

Bus Rapid Transit's Relation to Clean Transport for the Urban Poor



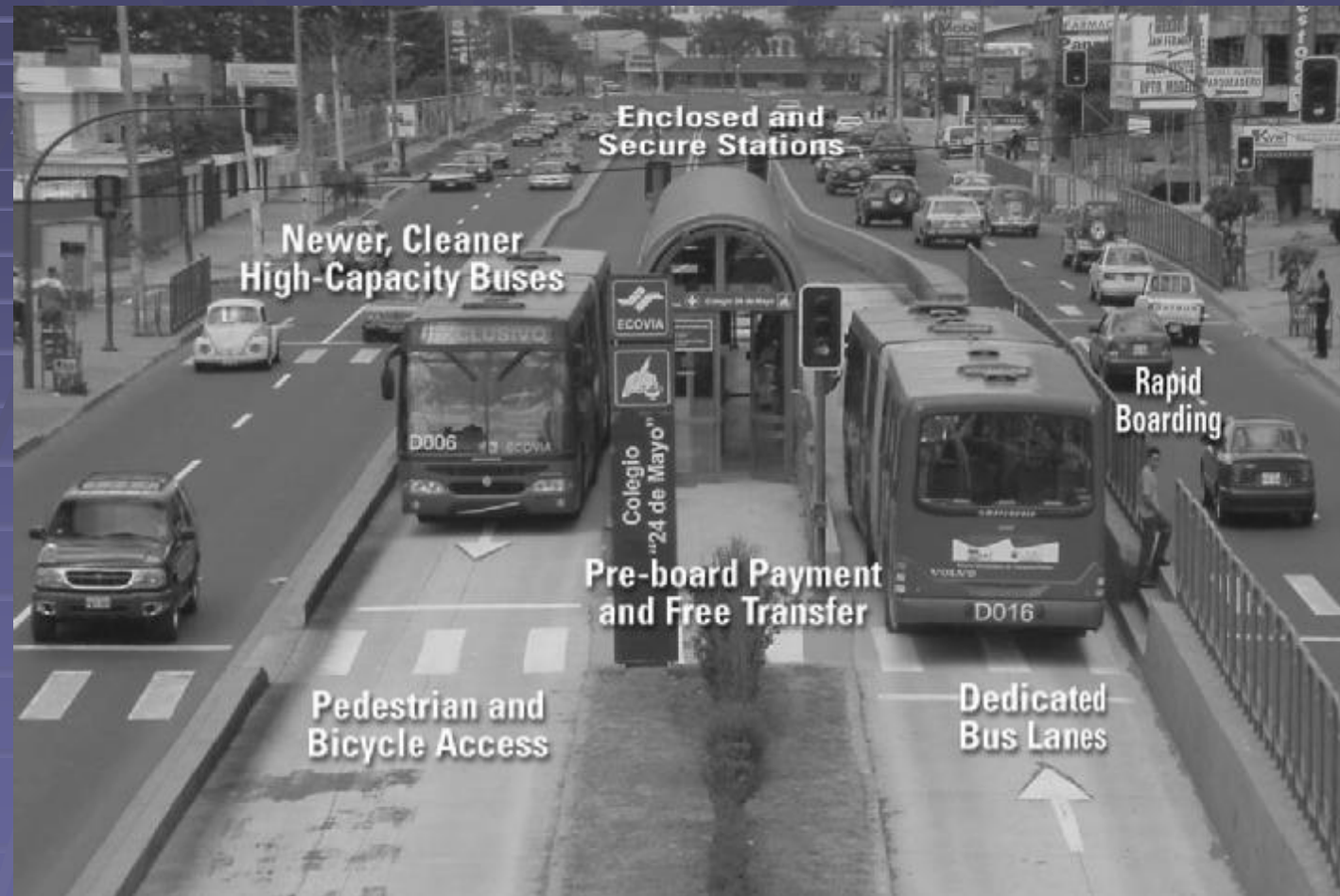
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Outline

- § What is BRT?
- § BRT & Pedestrians
- § BRT & Bicycles
- § Challenges of the Motorcycle

BRT Features



Jakarta BRT



Stations

Stations feature payment before entering, matching platform and bus floor height for faster loading.



Pre-board fare collection



Turnstiles use contactless smart card technology, with the potential for use in other modes such as normal buses, commuter rail, and paratransit



**buses must pull close to
fixed platform**

Political Will – the key to BRT



Jakarta Governor Sutiyoso made the BRT a personal project.



