



S316099 DRAFT

Jose Antonio Tadeu Felismino

BICI City Applications

SECTION 1: APPLICANT PROFILE

a. Lead Contact Name

Jose Antonio Tadeu Felismino

b. Email Address

tadeufelismino@gmail.com

c. Title

Municipal Secretary

d. Administrative Entity Name

IPPUL - Institute for Research and Urban Planning of Londrina

e. Department (if applicable)

Department of Traffic and Road Networks

f. Please confirm that you are an official representative or agent of the administrative entity (city, town, metropolitan authority or other local government authority) and have jurisdiction where the proposed projects are located.

Yes

g. Please describe the relationship between the primary point of contact's department and the City Leader (Mayor's Office or equivalent) office.

The mayor's office will be represented in this BICI project by the Municipal Secretary who presides over the Institute of Urban Planning. IPPUL was created in 1993 through Law 5,495, as an agency responsible for organizing the growth of the municipality in an integrated manner, improving the quality of life of its population and preparing Londrina for the future.

a. City Leader's Name

Marcelo Belinati Martins

b. Email Address

gabprefeito@londrina.pr.gov.br

c. Title

Mayor

d. Please describe the City Leader's jurisdiction or authority over your proposed project.

Marcelo was elected as Londrina's most voted city councilor in 2004 and 2008. The mayor deals directly with the Institute's command, through the Secretary, who in turn establishes the project priorities with the technical team.

ippul@londrina.pr.gov.br



e. Is your City Leader elected or appointed?

Elected

f. Please state the date of the end of your City Leader's term, whether they are eligible for re-election/reappointment, and also if they plan to run. Please note any other anticipated transitions in city leadership.

His term ends in December 2024, and in accordance with the Brazilian legislation he cannot run for reelection.

g. Please confirm that your City Leader has reviewed and is supportive of this application.

Yes

a. Administrative Entity Population

580,870

b. Administrative Division (e.g. State/Province/Region)

Parana State

c. Country

Brazil

d. Continent

South America

SECTION 2: VISION AND AMBITION

1. Pitch your idea! Describe how your cycling infrastructure will be different in 3 years because of your BICI project.

IPPUL was responsible for coordinating the development of the 2020 Mobility Plan, devised by specialists from the consulting company LOGIT. Among other goals, PlanMob 2020 seeks to validate the cycle network that IPPUL has been developing, as well as its complementary elements in an integrated cycling system with 346 km. Our proposal for the BICI program is aimed at the implementation of 14.79 km of essential bike lane connections to establish a safe and comprehensive infrastructure for cyclists, connected to the existing and currently discontinuous cycle path system. The implementation of cycle paths on main road axes of Londrina will connect the city's regions to the city center and also expand the network to various neighborhoods.

2. Compared to how you've delivered existing cycling infrastructure, what makes this proposal unique? We're excited to hear how your approach is different from what has been attempted before.

The existing cycling infrastructure in Londrina is, in general, discontinuous and insufficient to guarantee the safety of cyclists. Having been built by the municipality or implemented by the private sector as required by law, the lanes distributed in different avenues do not comprise a coherent cycling network. The geographical characteristics pose a challenge for this mode of transportation, since the relief of the region is rugged and has some valleys that are crossed by few roads, which makes connection difficult between different parts of the city. Therefore, the BICI project will foster the development of the bicycle network through the implementation of the bike lane sections identified as priorities by the 2020 Mobility Plan.



a. Today, how many kilometers of cycling infrastructure (i.e. cycle lanes and tracks) are available in your city?

56.10km

b. Today, what percentage of that cycling infrastructure is fully protected (separated from motor vehicles)?

77%

c. After this project is implemented, how many kilometers of cycling infrastructure (i.e. cycle lanes) will be available in your city?

70.89km

d. After this project is implemented, what percentage of cycling infrastructure will be fully protected (separated from motor vehicles)?

82%

4. What else sets your project apart? What new design improvements, approaches to delivery, materials, technologies, or other innovations are included as part of this project?

