

Corridors 1, 2, 6 and 9 are proposed to be taken up in the I Phase, while SI No 3, 4, 5, 7 and 8 will be taken up in the II Phase. The Corridor at SI No 10 upto Tumkur may be taken in III Phase.

## 7.6 BRT SYSTEM

BRT is one of the most cost effective public transport modes where the following two conditions can be met:

- Sufficient Right of way (30m or more) is available along the corridor to provide for exclusive carriage ways for BRT
- The peak hour commuter load is up to 20,000 phpd.

The BRT has also the advantage of large coverage and ease of accessibility as well as simpler operational systems. Accordingly taking into consideration the Master Plan 2015 development proposals and the likely travel demand as explained in Chapter 6, BRT system along the following corridors is proposed:

Table 7.5 Bus Rapid Transit (BRT) Corridors

S.No.	Corridor	Length km
1	Hebbal to Bannerghatta Road along eastern crescent of outer ring road	33.0
2	Benniganahalli (ORR) to PRR along old Madras Road	7.0
3	From ORR to Hosur Rd along Hi-tech Corridor	8.0
4	Hosur Road to Tumkur Road along PRR (western part)	41.0
5	Tumkur Road-PRR Junction to Hosur Road along PRR via Tirumanahalli, Old Madras Road, Whitefield	76.0
6	Along Core Ring Road	30.0
7	Vidyaranyapura to Nagavarapalya via Hebbal, Jayamahall Road, Queens Road, M.G. Road, Ulsoor, Indiranagar, CV Raman Nagar	29.0
8	Kengeri Sattelite Town to J.P. Nagar along Uttarahalli Road, Kodipur	13.0
9	Banashankari III stage to Banashankari VI stage Ext. along Ittumadu Road, Turahalli, Thalaghattapura	6.0
10	Domlur Ext. to Koramangala along inner ring road	5.0
11	PRR (Mulur) to Maruti Nagar (up to Hitech corridor) along Sarjapur Road	7.0
12	Peenya to PRR along Tumkur Road	6.0
13	Old Madras Road near Indiranagar to ORR near Banaswadi along Baiyyappanahalli Road -Banaswadi Road	5.5
14	Hebbal to Devanahalli Airport along Bellary Road	25
	<b>Total</b>	<b>291.5</b>

Thus it is proposed to have at least 569 km of mass transport system consisting of Metro, Mono Rail / LRT, BRT and CRS within the BMA supported by another 85 Kms of CRS out side BMA connecting the Metropolis to some of the BMRDA's new Townships and the Regional Towns of Tumkur and Hosur. All these proposals are shown in Figure 7.1. In addition to this network, the city bus system will cover a much larger area and will compliment the above systems.