

Niterói's Bike Angel School Yearbook

2016



Universidade
Federal
Fluminense



Conselho Nacional de Desenvolvimento
Científico e Tecnológico



Pedal UFF-Tur
Faculdade de Turismo e Hotelaria



BIKE
ANJO



Bike Angel School Yearbook – Niterói, 2016

FÁTIMA PRISCILA MORELA EDRA
(Coordinator)

VICTOR VASCONCELLOS SILVA
BIANCA ORIEL VIVEIROS
(Researchers)

Bike Angel Niterói School Yearbook — 2016

Niterói, RJ
Faculdade de Turismo e Hotelaria — University Federal Fluminense
2020

Layout editor: Victor Vasconcellos Silva.

Cover page: Victor Vasconcellos Silva.

English translation: Victor Vasconcellos Silva.

Graphic design: Freepik®.

E24, Edra, Fátima Priscila Morela.

Bike Angel School Yearbook – Niterói, 2016 / Fátima Priscila Morela
Edra, Victor Vasconcellos Silva, Bianca Oriel Viveiros – Niterói: FTH/
UFF, 2021.

38 p.

This material belongs to research group Experiences in Tourism &
Active Transports – ETTA/UFF.

1. Urban cycling. 2. Cycling tourism. 3. Bike Angel School. 4.
PedalUFF-Tur. I. Title. II. Edra, Fátima Priscila Morela. III. Silva, Victor
Vasconcellos. IV. Viveiros, Bianca Oriel.

Foreword

On a Sunday in 1995, at a closed builders' merchant parking lot in Baixada Fluminense, I rode a bike for the first time. I got lucky having a father that was a cyclist and taught me how to ride a bike even without squares nor parks nearby. Fifteen years later, my relationship with urban cities and transports changed for good when I realized that I could replace taking a bus to riding a bike towards the ferry station in a 7km daily routine. Nowadays, biking represents a big part of my life as leisure, physical activity, transportation, labor and research opportunities and ideal for the future.

These were moments of great importance, as well as to other people. Mastering the cycling movements, balancing, the satisfaction of the relationship between people and biking; later on, become part of this, understanding myself as part of the roadways, the flow, the view and scale that only biking provides.

When I first arrived at the Bike Anjo School (EBA-Nit), the immediate impression I had was that what was being offered to participants were both of these approaches. The formation of cyclists citizens, aware of their duties and empowered by rights is so important in the workshops as the firsts solos cycling rides. Taking place over the streets is the goal, and I worship it.

In that sense, promoting access to many opportunities that cycling assembles is emancipating and life-saver. Regarding that, each one of the participants that join the streets by cycling in its daily displacement means an uncountable earning to the city at all.

Since 2016, the cycling mobility overview has changed significantly. People locomoting by cycling in main city roadways increased four times its previous numbers and now, unlikely some years ago, cycling mobility is an unstoppable statement in daily life and also in politics. The harmony in line of action of State and civil society is fundamental to achieve the ideal of cycling cities and Bike Anjo School is a part of it.

This material, carefully produced by research group PedalUFF-Tur from Faculdade de Turismo e Hotelaria of Federal Fluminense University is an excellent and important portrait of EBA-Nit's relevance and also cycling mobility in Niterói city in a bigger picture.

Filipe Simões

Urbanist Architect

Coordinator at Programa Niterói de Bicicleta

TABLE OF CONTENTS

1	Niterói's Bike Angel School (EBA-Nit)	7
1.1	Annual data	8
1.2	Monthly data	12
2	Neighborhood environment	17
3	Urban cycling	23
4	Cycling tourism	33

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

Bike Anjo's network emerged in São Paulo city, 2010, by a group of friends willing to help cyclists to improve their skills riding a bike and adopt the practice of cycling in further displacements and daily routine, in order to reduce the dependence of motorized vehicles. The initiative increased by projects and campaigns such as “Dia de Bike ao Trabalho”, “Dia Mundial sem Carro”, “Bike na Periferia”, “Bike na Escola”, “Bicicleta nos Planos” and many others. In 2012, Bike Anjo School (Escola Bike Anjo/EBA) was created and in a matter of time became the main association's activity. In Niterói, the beginning event of EBA happened in January of 2015. By 2016 the events were often and welded by new volunteers.

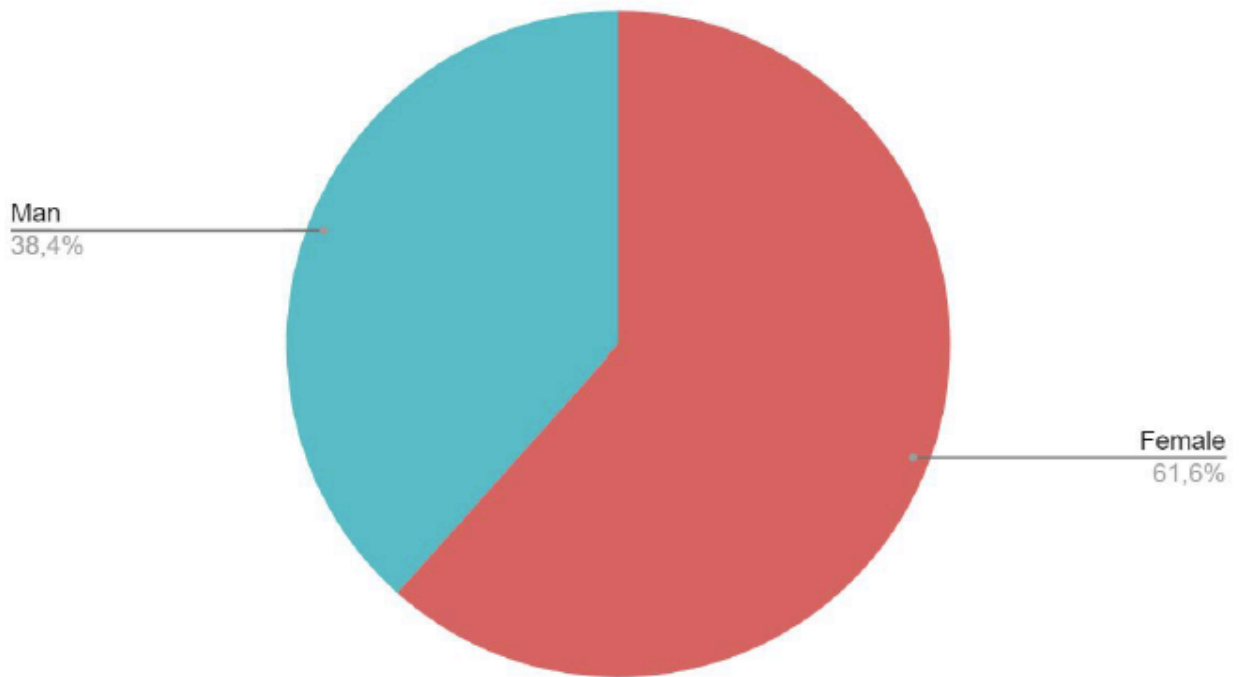
Bike Anjo School's goal is to teach people of all ages to achieve their dream of riding a bike and help other cyclists less experienced to feel safe at cycling. The workshops usually take place outside Theatro Popular, at Caminho Niemeyer, downtown. The place is paved, lineal and fenced, which make the participants and the volunteering crew feel safe and comfortable. All the service is provided by trained volunteers and it is free. The learners don't need to have a personal bike to participate, although it is recommended to bring their own whether it is possible. By far, EBA-Nit attended participants from 3 to 86 years old.

The pleasure of promoting joy and satisfaction of participants is what moves EBA-Nit' volunteers. It is natural to see lots of emotion and joy from apprentices (also their keepers and tutors) when they realize they are finally biking, especially those who don't believe it was possible to achieve. We keep on believing that biking has an emancipating potential!

