BRTS VISAKHAPATNAM

Figure 11.2: Typical Cross Section at 36.0 M Row (With Bus Bay)
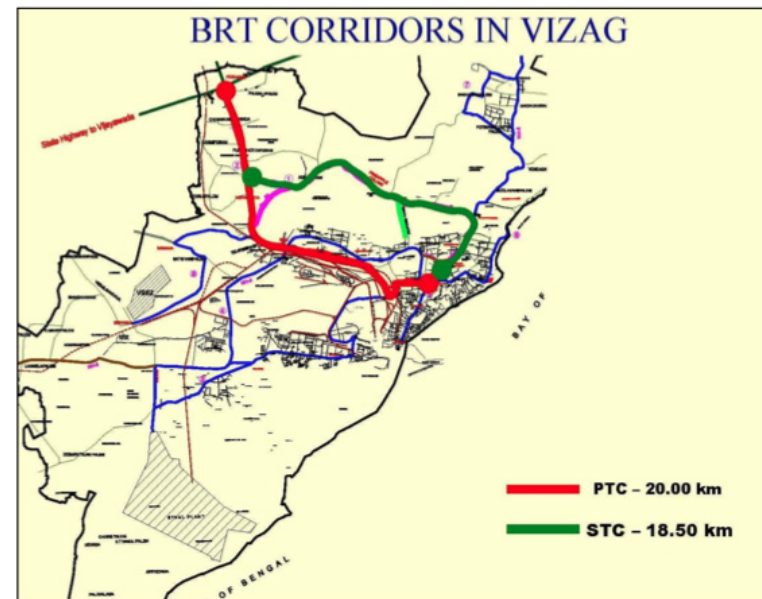
Feasability studies, identification of routes, works on the corridors are all in the final stages. My understanding of the subject and assumptions that I've made are based on these reports, data and studies conducted by the National Institute of Urban Affairs (NIUA), Govt. of India

BRT CORRIDORS IN VIZAG

PTC – 20.00 km
STC – 18.50 km

Figure 11.1: BRT Corridors in Visakhapatnam

2 corridors have been identified and works have been taken up on these two, under Phase One - the Pendurthi Transit Corridor and the Simhachalam Transit Corridor, with route lengths of 20km and 18.50km respectively.

PROBLEMS & ISSUES*

*apart from the various issues addressed like efficiency and speed in transport, low cost of infrastructure and maintenance addressed by the design of a conventional Bus Rapid Transit system.

Badly 'designed' current shelters which lack basic amenities of proper seating, access, signage and information systems.

Autorickshaws taking over bus passengers. One of the reasons for this was found out to be the uncertain waiting periods for a bus.

