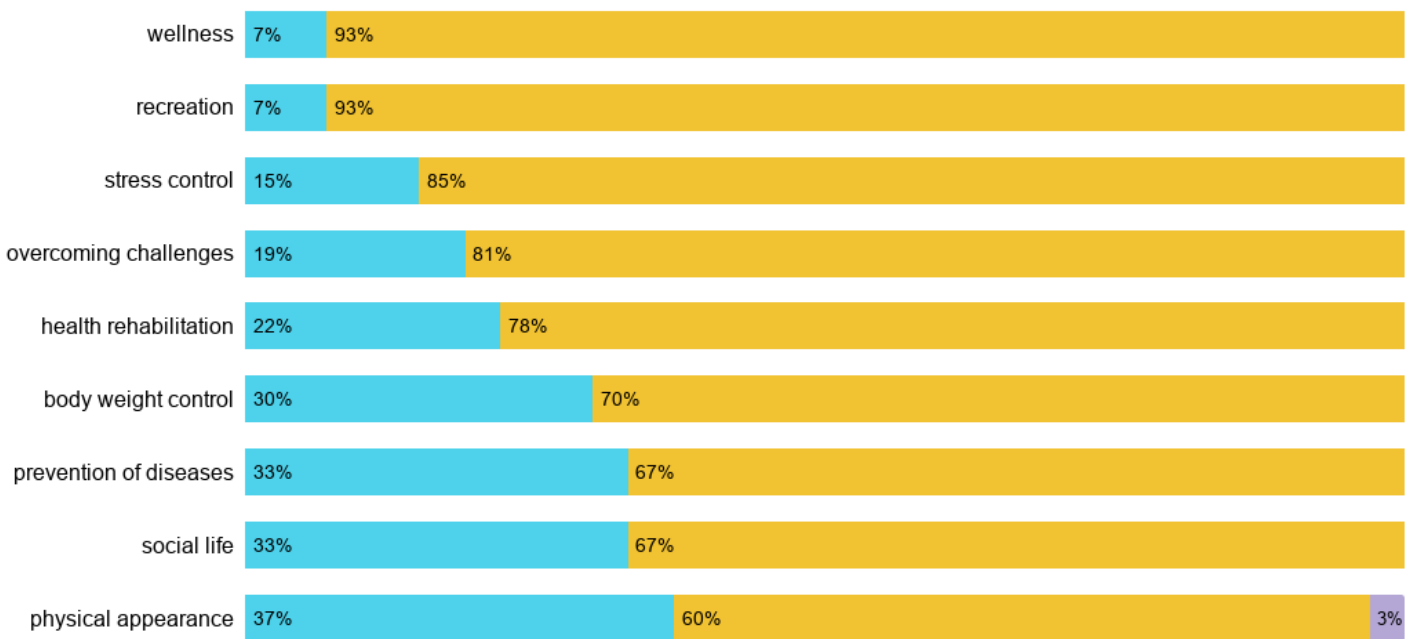
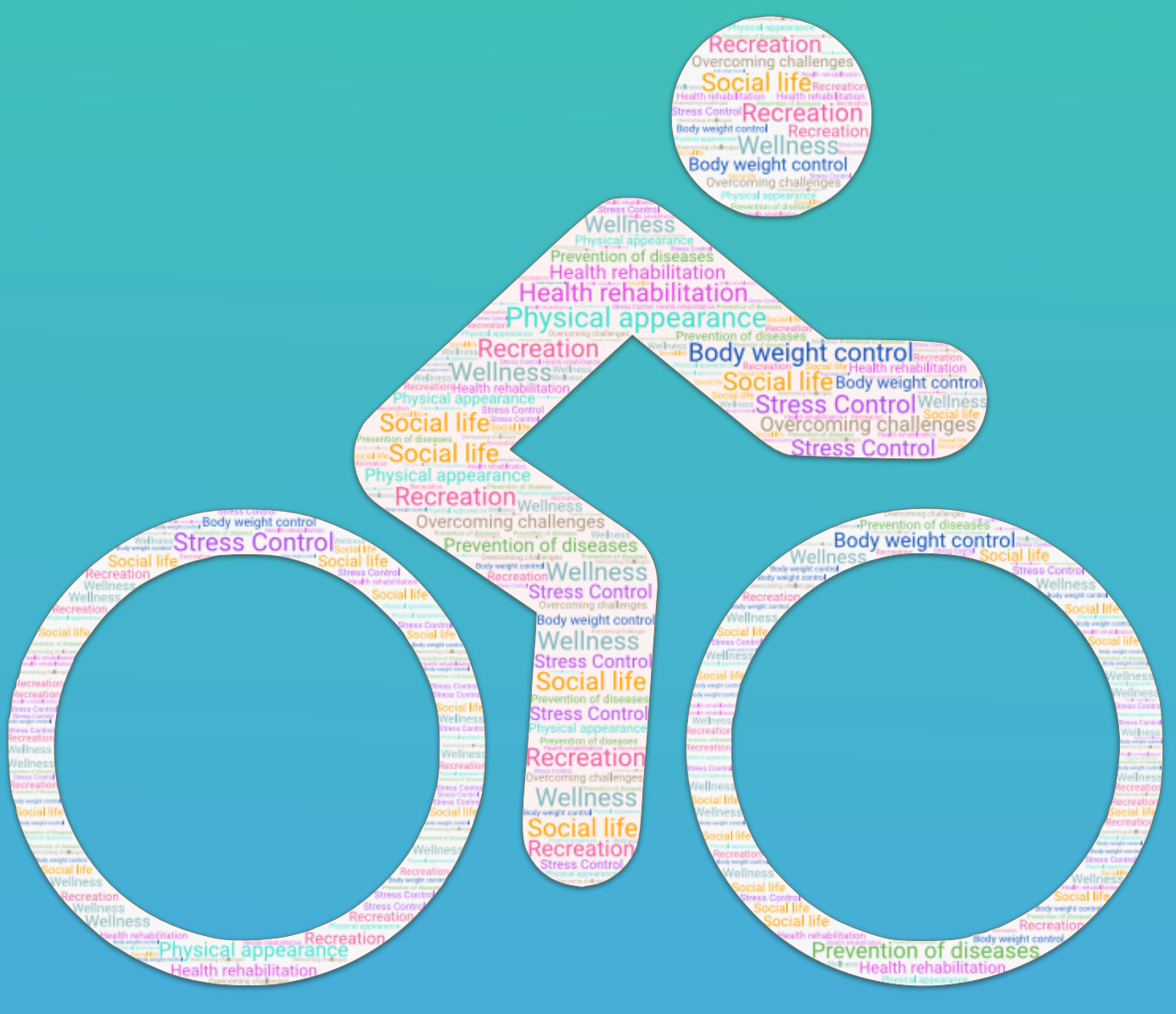
To ride a bike is a verb that people started saying as in the past activity: "I rode a bike" or "I used to ride a bike". To many others it can work as in the future: "I will ride a bike", or "I would ride a bike if..." There are many possibilities to "if..." such as: If I knew how to ride, If there was much cycling infrastructure as well, fact is Niterói's Bike Anjo School has been pursuing the activity of riding a bike a verb in the present of all or a big part of society that might work in its totality:

I ride
You ride
He/She/It rides
We ride
They ride

Although cyclists in Niterói represent only a slice of the city's population, highlighting people from 15 up to 44 years, mostly male, it is sure that there are many other ways to help in decision making, by the State government as by civil people, in order to make cycling work in the present tense.

In that sense, the following chapter shows a word cloud composed of emotional statements by people who participated in the research that adopted the bicycle as a lifestyle and rides in the present. In addition to that, there is a graphic with results from research regarding the cycling experience: whether it is believed, whether it is not believed and which is not a part of multiple effects of cycling in people's life.

Fátima Priscila Morela Edra
Professor (PPGTUR/FTH/UFF)
Research leader at CNPq group ETTA



■ I believe it is possible, but I have not tried yet.
 ■ I believe is it possible, because I lived it.
 ■ I do not believe it is possible.

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To all Niterói's Bike Anjo volunteering crew, also to other partners, past learners that crossed EBA-Nit's network and to the new cyclists that joined us to further rides.