

**A REFLECTION AND CRITIQUE ON THE TRANSFORMATIONS OF THE
PUBLIC SPACE OF THE CITY OF SALVADOR, BAHIA: SHARED STREETS
AND COMPLETE STREETS AS URBAN INTERVENTION**

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ABSTRACT

The public space intended for the circulation, socialization, coexistence and permanence of pedestrians. In it, as a social product, it is under a continuous process of transformation at every need. The use of vehicles in cities changed the cycle of socialization and the transformations of public and private values, as well as contributed to the emptying and abandonment of public space (squares, parks and gardens), streets began to be shaped on an automobile scale, generating conflict between the circulation of vehicles and people and safety on public roads. On the other hand, due to these factors, the concepts of Shared space, traffic calming, shared streets, complete streets and others as urban interventions emerged. This article addresses the reflection on the transformations of the public space of the city of Salvador, conceptualizing them, presenting their characteristics, challenges, criticisms, in addition to addressing the theory of the normative approach. A literature review and comparative data analysis were used as a methodology. Therefore, a reflection and a critique are made regarding these interventions and an alert about the types of streets and their context.

Keywords: Public Space. Shared Streets. Complete Streets.

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1 INTRODUCTION

The public space intended for the circulation, socialization, coexistence and permanence of pedestrians in the city. In addition to this actor, we have private, public and sustainable transport that, together with squares, parks, gardens and a set of infrastructure, stages urban public life

For Lynch (1997), urban public open spaces are all those that give individuals the opportunity to free choice and spontaneous actions, for example, streets, squares, parks, sidewalks, beaches, boulevards, among others. In other words, an infrastructure system that can have an impact on the quality of life of a city. However, previous facts show that it has already been out of the reality of pedestrians.

At the end of the nineteenth century, with the advent of the industrial revolution, the consolidation of the capitalist mode of production and the consumption of industrial products, the scenario of individuals' relations changed. What used to happen in open places (socializing, shopping and leisure), goes to private closed places, such as shopping malls, inducing the valorization of the privatization of life.

Consequently, with the change in the socialization cycle and the transformations of public and private values, there was the emptying and abandonment of public space (squares, parks and gardens), and the streets began to be shaped on an automobile scale, generating conflict between the circulation of vehicles, the circulation of people and safety on public roads.

In the long run, the concept of the street focused on vehicles has become unsustainable due to some factors, such as: the saturation of vehicles in the urban fabric; the cost of sustaining this model on public roads in the medium and long term; the appeal in recent decades to quality of life; concern for public health; respect for the environment; air pollution; concern with non-renewable resources and the origin of sustainable development in the urban environment, generated the crisis in mobility by automobiles and the application of the concept of valuing the pedestrian in cities in the mid-twentieth century.

On the other hand, the concepts of Shared space, traffic calming, shared streets and complete streets, among others, emerged. So, what are their contributions to the appreciation of public space and pedestrians?

The study was divided into three theoretical parts. In the first stage, it is a literature review on the subject, composing the theoretical framework of the work. For this, research platforms such as Scopus, UFBA Repository, Researchgate, and Scielo were used, which have a database for the proposed theme. The search for scientific documents is based on terms in both Portuguese and English in order to obtain a significant number of national and international journals. The terms

searched were: 'Streets', 'Public Spaces', "Shared Streets", "Complete Streets", "Complete streets". The documents were separated according to the following aspects: year, journal title, author, institution of origin, country, subject area and quantity. The filter of the periodicals was made based on subjects that were close to the theme, Shared Streets and Complete Streets.

In the second stage, a study is made on the transformations and typologies of public space, identification of basic elements of a street, definitions, characteristics, criteria, challenges, types, benefits and examples of shared streets and complete streets. And finally, an approach was produced regarding Shared Streets and Complete Streets of the city of Salvador, Bahia, having as a starting element, its conceptual and applicative basis, expanding the range of public spaces in the city.

2 THEORETICAL FRAMEWORK

2.1 CONCEPTUALIZATION OF URBAN PUBLIC SPACE AND ITS TYPOLOGIES

To understand what space is, one must be aware of the effects of urban processes and the transformations that occur over time, whether due to form, function and structure as fundamental elements for the organization of space (Santos, 1985).

