



FEDERAL DISTRICT ACTIVE MOBILITY PLAN SUMMARY

The Federal Government Mobility Secretariat (SEMOB) is developing its Active Mobility Plan (AMP). The Plan is an important step to give active mobility a higher priority, with actions planned to improve the urban conditions for pedestrians and cyclists, in order to attract more users to sustainable transport. Based on the cooperation agreement and the technical support provided by the WRI and the UN Environment Share the Road Programme to the development of the Plan, SEMOB provided the draft Plan for a first revision. This summary presents its development to date.

1. Urban Context and Plan Objectives

The Plan identifies already well-known issues of today's urban mobility. Congestion, urban environmental pollution, occurrence of accidents and fatalities, public health and public space degradation are some of the problems that Federal District Active Mobility Plan seeks to address. Concerning the growing number of cars and consequent congestions, the solutions adopted in recent years have involved increasing infrastructure and space for vehicles by widening roads, building viaducts and increasing speed. Solutions that go against sustainable mobility and can no longer continue.

Below are presented important numbers about the reality for pedestrians and cyclists. Some data cover the entire Federal District and some are related to the Plano Piloto only. The numbers show that still a lot needs to be done considering pedestrian and cyclists prioritization, however new initiatives are appearing aiming this goal, planning to provide more security and comfort for pedestrians and cyclists.

Modal Split and Urban Space

- The modal split in the Federal District shows that 23% of trips are made with non-motorized transportation. This number is low compared to several other capitals of the country where that number is usually above 30%. Individual transportation is responsible for 45% of trips made in the Federal District.
- Analyzing only the administrative region of Plano Piloto, the percentage of trips made by active transportation drops to only 7%, while individual transport raises to 82%.
- The car-oriented design resulted in 80% of the urban space destined exclusively to motorized individual transport and 20% for pedestrians, cyclists and public transport. These last three together correspond to 55% of the Federal District modal split.

Pedestrians

- Only 5% of the walking trips happens in Plano Piloto, and 95% of the walking trips happens inside administrative regions and have as destiny the same region. It shows the lack of connectivity for pedestrians between different regions of the city.
- In a perception survey, with residents of the Federal District, about the infrastructure for walking mobility, only 45% of respondents agree that there are sidewalks along their walking routes, and 43% disagree that sidewalks are well cared for, as well as 35% disagree that the sidewalks are free

and unobstructed. In this same survey, more than 60% of those interviewed do not agree that the way is safe in relation to violence and robberies.

Cyclists

- The cycling network of the Federal District has 420km, besides cycle paths it includes cycle lanes and shared sidewalks.
- 70% of de cycling trips occur inside the administrative regions, showing, like the walking trips, the difficulty for connections between administrative regions using active mobility.
- Cycling trips represents 2% of Federal District modal split.
- Plano Piloto has a bikesharing system with 45 stations.



Figure 1: Current (a) and planned (b) dedicated infrastructure for cyclists.

Accidents

- 30% of the deaths connected with traffic accidents in Brasilia between January and October in 2017 were of pedestrians. This number remains stable according to the historical series from 2000 to 2016 where 32% of the deaths in traffic accidents where pedestrians.
- 2001 was the year with more deaths among pedestrians with 165 registered in the Federal District. In 2016, 130 deaths were registered.
- In the last 10 years, the number of accidents with cyclists has decreased considerably. In 2000, 12% from the accidents involved cyclists. In 2016, only 5% from the accidents involved cyclists.
- 2003 was the year with more deaths among cyclists with 65 registered in the Federal District. In 2016, only 19 fatal accidents were registered.

In order to address the identified issues, the Active Mobility Plan aims to coordinate and guide government actions for walking and cycling mobility, with the following **objectives**:

- improving conditions for urban active mobility;
- foster the migration of users from private to active transport modes; and



- improve and foster integration between sustainable transport modes.

2. Federal District Active Mobility Plan Guiding Axes

The Plan aligns with local and national policies that address and provide guidelines to walking and cycling mobility. The development of the Plan is based on four axes that structure the elaboration of its content. The axes address four distinct areas listed below:

- Management;
- Services and Infrastructures Offer;
- Education and Behavior; and
- Public Participation.