Passengers waiting outside the bus stop - abuse of the bus stop by hawkers and beggars. No lane discipline by the bus drivers usually is the cause of this problem
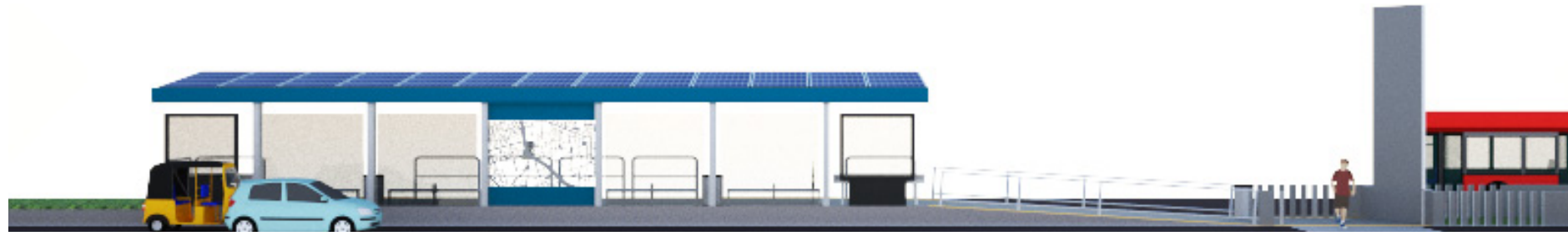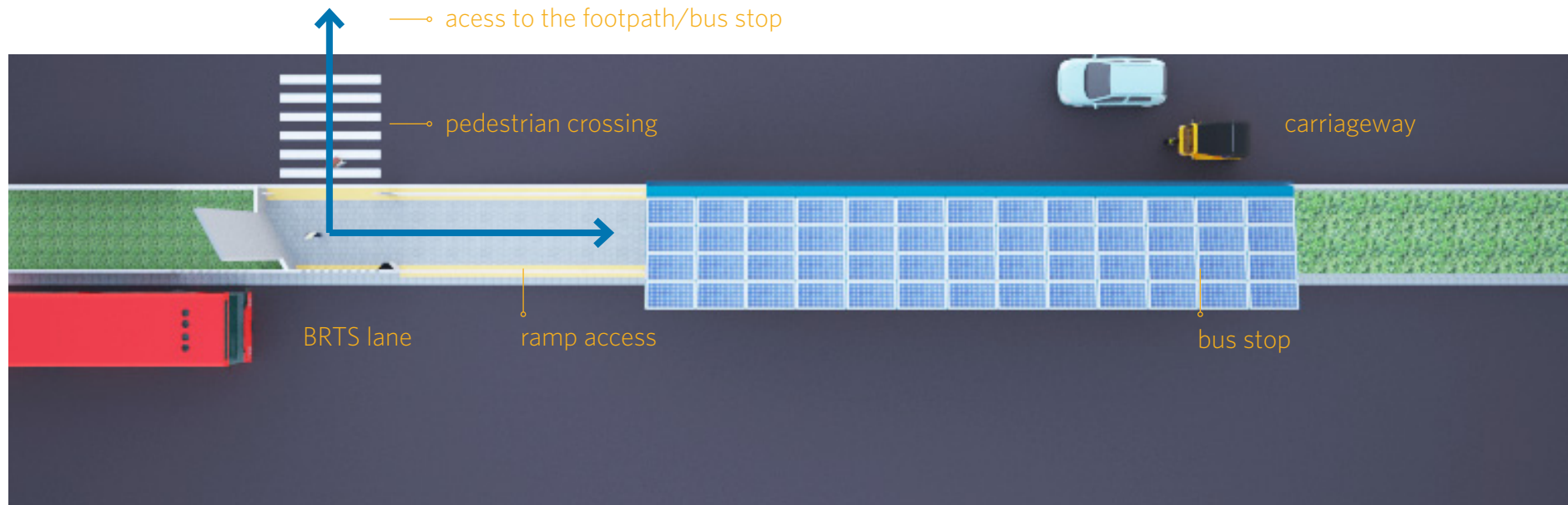
BRTS VISAKHAPATNAM
BUS STOP DESIGN PROPOSAL