With regard to form, it can be considered as a configuration, that is, it tends to be constituted by something visible, materialized or it can also be as something that determines or conditions matter (Sampaio, 1999).

For Bouças (2015), space as a social product is under a continuous process of transformation with each need, as Santos (1986, p38) points out, "[...] in the movements of the social totality, modifying the relations between the components of society, alter processes and incite functions", whether by economic, political, social, cultural or historical impulses and is the result of what society produces.

Considering that space is constantly changing due to the production process and the existing public-private relationship, it is worthwhile to understand what a "public" space is, as opposed to the "private" space. According to authors such as Sennet (1993), Arendt (2007), Bouças (2015) and Santos (1985) regarding the historicity of meanings, the private was granted to distinguish privileges in a society and the public, considered as something that was under the observation of all, therefore, the public space is a place of socialization and the private space, a place of exchange of more reserved relationships, particularized. Local public life must promote collectivity. Lynch (1987) and Alex (2008) describe five dimensions for the construction of adequate public environments, giving normative emphasis, emphasis on the physical form of the city and its 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 the maintenance of these spaces for their proper use. All authors agree on access as a primary 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 the users on the site and hence it is more conducive to use.
3. Symbolic Access or social	It refers to the presence of signs, subtle or overt, that suggest acceptance or segregation of people to the place.

Source: Alex, 2008/ Adapted by the author

In the conception of public space, in addition to the idea of freedom and equity, the presence of individuals is necessary and there must be a distinction between the public space (Figure 01) and the private space (Figure 02, that is, what refers to the public and private domains, as highlighted by Ling (2017). Regarding this relationship, both spaces encompass different applications, identified in table 03:

Figures 01 and 02 – Public Space and Private Space



Source: WriBrasil, Pinerest adapted by the author.

Table 03 - Different applications between public and private space

Espaço Público	Espaço Privado
Priorização de pequenas intervenções em vez de grandes obras	Otimização e potencialização do uso do solo urbano
Potencialização de pequenas praças	Zoneamento entre atividades residenciais e comerciais
Uniformização e municipalização das calçadas	Exigência de recuos/afastamentos obrigatórios
Criação de espaços compartilhados	Implementação de incentivos à fachada ativa em edifícios já construídos
Eliminação de vagas de estacionamento gratuito	Exigência de vagas de estacionamento
Plano cicloviário integrado	Limites de altura para novas construções.
Reformulação das concessões de transporte público	Aprovação de projetos
Incorporação do transporte alternativo à rede municipal	Regularização fundiária.
Implantação de taxa de congestionamento	Espaço Adquirido por capital

Source: Ling, 2017/ Adapted by the author.

According to Sun (2008), public space takes on countless shapes and sizes, ranging from the sidewalk to the landscape seen from the window of buildings. This space encompasses places designated or designed for everyday use, whose simplest forms are known as streets, squares, parks and leisure areas (see table 04).

Table 04 - Typologies of public spaces according to the traditional, contemporary and modern periods
Typologies of public spaces according to traditional, contemporary and modern periods

Category	Typology	Concepts	Examples/ Descriptions
Traditional	Squares	Green area, which has the main function of leisure. A square may not even be a green area when it does not have one vegetation and is waterproofed.	Central, symbolic – civic, corporate, market, neighborhood, square and square-park.
	Urban Parks	It is a green area with an ecological, aesthetic and leisure function, however with a greater extension than public squares and gardens	National, metropolitan, central, sports, thematic, road channel protection, parking, cemetery and place.
	Streets	A utilitarian place, fundamental for mobility and physical structuring. It limits the public from the private and provides natural lighting and ventilation. Place of spontaneous meeting.	Highway, Avenue, Local Access, Sidewalk/Path, Pedestrian
	Free Spaces	Set of urban outdoor spaces intended for pedestrians for rest, walking, sports and, in general, recreation and entertainment in your leisure time.	Sports courts, soccer fields, leisure areas, kiosks and entertainment.
	Public Garden	It is a free space characterized by the presence of plants and/or artifacts of different nature, aiming primarily at the contemplation and rest in the urban environment.	Public Gardens, central medians.
Contemporary	Indoor Public Space	Framed/confined between several buildings and equipment with certain levels of control, which fulfill public functions for the population.	Atriums, building courtyards, private clubs, residential common areas, churches, theaters, houses of worship or community, heritage buildings, recreation centers, and centers Commercial.
	Informal Space	Spontaneous use of another space, due to the non-existence or precarious design conditions of traditional spaces	Stairs, corridors/walkways, shutters, street corners, streets, bus stops, public transport, urban voids or sectors of other public spaces, car parks, wide

