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## INTEGRATION PROGRAM WITH CYCLISTS WHO PRACTICE ACTIVITIES ON SP-021 – RODOANEL MÁRIO COVAS, A STUDY ON INCREASING SAFETY IN FRONT OF THEFT CRIMES

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**Abstract:** This article was prepared demonstrating the importance of primary prevention within Public Security and its impact on the feeling of safety, especially in relation to road cycling on the SP-021 Rodoanel Mário Covas. Cyclists who use the aforementioned highway for sports or leisure end up being exposed to criminal actions by offenders who, using exposure vulnerability, act to commit the crime of stealing their belongings and bicycles. The study methodology, in particular the field research carried out, demonstrated that the interaction created by the Bike Segura Rodoanel Program, between the Military Highway Police and cyclists brought a very valuable synergy, providing a gain in primary safety prevention and also in the sensation security of program users.

**Keywords:** Public Security, cyclists, Rodoanel, Highway Police.

## INTRODUCTION

The Federal Constitution of October 5, 1988, contains in its chapter III the title of Public Security, and in its Article 144 it presents us that public security is a duty of the State, the right and responsibility of all, being exercised for the preservation of order, public and the safety of people and property (BRASIL, 1988).

Coutinho (2018), shows that the importance of safety in people's lives is well-known, however, their perception, as it is a feeling, is susceptible to suffering various interferences, at family, religious, school or professional levels, especially risks and fears that everyone is exposed to on a daily basis.

Understanding and knowing how to deal with the aforementioned interferences, as well as everyday fears and risks, are essential to the perception of security or insecurity.

Caruso (2014), makes an important consideration about the evolution of police

work, stating that a new perspective on policing requires the police to examine, in depth, each of the numerous behavioral problems that together constitute their business; that considers a broader range of strategies on how best to prevent, reduce or eliminate each of them; and that more accurately considers your effectiveness in adopting a new focused response. In this sense, the Military Police, historically, has been proactively seeking and creating tools to activate and remind society of the need for security, especially implementing proposals for "Security Education".

Brandão (2013) explains in a clear and objective way that public security cannot be treated only as a system aimed at reducing crime rates, but also to increase people's sense of security, which is actually a state of mind, which encompasses harmonious coexistence, contributing to a favorable environment influencing the quality of life in the community.

Silva (2019) contextualizes the importance of innovation within the Public Security scenario, explaining that in the current scenario in which companies increasingly seek to offer quality services, the Military Police of the State of São Paulo (PMESP) could not be any different. To this end, it is necessary to improve internal processes, directly reflecting on the services provided.

Silva (2019) very clearly raises the issue of the importance of society's contribution to public security, as provided for in our great law, when society monitors the attitudes of its members by curbing attitudes that go against its own interests, it is carrying out social control that acts together to inhibit petty crimes.

Realizing this problem, the 2nd Company of the 6th BPRv brought the idea of creating the "Safe Bike" program, which consists of a set of measures designed to encourage cyclists who use the SP-021 Rodoanel Mário Covas to

change their behavior when faced with facts or conduct that may affect public order on the highway. This project has contributed to making them aware of their importance and responsibility in matters related to personal and collective security and mobilizing them to carry out primary prevention actions to preserve public order.

Therefore, this article has the general objective of presenting the “Safe Bike” program and the results of its implementation for cyclists. The specific objectives are: to describe the importance of public safety in primary prevention and integration with the community; demonstrate how road cycling happens and its risks; discuss the results obtained with the implementation of the program.

The methodology adopted is bibliographic review and field research, where in the bibliographic review research was carried out on monographs produced by specialists mostly in the area of public security, demonstrating the importance of primary prevention for effective public security and thus being able to transmit a greater sense of security for those who receive it, as the field research was applied to the group of cyclists who use the SP-021 Rodoanel Mário Covas, where a questionnaire was formulated using the Google Forms application and made available voluntarily to the group of WhatsApp that hosts the program, where it was responded to by 33% of participating cyclists, where the focus was to demonstrate the effectiveness of the program, the vision of the work carried out by the Road Policing and the feeling of safety of the cyclists who use it.

## **REVIEW OF LITERATURE**

### **PUBLIC SECURITY**

Foureaux (2020), states that the State's responsibility with regard to public security is exercised through its police bodies listed in art. 144 of the Federal Constitution, namely: a) federal police; b) federal highway police; c) federal railway police; d) civil police; e) military police; f) military fire departments; g) federal, state and district criminal police.

