

URBAN ACCESSIBILITY IN THE HISTORIC CENTER OF SANTA MARIA FOR PEOPLE WITH PHYSICAL DISABILITIES AND/OR REDUCED MOBILITY

ACESSIBILIDADE URBANA NO CENTRO HISTÓRICO DE SANTA MARIA PARA PESSOAS COM DEFICIÊNCIA FÍSICA E/OU MOBILIDADE REDUZIDA

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ABSTRACT

Objective: This study aimed to investigate the accessibility conditions on sidewalks in the Historic Center of Santa Maria, focusing on the inclusion of people with physical disabilities or reduced mobility. **Method:** This is an exploratory field research with a qualitative approach. A bibliographical survey, photographic records of the sidewalks and interviews with members of the Associação Santa Mariense Paradesportiva were carried out. **Data analysis** was carried out using the content analysis technique. **Results:** The results highlighted the difficulties faced by people with physical disabilities or reduced mobility due to the lack of accessibility on sidewalks. This negatively impacts their occupational performance and quality of life. **Conclusion.** Accessibility is fundamental to guarantee the inclusion and social participation of all people in the city. Urban planning must consider the needs of all citizens, aiming to provide a safe and inclusive environment. The Creative District project in Santa Maria aims to improve accessibility, reflecting the importance of inclusion for the city's growth and sustainable development. This study contributes to identifying problems and suggesting improvements to the competent authorities, aiming to promote inclusion and improve quality of life in a fair and conscious way.

Keywords: inclusion; occupational therapy; architectural accessibility.

RESUMO

Objetivo: Este estudo teve como objetivo investigar as condições de acessibilidade nas calçadas do Centro Histórico de Santa Maria, com foco na inclusão de pessoas com deficiência física ou mobilidade reduzida. **Método:** Trata-se de uma pesquisa exploratória de campo com abordagem qualitativa. Foram realizados levantamento bibliográfico, registros fotográficos das calçadas e entrevistas com membros da Associação Santa Mariense Paradesportiva. **Análise dos dados** foi feita por meio da técnica de análise de conteúdo. **Resultados:** Os resultados evidenciaram as dificuldades enfrentadas pelas pessoas com deficiência física ou mobilidade reduzida devido à falta de acessibilidade nas calçadas. Isso impacta negativamente seu

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desempenho ocupacional e qualidade de vida. Conclusão. A acessibilidade é fundamental para garantir a inclusão e participação social de todas as pessoas na cidade. O planejamento urbano deve considerar as necessidades de todos os cidadãos, visando proporcionar um ambiente seguro e inclusivo. O projeto do Distrito Criativo em Santa Maria visa melhorias na acessibilidade, refletindo a importância da inclusão para o crescimento e desenvolvimento sustentável da cidade. Este estudo contribui para identificar problemas e sugerir melhorias às autoridades competentes, visando promover a inclusão e melhorar a qualidade de vida de forma justa e consciente.

Palavras-chave: *inclusão; terapia ocupacional; acessibilidade arquitetônica.*

INTRODUCTION

In terms of accessibility, Law No. 10.098, of December 19, 2000, ensures that people with physical disabilities or reduced mobility must be able to use urban spaces, furniture and equipment safely and autonomously (Brasil, 2015). To guarantee this part of the population more independence and autonomy in occupational performance, access, comfort and safety must be provided (Renger, 2009). According to the American Occupational Therapy Association (AOTA), occupational performance is the action of the desired occupation and the process between the client, context or environment. Thus, according to the AOTA, the occupational performance of this person with an arched support in the environment may benefit, resulting in and enabling social participation. For people with disabilities or reduced mobility to be able to strengthen their occupational performance and their participation as citizens, there are some objectives to be achieved, one of which is the right to accessibility. Thus, according to Dorneles *et al.* (2020), an environment without adequate access in terms of accessibility interferes with people's interaction with the environment itself and with other users of the place.

