**BRT**
BUS RAPID TRANSIT

- **Exclusitivity:** physical segregation
- **Seamless Transfers**
- **Advanced Bus Technology:** clean fuels, light-weight materials, low floors, advanced communications, docking systems
- **Supportive Armature:** signal priorities, bus turnouts, curb realignments, AVL, automated routing & dispatching
- **Expeditious Fare Collection & Boarding:** off-vehicle payment, smart cards

Curitiba, Brasil
Planning for People vs. Cars

CURITIBA TRANSIT SYSTEM
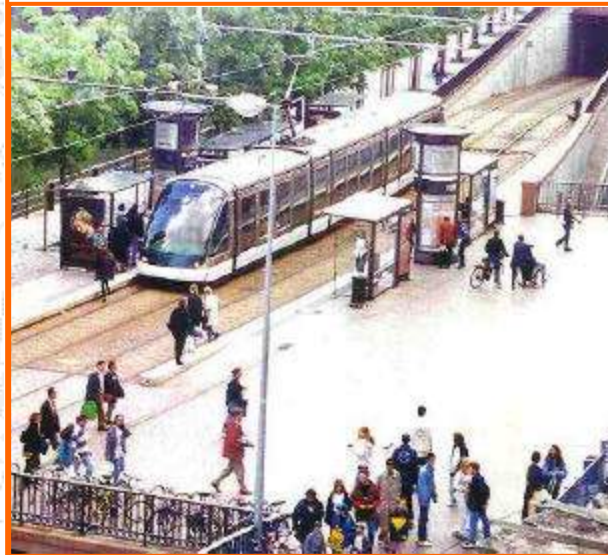
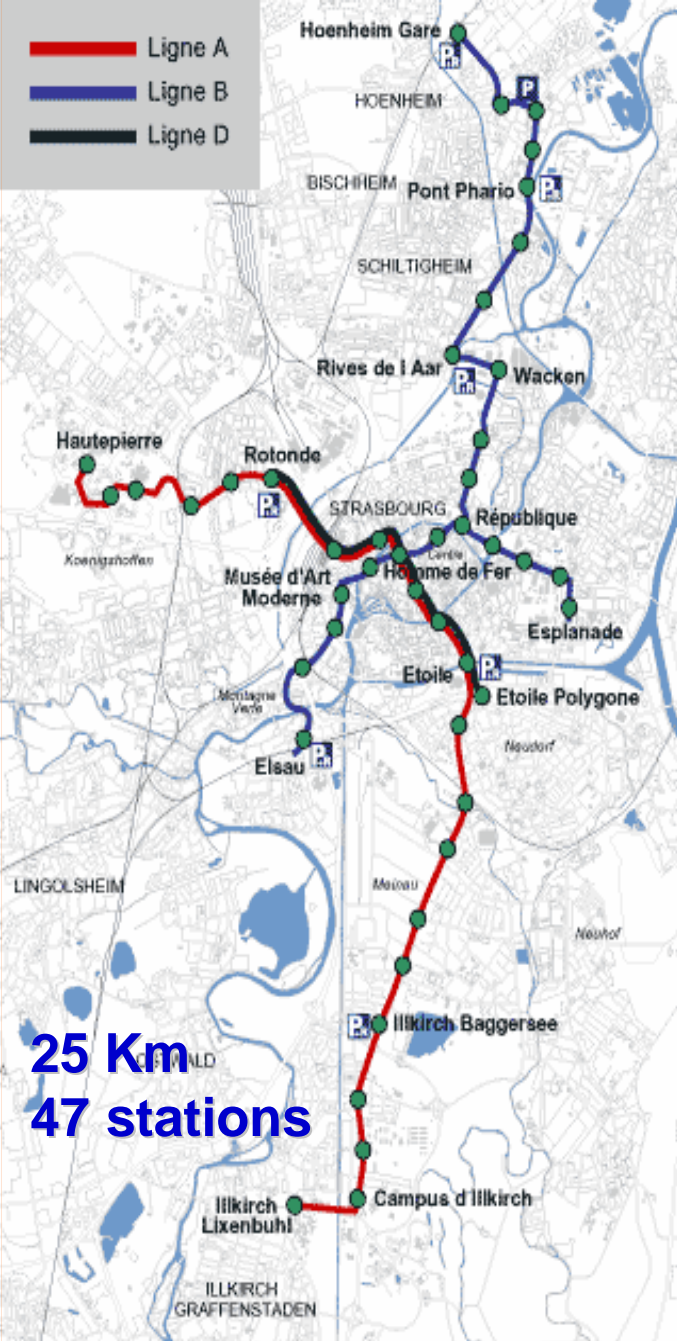EXPRESS BUS STATIONS