Loureiro Junior (2008) shows us that in a society in which full democracy is exercised, in strict observance of the democratic rule of law, public security must guarantee the protection of individual rights, ensuring the full exercise of citizenship. In this sense, public security must not conflict with people's freedom and is an essential condition for its exercise, forming part of one of the countless and complex pathways through which citizens' quality of life passes.

Foureaux (2020) reinforces that public safety is the duty of the State, the right and responsibility of everyone. Therefore, all people, even if they do not belong to police bodies, must collaborate with public security and the Military Police has community policing projects that bring the Institution closer to society and strengthen the people's participation in public security.

### **MILITARY POLICE OF THE STATE OF SÃO PAULO (PMESP)**

According to Luiz (2008), on December 15, 1831, therefore, in the middle of the Trina Provisional Regency government period, the Permanent Guard Corps was created by the president of the council of the province of São Paulo, Brigadier Rafael Tobias de Aguiar, giving rise to what is today the Military Police of the State of São Paulo. Maintaining public tranquility and assisting justice were its main duties, the objective of which was to guarantee

order and peace to the five hundred thousand inhabitants who then lived in the Province.

In 1891, the state government implemented, on November 14th, the State Public Force. On June 28, 1901, it was renamed Police Force, and on September 28, 1905, it was renamed Public Force. After the 1924 revolution, the São Paulo Civil Guard was created by the Government on October 22, 1926. On December 22, 1939, the Public Force returned to its name as Police Force and on July 9, 1947, it returned to the name of Public Force.

In the 1970s, the Public Force and the Civil Guard were unified, creating the current Military Police of the State of São Paulo.

According to the Military Police of the State of São Paulo - 2022, the current force is 80,850 police officers, 69,307 men and 11,543 women.

## **ROAD POLICING COMMAND**

According to Martins (2012), the Governor of the State of São Paulo, Dr. Ademar Pereira de Barros, on January 10, 1948, issued State Decree Number: 17,868 organizing the Special Highway Police Group with a force of 60 men, ex-combatants from the Brazilian Expeditionary Force, commanded by 1st Lieutenant José de Pina Figueiredo, from the then Public Force, deployed to work on the recently opened Anchieta highway (SP 150), which on November 16, 1962, became a fraction of the Milícia Paulista, under the name of the Road Policing Corps.

On May 24, 1971, the name was changed to the 39th Military Police Battalion and, on December 4, 1973, to the Road Policing Battalion, with a new change, on December 15, 1975, to the 1st Police Battalion. Rodoviária (1st BPRv), headquartered in São Bernardo do Campo/SP, and with the dismemberment, on August 7, 1977, of the 2nd Road Police Battalion (2nd BPRv), headquartered in Bauru/SP, and, on 25 From January 1979, the

3rd Highway Police Battalion (3rd BPRv), based in Araraquara/SP, was renamed the Road Policing Command (CPRv), based in São Paulo Capital.

According to Pedron (2021), currently, composed of 06 (six) Battalions, the CPRv, in addition to exercising, exclusively, overt traffic policing and the preservation of public order throughout the state road network, is directly responsible, in this environment, by carrying out traffic and transport inspection, delegated by the highway executive body of the state of São Paulo Department of Highways (DER), through a signed agreement and, thus, is integrated into the National Traffic System (SNT).

The 6th Highway Police Battalion was created by Government Decree Number: 65,096, of July 28, 2020, with its headquarters in the city of Guarulhos, on the banks of SP – 070 Ayrton Senna highway. It is made up of three Companies, with the 2nd Company being located in the city of São Paulo, more precisely on SP-021 Rodoanel Mário Covas, with the challenge of guaranteeing the safety and comfort of users who use it, and where currently the program is developed.

## **ROAD CYCLING**

According to Buono (2020), whether for sport or transportation, many people cycle on roads and highways throughout Brazil, but not everyone is aware of the rules for using bicycles on these roads, which can cause accidents that no one can experience. want it to happen.

Zampronio (2021), highlights that the issue of cycling has increased in a unique way in society in general, including along highways recently [...].