Most of the cycling network laid out by Londrina's 2020 Mobility Plan is composed of bicycle paths, which offer the greatest protection to cyclists by creating total segregation between bicycles and other vehicles and pedestrians. One explanation for this distribution is the fact that Londrina has a good amount of divided highways with central median strips of significant dimensions. This configuration favors the implementation of bicycle paths, which is a positive aspect of the city's road system. It is important to emphasize that the bicycle infrastructure to be implemented must meet some minimum requirements, such as adequate lighting, parking spaces, accessibility and road signs at intersections and any interruptions, in addition to not suppressing spaces intended for pedestrian circulation. All these aspects are extremely important to ensure greater comfort and safety for cyclists and also for pedestrians and drivers, thus enabling a good coexistence between the different modes of transport.

5. Please provide a letter from your City Leader describing their commitment for your BICI project.

[Marcelo Belinati_Mayor](#)

6. How will you create momentum for other improvements to your city's cycling infrastructure after your BICI project is implemented? How will you create replicable processes or establish policies that ensure that a complete cycle network is built?

One of the main actions will be to promote institutional training workshops, raising awareness among managers and technicians of the Londrina City Hall about the importance of bicycle mobility, also promoting best practices in bicycle management. The training will be in diversified content, in order to maintain a high engagement of those involved. It will consist of institutional training sessions given by civil servants to others as well as lectures delivered by external specialists in cycling management. When it comes to replicable processes and policies aimed at expanding the cycle network, the legislation in force in Londrina already requires the implementation of bike lanes on arterial and collector roads in new land subdivisions.

7. What percentage of your proposed BICI project will be completed and open for public use by December 2025?

100%



SECTION 3: NEED AND IMPACT

1. Tell us about the challenges that your BICI project addresses. Use specific examples and data to describe the challenge.

The guidelines of the National Policy for Urban Mobility – established by Federal Law No. 12.587/2012 – indicate the need for a multimodal system in urban centers, by integrating public transport with other forms of non-motorized transport – such as pedestrians and cyclists. The structuring of a comprehensive and interconnected cycling system in the road network of cities is a great alternative for commuting, by democratizing these active transportation alternatives in a socially inclusive and ecologically sustainable way. The biggest challenge for the achievement of an integrated bicycle path network with more than 300km of extension is the lack of financial resources for the implementation of the four phases defined in the priority sequence of the Mobility Plan Londrina 2020. Nevertheless, the municipal staff has the technical conditions to design and supervise the gradual implementation of this system.

2. If any, what past efforts have the city made to address these challenges?

Bicycles can reach significant speeds for daily commuting, offering flexibility of schedules and itineraries as well as low acquisition costs, being a healthy alternative and not requiring fuel consumption or causing air and noise pollution. The use of bicycles helps citizens to commute to work or school, as well as to find new jobs – especially when it comes to those who do not have motorized means of transportation. From the beginning of the implementation of bike paths in Londrina in 1988, until 2016, 30km of cycle lanes were built on different avenues in the city. In the 6 years of the current administration, 26km were built, with the goal to implement another 34km by the end of the current term in December 2024 as outlined by the Londrina Mobility Plan 2020.

3. What will change in your city as a result of your BICI project? What metrics will you use to understand if you have succeeded?

Recent surveys conducted in Londrina through the Londrina 2020 Mobility Plan indicate low levels of circulation of cyclists in the city (1.1% of the 823,000 trips/day). These results demonstrate the urgency of improvements in this type of infrastructure to increase the participation of bicycles in Londrina's transportation matrix. It is necessary to adopt tools for monitoring the cycling network in order to understand the demand for bicycle circulation in Londrina. The Institute for Research and Urban Planning of Londrina has been conducting studies in order to monitor the movement patterns of cyclists, as well as carry out urban planning actions and update the bicycle path system. Through these monitoring activities, it is possible to classify the roads most used by cyclists – listed in order of circulation – as well as obtain the ranking of places that should be provided with bicycle lanes and parking according to the cyclists interviewed. <https://ippul.londrina.pr.gov.br/index.php/projetos-ciclovitarios.html>

4. Please describe how you will measure the usage, connectivity, quality, and safety of your cycle network. Please include both quantitative and qualitative data collection.