As a result, it can be seen that the process of social inclusion has to do precisely with physical barriers, limiting participation and the performance of occupational roles. Physical barriers are related to architectural obstacles, preventing the entire population from inclusively using spaces (Bittencourt *et al.*, 2004). Therefore, according to Renger (2009), the existence of physical architectural barriers is one of the most identified difficulties for people with physical disabilities or reduced mobility, putting them at a social and functional disadvantage as they are unable to fulfill their role as citizens

Any type of movement whose purpose is to move from one place to another is defined as urban mobility, given the lack of accessibility for people with physical disabilities or reduced mobility, which means that these people are excluded from social life. Since 1985, the concept of Universal Design has been worked on by the American architect Ronald Mace, according to Carletto and Cambiaghi (2007) with the action of making products accessible to all citizens, regardless of any factor: disability, limitation, age or ability, as the name implies, this theme is about ideas of universal access, not just to those who need it. For the benefit of people with disabilities or reduced mobility, the technical standard NBR 9050 - Accessibility to Buildings, Furniture, Spaces, and Urban Equipment -

was also drawn up in 2004, recently updated in 2020, which defines various rules for architectural production aimed at inclusion and respect through universal design (ABNT, 2020).

It is therefore of the utmost importance to discuss inclusion and accessibility in cities, not only because it is everyone's right, but also so that people with physical disabilities or reduced mobility feel they belong in the urban space, exercising their occupational performance. How these daily activities are carried out is influenced by occupational roles, performance components, and the environment, involving three components: self-care, productivity, and leisure; according to the external and internal environmental conditions of the individual's environment (Gritti *et al.*, 2015, p. 94).

Taking into account accessibility, inclusion, and occupational performance, Santa Maria's historic center was given even greater prominence, given the leisure offered in Saldanha Marinho Square, the flowerbeds of Rio Branco Avenue, and the events held in Vila Belga and Railway Station. As a result, in August 2021, studies began on the implementation of the Creative District project, which, according to the Santa Maria City Hall (2021), aims to revitalize the Historic Centre through determinations related to the creative economy, or rather, the use of intellectual capital, culture and creativity as a generator of economic value, which can include performing arts, architecture, audiovisual, advertising and publicity, gastronomy, games, among others. The Creative District, officially created in April 2022, is part of Santa Maria's Creative Economy Development Program and has several action plans, including promoting the inclusion of all and transforming the District into an environment for living together, experiencing memories and sustainable economic growth (Distrito, 2022).

In this context, the social participation and occupational performance of people with physical disabilities or reduced mobility in the space addressed in this research is of paramount importance, since this can positively influence their quality of life, making them feel they belong to society, being able to play their role as citizens and have their leisure time in an accessible and satisfactory way.

This study aimed to gather information on the accessibility of sidewalks in the Historic Center of Santa Maria, between Rio Branco Avenue, Vila Belga, and the Railway Station.

METHODOLOGY

This study is an exploratory field study with a qualitative approach, according to Gil (2008, p. 27) "the main purpose of exploratory research is to develop, clarify and modify concepts and ideas, to formulate more precise problems or researchable hypotheses for subsequent studies". For the development of this study, a bibliographic survey was carried out, based on works by various authors, consultations on articles, theses, and dissertations, and also studies on NBR 9050/2020 of the Brazilian Association of Technical Standards (ABNT), separating the ideal access conditions established in the law to allow the mobility of people with physical disabilities, excluding items referring to other disabilities not addressed in this research.

Data collection was carried out between February and April 2021, divided into two stages: in the first, photographic records were taken of the sidewalks at the site of this study, which had any kind of architectural barrier or lack of accessibility for people with physical disabilities or reduced mobility. In the second, an interview was conducted with four members of the *Associação Santa Mariense Paradesportiva* (ASSAMPAR), to understand their impressions of the area, dealing with social issues, questioning what difficulties, if any, there were in mobility in the area in question, and regarding leisure, accessibility, and transportation. To preserve the identities of those surveyed, they were given the letter P (capital letter), followed by a numeral (1; 2; 3, and 4).

To respect the ethical principles that permeate research with human beings, the research only began after the participant signed and authorized the Informed Consent Form (ICF). It was also approved by the ethics committee under Opinion Number: 5.257.129. On the interview day, the ICF was read, signed in two copies and any doubts the participant had were answered before the interviews began.

The interviews with the participants were conducted virtually using the Google Meet platform, face-to-face inside the university, and also via audio on the WhatsApp messaging app. The interviews were recorded with the agreement of each of the participants so that relevant information would not be lost. Following Resolution 466/12, the recordings will be kept by the researchers for 5 years and, after this period, they will be deleted.

To make up the research sample, the participants had to fit the following criteria: people with physical disabilities or reduced mobility and excluding other people who have some cognitive or intellectual limitation, due to the limitations that this condition represents, showing the participants' difficulty in answering the interview.

