

**Connectivity Features within 1500 M of MRTS Stations:
UTTIPEC CHECKLIST**

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Governing Body under Hon'ble Lt. Governor of Delhi

Component	Sub-Component	Non-negotiable Standard
1 Interconnected Street Network	Street Centre-Line Grid Density	Residential/ MU: 7-12 km CL/ sq.km Commercial/ MU: 13-20 km CL/sq.km or more.
	Maximum Street Centre Line Spacing (Street = Public RoW or Easement which at least allows movement of Rickshaws and Pedestrians.	Residential/ MU: Every 80 - 250m. Commercial/ MU: Every 80 - 150m
2 Street Design	UTTIPEC Street design Standards 10-point checklist	UTTIPEC Street design Standards 10-point checklist - to be met, initially at least for all streets within 1500 M of MRTS Stations.
3 Signalized Crossings	Stations abutting any Street Type other than above-80 M Expressways.	All street crossings/ junctions within 1500 M of Station must be fully signalized for all directions of movement; and designed as per UTTIPEC Street Design Guidelines
	Stations abutting R/Ws above 80 M width i.e. Expressways.	Grade separated crossings (FOBs) are only allowed if Station opens on an Expressway i.e. R/W above 80 M.
4 Modal Interchange Locations & Parking	Bus Stop Location	Within 50 M level walk from Station Exit , accessible to the mobility impaired. Walk to be designed as per UTTIPEC Street Design Guidelines
	Cycle-Rental Service Location	Within 50 M level walk from Station Exit , accessible to the mobility impaired. Walk to be designed as per UTTIPEC Street Design Guidelines
	Cycle and Validated two-wheeler Parking Stand (Entry) location	Within 100 M level walk from Station Exit , accessible to the mobility impaired. Walk to be designed as per UTTIPEC Street Design Guidelines
	Auto-rickshaw Stand location	Within 150 M level walk from Station Exit , accessible to the mobility impaired. Walk to be designed as per UTTIPEC Street Design Guidelines
	Private Car/ Taxi/ Auto-Rickshaw "Drop-off" location	Should be located without interfering with barrier-free movement of Exiting Pedestrians and movement of Non-motorized vehicles. Should be located away from main Pedestrian exist. Bus-stops and Cycle-rickshaw stands must be closest to main pedestrain exits from station.
	Private Valiated Car Parking location	If provided, must be BEYOND 250 M distance of Station/ or PT interchange point
5 Universal Accessibility	Pairing of Origin-Destination (O-D) Nodes	Provide cycle/ auto stands at nearby important destinations, like schools, civic buildings, important offices, Malls, etc. as well, and provide Signages at both end locations. Private car parking may be required only at Terminal Stations.
	Universal Accessibility is required for all sidewalks, crossings, parks, public spaces and amenities.	As per UTTIPEC Street Design Guidelines
6 Location and Quality of Facilities OUTSIDE Station premises.	On-street Cycle, Cycle-rickshaw, auto-rickshaw and taxi parking	Within Multi-Functional Zone (MFZ) , as per UTTIPEC Street Design Guidelines
	Hawker Zones	Within Multi-Functional Zone (MFZ) , as per UTTIPEC Street Design Guidelines And/Or: In designated Hawker Zones within Street R/W
	Public Toilets	Location Criteria as per UTTIPEC Street Design Guidelines
	Lighting	As per UTTIPEC Street Design Guidelines
7 Wayfinding/ Information MAPS	Street Map with Directional Orientation and "You are Here" Symbol, showing: Local landmarks 2 km of Station; Show walking istance radius for 5 minutes Bus Information, with travel time and distance to major destination Rickshaw and AutoStand Location Show rickshaw distance to major destinations Location of nearby Recreation Spaces within 2 km - e.g. Eating places Parks, Theatres, Shopping, etc - to integrate MRTS into into people's lifestyles.	Samples are being developed by UTTIPEC.
8 Building Entry Locations	Location of Pedestrian and cyclist entry to buildings/ complexes.	Pedestrian and Cycle-ONLY entries to buildings to be introduced.
		Pedestrian/ Cycle Entries to buildings within 1500 M of Station should be such that the the travel distance to Station from the said building is MINIMIZED.
9 Public Transport (Primary, Secondary)	Demand ~ Supply Evaluation for various Modes	If Supply side is lacking, public transport augmentation to be provided at earliest. Service Level Benchmarks (SLB) for Urban Transport- MoUD, Government of India to be used for preliminary evaluation. www.urbanindia.nic.in/programme/ut/Service_level.pdf
	* PT = Public Transport	
	*SLB = Service Level Benchmarks	
	*MFZ = Multi-Functional Zone	
	*FOB = Foot Over Bridge	