Social participation plays an essential role in the democratic management of the cycling infrastructure. Civil society needs to have an active voice in the process of planning cycling infrastructures, in order to propose the implementation of structures in the most appropriate locations from the cyclists' point of view. In Londrina, the organized civil society group Mobilidade Ativa deals exclusively with matters related to the discussion and implementation of public policies concerning active transport, urban mobility and bicycle paths, by offering contributions and suggestions in meetings with the IPPUL such as: Social Discussion - Hearing 1 PlanMob Londrina in 2019: www1.londrina.pr.gov.br/dados/images/stories/Storage/ippul/transito/p02c_discussao_social_audien cia_1.pdf Social Discussion - Hearing 2 PlanMob Londrina in 2019: www1.londrina.pr.gov.br/dados/images/stories/Storage/ippul/transito/p03c_discussao_social_audien cia_2.pdf These collaborative actions have resulted in the definition of the implementation of the proposed cycling network, to be executed in accordance with PlanMob Londrina 2020.



SECTION 4: IMPLEMENTATION CAPACITY

a. 2021

R\$ 294.000,00

b. 2020

3.1 km

c. 2019

2.9 km

d. 2018

4.9 km

e. 2017

2.8 km

2. Please describe the internal and external capacity used to implement cycling infrastructure in your city. Where do you see a need for additional capacity or expertise?

In order to meet the Guidelines of the National Policy for Urban Mobility – giving priority to active means of transportation and dedicating exclusive space to them on the streets– Londrina has gradually expanded the network of bikeways in the city. Our staff is responsible for designing all the details of the infrastructure that comprises the cycling network (geometric designs, accessibility, bike paths). These measures must always meet the premises of the Federal Law No. 9.503/97 – the Brazilian Traffic Code. The continuous work of IPPUL ensured that Londrina was the first city in Brazil to receive the Federal Seal of the Bicycle Path Program, from the Ministry of Regional Development. This is an acknowledgement of Londrina as a city that promotes good practices aimed at encouraging the use of bicycles with a bicycle network. It is important to keep constantly updated about new techniques regarding bicycle path planning and possible sources of funds for the feasibility of the projects in development. www.gov.br/mdr/pt-br/assuntos/mobilidade-e-servicos-urbanos/selo-do-programa-bicicleta-brasil

3. How are decisions made on funding cycle networks and mobility programming in your locality? Who makes those decisions?

Based on the content of the Mobility Plan of Londrina 2020, the Municipal Department of Budget and the Municipal Department of Public Works have conducted the necessary procedures to enable the gradual implementation of the bicycle path network. Furthermore, eventually, the implementation of bicycle paths will be legally required from private companies when private initiatives characterized as traffic generating centers are approved by the City Hall. The locations where these cycling infrastructures will be implemented will be selected within the area of influence of the respective projects, comprising environmental mitigating measures, through the analysis of Neighborhood Impact Studies. According to the current legislation of Londrina, all new private developments approved from 2015 on must be delivered together with urban infrastructure including bike lanes on the streets classified as arterial and collector ways. Mobility Plan of Londrina 2020
<https://blog.londrina.pr.gov.br/?tag=plano-de-mobilidade-urbana-de-londrina>
<https://blog.londrina.pr.gov.br/?p=119613>

4. Describe your city's ability to dedicate resources to implementation, including staff and budget. Does it rely on the support of a legislative body, such as city council? If so, please describe that process of approval.



In 2017, Municipal Law No. 12,623 – authored by the City Council –, authorized the use of R\$ 3.6 million from the Special Fund of the Municipality of Londrina to cover expenses related to the development of the Urban Mobility Plan of Londrina. The city councilors understand the need for the Executive branch to implement such a plan, because the results of the 28,300 questionnaires administered to Londrina citizens show the existence of problems concerning daily commuting to work, school and other locations. As a document that includes a rich database, the Mobility Plan has helped the City Council in the monitoring and evaluation of the effectiveness of public policies. Since the plan approved by the City Council has a specific focus on actions targeted to active transportation, with the goal of providing adequate infrastructure for circulation and parking of bicycles, the BICI project is based on this material. Therefore, it respects the priorities indicated for the efficient management of bicycle paths.