The data collected was analyzed using content analysis, which, according to Bardin (1977, p. 42), is:

a set of techniques for analyzing communications to obtain, through systematic and objective procedures for describing the content of messages, indicators (quantitative or not) that allow the inference of knowledge regarding the conditions of production/reception (inferred variables) of these messages.

As a result, this type of research results in more detailed descriptions of the study space, positively impacting the results and conclusions presented.

RESULTS

CONDITIONS IN THE HISTORIC CENTER

Rio Branco Avenue

We analyzed the accessibility conditions and architectural barriers on the sidewalks of one of Santa Maria's main avenues, Rio Branco Avenue, which for many years was Santa Maria's main

access, connecting the railway station to the city center, and for this reason, buildings were erected there that today exemplify this period of development and progress (Kümmel, 2013). As the city grew, the presence of some architectural buildings continued throughout the different decades of development.

Referring to the importance of the space marked by the presence of buildings of great architectural and heritage value, the area was covered by a preservation policy, promoted by the current legislation, the Municipality's Urban and Environmental Development Master Plan (MUEDMP - Complementary Law No. 34, of December 29, 2005), with rules of respect for the pre-existence and regulatory power of new urban interventions. (Kümmel, 2013, p. 19)

In 2010, the avenue underwent a revitalization, the informal businesses, known in the city as “camelôs”, that were there were removed and relocated to Shopping Independência, in Praça Saldanha Marinho, and, in the same year, the viaduct linking Rio Branco to the North Zone of Santa Maria was built.

On Rio Branco Avenue, 59 obstacles caused some kind of danger and/or impediment to the movement of people, especially those with some kind of physical disability or reduced mobility. Of these, 15 obstacles were due to the lack of tiles on the sidewalks, which occupied part or all of the public sidewalk, characterizing a risk factor for locomotion, especially for wheelchair users.

From this, P1 points out “Some missing tiles, some disabled people here, chair users, right? They don't have the ability to steer the chair. So sometimes a pebble or a small hole is enough to lock the front wheel and tip them over”. Figure one shows some examples of this problem found along Rio Branco Avenue. In item “a” of the picture, you can see that the sidewalk is missing some tiles. In item “b” of the picture, it can be seen that a large part of the sidewalk has no paving, making it difficult to get around and potentially causing falls, especially for people with reduced mobility, making it impossible for them to participate in society. According to the American Occupational Therapy Association (AOTA) (2015, p. 45) social participation is “habits, routines, roles and rituals used in the process of engaging in occupations or activities; these patterns can support or hinder occupational performance”.

Figure 1 - Lack of paving stones, hydraulic tiles, on the sidewalks in the area.



Source: Author's picture (2022)

Six holes were also found along the sidewalks of Rio Branco Avenue, causing people with physical disabilities or reduced mobility to have to detour, which even causes discomfort for

themselves. In this sense, Santos (2017) mentions that when sidewalks have irregularities, no matter how small, they can cause a reduction in pedestrian movement and even serious accidents. As can be seen in Figure 2, item “c” shows a hole in the safety strip near the access ramp to the sidewalk, making it even more difficult for people with physical disabilities, especially wheelchair users, to walk. In item “d”, this problem is camouflaged by vegetation, which makes it difficult to see that the hole exists, making it more dangerous and increasing the risk of falls.

Figure 2 - Holes in the safety lane in the image on the left and in the sidewalk in the image on the right.



Source: Author's picture (2022)

When it comes to uneven sidewalks, 7 irregularities were pointed out, characterizing a risk factor for the free and safe movement of pedestrians, as pointed out by P4, who is also a wheelchair user, “especially when there is some unevenness, the chair either ends up going sideways and ends up having a lot of risk of falling, then it’s dangerous”. This highlights the need for appropriate accessible routes, regardless of whether the person has any kind of mobility restriction. Accessible routes are continuous paths that have floors, appropriate slopes, signage, and easy access, and are free of obstacles, making movement safe and autonomous (ABNT, 2020).

In Figure 3, you can see in item “e” that most of the sidewalk is uneven, which limits the walking space for people with physical disabilities and reduced mobility, especially when there is a large flow of pedestrians. In item “f”, the sidewalk has a very steep slope, making it extremely dangerous for wheelchair users to walk, in line with what P1 said.

Figure 3 - Uneven sidewalks.



