

Buses and Bikes: Examples of integration from around the world



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ITDP

Institute for Transportation
& Development Policy

Guangzhou, China





华泰新城
HUATAI NEW CITY

SAMSUNG

绿色出行
智慧生活





Bogota, Colombia





Cicloruttas







Bike Parking

Paris, France





Dar es Salaam, Tanzania

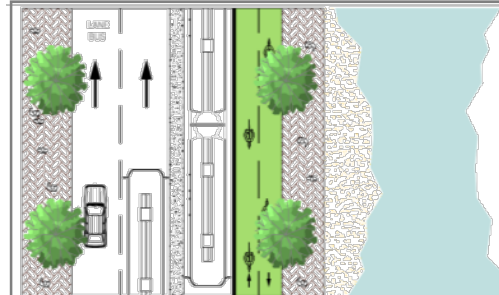
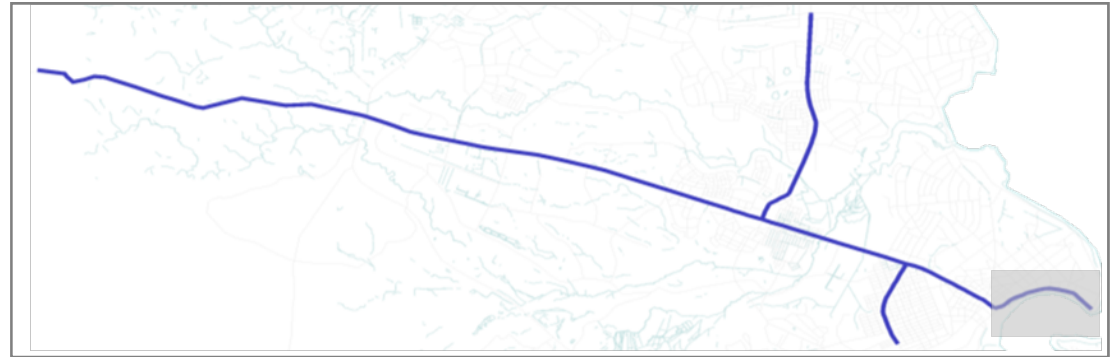


Stretch 1 typical cross sections varies from 25.5 m at station locations to 21.5m on off station areas

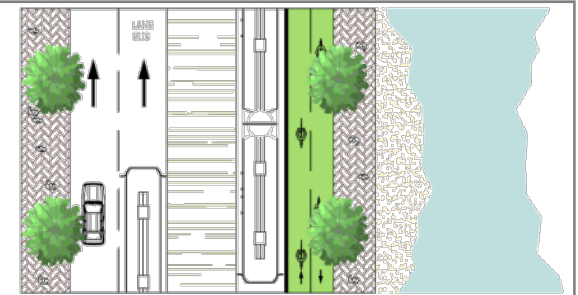
Stretch 1 main characteristics

Corridor design characteristics

- Two 3.50m wide BRT lanes, one per direction
- A 3.50m wide mixed traffic lane in the southeast bound direction only
- A 3.50m wide bikeway lane on the ocean side on the same road way level, separated from the vehicle lanes by concrete separators
- A 3.00m pedestrian's boulevard will be provided on the ocean side
- Retaining walls will be required in some parts where there is a steep slope of more than 2.00m and fills will be required along the coastline



Stretch 1 Cross Section off Station



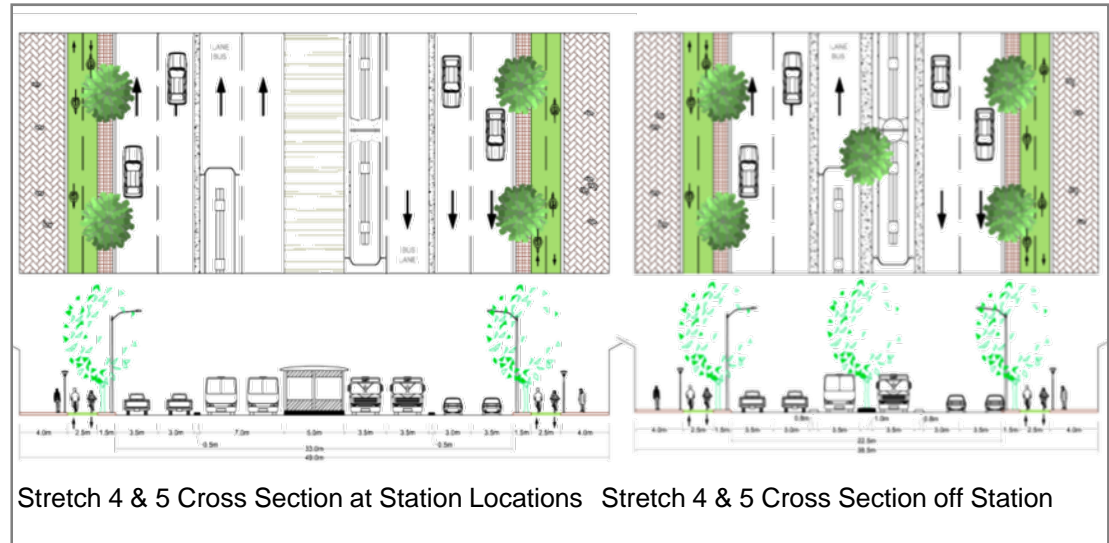
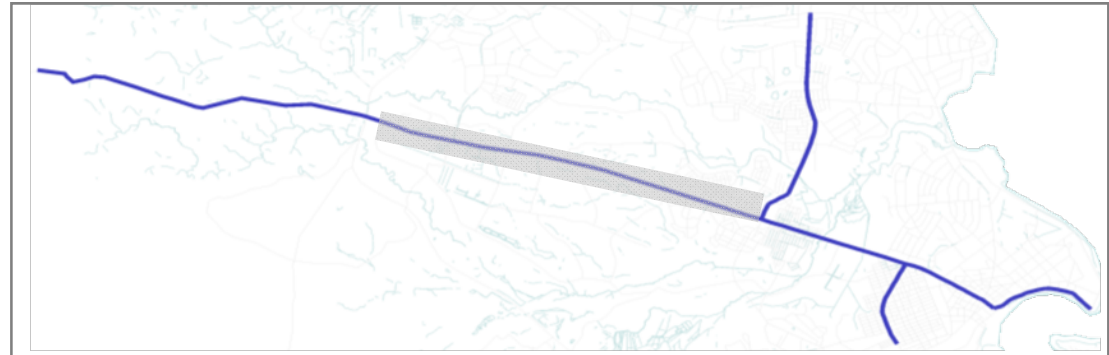
Stretch 1 Cross Section at Station Locations

Stretches 4 and 5 have similar BRT cross sections, varying from 49 m at station locations, to 38.5 m in off station areas

Stretch 5 main characteristics

Corridor design characteristics

- The desired cross section is 38.50 m between stations and 49.00 m at stations:
- 2.50 m. wide bikeway on both sides of the road
- 4.00 m. sidewalks on both sides
- 6.50 m. lanes per direction for mixed traffic on both sides
- 7.00m lanes per direction for BRT vehicles at stations
- 3.50m lane per direction for BRT vehicles between stations
- 1.00m wide median separating the BRT vehicles
- 1.50m wide planting strip between bikeway and mixed traffic lanes



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