Roberto (2022) emphasizes that cycling is a sporting practice that is gaining more space every day due to its benefits to quality of life, health and well-being. However, it is worth

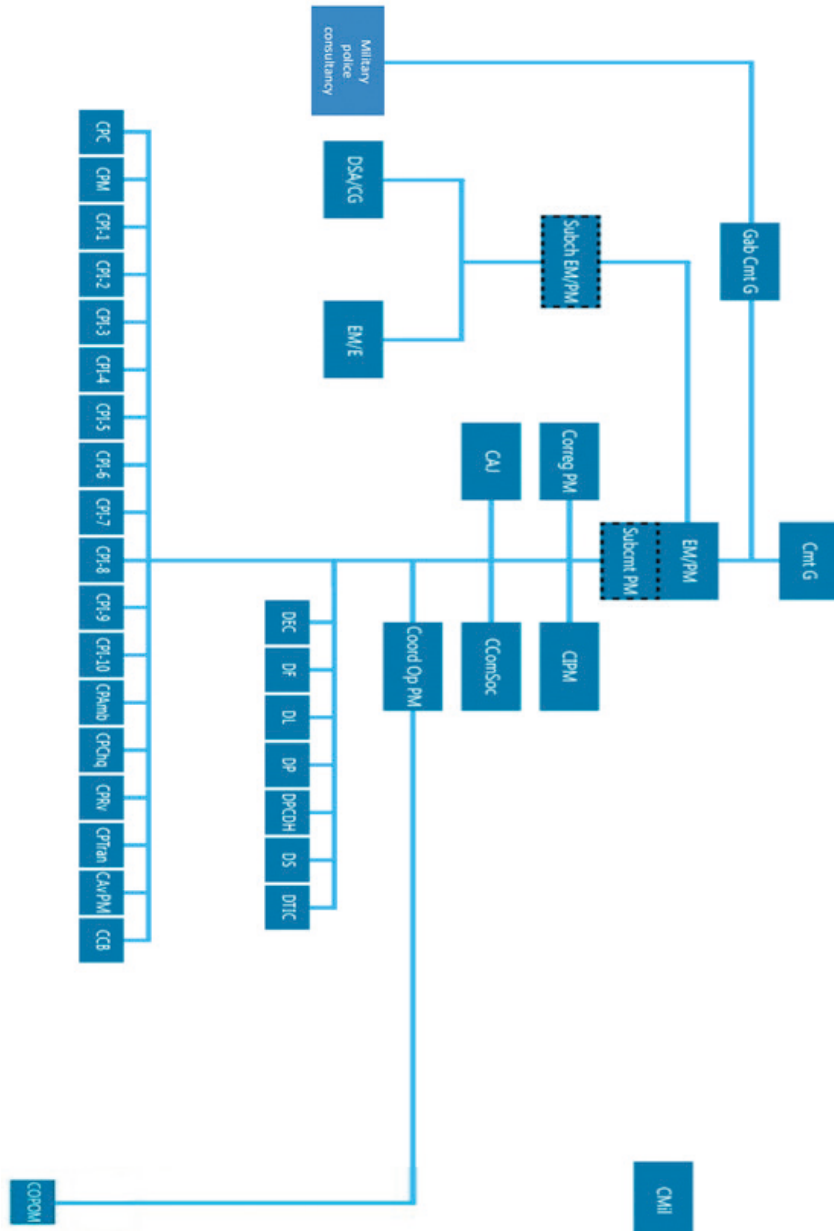


Figure 1: Organizational chart of the Military Police of the State of São Paulo  
Source: PMESP (2022).

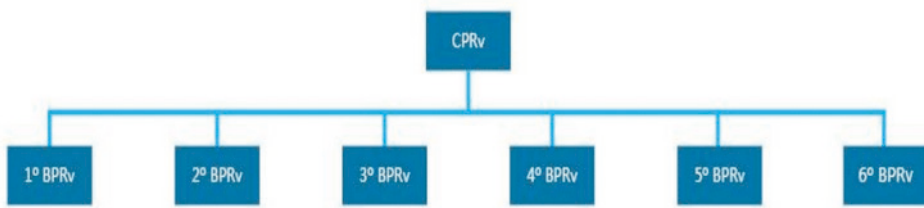


Figure 2: Organizational Chart of the Road Policing Command  
Source: PMESP (2022).

remembering that the bicycle is considered a human-powered vehicle according to the Brazilian Traffic Code, and therefore, it is necessary to respect traffic rules.

