

MOBILITY IN MARÉ AND ITS CONNECTIONS TO THE CITY

Policy Brief VI.5

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policy brief

VI.5.1 Introduction

Maré presents serious problems associated with urban mobility. Although it is among the most populated districts of the city of Rio de Janeiro, its transportation system fails in its integration with the rest of the city, and even in the internal displacement within Maré itself.

While crossing the favelas that make up Maré, we realized the difficulty of mobility based on various factors. The lack of buses that connect the neighborhood to other areas of the city is one of the factors that make transport most precarious in Maré. Geographically, the district occupies a large territorial space, and many residents living in areas nearby the Cunha Canal end up having difficulties to get to bus stops that are located, for the most part, outside the boundaries of the neighborhood.

Maré is surrounded by three major traffic routes to the city: Avenida Brasil, the Red Line and the Yellow Line. Most residents have to attain Avenue Brazil to get transportation and be able to move around the city. The Yellow Line has a limited number of bus lines, having its displacement axis largely directed to the city's West Side. Finally, the Red Line is a running path and residents cannot get transportation due to the lack of bus stops, and to the retaining wall that separates the road from the slum. Currently, very few bus lines circulate in Maré, although there are bus garages of some companies in the territory of Maré.

At the local level, transport inside Maré is accomplished by Kombi vans and, more recently, by the so-called moto-taxis. Both transportation methods must undergo regularization processes, to ensure the maintenance of local mobility and, in some cases, between neighborhoods. This kind of transportation, besides as connecting places, also generates local jobs.

A sensitive point in the discussion on mobility in Maré involves problems related to the territoriality of criminal factions, complicating the character of integration-

transportation in Maré, creating invisible boundaries between the spaces that make up Maré.

VI.5.2. Policy Recommendations

- Expansion of existing bus lines in Maré, diversifying routes for the various regions of the city, and making this circulation more frequent, avoiding large gaps of time waiting transportation;
- Regularization of local forms of transportation such as vans and motorcycle taxis;
- Constant maintenance of Maré streets, enabling the transport to have suitable traffic conditions;
- Creation of a ferry station in University City, with lines connected to downtown city;
- Redesign the bike path of Maré, because it has an incoherent mobility project, whose development has not dialogued with the community.