INTERVENTIONS

+ **ACCESS**
+ **WAYFINDING**
+ **INFORMATION**
+ **FACILITIES**
+ **AESTHETICS**

BACK ELEVATION

access to the footpath/bus stop

pedestrian crossing

carriageway

BRTS lane

ramp access

bus stop

PLAN

FRONT ELEVATION

BRTS VISAKHAPATNAM
BUS STOP DESIGN PROPOSAL
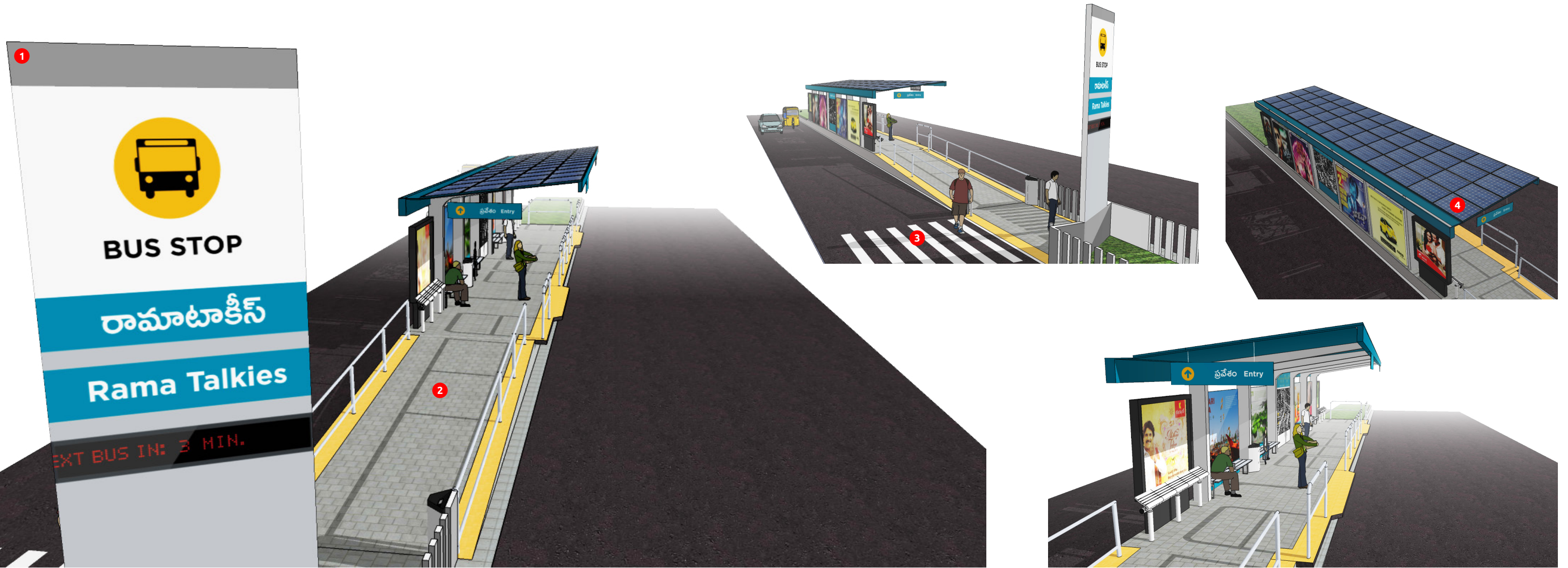
1   20' high concrete structure which stands out of the streetscape for easy identification of a bus stop.
Digital signage with a live relay of the status of a bus and other socially relevant issues, brings down the uncertainity of waiting for a bus and thus retaining the passengers who would get onto a 'shared-auto'.

2   Ramp access to the bus stop with flooring done in pre cast concrete pavers for durability. Yellow borders mark the boundaries

3   Crossing across the road from the footpath over the carriageway, as proposed by the government agencies. The access to the bus stop's ramp till the point of alighting is made without bumps in between to facilitate easier movement of the old and physically challenged.