Telles (2004) makes an important comment about the use of busy highways, pointing out that cycling on busy highways or roads requires certain precautions to ensure safety. The first piece of advice is: avoid them. However, this is not always possible. Sometimes, we end up having to cross a stretch of road to reach a smaller, quieter (and almost always more beautiful) road.

The highway concessionaire CCR ViaOeste (2021) observed that cycling on the sides of highways is an increasingly frequent practice among cyclists, especially those who carry out this sporting and recreational activity on weekends.

## **CYCLING IN SP-021 RODOANEL MÁRIO COVAS**

According to the website of the State Secretariat of Logistics and Transport, the Rodoanel Mário Covas (SP 021) is a fundamental project to alleviate the intense traffic in the metropolitan region, mainly trucks. Divided into four sections – north, south, east and west, it redefines the road logistics platform from a radial to a ring shape, interconnecting 10 highways that reach the state capital: Fernão Dias, Dutra, Ayrton Senna, Anchieta, Imigrantes, Régis Bittencourt, Raposo Tavares, Castello Branco, Anhanguera and Bandeirantes. Thus, trucks that previously traveled along Marginal Pinheiros, when passing through the capital, can cut through the Rodoanel, speeding up deliveries and improving traffic flow.

Fabiano (2016), points out in his study that the highway connects the city of São Paulo to seventeen municipalities in the Metropolitan Region, which are: Santana de Parnaíba, Barueri, Carapicuíba, Osasco, Cotia, Embu

das Artes, Itapeverica da Serra, São Bernardo do Campo, Santo André, Ribeirão Pires, Mauá, Ferraz de Vasconcelos, Poá, Suzano, Itaquaquecetuba, Arujá and Guarulhos.

It is worth highlighting here that many points in these municipalities are peripheral areas, with invasions and communities, with several stretches of forest, which facilitates the hiding of criminals who lie in wait for their victims, and this fact combined with the large number of large vehicles size, make the risk of cycling on the SP-021 Rodoanel Mário Covas greater than on other highways.

## **THE RISKS OF CYCLING**

Zampronio (2021) tells us that invariably, due to the increase in the use of bicycles, consequently there was also an increase in the number of traffic accidents involving cyclists.

Zampronio (2021), also states that the current traffic scenario is characterized as violent and constitutes a major cause of silent mortality in the country: as shown by data from the Mortality Information System (SIM), around 20 thousand cyclists died as a result. of traffic accidents throughout the national territory in the period between 2004 and 2017, with an average of 1,400 deaths per year.

Fonseca (2020) points out that the death rate of cyclists in traffic is quite worrying in Brazil. If you use this means of transportation in your daily life, it is a good idea to take precautions to move around more safely. According to data released by the Brazilian Association of Traffic Medicine (ABRAMET), the number of cyclists hit by cars increased by 45% in Brazil. Between 2012 and 2019, around 10,000 hospitalizations of injured cyclists were recorded in hospitals within the Unified Health System (SUS). In 2020, in the month of January alone, 36 deaths were recorded in accidents involving cyclists in the state, around 24% more than in January 2019.

Regarding criminal matters, from January to December 2020, 13,563 thefts and thefts of bicycles were recorded through police reports throughout the State of São Paulo, according to a study contained in the report on Bicycle Thefts and Thefts in the State of São Paulo. São Paulo – 2020 of the Aliança Bike entity.

### **THE IMPORTANCE OF PRIMARY PREVENTION AND COMMUNITY INTEGRATION**

Silva (2019) brought from the PMESP Operational Service Standards (Norsop) is regarding primary prevention, which can be defined as the set of actions aimed at avoiding or reducing the occurrence and intensity of criminal offenses and disturbances of order, through the identification, evaluation, removal or reduction of favorable conditions or precursor factors, aiming to minimize damage to the life and physical integrity of the human person, property and the environment. [...] the criminal event is also linked to a factor of possibility of occurrence, that is, the crime occurs where there is a greater chance of success for the perpetrator, either due to environmental conditions or the community's lack of preparation.