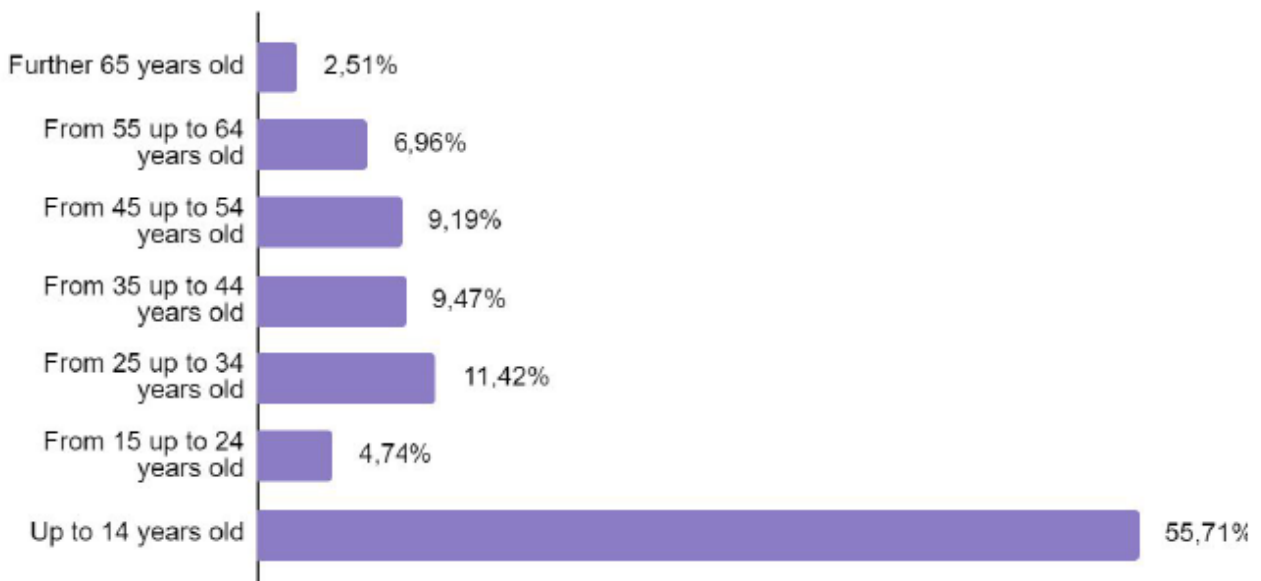
Associated members of Bike Anjo



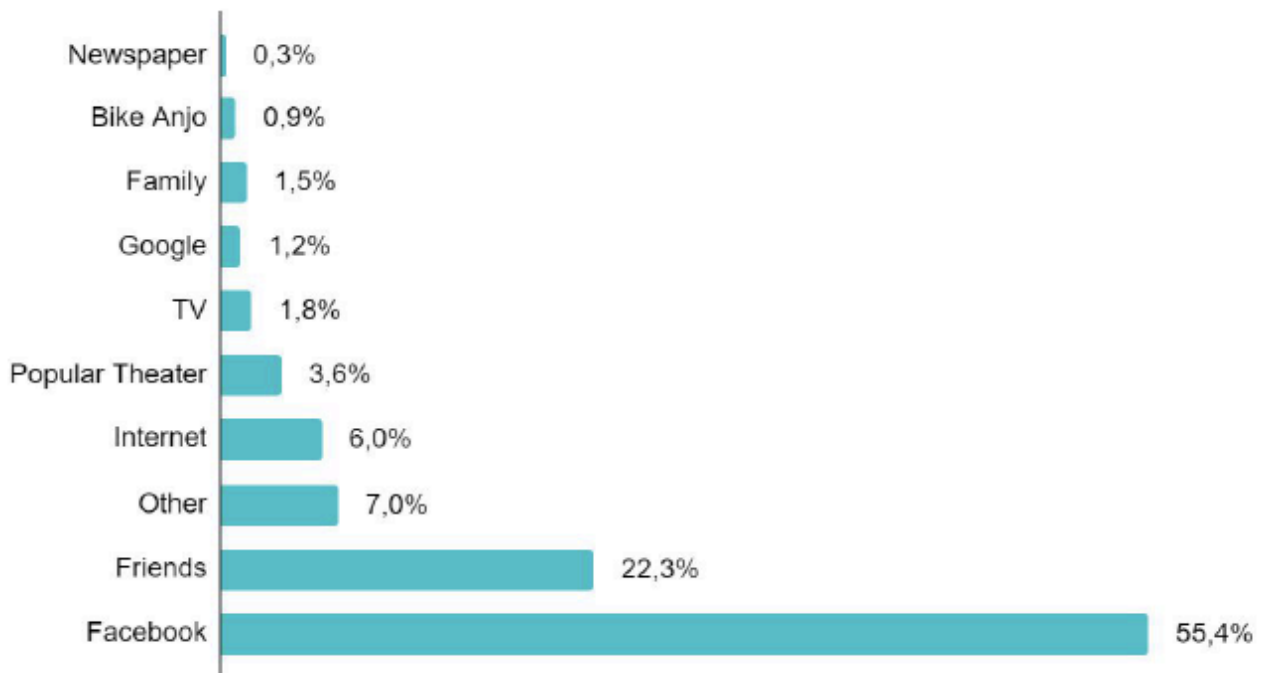
Sex



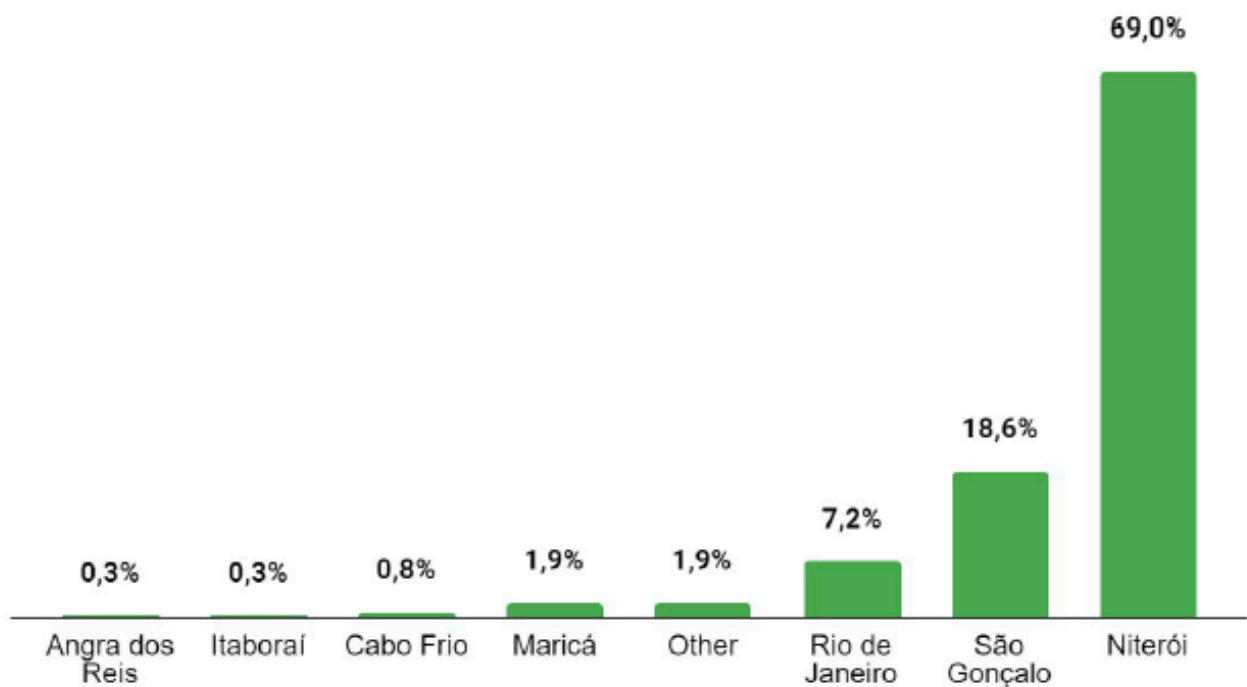
Age range



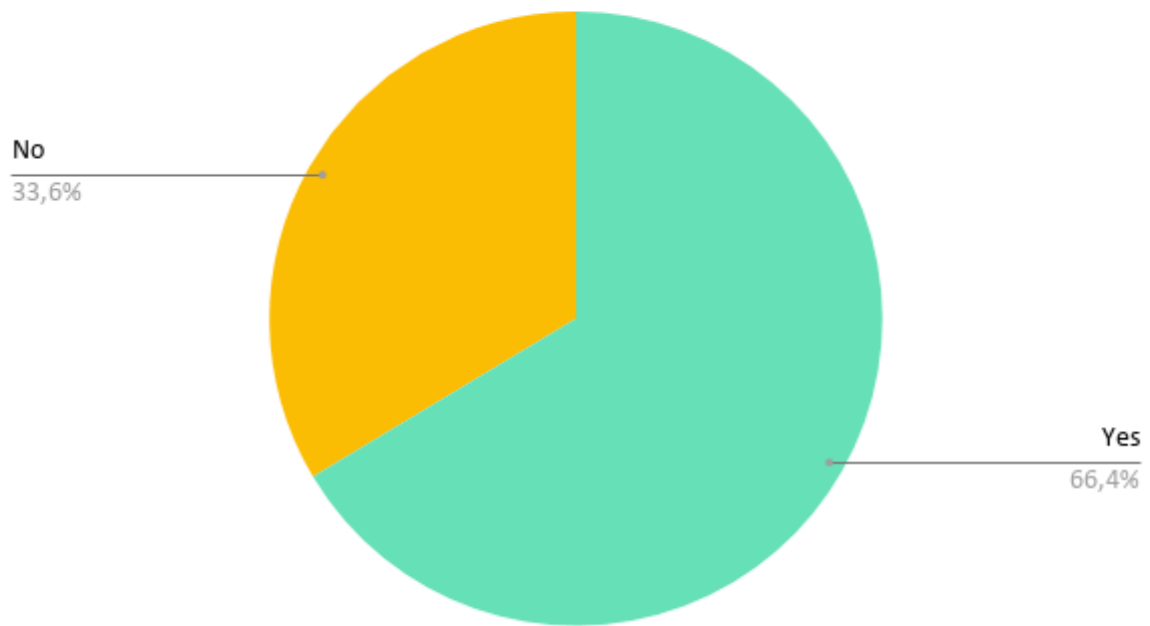
How first met EBA-nit



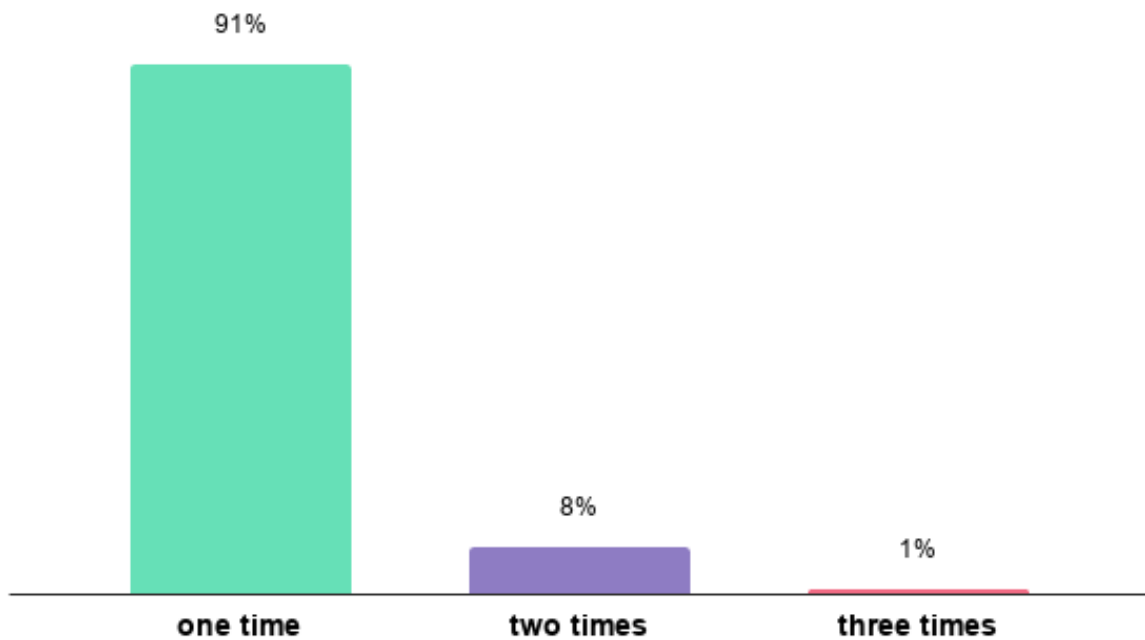
Participants hometown



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

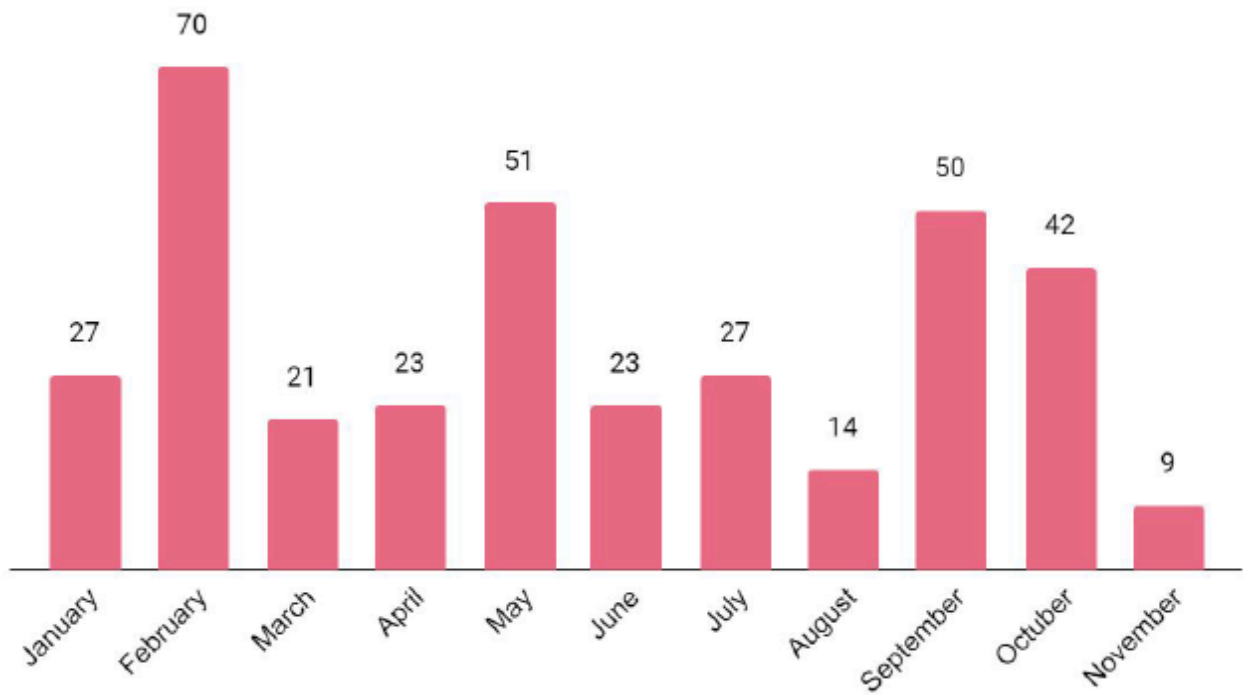


Times a year the participant had ridden a bike in EBA-Nit's 2016 workshops