4   Solar panels on top of the roof dictated the flat design of the structure. Since the bus stops are located right in the middle of 36m. wide roads, with very little chance of shadows during the day, tapping sun power would take care of the entire needs of lighting up the bus stops during the nights
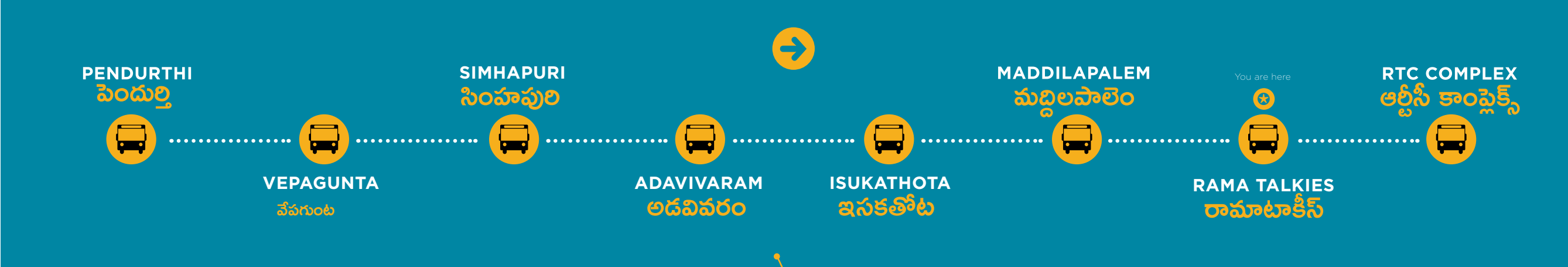
BRTS VISAKHAPATNAM
BUS STOP DESIGN PROPOSAL
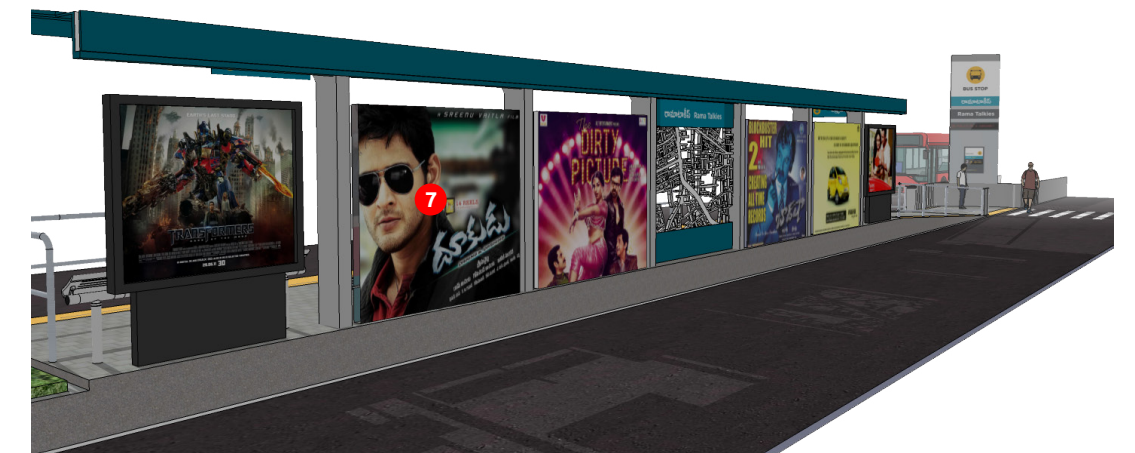
① 2 bus bays for every bus stop, with barricades on either side of the opening

② 3D GPS enabled route map moulded in powder coated aluminium, makes for an interesting interaction with the passenger showing him the exact position of a bus on the map

③ Socially relevant ad campaigns, showcasing local crafts and upcoming government programmes

④ Tourism campaigns in collaboration with the Dept. of Tourism, informing the traveller of the beauty of the city and its surroundings

⑤ Standee benches

⑥ One of the main problems at bus stops is the abuse of the bench by people sleeping on it and using it as selling platforms for their goods. Introducing a slight protrusion in the middle of the bench acts as a seperator and also discourages sleeping on it.

⑦ 6 advertising panels at the back of the bus stop and 2 in the front, generate revenue for the agency, as the bus stops are given to them on a BOT (build, operate, transfer) basis

