**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 shown 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. 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, subway, buses and subway, bikes and buses, and 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.

**PROPOSAL**

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**HOW TO CHANGE THE LOGIC**

**How to connect what's there**

- **bikes <> bus**: bike parking and bike renting spots placed in subway stations
- **subway <> bikes**: bike parking and bike renting spots close to buses stops
- **subway <> bus**: local buses which connect to subway stations
- **subway <> cars/motorcycles**: parking places in subway stations

**Current situation**

- **bikes**: to connect and to improve existing bike lanes, creating a network of Bike Sharing
- **buses**: to organize feeder bus lines connected to high capacity bus lines
- **subway**: the south to north-west connection is a real demand to be addressed
- **cars/motorcycles**: to balance the radial vehicle network with cross connections

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**Urban mobility structure inversion: prioritize public and non motorized transport**

- **Actual structure**:
  - bikes
  - buses
  - subway
  - cars/motorcycles

- **Intended structure**:
  - bikes
  - buses
  - subway
  - cars/motorcycles

**Strategic analysis**

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**Strategy**

- In this scenario, we propose to drastically invert Belo Horizonte’s urban mobility structure, based on the motorized individual transport, by 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.

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