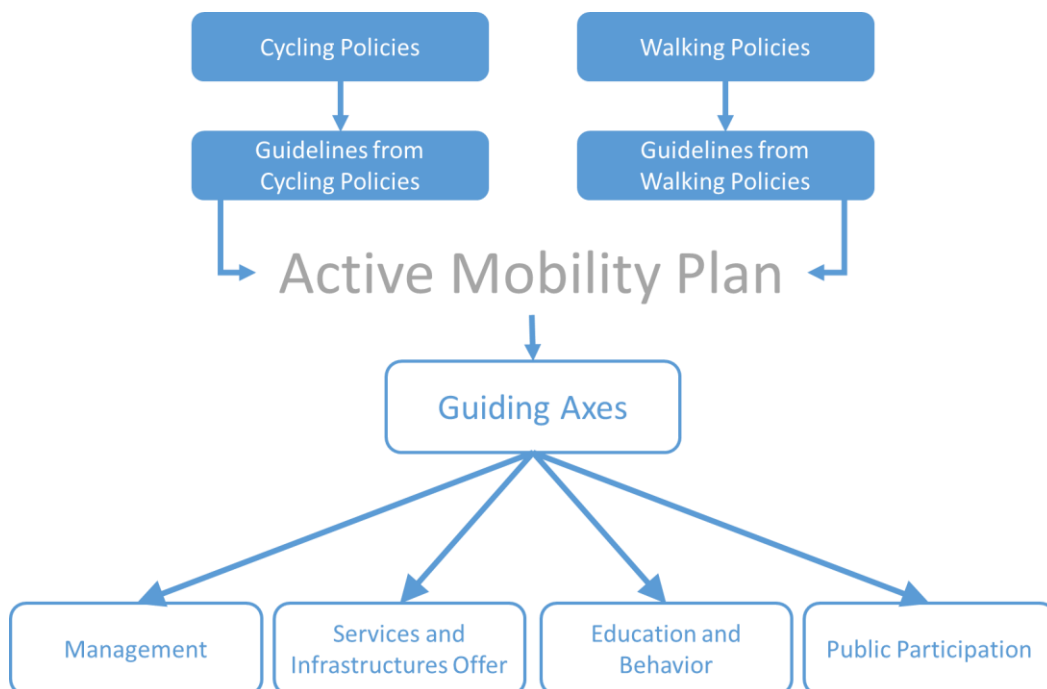


Figure 2: Axes guiding the development of the Active Mobility Plan.

3. Active Mobility Plan Structure

The Active Mobility Plan has a macro structure divided into two parts, the first relating to the diagnosis and the second concerning the actions proposed.



3.1 Diagnosis¹

Five themes structure the diagnosis elaborated in the Plan to identify the main problems, barriers and the current context of the Federal District in relation to active transport modes. The topics covered in the diagnosis were:

- **Management:** which identified the institutions and government agencies responsible for promoting active mobility.
- **Accidents:** which presents the latest data and historical series of accidents with pedestrians and cyclists in the Federal District.
- **Public Security:** which identified the main victims of the lack of security and main causes that foment fear in the Federal District. Among the causes are the degradation of public spaces and lack of lighting and policing.
- **Travel Patterns:** which results derived from the urban mobility research carried out by the Federal District Subway Company.
- **Services and Infrastructures:** which identifies the walkable and cycling radiuses around subway stations, presents the diagnosis of the accessible routes and the situation of the existing cycle network.

3.2 Action proposals

The actions proposed in the Plan will follow the same structure as the four guidelines axes established. The Plan will propose actions in two axes, presented below:

- **Services and Infrastructures Offer:**
 - within the + Bike program, the Plan defines the goal of expanding the cycle network (cycle lanes, cycle paths and cycle routes) to 1200km by 2023, today the Federal District has 420km;
 - the AMP defines the priority locations and those that will be obligatory to receive bike racks and bike sharing docks to expand the bike sharing program;
 - from an accessibility study, the AMP proposes an action plan for adapting public buildings and urban areas in accordance with national accessibility standards;
 - within the AMP, actions are established regarding accessible routes to transport, actions include mapping of sidewalks to be retrieved and executed, definition of the typology for pedestrian route models and proposals for implementation stages and indicative budget models;
 - the AMP also provides a decision guide for implementing actions in relation to cycling infrastructure, as well as for the qualification of sidewalks.

¹ The document “Report on NMT data” present the diagnosis results in more detail.



- Education and Behavior:
 - the actions under development in the education axis are aimed at raising public awareness of the benefits of more sustainable modes of transport;
 - one of the AMP's education actions is a brochure with behavioral tips for cyclists and car drivers with the aim of making bike rides safer;
 - "Minicity" is another action proposed by the AMP, an educational campaign for children with the aim of educating them about road safety and encouraging them to move on foot safely.

4. Next Steps

The next steps identified by SEMOB in relation to the Active Mobility Plan are:

- Completion of diagnostics.
- Completion of actions and consolidation of hierarchy identifying priority actions.
- Definition of indicators measures of the Plan.
- Final version of the Active Mobility Plan – DF.
- Dissemination of the Plan.
- Follow up on the execution and implementation of the Plan.
- Periodic reviews.