Jakarta's BRT passes jammed traffic. Political will is needed to keep private vehicles out of the BRT lane.

Jakarta's Governor publicly criticized Indonesia's Vice-President for taking his motorcade on the busway. The Vice-President apologized and has not used it again.

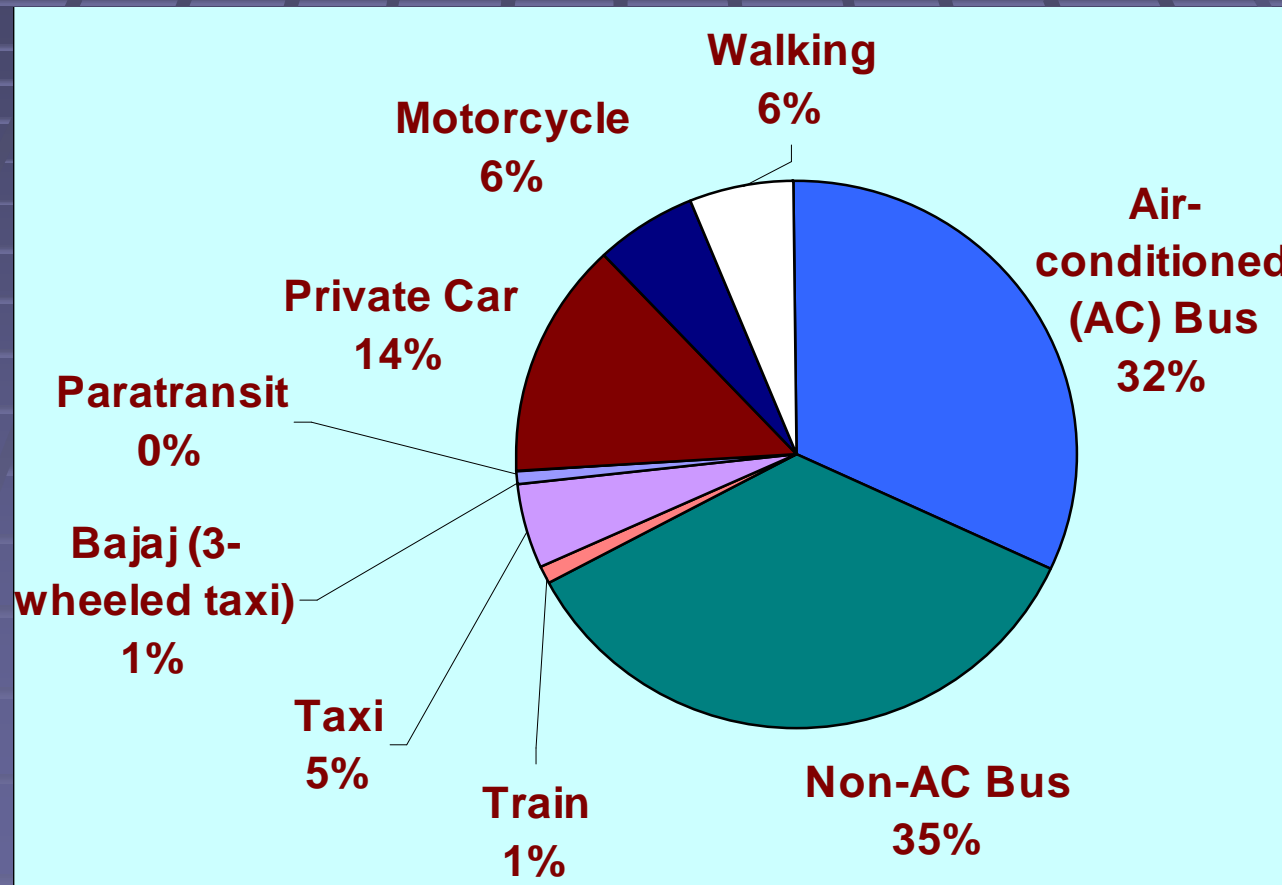
Marketing a New Image for Bus Travel





School children are shown how to use the new BRT system.

Previous mode used by Jakarta BRT Passengers



Jakarta Busway Emission Reductions

Pollutant	NOx	PM	CO	HC	CO2
KTons/Year	0.56	7.1	0.15	2.3	61

ITDP Indonesia
BRT Factsheet –
April 2008

Manila MRT

- For BRT or MRT, fare level determines subsidy amount and service level



Manila MRT Ticket Queues



BRT Passengers are Pedestrians



Early “Blok M” Terminal Design – Jakarta BRT



Kota terminal alighting & boarding



Pedestrian facilities



Jakarta followed Bogotá's model to build wheelchair accessible ramps, but they add 2 minutes walking time to and from the station

The primary pedestrian route from the central train station to Kota busway terminal; at-grade pedestrian crossings were not improved.



