



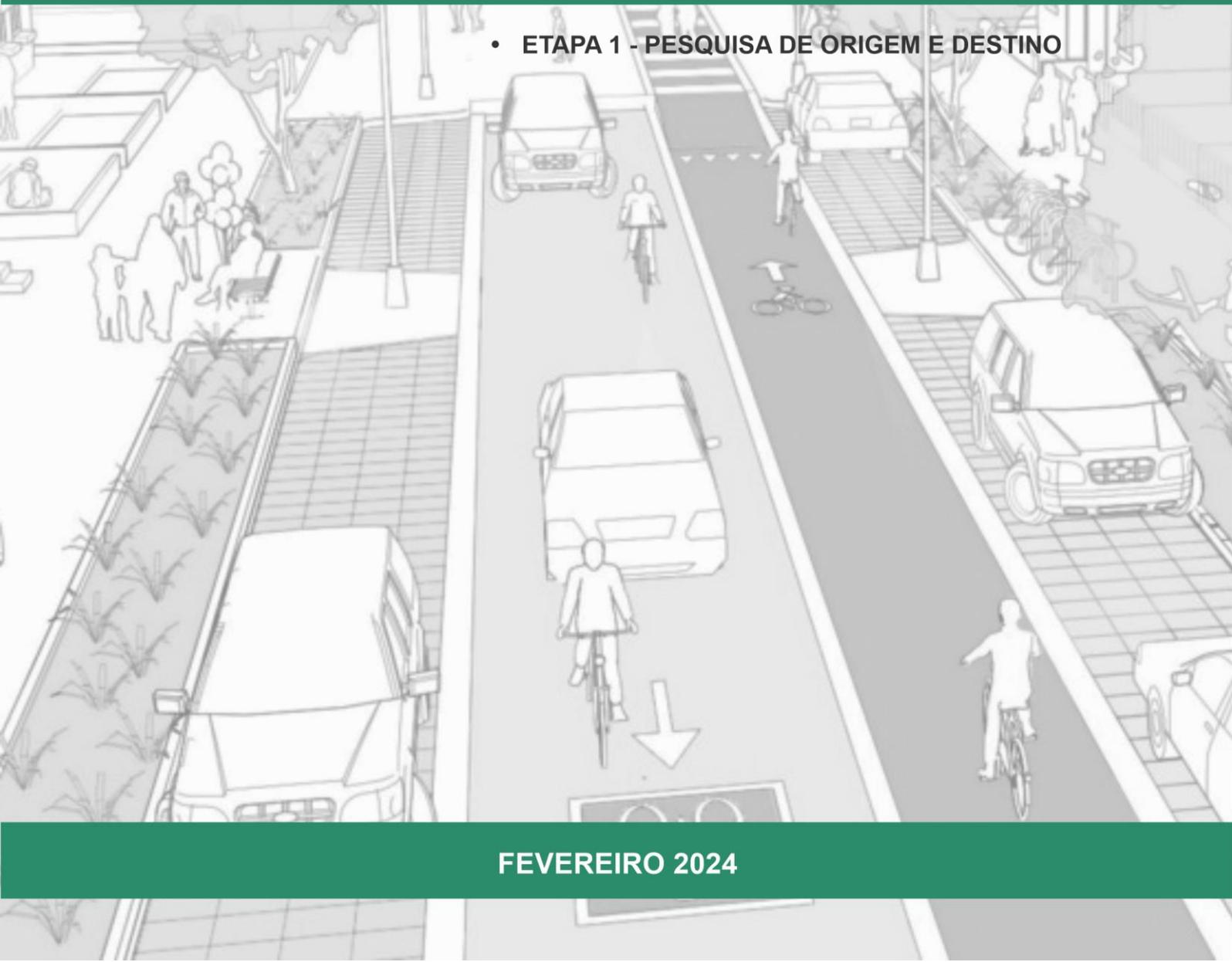
PLANO DE

MOBILIDADE URBANA

NOVA ANDRADINA - MS

TOMADA DE PREÇO Nº 18/2023
PROCESSO PM-ADM-2023/02370

- ETAPA 1 - PESQUISA DE ORIGEM E DESTINO



FEVEREIRO 2024

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1 PESQUISAS DE ORIGEM E DESTINO

1.1 REALIZAÇÃO DE PESQUISAS DE ORIGEM E DESTINO DE VIAGENS ATRAVÉS DE ENTREVISTAS COM A POPULAÇÃO

Durante o levantamento no Município da Nova Andradina foram realizadas 1.134 pesquisas de origem e destino, através das quais, puderam-se obter dados que nos permitisse entender as características de mobilidade de cada zona de tráfego existente no Município.

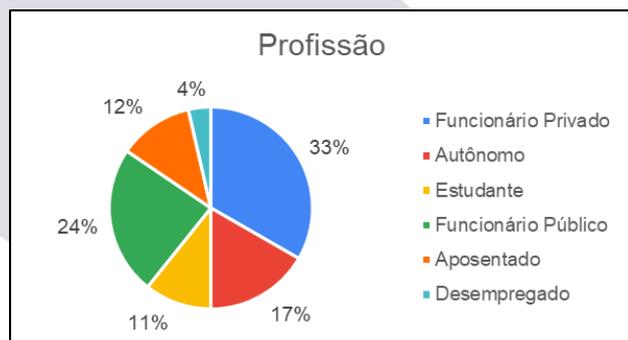
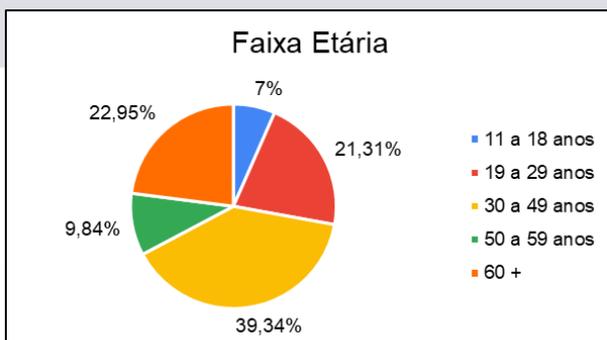
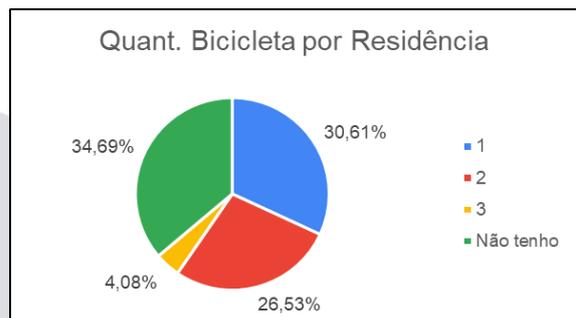
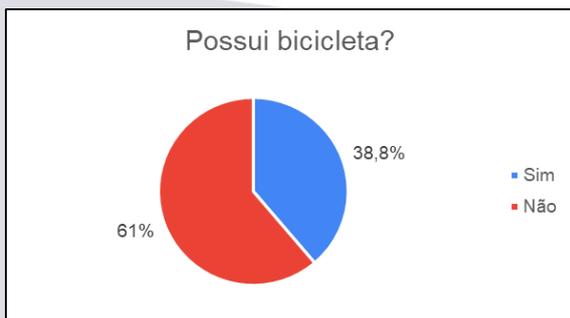
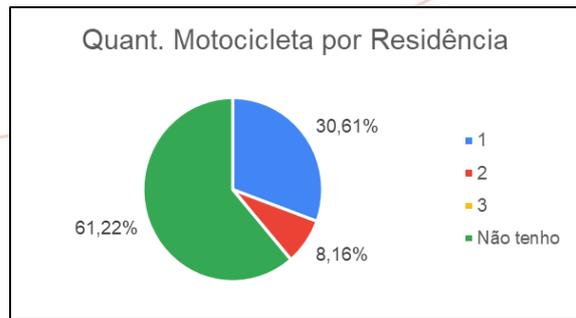
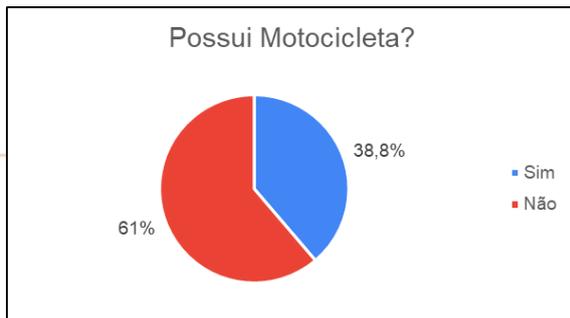
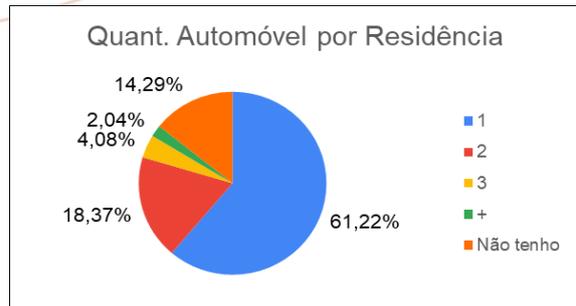
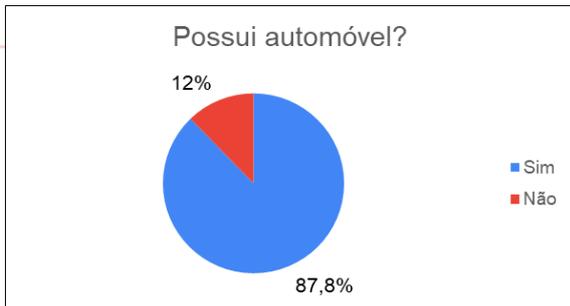
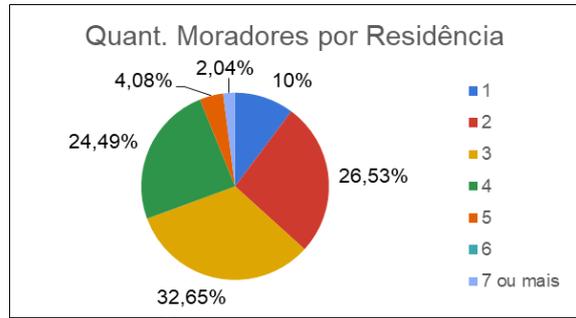
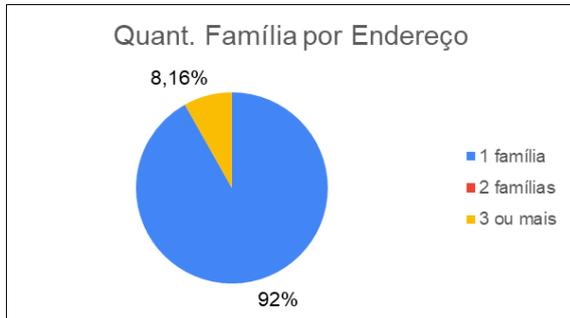
Definimos o zoneamento de tráfego pelos bairros do município, totalizando 09 zonas de tráfego, tendo em vista que o Plano Diretor do Município não define as zonas de tráfego. Além disso, o distrito Nova Casa Verde não foi considerado uma zona de tráfego por não apresentar número expressivo de participações para obtenção de dados através da pesquisa domiciliar.

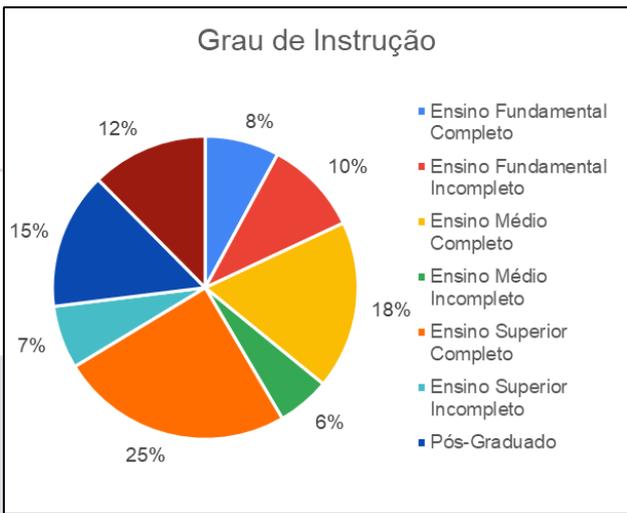
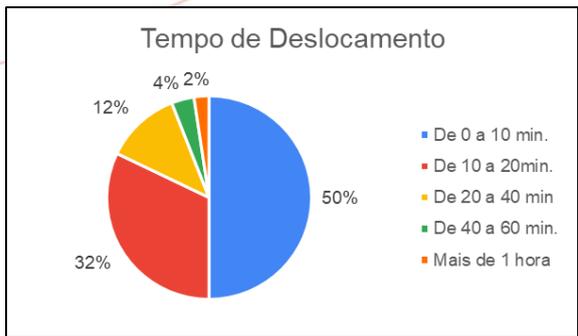
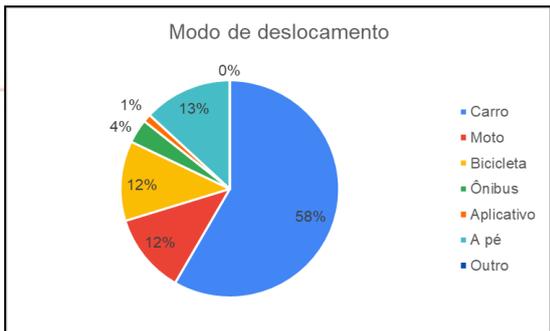
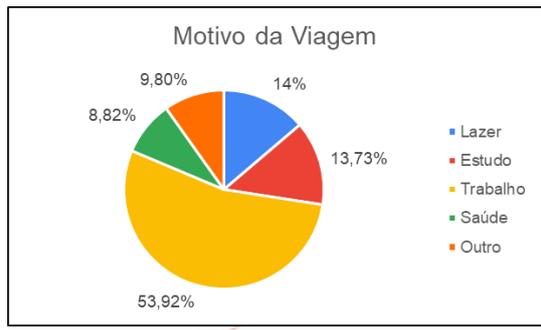
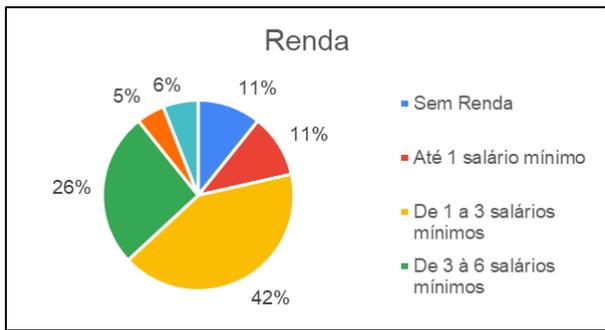
Figura 1: Zonas de Tráfego



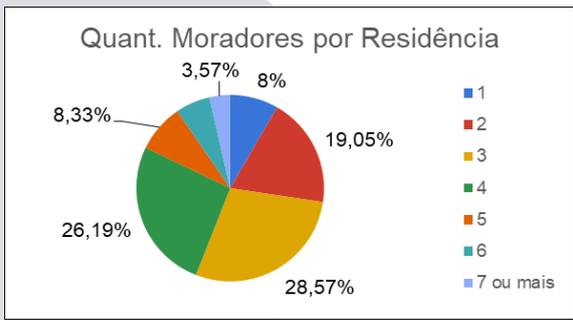
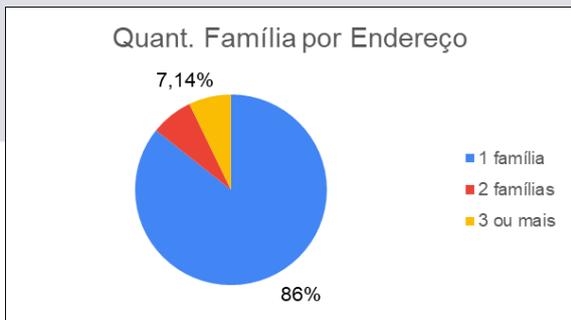
Apresentaremos a seguir o perfil dos moradores de cada zona e posteriormente as características da mobilidade atual.

