

CRITICAL ANALYSIS OF SHARED STREETS, CONCRETE INTERVENTIONS AND PUBLIC ART IN SALVADOR, BAHIA

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ABSTRACT

The article performs a critical analysis of shared streets, urban interventions with concrete and public art in Salvador, Bahia, exploring how these elements interact in the configuration and development of the city. In Salvador, the concept of shared streets seeks to harmonize the coexistence between pedestrians, cyclists and vehicles, but faces challenges such as the lack of adequate infrastructure and cultural resistance. The extensive use of concrete in urban interventions, although durable and economical, has contributed to the creation of inhospitable urban spaces and the loss of the city's cultural identity. On the other hand, community public art, such as murals and graffiti, has been a form of resistance and reintegration of local identity into urban spaces, although often without proper institutional support. The study refers to the thinking of Milton Santos and other theorists to understand the dynamics of public spaces and the need for urban requalification that respects local cultural and environmental characteristics. A literature review and comparative analysis of studies were used as a methodology. Thus, a reflection and criticism are made regarding these interventions and an alert about the type of street and its context.

Keywords: Criticism. Shared Streets. Public art.

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1 INTRODUCTION

The city of Salvador, known for its rich cultural and historical heritage, has seen an increase in discussions about the importance of shared streets, the use of concrete in urban interventions, and community-developed public art. These elements play distinct but interconnected roles in the configuration of urban space, contributing both to the development of the city and to social inclusion.

Shared streets, a concept that has gained ground in Salvador, represent an attempt to reconcile the flow of vehicles with the coexistence of pedestrians and cyclists. These spaces are designed to reduce segregation between different types of users, promoting greater social cohesion. However, in Salvador, the implementation of this concept has faced significant challenges. The lack of adequate infrastructure, poor urban planning and cultural resistance to sharing space are obstacles that limit the success of these initiatives. In addition, the absence of continuous maintenance and the lack of awareness among the population compromise the effectiveness of shared streets in promoting a more inclusive and safe environment.

At the same time, the use of concrete in urban interventions has been a recurring choice in the city's public works. Although this material is widely used for its durability and cost-effectiveness, its excessive application has resulted in the creation of cold and inhospitable urban spaces. The standardization of concrete interventions often disregards local cultural and environmental characteristics, leading to the decharacterization of historically significant areas. In Salvador, where colonial architecture and cultural heritage are distinctive marks, the indiscriminate use of concrete can result in the loss of local identity and the alienation of communities, who find themselves removed from a space that should be theirs.

Public and urban art made by the community emerges as a response to this homogenization of urban space. In Salvador, several community groups have mobilized to create murals, graffiti and art installations that reflect local identity and promote the appropriation of public space by citizens. This form of cultural intervention not only beautifies the city but also strengthens social bonds and a sense of belonging. However, the lack of institutional support and official recognition often marginalizes these initiatives, relegating them to a secondary role in urban planning.

The bibliographic research methodology adopted for this study used several academic and reference search sites, including Google Scholar, ResearchGate, Academia.edu and Scopus, to ensure the comprehensiveness and accuracy of the sources. A total of 65 relevant references to the theme were found, of which 10 were repeated among

the sites. After selection and analysis, 20 specific references were used in the bibliographic list, chosen for their direct relevance to the study.

The publication period of the analyzed references ranged from 1988 to 2019, with a special focus on articles and books published between 2008 and 2019. This interval was chosen to ensure that the research incorporates both the classical theoretical foundations and the most recent contributions on the subject.

Selecting recent references is crucial for capturing the latest trends and debates in the field, while including older sources offers a solid foundation of historical and theoretical knowledge. The keywords used in the search included "Portuguese stones", "Brazilian architecture", "shared streets", "urban interventions", "public art" and "gentrification", ensuring the inclusion of the main publications and studies on the subject.

2 THEORETICAL FRAMEWORK

2.1 CONCEPTUALIZATION OF URBAN PUBLIC SPACE AND ITS TYPOLOGIES

Milton Santos, a renowned Brazilian geographer, offers a broad and multifaceted view of public space. In his works, he approaches public space from various perspectives that reflect its dynamic and interactive characteristics.

Space as a product of social and economic relations. For him, space is not a neutral or fixed entity, but a result of the social interactions and practices that take place within it. Space is shaped by human activities and power relations, reflecting inequalities and changes in society. He emphasizes that the configuration of space is a social construction that continuously transforms as social needs and relations evolve.

Santos explores the relationship between space and time, highlighting how transformations in space are influenced by historical and social processes. He argues that space should be understood not only as a physical location, but also as an ever-changing element due to temporal factors. The practices and functions of space evolve over time, reflecting transformations in economic, political, and social conditions.

Another important perspective in Santos' work is the relationship between space and experience. It looks at how individuals experience and perceive space, and how these experiences influence the way space is used and valued. Santos believes that people's everyday experience shapes their perception of public space and, consequently, the way space is organized and used. The space is seen as a stage for social and cultural interactions (figure 01), where individual and collective experiences unfold.

