BOGADI ROAD - AIISH
SIGNAL INTERSECTION

SAMAVESHA
ಸಮಾವೇಶ

STREET RE-DESIGN

FOR PEDESTRIAN
& DISABILITY NEEDS

Prepared for:	Prepared by:
Mysuru City Authorities and Citizens of Mysuru	**Mysore School of Architecture & Greenpeace India**

ABOUT US

Greenpeace India	Mysore School of Architecture

Greenpeace India, established around 2001, is an independent environmental NGO part of the global Greenpeace network. It campaigns against environmental destruction using non-violent, creative actions to promote climate justice, clean energy, sustainable agriculture, and biodiversity..

The Mysore School of Architecture (MSA) is a specialized institution established in 2014 in Mysuru, Karnataka, dedicated to architectural design, modern technology, and ecological sustainability.

MSA motto - Excellence, Openness, Flexibility, and Innovation - is deeply embedded in the learning process, fostering a culture of strong professional rigour.

MYSORE SCHOOL OF ARCHITECTURE

MYS RISING

GREENPEACE

PROJECT GENESIS

The AIISH- Bogadi Road Junction re-design initiative emerges from a **convergence of citizen concerns, academic inquiry, and advocacy** for people-centric urban planning in Mysuru.

The initiative aligns with **Mysore School of Architecture**'s ongoing projects on **Mobility for Mysuru,** which focus on studying **urban mobility issues,** drawing inferences, and proposing recommendations and interventions to create safer and more convenient streets. Such an engagement closely resonates with **Greenpeace India's City Rising campaign,** which calls for **climate-resilient, inclusive, and citizen-led** approaches to **reimagining urban public spaces** beyond car-centric planning. Together, these efforts remind us that streets should support dignity, care, and shared use- and why a people-first design of the AIISH–Bogadi Road Junction truly matters. Key areas of emphasis include **pedestrian safety, promotion of non-motorized transportation (NMT),** with **dedicated cycle lanes** as a priority and improved vehicular movement planning.

This collaboration rose out of designed conversations on **liveable cities, the Mysuru Rising campaign** by **Greenpeace** and citizen networks of Mysuru. During one of **Greenpeace's Citizen Imaginariums**, a Mysuru resident proposed the need for **better design for disability groups,** caregivers and resource providers at AIISH/Bogadi Road Intersection. Greenpeace has been focused on making this a **citizen-led process** in collaboration with city governance and urban planning related departments. Greenpeace has been on-boarding stakeholder institutions like **All India Institute of Speech and Hearing,** (AIISH), **Regional Institute of Education** (RIE) and **JSS Polytechnique for Differently Abled.**

Greenpeace India invited **Mysore School of Architecture (MSA)** to provide **institutional expertise in urban design,** and engage with **Social Design,** to build a **think-tank and design proposal** for **AIISH/Bogadi Road Intersection.** This unique citizen's initiative by an architecture institution integrates **academic design expertise** with **organizational support for implementation.** The design proposal presented here reflects the **academic leadership and design initiative** undertaken by **MSA students and faculty.**

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SCHOOL OF
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1.CONTEXT

SAMAVESHA : ಸಮಾವೇಶ

MYSORE
SCHOOL OF
ARCHITECTURE

AN INCLUSIVE - ACCESS NODE

GREENPEACE
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1.1 CITIZEN-RESIDENT VOICE

B.S Ramakrishna Mudre, Hon. Director, Swami Vivekananda Youth Movement is a long-term resident of Mysuru and a caregiver who has passionately advocated on differently-abled communities and their needs. Mr Mudre had passionately addressed the need for Mysuru to take cognizance of vulnerable citizen groups like children, differently-abled groups and families of care-givers at the Bogadi Road-AIISH signal.

Mr Mudre cites the recent Supreme Court judgment, as he called forth a new sensibility in societal attitude towards marginalised communities.

"Dignity cannot be reduced to an abstract ideal; it must find expression in conditions that enable individuals to live without humiliation, exclusion, or avoidable suffering"
Bench of supreme Court Justices JB Pardiwala and R. Mahadevan. January 30, 2026 judgment on the right to menstrual health

"If I call myself a normal person, it is relative in the sense that my normalcy depends upon some other person who does not have normalcy; else my normalcy has no meaning or value. Being different can be physical or/and cognitive for whatever reason.

