

## 7.10 INTER-MODAL INTERCHANGES

### 7.10.1 Proper integration of modes

Integration between Bus, MRTS, and railway is a vital need for the future. The city is planning two such major inter-modal interchanges.

- The first such interchange is already under bid – the Kempegowda bus terminus at Subhashnagar is proposed to be converted into an interchange that accommodates the BMTC, KSRTC, BMRC, and a "city center" complex.
- The second interchange is proposed at Baiyyappanahalli, which will have the BMTC, KSRTC, Railways, BMRC, and the Airport Rail Link.

In addition to the above major 47 interchanges as indicated in Figure 7.1 are proposed at required intersections of mass transport corridors.

## 7.11 NON- MOTORISED MODES

### 7.11.1 Cycle Facilities

Their use in Bangalore is not significant but still this needs to be encouraged on environmental considerations. Provision for safer and better section of road or cycle track is the best way to keep them on roads. This necessitates more on roads in the periphery of city and in many areas in BMA. In CBD some side roads and lanes can be exclusively reserved for cyclists and pedestrians in peak periods. In the new cross sections for major roads in Figure 7.3, reservation for cycle tracks has especially been incorporated.

### 7.11.2 Pedestrian Facilities

Pedestrians form a major proportion of commuters. Not only trips are conducted by walk in its entirety but every public transport trip will also have component of walk at its both ends. Though they are short distance travelers, they are spread all over the city. As facilities furnished for them are encroached upon by vendors or for road space, they have to spill on roads. These contribute to accidents also. One alternative for their facility and controlling their spill on roads is to provide good footpath with railings covering about one to one half meters width on either side of the road with openings at desired crossing points. Another alternative is to develop some narrow roads especially adjacent to major arterials as "pedestrians only" roads. Bus bays and foot paths at bus stops can also help in restraining their spill on to carriageways and reducing accidents. Pedestrian subways at important location on all 6 lane roads and at busy inter sections/junctions on 4 lane roads are to be planned on a programmed basis.

#### 7.11.2.1 Pedestrian Cross-Over Walk-ways facilities

The proposed skywalks/pedestrian subways are given in Table 7.12.