sidewalks, tree leftovers,
vacant lots,
residual spaces, etc.

SOURCE: MORA, 2009; FERNANDES, 2012; NACTO, 2016; LIMA ET AL, 1984; LLARDENT (1982). PREPARED BY THE AUTHORS.

For Lynch (1997), urban public spaces are all those that give individuals the opportunity to free choice and spontaneous actions. In other words, an infrastructure system that can have an impact on the quality of life of a city.

2.2 PARADIGM SHIFT REGARDING PUBLIC SPACES AND CURRENT URBAN TRANSFORMATIONS

For Mendonça (2007), changes in the appropriation of public space can result in restructuring of space, generating the possibility of flexibility of use. However, previous facts show that the street was once out of the reality of pedestrians.

With the consolidation of the capitalist mode of production and the consumption of industrial products, the scenario of individuals' relations changes. What occurred in open places (socializing, shopping and leisure) – see figure 25, are directed to private closed places, such as shopping malls, inducing the valorization of the privatization of life (see figure 03).

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



Source: <https://anotabahia.com/coluna-roteiro-historico-da-bahia-por-rafael-dantas-5/>. 2020.

Consequently, with the change in the socialization cycle and the transformations of public and private values, there was the emptying and abandonment of free spaces (squares, parks and gardens). The streets began to be shaped on an automobile scale, generating conflict between the circulation of vehicles, the circulation of people and safety on public roads.

Figure 04 – Representation of the streets facing vehicles.



Source: NACTO Urban Street Design Guide Overview

With the change to this paradigm, the concept of *woonerf* or streets to live (Sampapé, 2017) emerges, specifically in the Netherlands (see figure 05), whose objective was to value the pedestrian, reversing the priority previously proposed in the nineteenth century. green areas, parking regulations and a recreation area, such as a speed barrier where vehicles could circulate fluidly, ensuring the safe circulation of pedestrians. This model became popular in the Netherlands due to the qualification of public spaces as scenarios for socialization.

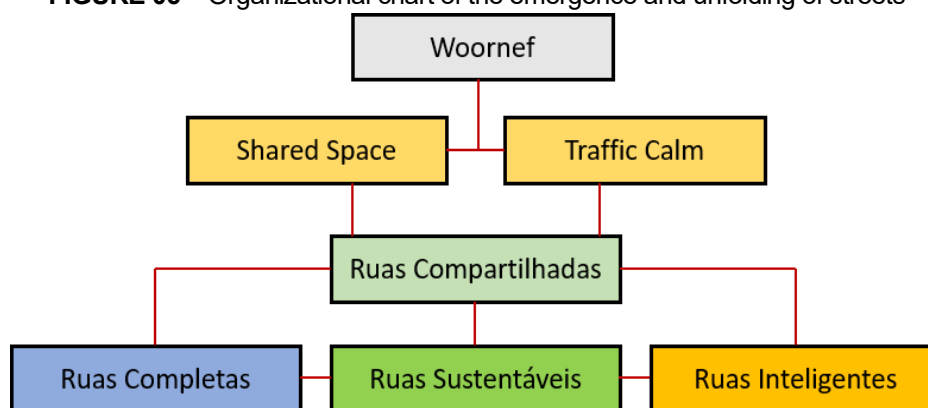
FIGURE 05 - Representation of Convivial Streets or Woonerf Concept - Netherlands



SOURCE: [HTTP://HISTORICPCA.BLOGSPOT.COM.BR/2015/08/NEWTTHINKINGIS-NEEDEDINURBANPLANNING.HTML](http://HISTORICPCA.BLOGSPOT.COM.BR/2015/08/NEWTTHINKINGIS-NEEDEDINURBANPLANNING.HTML)

Consequently, the concept of *woonerf* gave rise to other concepts such as: Shared space, traffic calm, shared streets, complete streets, sustainable and intelligent streets (figure 06) - but the last two concepts will not be presented in depth - in order to further value the safe space for pedestrians as well as the adoption of sustainable urban mobility.