Source: Author's picture (2022)

Concerning the access ramps, 18 irregularities were found and even none existed. Most of the ramps did not comply with the standard in terms of minimum dimensions, signage, and inclination, making them ineffective for people with physical disabilities or reduced mobility. As such, inadequate access ramps were discussed at length with the four participants in this study, demonstrating their dissatisfaction. For P1, the problem is not just the ramps, but also the people:

Look, the difficulties are always the ramps, right? Understand? So, there's even traffic from people who are sometimes very insensitive or individualistic in this case, and they don't realize that they're getting in the way of a disabled person, right? and so they occupy a space there where we could move around, but they're there. So asking permission gets a bit annoying, and I'm not even talking about rainy days. So I think it's access and having ramps, well-signed as well.

Still, on the conditions found on the ramps, P3 adds: "The ramps are poorly made and precarious".

In Figure four, in item "g", the ramp is inadequate, without signage, without the proper slope and precarious. In item "h", there is no access ramp at the end/beginning of the crosswalk, making access to the other side of the street unfeasible.

Figure 4 - Access ramps not in line with technical standard guidelines.



Source: Author's picture (2022)

As a result of the vegetation, four areas were damaged due to tree roots and nine obstacles on the sidewalks, including posts, signs, garbage cans, rainwater collectors, and bus stops, making it even narrower for pedestrians to walk freely. In Figure five, item "i" shows that a large part of the sidewalk has been damaged by the roots of a tree, making it even more difficult for pedestrians to walk, especially people with reduced mobility and wheelchair users. Item "j" also shows the presence of a rainwater collector on a large part of the sidewalk, which hinders the movement of wheelchair users in particular.

According to Bernardi and Garcias (2008), for mobility to be effective, a city needs to provide three basic functions: urban functions (including housing, work, leisure and mobility), citizenship functions (including education, health, safety and security) and management functions (including the provision of services, planning, preservation of cultural and natural heritage and urban sustainability). However, urban arrangements often hinder the actions and practices of people with physical disabilities and reduced mobility, such as: trees with exposed roots, damaged sidewalks, placement of signs,

posts, and inadequate garbage cans, among others, offering neither safety nor quality for the circulation of people on that route.

Figure 5 - Damage from vegetation and obstacles on sidewalks.



Source: Author's picture (2022)

Vila Belga

The Compagnie Auxiliaire des Chemins de Fer au Brésil began building Vila Belga in 1905, intending to accommodate the railroad's employees who, coming not only from Europe but also from other Brazilian regions, were unable to find housing in the city. In addition, occupancy was limited and mostly destined for administration employees (Lopes, 2001).

In 1997, the housing estate became private property and in 2000 it became a historical heritage site along with the Railway Station.

Vila Belga was considered a heritage site along with the Railway Station (passenger station, pavilions 1, 2 and 3, the boarding platform and the station square); the commercial building of the Railway Employees Association; the CCEVFRGS office building, warehouses and the Manoel Ribas College. The ensemble, known as the Santa Maria Railway Site, was listed in ordinance 030/00 of October 26, 2000 (APPENDIX A) and entered in the Historical Book of the State Historical and Artistic Heritage Institute (IPHAE). (Socal, 2023, p. 116).

Today, the residents of Vila Belga are retired railway workers, descendants of railway workers and investors who are part of the new stage provided by the Creative District.

In 2015, Brique da Vila Belga was born, an event conceived by the Vila Belga Residents' Association, whose name was inspired, like the one held in Porto Alegre, by the regional term used in Rio Grande do Sul that refers to an establishment or the act of trading, buying, selling, exchanging, etc. After its first editions, it was necessary to create an exclusive association, which was called the Associação do Brique da Vila Belga (Socal, 2023). Its program includes shows by artists and groups, theatrical performances, and the sale of handicrafts, clothes, food, antiques, etc.

Within this context, accessibility conditions were analyzed in Vila Belga, which was undergoing revitalization work (historical and cultural heritage). In this location, 16 irregularities were

pointed out, which could cause possible falls, and discomfort and impede the movement of people with physical disabilities or reduced mobility.

From these, there were nine obstacles: lampposts, garbage cans, uneven floors, and a junction box for underground cables. This takes into account what P1 said:

Let's talk about balance, and trunk balance. A person with a T-10, T-12 spinal cord injury already makes an effort. Now imagine, I'm an athlete. I can do it, right? With the help of my arms, with strength in my arms, but I have to think about that person who doesn't have a regular activity, a leisure sport, you name it. So it's already difficult to climb up. So, for example, sometimes you have to dodge so many obstacles [...] you waste energy, you know? [...]then you think, oh, damn, people who walk normally find it hard enough to get across, now imagine us getting around in a wheelchair.

