

**7.14.3 Development of Integrated Facilities**

As already pointed out, Bangalore has a good network of rail system, which can be converted by adding a few facilities like parallel lines, electrification, additional stations etc to serve as a commuter rail system also. Detailed studies have been completed already. CRS along with the Metro system under construction and the Bus transport can be integrated with good interchange and parking facilities at stations to form an Integrated Transport System.

**7.15 TRANSPORT SYSTEM MANAGEMENT – B-TRAC 2010****7.15.1 Background**

Bangalore City, has witnessed a phenomenal growth in vehicle population. As a result, many of the arterial roads and intersections are operation over the capacity (i.e., v/c is more than 1) and average Journey speeds on some of the key roads in the Central Area are lower than 10 Kmph in the peak hour. Therefore, it has become necessary to establish plans for efficient traffic management in Bangalore. In this regard, Bangalore City Police have envisaged the "Bangalore Traffic Improvement Project – B- TRAC 2010"

**7.15.2 Goal and Objectives**

The objectives of B-TRAC 2010 would be two-fold:

1. **Operational Objectives:** (a) Reduce traffic congestion by 30% in the Central Area of Bangalore City; (b) Reduce accidents by 30% in the city of Bangalore; (c) Achieve significant reduction in pollution; (d) Achieve substantial compliance of Traffic Laws and Rules; and (e) Set up an effective Trauma Care System.

2. **Institutional Objectives:** (a) Coordinated traffic management by developing mechanisms for the same, like institutionalizing Traffic Task Force, Road Safety Committee, Traffic Action Committee etc; (b) Robust Revenue Model (traffic funds to pay for traffic management infrastructure and maintenance); (c) Legal and Institutional reforms; (d) Capacity Building (Modernization and up gradation of Traffic Training Institute etc.); and (e) Strengthening of Traffic police by augmenting officers and staff; construction of buildings and provision of modern communication and mobility.

**7.15.3 Approach**

The city of Bangalore needs a traffic management that addresses not just supply aspects, but also demand and B-TRAC – 2010 adopts this very same approach.

**7.15.4 Strategy**

B-TRAC-2010 framework would be as follows: (a) Land use development controls; (b) Primacy to Public Transport; (c) Parking controls and management; (d) Automated Control and Enforcement (ITS/ATC); (e) Entry Restriction to the Central Area; and (F) Road safety plan for accident reduction. Specific components of the strategy are: (a) Central Area – Area Traffic Control System; One way systems; dedicated bus lane and signal priority for buses; Parking controls; creation of no-auto zones; restricted entry of traffic in to the core area