BRTS VISAKHAPATNAM
BUS STOP DESIGN PROPOSAL

PENDURTHI
పెందుర్తి

VEPAGUNTA
వేపగుంట

SIMHAPURI
సింహాపురి

ADAVIVARAM
అడవివరం

ISUKATHOTA
ఇసకతోట

MADDILAPALEM
మద్దిలపాలెం

You are here

RAMA TALKIES
రామాటాకీస్

RTC COMPLEX
ఆర్టిసీ కాంప్లెక్స్

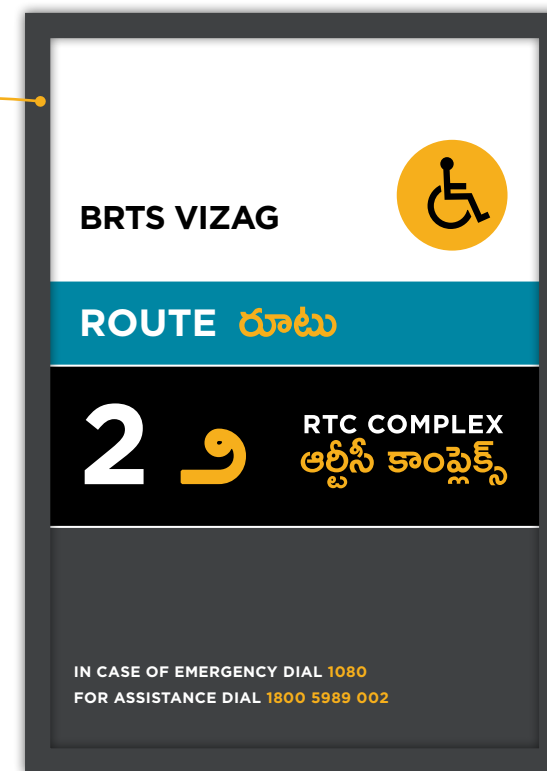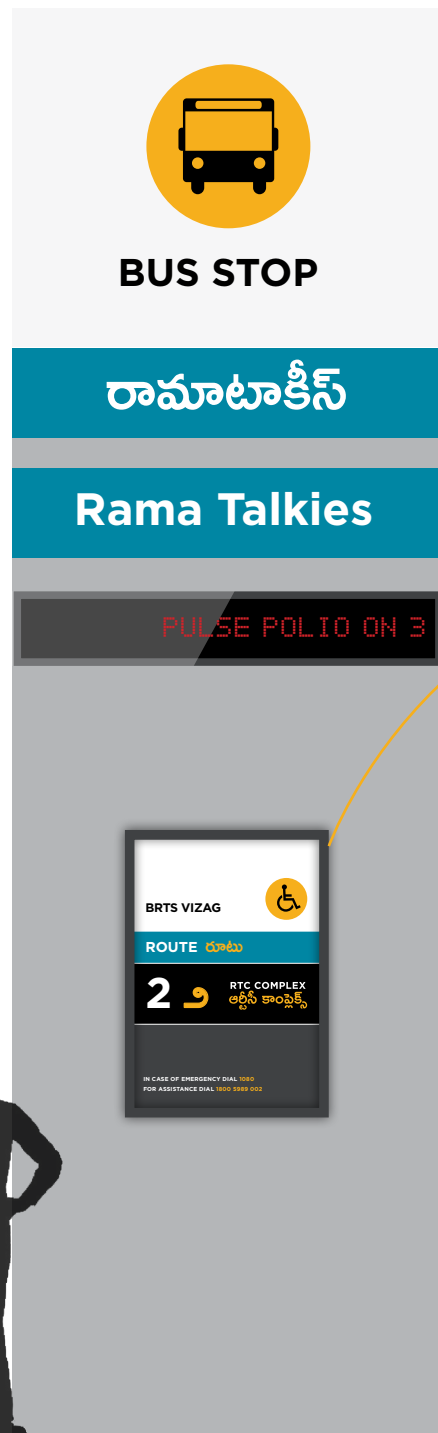**TYPEFACES FOR SIGNAGE**

GOTHAM BOLD (English)
RAMABHADRA - tweaked (Telugu)

