

Innovation: 'User Support Terminals'

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- Built around existing integration terminals
- Combine social services, shopping, banking, etc.
- Provide service access to:
 - low/middle-income residents (walking)
 - commuters and other bus users (transfers)

Innovation: Operations

10 Private Bus Companies

- concession by the Municipality
 - controls number & type of vehicles and frequencies
- paid according to km-traveled
 - payment according to cost analysis including 12% return on capital
- single fare to the user
- 5 service types with color-coded buses

The Network

(% Total Bus System)

Busway Routes

34% Daily Pax

Express Routes

9% Daily Pax

Interdistrict Routes

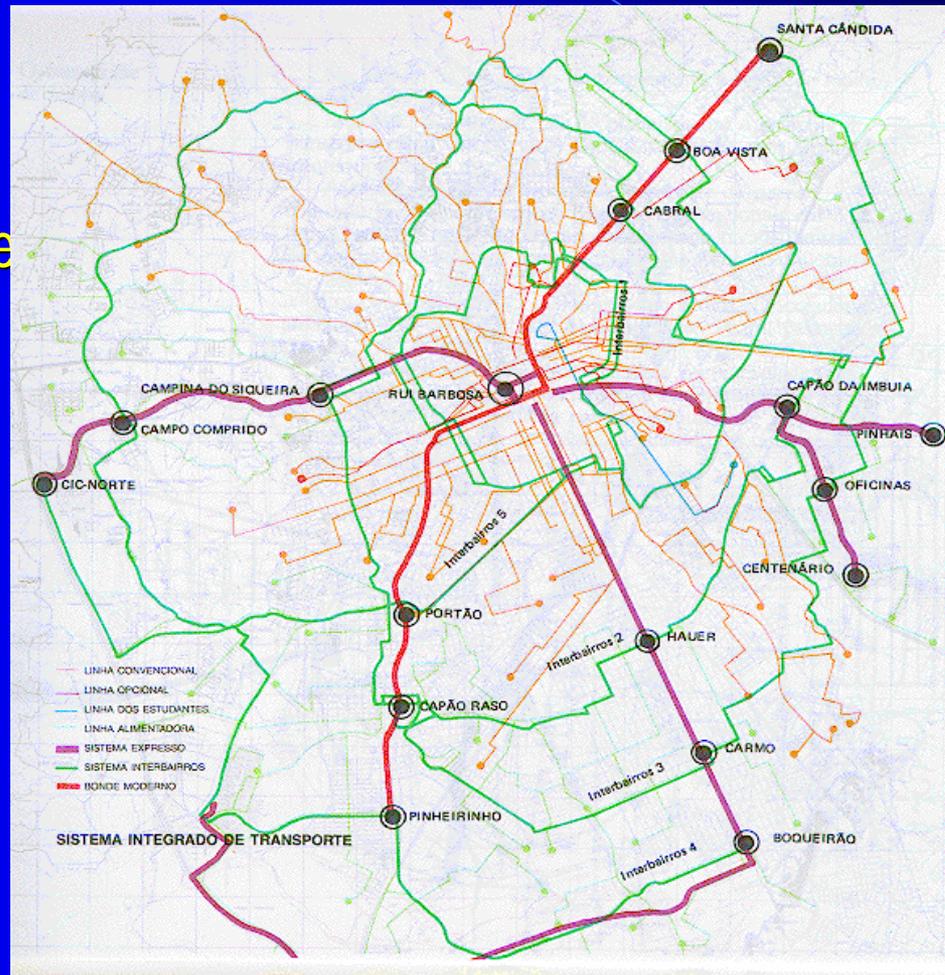
9% Daily Pax

Feeder Routes

20% Daily Pax

Integrated Network

72% Daily Pax



Sources: Prefeitura, 1995; Cervero, 1995

Institutional Framework

Curitiba Institute of Urban Research and Planning (IPPUC)

- Created by Municipal Law in 1965
- Envisioned within the original “Linear City” Plan
- Responsible for integrated planning of the city
- Collaborates closely with URBS

Institutional Framework (continued)