FIGURE 06 – Organizational chart of the emergence and unfolding of streets



SOURCE: Prepared by the author, 2021.

TABLE 05 | Typologies of public spaces according to traditional, contemporary and modern periods

Modern	Traffic Calm	A general policy of transport which includes, in addition to the reduction of average speed in the built-up areas, a great incentive to pedestrian traffic, while cycling, transport public and renewal urban. (Hass-Klau, 1990)	Ripples; Platforms; Pads; Plateau; Sound Systems; Road narrowings Roundabouts Reduction of the radius of gyrus; Closing Way; Change of coating Spaces Shared Afforestation/vegetation Optical width.
	Spaces / Street Shared	Shared Space - expression in English, which means "Shared Space". It is the conception of a traffic in which they circulate pedestrians, automobiles, bicycles and other types of vehicles, without the use of Devices signage and Planning.	A careful design which modifies the spaces and makes visible its social function and urban; Use of Paving furniture and landscaping especially Selected
	Complete Streets	There is hierarchization modes of transport being that the street is divided equally to all modes.	Egalitarian space for pedestrians, cyclists, Vehicles and the like

SOURCE: MORA, 2009; FERNANDES, 2012; NACTO, 2016; LIMA ET AL, 1984; LLARDENT (1982).
PREPARED BY THE AUTHORS.

2.3 URBAN TRANSFORMATIONS AND THE ACTION OF URBAN REQUALIFICATION WITH THE INTENTION OF VALUING PUBLIC SPACE

Over time, urban roads focused on vehicles proved to be unsustainable due to several factors, including: the saturation of vehicles in the urban fabric; the cost of sustaining this model on public roads in the medium and long term; concern for public health; air pollution that implies climate change; the appeal in recent decades to urban environmental quality; the concern with non-renewable resources and the planet's carrying capacity, given the magnitude of the resulting environmental impacts. The crisis in mobility generated by the prioritization of the automobile model led to the construction of the notion of valuing the pedestrian in cities in the mid-twentieth century.

Figure 07 – Pedestrian and vehicle conflicts on the sidewalks.



Source: Mobilize.Org, 2015.

Such factors listed above are part of a harmful cycle that generate environmental problems, high costs for public health, increase in global temperature and the like.

In parallel, in Europe and Brazil, the proposal for the vitality of public spaces and their traditional functions began with the hygienist movement – a movement concerned with the healthiness of cities – initiating the practices of renovation, requalification, revitalization and rehabilitation of urban spaces.

Tanscheit (2017) differentiates such practices and states that they have different results in the urban area. For her, revitalization is about recovering the space or construction; renovation, it is about changing the use either by replacing or rebuilding the space; reskilling, gives a new function while improving the appearance; and rehabilitation, it is about restoring, but without changing the function. New projects can be used as tools for urban intervention practices that seek to solve the problems found within 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)creating 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 channel its interventions only to the historic centre, but also to the areas surrounding it and which are 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 intention of valuing public space and promoting the city, both Brazilian and worldwide, the concepts of Traffic Calm and Shared Space were applied. Both concepts highlight all the modes that are present in the urban fabric, evidencing one mode for the other. Traffic calming methods are measures that have two categories: (a) to reduce the speed of vehicles; and (b) to create an environment that induces a prudent way of driving (BHTRANS, 2013).

For an effective transformation of the circulation areas of cities into more welcoming, safe and equitable spaces, traffic calming measures have the following main objectives: to promote greater road safety, which hopes to reduce the frequency of accidents, reduce vehicle speeds; as well as improving environmental conditions through the recovery of degraded public spaces and, finally, the creation of qualified spaces for the circulation of pedestrians and bicycle users.

