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Advancements in Bus Stop congestion Optimization: A Comprehensive Review of Traffic Flow Dynamics, Design Strategies, and Technological Solutions

Bhumika G^{1a}, Chaithra D^{1b}, H Adarsh^{1c}, Harsha V^{1d}, Reshma E K², Trupti shripad Tagare³

^{1a,b,c,d} UG Student, Dept. of Civil Engineering, Dayananda Sagar College of Engineering,
Bangalore, India

²Assistant Professor, Dept. of Civil Engineering, Dayananda Sagar College of Engineering,
Bangalore, Karnataka, India

³Assistant Professor, Dept. of ECE., Dayananda Sagar College of Engineering, Bangalore,
Karnataka, India

ABSTRACT: Traffic congestion near bus stops in Bangalore, as in many other urban areas, is a complex issue influenced by various factors. Some of the prominent problems associated with traffic congestion near bus stops in Bangalore. This paper provides a comprehensive examination of the persistent traffic congestion issues surrounding bus stops in Bangalore, a rapidly urbanizing city facing the challenges of increasing vehicular density and inadequate infrastructure. Drawing from an analysis of various factors contributing to congestion, the study highlights the multifaceted nature of the problem. The limited road space around bus stops, coupled with inadequate infrastructure and poor traffic flow management, leads to bottlenecks during peak hours. Prolonged dwell times for buses, inefficient pedestrian management, and haphazard parking further compound congestion issues. The impact of rapid urbanization on the transportation landscape is explored, emphasizing the strain on existing infrastructure. Inefficient public transportation systems and a lack of alternatives contribute to the reliance on private vehicles, exacerbating overall traffic density. The paper also delves into the challenges posed by traffic indiscipline and non-compliance with traffic rules. To address these issues, the study proposes a holistic set of strategies, including improved urban planning, enhanced traffic management practices, and the creation of dedicated and well-designed bus stops with proper pedestrian facilities. Additionally, the importance of community awareness programs and encouraging responsible commuting behaviour is emphasized.

I.INTRODUCTION

Traffic congestion surrounding bus stops in Bangalore, akin to challenges faced in numerous urban environments, stands as a multifaceted issue shaped by a multitude of interconnected factors. This paper embarks on a comprehensive exploration of the persistent traffic congestion concerns pervasive around bus stops in Bangalore, a city experiencing rapid urbanization while grappling with the dual challenges of surging vehicular density and inadequate infrastructure. The examination begins with an analysis of the various facets contributing to congestion, emphasizing the intricate and interconnected nature of the problem. Notably, the confluence of limited road space surrounding bus stops, insufficient infrastructure provisions, and suboptimal traffic flow management collectively manifests as bottlenecks, particularly during peak hours. Factors such as prolonged dwell times for buses, ineffective pedestrian management, and disorderly parking practices further exacerbate the congestion challenges. As the study progresses, it delves into the profound impact of rapid urbanization on the transportation landscape, underscoring the strain imposed on existing infrastructure. The discussion expands to encompass the implications of inefficient public transportation systems and the lack of viable alternatives, contributing to an increased reliance on private vehicles, thus intensifying overall traffic density.

The paper extends its analysis to include challenges arising from traffic indiscipline and non-compliance with traffic rules, recognizing these as significant contributors to the congestion puzzle. In response to these intricate challenges, the study proposes a holistic set of strategies. These encompass improved urban planning initiatives, elevated traffic management practices, and the establishment of dedicated, well-designed bus stops equipped with proper pedestrian facilities. The importance of community awareness programs and initiatives aimed at fostering responsible commuting

behaviour is underscored as integral to the proposed solutions. This introduction sets the groundwork for a nuanced exploration of traffic congestion near bus stops in Bangalore and outlines a comprehensive framework for addressing these complex challenges.