Figure 01 - Streets as a stage for social interactions.



Source: G1. Decorated street in Macaíba, in Greater Natal.

Figure 02 - Streets in the neighborhoods of Bom Juá and Federação decorated by residents.



Source: Alo, Alo, Bahia. 2018.

These perspectives offer a rich and complex understanding of public space, considering it as a dynamic social product, interrelated with time and shaped by the experiences of individuals (figure 02). This approach helps to better understand the transformations and challenges faced by public spaces in contemporary cities. To understand the concept of space, it is necessary to consider the effects of urban processes and the transformations that have occurred over time, involving aspects such as form, function and structure, which are fundamental to the organization of space (Santos, 1985).

Bouças (2015) argues that space, as a social product, is in a continuous process of transformation according to needs. Santos (1986, p. 38) points out: "[...] *in the movements of the social totality, modifying the relations between the components of society, altering processes and inciting functions*", and space is the result of economic, political, social, cultural or historical impulses of society.

Given that space is constantly changing due to the production process and the public-private relationship, it is crucial to understand what characterizes "public" space in contrast to "private" space. Bouças (2015) and Santos (1985) reveal that private space was historically conceived to distinguish privileges in a society, while public space is considered as something under everyone's observation. Thus, the public space is a place of socialization, while the private space is a place of more reserved and particularized relationships.

Local public life must promote collectivity. Lynch (1987) and Alex (2008) describe five dimensions necessary for the construction of adequate public environments, highlighting the normative emphasis, the physical form of the city and the participatory process, as shown in chart 01, below:

Table 01 - Proposal for dimensions of public space

1. Presence	It is the right of access to a place. Without it, use and action would not be possible.
2. Use and action	They refer to people's abilities to use space.
3. Appropriation	Users take possession of the place, symbolically or in fact.
4. Modification	It is the right to change a space to facilitate its use
5. Disposition	It is the possibility of getting rid of a public space.

Source: Alex, 2008/ Adapted by the author.

The essential success of public space depends on these five dimensions, as well as on the proper maintenance of these spaces. All authors agree that access is a primordial condition for the use of public space, as summarized by Alex (2008) in three types:

Table 02 - Types of access for appropriation in public space.

1. Physical Access	It refers to the absence of spatial and architectural barriers (buildings, plants, urban equipment, etc.) to enter and leave a place.
2. Visual Access	Defines the quality of the user's first contact, even at a distance, with the place. For example, a street-level plaza, visible from all sidewalks, informs users of the location and is therefore more conducive to use.
3. Symbolic or social access	It refers to the presence of signs, subtle or ostensible, that suggest acceptance or segregation of people to the place.

Source: Alex, 2008/ Adapted by the author

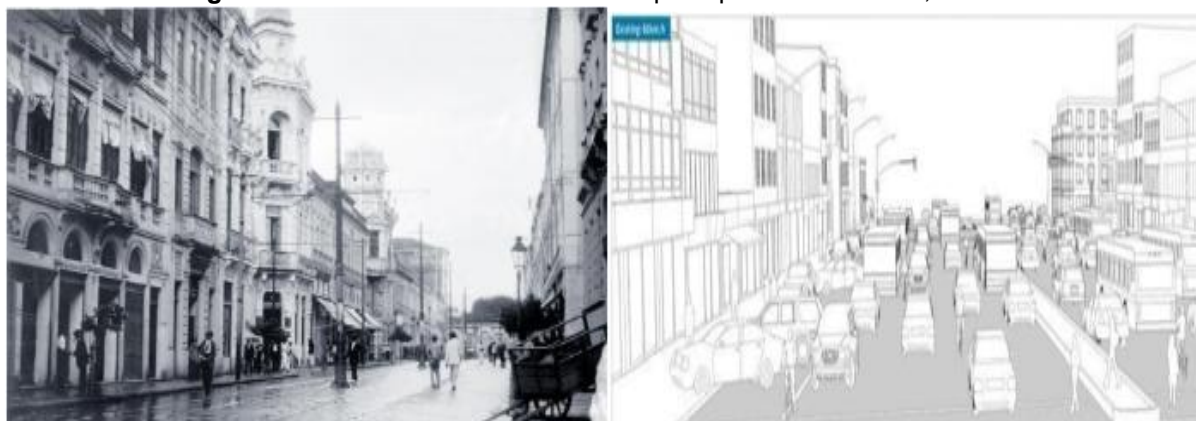
These three types of access are key to ensuring that public space is truly functional and benefits the community.

According to Kevin Lynch (1997), urban public spaces are those that provide individuals with freedom of choice and spontaneous actions. They constitute an infrastructure system that can significantly impact the quality of life in cities.