Figure 8 and 9 – Shared Space and Speed Reduction Measures, respectively.



Source: (BHTRANS, 2013).

The demand for pedestrian cities consists of an interesting diversity of uses that provide social and economic returns, Jacobs (2011). Shared Space is a European

cooperation project that aims to develop, at regional, national, and eventually European levels, a new policy for designing public spaces (BHTRANS, 2013).

According to Tella and Amado (2016), the **elements that structure shared streets** – the unfolding of shared space into shared street occurs when the intervention is made in urban streets – are vehemently variable due to the objective that is intended to be achieved. Therefore, the criteria most used in the proposals for this type of street and identified according to the representation in figure 10 are:

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

1. Surface Treatment	Defined patterns and diverse surface treatments are used to generate visual and haptic indications to users, identifying that the urban context has changed. Usually the same color is used and texture to demarcate the area of a shared space.
2. Level between the Sidewalk and the road	The height of the sidewalks is reduced to encourage pedestrians to circulate freely throughout the street, instead of restricting their mobility to isolated and differentiated paths.
3. Inputs and Outputs	It is of great importance that the transition or entry/exit from a street or "common" space is clearly demarcated to alert drivers that they are entering a new and different urban context, characterized by different behaviors.
4. Beacons	Beacons are usually installed in front of houses to prevent vehicular intrusion, both in traffic and in parking lots in spaces not allowed.
5. Pedestrian Traffic Lighting	For pedestrian scales, dim lighting is suggested to promote quiet and mild behavior. On certain occasions, the use of white light is proposed to improve the visibility of the characteristics of the distinctive floors.
6. Urban furniture, squares and games for children	The installation of these elements promotes the community use of shared spaces and favors the graduation of their appropriation and care. These facilities also help to interrupt travel linear channels, reinforcing the commitment of drivers to the new context.
7. Urban Afforestation and Community Gardens	The afforestation of streets or shared spaces generates the same benefits as the installation of furniture, in addition to favoring the integration of the urban landscape with the street and generating benefits in environmental terms.
8. Parking	The supply of parking spaces is usually delimited and they are usually clearly conformed by different standards that indicate the use of the space.
9. Public Art	Art is an optional element, but one that can be a strong distinction for shared spaces. Local artists usually contribute to drawing the signs, portals and surfaces.

SOURCE: ARCHIDAILY, 2016/ ADAPTED BY THE AUTHOR.

FIGURE 10 - Criteria most used in the evaluation of shared streets



SOURCE: WRICIDADES.ORG, 2015. ADAPTED BY THE AUTHOR.

According to the Global Designing Cities Initiative (2018), shared streets have two types: Commercial shared streets and residential shared streets. In commercial areas, they

can add value to the network of public spaces, adding vitality and commerce-user relationships. And in residential areas, they become extensions of the living areas of the residences, a meeting place and a socializing environment. Formal street environments should be considered in places where there is high movement of people and low movement for vehicles. In general, as for the benefits of sharing the streets, we can mention:

TABLE 7 - Benefits of street sharing

•	They reiterate the basic idea of streets as a public space and favor socialization among children, the elderly and the disabled.
•	Reduces road accidents
•	They do not segregate space, they enhance the hierarchy of roads, generate meeting space and favor sustainable mobility, mainly.
•	They activate the local economy by activating public life by making citizens enjoy and take care of spaces.
•	It increases public safety, increases people's quality of life, creates places of well-being, increases the cultural scenarios of cities and expands the city's public spaces.
•	It increases the time that people stay in the public space, add value to the neighborhood, attract new businesses, offer different products and services.
•	They discourage the use of motor vehicles and encourage other modes of travel, contributing to sustainability, public health and the environment.
•	They reduce traffic and traffic jams, provide a smooth transition to different areas of the city by countering traditional barriers and segregated roads

SOURCE: SAMPAPÉ, 2017 ADAPTED.