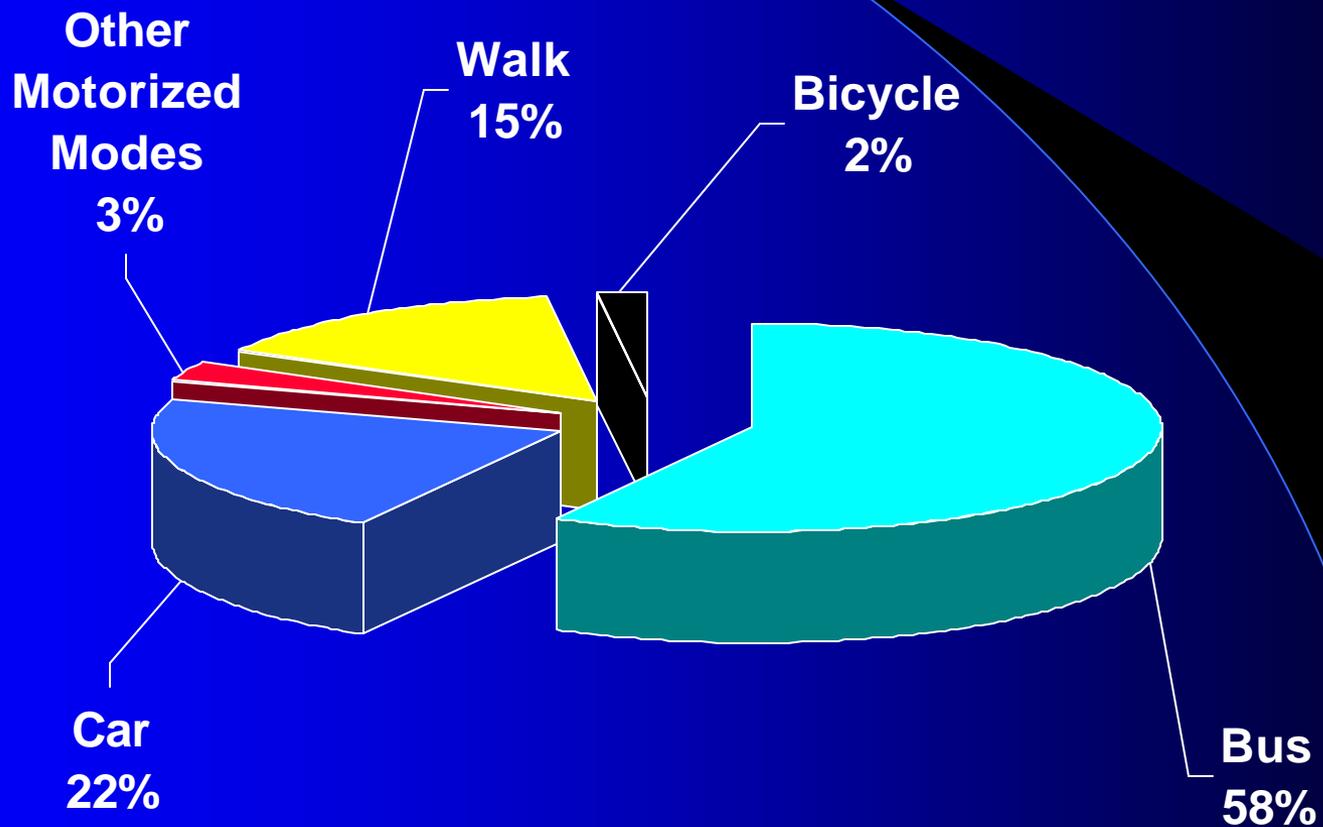
Public Transport Authority - URBS

- Public-Private Corporation
- Created by Municipal Law in 1980
- Administers:
 - public space (stations, stops, etc.)
 - parking meters
 - taxi system
 - traffic enforcement (together with State Police)
- Also administers Curitiba Urbanization Fund

Curitiba Urbanization Fund

- Funded through fare collection
- 90% goes to private sector operators
- 6% goes to infrastructure development
- 4% goes to financing URBS

Curitiba Today: Mode Share



Curitiba Today

- Car ownership among highest of Brazilian cities
- 25% less gasoline consumption than comparable Brazilian cities
- If not for bus priority measures, an estimated 28% of bus users would use car
- Residents spend average 10% of income on transport

Curitiba: Lessons

- Integrated development:
 - land use-public transport system-road hierarchy
- “Affordable innovations:”
 - ‘Road-based light rail’, tube boarding stations
- Priority to public and non-motorized transport
- Transport success can equal political success
 - Jaime Lerner - 3 term Mayor, Governor of Paraná
- How to further increase busway capacity?

Curitiba: Comments & Challenges

- Replicability?
 - Planning began when city population was 150,000; strong government powers
- Data and Analysis
 - Has been sketchy, at best
- Consideration of air quality
 - AQ monitoring only recently (and modestly) begun; criticisms of bus maintenance
- Exurban growth
 - Population growth beyond urban service areas; is Curitiba “sprawling”?