నిష్క్రమణ Exit

ప్రవేశం Entry

రామాటాకీస్ Rama Talkies
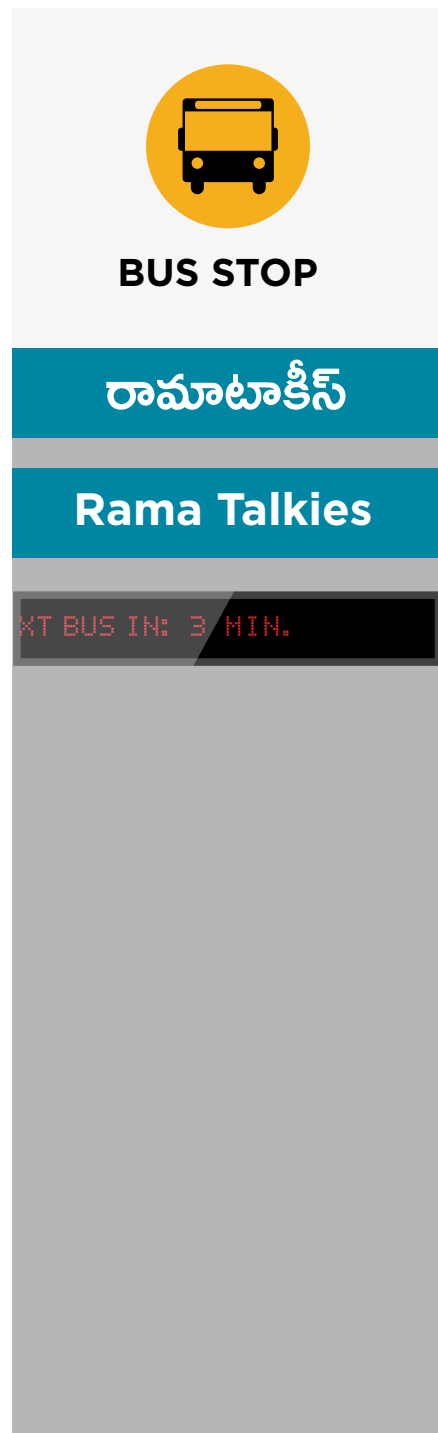
BUS STOP

రామాటాకీస్

Rama Talkies

XT BUS IN: 3 MIN.