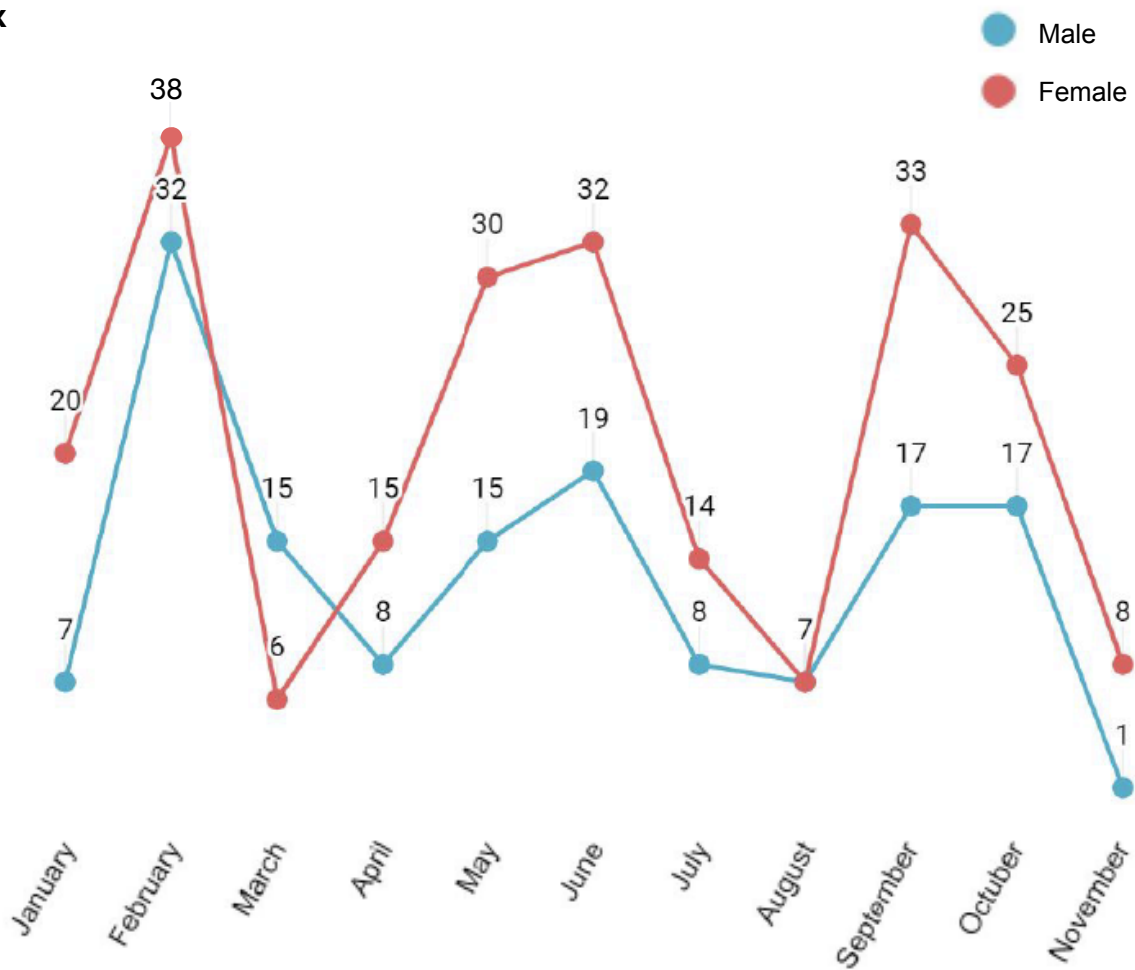




Participants statistics (per month)



Sex



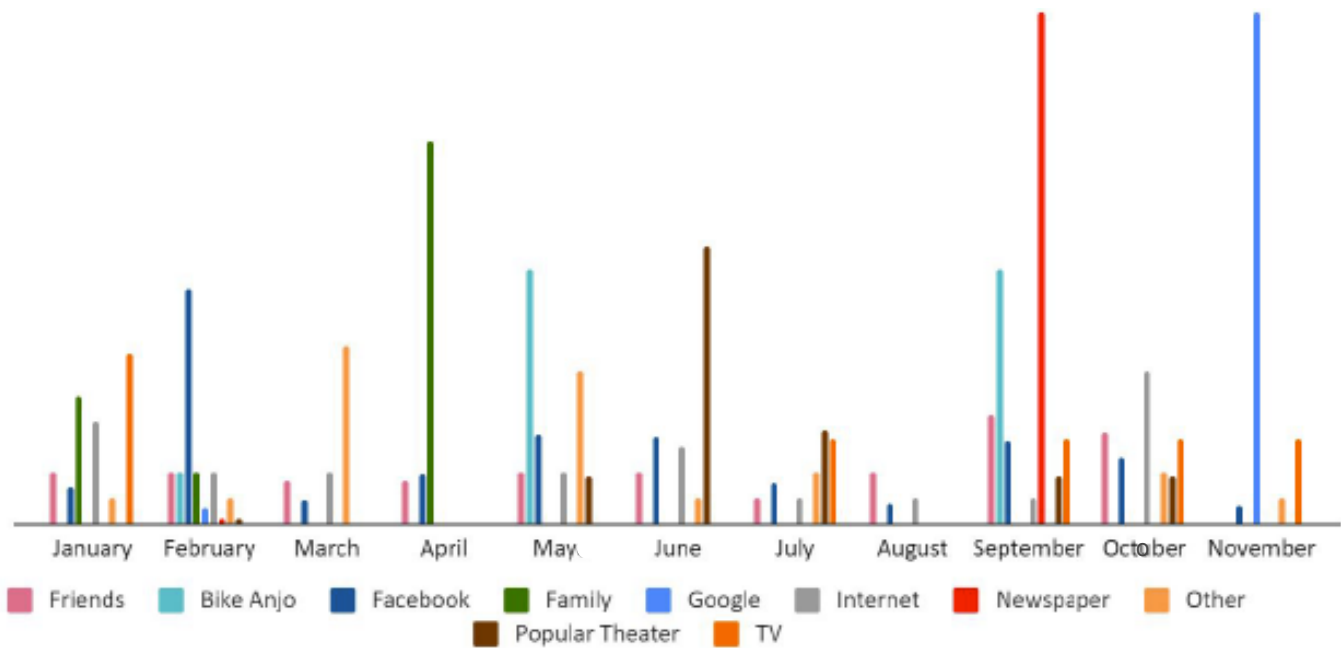
Age range (%)

	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	62	4	8	4	11	11	
February	61	6	12	3	8	8	2
March	52	9	5	5	5	5	19
April	52	5	10	14		14	5
May	52	2	12	12	10	7	5
June	58	4	10	14	10	4	
July	50		15	20	5	5	5
August	69		23	8			
September	64	4	8	6	10	8	
October	40	10	17	7	19	5	2
November	56		11	11	11	11	

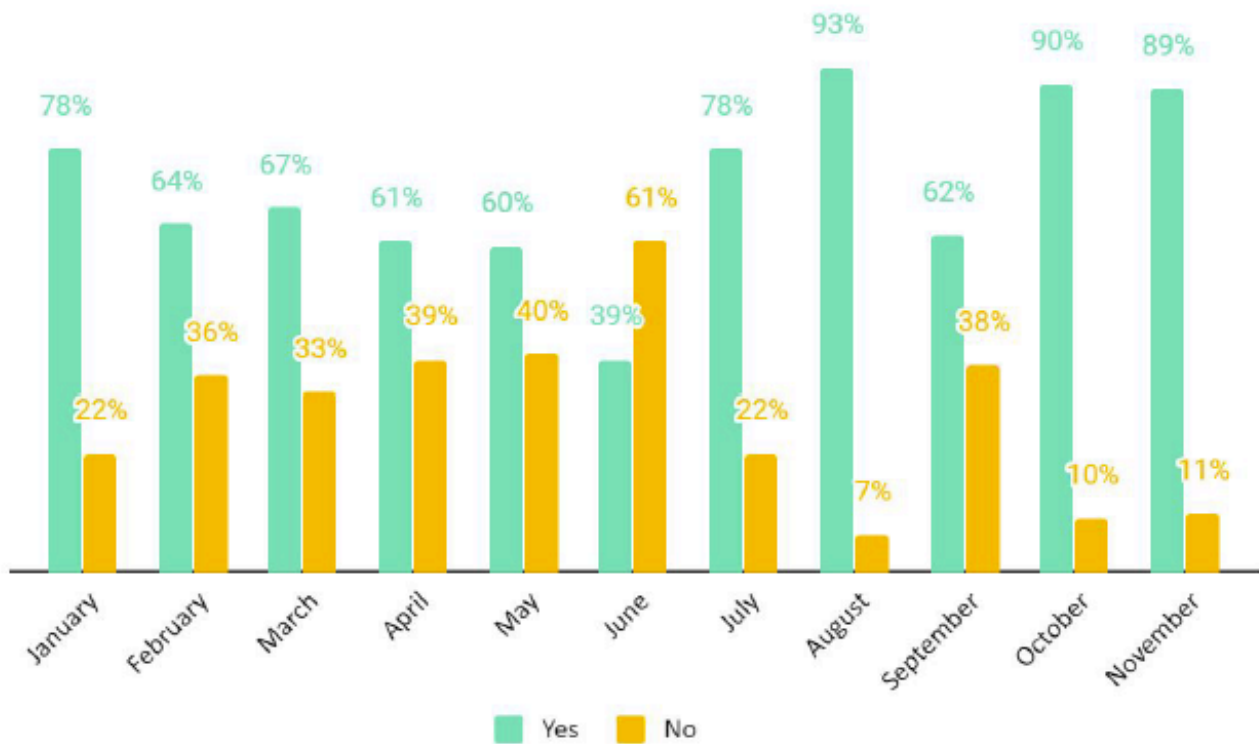
Participants hometown (%)