According to Zampronio (2021), one cannot fail to point out the fundamental and effective participation of monitoring by video surveillance cameras, which are positioned along highways granted to the private sector, which will consequently also provide the possibility of monitored cycle paths, guaranteeing better perception of the feeling of public security from the moment that suspicious conduct will be practically immediately noticeable and will enable the rapid targeting of service units to prevent crimes from occurring, in addition to, of course, guaranteeing almost immediate visualization of possible accidents involving cyclists, which will allow the rapid movement

of relief teams.

### **INTEGRATION PROGRAM WITH CYCLISTS WHO PRACTICE ACTIVITIES ON SP-021 – RODOANEL MÁRIO COVAS**

In view of what was exposed in the bibliographical review, we observed that the concepts presented could be applied within the SP-021 Rodoanel Mário Covas, especially related to the safety of cyclists who use the aforementioned highway for their leisure or sport, where they end up appearing as the most fragile for criminals to perpetuate their criminal practice, especially on weekends where they appear in greater numbers.

According to Periard (2018), in his article on Maslow's famous hierarchy of needs, especially on the need for security, he presents that security needs are those that are linked to the needs to feel safe: without danger, in order, safely, to keep your job, etc.

Therefore, cyclists' need to feel safe while traveling on the highway is based on Maslow's theory of needs.

On June 18, 2021, through Service Order Number: 6BPRv-758/204/2021, the "Bike Segura Rodoanel" Program was created, which brings the purpose, situation, objectives, mission and execution of the program, as we will explain in the next paragraphs in a summarized manner.

In view of all the above and with the aim of mobilizing efforts together with certain sectors of society to optimize conduct and procedures relating to individual and collective security. Among these prevention measures, the monitoring of people outside the environment stands out with a view to dissuading actions that could undermine local public order.

Therefore, aiming to stimulate positive attitudes in the pursuit of valuing primary prevention in the context of road violence, especially cyclist theft, through the adoption

of individual and collective attitudes in favor of optimizing the perception of safety of people and environments, the commonality of efforts through the Bike Segura Rodoanel Program.

With this, the Safe Bike Program was implemented throughout the area of the 2nd Company of the 6th Highway Police Battalion, regardless of the neighboring peculiarities that characterize it, being necessary, among other factors, the predisposition of the people who cycle there to carry out joint and organized actions of primary prevention in that location.

The program is voluntary, where cyclists who wish to participate must answer a preliminary questionnaire through Google Forms, thus creating a registration, which in short contains their personal data, their bicycle and their cycling routine on the highway.

Cyclists have the following responsibilities: whenever they start their cycling activity on SP-021, they must inform the group, describing the route to be taken, number of cyclists, possible stopping point and provide their location in real time; whenever you see any vulnerability during your activity, inform the group immediately; suggest improvement measures to increase primary safety; Call the Highway Police, through the "Safe Bike" WhatsApp group, whenever you notice the presence of people acting suspiciously on the highway, as well as encouraging cyclists to join the group and act in the same way.

The Road Police have the following responsibilities: approaching and qualifying cyclists who use the SP-021, aiming to explain the dynamics of the program; guide cyclists whenever they observe vulnerable situations; monitor movements using cameras available on the highway; provide guidance on the safest stopping points; guidance on basic personal security measures that can be adopted with the aim of dissuading the practice of criminal actions and reducing

criminal indicators; whenever you receive vulnerability information, go immediately and provide assistance, and when it is not your responsibility to adopt the measure, you must contact the competent body or institution and prepare the appropriate document about the fact.

## METHODOLOGICAL APPROACH

This study aims to describe, through field research, what were the results obtained after implementing the integration program with cyclists who practice activities on the SP-021 Rodoanel Mário Covas.

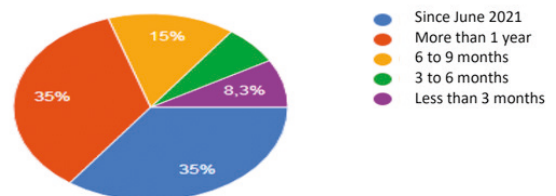
For its development, spontaneous and voluntary collection was carried out through a questionnaire formulated by the author within the Google Forms application, which was sent to the WhatsApp group used for the Bike Segura Rodoanel program and requested so that they could fill it out.

Currently, the group has 183 cyclist members, and from this universe, a sample of 60 questionnaires was obtained, which represents around 33% of responses.

With the collection carried out, section 4 presents the analysis of the results, making it possible to have a real perception regarding the objectives of creating the Program with cyclists.

