

PART III: APPENDICES & RESOURCES

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APPENDIX B: BIKE-SHARE PROGRAMS WORLDWIDE

3rd Generation Bike-Share Programs				
City	Country	Program Name	Operator	Website
Aix-en-Provence	France	V'Hello	JCDecaux	http://www.vhello.fr/
Barcelona	Spain	Bicing	Clear Channel Adshel	http://www.bicing.com/
Beijing	China	Beijing Bicycle Rental Co.	Owner Operated	http://www.bjbr.cn/wd/wd.htm
Berlin and Others	Germany	Call-A-Bike	Deutsche Bahn	http://www.callabike-interaktiv.de
Brussels	Belgium	Cyclocity	JCDecaux	http://www.cyclocity.be/
Burgos	Spain	BiciBur	ITCL	http://www.bicibur.es
Drammen and Others	Norway	Bsyskkel	Clear Channel Adshel	http://www.adshel.no/index2.html
Dublin and Others	Ireland	Hourbike	Hourbike	http://www.hourbike.com/hourbike/home.do
Gigón	Spain	Cyclocity	JCDecaux	http://www.gijon.es/Contenido.aspx?id=19315&leng=en&zona=0
Central London	England	TBA	TBA	TBA
Greater London	England	OYbike	OYBike Systems	http://www.oybike.com/
Lyon	France	Vélo'v	JCDecaux	http://www.velov.grandlyon.com/
Marseille	France	Le Vélo	JCDecaux	http://www.levelo-mpm.fr/
Montreal	Canada	Bixi	Montreal Parking Authority	http://bixi.ca/index.php?page_id=1&lang=en
Pamplona	Spain	nbici	CEMUSA	http://www.c-cycles.com/
Paris	France	Vélib'	JCDecaux	http://www.velib.paris.fr/
Parma and Others	Italy	Bicincittà	Communicare	http://bicincitta.com
Rennes	France	Vélo à la Carte	Clear Channel Adshel	http://veloalacarte.free.fr/index2.html

3rd Generation Bike-Share Programs Worldwide (Cont.)

City	Country	Program Name	Operator	Website
Rome	Italy	Roma'n'Bike	CEMUSA/Bicincittà	http://www.roma-n-bike.it/
Salzburg	Austria	Citybike	Gewista Urban Media	http://www.citybikesalzburg.at/
Sevilla	Spain	sevici	JCDecaux	http://www.sevici.es/
Stockholm	Sweden	City Bikes	Clear Channel Adshel	http://www.stockholmcitybikes.se/en/Home/
Toulouse	France	Vélô	JCDecaux	http://www.velo.toulouse.fr/
Various	The Netherlands	OV-Fiets	Unknown	http://www.ov-fiets.nl/
Vienna	Austria	Citybike	Gewista Urban Media	http://www.citybikewien.at/
Washington D.C.	USA	Smarm Bike DC	Clear Channel Adshel	https://www.smartbikedc.com/default.asp

APPENDIX C: SIGNAL PRIORITIZATION AND PRE-PAID BOARDING

Bus-Rapid-Transit (BRT) is one of the most common applications for designated right-of-ways (ROWs). In addition to the designated ROW, buses in BRT systems move quickly and reliably because they employ signal prioritization and pre-paid boarding options. A brief description of signal prioritization and pre-paid boarding options, as they are used in London and Rouen, follows. NYC DOT and the MTA/NYCT use versions of these systems in New York City's Select Bus Service program.

Signal Prioritization:

In 2006, London introduced Selective Vehicle Detection technology to its Intensified Bus Priority program (SVD) to give buses priority at intersections and increase speeds and service reliability. Implemented at 1,450 sites throughout the bus network, the SVD technology utilizes GPS, odometer output, and door monitors to communicate bus location and speed to virtual detection points. That information is then sent to a traffic signal transceiver which will either shorten a red signal or lengthen a green signal for the bus. On routes with widespread rollout of the SVD technology, the average delay savings were 32%.¹ In addition, TfL found that bus prioritization decreased travel times for both buses and cars outside of the lanes, and increased ridership by 22% (compared to the system wide increase of 19%).² The associated cost savings means that, on average, SVD technology pays for itself within 18 months.³ TfL estimates that, if introduced all over London, SVD technology increase bus speeds overall by 5-8%.⁴ However, in order to bring about these time and cost savings, bus priority would need to be implemented on more than 50% of route mileage.⁵