	Angra dos Reis	Cabo Frio	Itaboraí	Maricá	Niterói	Rio de Janeiro	São Gonçalo	Other
January		4			74	11	7	4
February		1			76	9	14	
March					86		14	
April	4				40	13	43	
May				2	54	13	31	
June		2		4	72		20	2
July				4	65	9	18	4
August				7	64	7	15	7
September					80	4	12	4
October			3	2	69	7	19	
November				11	56	11	11	11

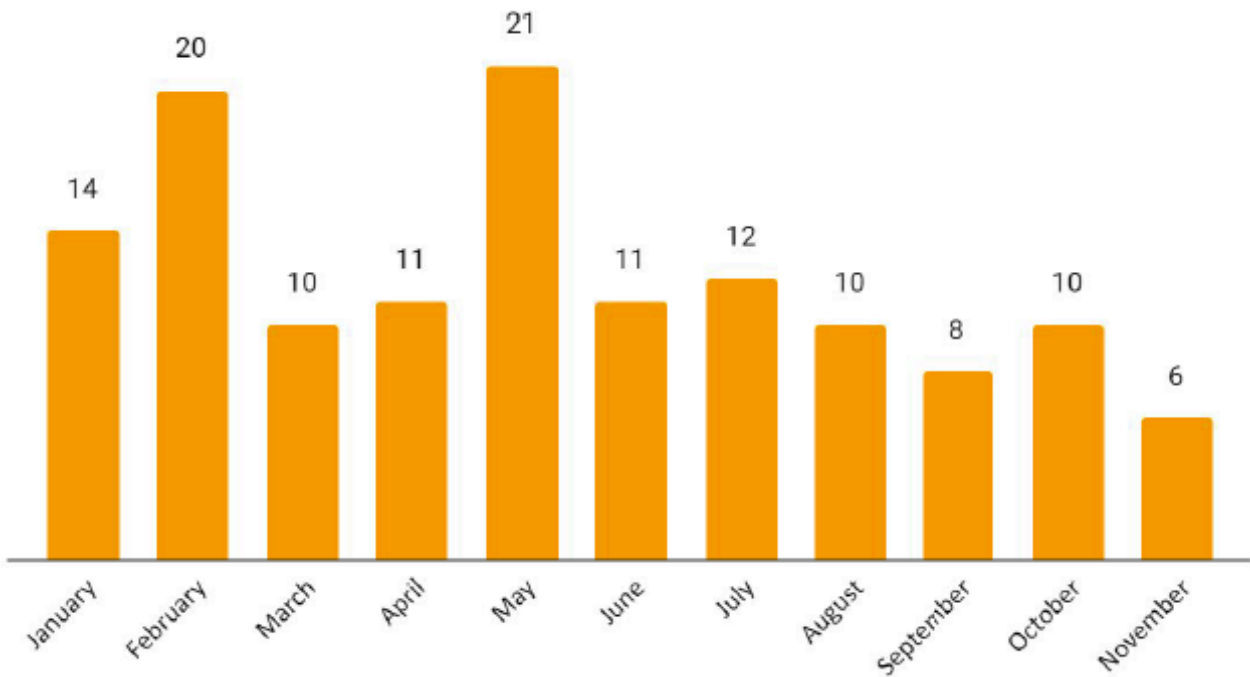
How first met EBA-Nit



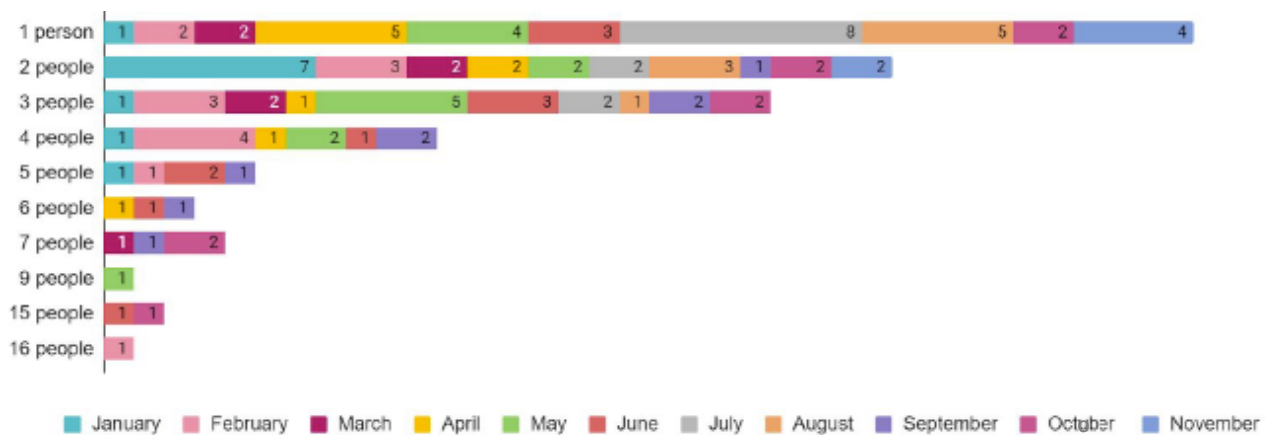
Whether the participant rode a bike when joined EBA-Nit workshop



Volunteering crew statistics (per month)



Volunteering crew statistics versus assisted participants (per month)



2 Neighborhood environment



Perception of friendly neighborhood environment to cycling

As a big part of the world's population faces sedentary lifestyle and obesity, there is a concern to study people's lifestyle and factors of influence in the decision of adopting physical activities practices such as neighborhood environment where people live.

In order to comprehend neighborhood environmental influence over health behavior, an ecologic model is being used, considered a way to define the interdependence between human health and the perception of their living neighborhood environment.

The eco-model foresees that a living environment might help the adoption of often daily practices lifestyle. The model is used to explain many factors that might be an influence to adopt an active lifestyle in people and how the environment can make it easier, such as riding a bike nearby home.

Considering the human behavior in different places, it is important to analyze the encircling factors in living home (neighborhood environment) in order to promote changes that improve welfare and understanding why some people are more likely to do physical activities than others.

In order to identify the perception of neighborhood environment, it has been used a methodology of validated online survey¹ that sets friendly places to physical activities practices nearby home (which people can get in 10 minutes by walk) such as: cycling pathways, courts, parks, soccer fields, hiking trails, recreation area and clubs among others that might induce their choices.

The neighborhood environment and the attractions located nearby home might induce people's choices when it comes to a physically active lifestyle, when there is a good quality of, at least, three factors: 1) accessibility and attractiveness from places to practice; 2) infrastructure and maintenance in neighborhoods; 3) safety to physical activities practice.

In that sense, the following research goal was to identify people's perception regarding home nearby environments, in order to verify the existence of suitable and safe public spaces to practice physical activity.

Methodology used for application of online survey was composed of ten questions in a 'Yes or No' style questionnaire. Each one of the following sentences answers the same question: In my living neighborhood...

..

Marcelo Barros de Vasconcellos

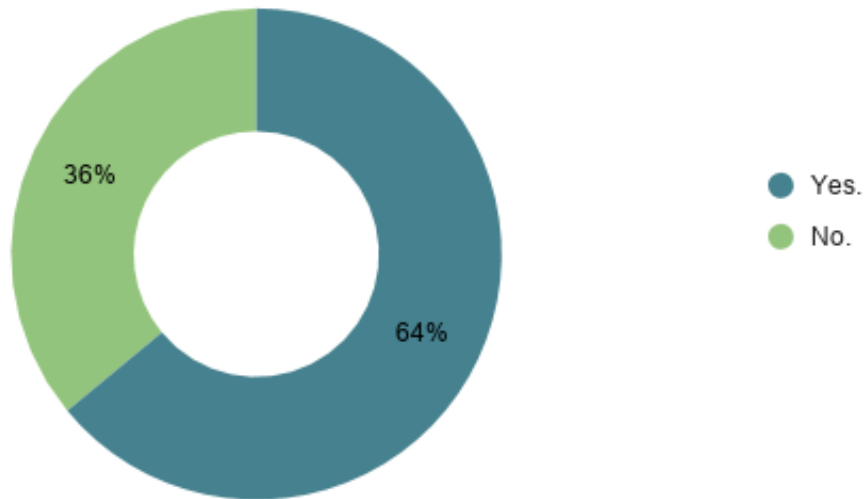
Teacher at University of. Estado do Rio de Janeiro

Member of research group Experiências em Turismo e Transportes Ativos (ETTA)

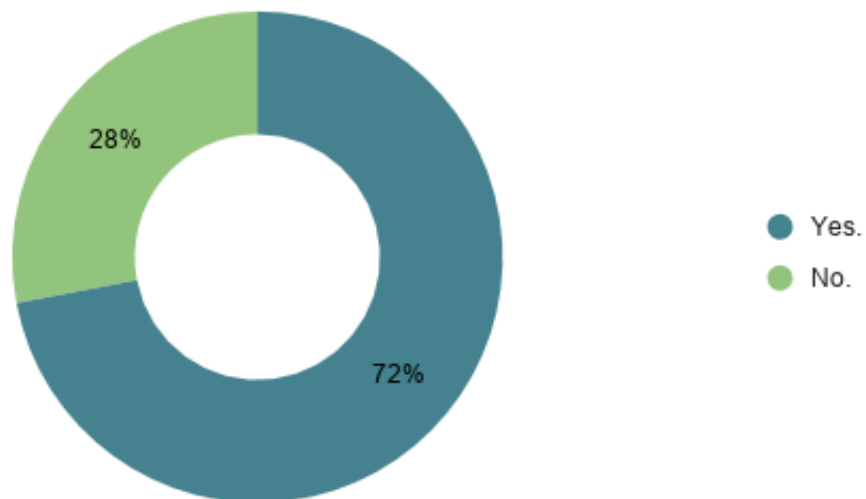
Research field: touristic mobility, physical activity and health

¹ Farias Júnior JC, Lopes AS, Reis RS, Nascimento JV, Borgatto AF, Hallal PC. Development and validation of a questionnaire measuring factors associated with physical activity in adolescents. Rev Bras Saude Mater Infant 2011;11(3):301-12.

