1897	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Foundation	Construction	Great urban	Construction	Industry	Inauguration	Old trams	Beginning of	Verticalization	Metro line	Creation of	Metro line 1	Projects for	
of Belo	of tram	expansion	of regional	growth	of Pampulha	replaced by	traffic jams in	of the central	construction	BHBus.	completed.	BRT creation	?
Horizonte -	network	beyond the	radial roads	and West	and North	buses	the city center	area	and major	Public	Major	and subway	
a planned city		first designed	with Belo	Expansion	Expansion				roadworks	Transport	roadwork	expansion	
with		limits	Horizonte as a						along North	System	connecting		
rational urban			center						and West	restructure	North-Center		
grid									axles				

collective
 non motorized
 individual
 Belo Horizonte Mobility Timeline

BELO HORIZONTE URBAN CONNECTIONS

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CURRENT SITUATION

The Brazilian cities are facing a growing income state and, as a consequence of that, the number of vehicles on the streets is increasing each day. The history of Belo Horizonte has clearly showed a non-democratic access to the city, a center-periphery expansion model of the end of the XIX century, reinforced by the prioritization of the individual transport against the lack of a network involving the multiple transportation modes (buses, subway, bikes, cars, motorcycles and pedestrians). Not surprisingly, the city center concentrates huge variety of services and commerce but also the most important municipal and metropolitan transport connection, which generates a very polarized and center-dependent city expansion. The constant need for interventions maintains the urban planning arguments since the inauguration of Belo Horizonte, being hit by urgent and inadequate measures along time.

STRATEGY

In this scenario, we propose to drastically invert Belo Horizonte's urban mobility structure, <u>based on the motorized individual transport</u>, <u>by</u> relating it to the current social and physical structure of the city. If the actual logic remains, any intervention would take effect only for a short period and further interventions would always be necessary.

In order to invert the mobility structure, the public collective transport can be effectively accessed and used through incentives, allowing its prioritization into the streets and avenues system.

PROPOSAL



The starting point is to recognize the capacity and the potential situation of each transport mode and, then, to connect to a second one, creating an efficient internal and intermodal network. This is meant by the realization of the connections between cars and subway, bikes and

subway, bikes and buses, buses and subway, having the pedestrians as the essential link between them all. Due to this, the transport network can absorb investments along time but without urgency as a premise.



urban mobility structure inversion: prioritize public and non motorized transport



intended structure

actual structure

·t

individual transport represents 94% of all vehicles on the streets and carries only 47% of the people

whi trai onli cari

while public transport represents only 6% of traffic and carries 53% of the people









subway <> bikes
bike parking and bike renting spots
placed in subway stations



subway <> bus local buses which connect to subway stations

subway <> cars/motorcycles
parking places in subway stations