In Figure six, item “k” shows the lack of flooring and the uneven surface compared to the others, creating a risk of falls for pedestrians, especially people with reduced mobility. In item “l”, the garbage container on a large part of the sidewalk stands out, followed by a lamppost, making it narrower, and making it difficult for wheelchair users in particular to pass.

Figure 6 - Obstacles on the sidewalks of Vila Belga.



Source: Author's picture (2022)

Concerning access ramps, only three irregularities were pointed out, since one was inefficient for use and did not meet the standards. Figure seven, under item “m”, shows an access ramp that is unsuitable for use and does not meet the standards:

Sidewalk curbs must be built in the direction of the pedestrian crossing flow. The slope should preferably be less than 5%, up to 8.33% (1:12), in the longitudinal direction of the central ramp and on the side edges. It is recommended that the width of the recess be greater than or equal to 1.50 m, with a minimum of 1.20 m allowed. The curb may not reduce the free circulation lane of the sidewalk by at least 1.20 m. (ABNT NBR:9050, 2020).

This makes it even more difficult for people to walk, especially wheelchair users. As for item “n”, the ramps are only in poor condition, with vegetation growing, which can make it difficult for pedestrians to cross. In this sense, according to Junior (2007), public spaces are only accessible by eliminating physical and natural obstacles.

Figure 7 - Lowering sidewalks

Source: Author's picture (2022)

Regarding the lack of public sidewalks, four irregularities were found throughout Vila Belga, which could further exclude people with physical disabilities and reduced mobility from their leisure time, as P1 mentions:

Sometimes we ask for accessibility, but what's the point of having access to that place, architectural space, [...] where I'm not welcome, I don't even want to go", due to lack of access and accessibility, P4 adds: "I think it would be important to have more accessibility, more comfort because I believe there are people who can't get around with a chair, so they'll always have to depend on someone, you know? If there were more ramps, more access to places and especially a good street, right, in this case there isn't one in our center, unfortunately. [...] But I think there will always be some difficulty for us disabled people.

In items "o" and "p", attention is drawn to the familiarities of the absence of public sidewalks, which hinder the occupational performance of people with physical disabilities or reduced mobility.

Figure 8 - Lack of public sidewalks on some areas.

Source: Author's picture (2022).

Railway Station

The Santa Maria Railway Station, also known as the Gare, was built between 1899 and 1900 and marked a period of economic progress in the city. As Social describes:

Between 1899 and 1900, the second masonry station was completed, where it still stands today (figure 12). According to Mello (2002), the location of the building was conditioned by the topography of the region, which influenced the route of the railroad, as well as a concern not to create an obstacle to the possible extension of Avenida Progresso, now Rio Branco Avenue, to the north. Finally, there was also the need for the railway station and the square to be located in an area large enough to accommodate the large flow of people and goods (Socal, 2023, p. 53).

On “February 2, 1996, Santa Maria was shaken by the deactivation of the line that transported passengers, which led to the abandonment and vandalism of Santa Maria’s railway facilities.” (Rodrigues; Ribeiro, 2015, p. 189).

The station was listed at the municipal and state level in 2002 and in 2007 it was restored by Santa Maria City Hall. According to Rodrigues and Ribeiro (2015), to reuse the station, some projects were carried out, such as the Brique da Estação, which took place one Sunday a month, offering cultural activities, craft fairs, and gastronomy.

The site is inaccessible, lacking accessibility, ramps and public sidewalks, full of obstacles, potholes, and loose stones, among others. In this context, the lack of accessibility ends up keeping people with physical disabilities or physical mobility away from their leisure time, which is everyone’s right. The American Occupational Therapy Association (AOTA) (2015, p. 44) defines leisure as a “non-mandatory activity that is intrinsically motivated and performed during free time, that is, time not committed to mandatory occupations such as work, self-care, and sleep”. In figures nine and ten, items “q”, “r”, “s” and “t” show an alarming lack of accessibility in the Railway Station area.

Figure 9 - Lack of lowering of sidewalks in the square and in front of the Railway Station.



Source: Author’s picture (2022).

