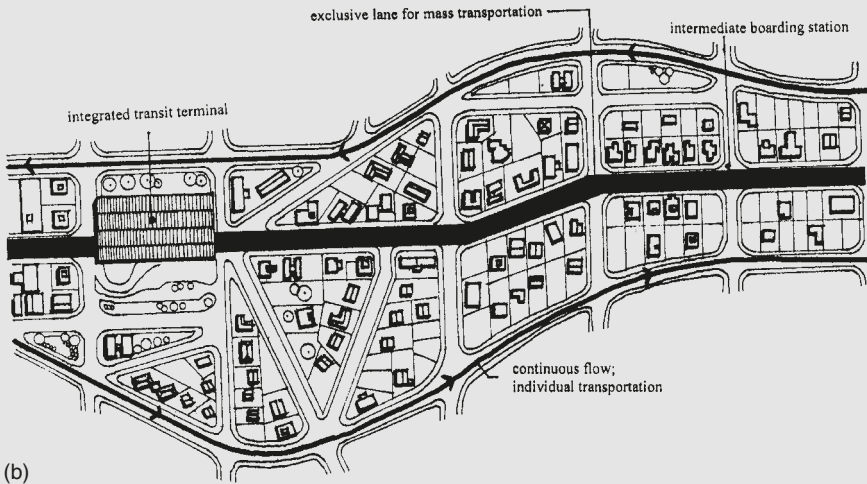


Drawing adapted from various sources by Thanong Poonteearakul



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Figure 10.9 The transportation infrastructure in Curitiba. (a) A conceptual diagram of a transfer terminal and (b) the trinary traffic system in the structural avenues.

that have transformed the city. How was this end achieved?

The Institute for Research and Urban Planning of Curitiba (IPPUC) was formed in 1966 to implement the master plan. Zoning laws were passed to increase the density in

areas of the city linked to transportation and a public works programme was initiated. During the early 1970s the structural avenues were developed with Federal Government funding. The major transit line began to operate in 1974. The industrial development