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A New Look at Bus Corridors for São Paulo

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The Demand for Mobility

- Urban proximity — people connect with one another
- Firms and workers need to be near one another in production.
  - The growing service economy particularly relies on moving people.
- The social advantages of cities come in part from proximity.
The Car

• Last Century: the rise of the automobile has been the most impacting factor of urban form

• European Model: public transit is highly subsidized; gas is heavily taxed; cities are in general more subsidized

• Latin America appears to be heading in the same direction as U.S.: ‘The Car Cities’
The Crisis of Congestion

- Cars instead of feet and/or public transportation is ok, but externalities from traffic are quite large.

- Main problem: drivers don’t internalize the costs they impose on other drivers and on the environment.
  - Too many drivers at peak hours
Public Transit in the SPMA

- Subway: around 60 km long
- Only 110 km of lanes are exclusively dedicated to Buses.
- Part of the 253 km of commuter rail shares its tracks with cargo transportation.
- Over 150 km of congested roads at peak hours.
- Low occupancy rate = 1.5
Conflicts in Commuting

- Cars usually have the preference over buses (e.g. traffic lights).

- Pedestrians and bicycles are the last group in the traffic hierarchy.

- Usually subway is favoured: it is hidden and does not interfere with cars — Status quo is not touched, something is added.
A Multimodal Transit Network and The Governance Challenge

- The scale of the proposed BRT is metropolitan and there is a need for coordination.

- Municipalities are usually in charge of providing bus services.

- The system needs to be coordinated with train and subway.

- The CIDE should be used for funding public transit investment.
The Elevado Costa e Silva (Aka Minhocão) Exercise
Minhocão and Urban Integration
Sketches of Proposed Corridor
Urban Design and Transportation Corridors
BRT as a Tool for Social Inclusion

- Brazil already has a legal framework in place that would make BRT corridors a viable tool for social inclusion.

- Governance is key when promoting social inclusion through public transportation.