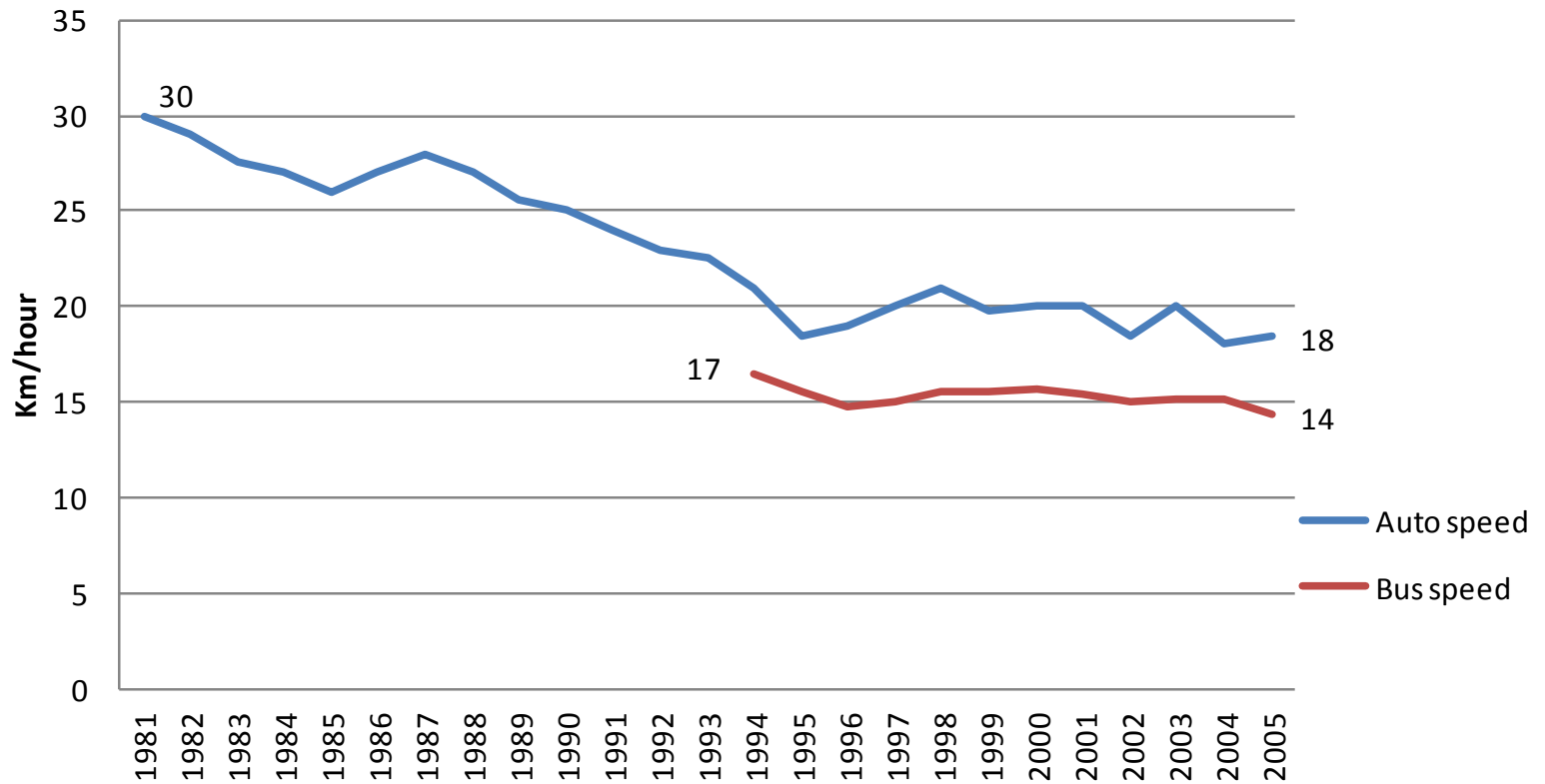