2.2 PARADIGM SHIFT REGARDING PUBLIC SPACES AND CURRENT URBAN TRANSFORMATIONS

Mendonça (2007) observes that changes in the appropriation of public space can lead to the restructuring of space, allowing greater flexibility in its use. However, historical facts show that the streets were already far from the reality of pedestrians. With the consolidation of the capitalist mode of production and the consumption of industrial products, the scenario of individuals' relations changed. What used to occur in open places, such as socializing, shopping and leisure, began to be directed to closed and private places, such as shopping malls, promoting the valorization of the privatization of life (see figure 03).

Figure 03 – Relations of individuals in open spaces – Salvador, 1890.



Source: ANOTA BAHIA - Historical Itinerary of Bahia. Photography: Rafael Dantas, 2020 and GLOBAL DESIGNING CITIES INITIATIVE.

With the change in the socialization cycle and in public and private values, there was the abandonment of free spaces such as squares and parks. The streets were designed for vehicles, generating conflicts between the circulation of cars and people and compromising safety. Over time, the saturation of cars and high maintenance costs made these roads unsustainable, leading to the appreciation of pedestrians from the second half of the twentieth century. Urban interventions, such as the requalification of public spaces and sustainable mobility projects, have improved the quality of life, reduced the carbon footprint, promoted social integration and stimulated the local economy. Thus, valuing public space is essential to create more resilient and adaptable cities.

Figure 04 – Pedestrian and vehicle conflicts on the sidewalks.



Source: Mobilize.Org, 2015.

Such factors listed above are part of a harmful cycle that generates environmental problems, high costs for public health, and increased global temperature, among others. In parallel, in Europe and Brazil, the vitalization of public spaces and their traditional functions began with the hygienist movement – a movement concerned with the healthiness of cities – which began the practices of renovation, requalification, revitalization and rehabilitation of urban spaces.

Tanscheit (2017) differentiates these practices, stating that they have different results in the urban area. According to her, revitalization deals with the recovery of space or construction; renovation involves changing the use, either by replacing or rebuilding the space; requalification gives a new function while improving the appearance; and rehabilitation refers to restoration without changing function. New projects can be used as tools for urban interventions that seek to solve problems identified in cities, as Silva (2011) states:

“... Urban requalification is considered a priority axis in urban interventions, enabling an operationalization in the physical and social fabric, that is, it allows (re)creation of a new aesthetic according to the existing design of a city. The requalification also allows a revitalization of the oldest areas of the cities, which correspond to the historic centers and which are at risk of decay, abandonment and degradation. However, urban requalification cannot be limited only to the historic center, but also to adjacent areas subject to human intervention. In this sense, the concept of urban requalification has constantly evolved due to the current problems in the urban space.”

For the urban requalification action with the objective of valuing public space and promoting cities, both Brazilian and international, the concepts of Traffic Calming and Shared Space were applied. Both concepts highlight all the modes present in the urban fabric, evidencing an interaction between them. Traffic calming methods include two main

categories: (a) measures to reduce the speed of vehicles and (b) measures to create an environment that induces prudent driving (BHTRANS, 2013).

To effect the transformation of the circulation areas of cities into more welcoming, safe and equitable spaces, traffic calming measures aim to: promote greater road safety, reducing the frequency of accidents and reducing the speed of vehicles; improve environmental conditions through the recovery of degraded public spaces; and create qualified spaces for the circulation of pedestrians and bicycle users.

The demand for more pedestrian-friendly cities reflects an interesting diversity of uses, which provides social and economic benefits, according to Jacobs (2011). The concept of Shared Space is a European cooperation project that aims to develop, at regional, national and, eventually, European levels, new policies for the design of public spaces (BHTRANS, 2013).

According to Tella and Amado (2016), the elements that structure shared streets – an extension of the concept of shared space to urban streets – are widely variable, depending on the objectives to be achieved. The most common criteria in the proposals for this type of street, identified in figure 10, are:

Chart 6 - Criteria most used in the evaluation of shared streets.