5. What are the top 2 risks to successfully implementing your BICI project, and what is your plan to mitigate them?

The difficulties inherent to the locations where the bike lanes will be implemented can be considered a risk for the execution of the BICI project. However, out of the five axes proposed for connection with the existing network, only one has uneven topography. Previously, this location was discussed and analyzed by means of the development of a structural project, with a proposed solution for transposing the water course that currently poses an important barrier for the free circulation of cyclists. As for the environmental issues, there is no significant suppression of tree species in this BICI project. The presence of a forestry technician on the IPPUL team allowed an early analysis of this issue, and also allows a quick adjustment of mitigation measures for cases that may arise during the execution of the bicycle paths. This applies to any necessary adjustments, given that the permanent technical team of IPPUL is composed of two architects and five civil engineers in the field of urban mobility.

6. What additional resources, including in-kind funding, will the city or additional partners make available to implement the project and how will you secure them?

The content of the Urban Mobility Plan 2020 was sanctioned by the mayor through the Municipal Decree No. 865/2022. This legal instrument defines the implementation of public policies and actions that enable the integrated development of the city, concerning mobility and urban infrastructure. Objectives in the document make up a plan that focuses on promoting balanced urban growth in the municipality over the next 20 years, seeking to provide a better quality of life. Considering that the proposal for the BICI project was previously developed by IPPUL's technicians and the complementary projects were developed through a mitigating measure, any adjustments required for its implementation will be done by the municipal team.

7. Using the budget template we provided with your registration, please identify how BICI Program grant funding would be used to support your ambitious cycle network goals.

LONDRINA BICI

8. In the last five years, has your city attempted to change the design of a street to create safe cycle network infrastructure (e.g., removing or relocating automobile parking, removing or narrowing vehicle travel lanes, removing or narrowing sidewalks)?

In 2015, the City of Londrina implemented 2.6 km of bike lanes on two streets in the city center, through a project developed by IPPUL: Paranaguá Street and Santos Street. By adopting unidirectional opposite directions in a parallel binary system, the streets had one way of parking suppressed during business hours (from 7am to 7pm), maintaining two vehicular lanes and the left side with permitted parking. Between the hours of 7 pm and 7 am, overnight parking was allowed on both sides of the road. Recently, however, cyclist civic movements required the reevaluation of the operation of these bike lanes. Therefore, upon verifying the increase of movement in this area, the City Hall modified the local signaling in October 2022 so that these two bike lanes remain in effect 24 hours a day like all the others in the city.



9. In the last five years, have elected leaders contributed to successful project delivery or encouraged high-quality projects within your city? If yes, please provide specific examples of how their support influenced successful project delivery.

In 2022, the City Hall completed the revitalization of Bosque Rondon, an important public space in downtown, providing more comfort and safety for the population. Londrina invested R\$ 2.8 million of municipal resources to carry out the improvements laid out in the project prepared by IPPUL after popular consultation with 3,000 people. The biggest intervention was the interconnection of the surrounding streets with the internal area of the park, through an elevated crossing, prioritizing pedestrians and cyclists. The revitalization also included accessible sidewalks, stage and bleachers, playground, sports court, lighting and a video surveillance system with cameras.
<https://blog.londrina.pr.gov.br/?p=117756>

10. Which are the top 3 most important public, private, nonprofit or community organizations needed as stakeholders & supporters in your project? How have you engaged them to date, & how will you ensure their participation & support during implementation?