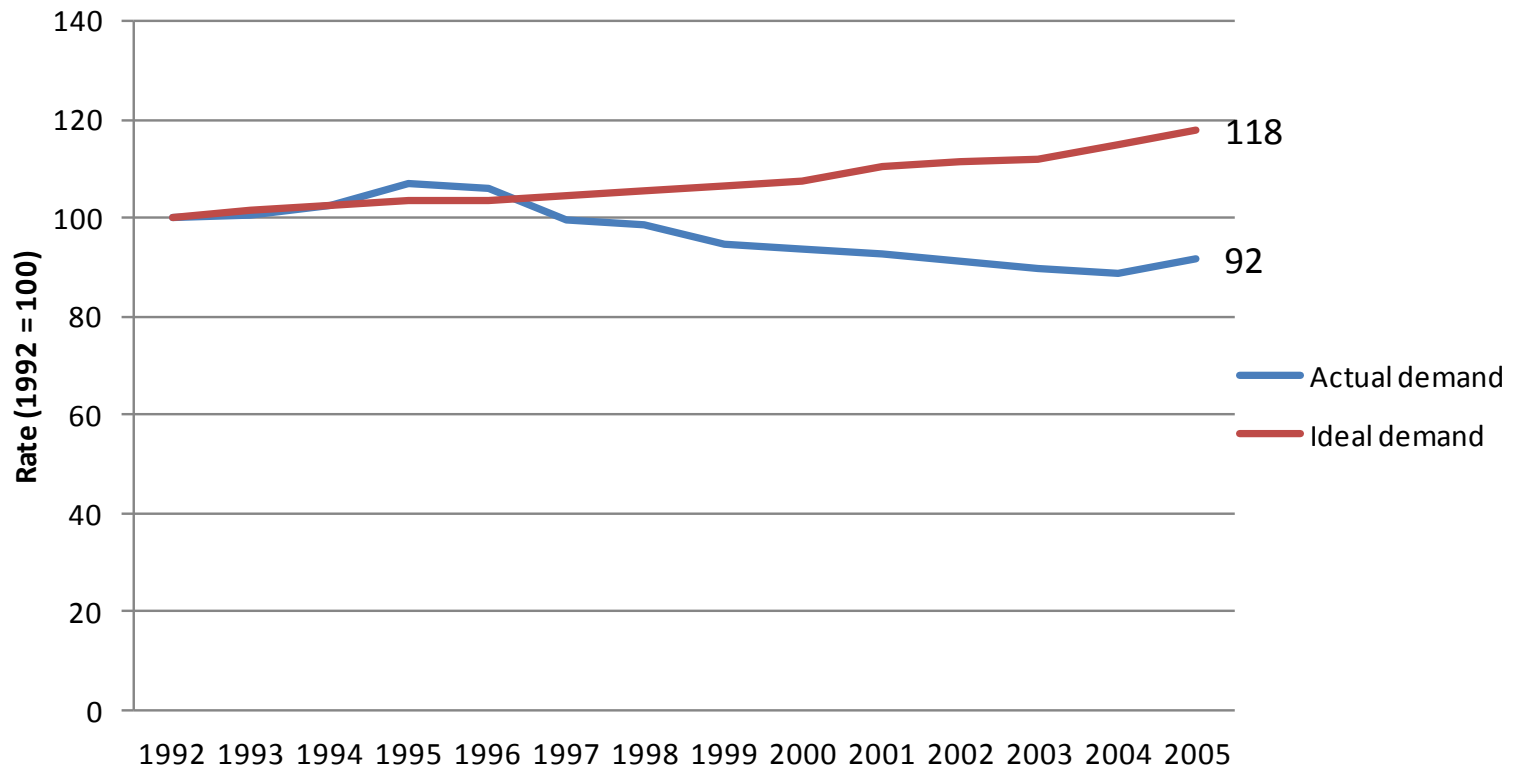


