रेनबो
RAINBOW

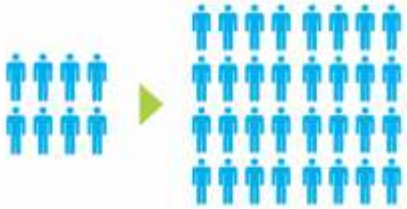
Shubh yatra!

High Quality, Public Transport for All

Traffic Problems in our City

What is a good way for our growing city to meet our increased travel needs?

Population has increased over **4 times** in past 4 decades and is now almost **2 million**



Area of city has doubled

From **87 sq km** in 1982 to **177 sq km** presently

More number of people are traveling longer distances

Private Vehicles are NOT the Answer

Private vehicles have increased from 3.5 lakhs in 2006 to 11.5 lakhs in 2013

70% of commuter trips are by two-wheelers

Impacts

Accidents

Pollution

Congestion

Public money and space used for more flyovers, roads and parking

High Quality Public Transport System is the Solution

Project Components

4 BRT corridors	93 bus stations	Security and Traffic Wardens	Intelligent Transportation Management System	
total length of 45 km	600 New Buses	New Terminals	2 Interchange stations	

Project Initiation 2008

BRT Operator

BRT buses will be operated by PMPMC.

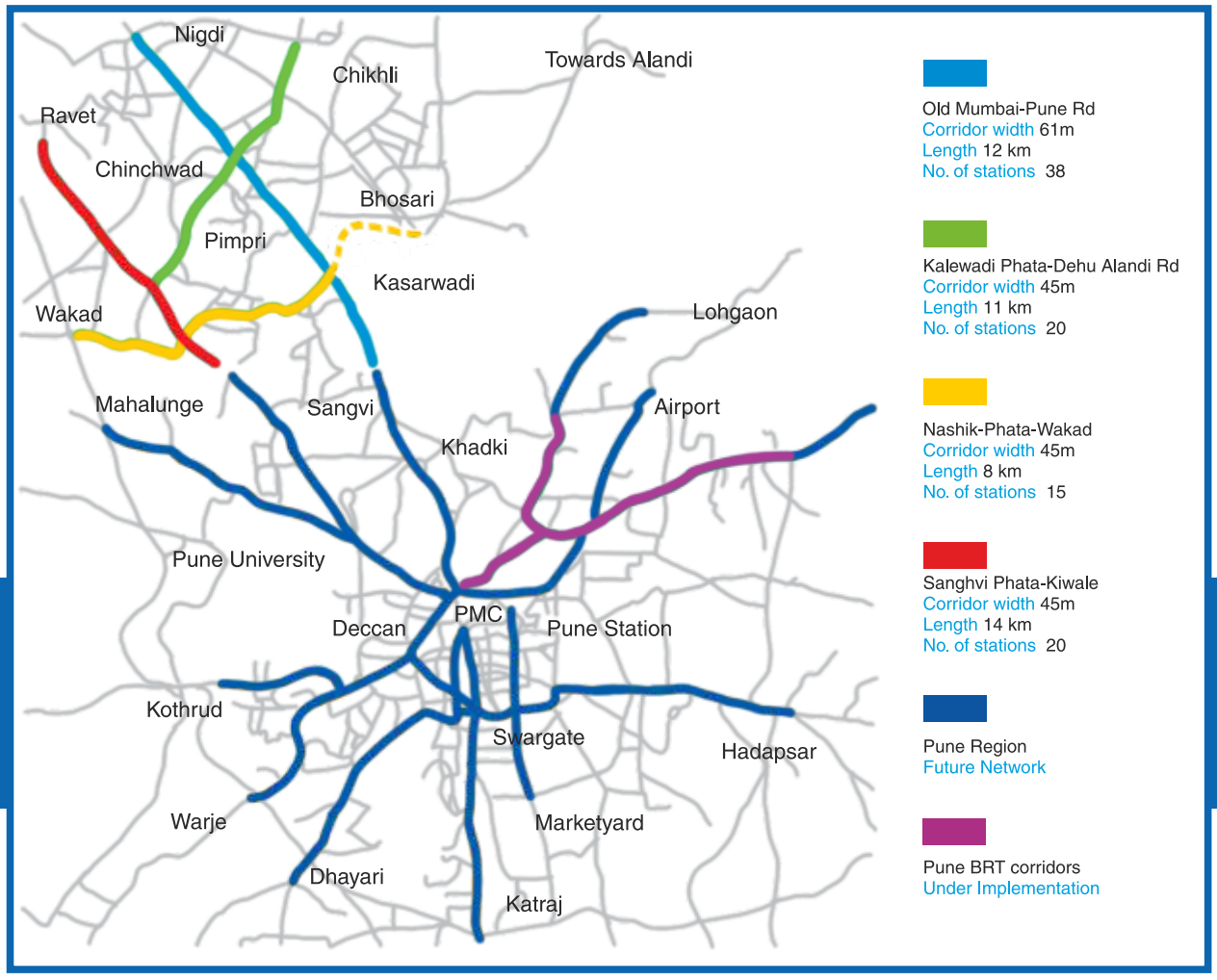
Financial Support

JnNURM - Jawaharlal Nehru National Urban Renewal Mission and SUTP - Sustainable Urban Transport Project initiatives of the Government of India.

Key Project Stakeholders

Pimpri Chinchwad Municipal Corporation
Pune Municipal Corporation
Pune Mahanagar Parivahan Mahamandal Ltd.
Pune Traffic Police

PROPOSED NETWORK, WHEN COMPLETE, WILL BE THE LARGEST BRT SYSTEM IN INDIA



Phased Development

2008
Pimpri Chinchwad Municipal Corporation initiated the Bus Rapid Transit project to promote sustainable transportation

