Asia Society & ULI: “Tomorrow’s Cities Today”

BRT as a mass transit option
Parking, Greenways, Bike Sharing
BRT as a mass transit option

Parking maximums instead of minimums

Greenways & bike sharing
The economics of mass transit

BRT: $1-10 million/km

Metros: $50-220 m / km

Planning and construction time

BRT: 18 - 24 months

Metros: 3 – 30 years
High capacity BRT systems in Bogota and Guangzhou now carry more than most metro systems worldwide.

Passengers per hour per direction:
- Bus: 6000
- Tram: 15000
- Metro: 30000-45000
BRT in Bogota – highest throughput point in the system: only 36m wall-to-wall
Travers BRT station
Asian BRT systems speed and demand comparison. Note that these figures refer to actual maximum passenger demand, not theoretical maximum capacity. All figures are from ITDP field surveys.

<table>
<thead>
<tr>
<th>City</th>
<th>Speed (km/h)</th>
<th>Demand (pass)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chongqing</td>
<td>600</td>
<td>0</td>
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<tr>
<td>Ahmedabad</td>
<td>700</td>
<td>2,900</td>
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<td>Hefei</td>
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<td>Jinan</td>
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<td>Jakarta</td>
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<td>6,300</td>
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<td>Zhengzhou</td>
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<td>Xiamen</td>
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</tr>
<tr>
<td>Seoul</td>
<td>29,500</td>
<td>29,500</td>
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</tbody>
</table>

New ground zero for BRT in Asia? Very high demand may require rail system and elevated track.
BRT-metro-mall connection at Shipaiqiao
Before BRT, in the BRT corridor. Bus stop congestion – bad for all modes
A typical scene at Gangding bus stop before the BRT implementation.
Gangding BRT station, after the BRT implementation
A typical scene at Gangding bus stop before the BRT implementation.
New high density development lines the BRT corridor. Shipaiqiao station includes a metro connection and a connection into the adjoining shopping mall.
3 substops, Gangding station.
3 substops, Tangxia station. Tangxia station has around 8,500 passenger boardings in a single hour during the morning peak. Station access is via a bridge with escalators, and a pedestrian crossing with refuge islands.
Tangxia BRT station and urban village
Shangshe BRT station in the morning peak. Highest demand stations include escalators.
Chebei intersection – change from 4-phase (before BRT) to 2-phase (with BRT)
BRT routes at Shidajida
The Guangzhou BRT and integrated bike sharing system won the 2011 Sustainable Transport Award. It has been covered in the New York Times, featured in major reports and publications, exhibited by the Smithsonian in the lobby of the United Nations building in New York (in October-November 2011) and featured in a Smithsonian channel documentary and other media, featured on the front cover of the influential Urban Transport of China journal, and seen hundreds of visiting delegations from China and around the world.
广州BRT将成为世界级的公共空间地标

在每一个BRT站应具备完善的换乘和步行系统，使得行人、自行车可以方便到达相邻地方提供一个具有宜人的、有导向性的和让人感到安全和便利的环境。

设计的绿化空间应该是吸引人的和具有多样性的公园，同时要创造方便到达城市各个地方的链接网络。

BRT可视为城市长远发展投资的系统，它为市民提供一个以人为本的可持续发展的环境。
Sale price of pre-owned house along Zhongshan Av in Tianhe area

天河区中山东大道沿线小区二手房销售价格
3分钟即达地铁岗顶站，百步即达BRT快速公交系统站点
每一种从容姿态，都是别人仰羡的风景
Lanzhou BRT
9.1km 15 stations
Opened January 2013
Planned and designed by
ITDP and GMEDRI
ADB loan funding
Yichang BRT
23Km  37 stations
Starts construction mid 2013
Planned and designed by ITDP and GMEDRI
ADB loan funding
BRT as a mass transit option

Parking maximums instead of minimums

Greenways & bike sharing
LONDON’S GHERKIN (SWISS RE BUILDING)

- 46,450 m² of office space
- 1400 m² of retail space
- 4000 people working in the building
- Next to several forms of public transportation
- NO parking space for employees or visitors
- 118 bicycle parking spaces
- 52 motorbike parking spaces
- 5 parking spaces for disabled
BRT as a mass transit option

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Greenways & bike sharing
Lizhiwan Canal, before the upgrading
Lizhiwan Canal, 2011
Donghaochong Canal, before the greenway (2006)
Donghaochong Canal, after the greenway (2011)
Parks along the Donghaochong canal
Bike sharing: 5,000 bikes at 113 stations. Contact: shanshan@itdp-china.org
Public bikes at Huajing Xincheng BRT station. The bike lane is paved with asphalt and separated by a line of trees.
Thank You

More information:

- www.itdp-china.org
- www.itdp.org
- www.chinabrt.org

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