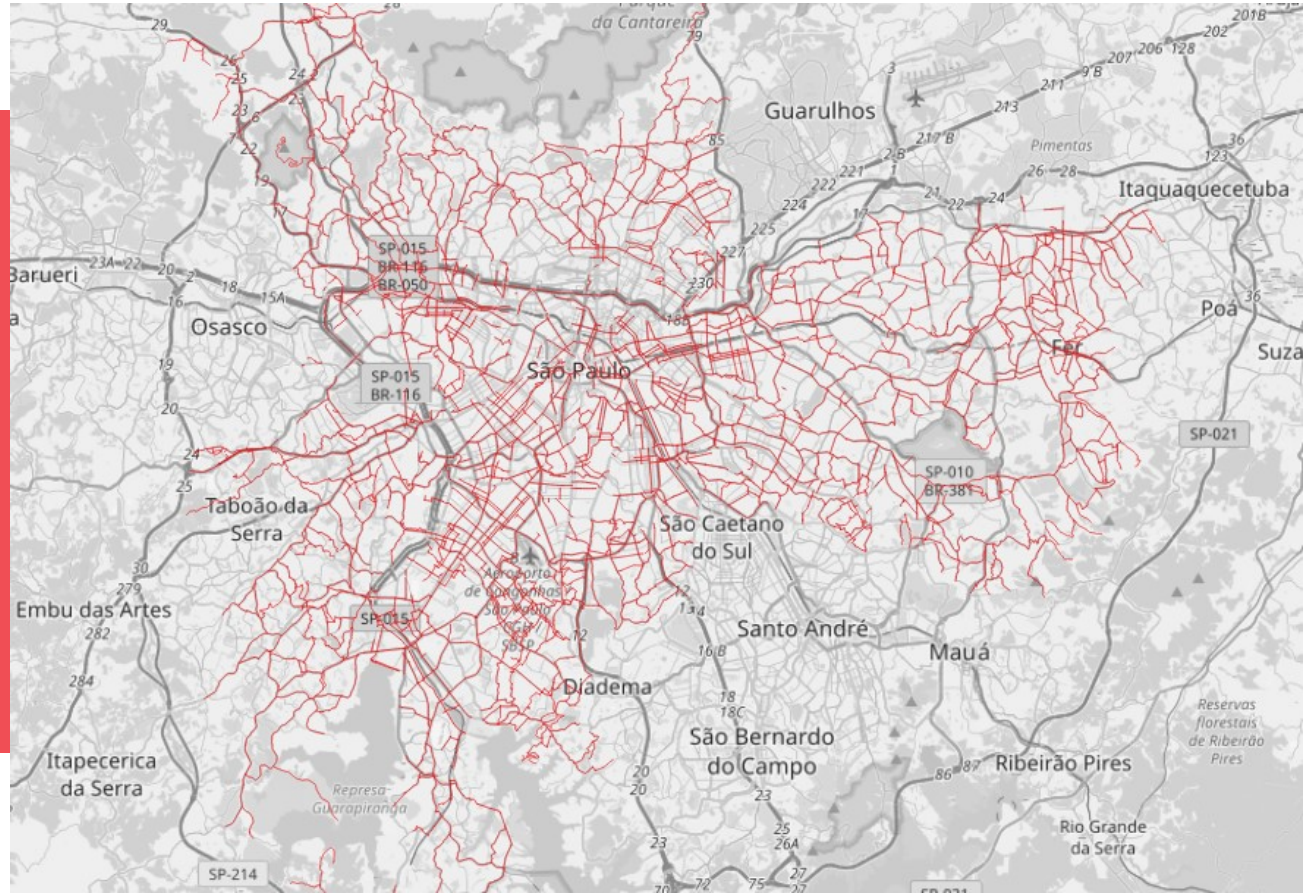
DECISIO

ECONOMISCH ONDERZOEK EN ADVIES

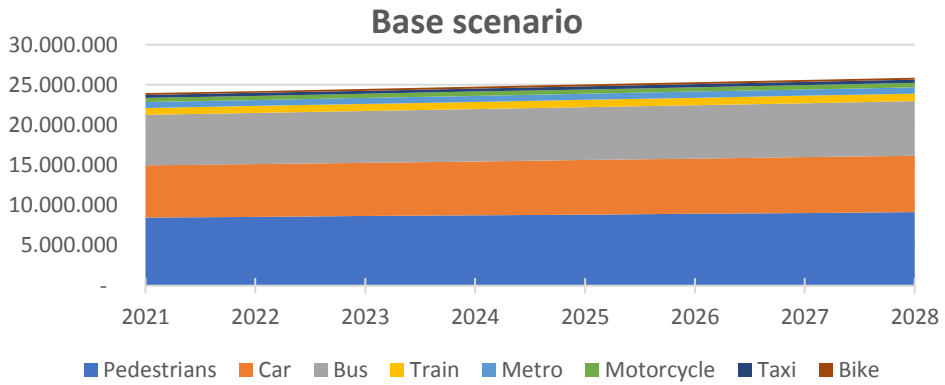
SCBA - Bike Network São Paolo

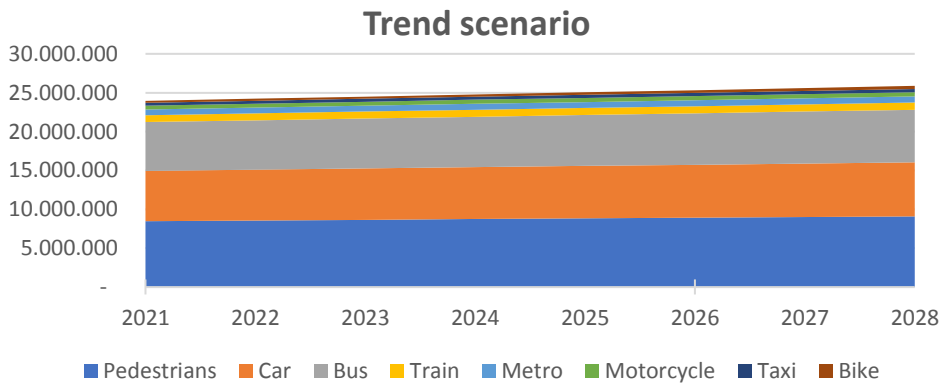


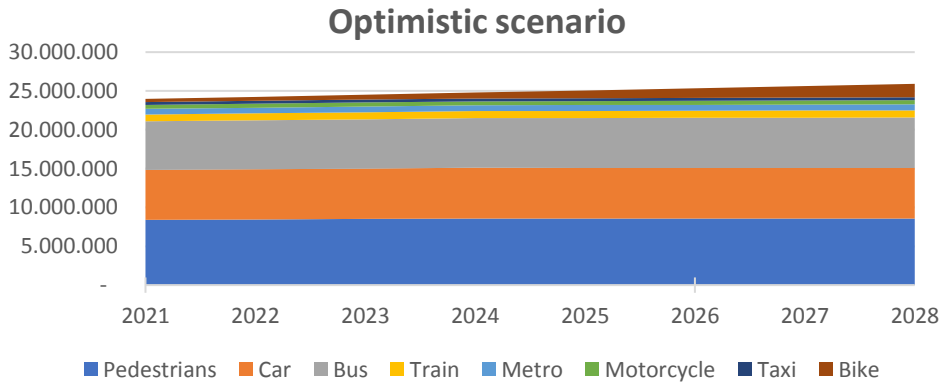
Kees van Ommeren
Pim van der Zwet

Modal shift in Sao Paolo

	2017		2028
1. Base	0,9%	→	0,9%
2. Trend	0,9%	→	1,6%
3. Optimistic	0,9%	→	6,7%







Modal shift in Sao Paolo

Assumptions

- Based on the modal split between 500 and 7.000 meter:

Modal split	Trips
Rail	0,1%
Metro	2,3%
Bus	19,8%
Car	33,3%
Motorcycle	1,8%
Taxi	1,9%
Walking	39,3%
Cycling	1,41%