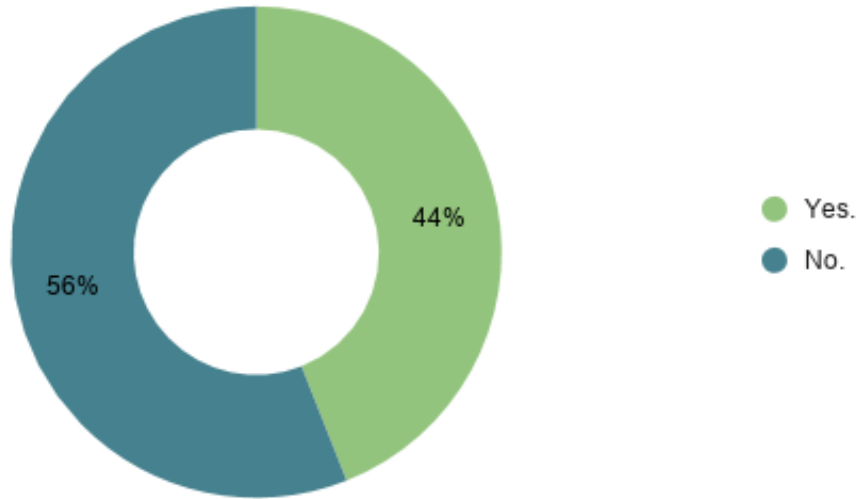
There are many places that I like to go



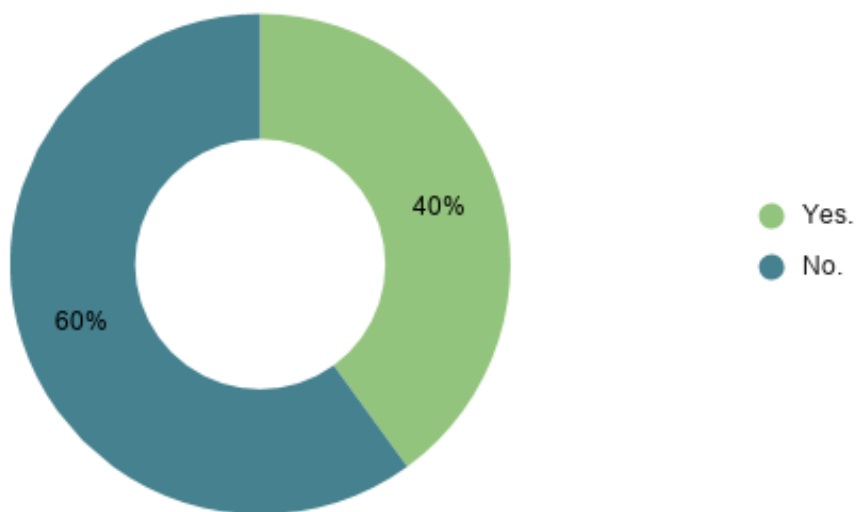
Most of the sidewalks are paved



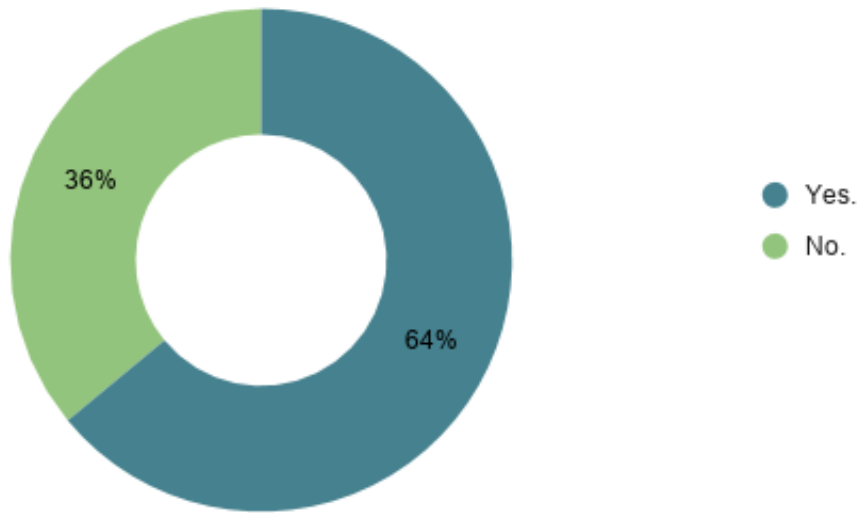
There are cycling paths and/or hiking paths



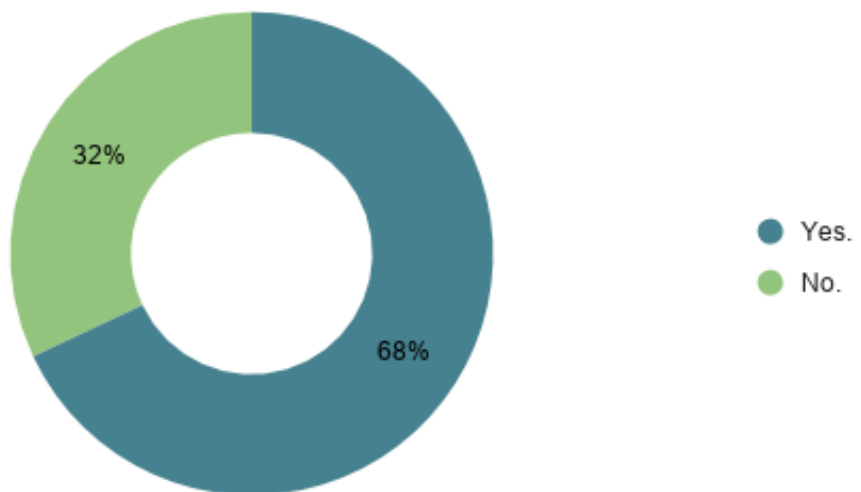
Cycling, walking or playing games is safe



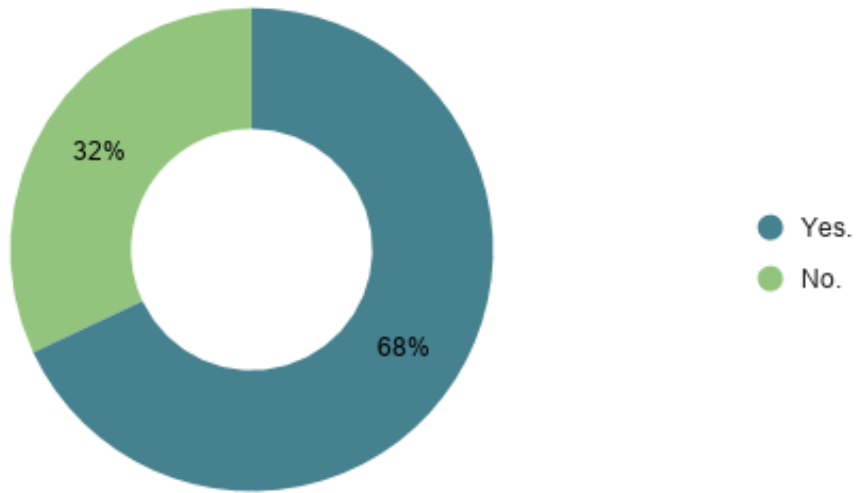
There are so many traffic jam that it gets difficult to walk or ride a bike



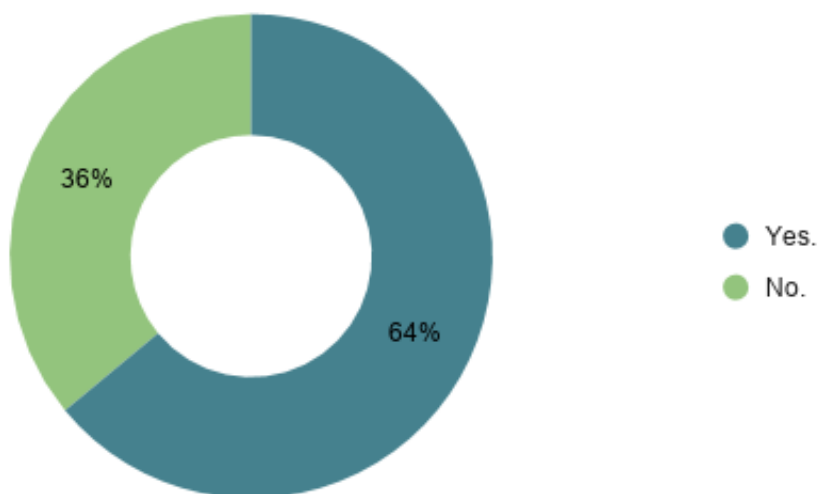
There are many crimes



I always see people of my age range playing and/or practicing exercises



There are lots of things considered interesting to see while cycling or hiking





Cycling as transportation goes beyond a synonym for sustainable practice. The choice of cycling earns in economics matters and also in a healthier lifestyle. Considering a bike as accessible, intuitive and practical transportation, it can be used in physical activities, recreation, labor routine, delivery services among others.

The benefits of cycling adoption in daily life are beyond personal aspects, considering the less costs related to cyclist supportive infrastructure and maintenance of cycling pathways whether it is compared to the basics of personal motorized vehicles. Cities that promote urban cycling are benefited with less traffic jams and pollution, including noise pollution.

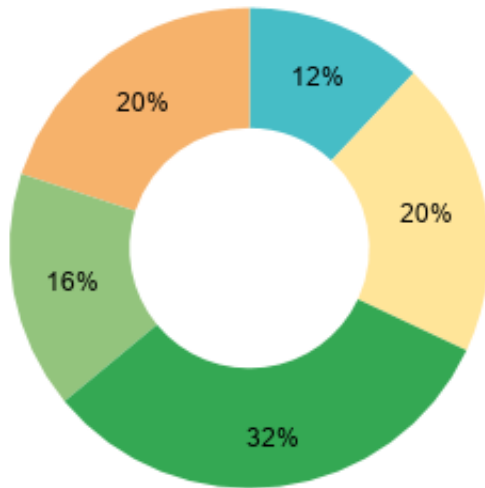
In order to see spaces practicing urban cycling, it is necessary the participation of many actors, from the person who seeks the practice of cycling in daily life to the driver who sees the value of cycling in a diverse, welcoming and safe atmosphere. This path includes the State regarding public policy encouraging cycling as transportation and the appropriate infrastructure needed to urban cyclists.