In that sense are we "normal" individuals not indebted to differently abled people?

A city is made of several communities and communities are made of Individuals. If individuals do not know how to be inclusive , the city's design of public spaces inherently suffers from inadequate inclusive approach towards the different abled and as a consequence, all segments of walkers, cyclists, children, women, youth and senior citizens.

In our daily life a person, we rarely encounter a person moving on a wheelchair; it has become an invisiblised occurence! It also becomes a matter of visual discomfort when we occasionally encounter people with disabilities accessing urban space.

1.1 CITIZEN-RESIDENT VOICE

Journeying from visual discomfort to cognitive acceptance of differently-abled communities is the **behavioral change** that will **build empathetic, inclusive and subsequently productive urban societies for all.**

A great collaborative and a compassionate initiative by Greenpeace India & Mysore School of Architecture to build a workable model of safe and inclusive traffic junction at AIISH. This initiative, Samavesha, is worth pursuing to show that Mysore cares and is inclusive in its approach. I am sure that this will be a replicable and sustainable model as all stakeholders including the government agencies have been taken into confidence.

As a parent of a special child I look forward to such inclusive Mysore City where everyone gets an opportunity to move around the city seamlessly with better access, more visibility and acceptance, and with dignity''

 B.S Ramakrishna Mudre

1.2 URBAN CONTEXT

BOGADI ROAD-AIISH Traffic signal and junction has the ALL INDIA INSTITUTE OF SPEECH AND HEARING, MYSURU located within a 100 meters of the junction.

The institute serves thousands of individuals annually, offering extensive clinical, educational, and research access to children and adults with communication disorders. It supports BPL families with hearing aids, conducts rural screening, and trains professionals in speech-language pathology and special education. While specific total numbers for annual patient visits vary, the institution is a major national hub for communication disability services and research.

THE CAMPUS of such a national institution, catering to thousands of individuals, children and adults with special needs, along with families of caregivers from diverse class and ethnic backgrounds, is designed to support multiple needs for the right to access for the communities and their support groups. **However, the moment they exit the gates of AIISH, user groups of AIISH encounter a series of predicaments, before they are able to get to the security of private or public transport, or get to their residence on foot.**
The families, **mostly comprising of mothers**, and **quite often senior citizen caregivers and their wards** have to **wade through a lack of safe pavement spaces, ramp access, proper traffic crossing infrastructure, better waiting areas or zones outside AIISH, or the onslaught of vehicular traffic and constant noise** the junction. **The children with** various **sensory impairments** also **endure noise and security risks** from impatient vehicular traffic.

Bogadi Road-SJCE Road-AIISH junction is dotted with multiple educational institutions like the Regional Institute of Education, JSS Technical Campus and University of Mysore. Diverse student groups access the street junction and the streets as the context being the educational hub. The streets also provide livelihood to multiple vendors, as well as hold many old and new businesses, like restaurants, bakeries, etc. **The traffic junction in particular has also proven to be fatal and seen multiple accidents due to increasing and unregulated vehicular traffic.**

1.3 PARTICIPATORY URBAN DESIGN

**Participatory Urban Design is an approach
that recognizes cities as lived environments,
shaped not only by planners, architects and policymakers,
but by everyday experiences of the
people who inhabit them.**

In this process, design is not treated as a finished product delivered to citizens, but as an evolving dialogue between professionals and communities. **Architecture and urban design, when practiced in this way,** become tools for listening, interpreting, and translating lived realities into spatial solutions that **are more inclusive, responsive, and equitable.**

In many contexts in India, urban development has followed a largely **top-down planning model**. Decisions about streets, public spaces, transport systems, and housing are often made through technical, bureaucratic, or political processes that may not fully engage the diverse groups who use these environments daily. **While such systems can deliver large-scale infrastructure quickly, they frequently overlook the subtle ways in which people occupy and navigate space—women negotiating safety, children seeking places to play, elderly citizens needing accessible sidewalks, street vendors depending on informal economies, or commuters navigating complex mobility systems.**

Participatory urban design seeks to bridge this gap by bringing these voices into the design process. Through activities such as community mapping, street audits, public workshops, and interactive design exercises, architects and urban designers can uncover patterns of use, social dynamics, and everyday challenges that conventional planning methods often miss. These processes help reveal how public spaces are experienced differently across gender, age, occupation, and ability, allowing design solutions to respond to a broader spectrum of needs.

