

Proposed Project Summary for Public Disclosure

Project Name	Curitiba's Bus Rapid Transit Rideability Improvement Project
Country	Brazil
Sector	Transportation
Concept Approval Date	3 July 2020
Total Project Cost	USD 93.75 million
Proposed Loan Amount	USD 75 million
Borrower	Municipality of Curitiba; The Government of Brazil will provide sovereign guarantee.
Implementation Agency	Municipality of Curitiba
Project Context	The Municipality of Curitiba is the capital of the state of Paraná, located in the Southern region of Brazil, with an estimated population of 1.9 million. Curitiba's BRT system is known as an example of efficient public transportation model which has been replicated by many cities in Brazil and throughout South America. However, in order to address Curitiba metropolitan region's growing needs for transportation infrastructure and respond to other pressing demands related to climate change, CO2 emission, technology and passenger behavioral change, the BRT's network is continuously going through improvements. Currently, challenges remain in the BRT's line-sharing corridors, which have caused a reduction in operational speeds and consequently contributed to a reduction on number of users.
Project Objective	To prioritize public transportation and discourage the use of individual transportation, thus improving socio-economic conditions through increased mobility, optimization, expansion and requalification of the public transportation infrastructure.

<p>Project Description</p>	<p>The components of the Curitiba's Bus Rapid Transit Rideability Improvement Project, include:</p> <ul style="list-style-type: none">i) Lane Restructuring: Pavement improvements with passing lanes in the corridors, Greenroads® certification, traffic signal priority, signs, landscaping, accessibility, station improvements with intermodal integration (micromobility) and implementation of the Safe System as part of Curitiba's Vida no Trânsito (Road Safety) Program.ii) East-West Corridors: 66 bus stops over an extension of 22.5 km of concrete pavement, where ten stations will have merge-and-go and 23 stations drive-thru passing lanes. An additional 10.2 km of an external feeder network will go through pavement restructuring.iii) South Corridor: 26 bus stops over an extension of 7.5 km. Concrete pavement will only be applied to the city block where the station is located. There will be nine stations with merge-and-go and four station with drive-thru passing lanes.iii) Bus Terminals: Out of the four bus terminals in the Project, two of the operating bus terminals will go through infrastructure improvements, one reconstructed (at the same location) and one to be re-built at another location to support the integration of the East-West Corridor.
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