Subsequently, the concept of complete streets was born in the United States at the end of the twentieth century, in 1970, through the finding, based on research, that the conventional design of city streets presented inefficient results in terms of attention only to one mode of transport: the vehicle; and the idea of minimizing its negative impacts, such as air pollution and vehicle flow in the urban area. These researches conceived a new function of the street in the city, valuing public space for pedestrians and to claim the initiative of using bicycles in road infrastructure projects (Valença and Santos, 2018).

Complete Streets are those that all people access safely, comfortably and coexistence, regardless of the mode of transport used, with priority being given to the dedication of space on the road and the right of way should be given to the most vulnerable users and the most efficient modes of transport (WRI Brasil, 2017). The project must meet an order of priorities of elements: Walking, cycling, public transport, urban cargo, and finally, individual motorized transport, going against the pyramid in traditional urban design.

The concept of Complete Streets has been used to redesign and revitalize streets and public spaces. It encompasses many approaches to planning, designing, operating roads and rights of way, with all users in mind to make the transport network safer and more efficient, i.e. it aims to democratise public and urban space for the benefit of pedestrians and active

and public transport. Comprehensive street policies are set at the state, regional, and local levels, vary by community context, and are often supported by highway design guidelines.

Therefore, urban interventions can be used to involve basic elements of infrastructure, such as: sidewalks, bike paths, bus lanes, public transport stops, crossing opportunities, crosswalks, refuge islands, elevated crossings, as well as furniture, vegetation, lighting, etc. (Santos, 2017).

The main objectives of complete street projects are:

TABLE 8 - Objectives of the design of complete streets.

●	Support the diversity of land uses, uniting mixed uses, such as residences, shops and services.
●	Engage residents and community groups to understand the neighborhood and its priorities;
●	Respect and respond to the existing uses of each region, as well as planned uses for the future;
●	Respect the scale of constructions and setbacks;
●	Prioritize travel by public transport, on foot and by bicycle;
●	To make the street a place for people to stay and not just pass through.
●	Democratize public space according to the number of existing modes of travel.

SOURCE: WRI BRASIL, 2017.

Regarding the benefits of Complete Streets, we can mention:

TABLE 9 - Benefits of Complete Streets

□	It offers safety to pedestrians and encourages all modes of transport on the road.
□	It brings economic return to commerce due to the stimulation of pedestrian circulation in the place;
□	Incentive to afforestation and, consequently, shading of the roads;
□	They are similar to the guidelines and objectives of the Urban Mobility Plan.

SOURCE: VALENÇA AND SANTOS, 2018.

Figure 11 - Intervention on João Alfredo Street in Porto Alegre.



Source: Archidayli, 2023.

Better streets mean better business and socializing in public spaces. They attract more people and more activity, thereby strengthening both communities, the businesses that serve them, and the city's economy as a whole (NYC DOT, 2017).

Currently, cities have modified the designs of their roads and communities, being designed, in fact, for pedestrians, cyclists, public transport users and others, in order to become safer, healthier streets and places, and expanding public spaces for the community (Obelheiro, 2016).

For the implementation of complete streets, it is essential to consider the socioeconomic and urban context of the places that will be applied and the traffic conditions (Toronto Centre for Active Transportation, 2012), that is, the projects must be adapted to the particular needs and opportunities created by the local context, uses and dimensions of the streets. Among other words, complete streets designate that designs must be adapted to particular needs and opportunities from the local context, uses, dimensions of the streets, as well as resolve conflicting priorities for limited street space in order to achieve the maximum possible inclusivity and aesthetics of standards.

3 REFLECTION ON NEW STREET CONCEPTS EXECUTED AS URBAN REQUALIFICATION PROJECTS IN THE CITY OF SALVADOR, BAHIA

The Urban-Environmental Requalification Program of the Seafront of the city of Salvador began in 2013, composing part of the management plans of the municipal administration for the period. This initiative originated in the absence of sufficient organization of the urban fabric in favor of the well-being of residents and visitors to the region, evident in the problems caused by the flow of vehicles in the region, for example.

The urban intervention takes place in the context of the reception of major world events - the Confederations Cup, in 2013; the FIFA World Cup, in 2014; and the 2016 Olympic Games; which demanded an increase in infrastructure proportional to the "host city" standard.