2014

- Dedicated Lanes
- New Buses
- Attractive Bus Stations

BRT Corridor

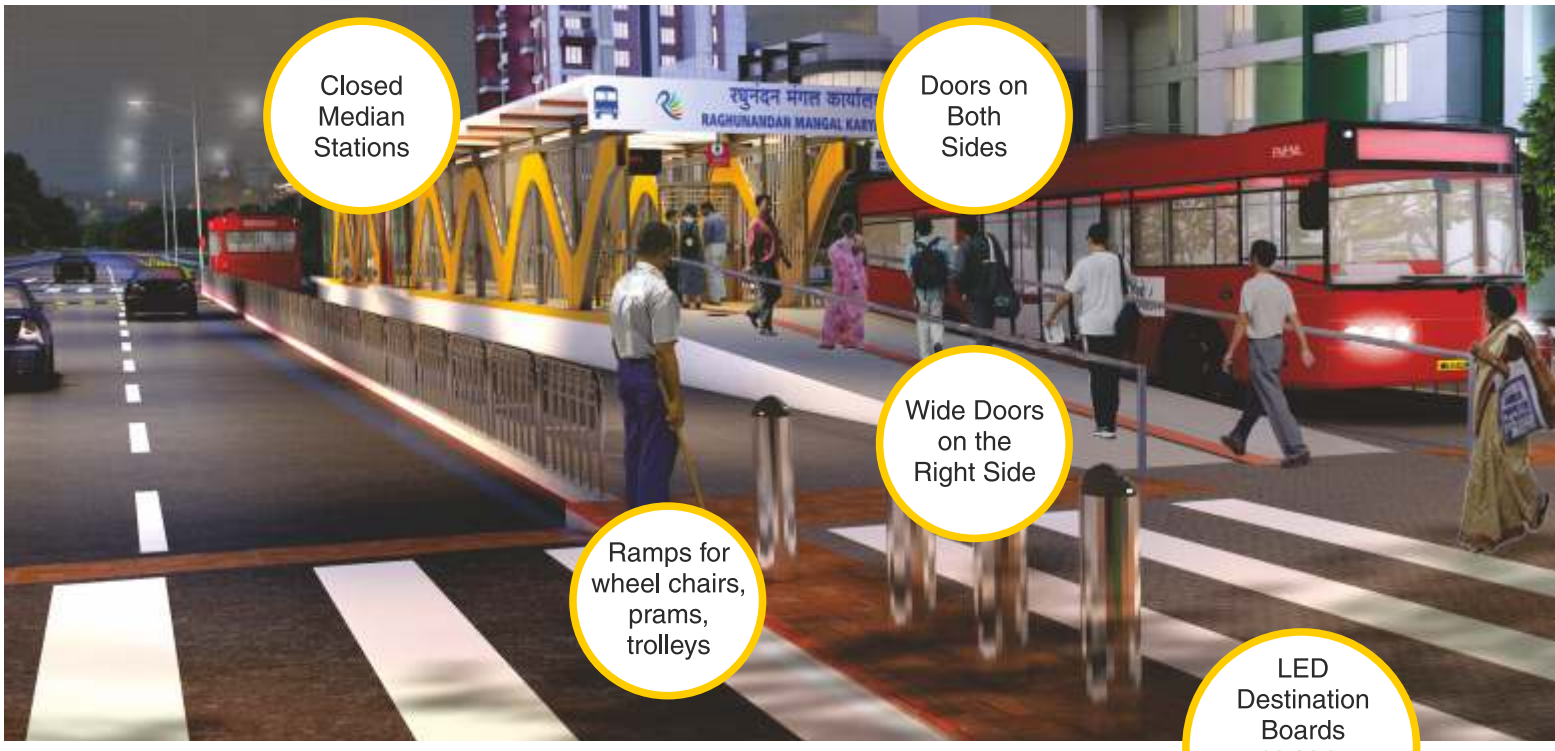
2015 Launch of BRT Corridors

2016

- High Frequency Routes
- High Quality Walking & Cycling Facilities
- Passenger Information System & Vehicle Tracking
- Smart Cards
- Terminals & Feeder System
- Integration with Pune BRT

With 115 km (planned), the system will be the first in the country with largest service coverage

BRT Buses and Station



BRT is beneficial to everybody

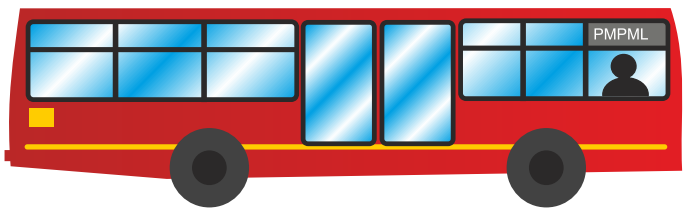
Immediate Benefits to Passengers

- Comfortable ride on the buses
- User friendly Stations
- High Frequency Routes & Express Services
- Savings in travel cost and time
- Enhanced connectivity across the city

Benefits to the City

- Reduced pollution from motor vehicles
- Reduced congestion due to motor vehicles
- Reduced spending on infrastructure for motor vehicles like roads, flyovers, parking lots
- Economic development due to improved connectivity

Make BRT work for you!



Before Launch

- **Changes in bus routes**
  Several old bus routes will be replaced by the new system of BRTS and feeder services. Information about the changed routes will be provided through the press and other media in advance.

- **Navigate carefully near BRT construction sites**
  The construction of bus-stations and corridor segregation may require barricades and diversions. Information about these is provided through on-site signage and press releases.

- **Avoid misuse of corridors under construction**
  People are advised not to venture into the BRT lanes as trial runs may be undertaken from time to time. Signage has been installed to indicate construction sites and request public to keep a safe distance.

During Launch

- **Getting used to the new BRTS**
  Specially created videos will be available on PMPML and PCMC websites and screened at events, cinema houses etc, posters and signage will provide guidance on how to use the BRTS, and give information about routes, reaching the BRTS, buying tickets etc.

- **BRT Signage**
  Look out for the 'Rainbow' logo to identify BRT buses, stations and personnel.

After Launch

- **Don't stay stuck in congestion – use the BRTS**
  With growing number of motor vehicles on the road, congestion is inevitable. Move out of congestion and the stress of driving by using the BRTS and enjoy the rapid and smooth journeys across the city.

- **Don't enter the BRT Lanes**
  The dedicated bus lanes are strictly reserved for BRT. Motor vehicle users venturing into the BRT lanes will be fined heavily.

Frequently Asked Questions

What is Rainbow BRTS?
Rainbow Bus Rapid Transit System (BRTS) is a high quality, high speed, customer-oriented public bus transport service in Pune and Pimpri Chinchwad operated by PMPML.