II.LITERATURE REVIEW

1. The simulation model, developed using PTV VISSIM, investigated the impact of varying bus arrival frequencies on traffic flow dynamics. An observed trend indicated that an increase in the frequency of buses arriving at stops led to prolonged delays for other vehicles attempting to pass. The study further assessed the delay times across 2, 3, and 4-lane roads under four different traffic flow intensities and five distinct bus arrival frequencies. Results revealed a noteworthy finding—the congestion effect was more pronounced at curbside bus stops compared to bus bays, demonstrating a significant influence on both vehicle and bus frequencies. [1]
2. The proximity of bus stops to intersections plays a pivotal role in shaping the efficiency of road traffic. Utilizing the optimum velocity model, the study aimed to estimate the impact of different bus stop locations on both traffic volume and vehicle delay aspects. The simulation results revealed significant findings: a bus stop in close proximity to the intersection had a more pronounced impact on traffic volume, particularly when the entering probability exceeded the critical value. Moreover, the downstream bus stop exhibited superior performance compared to the upstream one when the downstream distance (D_s) was less than 70m. However, a nuanced observation emerged as the results indicated that the upstream bus stop outperformed the downstream one within the D_s range of 70–200m. [2]
1. The model anticipates the impact that stationary buses may have on vehicles and their occupants. This predictive framework was developed for two distinct scenarios: first, for the placement of a curbside bus stop either on or downstream of an approach to a signalized intersection that is under or near saturation; and second, for situations where buses occupy one of multiple lanes while dwelling at the stop. A notable finding from the model suggests that a portion of the residual queue at a farside bus stop has the potential to discharge during the red phase, thereby mitigating delays. [3]
2. The results indicate that upstream bus stops generally experience lower vehicular delays compared to downstream stops. Particularly, for lower maximum dwell times of 60 and 90 seconds, upstream bus stops exhibit reduced delays in comparison to their downstream counterparts. The study further highlights that increasing the distance between the curbside bus stop and the intersection, ranging from 40 to 140 meters, leads to a consistent decrease in vehicular delays, emphasizing the significant impact of curbside bus stops on their respective lanes.[4]
3. A duration model structure is employed in the methodology to predict car travel times under varying traffic conditions. The paper offers crucial insights into the factors influencing car travel times near bus stops in developing countries, highlighting the significance of bus volume, car volume, and non-motor vehicle volume. Additionally, the presence of bus berthing violations is identified as a potential cause for delayed car travel times and an increased risk of traffic accidents near bus stops.[5]
4. The methodology introduced quantifies the impact of bus stops on the speed of other motorized vehicles in heterogeneous traffic conditions. GPS-collected data on bus-stop locations and V-box-recorded speed profiles of vehicles were seamlessly integrated using ArcGIS, revealing a significant 32% mean drop in average speeds within influence regions, with a confidence interval of 26% to 38%. The study further categorizes friction generators based on their impact, distinguishing between those with stand-alone or combined effects on motorized vehicle speeds.[6]
5. The study revealed that bus bays and curb-side stops exhibit comparable deceleration times, with bus bays having a slightly shorter and more consistent acceleration time. Additionally, curb-side bus stops were found to have slightly longer unused dwell times when compared to bus bays.[7]
6. The research investigates how traffic waves form when buses enter and exit urban expressway stops, considering factors like bus bay length and stop spacing. It aims to inform bus stop design for minimizing traffic disruptions by studying speed, flow, and density characteristics and exploring mitigation strategies for traffic waves caused by buses at stops, with a focus on bus stop sections and upstream/downstream traffic conditions.[8]
7. The investigation delves into enhancing bus stop efficiency through coordinated control strategies, integrating real-time and historical traffic data to optimize layouts. By exploring multi-objective optimization, the study aims to balance competing interests in bus stop design. Simulation tools are then implemented to assess proposed layouts, evaluating their impact on travel times, bus reliability, and passenger satisfaction.[9]
8. The optimization objective focuses on minimizing travel time and congestion for Bus Rapid Transit (BRT) buses along their route. To achieve this, a parallel evolutionary algorithm is implemented to optimize traffic light timings, incorporating a well-designed chromosome representation. Genetic operators such as selection, crossover,

and mutation are then applied to iteratively evolve the population of chromosomes across multiple generations, refining the traffic light timings for improved BRT efficiency.[10]