1. Tratamento da Superfície	Padrões definidos e tratamentos diversos das superfícies são utilizados para gerar indicações visuais e hápticas aos usuários, identificando que o contexto urbano mudou. Geralmente utiliza-se uma mesma cor e textura para demarcar a área de um espaço compartilhado.
2. Nível entre a Calçada e a via	Reduz-se a altura das calçadas para estimular os pedestres e circularem livremente através de toda a rua, ao invés de restringir sua mobilidade a caminhos isolados e diferenciados.
3. Entradas e Saídas	É de grande importância que a transição ou entrada/saída desde uma rua ou espaço “comum” esteja claramente demarcado para alertar os condutores que estão entrando em um novo e diferente contexto urbano, caracterizado por condutas distintas.
4. Balizas	As balizas geralmente são instaladas nas frentes das casas para prevenir a intrusão veicular, tanto no trânsito como no estacionamento em espaços não permitidos.
5. Iluminação para a circulação de pedestres	Para escala de pedestres sugere-se uma iluminação tênue que promova condutas tranquilas e amenas. Em certas ocasiões propõe-se o uso de luz branca para melhorar a visibilidade das características próprias dos pisos distintivos.
6. Mobiliário Urbano, praças e brincadeiras para crianças	A instalação desses elementos promove o uso comunitário dos espaços compartilhados e favorece a graduação da apropriação e cuidados deles. Estas instalações também ajudam a interromper as viagens lineares, reforçando o compromisso dos condutores ao novo contexto.
7. Arborização Urbana e jardins comunitários	A arborização das ruas ou espaços compartilhados geram os mesmos benefícios que a instalação de mobiliário, além de favorecer a integração da paisagem urbana com a rua e gerar benefícios em termos ambientais.
8. Estacionamento	A oferta de espaços para estacionamento geralmente é delimitada e os mesmos costumam estar claramente conformados por diferentes padrões que indiquem o uso do espaço.
9. Arte Pública	A arte é um elemento opcional, mas que pode ser uma forte distinção para os espaços compartilhados. Os artistas locais costumam contribuir para desenhar os signs, portais e superficiais.

Source: Plataforma Arquitectura, 2016.

Figure 05 - Criteria most used in the evaluation of shared streets



SOURCE: WRICIDADES.ORG, 2015. Prepared by the author, 2024.

The concept of Shared Street, according to Mendonça (2010), has gained importance in Brazil, proposing the transformation of urban roads into safer and more integrated spaces for vehicles and pedestrians. The adoption of this model can improve the quality of urban public spaces, combat congestion and pollution problems, and promote social interaction.

However, when it comes to public art, present in murals, sculptures and performances, it plays a vital role in urban life by democratizing access to culture and transforming everyday spaces into places of encounter and reflection. It goes beyond aesthetics, acting as a means of collective expression and resistance, where different voices can be heard and local stories preserved.

These artistic manifestations in the public space create opportunities for social interaction, turning streets, squares and parks into stages of coexistence and cultural exchange. They also have a significant impact on urban revitalization, requalifying degraded areas and promoting a sense of belonging and pride among residents.

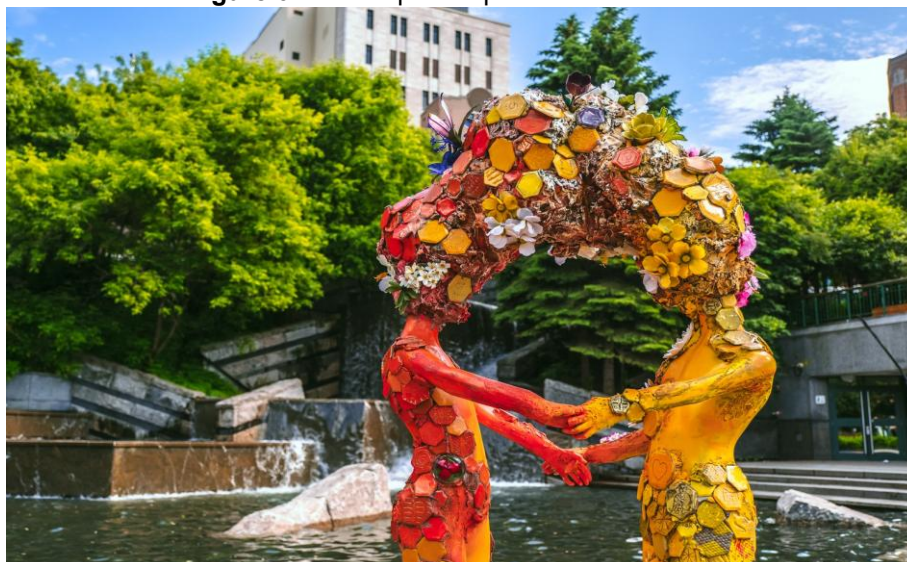
Figure 06 - Examples of public art in streets - Selaron Staircase, Rio de Janeiro, Brazil. Work by Jorge Selaron inaugurated in 2013.



Source: Toda Matéria.

In essence, public art in urban space is a transformative force that not only enriches the experience of cities, but also strengthens social cohesion and collective identity, contributing to the development of more inclusive and culturally rich communities.

Figure 07 - Examples of public art in streets.



Source: Stéphane Bourgeois. 2024.

3 REFLECTION ON NEW CONCEPTS OF STREETS EXECUTED AS A PROJECT URBAN REQUALIFICATION IN THE CITY OF SALVADOR, BAHIA

The Urban-Environmental Requalification Program of Salvador's Waterfront began in 2013, as part of the management plans of the municipal administration at that time. The initiative arose in response to the lack of urban organization that compromises the well-being of residents and visitors to the region, evident, for example, in the problems caused by the intense flow of vehicles.