André Correia Brandão

Architecture and Urbanism student (UFF)

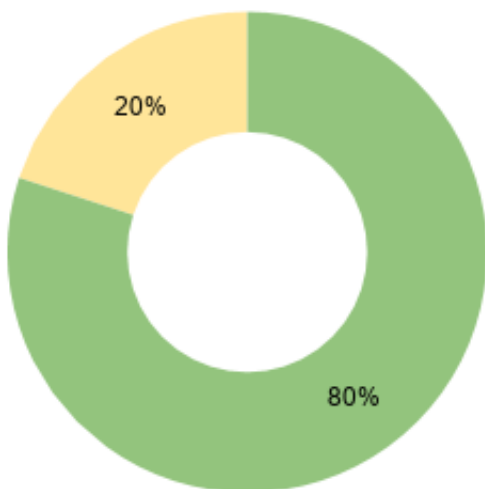
Member of research group (CNPq) ETTA

Age range



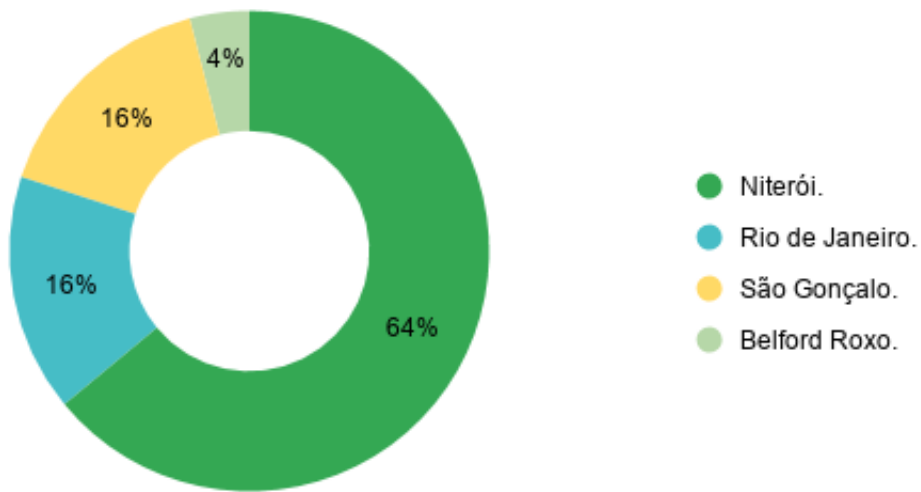
- From 15 up to 24 years old.
- From 25 up to 34 years old.
- From 35 up to 44 years old.
- From 45 up to 54 years old.
- From 55 up to 64 years old.

Gender



- Women.
- Men.
- Other.

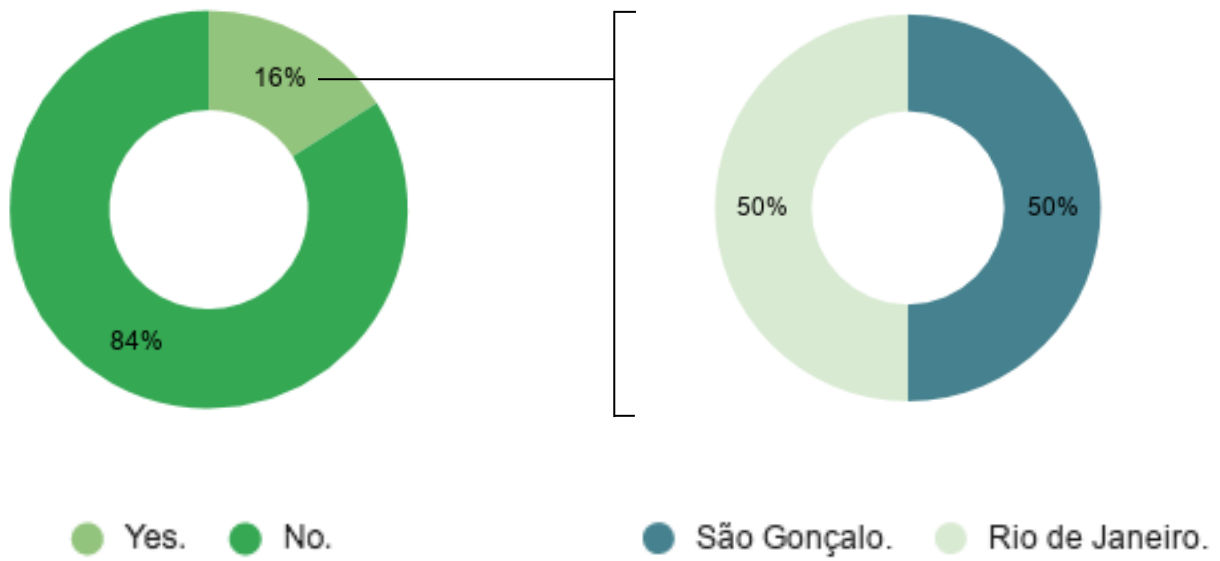
Current hometown when joined EBA-Nit's 2016 workshops



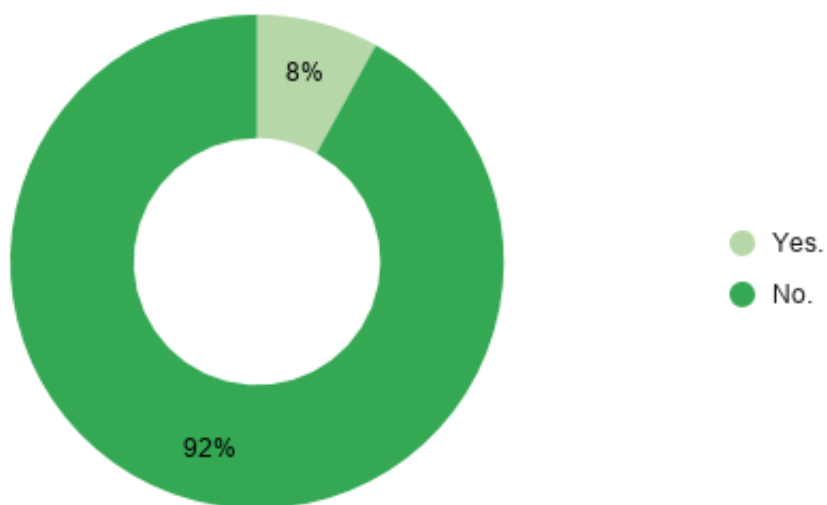
Motivation to join EBA-Nit's workshops



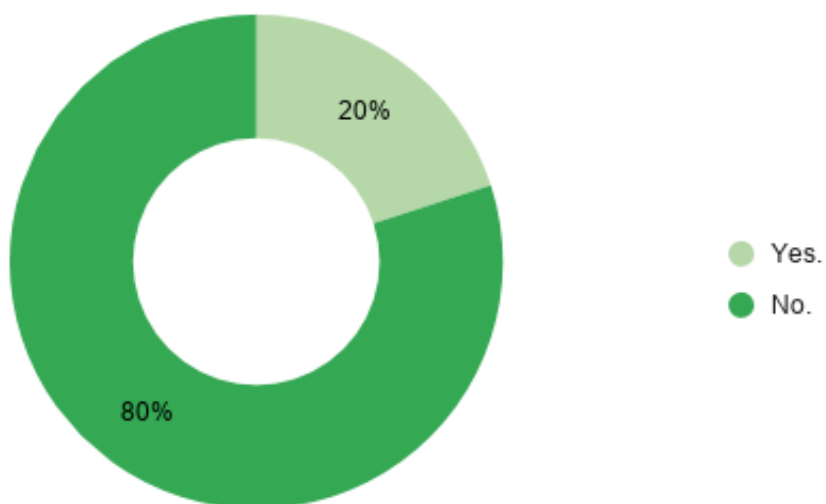
Previous participation in EBA's workshop placed in other city



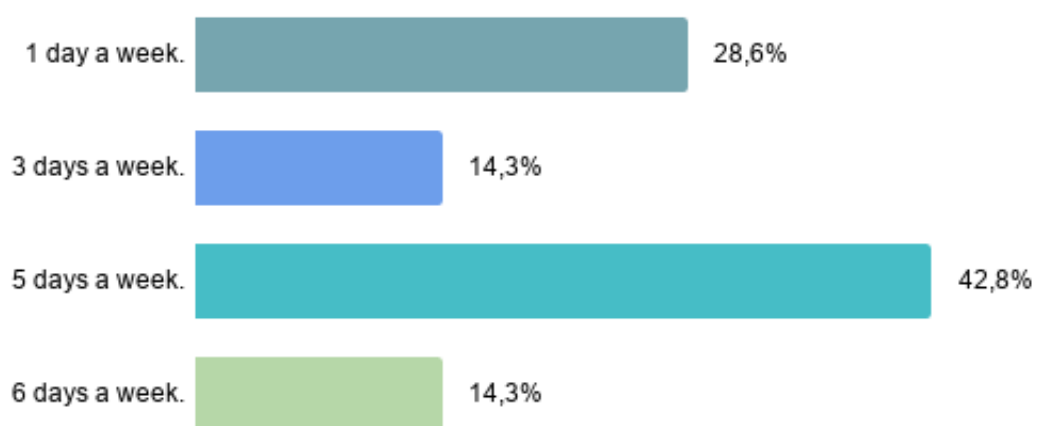
Bike Anjo's service request after participation in EBA-Nit's workshops