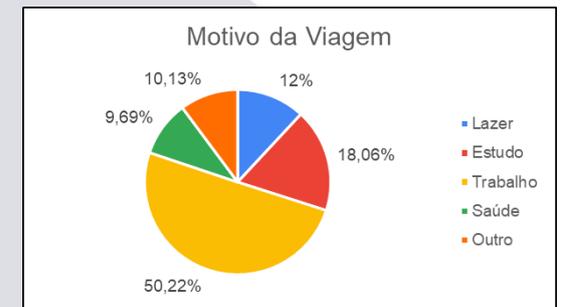
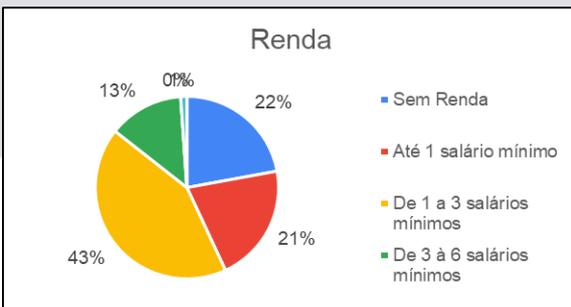
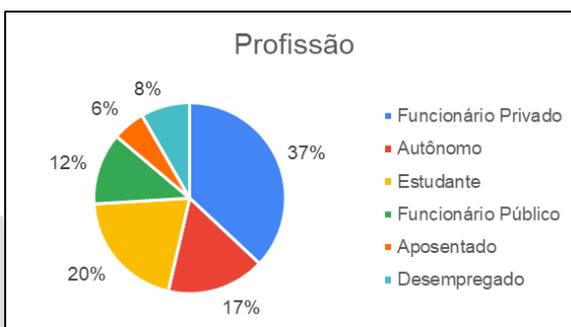
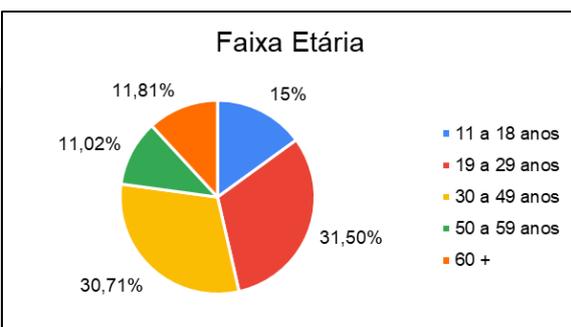
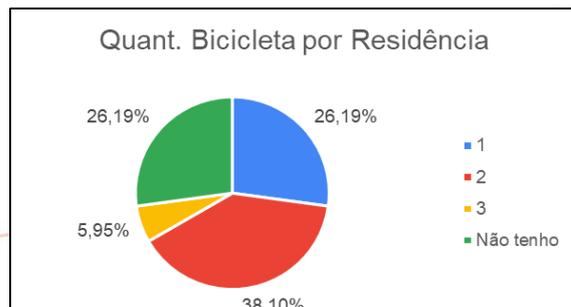
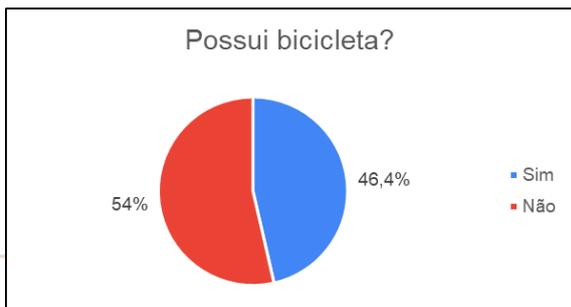
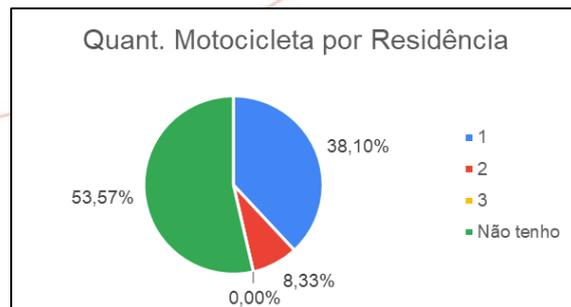
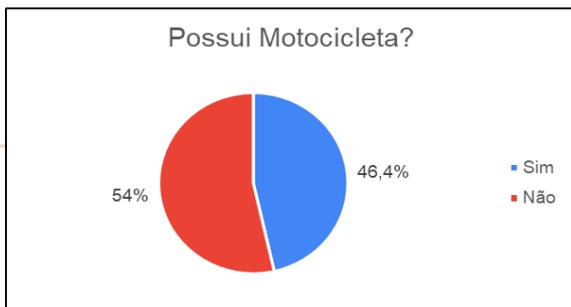
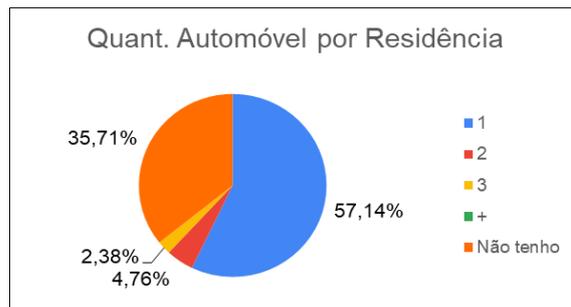
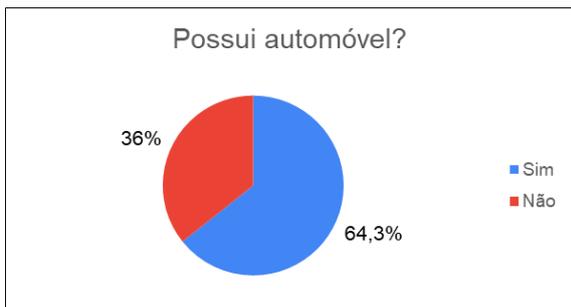
1.1.1 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 01

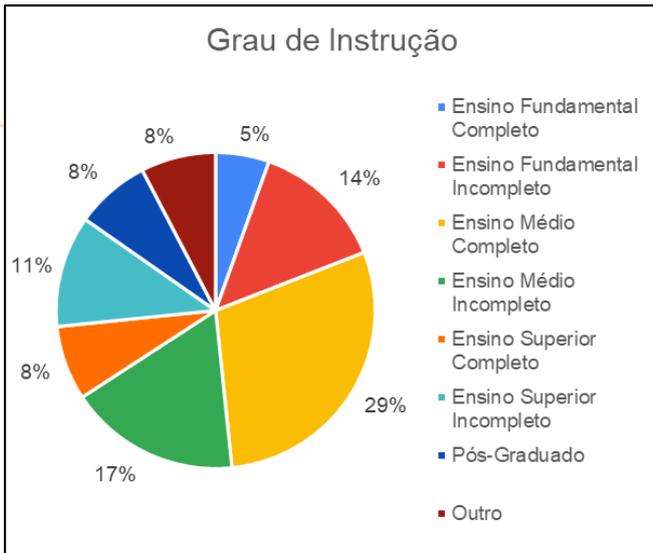
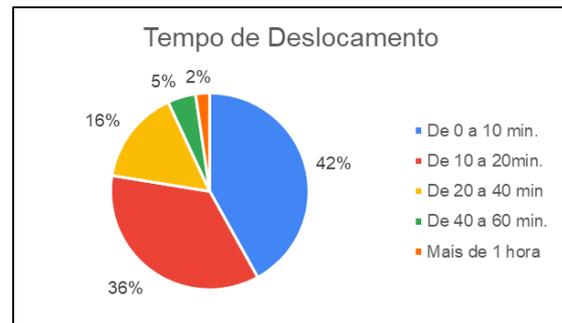




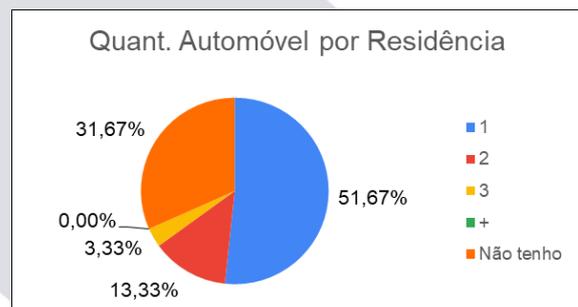
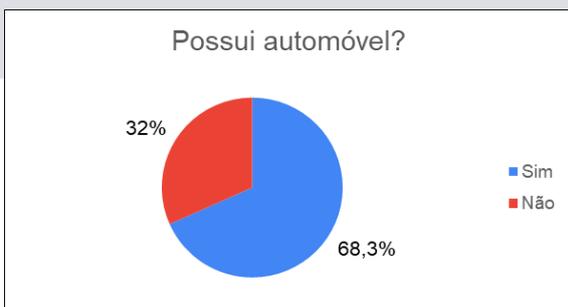
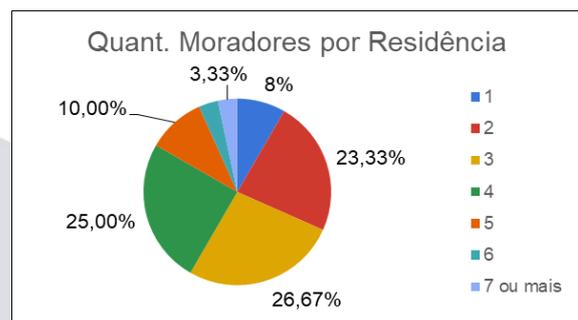
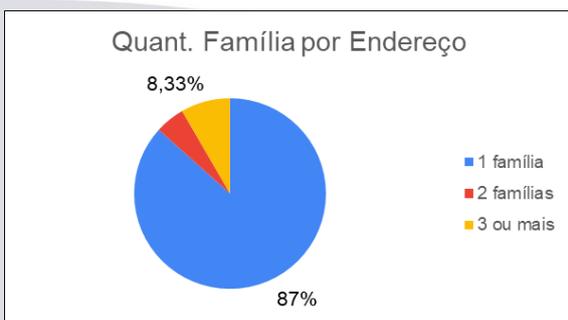
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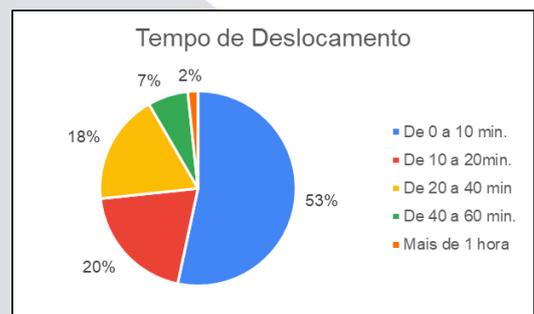
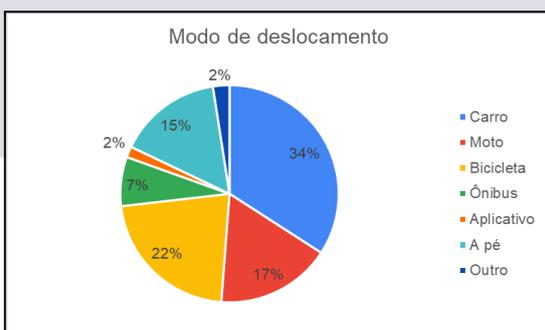
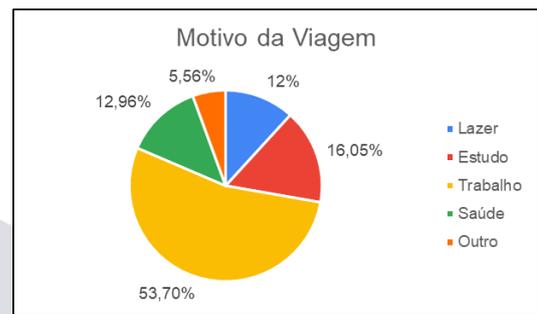
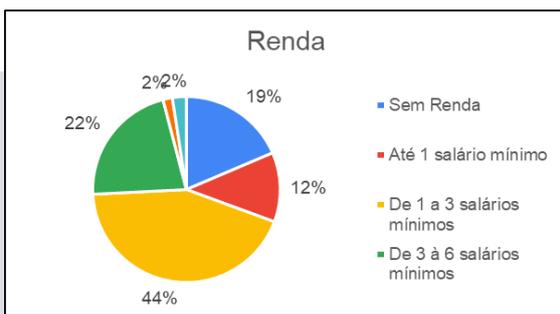
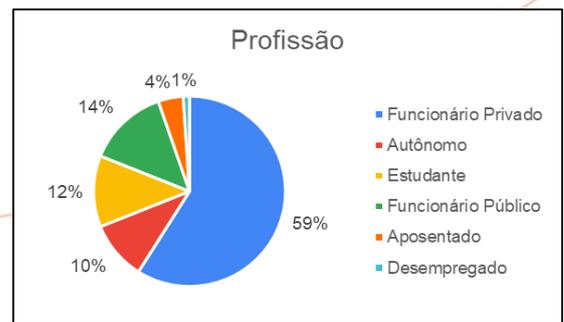
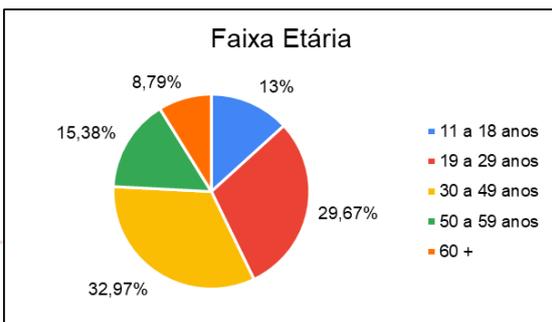
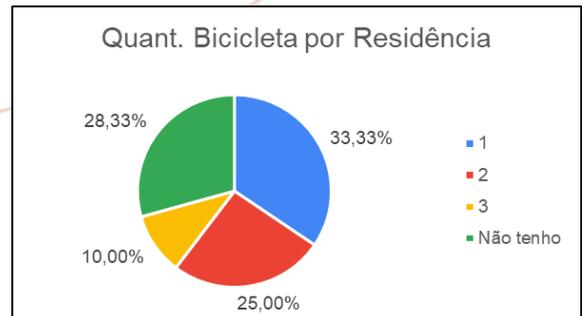
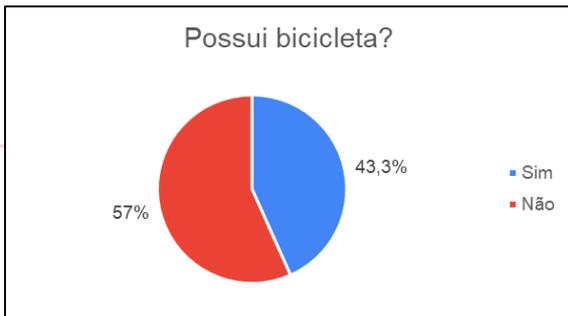
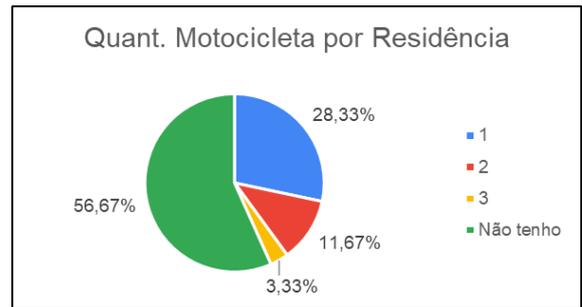
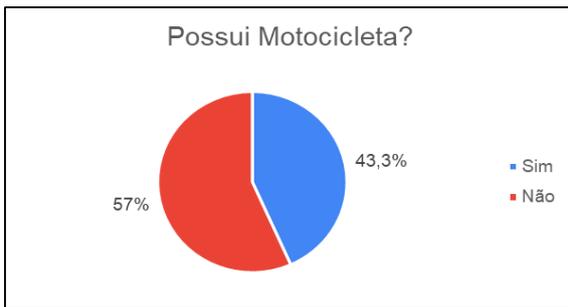


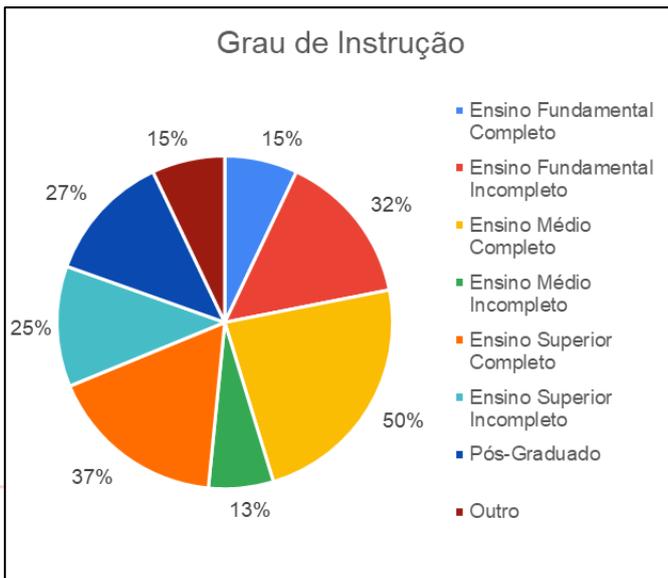




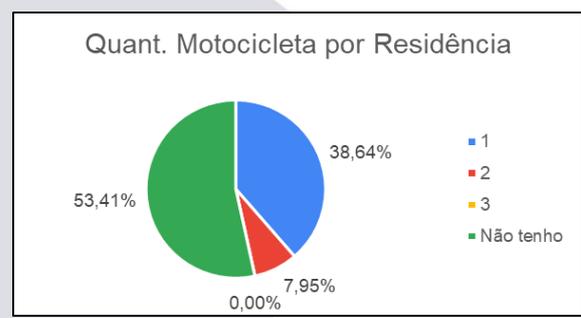
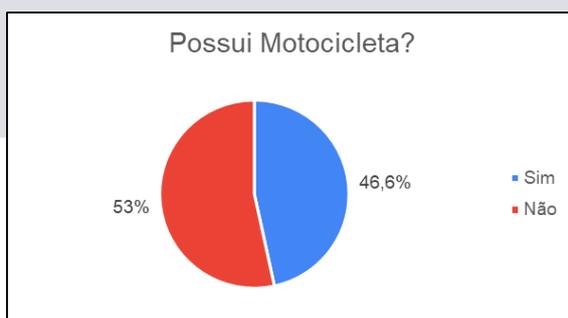
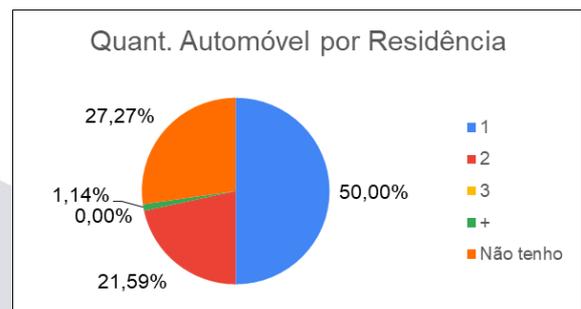
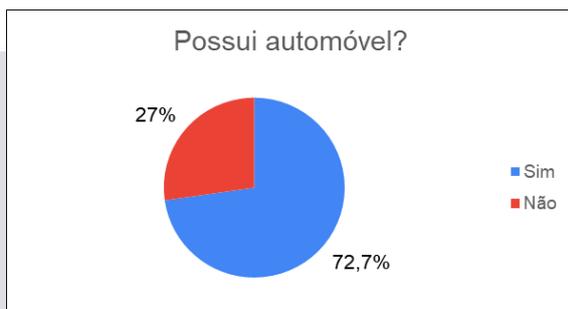
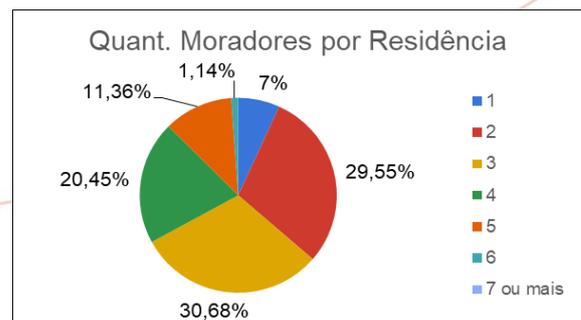
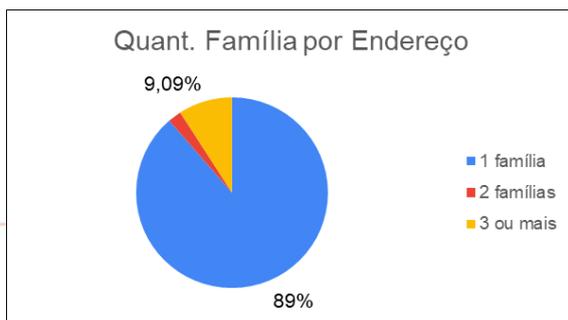
1.1.3 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 03