The urban intervention arose in the context of the hosting of major world events — the Confederations Cup in 2013, the FIFA World Cup in 2014 and the 2016 Olympic Games — which required an increase in infrastructure proportional to the "host city" standard.

According to Silva (2019), the requalification of space is occasionally used as an instrument of 'urban marketing', a strategy to promote the city both nationally and internationally. The beautification works are used not only to enhance the urban public space, but also to move the economy, bring benefits to the city and improve the self-esteem of the population, in addition to giving visibility to the achievements and promoting the actions of the city hall.

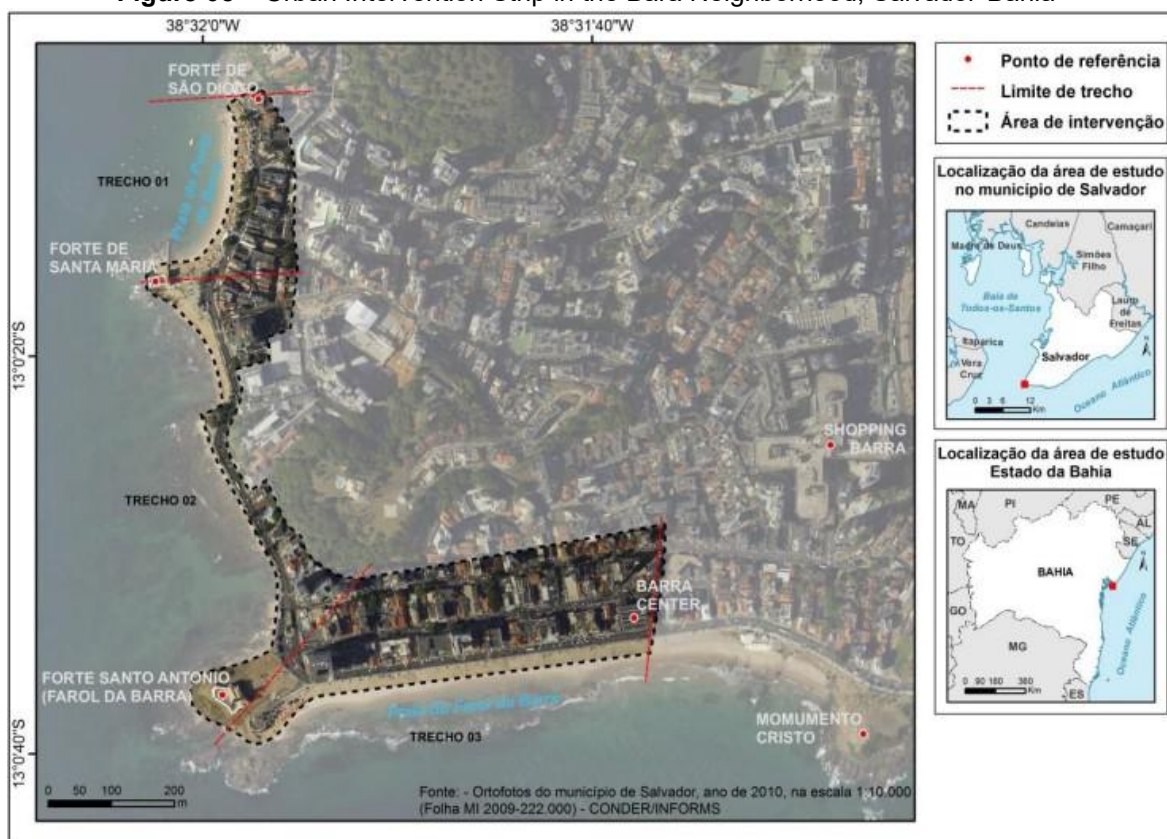
The city of Salvador released a document with the strategies of the first term of Mayor Antônio Carlos Magalhães Neto (2012-2016), addressing ten categories of intervention:

education, health, social justice, business environment, tourism and culture, mobility, urban environment, public order, management for delivery and balance of accounts (Prefeitura de Salvador, 2013).

This study focuses on the category of urban environment, which presents urban requalification as a strategic initiative, proposing the rehabilitation of public areas with interventions aimed at environmental enhancement, improvement of urban space, revision of landscaping, restructuring of mobility — including sustainable urban mobility —, improvement of sidewalks for pedestrians and cyclists, and revision of urban equipment and furniture (Souza, 2017; Prefeitura de Salvador, 2013).

The first implementation of a shared street in Salvador took place in the Barra neighborhood. Located in the extreme south of the city, the neighborhood of Barra is predominantly occupied by a more economically privileged population compared to other neighborhoods in Salvador (IBGE, 2010). The neighborhood is famous for hosting the largest street party in the world, the Salvador carnival, and also for being the stage for various cultural and social events.

Figure 08 – Urban Intervention Strip in the Barra Neighborhood, Salvador-Bahia



Source: Silva, 2019.

Figure 09 – Urban Requalification of Barra – Shared Streets (before and after)



Source: Author's collection, 2021.