Why is a dedicated lane in the middle of the road for buses required in BRTS?
Dedicated lane in the middle of the road is an essential element of BRT systems around the world. It helps to make the service more efficient because:
1. BRT buses are separated from other traffic and can move faster
2. Public transport service can get priority over other vehicles
3. Conflict is reduced between the buses and vehicles turning at intersections and property entrances
4. Bus driver fatigue is reduced by avoiding conflicts with other vehicles, which is commonly observed in mixed traffic conditions

How does one safely access the station in the middle of the road?
1. Most BRT stations are located near intersections having traffic signals so that passengers can cross at the pedestrian phase
2. Crossings are at-grade (level), which provides the simplest and most convenient form of crossing a road for people of all ages as against foot over bridges or underpasses.
3. Speed breakers before crossings, adequate lighting at crossings and pedestrian refuge islands will enhance safety
4. At locations where traffic volumes and speeds are high, additional pedestrian signals will be installed

Will passengers be inconvenienced by having to walk longer and having to cross the road to access the median station?
It is a misconception that by having the BRT station in the middle of the road a passenger has to walk longer distance. In normal bus systems a passenger crosses the full width of the road twice in a day at one stretch (onward or return journey). BRT stations located in the middle of the road enable crossing half the road for each journey.

What are the various safety features planned as part of BRTS?
1. Buses will be equipped with on-board cameras for safety monitoring
2. All merge in/outs on the Old Mumbai-Pune Road will be redesigned to enable safe movement at lower speeds.
3. All major junctions will be signalized/ provided with traffic wardens
4. Speed breakers and raised crossings will ensure vehicle speeds are reduced before the pedestrian crossings to BRT stations
5. BRT Buses will dock only at the station door positions thus enabling safe boarding and alighting, similar to metro rail. Automatic doors on the bus station will open only after the bus has docked properly.

Why is BRT still being considered when it has failed in Delhi, Jaipur and Pune (Katraj-Hadapsar Pilot)?
Traffic congestion is inevitable and emissions from private vehicles will adversely impact the environment if alternatives are not implemented. BRTS is a long term sustainable transport solution than can be built at low cost providing multiple benefits. Over 160 world cities have built BRT systems. The Delhi High Capacity Bus System has only one corridor measuring a length of 5km and is not a BRT system. Most of the BRT system components are not present in Pune (Katraj-Hadapsar), Jaipur and Delhi and hence they cannot qualify as BRT. The new Rainbow BRT Systems in Pune and Pimpri Chinchwad are being planned with all the system features.

Can BRTS provide the same level of service and comfort as Metro Rail?
Yes. Features in BRT such as level boarding and alighting, passenger information system, vehicle tracking, automatic fare collection etc. are at par with those in Metro Rail. BRT is a flexible system unlike Metro rail. The time taken to construct BRT is much lesser than Metro rail. A BRT can be built at approximately 1/15th the cost of a Metro, providing greater service coverage at lower cost (cost for building 6 km of Metro = 88 km of BRT = 330 km of High Quality Walking & Cycling Infrastructure).

Is BRTS for Pune and Pimpri-Chinchwad different?
Rainbow BRTS will be operated across Pune and Pimpri-Chinchwad by PMPML. The bus station design and road infrastructure as developed by the respective municipal corporations are different but the BRT concept is the same. The BRT corridors being constructed in Pune and Pimpri Chinchwad are currently physically disconnected, but will be connected in the future. The Pimpri Chinchwad BRT corridors and Pune BRT corridors are a part of the larger proposed Rainbow BRT network, which when complete would be one of the largest BRT systems in Asia.

Will there be any change in the existing bus routes because of Rainbow BRTS?
Bus routes are being changed/ modified to make the bus operations more efficient and simpler for passengers to use and connect to the BRTS. A simple route network which is easy to understand with good frequency of buses are the primary features of the new service. Regular bus routes (non BRTS) will continue to ply to several destinations which are not along the BRTS corridors

How can passengers reach the BRT Corridors or go to their final destinations?
Passengers will have the following options:
1. Feeder bus routes from various locations in the city up to the BRT corridors
2. Parking facilities at terminals and other high demand station locations where users can park cycles/ other personal vehicles & ride the BRTS
3. Well designed footpaths and cycle paths along the corridor for those who wish to walk or cycle to the bus stations
4. Designated auto stands along the corridors

Are BRTS buses air conditioned?
The buses procured initially for BRT operations are not air conditioned. However, in future based on public demand, AC buses could be introduced.

Will BRTS travel ticket be costlier?
BRTS bus ticket fares will be the same as the fares for regular bus services operated by PMPML. Tickets may be bought at stations or inside buses. Rechargeable Smart Card facility is also planned.

FOR MORE INFORMATION

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