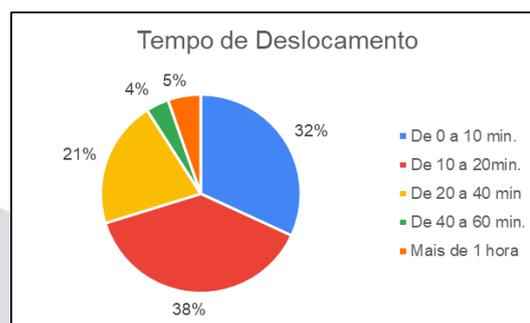
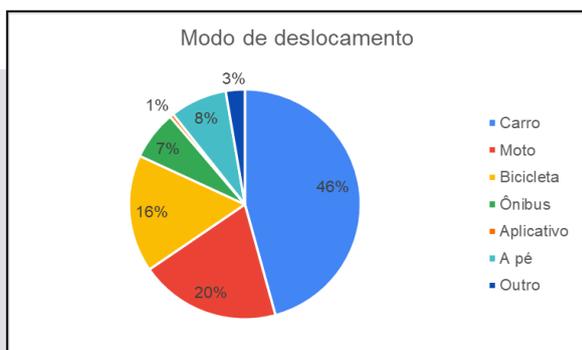
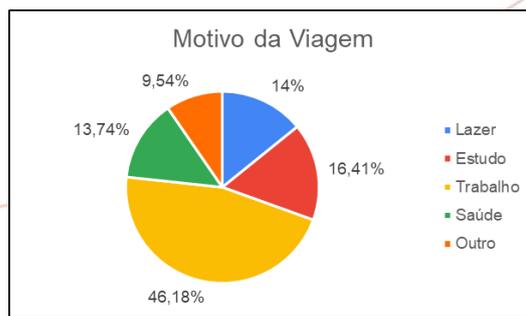
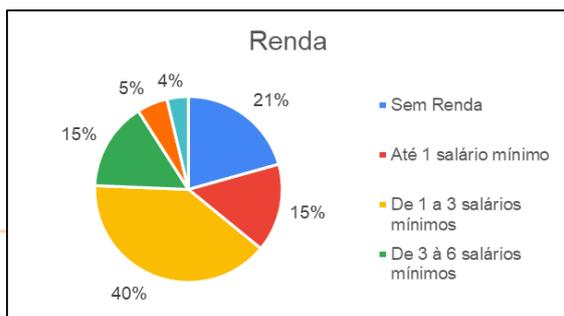
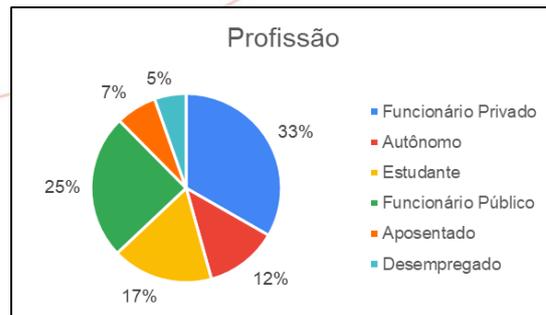
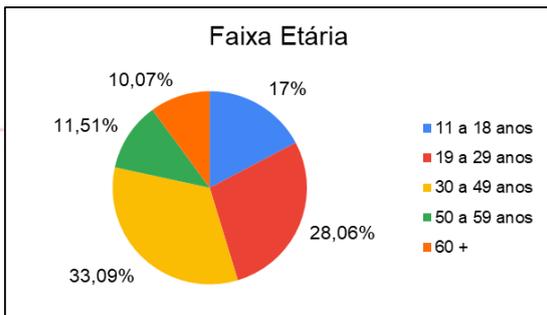
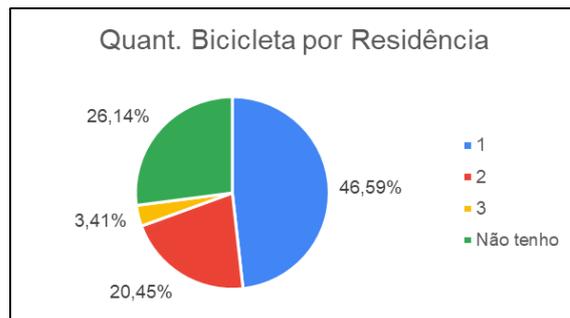
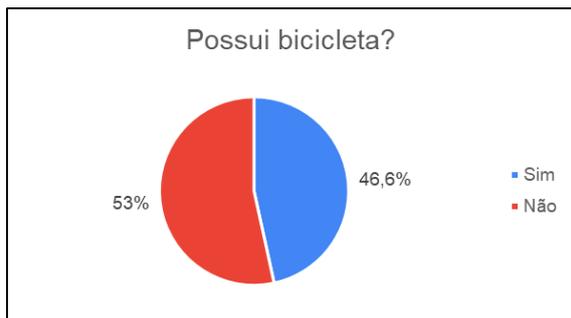


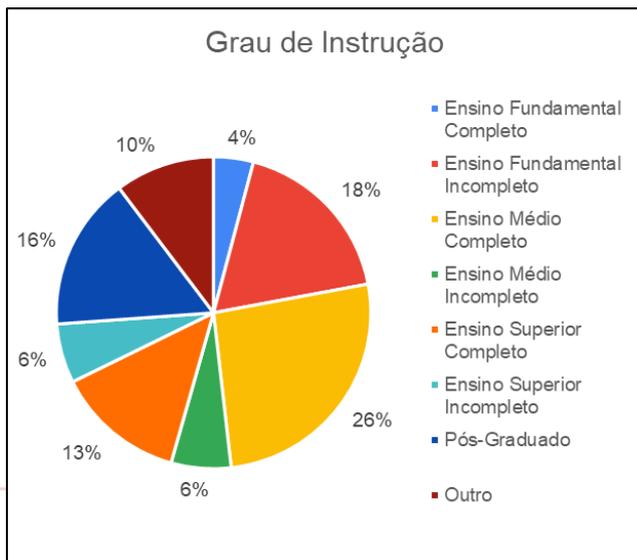




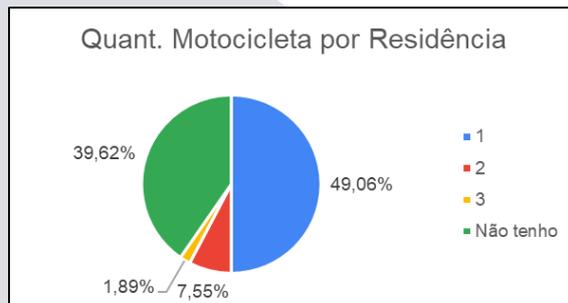
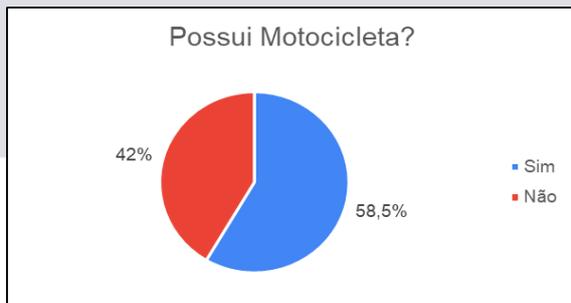
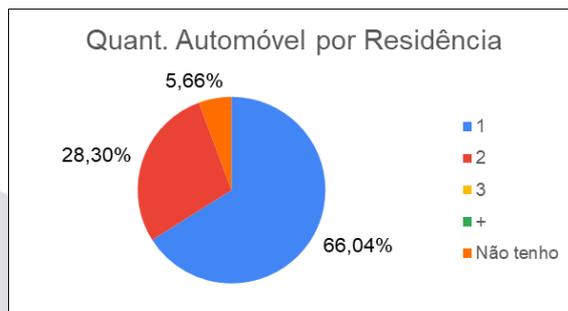
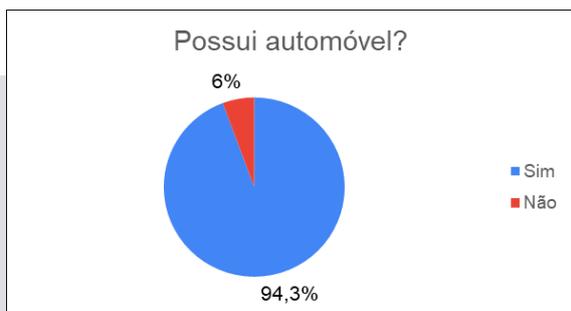
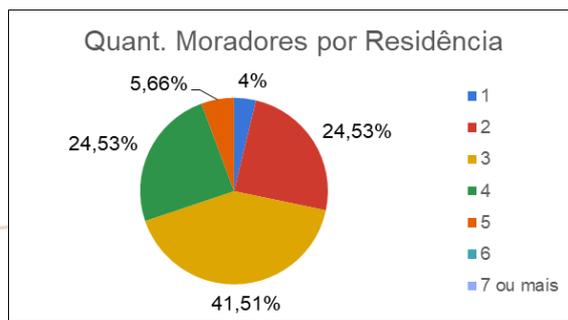
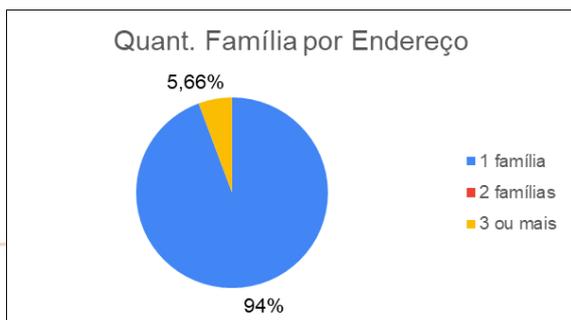
1.1.4 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 04

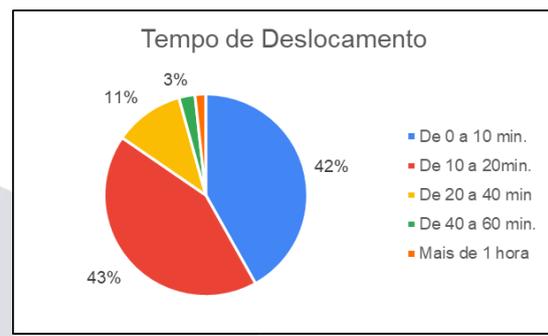
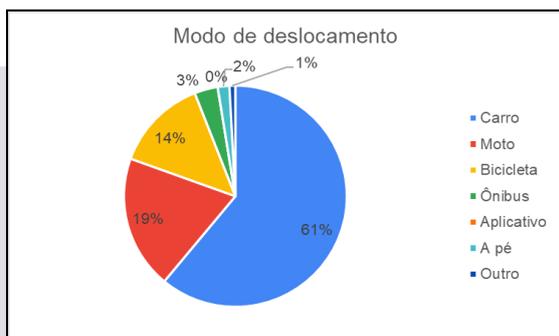
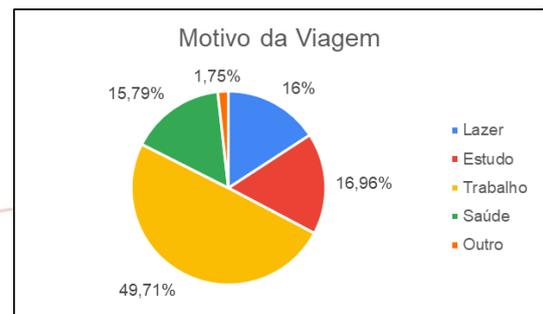
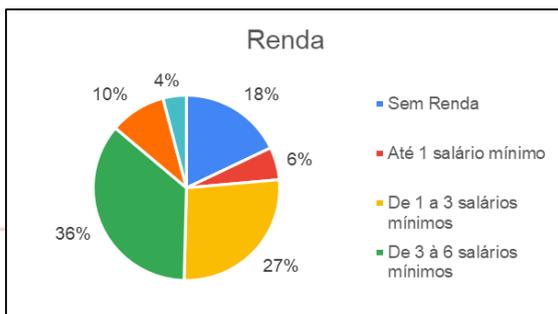
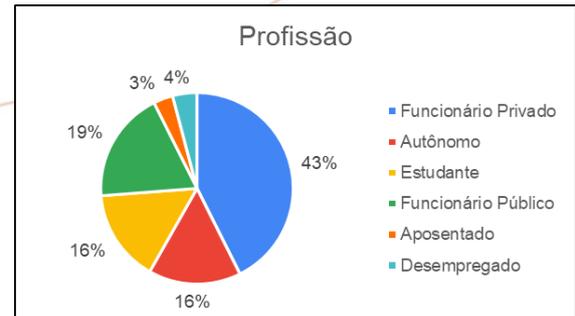
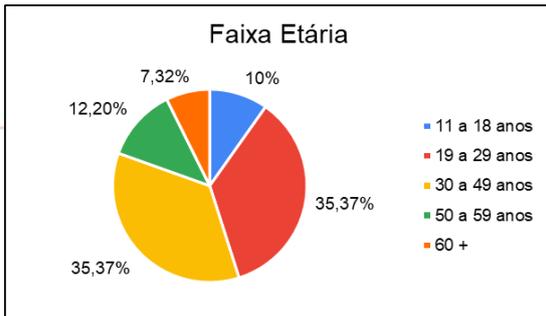
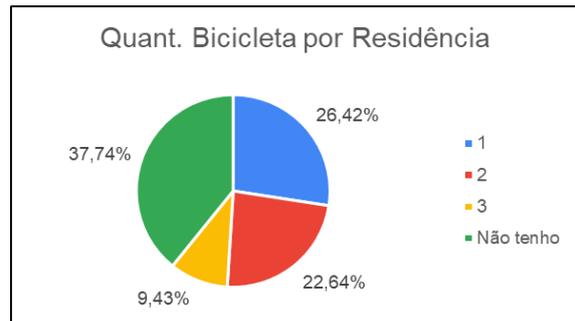
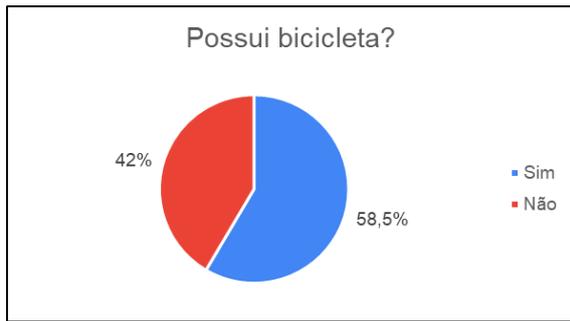


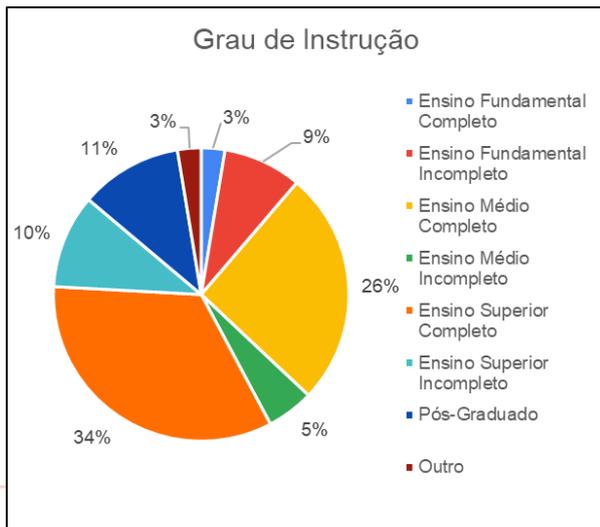




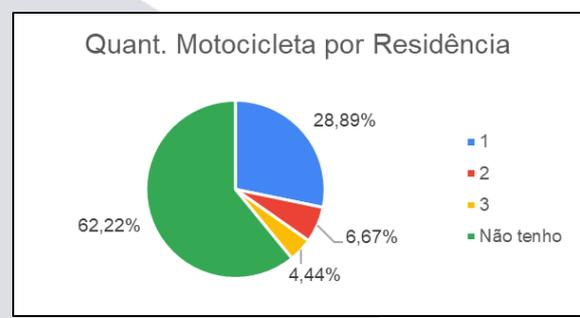
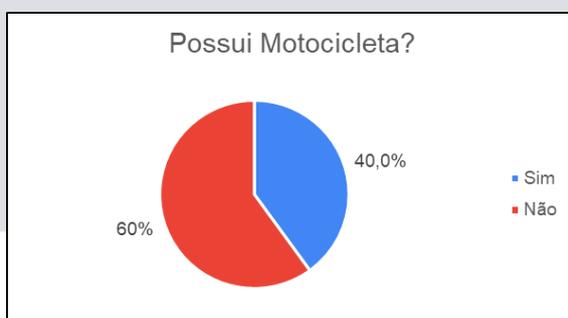
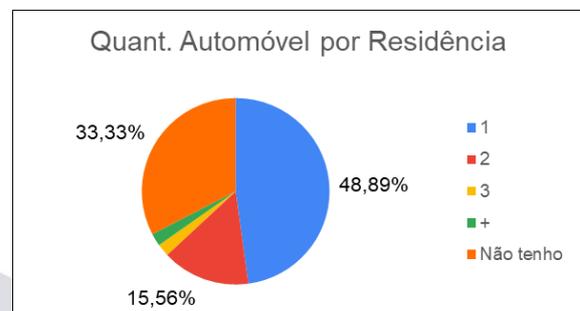
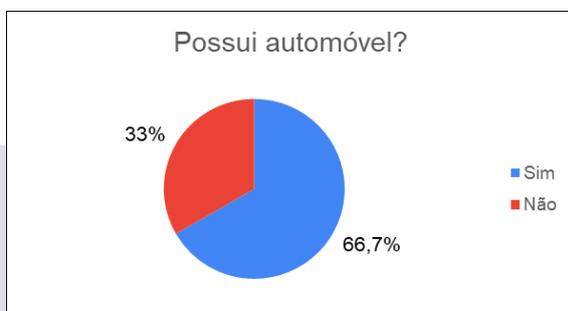
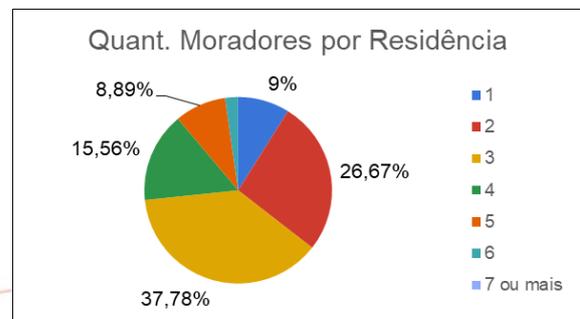
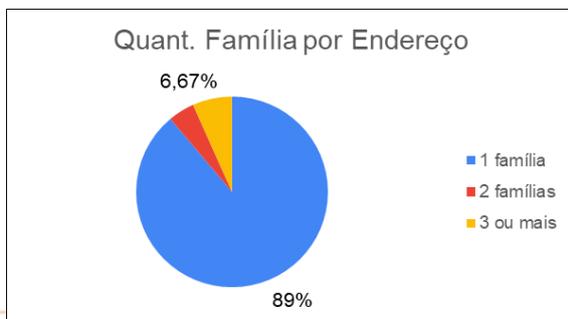
1.1.5 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 05