This street features a standardized and differentiated surface treatment to provide visual cues; uses interlocking concrete blocks; reduces the importance of sidewalks to encourage pedestrians to move freely throughout the street, with all modes of transport at the same level, being separated only by speed limiters, beacons and landscaping; and includes the presence of urban furniture and trees that allow the appropriation of space. In addition, there are strategic parking locations and building facades facing the street.

Figure 10 - Representation of Shared Street in Barra, Salvador, Bahia



SOURCE: Google Images, 2023.

Shared streets have been used as instruments of urban requalification, providing quality and beautification of cities, reversing the priority of vehicles to people. They can be applied to various street classifications, whether residential, commercial or mixed.

Urban intervention through the concept of shared street, which began in Europe and was adapted by other countries as a solution for beautifying and valuing cities, ended up

also becoming a product of political marketing. However, it is pertinent to question whether Brazilian urban planners have the capacity to develop projects that meet local needs in a more incisive way and with a deeper understanding of the local context?

All solutions are welcome. Many meetings with architects and urban planners from all over the world have contributed with new technologies to promote the right to the city. Sampaio (1999) counters that critical theory signals the deliberate separation between theoretical and practical reflection. Architecture and urbanism produced in urban environments must be confronted, especially when the solutions do not fit the local context in relation to the global one.

For example, it can be stated that hunger is a global problem, as evidenced by surveys conducted in various countries. However, it cannot be said that the street design elaborated for European countries is directly applicable to Brazilian streets, as the laws and contexts are different in both places.

The interventions bring many improvements and innovations to the public spaces of Brazilian cities. However, it is important to highlight, in a critical way, some points about these interventions.

The first observation refers to the climate: while in England, the Netherlands and Germany temperatures can reach 4°C during the day and 2°C at night, in Brazil, especially in tropical cities such as Salvador, temperatures vary between 12°C and 32°C. A shared or complete street proposal that uses cementitious and asphalt surfaces can add value to the environment, contributing to local thermal discomfort. In Brazil, this can make the use of public space unfeasible, with temperatures reaching 52°C at noon.

To improve the thermal comfort of Rua Compartilhada da Barra, the insertion of natural shading along the road, along with water mirrors or fountains, would be beneficial to increase the permanence of people on the street.

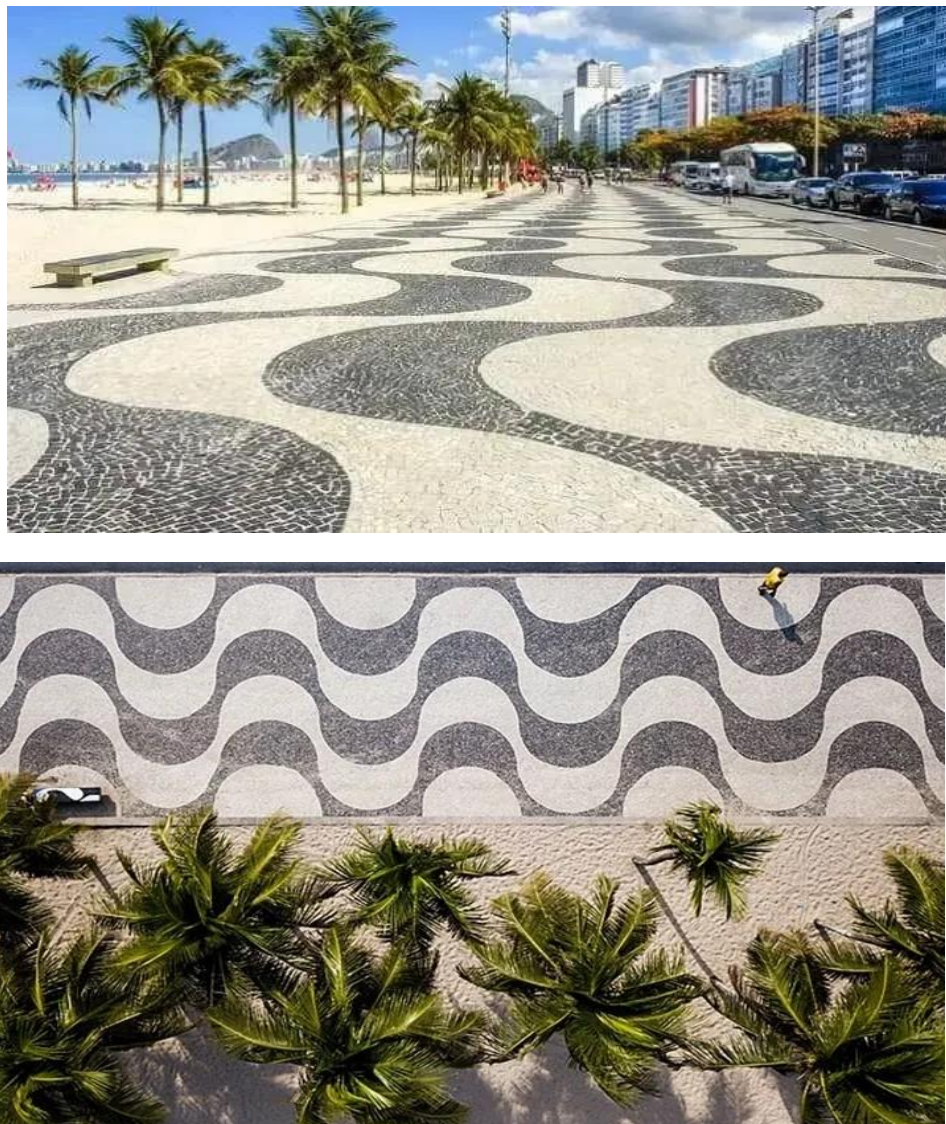
3.1 SHARED STREET INTERVENTIONS AND THE FLOOR PAGINATION SCALE, AMONG OTHER ATTRIBUTIONS