The partnership between the Municipality of Londrina and the city's two largest public universities promotes the exchange of research work, technical procedures, information and forecasts. The technical meetings and lectures organized between IPPUL, the State University of Londrina and the Federal Technological University of Parana have resulted in the exchange of valuable data and the establishment of an important connection between academia and the demands of the city. The Municipal Council for Planning and Territorial Management – CMPGT – is responsible for monitoring the actions and interventions regarding the cycling infrastructure. It assesses and oversees the projects and programs related to mobility and municipal transport, recommending actions necessary to achieve the city's goals. The CMPGT is responsible for issuing opinions on bills of interest to urban policy and regulations, in particular, proposals to amend legislation on urban land management and mobility, before submission to the City Council.

11. To what degree has the community been engaged in planning your BICI project or other cycling infrastructure?

As IPPUL develops projects concerning urban mobility, it values the publicity of its research and studies, making them available well in advance on the Institute's website. By participating in the discussion of issues related to non-motorized transportation on foot and by bicycle, the civic group Mobilidade Ativa voluntarily presents demands and contributions to the Legislative and Executive powers. This group is part of the Municipal Council for Planning and Territorial Management – CMPGT – and also participated in the debates that took place during the development of the Urban Mobility Plan of Londrina 2020. <https://ippul.londrina.pr.gov.br/index.php/plano-de-mobilidade.html>

12. Please describe the relationship between your administrative entity and community partners or NGOs. Have you worked together before? How do your different backgrounds and objectives contribute to improving cycle network infrastructure in your city?

As described in items 10 and 11, both educational institutions and cyclist civic groups have a close relationship with IPPUL, the municipal organization responsible for urban planning in the city of Londrina. The active participation of members of civil society and other stakeholders in these discussions, by offering their suggestions and proposals, is essential for the development of the cycling management policy. These citizens are the main potential users of the cycling infrastructure and can set the necessary requirements for an efficient project that meets the demands of users. Federal Seal of the Bicycle Path Program, Brazilian Ministry of Regional Development
https://ippul.londrina.pr.gov.br/images/rede_ciclovia_londrina/Semana_nacional_de_transito_e_mobilidade_IPPUL.pdf BLOG - news from the municipality Bike path
<https://blog.londrina.pr.gov.br/?tag=ciclovias> bus terminal <https://blog.londrina.pr.gov.br/?p=97588>
<https://blog.londrina.pr.gov.br/?p=81316>



SECTION 5: SUPPORTING RESOURCES

1. Map of existing cycle network with proposed BICI project locations

[LONDRINA Bike Path Map](#)

[LONDRINA Bike Park](#)

[Av Winston_Geo](#)

[Av Winston_Signal](#)

[Av Dezembro_Geo](#)

[Av Dezembro_Signal](#)

[Av Henrique_Geo](#)

[Av Henrique_Signal](#)

[Av Aracy_Geo](#)

[Av Aracy_Signal](#)

[Av Santos_Geo](#)

[Av Santos_Signal](#)

2. Estimated BICI implementation timeline and milestones

[LONDRINA timeline](#)