## RESULTS OF FIELD RESEARCH

In order to evaluate the results obtained and the satisfaction of the participants, we began to analyze the Graphics produced.

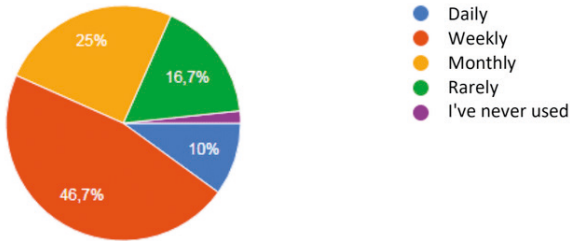


Graphic 1 – Time of participation in the program

Source: Prepared by the author based on field research.



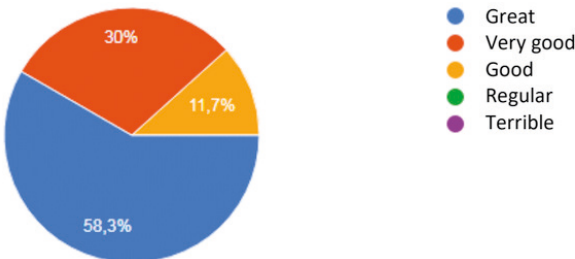
Around a third of the members have been in the group since its creation, while 70% have already participated in the program for more than a year, demonstrating the adherence and permanence of the members, which makes it possible to indicate that the majority of the group's members bought the idea and continued.



Graphic 2 – Frequency of using the program

Source: Prepared by the author based on field research.

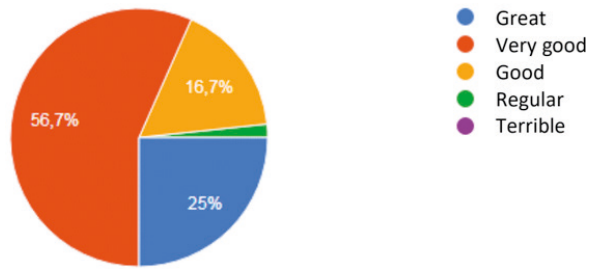
The absolute majority use the program at least once a week, which demonstrates the assiduity of users. When we follow the program's group on the WhatsApp application, we see that this incidence occurs on weekends, especially on Sundays in the morning.



Graphic 3 – Assessment of the service received

Source: Prepared by the author based on field research.

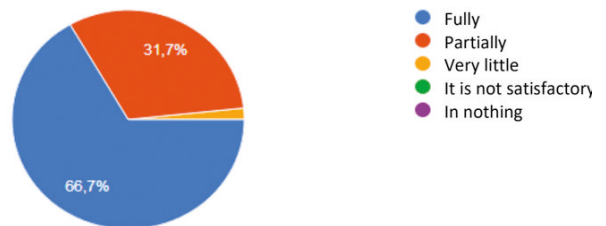
In relation to the service received by cyclists, around 90% considered it excellent or very good, which demonstrates that the program has been well received by cyclists, also making it possible to evaluate the quality of the service provided by road policing in this regard, which until then it wasn't possible.



Graphic 4 – Feeling of safety when cycling on the SP-021 Rodoanel Mário Covas after using the program

Source: Prepared by the author based on field research.

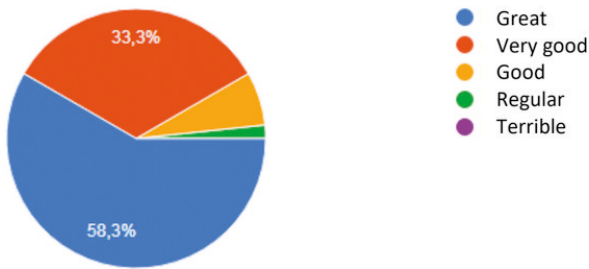
After using the program, around 82% of cyclists using the SP-021 Rodoanel Mário Covas felt excellent or very good, thus demonstrating the success of the program in transmitting safety to cyclists, who previously had no connection or contact with the road police.