BUS STOP

రామాటాకీస్

Rama Talkies

PULSE POLIO ON 3

BRTS VIZAG

ROUTE రూటు

2 2 RTC COMPLEX
ఆర్టీసీ కాంప్లెక్స్

IN CASE OF EMERGENCY DIAL 1080
FOR ASSISTANCE DIAL 1800 5989 002

20' high concrete structure which stands
out of the streetscape for easy identifica-
tion of a bus stop.
Digital signage with a live relay of the
status of a bus and other socially relevant
issues, brings down the uncertainity
of waiting for a bus and thus retaining
the passengers who would get onto a
'shared-auto'.
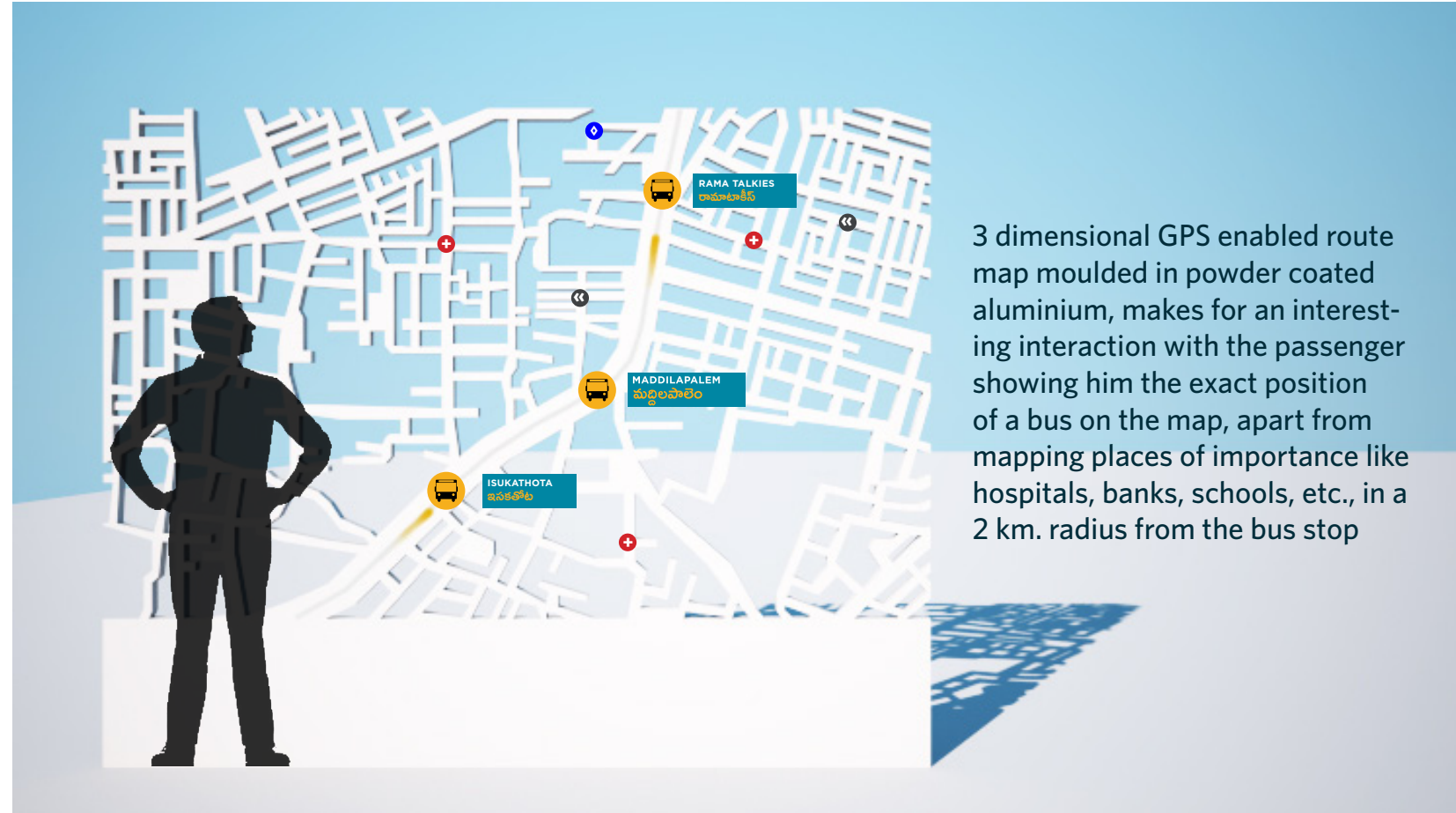
3 dimensional GPS enabled route map moulded in powder coated aluminium, makes for an interesting interaction with the passenger showing him the exact position of a bus on the map, apart from mapping places of importance like hospitals, banks, schools, etc., in a 2 km. radius from the bus stop
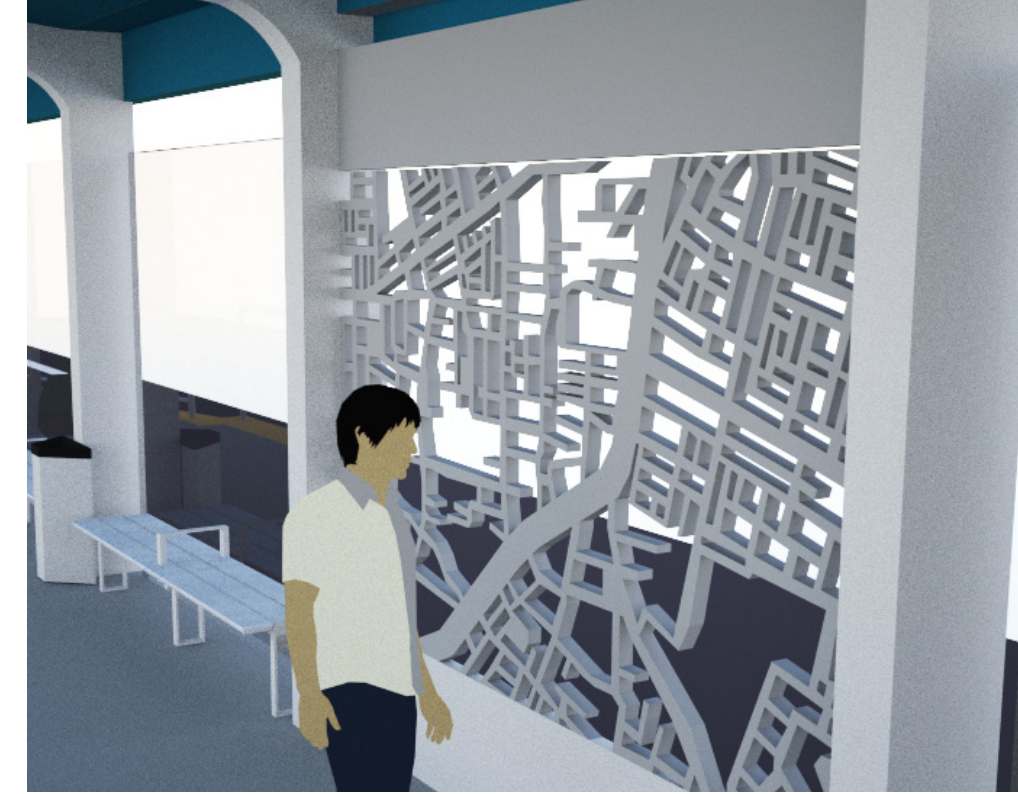
LED tube light, embedded into the structure, connected to a GPS, moves on the map giving a live position of the bus

BRTS VISAKHAPATNAM
BUS STOP DESIGN PROPOSAL

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