TOD in Curitiba: how BRT may reshape a city

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www.pucpr.br/ppgtu
1.8 million inhabitants
3 million in the metropolitan area

430 km²
a growing city
1972 transport and road system dedicated lanes
2012 high density along the transport corridor
elements of a full brt

dedicated lanes
specific terminals and stops
special vehicles
operation and service plan
fare collection
information technology systems
marketing

the success of brt results from a permanent struggle to fulfil all demands that should be provided by rail
tubes special stops for special vehicles
express lines longer buses stopping only at the terminals
- fleet: 1,920 buses
- lines: 355
- terminals: 30
- tubes: 362
- daily km: 478,000
- private operators: 11

- passengers / day: 2.3 million (1.2 million fares paid, due to integration and 15% of gratuities)

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<tr>
<th>Integrated Demands</th>
<th>Curitiba</th>
<th>Metropolitan Area</th>
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<tbody>
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<td>Costs and Revenue participation</td>
<td>92%</td>
<td>73%</td>
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<td>75%</td>
<td>25%</td>
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the success of curitiba’s BRT has been never a matter of buses, but of planning urban development and transport together.
curitiba’s public transport is based on 4 elements

. a complex network of feeder lines
. link between transport and road system
. link between transport and land use
. BRT corridors keep the city at a human scale
operation lines, purpose and vehicles: dealing with complexity
RIT brt as a transport network
transport and zoning
structural axes transport and land use

structural axis
central lane: exclusive for brt
lateral lanes: slow traffic
zoning
high density

dedicated bus lane + slow traffic

fast traffic

structural axes transport and land use
contemporary challenges
metropolitan scale
verticalization x boarding passengers
green line: BRT shaping a metropolitan axis

an alternative north-south axis integrating the metropolitan area
green line: BRT shaping a metropolitan axis

former federal highway: transport and land use
green line: BRT shaping a metropolitan axis

TOD needs to transform the city, not only transport.