

Residential Density

High walkability, Low Income



High walkability, High Income



Low walkability, Low Income



Low walkability, High Income

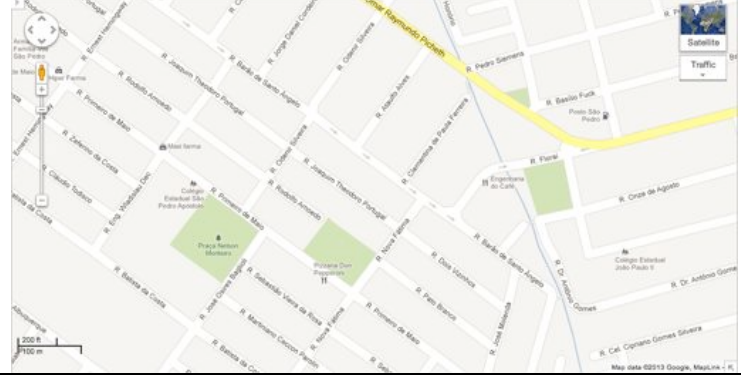


Intersections

High walkability, Low Income



High walkability, High Income

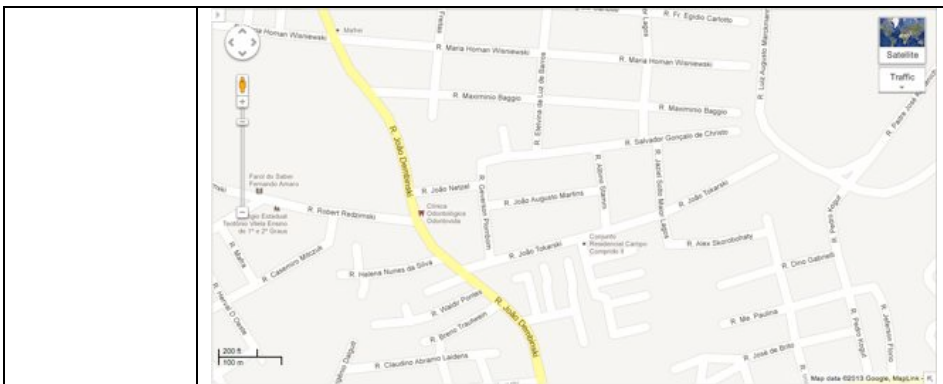


Low walkability, Low Income



Low walkability, High Income





Mixed land use

High walkability,
Low Income

Residential

Comercial



High walkability,
High Income

Residential

Comercial



Low walkability,
Low Income

Residential



Low walkability,
High Income

Residential



Bike Lanes/Paths



Transportation



Bus Rapid Transit



Bus Rapid Transit

Parks

High Income Park



High income Plaza



Low Income Park



Low Income Plaza



Pedestrian Streetscapes:



UNIQUE OR NOTABLE ITEMS:

Description: describe this item and its prevalence in your region.



Bus Rapid Transit



Public spaces called “Rua da Cidadania” (Citizenship Street), are branches of the municipality existent in each of the 9 regional administrations within the city where various public services are offered at no cost for the population.



Rua XV de Novembro (November 15th Street) is the longest pedestrian street of Brazil. This street used to be a commercial area and it was closed to cars in 1972. It is the biggest one in Brazil.



23 bus Integration terminals are spread in the city. These terminals allow the connection between the different buses (conventional bus – BRT)



Quality of sidewalks vary and is usually poor. By law each residential parcel is required to have a sidewalk but the type of pavement and its maintenance are defined by the resident and not by the local authority.



Social inequalities are highly prevalent in all Latin America. In Curitiba, as in other large urban setting in Brazil, poorest neighborhoods are usually deprived of public services and maintenance of public areas.