



ABSTRACT

The motivation for this report is to explore whether the Transit Oriented Development (TOD) principles, parameters and components can be applied and adapted in Indian cities with existing large populations and diverse land use patterns before the introduction of metro rail.

Since Transit Oriented Development (TOD) is a recent technique using certain parameters and components to create the desired development density around transit, this report analyzed whether the same parameters and components are being used or are applicable to the areas around well-established and recent transit systems in cities in USA, Europe, Asia, South America and India. Transit oriented policies for these cities were also analyzed.

A case study of Bangalore was done to determine existing population densities in the city and the strategies needed to promote ridership and additional density around the newly introduced metro in Bangalore.

The TOD analysis for the Indian context concluded that at least some or all of the TOD components, Design, Density and Diversity exists in the areas around the transit stations. Although the population densities around the newly introduced transit systems may be adequate for transit ridership, accessibility to transit and multimodal connectivity is lacking.

The proposed transit oriented strategies in India do address new high density development around the transit stations, investing in critical transportation infrastructure and better traffic and transportation management and parking management. Pedestrian safety and convenience are also addressed. The strategies do not address immediate and short term solutions for generating transit ridership and moving people away from private vehicles towards the use of public transportation. Therefore, the proposed strategies may not reduce congestion on an immediate and short term basis. The issue of increasing transit ridership on an ongoing basis is also not addressed.

In order to promote transit ridership, the transit oriented strategies must address land use and transportation and short term and long term solutions. The existence of mature and diverse land uses and densities along the transit stations must be recognized. The report recommends overall, specific and general strategies for promoting transit ridership in Indian cities where new transit systems (metro) are being introduced and which already have a fairly high population (two million+) with fairly high population densities.