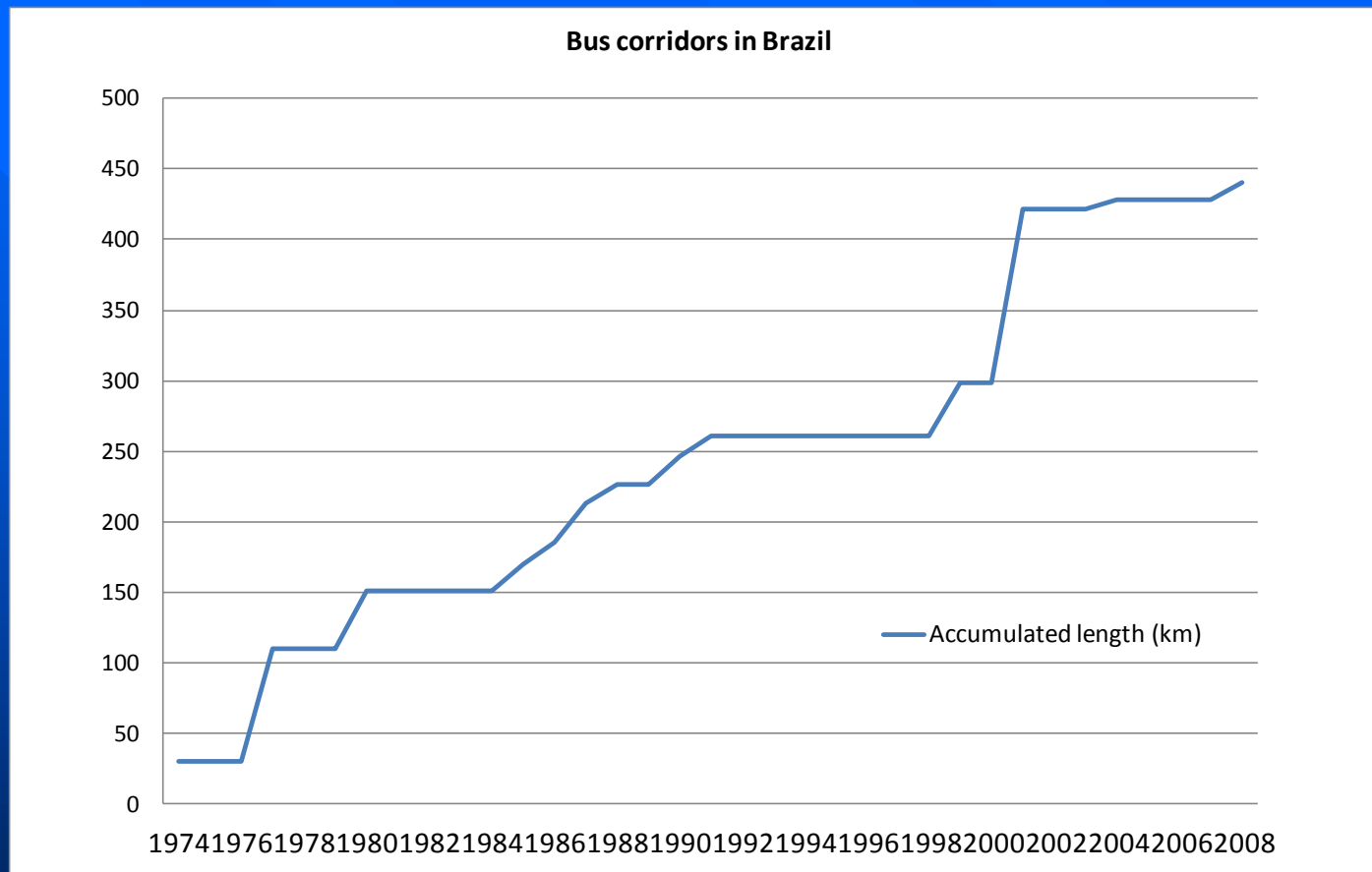
São Paulo: Who cares about buses?