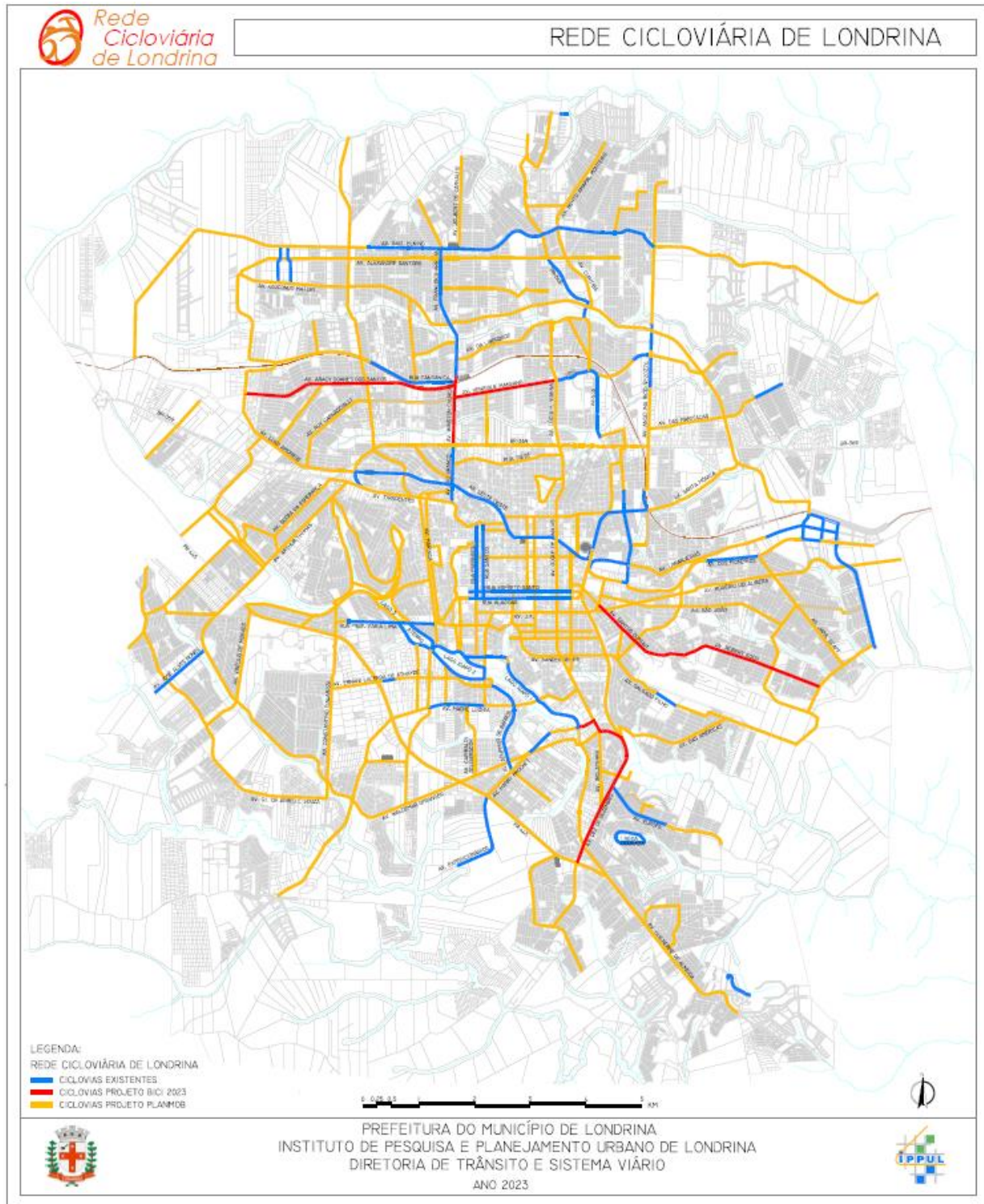
[LONDRINA Bike Map](#)

3. Letters of support from other elected officials, local community groups, neighborhood leaders, or business leaders

[LONDRINA CTU UEL](#)

[LONDRINA MOBILIDADE](#)

PROJETO BICI LONDRINA – Mapa da Rede Cicloviária





Prefeitura do Município de Londrina

Estado do Paraná

Londrina, January 31st, 2023

Dear Advisory Committee for the BICI Program,

I am writing this letter in support of Ippul's application for the Bloomberg Initiative for Cycling Infrastructure (BICI), which I consider to be one of the most promising initiatives in the field of cycling infrastructure in the world.

For several decades, Brazilian urban planning has been predominantly car-centric, which has brought multiple problems to our cities, including traffic congestion and an increase in the number of accidents, as well as air and sound pollution. Therefore, one of my administration's priorities is to promote other means of transportation in the city of Londrina such as cycling, walking and public transport.

When it comes to cycling, it must be stressed that this active mode of transport offers many advantages for society. In addition to occupying less space on the streets – which reduces traffic congestion and the incidence of road traffic accidents –, the use of bicycles for commuting positively affects the health and quality of life of the population. Moreover, bicycles are environmentally sustainable, which benefits not only Londrina and Brazil but also the rest of the planet, given that the burning of fossil fuels is one of the main causes of climate change.

