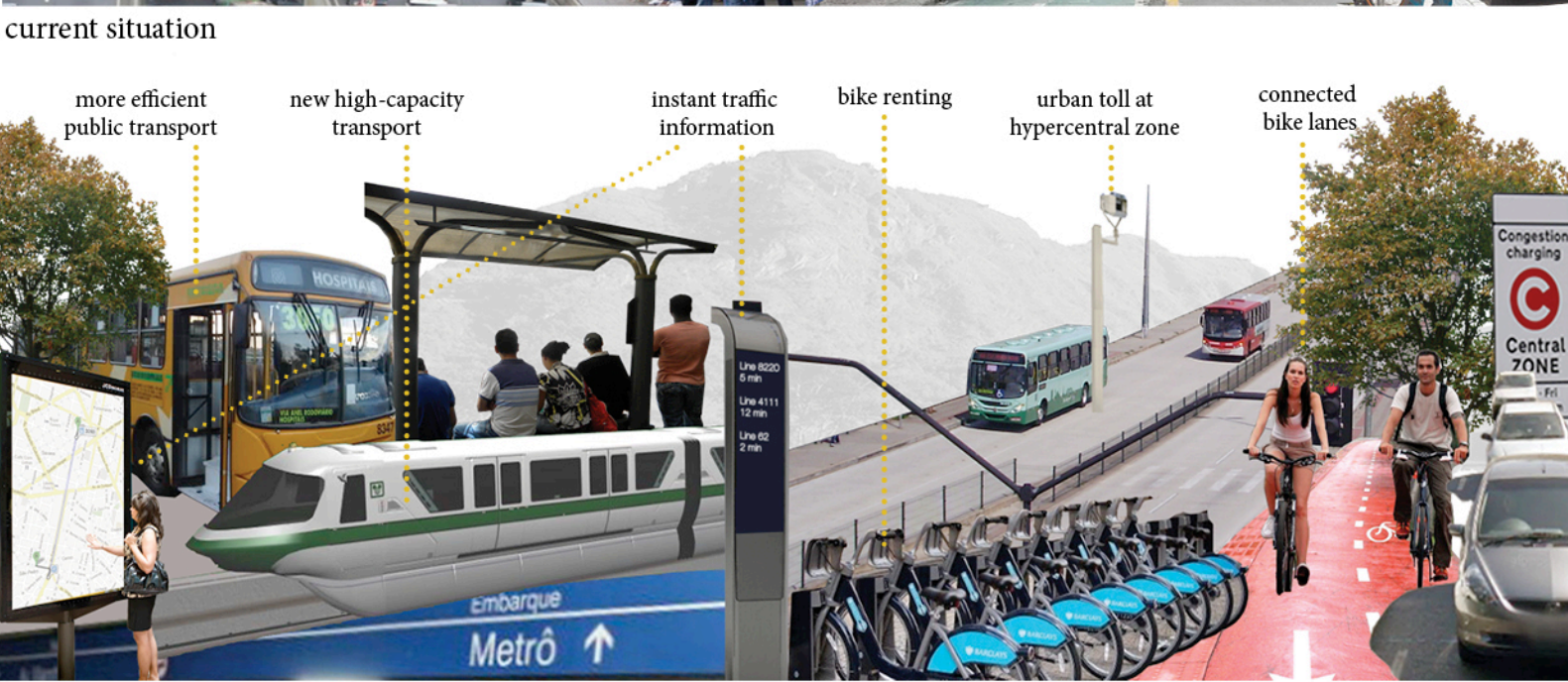


# BELO HORIZONTE URBAN CONNECTIONS

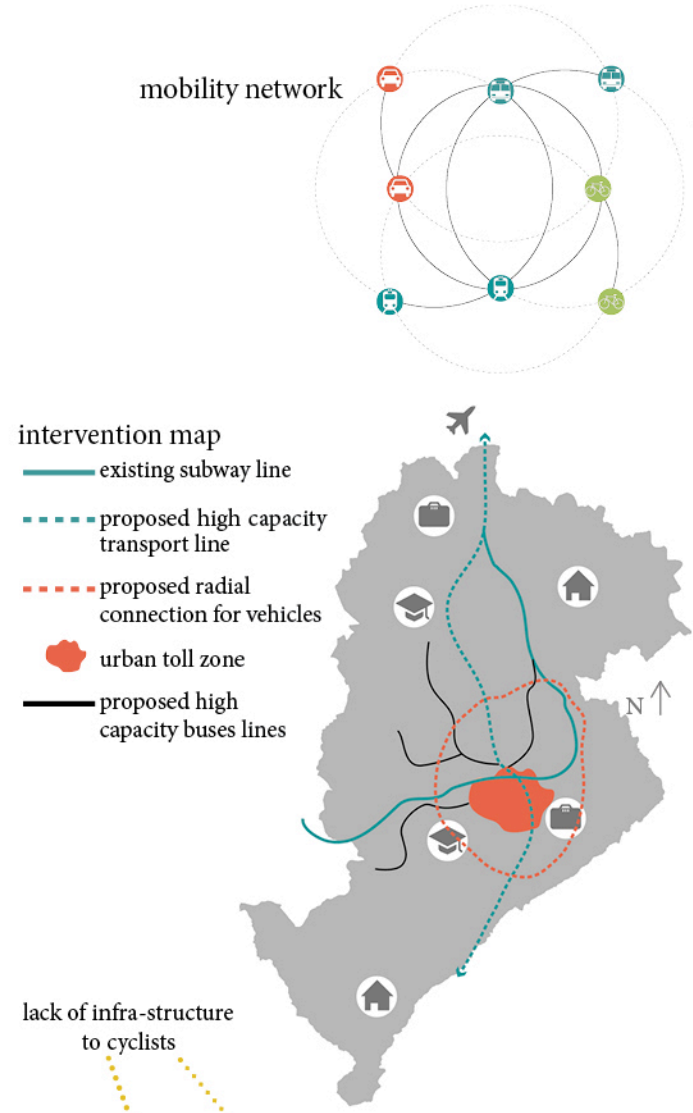
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The start point is to consider the current urban conditions in Belo Horizonte in order to invert its mobility structure. The proposal is designed to allow immediate interventions but also future ones. This is meant through the establishment of instruments and actions to be implemented along time, which answers the main strategy: the urban connections, having the pedestrians as the essential link between all. Due to all these, ideas from the Engineering and Business streams are attached to our Urban Planning idea. Furthermore, other possibilities shall be brought up once the city transformation process begins.



current situation / intended situation

**information sources**  
 \_Belo Horizonte - Estudos Urbanos: Transformações recentes na estrutura urbana (Prefeitura Municipal de Belo Horizonte, 2008)  
 \_BH Trans: <http://www.bhtrans.pbh.gov.br/>  
 \_Plano Diretor de Desenvolvimento Integrado (PDDI) RMBH (2011)  
 \_Planejamento Estratégico de Belo Horizonte 2030 (Prefeitura Municipal de Belo Horizonte, 2010)  
 \_PlanMob - BH (Prefeitura Municipal de Belo Horizonte, 2010)  
 \_Whatif: <http://whatif.es/>



## HOW TO CHANGE THE LOGIC

**bikes**  
to connect and to improve existing bike lanes, creating a network of bike sharing

**buses**  
to organize feeder buses lines connected to high capacity buses 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

## BUSINESS AND ENGINEERING IDEAS

**BHmob** business  

 Fare integration between multiple modes of transport through a smart charging card system: *BHmob*. As much as one person uses *BHmob* to access transport system (bikes, buses, subways and stations parking lots), the cheaper his fare gets.  
 inspiration: ID 120