Travel mode	Trend		Optimistic	
	Daily trips shifted (mln)	New modal share	Daily trips shifted (mln)	New modal share
Rail	-0,00	3,6%	-0,00	3,6%
Metro	-0,00	3,0%	-0,03	2,9%
Bus	-0,04	26,1%	-0,30	25,1%
Car	-0,06	26,8%	-0,51	25,1%
Motorcycle	-0,00	2,1%	-0,03	2,1%
Taxi	-0,00	1,5%	-0,03	1,4%
Walking	-0,07	35,1%	-0,60	33,1%
Cycling	**0,18**	**1,6%**	**1,50**	**6,7%**

Other important inputs

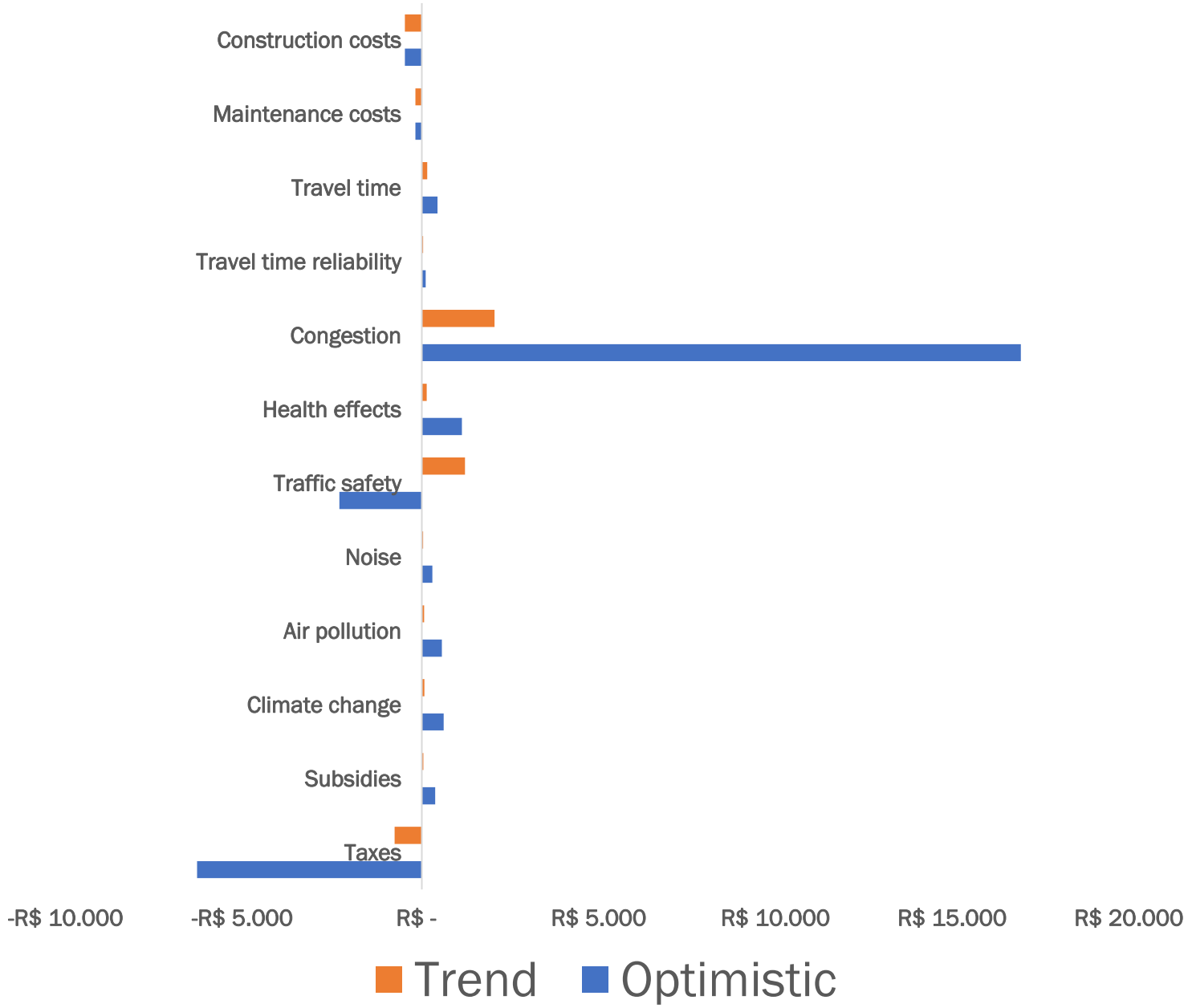
Assumptions

- Slight increase in speed in cycling: about one percent faster
- Road safety of cyclist improves: risk reduction due to safer bike lanes (50 percent)