In order to increase the use of bicycles in Londrina, we have invested in actions such as the construction of bike lanes and the implementation of municipal legislation that requires the private sector to do the same in situations that demand environmental mitigation measures. Therefore, the BICI program would be an important incentive for our city, by giving us the opportunity to move forward with the execution of our projects and actively transform the urban landscape of Londrina.

Moreover, this partnership would also provide the BICI program with a strong advocate in Brazil – the city of Londrina, which is one of the biggest municipalities in the South of the country. By joining BICI, Londrina would be an example for other Brazilian cities, highlighting the importance and the benefits of investing in cycling infrastructure.

In light of the above, I invite you to consider our application for your program.

Yours faithfully,

Marcelo Belinati Martins

Mayor of Londrina

Londrina, February 2nd, 2023.

LETTER OF SUPPORT

The Center for Technology and Urbanism (CTU) of Londrina State University (UEL) is pleased to express its support for the proposal of the Department of Traffic and Road Networks of the Institute for Research and Urban Planning of Londrina (IPPUL) for the Bloomberg Program for Cycling Infrastructure (BICI).

Created in 1971, the Center for Technology and Urbanism is active in the field of education of professionals for the areas of engineering, architecture and other technological areas at the undergraduate and graduate levels. Its structure is composed of four departments: Architecture and Urbanism, Civil Construction, Electrical Engineering and Structures. Besides the teaching activities, the center organizes research and extension activities in its laboratories.

<https://sites.uel.br/ctu/>

Between the years 2019 and 2020, CTU participated in the discussions regarding the elaboration of Londrina's Urban Mobility Plan, one of the fundamental instruments for the organized growth of the city. The PlanMob Londrina integrates actions of urban planning, transportation and traffic, observing principles of social inclusion and environmental sustainability. Among other outcomes, it has defined the Bicycle Path Network of Londrina, establishing gradual steps for the implementation of an integrated system with 346km of bicycle paths.

Therefore, in line with the policy of urban mobility, the Center for Technology and Urbanism supports the actions of the Institute concerning active mobility – especially the BICI LONDRINA PROJECT, which aims to integrate 14km of bicycle infrastructure to the existing cycling system.

Yours sincerely,



**Profa. Dra. Eloisa R. Ribeiro
Rodrigues**
Director of CTU.

Of. 001-2023

Londrina, January 27, 2023

LETTER OF SUPPORT

The Associação Mobilidade Ativa e Amigos do Circuito Pé Vermelho (Active Mobility and Friends of the Redfoot Circuit Association), through this letter, expresses its support to IPPUL's application for the Bloomberg BICI Program, in order to materialize part of the infrastructure planned in the Cycling Network of Londrina - Urban Mobility Plan 2020.

This non-profit association is formed by an organized group of citizens. Among its main purposes are:

- I. Spread the culture of active mobility, bicycle and cycling mobility;
- II. Support public policies for cycling and bicycle mobility;
- III. Advocate for actions, projects and initiatives aimed at the safety of cyclists and the improvement of cycling infrastructure in the municipality;
- IV. Act before governmental organizations defending technical projects and participating in meetings, councils and commissions of the government powers, in all its spheres.


Thus, we consider of great interest the feasibility of the BICI LONDRINA PROJECT through the Bloomberg BICI Program. The 14km of connections proposed by IPPUL will contribute to the cycling infrastructure to include a greater number of

cyclists in urban territory, offering greater safety, comfort and efficiency in daily commuting.

The BICI LONDRINA PROJECT will also allow a greater capillarity of the cycling network, interconnecting different regions of the city, including the historic center. The Association believes that this initiative is essential for more people to adopt the bicycle as a means of transport in their daily and/or sporadic routes.

In the current Brazilian context, with high unemployment rates and financial difficulties that affect mostly families with lower purchasing power, promoting the bicycle as a safe and efficient means of transportation means to promote a socially fairer and more accessible city, with better opportunities for all.

Yours sincerely,

Documento assinado digitalmente
 CAMILA TABOSA VASCONCELOS
Data: 31/01/2023 09:49:0300
Verifique em <https://verificador.iti.br>

Camila Tabosa Vasconcelos

General Coordinator