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

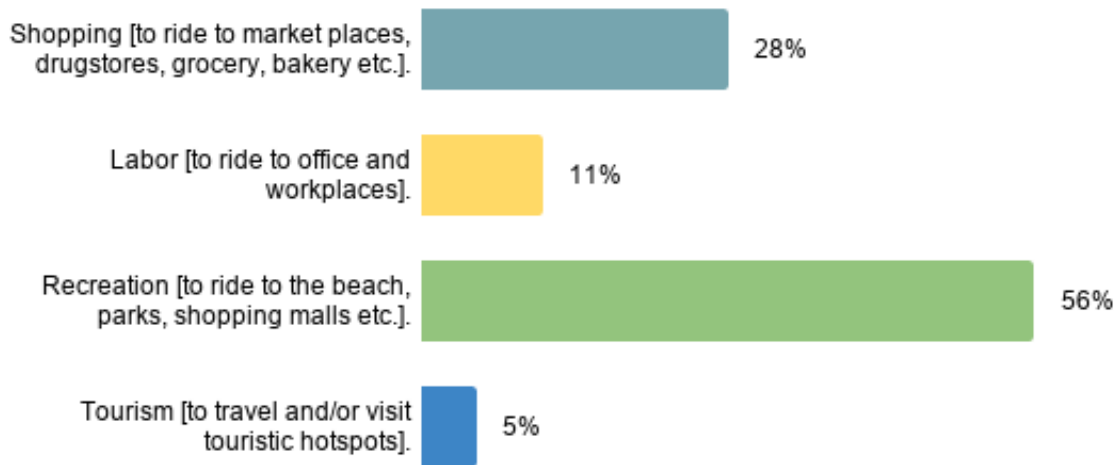


Periodicity (days per week) of bicycle used as transportation

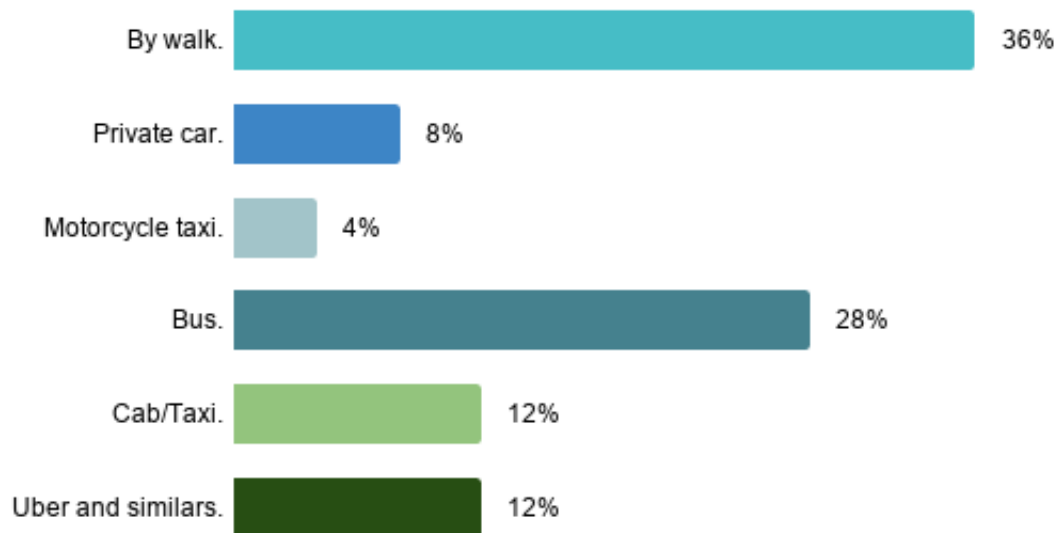


There was no respondents in 2, 4 and 7 days a week.

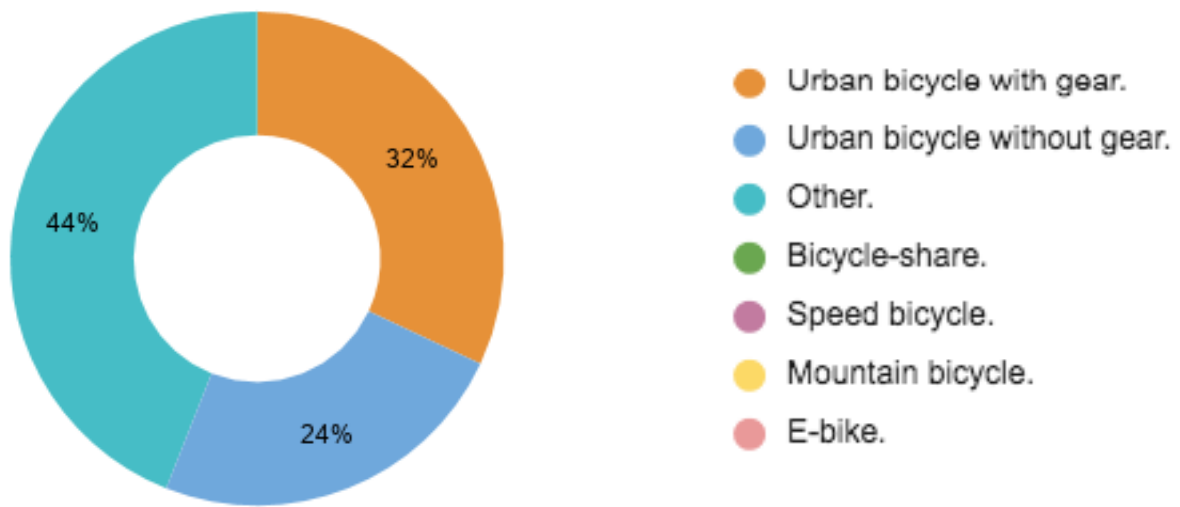
Goals to use bicycle as transportation



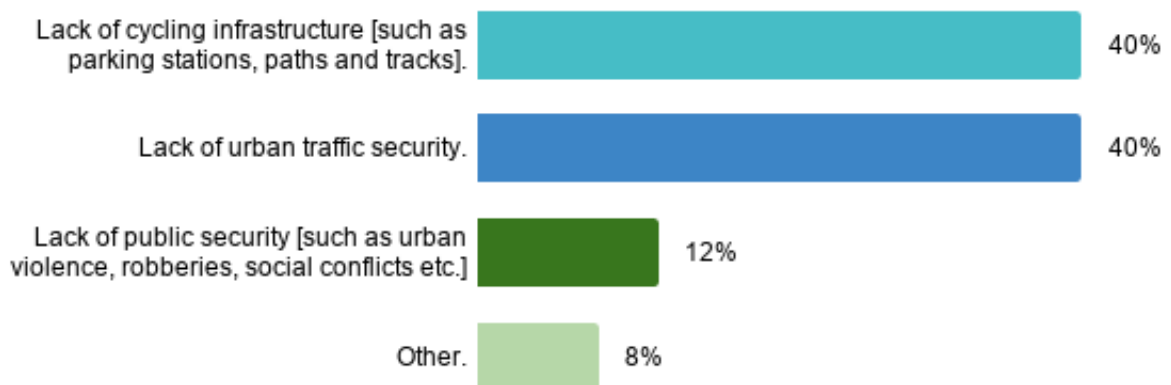
Transportation less used or replaced by bicycle



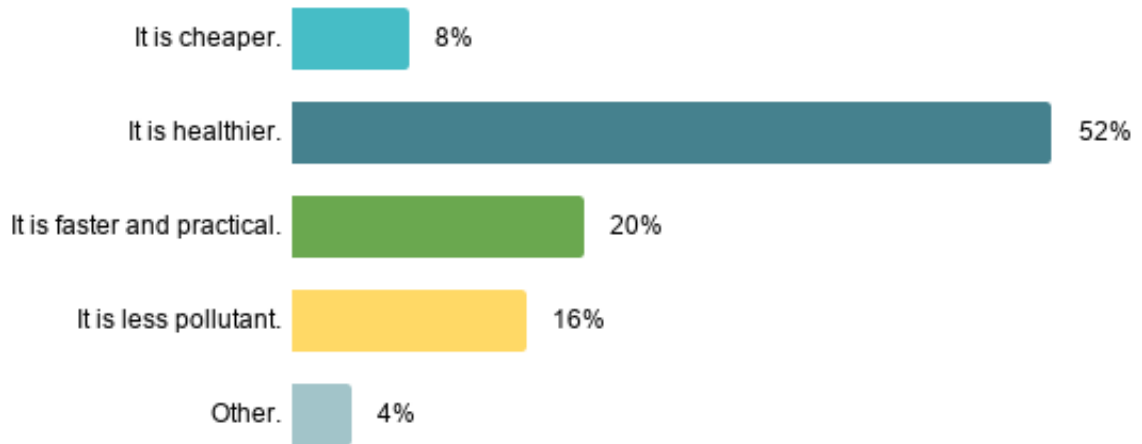
Bicycle model most used daily as mean of transportation



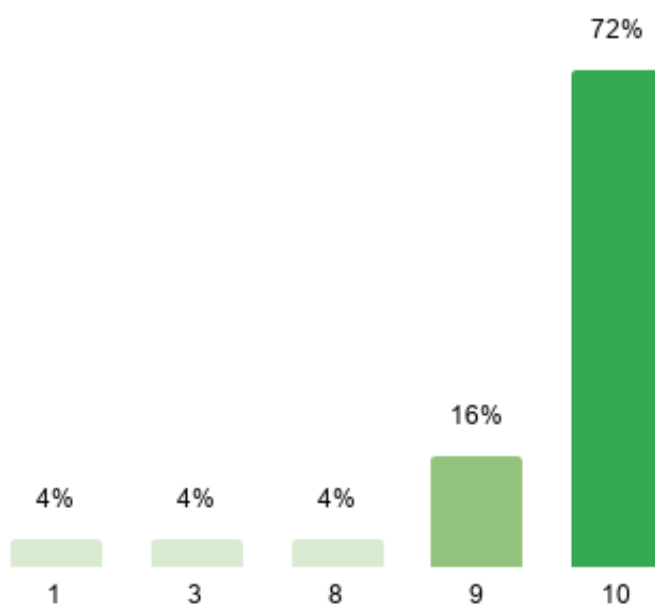
Main barrier not to use bicycle as transportation



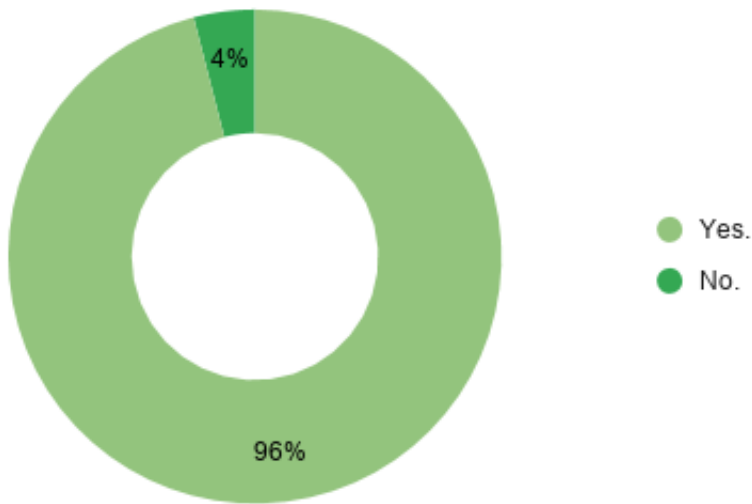
Main motivation to use bicycle as transportation



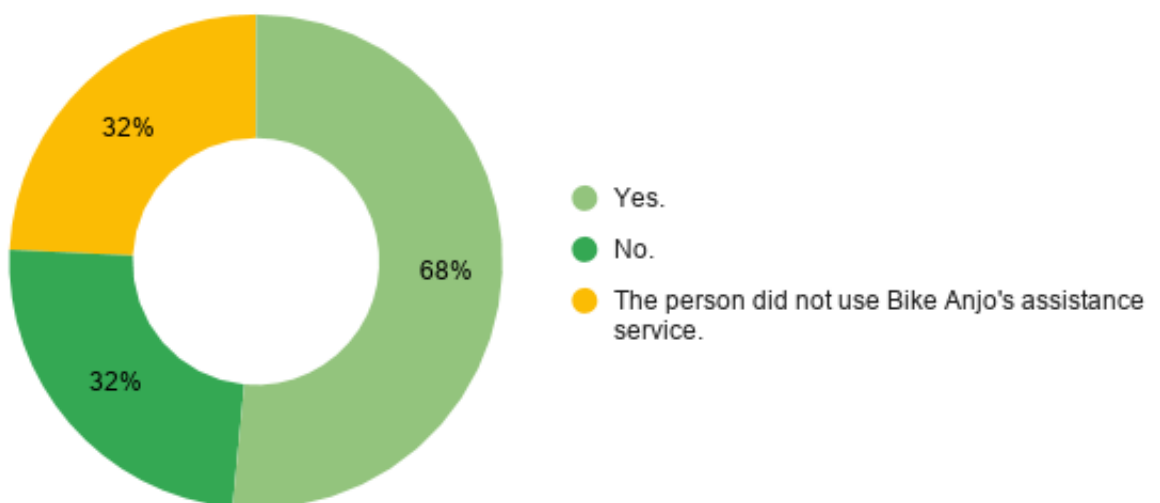
Perception regarding EBA and/or Bike Anjo as positive ways to increase urban cycling (scores from 1 to 10)



Whether recommend EBA-Nit to acquaintances



Whether recommend Bike Anjo's service to acquaintances





Cycling tourism is a touristic activity that involves cycling as the transportation. The tourist who chooses bike as transportation to short distances in touristic destinations sets the cycling tourism.