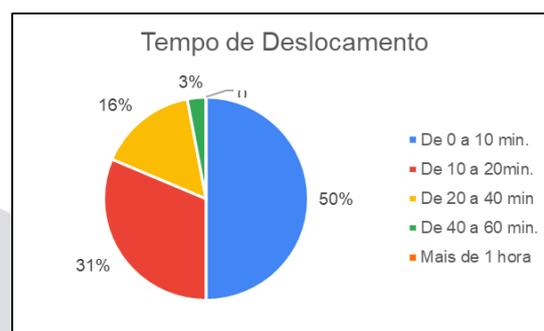
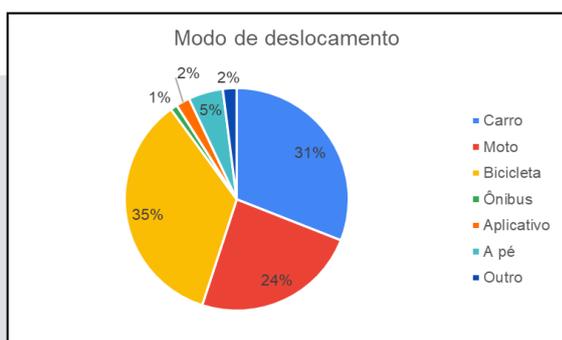
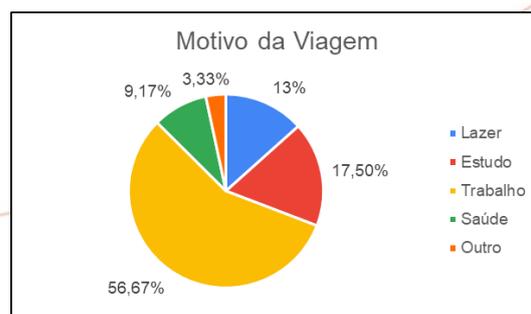
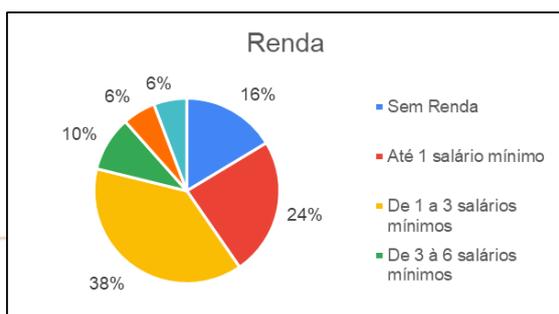
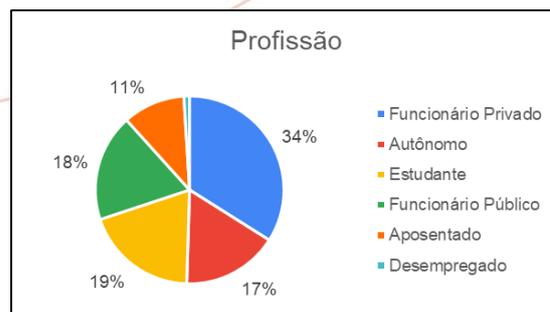
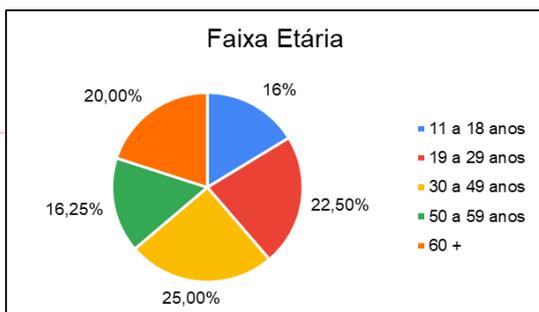
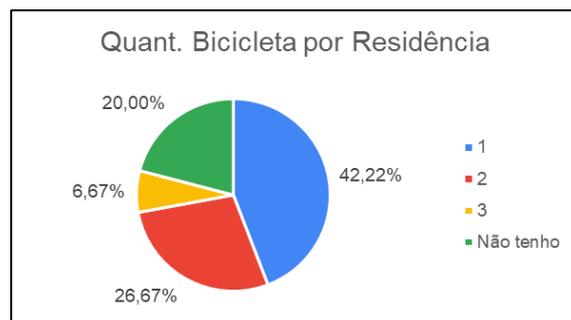


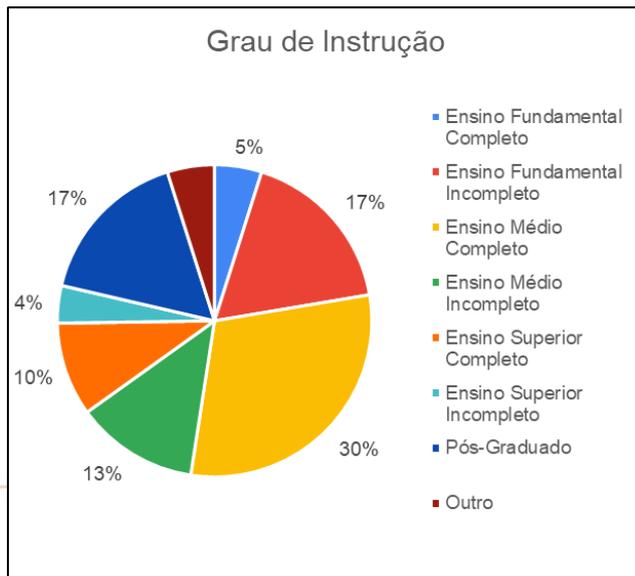




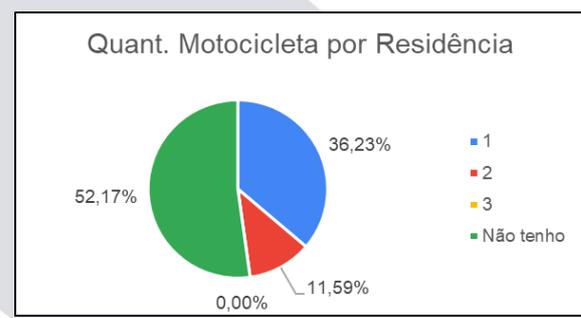
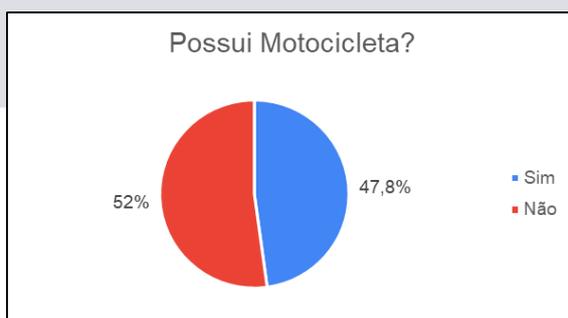
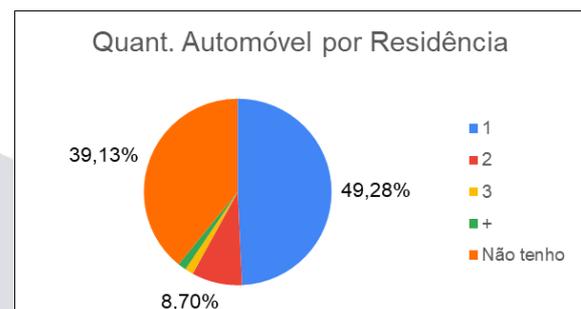
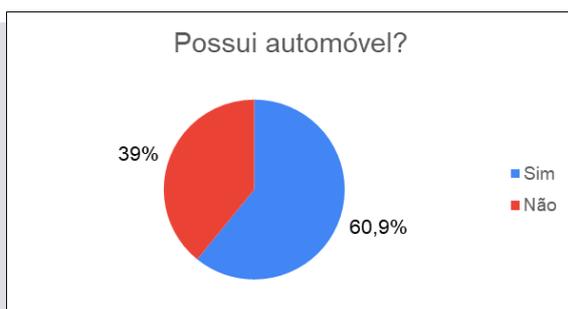
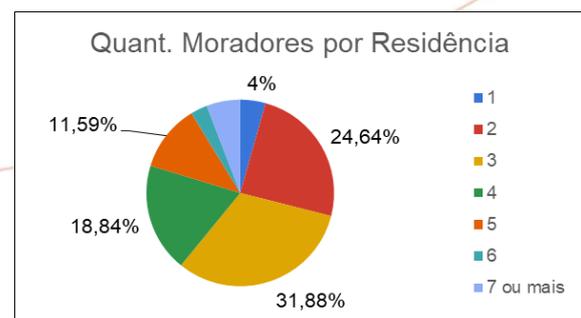
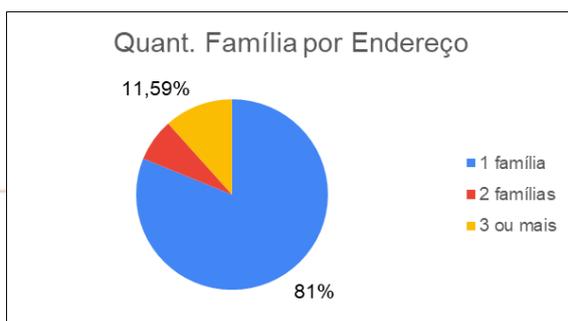
1.1.6 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 06

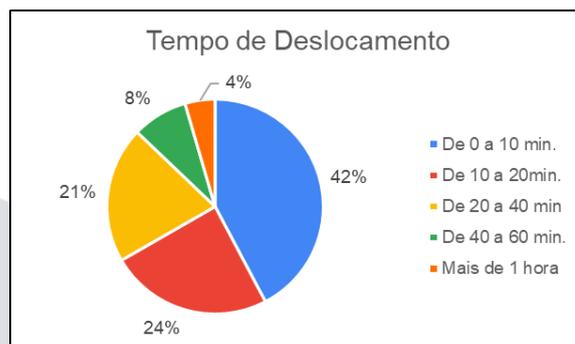
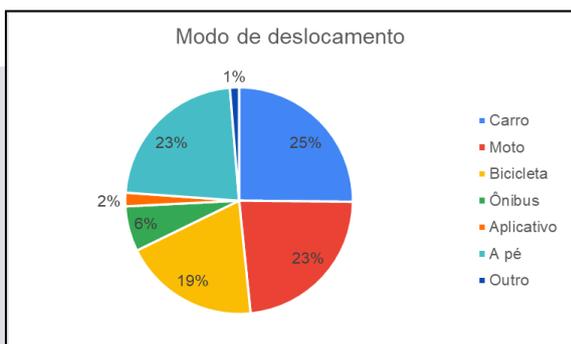
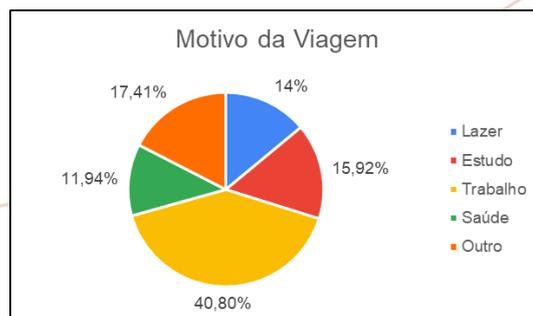
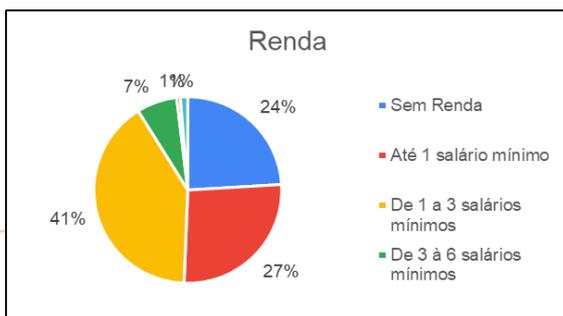
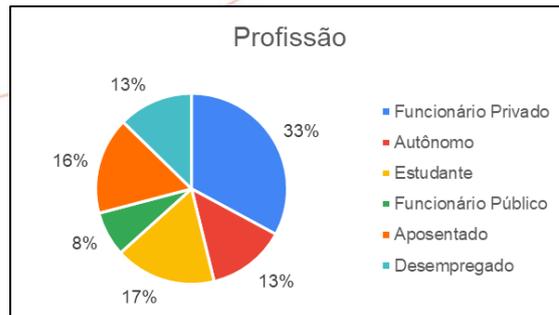
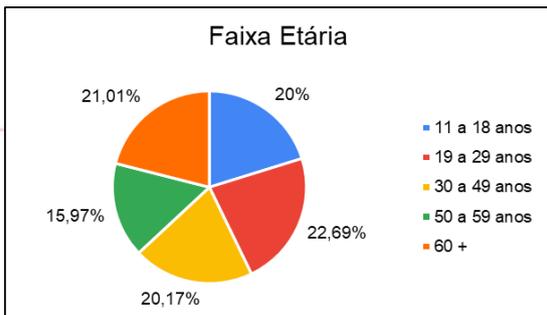
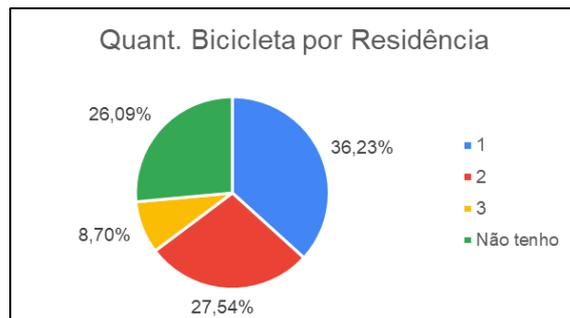
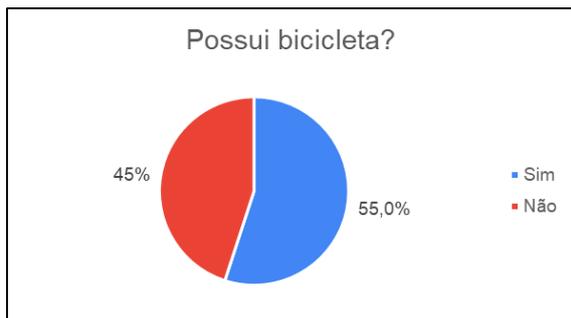


