



Courtesy of Vicente del Rio

Figure 10.11 A tubular bus station.

between 1965 and the end of the twentieth century. In the first place, the power elite rallied around specific schemes. Secondly, the media wholeheartedly supported the work and widely disseminated images of proposed schemes. Thirdly, the lower-income groups could see clear, if small, material gains. In combination these three factors proved to be powerful forces ably harnessed at the mayoral level. The leadership of Mayor Jaime Lerner was particularly important in establishing the transit system in the early 1970s and overseeing the planning process. Despite these achievements, today all is not well.

Over the last decade, the planning process in Curitiba has run into problems. The basic issue is that the citizenry has not been actively involved in the decisions that affect their lives. The middle classes have been favoured. There has been little that celebrates the plurality of views (although recently ethnic memorials have been erected in the city). Many politicians and a diversity

of citizens groups are calling for change. The question now being asked is: 'How do we move ahead?' The city can rest on its laurels, but in a few years its infrastructure will start to decay and what has been achieved will be largely forgotten. New ways will have to be devised to develop the city's competitive advantage over its rivals.

Major references

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