In Rouen, signal prioritization is coupled with an optically guided driving system.⁶ An onboard computer linked to a dashboard camera that compares the bus' trajectory to stripes painted on the roadway. The bus is driven by the computer but has a human driver to take over if a problem occurs. GPS monitors on the bus communicate with signal prioritization transmitters, further prioritizing bus service. Computerized guidance allows for a narrower ROWs, typically about 5 feet narrower, than buses that rely on human drivers.⁷ The precision of the optical guidance system allows buses to pull up to stations within 2 inches of the curb eliminating the need for wheelchair ramps. In addition, the information from the GPS monitor can provide "time-to-next-bus" information to passengers waiting at bus stops.

Pre-Paid Boarding Options:

London and Rouen, as well as Bogota, also provide options for pre-paid boarding allowing buses in designated ROWs to reduce the amount of time they spend waiting for passengers to board and thus to increase the overall speed and reliability of the system. Studies show that, in London, currently those passengers paying by cash take more than twice as long to board as those who have already pre-paid. This would be true in New York as well where NYCT buses spend up to 30% of their time in passenger boarding and alighting.⁸ London's pre-pay pilot project was launched in the West End in August 2003. All customers boarding a bus within this area are required to have pre-purchased a ticket before boarding, as the driver will not accept cash.⁹

- 1 Transport for London (TfL), "Bus priority at traffic signals keeps London's buses moving Selective Vehicle Detection (SVD)," January 2006.
- 2 Department for Transport, "Bus Priority: The Way Ahead," Department of Transport, 2004, (<http://www.dft.gov.uk/pgr/regional/buses/bpf/busprioritythewayahead12/>); Accessed 8/29/07
- 3 Transport for London (TfL), "Bus priority at traffic signals keeps London's buses moving Selective Vehicle Detection (SVD)," January 2006.
- 4 Transport for London (TfL), "The case for investing in London's buses: Presenting the results of the London Buses Strategic Review," September 2003
- 5 *ibid.*

- 6 Transports en Commun d'Agglo. Rouen Website, (http://www.tcar.fr/presentation/index.asp?rub_code=52&thm_id=317&gpl_id=); Accessed 12/21/07
- 7 Transportation Research Board, "Bus Rapid Transit Volume 1: Case Studies in Bus Rapid Transit" TCRP Report 90 Volume 1 BRT Case Studies, (gulliver.trb.org/publications/tcrp/tcrp_rpt_90v1.pdf) Accessed 8/22/07
- 8 Schaller Consulting, "Bus Rapid Transit For New York City: Prepared for Transportation Alternatives and NYPIRG Straphangers Campaign," 2002 (<http://www.straphangers.org/pokeyaward/letter.html>); Accessed 11/09/07
- 9 Transport for London (TfL), "The case for investing in London's buses: Presenting the results of the London Buses Strategic Review," September 2003

APPENDIX D: GLOSSARY OF MODERN DRAINAGE PRACTICES

INFILTRATION TRENCHES

In an infiltration trench, stormwater runs through a swale or into a basin that has a porous bottom usually of sand, gravel or larger rock. This substrate allows the water to infiltrate into the ground. As the stormwater percolates through the ground, particles are trapped within the soil. The remaining treated water migrates to the groundwater. This is akin to the secondary treatment stage at municipal water treatment facilities.

VEGETATED SWALES (ALSO: BIOSWALES)



Bioswales in Seattle reduce street flooding. Image used with permission of Seattle Public Utilities.

The primary objective of a vegetated swale is the short term retention of large volumes of stormwater. In suburban or rural areas, a vegetated swale is often an existing ditch or depression that has been modified into a chain of small ponds and planted with native species. In vegetated swale designs, rain run-off is allowed to accumulate in large volumes. In the days following a storm, water is slowly removed through the combination of infiltration into the ground, plant uptake, and evaporation. Swales can retain large volumes of stormwater and provide excellent pollution removal.



Portland's planted curb extensions enhance the aesthetics of the streetscape while reducing water run-off and flooding and calming traffic. Image used with permission of City of Portland Bureau of Environmental Services.

