Innovation: ‘User Support Terminals’
Innovation: ‘User Support Terminals’

• 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

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

(%) Total Bus System
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

- Car: 22%
- Other Motorized Modes: 3%
- Walk: 15%
- Bicycle: 2%
- Bus: 58%
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”?