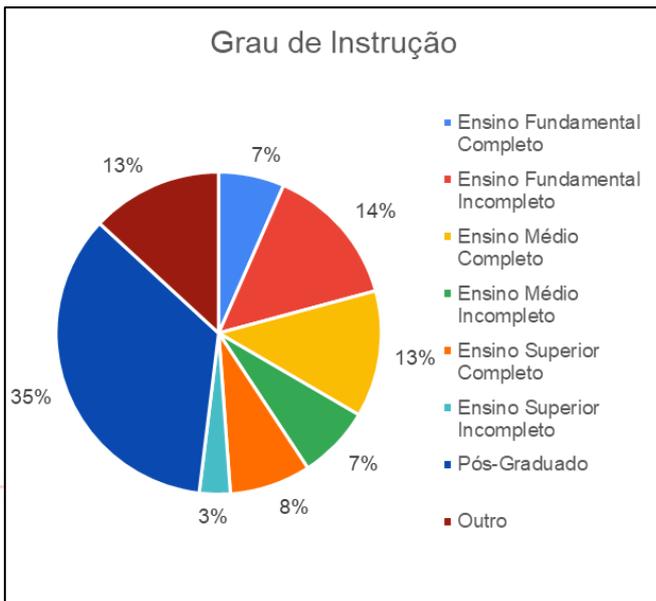




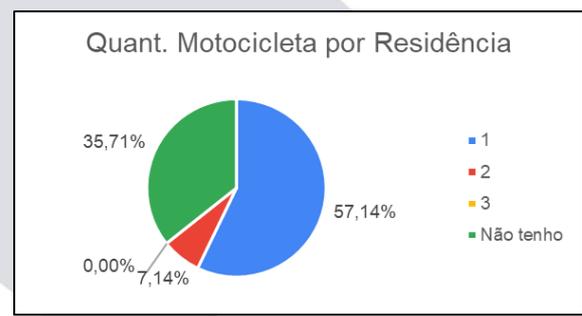
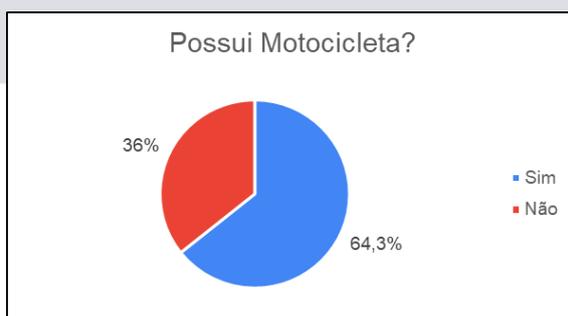
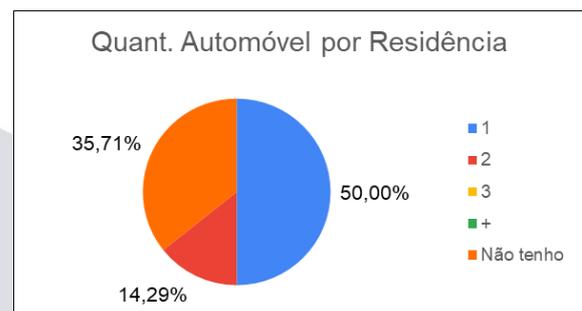
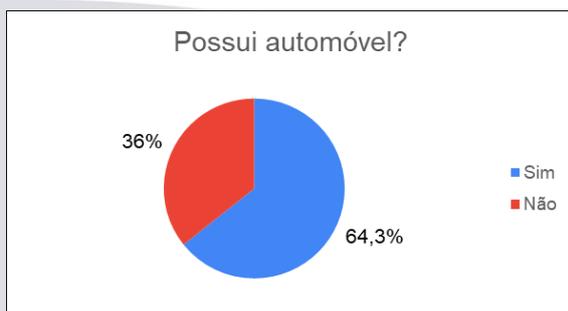
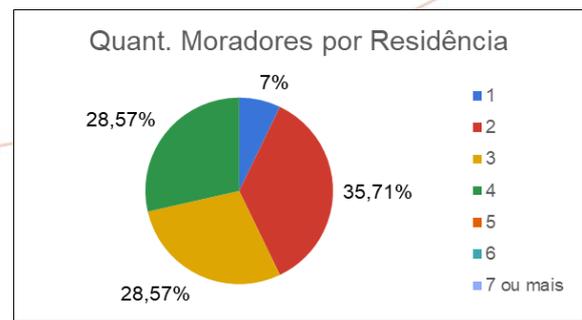
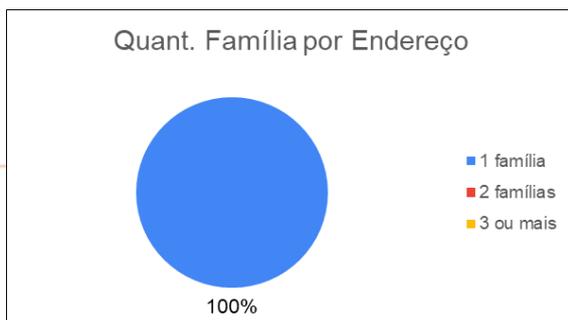
1.1.7 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 07

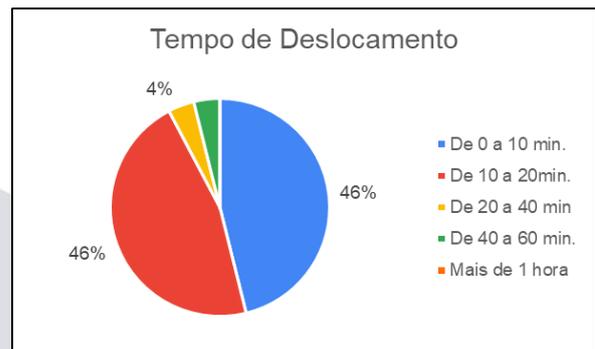
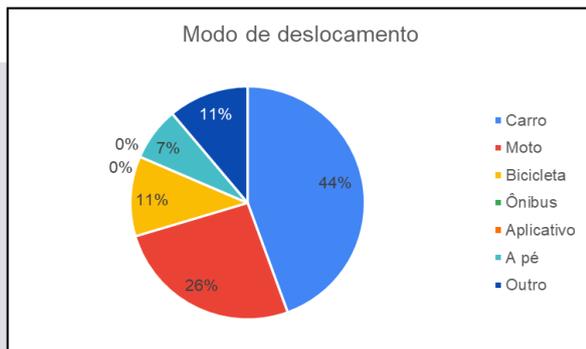
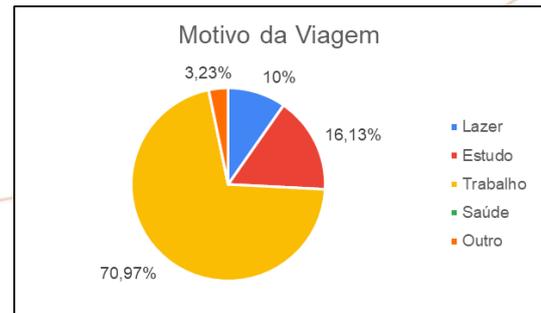
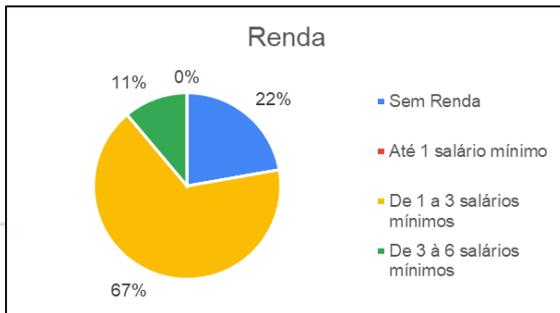
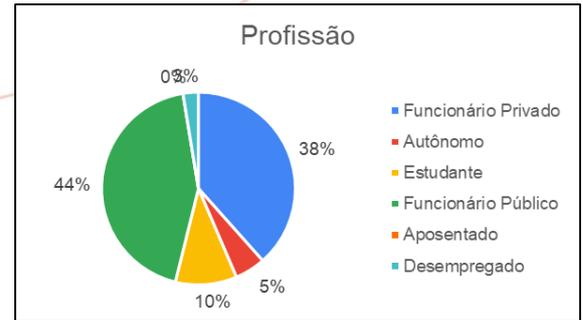
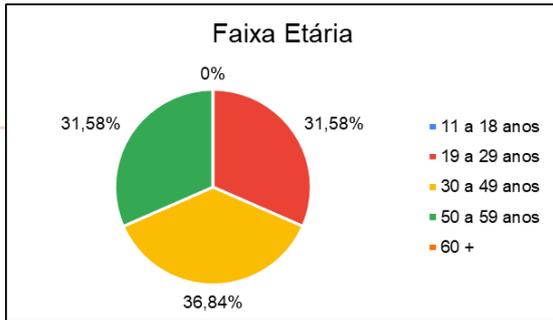
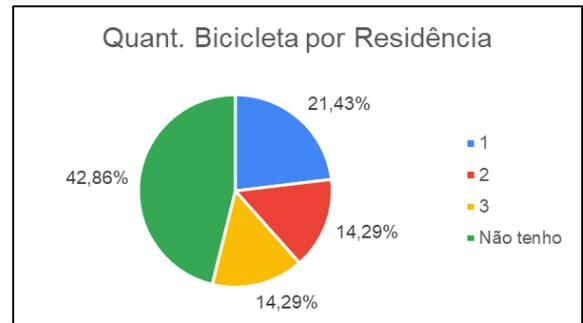
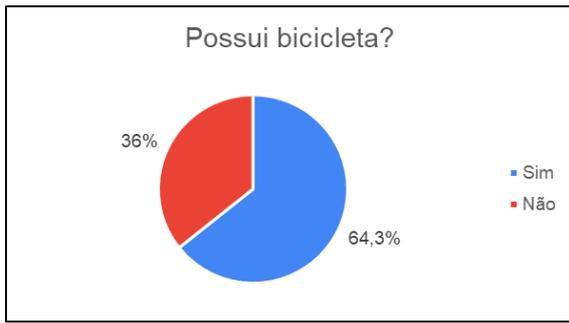


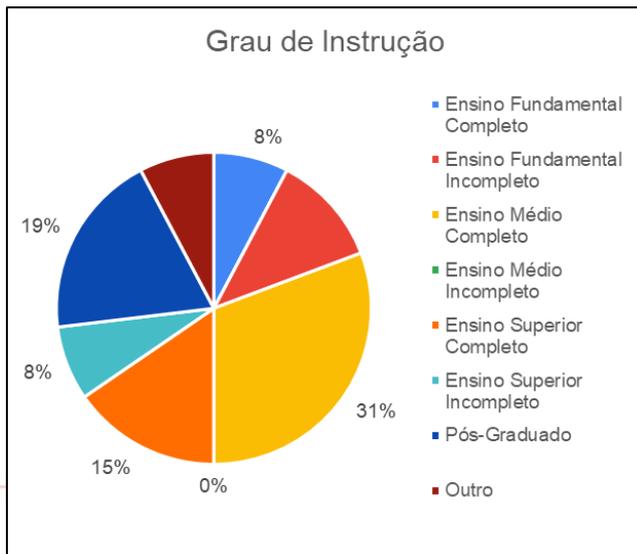




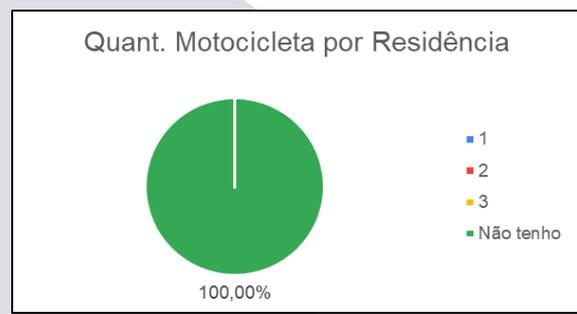
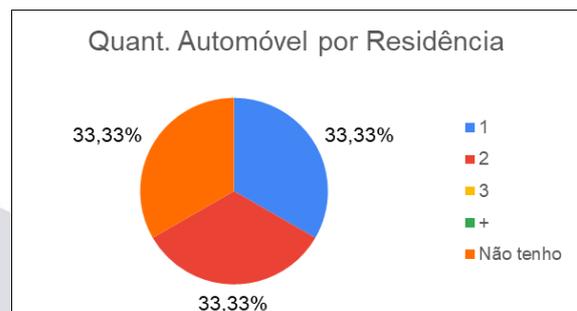
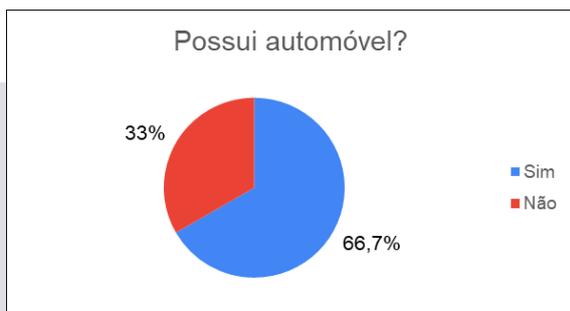
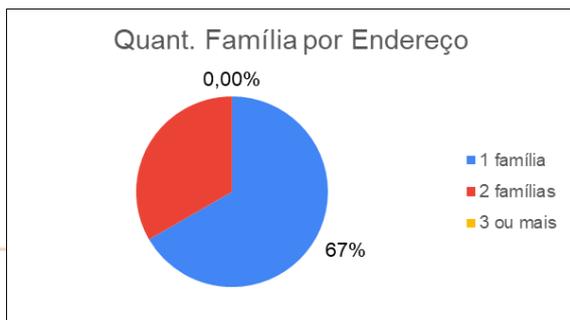
1.1.8 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 08

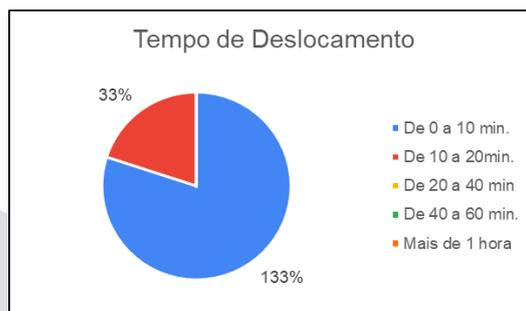
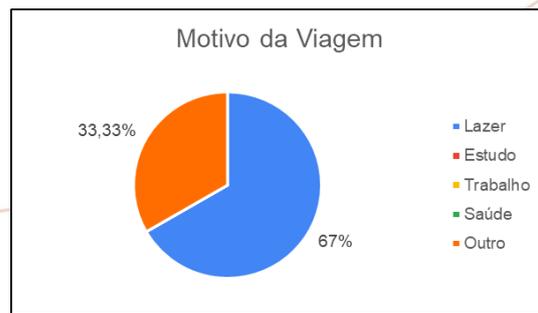
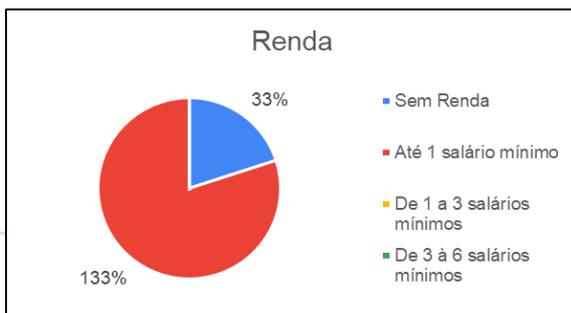
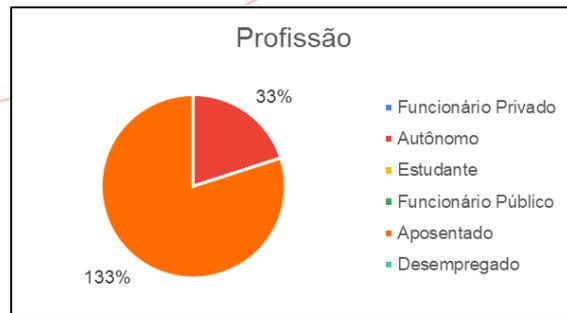
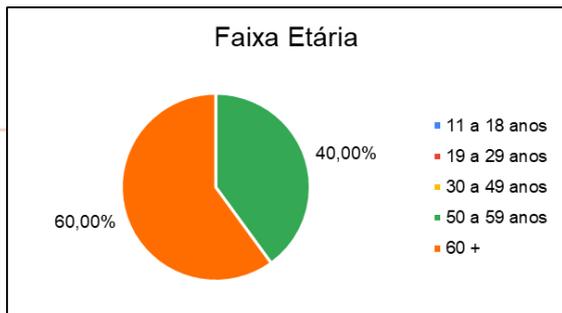
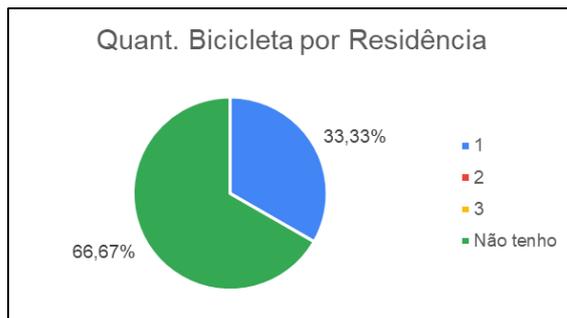


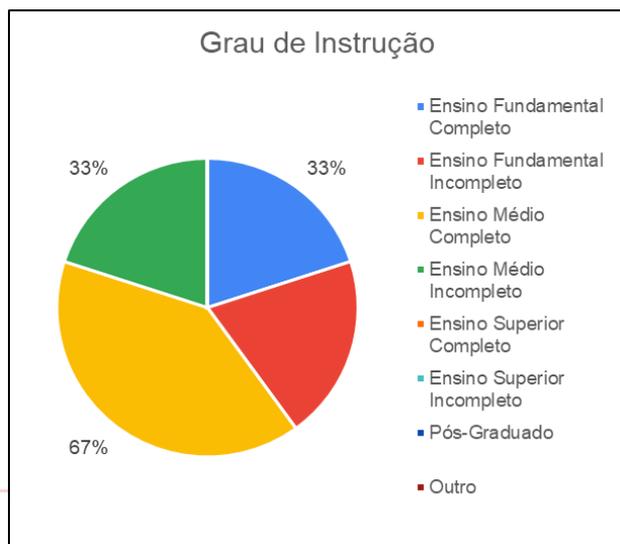




1.1.9 Pesquisa de Origem e Destino por zona – Zoneamento de Tráfego 09







1.1.10 Mapas dos deslocamentos

Além dos gráficos com as características e modos de deslocamentos dos moradores de Nova Andradina/MS, a pesquisa de Origem e Destino origina mapas dos deslocamentos de todas as 09 zonas de tráfego, com a porcentagem de viagens feitas de uma determinada zona para as outras, com base nas respostas obtidas com a população.

1.1.10.1 Resultados

A maioria dos deslocamentos tem como destino a Zona 1, totalizando 44,49%, nesta região estão localizados os principais eixos de comércio e serviço do município de Nova Andradina, logo a seguir, a Zona 4 com 11,69% – região onde está localizada a Universidade Federal do Mato Grosso do Sul (UFMS). É importante ressaltar que pouco mais de 3% dos entrevistados tem como destino o campus do Instituto Federal do Mato Grosso do Sul, localizado na MS-473 a 22,5 Km do centro do município.

