



# Jamie Lerner

architect, urban planner, politician

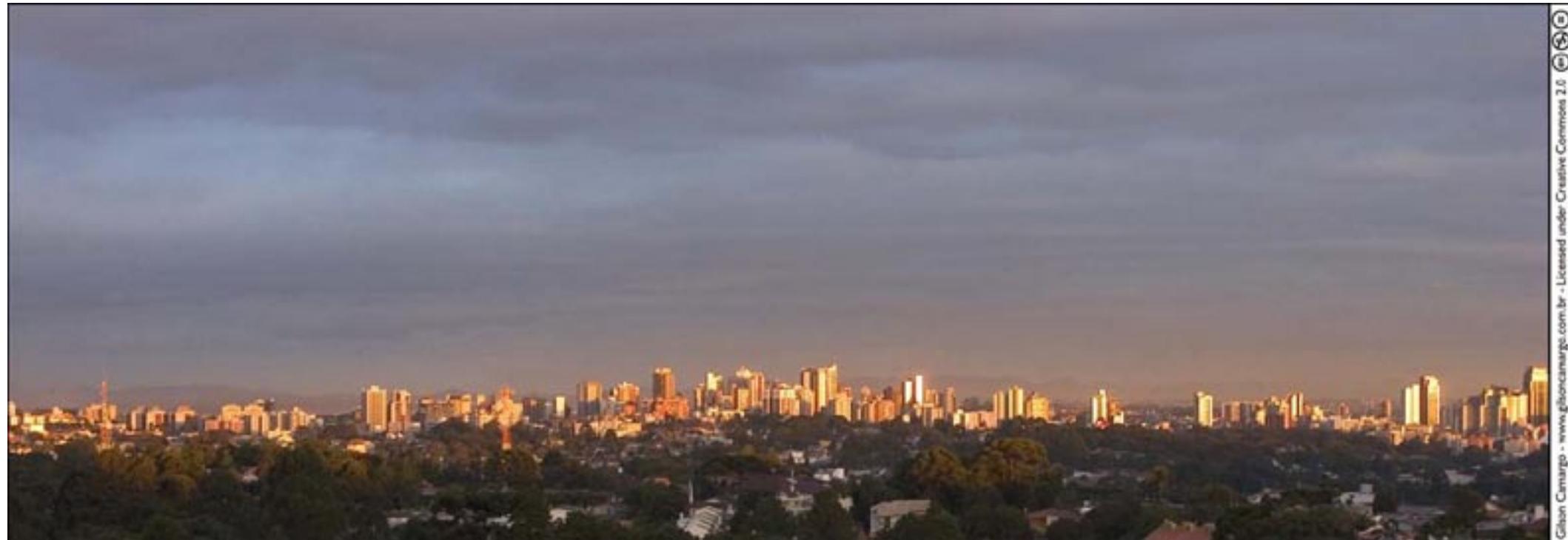
mayor of Curitiba 1971-1975 - appointed by state governor  
1979-1983

1989-1992 - elected

# Curitiba, Brazil

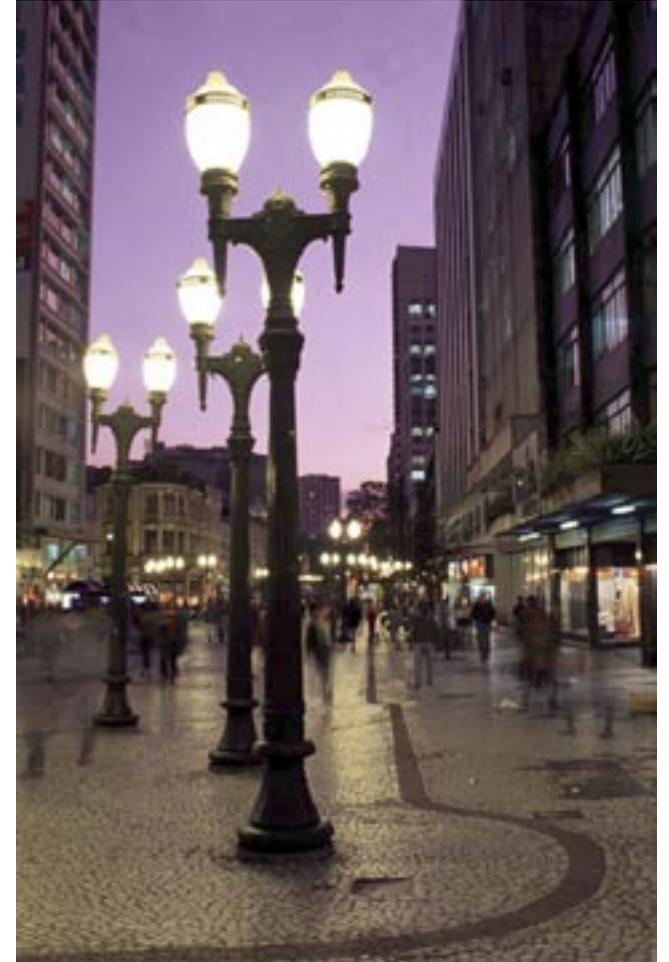


- famous model of late-20th century urban planning
- streets are clean and safe
- relatively light motor traffic
- more public and green space per person than any city of the world
- more people recycle their garbage here than any city of the world
- lowest homicide rate of any Brazilian city
- street children and slums are largely cared for





“The less importance you give to cars, the better the city becomes for the people”







## Integrated Transportation System

- a network of glass “tube stations” at the level of the bus doors
- passengers pay before they board to increase efficiency
- each bus holds up to 300 people
- runs every 4 minutes during rush hour



- 75% of commuters in Curitiba use the bus daily
- in 1994 25,000 passengers were moved per day
- presently 2 million passengers were moved per day

Cost savings: Curitibaanos only spend 10% of their income on public transportation





## Parks

- 28 parks and undeveloped land cover about 20 million square meters of Curitiba
- 52 square meters of park space per capita
- many of the parks are built on low-lying land prone to flooding, or reclaimed land converted from industrial or commercial use
- a municipal shepherd looks after sheep employed to keep the grass in the parks trim
- seedlings were handed out and citizens began planting at a rate of 60,000 pines and native tropics per year



Botanical Gardens



Free University for the Environment



Saõ Lourenço

## “Garbage That is Not Garbage”

- households separate recyclable materials from organic waste and it is collected by the city
- 70% of Curitiba’s population recycles
- one of the earliest recycling programs
- received international recognition



## Cambio Verde The Green Exchange

- 7.5% of Curitiba’s population is in poverty
- exchange recyclable materials for transportation tickets, school books, toys, food from surplus production and other seasonal items
- 10,000 families participate in this program
- improves the diet of the poor and supports small local farmers, which is where much of the food comes from

## Critiques:

### Public Transportation

- ownership of private cars have steadily increased, however gasoline usage is low when compared to other Brazilian cities.
- question of promotion and maintenance of public transit: demand for public transit has naturally increased, however existing infrastructure is not able to supply it, so why promote it?

### Garbage That is Not Garbage

- population has not been continuously educated on the program after its initial establishment
- cart-pushers of the informal economy pick up the slack

### Green Exchange

- as many of the poor do not have enough income to collect their own recycled materials, children turn into “garbage pickers”, missing out on school and other activities