According to Silva (2019), the requalification of the space is occasionally used as an instrument of 'urban marketing', being a strategy for the promotion of the city at a national and international level. They use beautification works not only to enhance urban public space, but also to move the economy, benefits for the city, improvement of the population's self-esteem; serving to publicize achievements and promote the visibility of the actions of the city hall.

The city of Salvador released a document with the strategies of the first administration of Mayor Antônio Carlos Magalhães Neto (2012-2016), which addresses ten categories of intervention, namely: 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).

The part that fits in this study is the category of urban environment that presents the urban requalification action as a strategic initiative, proposing a rehabilitation of public areas with interventions aimed at environmental enhancement, improvement of urban space, landscaping review, dynamic restructuring of mobility - including sustainable urban mobility - improvement of sidewalks for pedestrians and use of bicycles on public roads, in addition to the revision of urban equipment and furniture (Souza, 2017 and Prefeitura de Salvador, 2013).

The first shared street apparition in the city of Salvador was carried out in the Barra neighborhood. The neighborhood of Barra is located in the extreme south of the city of Salvador and is predominantly occupied by a population with a profile considered economically privileged in comparison with other neighborhoods in Salvador (IBGE, 2010). This neighborhood is the scene of the largest street party in the world, the carnival of Salvador, as well as being the stage for various cultural and social events.

Figure 12 – Urban Intervention Strip in the Barra Neighborhood, Salvador-Bahia



Source: Silva, 2019.

Figure 12.1 – Urban Requalification of Barra – Shared Streets (before and after)



Source: Author's collection, 2021.

This street has a standardized and differentiated surface treatment, to generate visual indications; use of interlocking cement blocks; the importance of sidewalks to stimulate pedestrians to circulate freely throughout the street is reduced, that is, all modes at the same level being separated by speed limiters, beacons and landscaping; presence of urban furniture and trees allowing the appropriation of space; strategic parking locations and building facades facing the street.

Figure 13 - Representation of Shared Street in Barra, Salvador Bahia



SOURCE: Google Images, 2023.

While Miguel Calmon Street, assigned as Complete Street, had its intervention in 2018, this is an important road that connects the lower city to the upper city, in addition to the city's railway suburb. The proposed intervention of Rua Miguel Calmon aimed to recover the vitality of one of the neighborhoods in the historic center of Salvador. The city's historic neighborhoods have a common characteristic: narrow sidewalks that do not support the flow of pedestrians at peak hours and, due to the opening hours of the establishments near the streets, are empty at night and on weekends (Correia and Batista, 2019). Soon the complete street of the neighborhood proposes comfort and safety for walking

The materials used in this mediation were permanent with the help of important bodies that aim at the conservation of the center. The change in the urban design of the neighborhood road with the expansion of sidewalks, narrowing of the road, redefinition of road alignments, radii of curves and asphalt paving, ramps, tactile flooring, creation of rest spaces for pedestrians achieving the proposed objective.

Figure 14 - Complete street in the Comércio neighborhood, Salvador Bahia.



SOURCE: RAFAEL MARTINS/ WRI BRASIL.

Miguel Calmon Street, presented the practice of tactical urbanism for urban interventions, whose objective is to promote changes at low cost and on a micro scale in order to promote access to the city.

Shared streets have served and serve as instruments of urban requalification, giving quality and beautification to cities, reversing the priority of vehicles to people, as well as being used in various street classifications, whether residential, commercial or mixed. As for the complete streets, as well as disciplining users as to the presence of other modes of displacement, democratizing street spaces equally with all existing modes, tactical urbanism practices can be applied in a simple, fast and cheap way in the adoption of new public spaces.

Urban intervention through the concept of shared street, as we have seen, began in Europe and was imported to other countries as a solution for beautification, promotion, appreciation of cities and, consequently, a product of political marketing. But, do Brazilian urban planners not have the capacity to develop projects that meet local needs in a more incisive way and understanding the local context?