9. Despite low bus demand and stop capacity during off-peak times, drivers experience prolonged dwell times, indicating inefficiencies. Most bus bay stops possess sufficient capacity for observed demand, but 18% of the studied stops lack the capability to consistently cater to available demand.[11]
10. Heavy traffic flows across multiple lanes are linked to elevated congestion levels, leading to increased bus bunching. The Geographically Weighted Regression (GWR) model precisely evaluates the extent of its role in spatial variations, shedding light on the localized impact. Utilizing the Moran's I index as a spatial autocorrelation indicator, the study effectively recognizes spatial patterns, providing valuable insights into the distribution and intensity of congestion-induced bus bunching across different geographical areas.[12]
11. To alleviate traffic congestion and promote public transportation usage, a strategic approach involves implementing personals behind signalized intersections. These personals, installed in advance of the intersection, allocate a red signal to private cars, allowing buses to select their lane before reaching the main intersection. The proposal aims to synchronize car speeds with buses' destinations and traffic signal timing, fostering a more efficient and harmonized flow of both private and public vehicles through the intersection, ultimately reducing traffic jams.[13]
12. The bus stop, being the primary point of contact between passengers and the bus service, is crucial for enhancing planning and determining optimal locations to boost accessibility. A better understanding of the bus system's operation facilitates improvements in performance, prompting simple yet effective changes in infrastructure design. This study introduces a new model for describing the queuing behaviour and capacity of bus stops, focusing on fundamental aspects such as the main interactions within the bus stop system under investigation.[14]
13. The proposed work centres on a smart traffic management system utilizing RFID technology, addressing drawbacks such as cost dependency and sensitivity to environmental conditions found in existing systems. The system aims to efficiently manage traffic congestion while providing a cost-effective alternative to current solutions. Further enhancement of the proposed system is possible by incorporating a robust communication network other than GSM.[15]
14. This study seeks to assess the impact of various bus stop types on the operations of vehicles, bicycles, and buses, particularly focusing on geometric layout differences. The evaluation involves analysing the average speeds of vehicles and bicycles, as well as assessing the stopping and leaving times for buses. The findings provide valuable insights for city planners, aiding them in deciding which bus stop designs to prioritize for minimizing the overall delay across all transportation modes.[16]
15. The evaluation of common bus types in China, including Curbside bus stops and bus bay stops, was conducted, utilizing simulation results as a basis. The conclusion drawn is that curbside bus stops prove more suitable than bus bay stops when the flow rate of motor vehicles is relatively small. Bus bay stops, however, demonstrate effectiveness in reducing conflicts within mixed traffic flow, contingent on their specific capabilities. These findings offer valuable insights for optimizing bus stop designs under varying traffic conditions.[17]
16. The study focuses on the location of vehicle stops, the duration of their halts, activities during stopping, and the time taken to clear the bay. Using video graphic recording, detailed information on vehicle characteristics like number plates and vehicle types is collected for analysis. The objective is to reduce crowding and enhance efficiency, with the understanding that reducing dwell time is crucial in alleviating congestion and improving the overall flow of vehicles. This approach provides valuable insights for optimizing traffic management and the design of stopping areas.[18]
17. To address issues such as accidents, overcrowding, and excessive waiting times at bus stops resulting from insufficient information on bus arrivals, a cost-efficient solution is proposed. The technique involves integrating RFID technology with the Internet of Things (IoT) for accurate bus tracking. This innovative system provides real-time bus location information to passengers, significantly improving their convenience and contributing to a safer and more efficient public transportation experience.[19]
18. Survival models, particularly Accelerated Failure Time (AFT) models, exhibit superiority over linear models, introducing diverse uncertainties and reducing arrival time variation by 10%. The selection of Weibull and log-logistic models for bus stops and intersections, guided by AIC values, underscores the critical role of model choice in enhancing prediction accuracy. In a comparative analysis employing Mean Absolute Percentage Error (MAPE), AFT models outperform Cox regression models, underscoring the importance of the chosen survival model in accurately predicting bus arrival times. These findings emphasize the nuanced advantages of AFT models in the context of transportation predictions.[20]
19. The survey likely explores the technological evolution of LED display boards, covering advancements in pixel density, color reproduction, and the shift from traditional display technologies to LED. Anticipate a discussion on diverse applications across industries such as advertising, transportation, sports venues, retail, and public spaces,

emphasizing the versatility of LED display boards. The paper may underscore the energy efficiency of LED technology, highlighting environmental benefits over conventional display methods and delving into the role of LEDs in promoting sustainability.[21]

20. Utilizing traffic flow models and performance metrics, the study assesses the impact of bus priority measures by evaluating changes in travel time, reliability, and overall traffic flow. The aim is to quantify the effectiveness of these measures and draw conclusions based on simulation results. The study concludes with recommendations for policy adjustments, leveraging insights from the evaluation, to optimize public transportation and alleviate traffic congestion. This comprehensive approach addresses both quantitative and qualitative aspects of the bus priority measures' impact on the transportation system.[22]
21. Simulation, optimization, and control. This flexible tool offers opportunities to analyze and simulate complex traffic scenarios, optimize traffic flow strategies, and implement 8 effective control measures. The multi-agent approach enables a dynamic representation of interactions among various elements in the traffic system, contributing to a more nuanced understanding and improved decision-making in traffic management. Overall, this implementation represents a valuable advancement in the field of traffic engineering and control.[23]
22. The tool, with its capabilities in simulation, optimization, and control, provides opportunities to analyze and simulate intricate traffic scenarios. By optimizing traffic flow strategies and implementing effective control measures, it enhances decision making in traffic management. The multi-agent approach facilitates a dynamic representation of interactions, contributing to an advanced understanding of traffic systems and representing a significant advancement in traffic engineering and control.[24]