Automobile and bus speeds, São Paulo



Bus passenger demand, Large cities in Brazil

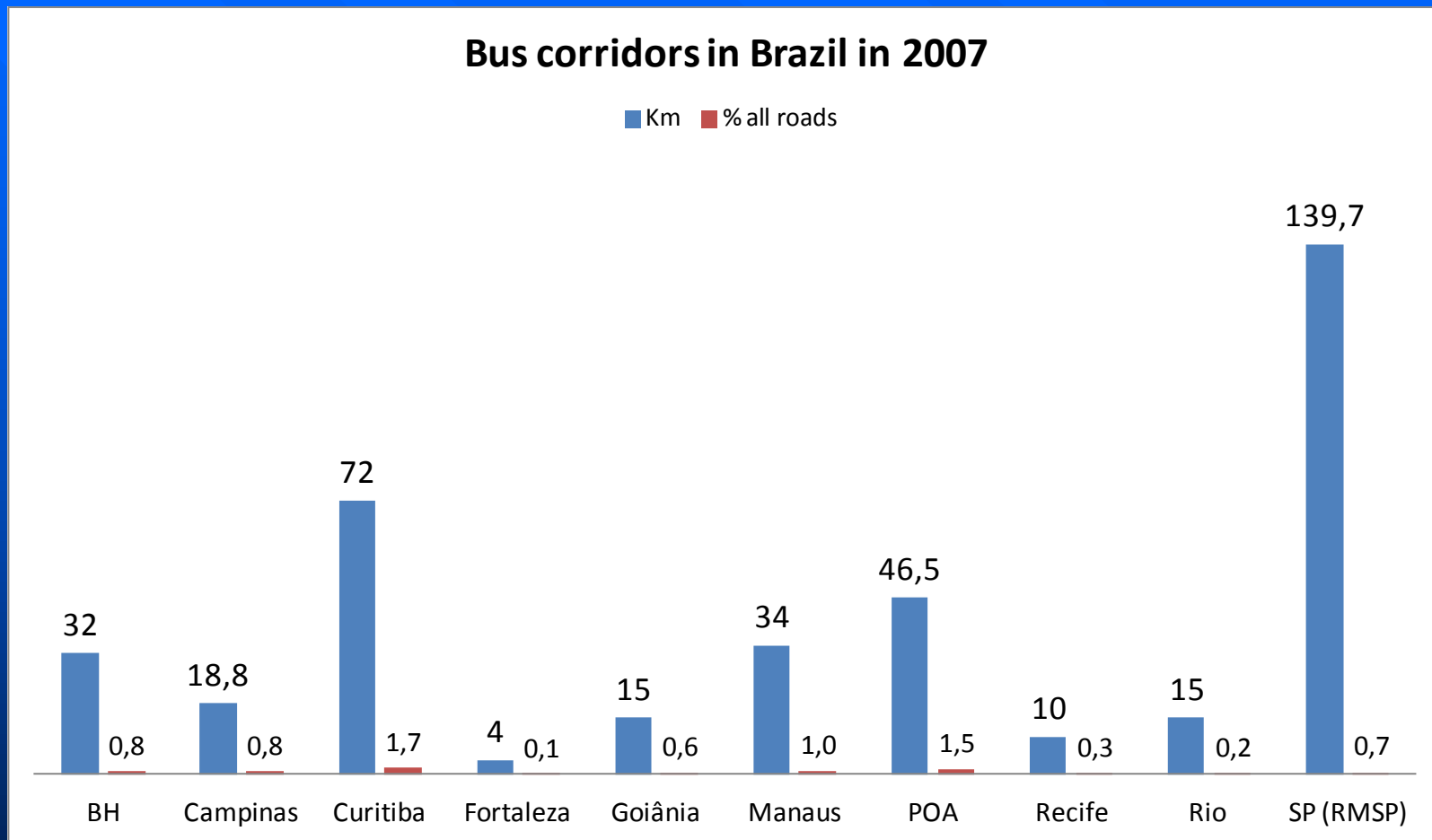




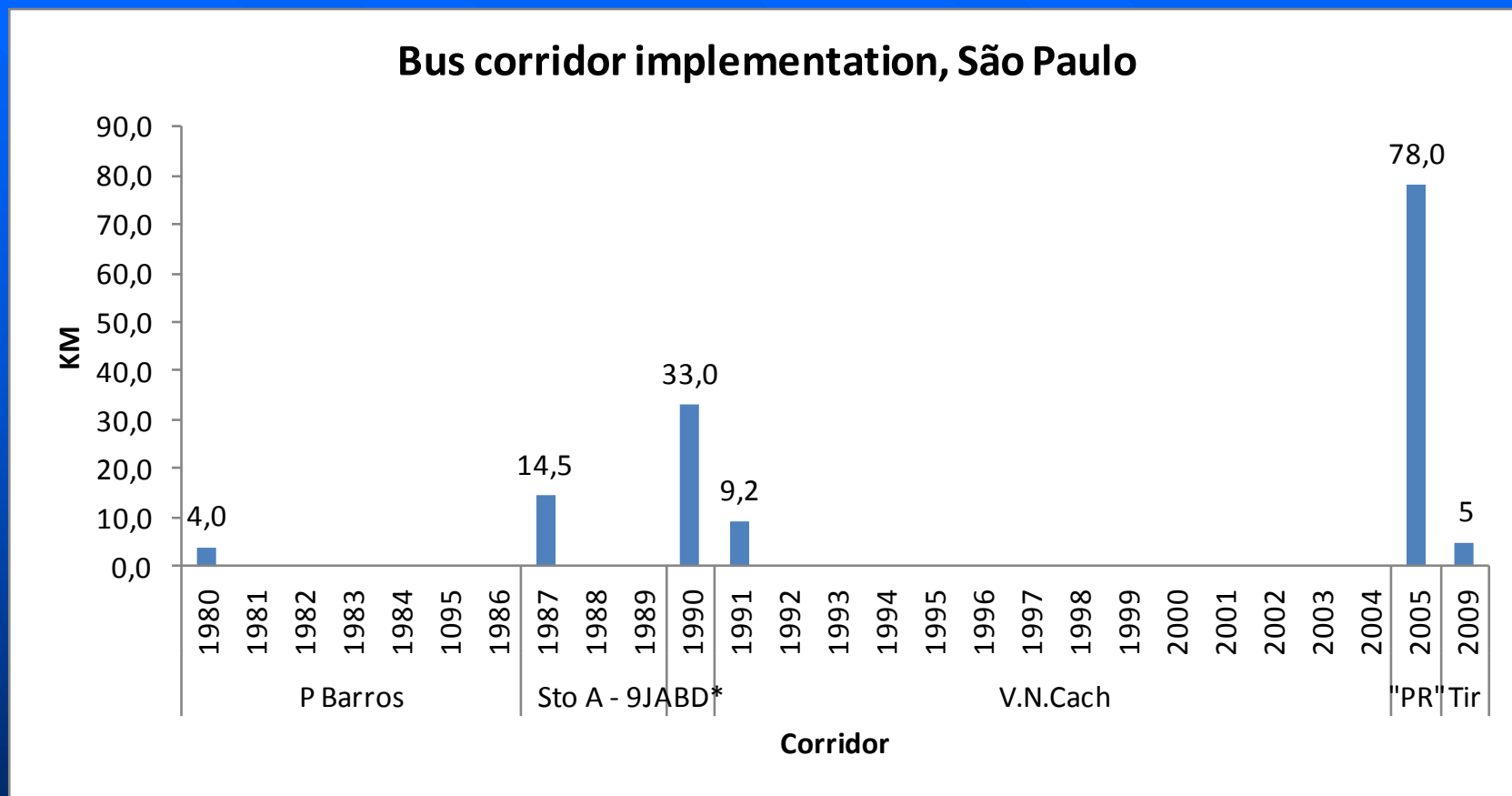
1975-1980: new corridors appear in face of the energy crisis, funded by federal level

2000-2005: new corridors concentrate in São Paulo (local decision) but unfinished

Final conclusion: Brazil never had a policy for bus priority on roads



Spatial coverage: < 1% of available roads



Total in 2005: 139 km

All single-lane corridors, all-stop lines, internal payment, low speeds

Only one “light BRT”: ABD* corridor (serving four cities in metropolitan area)

Visions

Local government	City is complex and buses have to share problems
Auto drivers	“Buses are slow and obstruct traffic”
Taxi drivers	The same as the auto drivers
Bus users	Complain, but have no power to change
Bus owners	Never put real pressure (profitability is high)
Employers	Same vision of the auto users until 1990's, then began to realize it would not work
Environmental NGOs	Propose major improvements but have no power
Media	“Explore” the congestion issue or propose changes