Figura 2: Principais zonas de destino

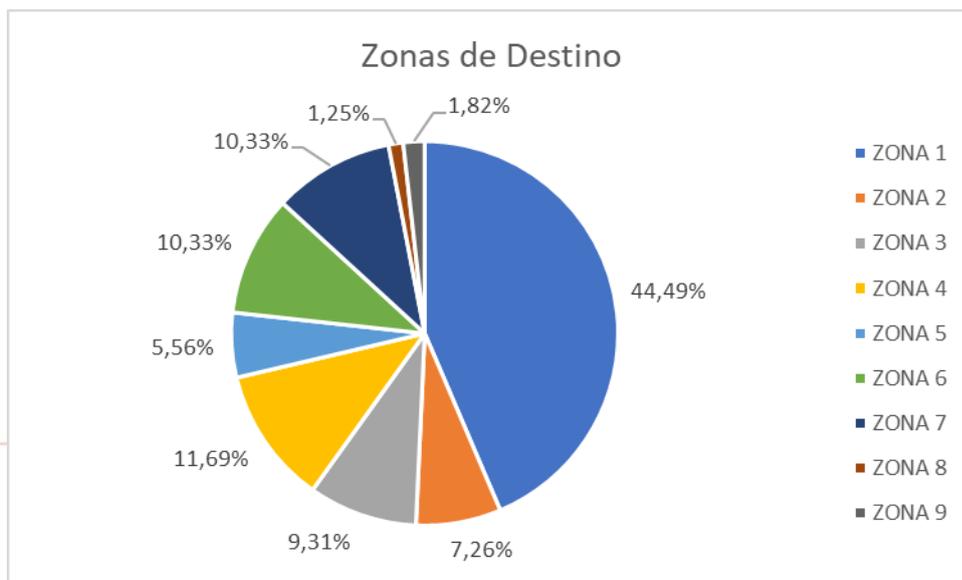


Figura 3 – Quantidade de deslocamento – Zona 1

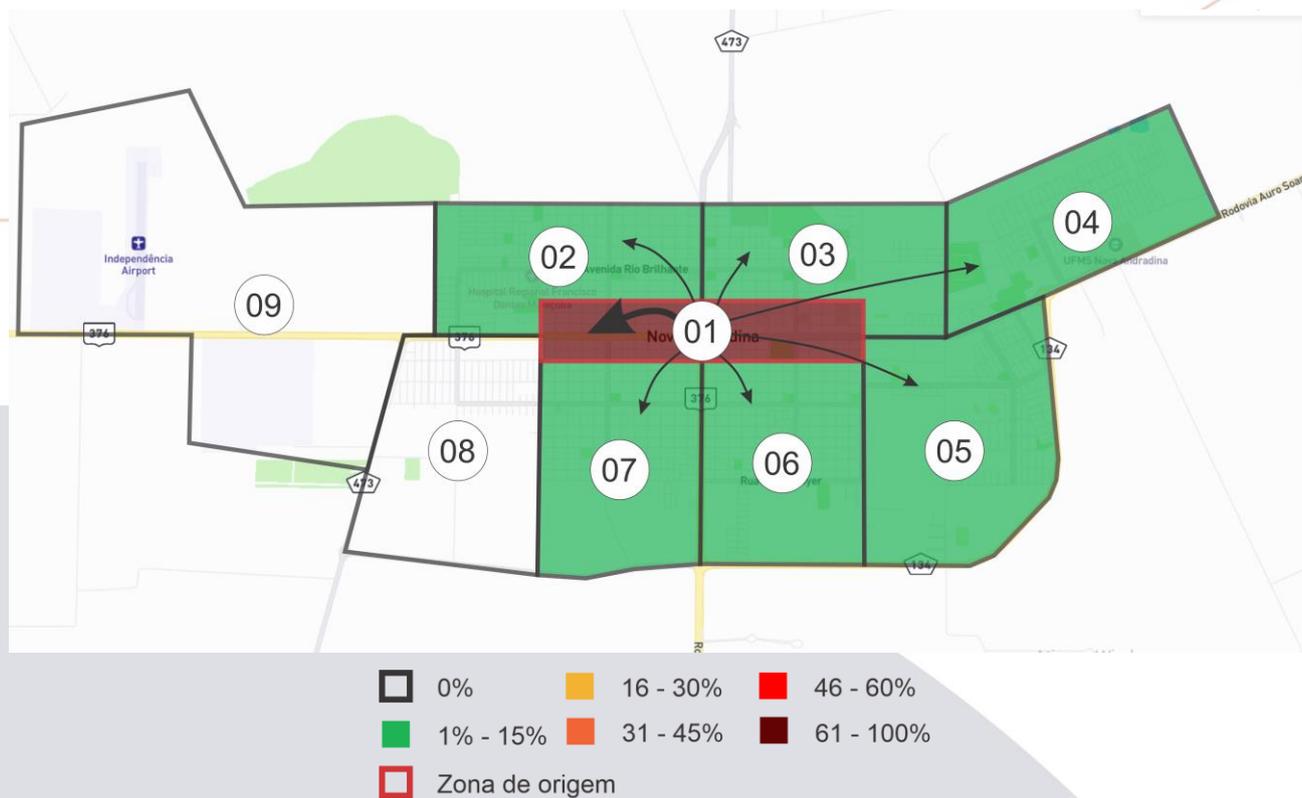


Figura 4 – Quantidade de deslocamento – Zona 2

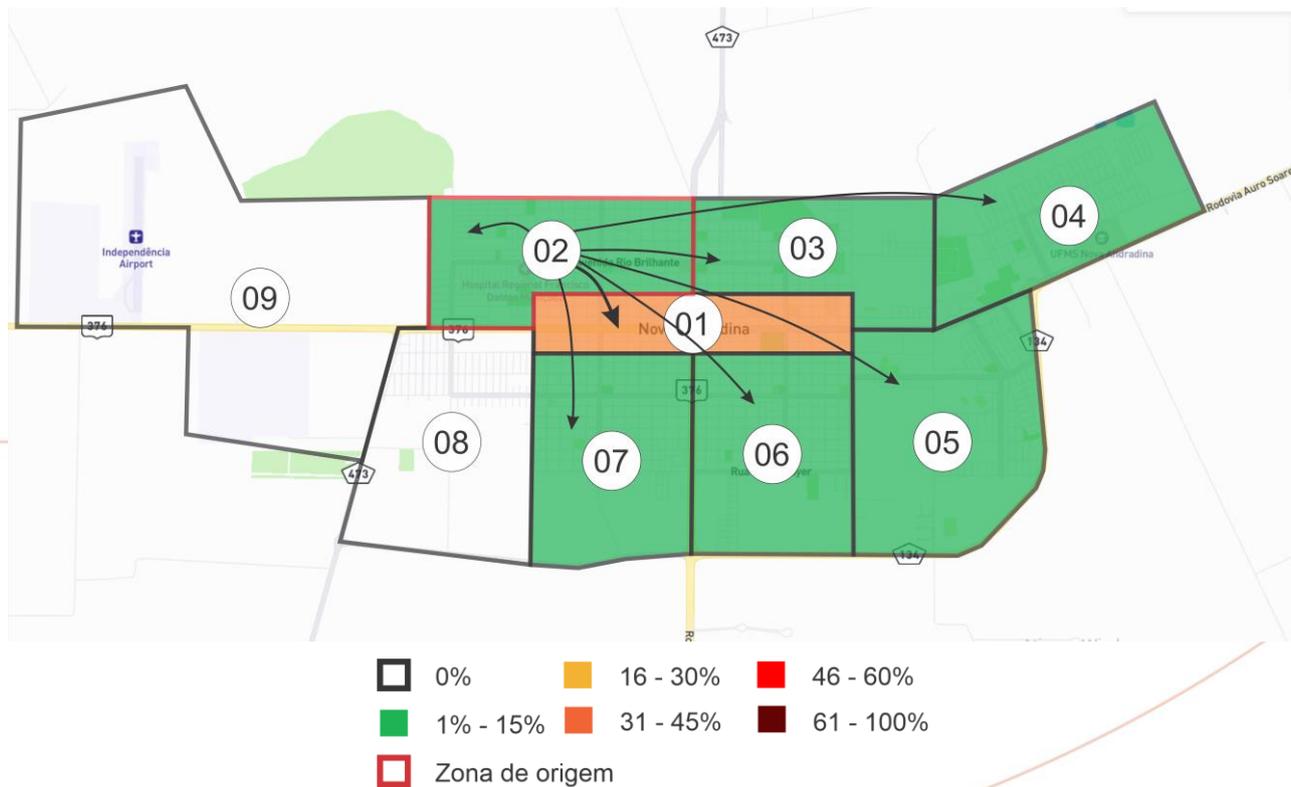


Figura 5 – Quantidade de deslocamento – Zona 3

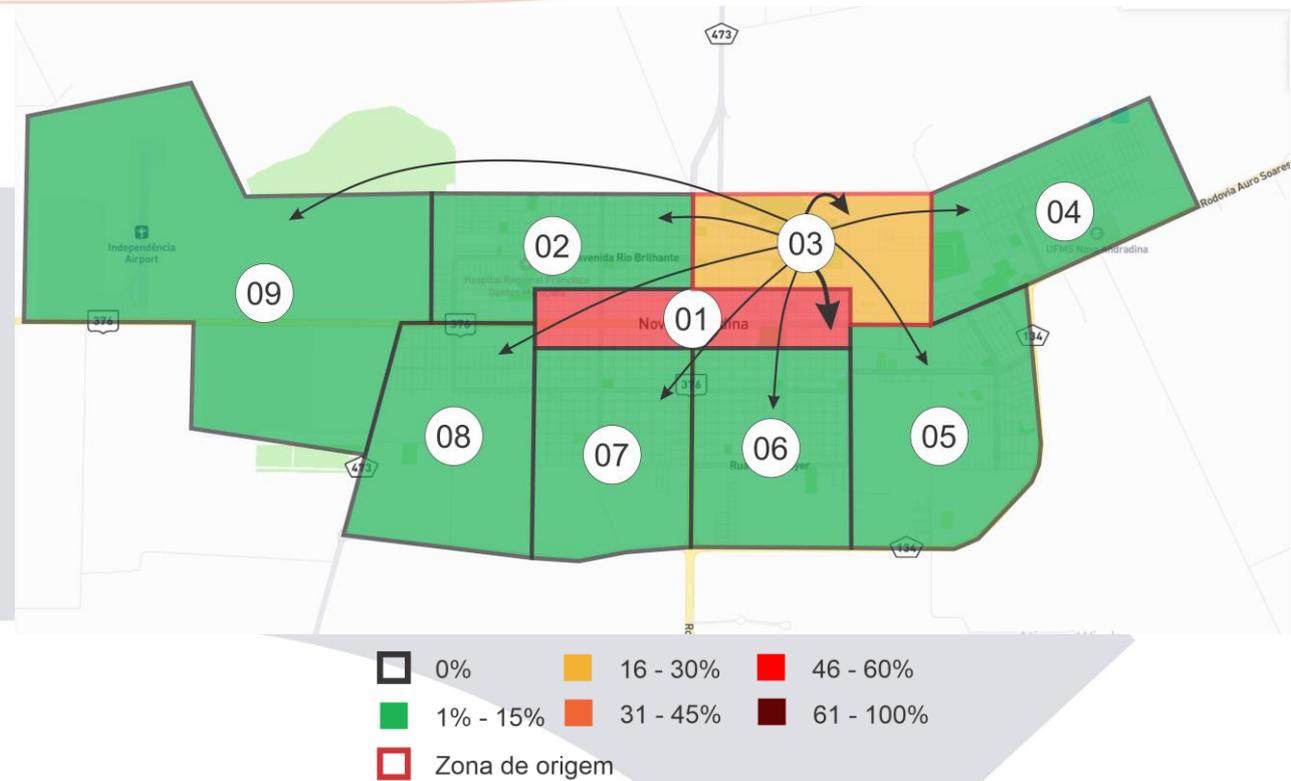


Figura 6 – Quantidade de deslocamento – Zona 4

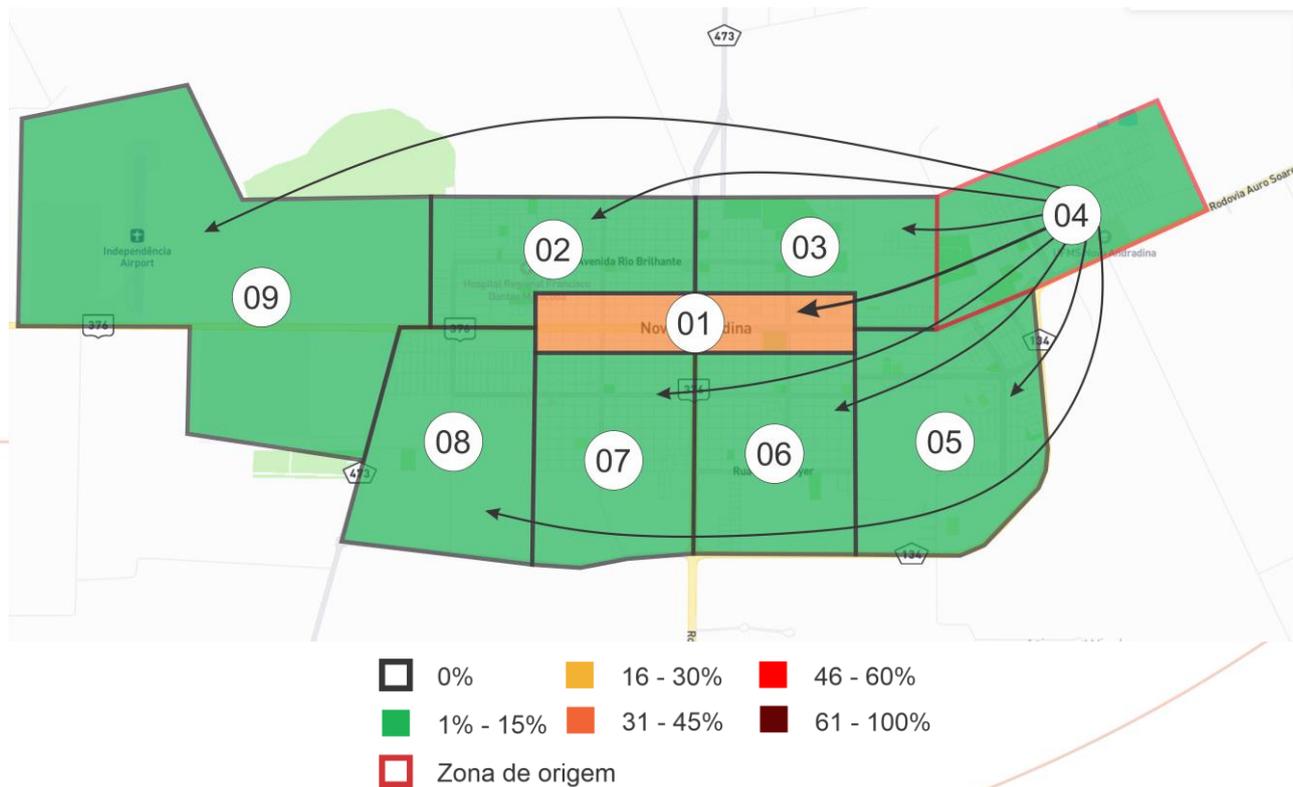


Figura 7 – Quantidade de deslocamento – Zona 5

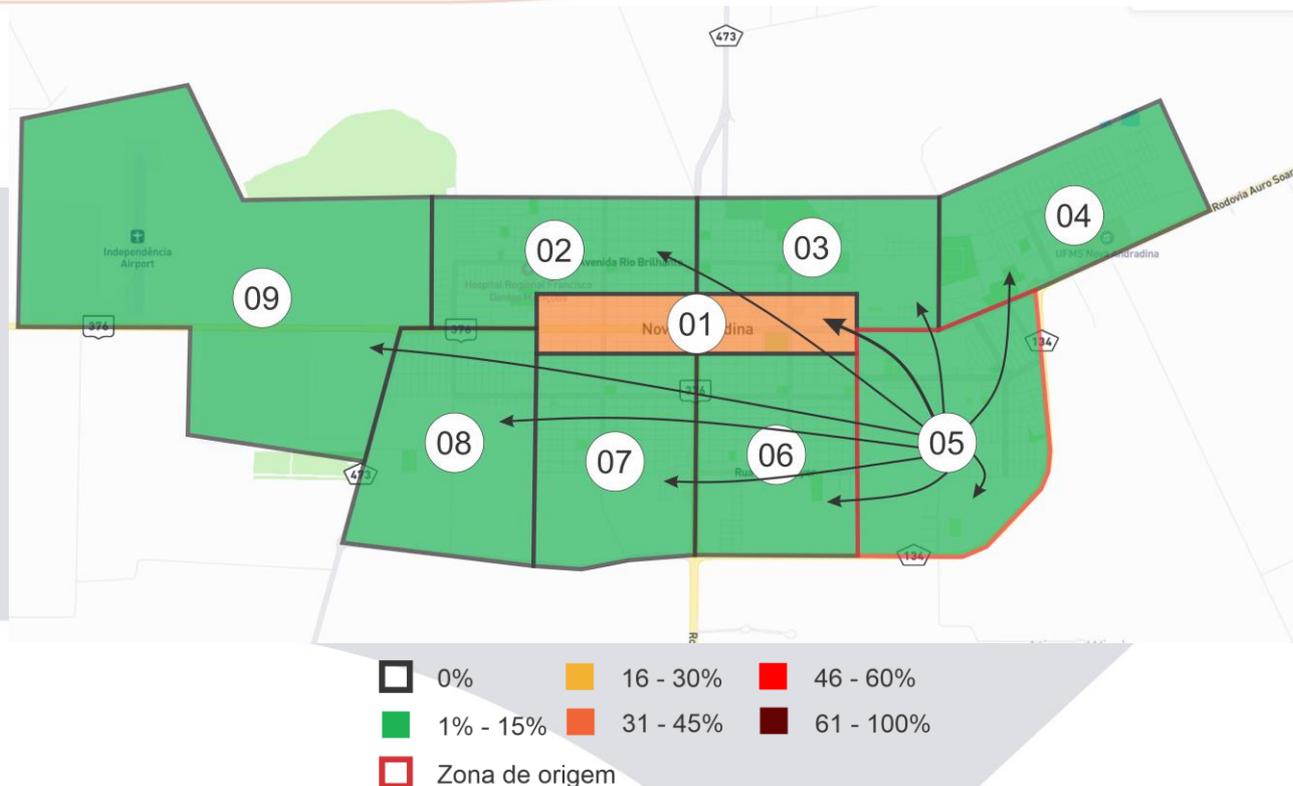


Figura 8 – Quantidade de deslocamento – Zona 6

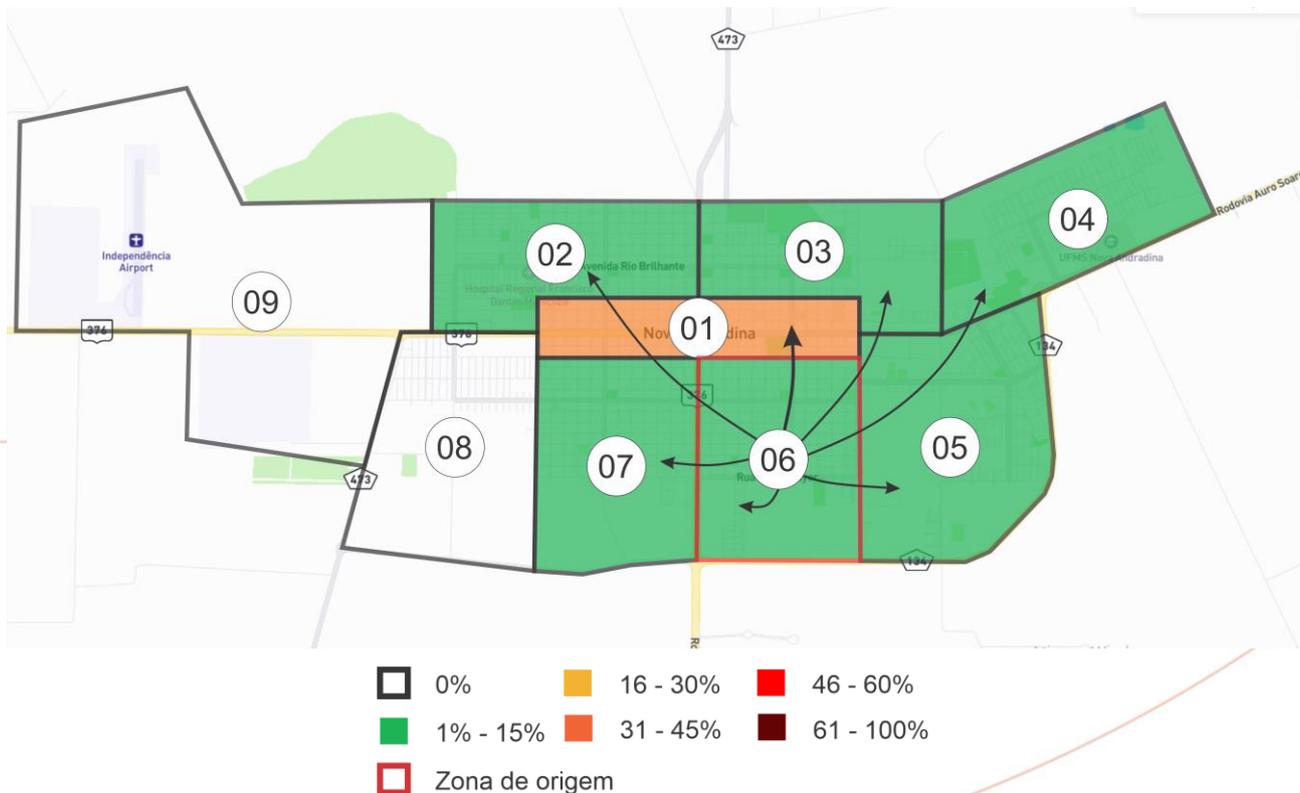


Figura 9 – Quantidade de deslocamento – Zona 7

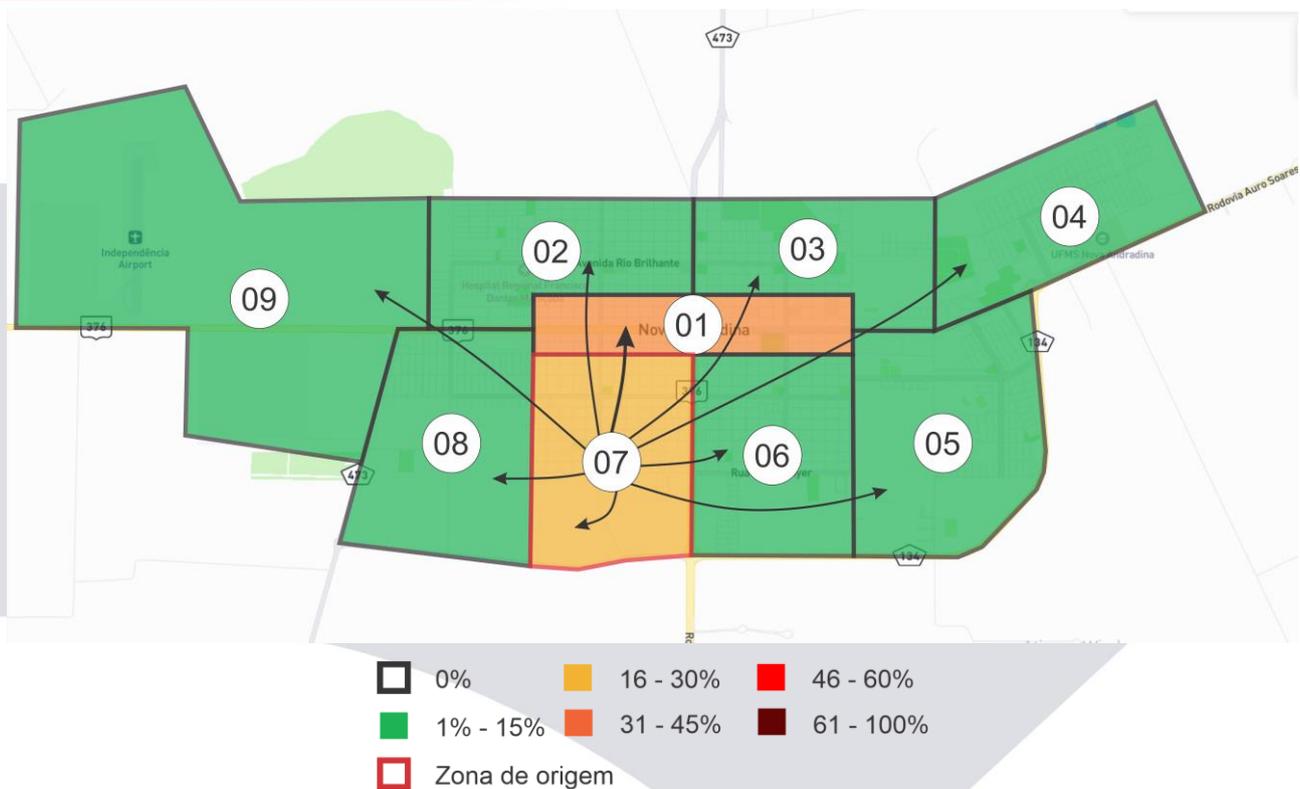


Figura 10 – Quantidade de deslocamento – Zona 8

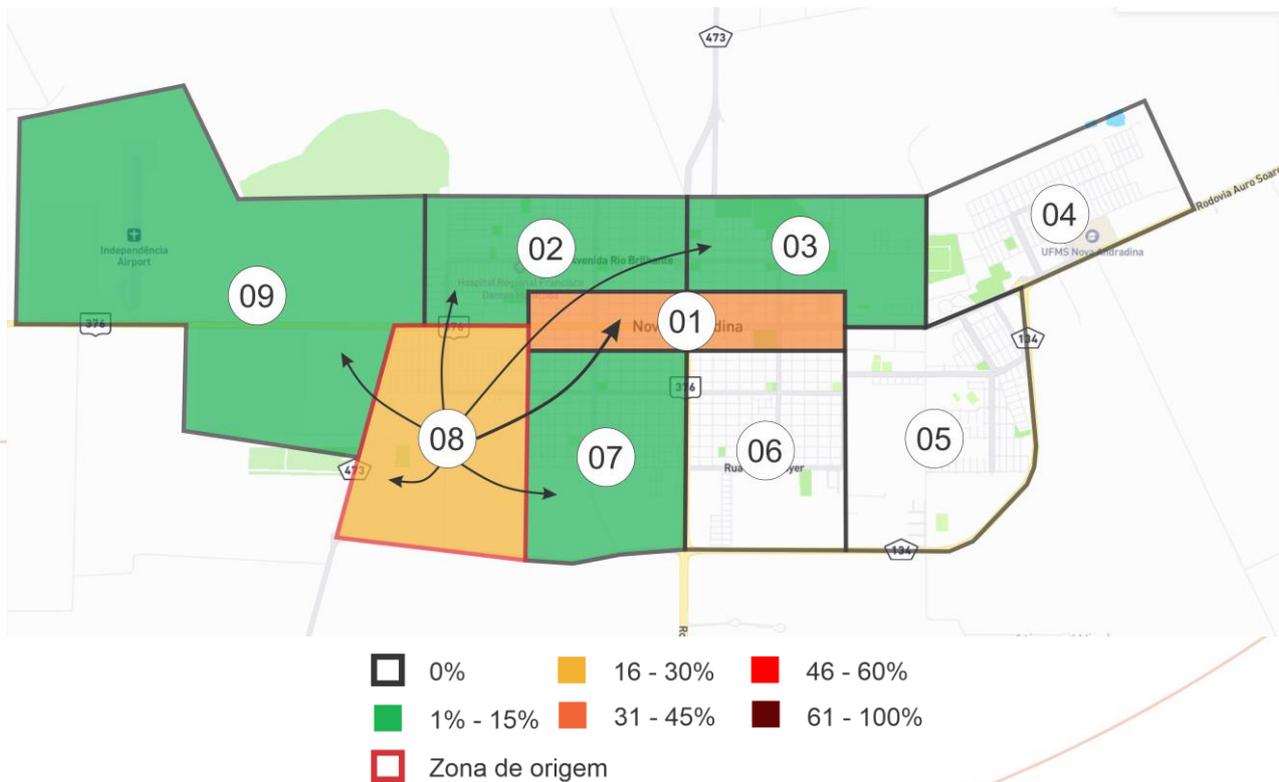
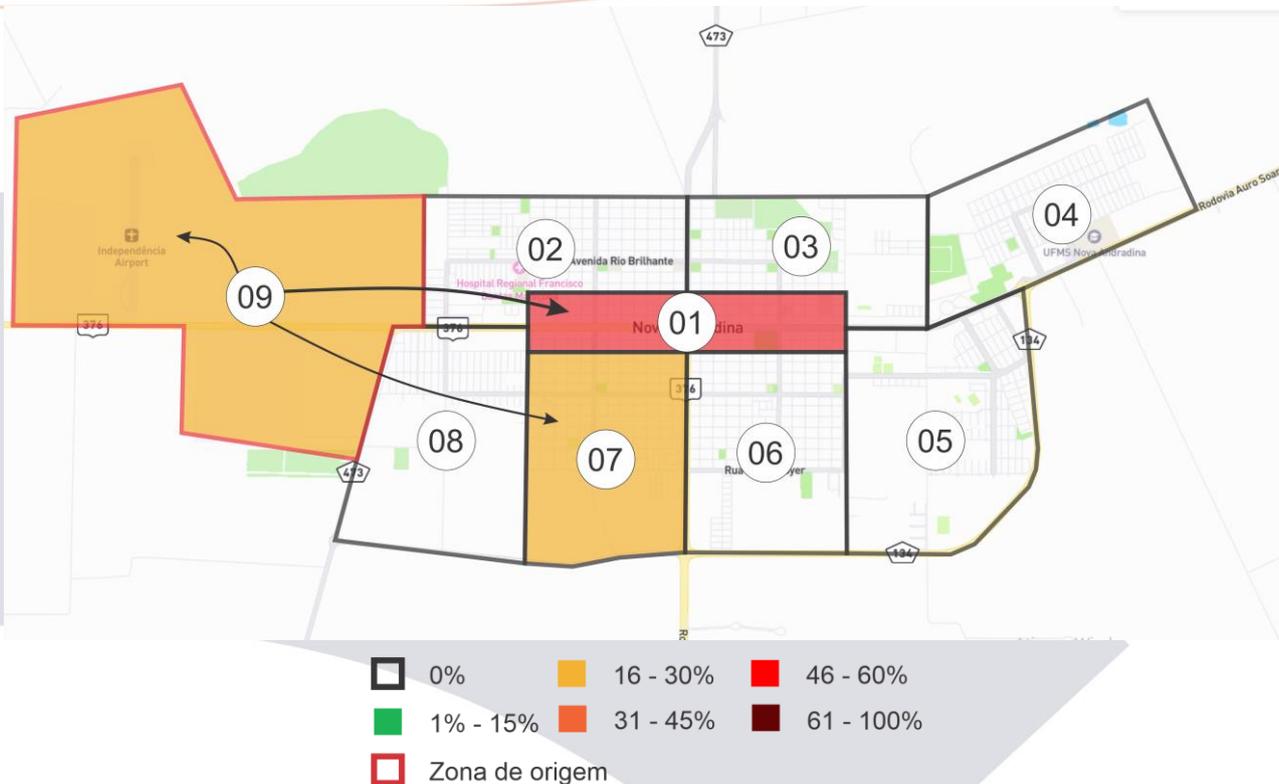


Figura 11 – Quantidade de deslocamento – Zona 9



A Zona 01 apresenta a maior quantidade de deslocamentos de acordo com a pesquisa realizada. No entanto, 60% dos seus deslocamentos ocorrem em sua própria zona de tráfego; e apenas 40% dos deslocamentos ocorrem em outras zonas.

A Zona 9 apresenta 60% de seus deslocamentos para a Zona 01 e 20% dentro da sua própria zona. Os deslocamentos da Zona 05 ocorrem majoritariamente para a Zona 6 e Zona 1 – 1 (43%) e 6 (12%). As demais zonas não destacadas possuem como destino principalmente a Zona 01.

Também foram identificados como destino outros municípios, como Batayporã, porém não apresentou um número expressivo e que majoritariamente são deslocamentos realizados a trabalho. O distrito de Nova Casa Verde não apresentou números expressivos nas pesquisas domiciliares.

1.1.11 Deslocamentos por zonas e tipos de veículos

Através da amostra obtida pela Pesquisa de Origem e Destino foi possível identificar a divisão modal dos deslocamentos do Município de Nova Andradina.

Verificamos que a Zona 9, Zona 1 e Zona 5 têm como principal modal de deslocamento o automóvel, destacando a Zona 9 que apresenta 100% de seus deslocamentos realizados por automóveis.

Em todas as 09 (nove) zonas definidas para o município de Nova Andradina verificou-se que o automóvel é predominante, seguido pela utilização de motocicletas e bicicletas.