Fig 1: Traffic congestion in an urban area

III. APPROACH

Traffic congestion near bus stops in Bangalore is a complex issue influenced by a myriad of interconnected factors. The interplay of limited road space, inadequate infrastructure, and poor traffic flow management creates bottlenecks, especially during peak hours. Prolonged dwell times for buses, inefficient pedestrian management, and haphazard parking practices further compound the congestion challenges. The multifaceted nature of the problem necessitates a comprehensive understanding of the diverse elements contributing to congestion for effective solutions.



Fig 2: Traffic congestion behind the bus

3.1 Contextual Setting: - This study is situated in Bangalore, a city undergoing rapid urbanization and facing challenges associated with a surge in vehicular density alongside inadequate infrastructure. The contextual setting frames traffic congestion near bus stops as a consequential issue stemming from the dynamic urban landscape, emphasizing the need for targeted interventions to address the specific challenges posed by the city's unique conditions.

3.2 Analysis Emphasis: The study places a strong emphasis on conducting an intricate analysis of contributors to traffic congestion near bus stops. Factors under scrutiny include the limited road space surrounding bus stops, deficiencies in public transportation systems, and other relevant elements that collectively contribute to the congestion challenge. This analytical approach seeks to unravel the interconnected complexities of the issue, providing a comprehensive understanding of the dynamics at play.

3.3 Holistic Solution Proposition: -The study advocates for a comprehensive set of strategies to address traffic congestion challenges near bus stops. The proposed solutions encompass improved urban planning initiatives, elevated traffic management practices, and the establishment of dedicated, well-designed bus stops equipped with proper pedestrian facilities. This holistic approach aims to create a robust framework for mitigating the multifaceted issues contributing to congestion in the specified urban context.

4.0 Community and Behavioural Aspects: - The study acknowledges the role of traffic indiscipline and commuter behaviour in contributing to traffic congestion challenges. It highlights the importance of addressing these aspects as part of the holistic solutions proposed. The study emphasizes the need for community awareness programs and initiatives aimed at fostering responsible commuting behavior to effectively tackle congestion issues near bus stops.



Fig 3: Passenger Behaviour at bus stop

V.CONCLUSION

- The study underscores the multifaceted nature of traffic congestion near bus stops in Bangalore, recognizing it as a complex issue influenced by various interrelated factors.
- The holistic approach in the conclusion suggests that effective implementation of proposed strategies has the potential not only to address congestion issues but also to contribute to positive urban transformation in the evolving landscape of Bangalore.
- Through a comprehensive examination, the paper identifies persistent challenges, including limited road space, inadequate infrastructure, and poor traffic flow management, contributing to bottlenecks, especially during peak hours.
- Through a comprehensive examination, the paper identifies persistent challenges, including limited road space, inadequate infrastructure, and poor traffic flow management, contributing to bottlenecks, especially during peak hours.
- The study highlights the role of inefficient public transportation systems and a lack of alternatives, contributing to the reliance on private vehicles and exacerbating overall traffic density.
- The inclusion of community awareness programs and the emphasis on encouraging responsible commuting behaviour add a societal dimension to the proposed strategies, recognizing the importance of community participation in congestion alleviation.
- The conclusion positions the proposed strategies as a roadmap for mitigating traffic congestion near bus stops in Bangalore. It envisions not only alleviating existing challenges but also fostering a more sustainable and efficient urban transportation system.

VI. FURTHER WORK

- ❖ Evaluate effectiveness of proposed strategies in actual urban settings.
- ❖ Investigate advanced technologies for traffic flow optimization.
- ❖ Implement pedestrian-friendly infrastructure around bus stops.
- ❖ Optimize bus arrival frequencies based on real-time demand.
- ❖ Evaluate environmental impact of congestion reduction measures.
- ❖ Explore collaboration opportunities for congestion solutions.

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