CITY CENTER
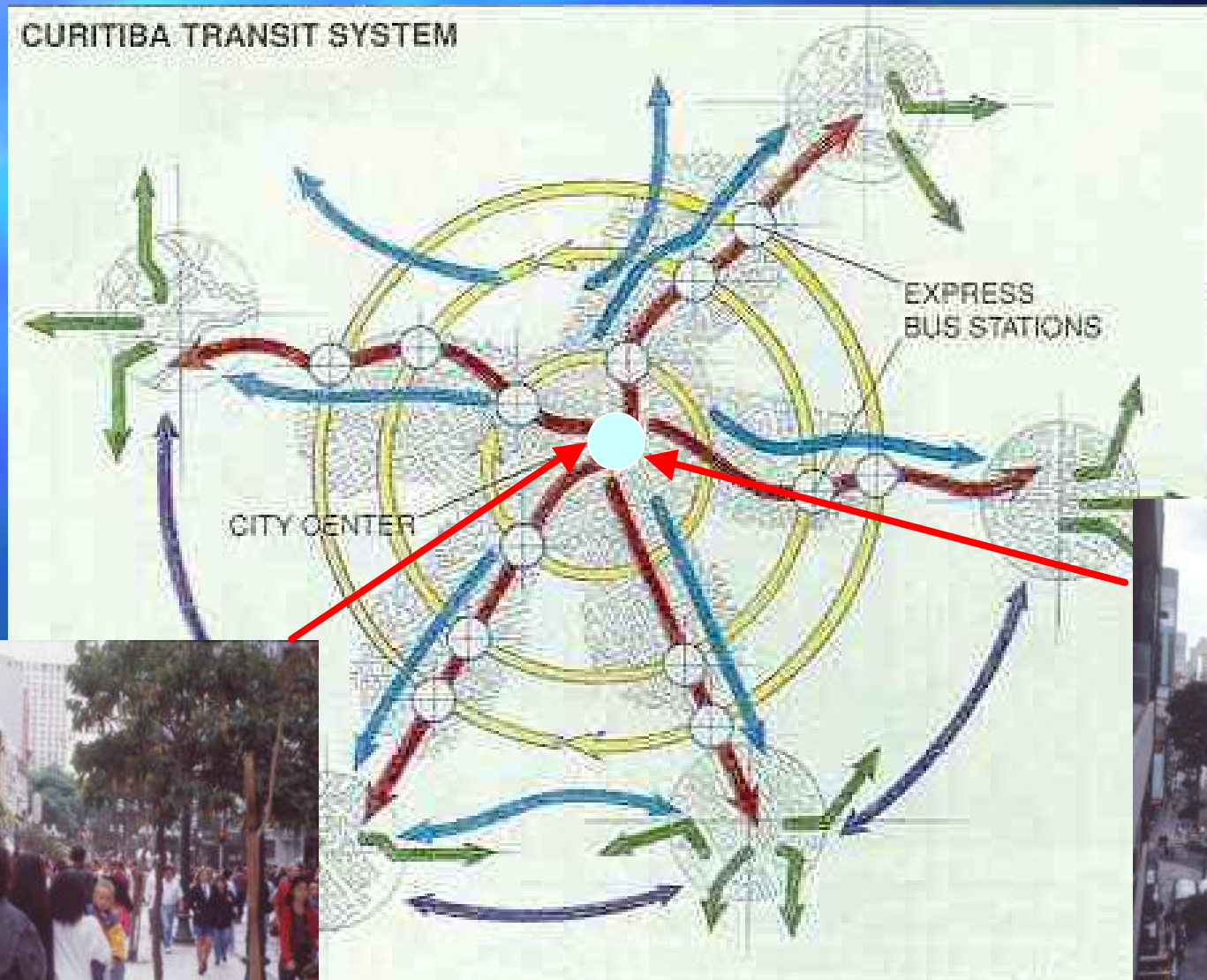
Transport Performance

- % of work trips by car (1992):
  - Brasilia – 58%
  - Curitiba – 33%

- Brasilia's VKT/capita ~25% higher than Curitiba's

Tram Renaissance: Co-habitating Streets

Ligne A
Ligne B
Ligne D

Hoenheim Gare
HOENHEIM
BISCHHEIM Pont Phario
SCHILTIGHEIM
Rives de l Aar Wacken
Hautepierre Rotonde
Koenigshoffen STRASBOURG
République
Musée d'Art Moderne Homme de Fer
Esplanade
Étoile
Étoile Polygone
Elsau
Neudorf
LINGOLSHEIM
Neuhof
Illkirch Baggersee

25 Km
47 stations

Illkirch Lixenbuhl Campus d'Illkirch
ILLKIRCH GRAFFENSTADEN

Eurotrams
290 pax/tram

4 car trains

Lessons I

- **Visioning**

- **Visionaries**

- **Efficient Institutions and Governance**

- **Pro-active Planning & Urban Management**

- **Balanced Growth & Flows**

Lessons II

- Competition/Entrepreneurialism

- Prioritization to Transit

- "Small is Beautiful"

- Urban Design: Cities for People

- Adaptive & Transitional

ASSETS: Transit-Rich Environment – BRT, Paratransit

ASSETS: Green Corridors – Building Blocks for "Green" secondary net

Supportive Densities

Uniformly Moderate-to-High Residential/Mixed-Use Densities

High, Axial Employment ("Destination") Densities

RfI:
Pedestrian/Cyclist Neglect?

RfI:

- **Institutional Voids**
  - Lack of Regional Land-Use ... Visioning, Planning, Anticipating/Creating Futures
  - Lack of Regional Transport Coordination-Integration

- **Interim/Transitional Strategies**
  - BRT
  - Fast-Action, "Quick Victory" Approaches

- **Inclusionary Planning**
  - Community Valuing/Community Inputs
  - Pro-active vs. Reactive

- **Normative Planning:** Land Use shaping Transport

Matching
Transport Vision
with
Urbanization Vision