All solutions are welcome, many meetings with architects and urban planners from all over the world have contributed with new technologies in order to promote the right to the city. Sampaio (1999), counterpoint that critical theory signals the deliberate separation between theoretical reflection and practices. It is necessary to confront the architecture and urbanism that is produced in urban environments, especially those whose solution concerns a context different from the one experienced in relation to the global. For example, it can be said that hunger is a global problem through research done in all countries, but I cannot say that the street designed for European countries is applicable to Brazilian streets, as different legislation governs in both countries.

The intervention brings many improvements and innovations to the public spaces of Brazilian cities. However, it is worth emphasizing, in a critical way, some points regarding these interventions. The first observation refers to the climate of European countries in relation to Latin American countries, while in England, Holland and Germany, the temperature can reach 4°C during the day and 2°C at night, in Brazil the temperature varies between 12°C and 32°C, a proposal for a shared street and/or complete street using a cementitious and asphalt surface, Respectively, the materials will add to the ambient temperature contributing to local comfort in cold countries; in Brazil, specifically in the tropical city of Bahia, the use of public space may become unfeasible due to the absorption of temperature as well as the material used, which can reach 52°C at noon.

What would corroborate the local thermal comfort of the shared street of Barra would be the insertion of natural shading along the road, followed by water mirrors or fountains,

contributing to the permanence of people on the streets in greater numbers. In relation to complete streets, this shading was maintained, valuing the design proposal.

Tactical urbanism – used to intervene quickly on Miguel Calmon Street – is a way of thinking about urban public spaces seeking to act through a logic in which civil society collaborates with alternatives in the traditional process of design in the urban sphere in response to the absence of public powers in the promotion of this space. It is worth mentioning that the participation of the population in which spaces they would like to receive is taken into account, since the interventions are made by public managers allied to international bodies that work in other countries.

Imported interventions interfere in the local urban dynamics, which are constantly changing according to their needs, as it changes, the context can also undergo transformations. For example, the residents and passers-by of the Barra neighborhood in Salvador had their consolidated dynamics and, with the redesign of the space, many local merchants closed their doors which, for a neighborhood that lives from commerce and tourism is a huge loss, given that, over time the dynamics returned to normality, but not in their completeness.

4 FINAL CONSIDERATIONS

The streets titled as "incomplete" were those that evidenced the vehicles in the cities, everything was focused on the automobile scale, leaving pedestrians on the side of urban roads. There were many conflicts between pedestrians and vehicles, such as vehicles parked on sidewalks, pedestrians without quality sidewalks, without tactile pavement, serious problems related to carbon monoxide, vehicle saturation in the urban fabric; the cost of sustaining this model on public roads in the medium and long term; the appeal in recent decades to quality of life; concern for public health; respect for the environment; air pollution; concern with non-renewable resources and the origin of sustainable development in the urban environment, generated the crisis in mobility by automobiles and the application of the concept of valuing the pedestrian in cities in the mid-twentieth century.

Thus, the applications of the concepts of Shared space and traffic calm influenced the new urban design of streets from automobile to pedestrian scale, giving rise to urban interventions the extension of streets over time.

Shared streets have served and serve as instruments of urban requalification, giving quality and beautification to cities, reversing the priority of vehicles to people, as well as being used in various street classifications, whether residential, commercial or mixed. As for the complete streets, as well as disciplining users as to the presence of other modes of

displacement, democratizing street spaces equally with all existing modes, tactical urbanism practices can be applied in a simple, fast and cheap way in the adoption of new public spaces.

The concepts of shared and complete streets show in which situation to apply such urban interventions in cities and what objectives are intended to be achieved. It also highlights in both situations the appreciation of pedestrians, encompasses all pedestrian profiles, presents improvements in socialization and quality of public space, presence of people on the streets, among other benefits.

However, when intervening a place, one must study its dynamics, its culture, its context, the raw materials available for the insertion of a new public space project. It is always up to the analytical theory to evaluate and recommend improvements to such spaces, and the explanatory theory the role of revealing the real through existing experiences, the new public space. It is recommended to evaluate the public space of shared streets and complete existing streets in the city of Salvador through post-occupation evaluation in order to innovate in new urban transformations and requalifications, something with "the face of Bahia".

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