Graphic 5 – Satisfaction with the service provided

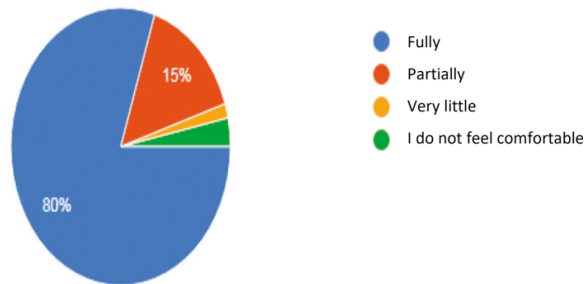
Source: Prepared by the author based on field research.

The service provided fully meets the expectations of 66.7% of participants who responded to the questionnaire, demonstrating assertiveness in the creation and development of the program. Through the group we can also see how cyclists are grateful for the work carried out, which brought a great rapprochement of this group with road policing.



Graphic 6 – Insight into the work provided by the Road Policing in relation to the program:

Source: Prepared by the author based on field research.

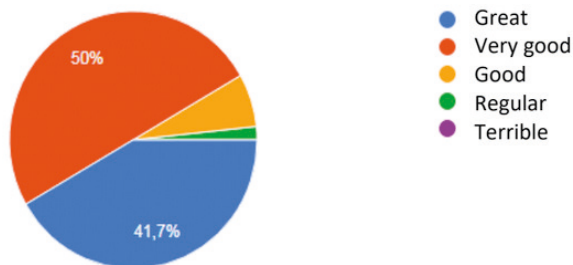


Graphic 8 – Communication in the group:

Source: Prepared by the author based on field research.

The view of the work of the Road Policing in relation to the Program is excellent or very good for around 92%, which brought praise to the name of the Road Policing, and a measurement of the quality of the service provided.

Of the cyclists interviewed, 80% feel that they can communicate in the group, making it clear that the rapprochement between cyclists and road policing, which was previously insignificant, now happens naturally, richly demonstrating the gain for both parties with the creation of the program.



Graphic 7 – Assessment of service time:

Source: Prepared by the author based on field research.

Regarding service time, around 92% of cyclists rated it as excellent or very good, demonstrating the gain in response time and agility of work, putting the police officer practically online with the cyclists, with the program being informed by as an example of a suspicious attitude, the police officers who are in the monitoring system already position their cameras and direct the police officer at the end of the line in his action.

## FINAL CONSIDERATIONS

As mentioned, the article had two objectives, one general and one specific, the general objective being to present the “Safe Bike” program, the results of its implementation for cyclists and the specific objectives were: to describe the importance of public safety in primary prevention and integration with the community; demonstrate how road cycling happens and its risks; discuss the results obtained with the implementation of the program.

Through the expositions and analysis of the field research, it is possible to affirm that the program was successful, meeting the safety needs of the cyclists who use it.

Through this program, there was an increased feeling of safety when carrying out activities on the highway. They were able to learn about the work carried out by the Highway Police, creating a bond of trust and gratitude for police work.

We were able to demonstrate the importance of primary security within Public Security, especially in the work of

Highway Policing, where it was possible to gather through the literature review that integration between the Military Police and the Community is essential, and does not occur differently on the highway, despite being a transient audience and sometimes without ties to the location, the results that are being collected are made explicit in the field research, as well as observed day by day in the WhatsApp group that hosts the program.

We can measure the quality of the work provided by the vision of those who receive it, and thanks to the program this perception was fantastic, and undoubtedly enhanced the good name of the Institution, for an audience that, with rare exceptions, had no idea of the entire structure it had. at your service.

We cannot fail to highlight the importance of the article for the academic environment, because despite seeming a bold topic, it richly demonstrated the possibility of implementing acquired knowledge in a public environment, where the much-questioned “public service” can and must be carried out with quality, that regardless of the service, it has a target

audience and we must seek to know their needs and improve the quality of the service delivered to them.

We see an increasing number of cyclists using highways to carry out their activities, and ignoring them because it is not the most suitable environment for their activities ends up being a mistake, where we can create this bond of proximity, demonstrating the risks and complexities of practicing the activity in this environment, and gaining from this proximity, which can bring us realities that would be difficult to perceive by an obvious vehicle, which in addition to its daily routines and activities, is easily identified by criminals who would be lurking.

Finally, taking into consideration, the appropriate proportions and complexities of each region, it is noted that there is scope for expanding the program to several other highways in the State, especially those that surround the main centers of urban agglomerations, places where vulnerability on the part of cyclists is potentially increased.

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