BRT Pedestrian Interface



Jakarta support
pillars for new
pedestrian
connection to
BRT station

Pedestrians Have Been Neglected



Jakarta
bus stop

Ahmedabad - near bus station



Cebu pedestrian crossing



Sidewalk - Cebu



Pedestrian Facile-ity?

Guangzhou



Sidewalk - Cebu



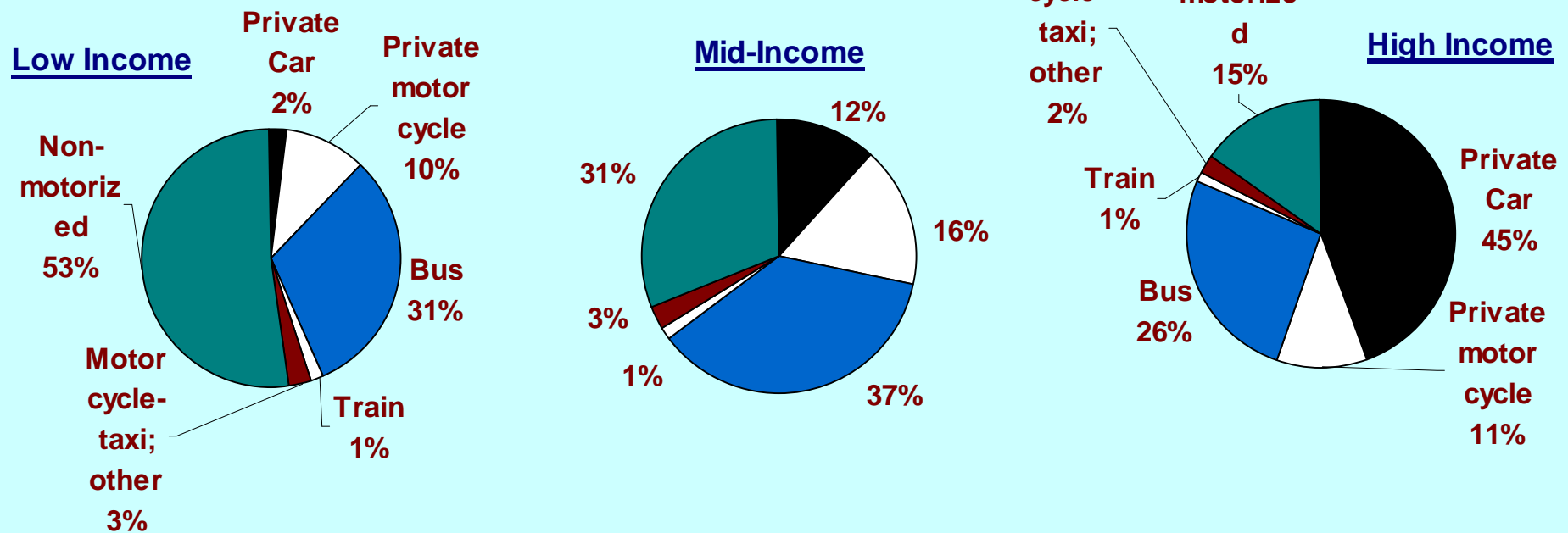
Guadalajara BRT Ped-Xing



Quito – BRT Station & Ped Space



Jakarta Modal Split by Income



Manila Pedestrian Space



Bogotá – Sidewalks First



Bogotá – Sidewalks & Bike First



Green Bus Shelter - Bangkok



At-Grade Crossing - Guangzhou



Yogyakarta Ped Crossing



Jakarta BRT & Car Free Day



KPBB Photo

Yogya Kampung Bicyclist



BRT Station Bike Parking - Bogotá



Antwerp Belgium bike parking



Motorcycles



Motorcycles & Pollution



Cebu – Motorcycle vs. Ped



Motorcycle Taxi v Bus Passenger



Sidewalk Motorcycle Parking - Yogyakarta



Challenges & Opportunities

- § BRT raises profile of pedestrian needs by elevating status of public transport
- § Unequal treatment of rich and poor is shown visibly on streets
- § Politics controls quality of BRT and of BRT service
- § Can BRT be built to meet the needs of rich and poor? Should there be a luxury class compartment on a BRT bus?
- § If government does not control public space, the private sector will. Can or should we work with the informal governance sector?