In the contemporary urban context, shared street interventions have been widely promoted as solutions to improve mobility and quality of life in urban centers. However, these interventions have also been criticized for serving as tools for real estate speculation. The introduction of new pavements and sidewalks, often accompanied by a discourse of urban revitalization, can result in the appreciation of real estate in the region, leading to an increase in the cost of living and the consequent process of gentrification.

A notable aspect of these interventions is the scale at which sidewalk floor paginations are designed. In many cases, these paginations are designed to be appreciated from a bird's-eye perspective, such as the view from the upper floors of buildings, and not necessarily for the experience of those walking the streets. This phenomenon can be observed in different cities, where the design of the floor is planned on a large scale, prioritizing an aesthetic vision that meets the interests of investors and high-end residents, to the detriment of everyday usability for pedestrians.

This contrast is particularly evident when we compare these new interventions with the traditional use of Portuguese stones, an architectural element popularized by Bahian architects. Portuguese stones are known for their shapes and designs that are best appreciated as one walks on them, enhancing the experience of the passerby.

Figure 11 - Sidewalk in Portuguese Stones - Rio de Janeiro, RJ and top view of the sidewalk



Source: O Povo newspaper.

On the other hand, the new floor layouts, developed with scales that can only be fully understood from a view from above, reflect a shift in focus: from the public and collective experience to the private and speculative valorization of space.

Figure 13 - Shared street in Barra, 2023.



Source: Sidney Quintela, 2013.

Thus, these interventions of shared streets, by prioritizing a design scale aimed at the visualization of the residents of the apartments, end up subverting the social function of the sidewalks, transforming the public space into another instrument of real estate appreciation. The criticism of this practice lies in the disconnection between the pedestrian's daily experience and the speculative objective, which aims at the appreciation of space as a financial asset, and not as a living and dynamic element of the city.

Another point that is worth noting is that the guidelines regarding the application of requalification for Brazilian streets do not follow the rules of European streets, there is a contradiction: in shared streets there should be no separators or delimiters of spaces, which is not seen in shared streets in the city of Salvador, Bahia, and may lead to intervention only as an urban requalification and not a shared street, losing its design and conceptual value.

Public art plays a key role in valuing urban spaces and promoting social and cultural interactions, especially in a city rich in history and diversity like Salvador. Artistic manifestations in the streets and other public spaces are a powerful form of collective expression, reflecting the cultural identity and resistance of the population.

Figure 14 - Drawings of the faces of Bahian artists made by graffiti artists on a wall become an attraction in the Barra neighborhood, in Salvador.



Photo: Alan Tiago Alves/G1, 2018.

In addition, public art in Salvador acts as an agent of urban revitalization. By occupying spaces that were previously marginalized, these manifestations resignify the use of public space, promoting safety and social inclusion. The constant presence of art on the streets encourages people to interact with the city in a more active and conscious way, creating community bonds and encouraging respect for cultural heritage.

In short, public art in Salvador is a vector of social and cultural transformation, which values urban spaces and strengthens socialization networks. It celebrates the city's unique identity while promoting inclusivity, diversity, and peaceful coexistence in its public spaces.

4 DISCUSSIONS AND RESULTS

An ideal shared street for the city of Salvador should be conceived as an urban space that integrates different modes of mobility—pedestrians, cyclists, and vehicles—promoting the coexistence and safety of all users. Given Salvador's tropical climate, rich cultural heritage, and social diversity, it is critical that the design of this street is inclusive, flexible, and deeply connected to the city's cultural identity.

The planning of a shared street must prioritize inclusion and universal accessibility. Well-marked crosswalks and bike lanes are essential to guide the flow of traffic harmoniously, while ramps, tactile floors, and visual and audible signage ensure safe access for people with reduced mobility and visual impairments. In addition, urban furniture, such as benches, trash cans, drinking fountains and shade areas, must be strategically distributed to offer comfort and encourage the permanence and coexistence of citizens.