PLANTER BEDS (ALSO: RAIN GARDENS, FRENCH DRAINS)

Planter beds are similar to bioswales, but are typically better suited to high-density urban space because they are shallower. Planter beds are not meant to retain large volumes of water for extended periods of time. Like bioswales, planter beds are planted with indigenous plants which are especially absorbent and can thrive in wet environments.

To find space in dense urban areas, cities, like Portland, often place planter beds directly into the sidewalk. Since such planters make use of existing sewers and drains, they do not require modifications to sewer systems. In neighborhoods that can sacrifice parking spots and where traffic volumes can accommodate a narrowing of the street, planted curb extensions can also be used to reduce water run off after storms.

In both planter beds and bioswales, it is advantageous to utilize indigenous plants as indigenous species tend to have root systems that are deeper than typical grasses, and as a result provide greater absorptive capacity.

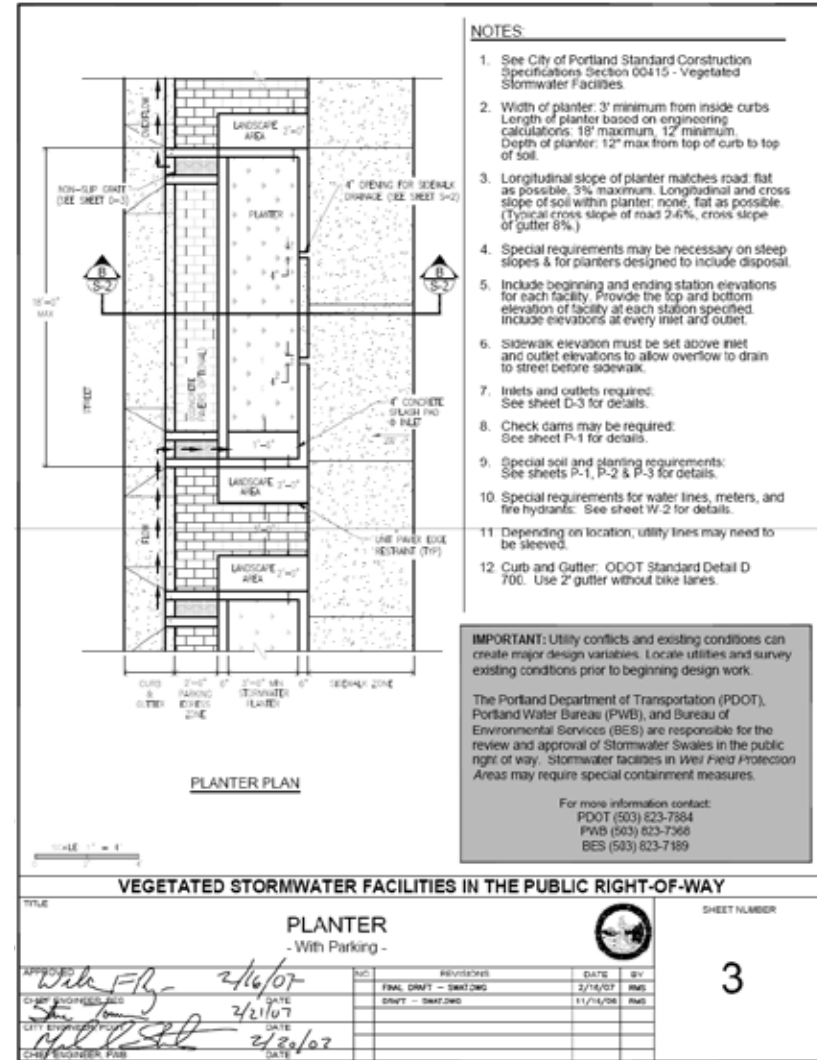
CURB ALTERATION / ELIMINATION



Simple design features like cut-outs allow water to flow off the pavement and into porous areas thus reducing flooding. Image used with permission of City of Portland Bureau of Environmental Services.

In Seattle and Portland, planners have removed or altered existing curbs to reduce water run-off after storms. Typically, curbs tend to channelize water resulting in high velocities and high content of sediment and pollution. Removing short sections of the existing curb allows water to be strategically distributed over large vegetated areas or directed into natural infiltration and retention systems.

APPENDIX E: PORTLAND GREEN STREET PLANTER PLAN WITH PARKING



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