Effects

Main effects:

1. Congestion
2. Traffic safety
3. Taxes

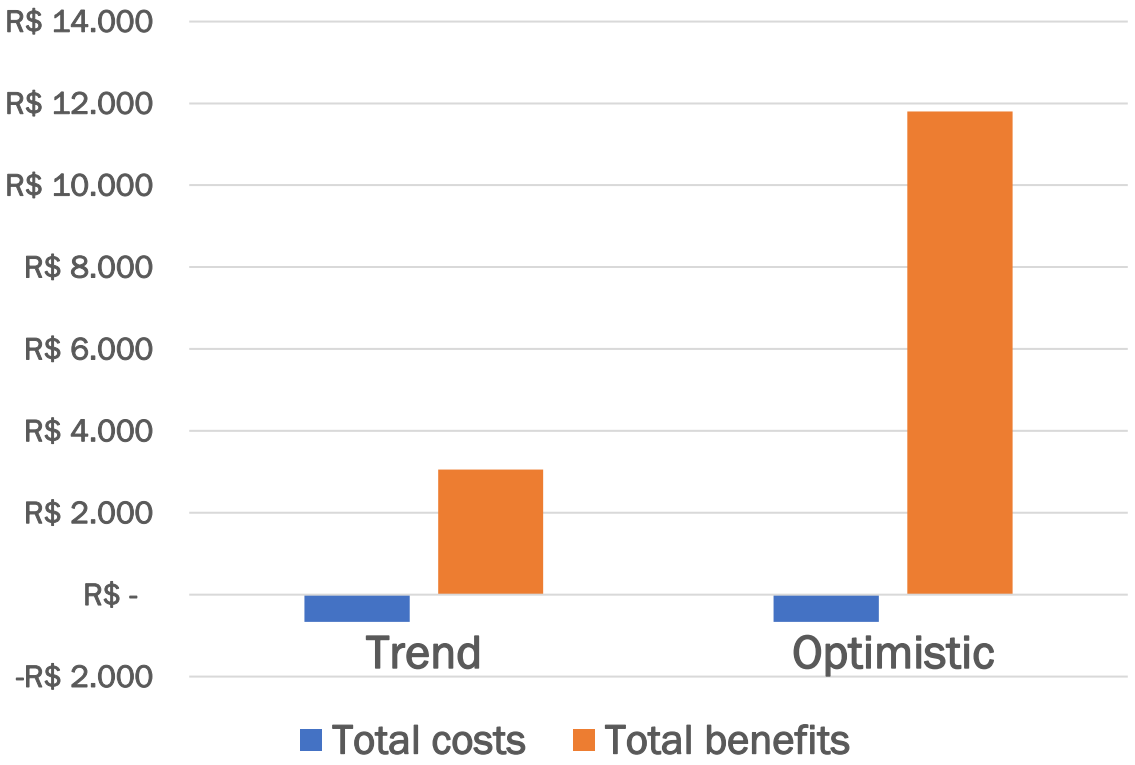


Results SCBA

High benefit-cost ratio (B/C-ratio)

- Trend-scenario: 4,6
- Optimistic- scenario: 17,7

The return on investments is high



DECISIO

ECONOMISCH ONDERZOEK EN ADVIES

Research and consultancy on **spatial planning and mobility**

Active since **1997**

Public administrations at all levels – **local to (inter) national**

Bikenomics and **Walkonomics**

your consultants today are

Kees van Ommeren

Pim van der Zwet