Figura 12: Deslocamento por Modo de Transporte - Geral

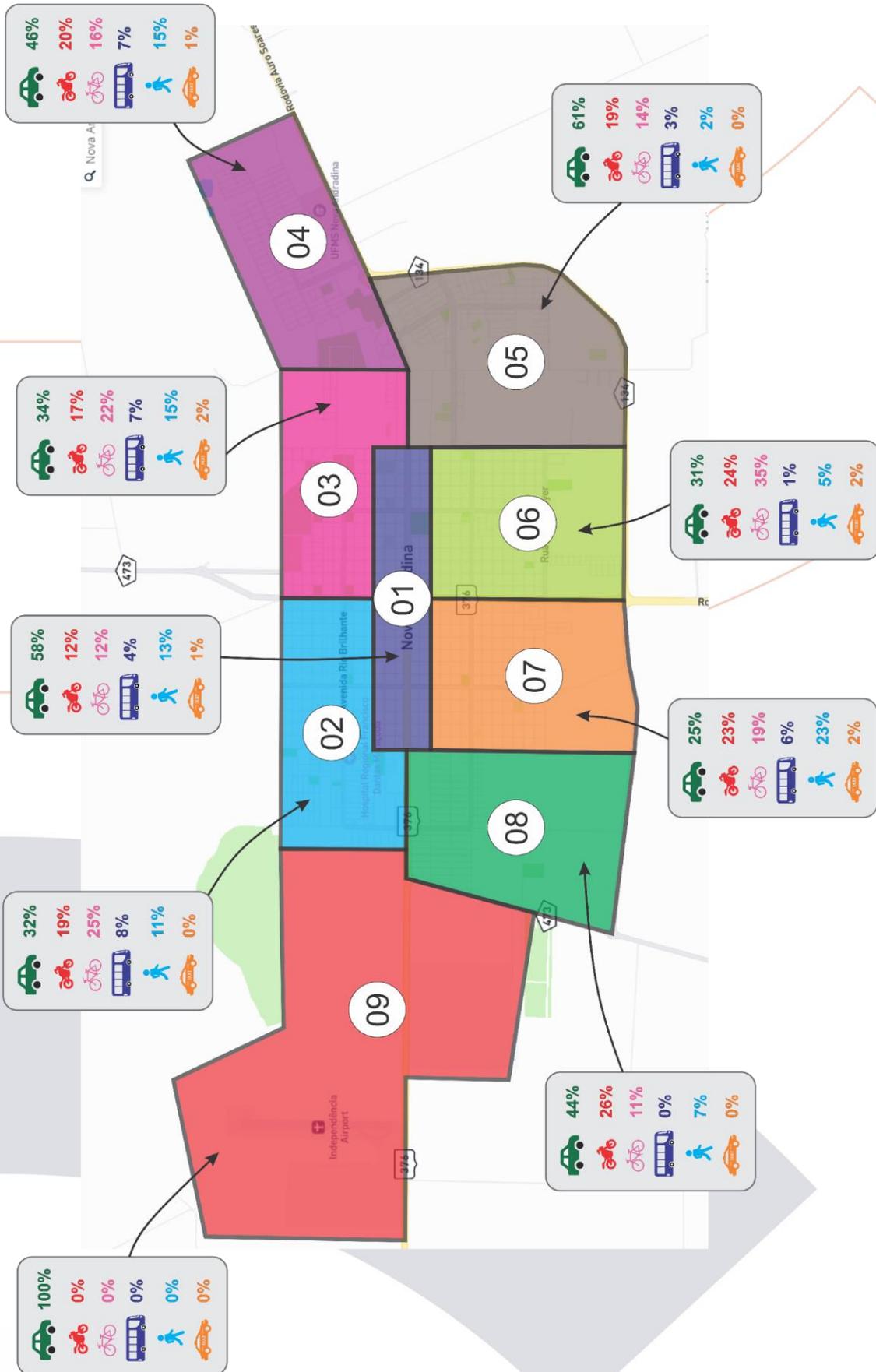


Figura 13 – Deslocamentos por tipo – Automóvel

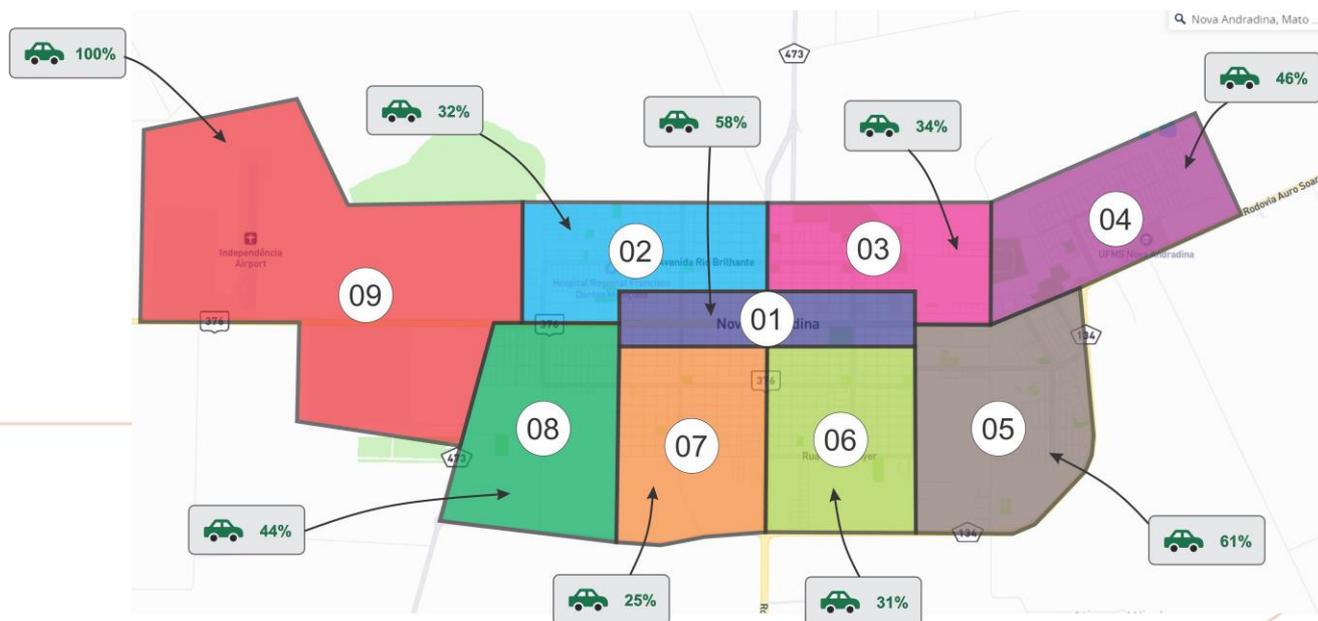


Figura 14 – Deslocamento por tipo – Motocicleta

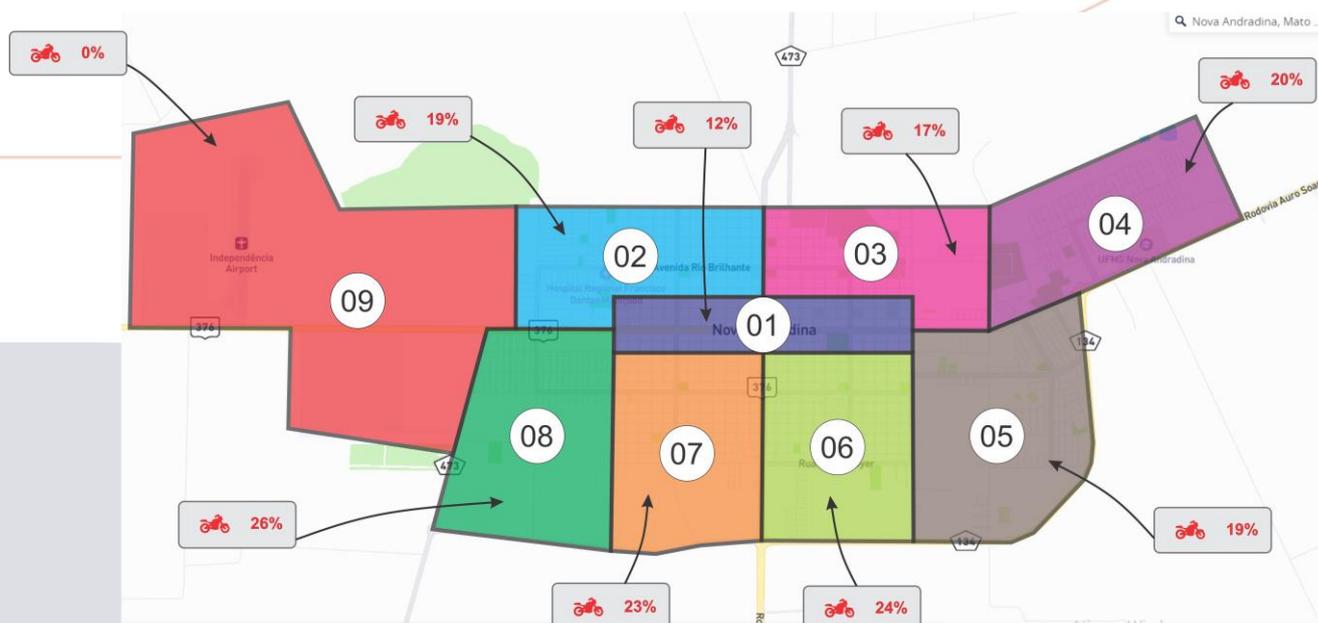


Figura 15 – Deslocamento por tipo – Bicicleta

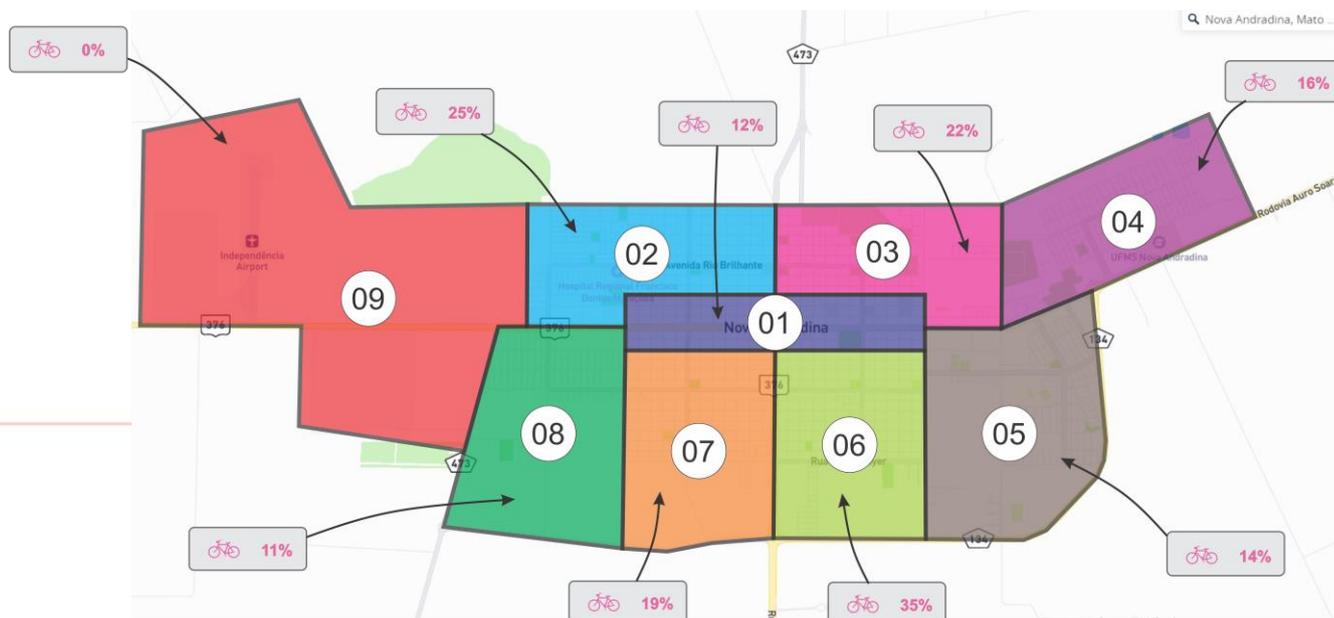


Figura 16 – Deslocamento por tipo – Ônibus

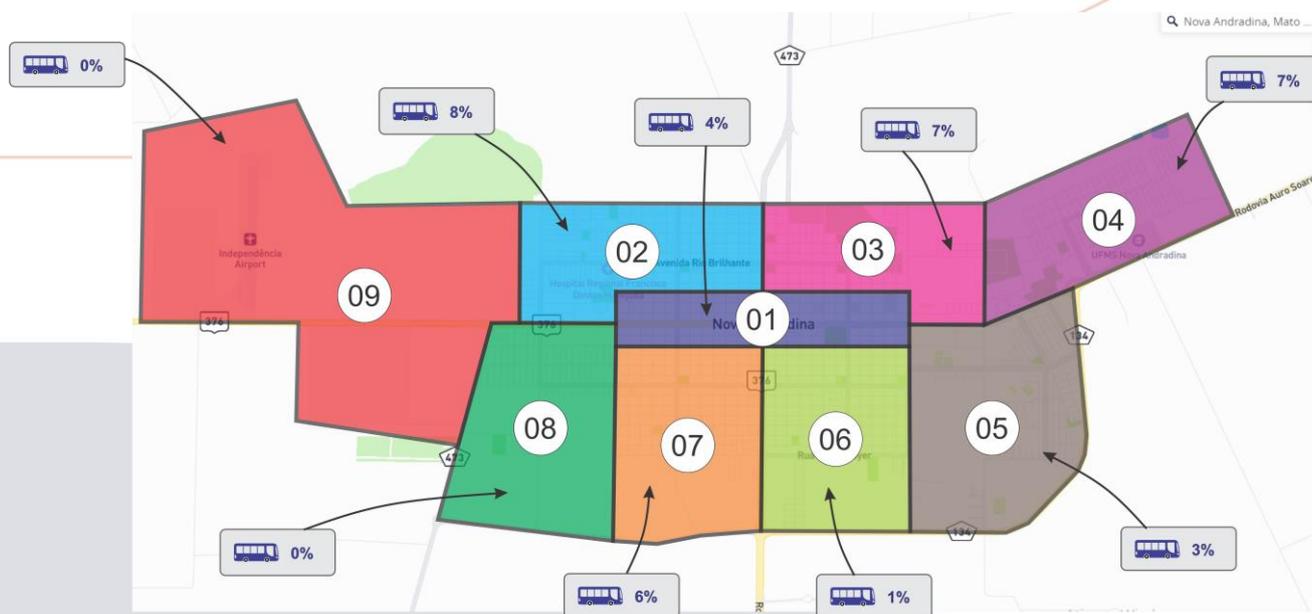


Figura 17 – Deslocamento por tipo – A pé

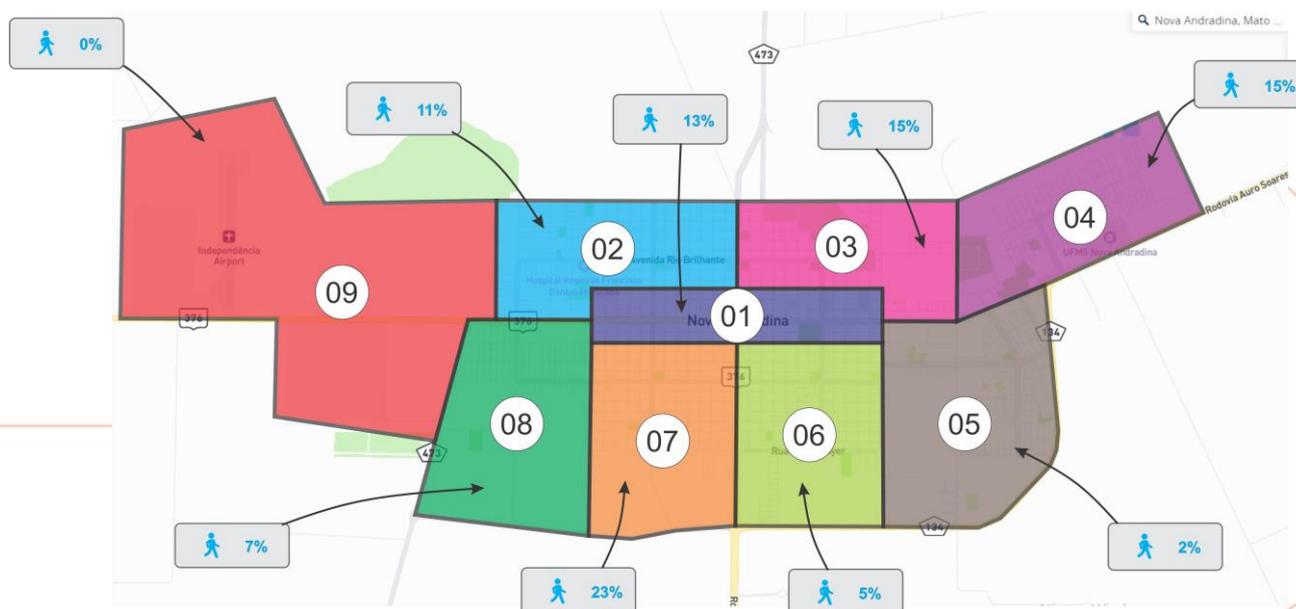
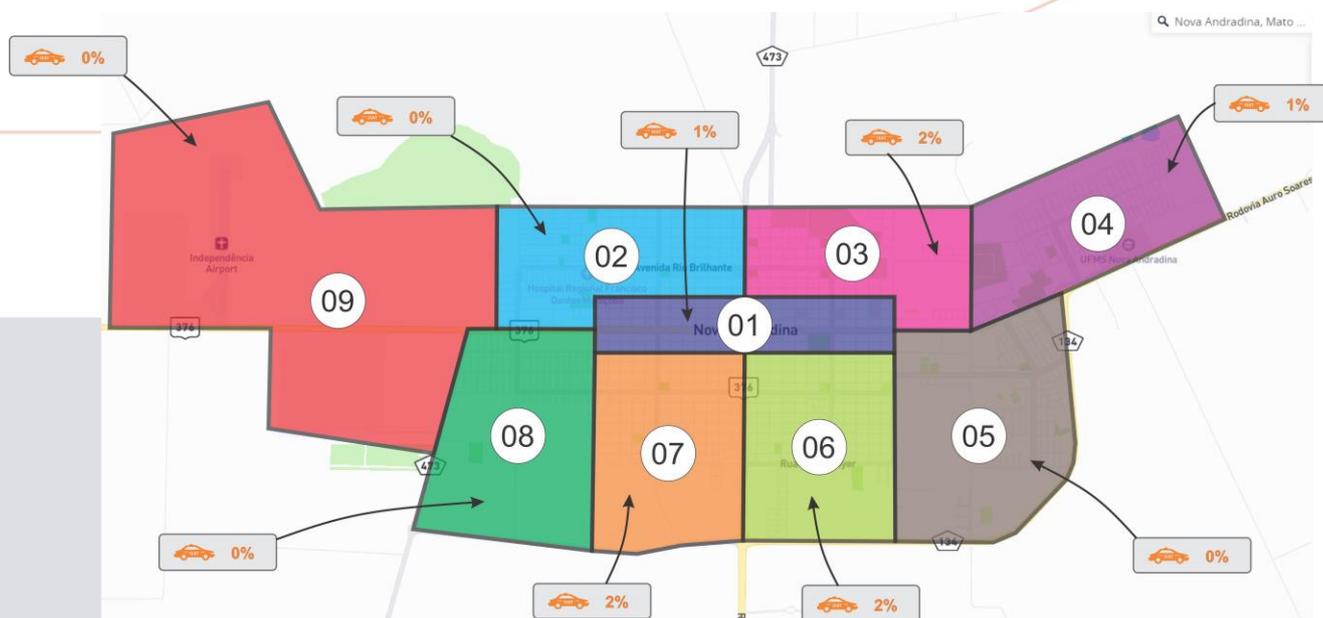


Figura 18 – Deslocamento por tipo – Táxi e aplicativo



A pesquisa aponta que existe boa parcela da população que utiliza a bicicleta como principal meio de transporte, em especial nas zonas 2 e 6. Além disso, 23% dos entrevistados da zona 7 tem como principal modo de deslocamento a pé. Ainda que o município não tenha transporte coletivo há na pesquisa aqueles que utilizam algum tipo de transporte por ônibus, seja escolar, fretado ou para se deslocar para outro município.



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Responsável Técnica
CREA/PR 72043/D