Figure 10 - Lack of accessibility in Railway Station.

Source: Author's picture (2022).

In this context, according to Municipal Complementary Law No. 98 of June 10, 2015, in force since its publication, it aims to:

The main objective of the Urban Mobility Policy, implemented by the Municipal Government by the general guidelines set out in this law, is to propose actions that guarantee an urban mobility system with accessibility, where sustainable means of transport are a priority and the majority.

It is clear that the law is not being complied with as it should, resulting in a lack of accessibility in a large part of Santa Maria's historic center, in terms of urban mobility. For P4 to perform his inclusion in this place satisfactorily and safely, he believes that:

Especially the councilors, the mayor too, to look at us a bit, right? For them to go there and see that it's not good to have sidewalks like this, and also for people, right? And have a bit more awareness, right? And then they think a little more about wheelchair parking - it's not for everyone. So I think it would come more from the people and also from the politicians, right?" adds P1 "Maybe this will reach someone who can change that.

As a result, all the irregularities pointed out in this study harm the lives of people with physical disabilities or reduced mobility, as reported by the four interviewees, which leads to a reduction in leisure time, interaction, and social participation, affects the quality of life and leads to people moving away from the place.

DISCUSSIONS

The differences faced by people with physical disabilities or reduced mobility are increased when there is no accessibility. The participants in this study reinforce this issue, especially the route taken on the sidewalks analyzed by this research, which makes it difficult for them to move around, causing an impediment to their occupational performance, according to Pedretti and Early (2005, p. 4), "occupational performance is understood as the ability to perform the tasks that enable the execution of occupational and social roles satisfactorily and appropriately for the individual's stage of

development, culture and environment.” As a result, affected occupational performance can lead to demotivation in acting as an active person in society or in one’s own life, resulting in low self-esteem and self-efficacy. The following data was obtained from the data collected through an interview answered by the participants and photographs taken by the author.

Consequently, all the problems identified in this research have an adverse impact on the experiences of people with physical disabilities or reduced mobility, as well as affecting the lives of the four interviewees. This results in reduced opportunities for leisure, interaction, and social involvement, causing a worsening quality of life and promoting a distancing from the place mentioned.

This work contributes to improving society’s quality of life, enabling them to perform their occupations safely and satisfactorily, enjoying their rights, favoring inclusion, providing moments of leisure, and improving the quality of life fairly and consciously.

FINAL REMARKS

A city must be planned with citizens’ rights in mind, from the moment they leave home until they arrive at their desired destination. Therefore, when moving around on sidewalks, urban design must not be an obstacle to social development, and it is of the utmost importance to adapt to everyone’s motor and sensory impairments. Since accessibility affects everyone’s quality of life, changes need to be made, and discussing this issue means discussing whether the city is for all citizens. In this way, the current Creative District project will be able to improve accessibility and, consequently, inclusion.

Following the aim of this study, which was to gather information on the accessibility conditions of the sidewalks in the Historic Center of Santa Maria, between Rio Branco Avenue, Vila Belga, and the Railway Station, it was possible to observe that most of the sidewalks in these areas have some irregularity that interferes with free access for people with physical disabilities or reduced mobility.

On Rio Branco Avenue, 59 irregularities were observed, including 18 access ramps that did not comply with the rules and even some that did not exist; 15 missing paving stones or hydraulic tiles on the sidewalks; seven unevennesses; nine obstacles on the sidewalks; six holes; four damaged by vegetation.

In Vila Belga, 16 irregularities were found, such as: nine obstacles; four lack of sidewalks; and three lack of curbs. The Railway Station, on the other hand, was inaccessible, with no lowering ramps and even a public sidewalk full of obstacles, holes, and loose stones, among others.

Having an active life in society, whether in terms of leisure or any other area of occupational performance, directly implies accessibility. Therefore, a space where people with physical disabilities or reduced mobility can perform their occupational tasks safely and satisfactorily, and have their moments of leisure, participation and interaction, is just a guarantee of their rights as citizens. The absolute growth of a city depends on the inclusion of all citizens, preventing individuals or groups from not being included in this process.

Thus, it was possible to verify the accessibility conditions on the sidewalks of the Historic Center of Santa Maria, and the resulting product of this study is the construction of a report that will be made available to public bodies and the management of the Creative District, as a contribution and suggestion for improvements to the problems identified, thus favoring inclusion, providing moments of leisure and improving the quality of life fairly and consciously.

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