A distinctive feature of this shared street in Salvador would be its integration with the local cultural identity. Urban art, such as community murals and other forms of artistic expression, can beautify the space, reflecting the city's vibrant culture and history. This approach strengthens the community's sense of belonging, while preserving and valuing the city's architectural and historical heritage. Incorporating traditional elements into urban design not only respects Salvador's cultural heritage, but also enriches the experience of street users.

In a city with a tropical climate like Salvador, the presence of green areas and afforestation are crucial for thermal comfort and quality of life. The planting of native trees along the street creates green corridors that offer natural shade and rest spaces, integrated into small squares or pocket parks. In addition, the implementation of sustainable solutions, such as filter gardens and permeable paving, helps to manage rainwater, preventing flooding and promoting environmental sustainability.

The safety of pedestrians and cyclists is another priority in the design of a shared street. Measures such as reducing the speed of vehicles, through speed bumps and raised pavement at intersections, must be implemented to protect vulnerable users. Efficient street lighting, such as the use of LEDs, is also essential to ensure visibility and safety at night, contributing to a more welcoming and safe urban environment.

For a shared street to be vibrant and used continuously by the community, it is important that it includes spaces for community activities and support for local commerce. Areas for events, street markets and cultural presentations can transform the street into a meeting point, promoting socialization and interaction among residents. Encouraging the installation of small businesses and services, such as cafes, handicraft stores and restaurants, also strengthens the local economy and enriches the experience of visitors.

Community participation in the planning process is essential to the success of a shared street. Public consultations, collaborative design workshops, and other methods of citizen participation ensure that residents' needs and wants are met, resulting in a public space that truly reflects the values and expectations of the local community.

Finally, the shared street must be well connected with the public transport system, facilitating access to bus and metro stations and creating an integrated and efficient mobility network. This not only expands users' travel options, but also reinforces the idea of a more accessible and connected city.

The inclusion of public art and cultural manifestations, as elements of attraction and permanence, adds value to the shared street, making it not just a corridor of passage, but a destination in itself, where community life flourishes and local culture is celebrated. Thus,

the shared street in Salvador would become an example of sustainable and inclusive urbanism, where mobility, culture and coexistence go hand in hand.

An ideal shared street in Salvador, therefore, would be much more than just a transit space; It would be a living and dynamic environment, which values the local culture, promotes social inclusion and prioritizes the well-being of its inhabitants. It would serve as an example of how public space can be used to improve the quality of urban life, while respecting and preserving the unique character of the city.

5 FINAL CONSIDERATIONS

The article analyzed the urban interventions of shared streets, the use of concrete in public works and public art in Salvador, Bahia, highlighting how these elements influence the configuration of urban space and social inclusion in the city.

First, shared streets in Salvador represent a positive attempt to integrate pedestrians, cyclists and vehicles, promoting greater social cohesion and safety on the roads. However, the challenges faced, such as lack of adequate infrastructure, poor urban planning, and cultural resistance, limit the effectiveness of these initiatives. The absence of ongoing maintenance and the lack of public awareness compromise the transformative potential of these interventions. It is essential that there is a more robust commitment to the maintenance and education of the population to ensure that shared streets really fulfill their function of promoting a more inclusive and safe urban environment.

Regarding the use of concrete, the analysis reveals that, although the material is durable and economical, its excessive use in urban interventions has contributed to the creation of inhospitable and decontextualized spaces. In a city like Salvador, which has a rich cultural and architectural heritage, the predominance of concrete can lead to the decharacterization of historic areas and the alienation of local communities. Urban interventions must therefore consider the cultural and environmental context more deeply, seeking a harmonization between modernity and local heritage.

Public art developed by the community emerges as a vital response to the homogenization of urban spaces. In Salvador, the production of murals, graffiti and art installations has promoted the appropriation of public space by citizens, reflecting local identity and strengthening social ties. However, the lack of institutional support and limited recognition of these initiatives can marginalize these cultural contributions. The promotion of public policies that value and integrate community art into urban planning is essential to ensure that cultural diversity is preserved and celebrated.

Finally, the critical analysis highlights that urban interventions, including shared streets and the use of concrete, must be adapted to the specific context of Salvador. The city's social diversity, tropical climate, and rich cultural heritage require customized urban solutions that respect and value these characteristics. In addition, urban practices must balance the desire for modernization with the need to preserve and promote local identity.

The success of urban interventions in Salvador depends on a more holistic approach that takes into account the specific needs and characteristics of the city. A joint effort between authorities, urban planners, architects and the community is needed to create solutions that truly integrate the city and promote a more inclusive, sustainable and culturally rich urban environment. The continuous evolution of urban practices in Salvador should focus on creating spaces that meet both contemporary demands and the cultural and historical value of the city, thus ensuring urban development that is both innovative and respectful of local traditions.

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