The use of bikes in touristic activities allows the driver to observe and enjoy the landscapes and surroundings better. The existence of cycling infrastructure around can encourage cycling for visitors and tourists.

Cycling tourism suits the slow movement, known for its many areas such as design, food and also tourism as slow travel. Considering the movement slow as emerging, it allows the tourists/visitors a slow displacement. Besides that, slow travel prioritizes the experience over time.

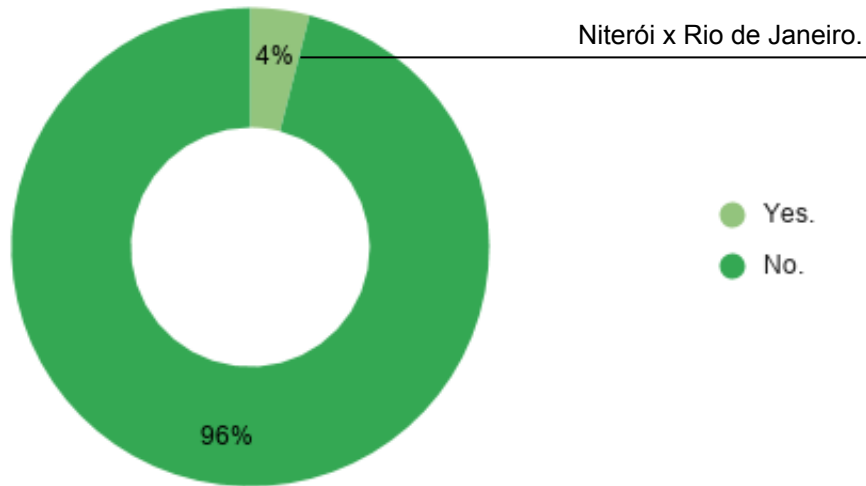
It is important to know who are the cycling tourists and also who are not so it can create better conditions to attract more tourists to use cycling as transportation in recreational and tourist destinations.

Camila de Almeida Teixeira

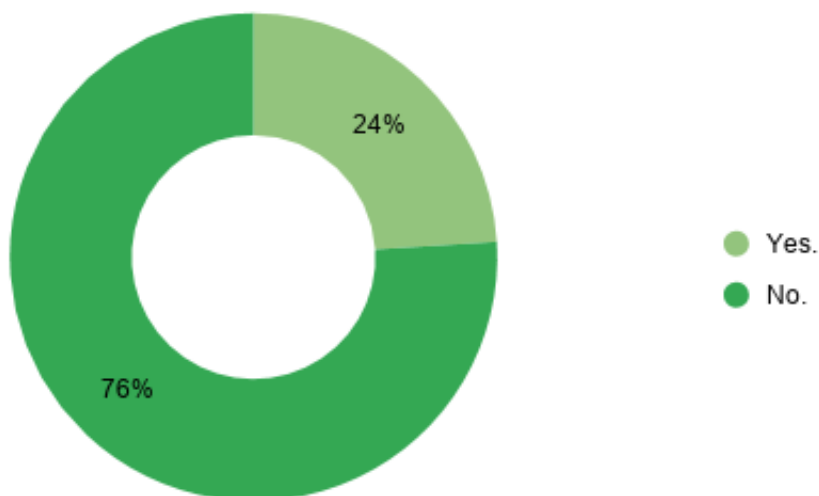
Tourism MSc. (PPGTUR/FTH/UFF)

Member of research group (CNPq) ETTA

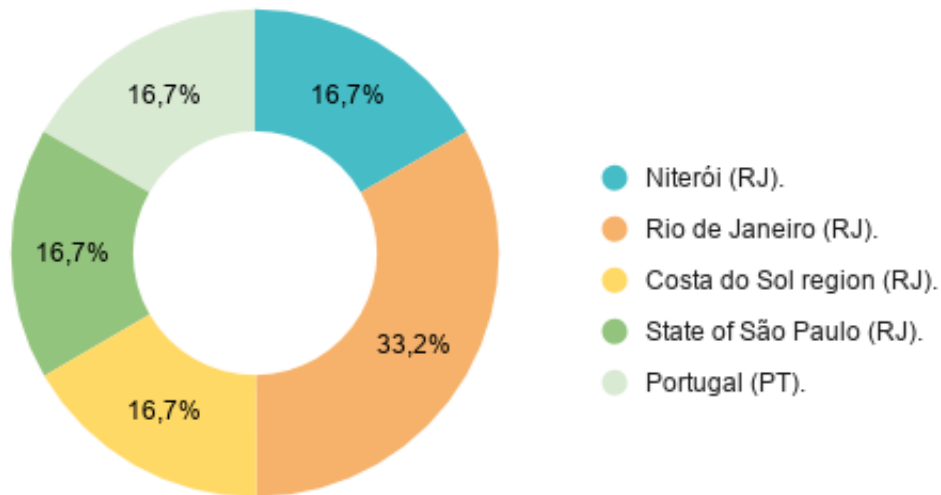
Have you ever used a bicycle in order to travel to another city(s) and/or state(s) and/or country(s)?



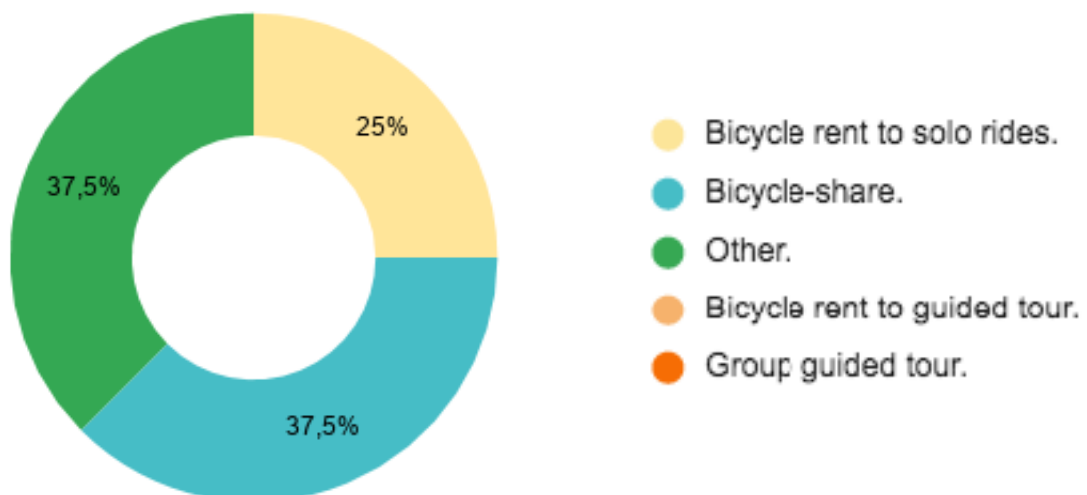
Have you ever used a bicycle in order to visit places and/or take tour at touristic destinations?



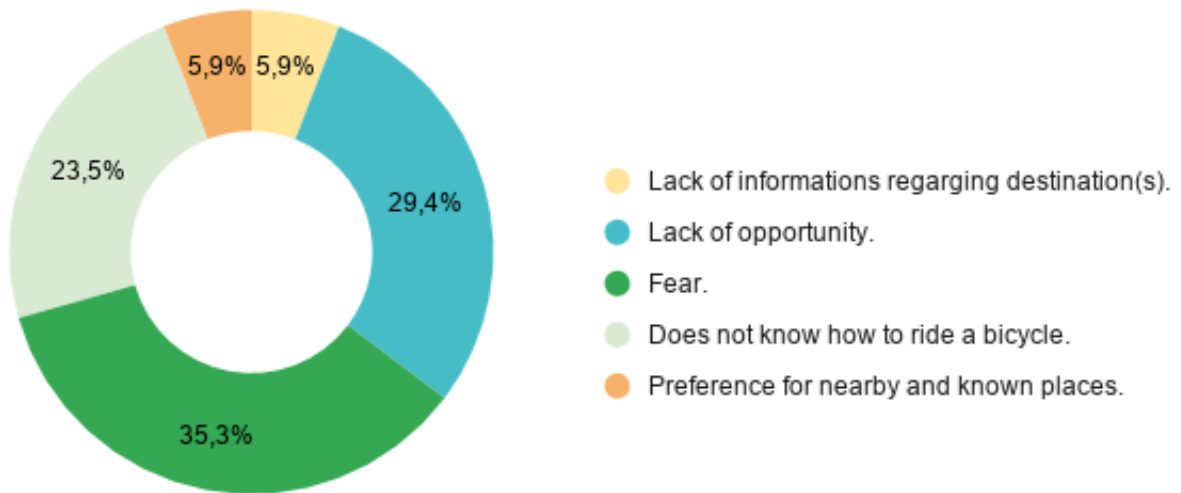
Touristic destinations where bicycle was used in order to visit places and/or take tour



Service performed 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



FACULDADE DE TURISMO E HOTELARIA – UNIVERSITY FEDERAL FLUMINENSE

University Dean

Antonio Claudio Lucas da Nóbrega

Headmaster at Faculdade de Turismo e Hotelaria

João Evangelista Dias Monteiro

Department of Tourism Headmaster

Fábia Trentin

Tourism's Bachelor Course Coordinator

Carlos Alberto Lidízia Soares

BIKE ANJO ASSOCIATION

CEO

Pedro Wandalsen

Finances Headmaster

Daniela Rodrigues

Management Headmaster

Elisa Dias

Acknowledgments:

To the National Council for Scientific and Technological Development (CNPq) for the opportunity to grant an Undergraduate Research scholarship (PIBIC) to student Victor Vasconcellos Silva in order to accomplish this project.

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