

## Urban planning - Curitiba

① Curitiba has a planned transportation system, which includes lanes on major streets devoted to a bus rapid transit system. The buses are long, split into three sections (bi-articulated), and stop at **designated, elevated** tubes complete with disabled access. There is only one price no matter how far you travel and you pay at the bus stop.



② The system, used by 85% of Curitiba's population, is the source of **inspiration** for the TransMilenio in Bogotá, Colombia; Metrovia in Guayaquil, Ecuador; Transmetro in Guatemala City, Guatemala; as well as the Orange Line of Los Angeles, U.S. State of California; and for a future transportation system in Panama City, Panama; Cebu City, Philippines; and the latest, Kuala Lumpur, Malaysia.



③ The city has also paid careful attention to preserving and caring for its green areas boasting 51.5 square metres (554 sq ft) of green space per inhabitant.

④ In the 1940s and 1950s, Alfred Agache, cofounder of the French Society for Urban Studies, was hired to produce the first city

plan. It emphasised a star of **boulevards**, with public amenities downtown, an industrial district and **sanitation**. It was followed when possible but was too expensive to complete.

⑤ By the 1960s, Curitiba's population had ballooned to 430,000, and some residents feared that the growth in population threatened to drastically change the character of the city. In 1964, Mayor Ivo Arzua solicited proposals for urban design. **Architect** Jaime Lerner, who later became mayor, led a team from the Universidade Federal do Paraná that suggested strict controls on urban **sprawl**, a reduction of traffic in the downtown area, **preservation** of Curitiba's Historic Sector, and a convenient and affordable public transit system.

⑥ This plan, known as the Curitiba Master Plan, was adopted in 1968. Lerner closed XV de



Novembro Street to vehicles because it had very high pedestrian traffic. The plan had a new road design to **minimise** traffic: the Trinary Road System. This uses two one-way streets moving in opposite directions which surround a smaller two-lane street where the express buses have their **exclusive** lane. Five of these roads form a star that **converges** on the city centre. Land farther from these roads is zoned for lower **density** developments, to reduce traffic away from the main roads. In a number of areas subject to floods, buildings were **condemned** and the land became parks.

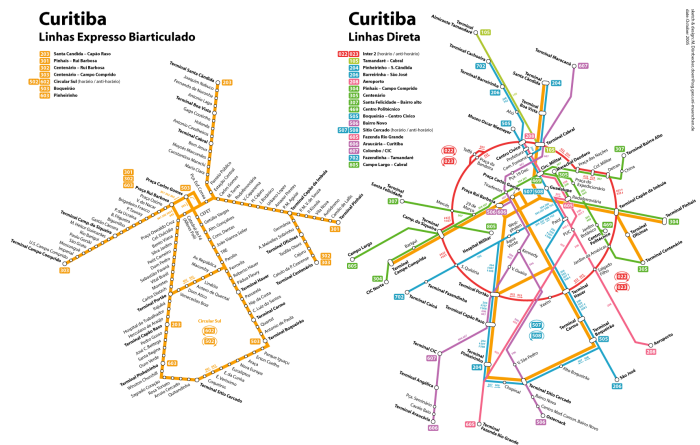
⑦ Today, Curitiba is considered one of the best

examples

of urban planning worldwide. In June 1996, the chairman of the **Habitat II** Summit of mayors and urban planners in Istanbul praised Curitiba as "the most **innovative** city in the country."

⑧ Curitiba was recently recommended by UNESCO as a model for the **reconstruction** of the cities of Afghanistan, after the U.S invaded in 2001.

⑨ In the 1980s, the RIT ( Rede Integrada de Transporte, **Integrated** Transport Network ) was created, allowing transit between any point in the city by paying just one fare. At the same time, the city began a project called the "Faróis de Saber" ( Lighthouses of Knowledge ). These Lighthouses are free educational centers which include libraries, Internet access, and other



cultural resources. Job training, social **welfare** and educational programs are **coordinated**, and often supply labor to improve the city's **amenities** or services as well as education and income.



⑩ Curitiba is referred to as the **ecological** capital of Brazil, with a network of 28 parks and **wooded** areas. In 1970, there was less than 1 square meter of green space per

person; now there are 52 square meters for each person. Residents planted 1.5 million trees along city streets. Builders get tax breaks if their projects include green space. Flood waters **diverted** into new lakes in parks solved the problem of dangerous flooding, while also protecting valley floors and **riverbanks**, acting as a barrier to illegal **occupation** and providing **aesthetic** and **recreational** value to the thousands of people who use the city parks.

⑪ In 2007, the city was placed third in a list of "15 Green Cities" in the world, according to the U.S. magazine "Grist," after Reykjavik in Iceland and Portland, Oregon in the United States. As a result, according to one survey, 99% of Curitibaans are happy with their hometown. The "green exchange" employment program focuses on social **inclusion**, benefiting both those in need and the environment.

Low-income families living in shantytowns **unreachable** by truck bring their **trash** bags to neighbourhood centers where they exchange them for bus tickets and food. This means less city **litter** and less disease, less **garbage** dumped in sensitive areas such as rivers, and a better life for the **undernourished** poor. There's also a program for children where they can exchange **recyclable** garbage for school supplies, chocolate, toys, and tickets for shows.

⑫ Under the "garbage that's not garbage" program, 70% of the city's trash is recycled by its residents.

Once a week, a truck collects paper, cardboard, metal, plastic and glass that has been sorted in the city's homes. The city's paper recycling alone saves the equivalent of 1,200 trees a day. As well as the environmental benefits, money raised from selling materials goes into social programs, and the city employs the homeless and recovering alcoholics in its garbage separation plant.

Open University, created by the city, lets residents take courses in many subjects such as mechanics, hair styling and environmental protection for a small fee. Retired city buses are often used as mobile schools or offices. Downtown areas were transformed into **pedestrian** streets, including a 24-hour mall with shops, restaurants and cafes, and a street of flowers with gardens tended by street kids.



⑬ The "capacity building job line" was created to generate a better quality of life for people in the region surrounding a new economic development **axis** of Curitiba. Key initiatives include the South-Circular bus line, which links the southern and eastern regions of town;

Entrepreneurial Sheds, business incubators designed to help small companies get established and prosper; and the Crafts Lycée, which trains people for professions such as marketing and finance so that they can find employment in new companies that emerge from the business incubator. Specifically, the goal is to provide jobs and income for the unemployed among 400,000 people living in 15 peripheral towns, and to structure and develop the region according to integrated planning principles. About 15,000 new jobs have been generated so far and 15,000 more are expected.

⑭ There's a model inexpensive, speedy transit service used by more than 2 million people a day. There are more car owners per capita than anywhere else in Brazil and the population has doubled since 1974, yet auto traffic has declined by 30%, and atmospheric pollution is the lowest in Brazil.

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