**Diversity of uses at subway stations** business  

 Shops and services at subway stations turns it more attractive as it minimize the time people use the public transport. A profit percentage from them is used as investments to improve the public transport.

**Instant traffic information** engineering  

 Information system that analyzes the instant traffic and shows the best routes to the users of public transport and the closest bike renting spots. Interactive screens on stations, smartphones apps and sms info make it more dynamic and simple to access the information.  
 inspiration: ID 99

**High capacity transport** engineering  

 The high capacity transport - North-South line - reduces the individual transport. The solution minimizes occupation area and execution difficulties, like monorail or surface transport. The urban operation is financed by a public-private partnership.  
 inspiration: ID 66 | ID 242

**Urban toll** business  

 Urban toll zone in the hypercentral area, discouraging the use of cars. The money collected from the urban toll can be reverted to the discounts given by *BHmob* to its users.

**Low capacity transport** engineering  

 For the feeder system we propose small capacity vehicles, that can connect suburbs and small neighborhoods to the high capacity lines. They should fit in the narrower streets and also have sustainable energy sources.

**Information technology** business  

 Other proposals can be developed based on people feedback about mobility situation. This feedback can be given by the use of applications like *Whatif*, "a digital tool designed to promote urban participatory and collective processes facilitating consultation, exploration and visualization of a great variety of data".

## HOW TO CONNECT WHAT'S THERE

**bikes <> bus**  
bike renting spots close to buses stops

**subway <> bikes**  
bikeparking 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