The role of architecture within this framework shifts from simply **authoring space** to **facilitating spatial conversations.** Architects and urban designers become mediators who translate community insights into physical interventions—**safer crossings, shaded walking routes, inclusive public spaces, and better-connected neighborhoods.**

1.3 PARTICIPATORY URBAN DESIGN

In SAMAVESHA's participatory urban design process around the All India Institute of Speech and Hearing (AIISH) neighbourhood, this approach involved engaging closely with the people who experience the area on a regular basis. **We listened to stakeholders such as parents and caregivers who accompany children to the institute, observed how children and families accessed the campus and moved through surrounding streets, and studied how pedestrians, residents, and commuters were already using these spaces.** The process also included **traffic-sensitization activities** that brought attention to pedestrian safety and encouraged more responsible behaviour among road users.

When user groups are not adequately engaged-or when planners attempt to imagine them in tabstraction-urban environments often fail to support everyday life effectively. Streets designed primarily for vehicular movement can marginalize pedestrians and cyclists. Public spaces conceived without social observation may remain underused or feel unsafe. **Transport infrastructure that overlooks last-mile connectivity can limit access for those who rely on walking or informal transit. These gaps are not merely design oversights; they directly influence how people experience safety, belonging, and opportunity within the city.**

The consequences extend beyond spatial discomfort. Poorly designed or exclusionary urban environments can reduce quality of public life, discourage walking and social interaction, and limit access to economic opportunities. **When citizens feel unsafe or excluded from public spaces, urban vitality declines. Informal economies suffer, social cohesion weakens, and the broader productivity of the city can be affected.** In contrast, inclusive urban design-grounded in participatory processes-can enhance mobility, encourage active public life, and create conditions where economic and social networks flourish.

For rapidly urbanizing societies such as India, participatory design exercises are particularly important. Cities here are characterized by high density, diverse populations, layered informal systems, and rapidly changing infrastructure. Standardized planning approaches alone cannot capture this complexity. Engaging communities directly allows designers and decision-makers to better understand how policies and spatial interventions interact with daily life on the ground.

1.3 PARTICIPATORY URBAN DESIGN

Ultimately, participatory urban design is not simply about consultation-it is about reframing the relationship between citizens and the city-making process.

When architects, planners, and governments collaborate meaningfully with communities, the resulting environments tend to be more inclusive, resilient, and reflective of collective aspirations.

In this way, architecture becomes not only a discipline of form and structure, but also a practice of social engagement—helping shape cities that are safer, more accessible, and more vibrant for all who inhabit them. By integrating local knowledge with technical expertise, participatory design helps produce environments that feel more legible, welcoming, and usable to a wider population.

1.4: PRESS ON BOGADI JUNCTION

Commuters endure a nightmare travelling on Bogadi Road

Times News Network / Sep 26, 2019, 05:30 IST

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Mysuru: It has been two years since the stretch of Bogadi Road between the Manasagangothri Campus of the University of Mysore and AIISH junction has been repaired, and comuters are enduring a particularly hellish ride along the thoroughfare, which is among the most used in the city.

Last year, the Mysuru City Corporation (MCC) initiated work on turning the road into a four-lane street, but failure to complete the project has compounded the problems for the commuters.

Fig 1.a. News coverage highlighting commuter difficulties and infrastructure challenges on Bogadi Road.

News

Potholed Bogadi Road Poses Danger To Motorists

Fig 1.b. Media report documenting potholes and unsafe road conditions affecting motorists and pedestrians.

1.4: PRESS & PEOPLE'S VOICES

STAR OF MYSORE

VOICE OF THE READER

Pedestrians need more time to cross road at traffic signals

Sir,

While it's a welcome move by the Mysuru City Traffic Police authorities to install additional traffic signal lights at more circles and busy junctions across the city, I wish to bring to the notice of the same authorities concerned that the time given for pedestrians to cross the road safely at traffic signals across the city is very short.

It has often been observed that the pedestrian signal lights turn from green to red in a very short time, just about 10 seconds, leaving little time for pedestrians to cross the road safely.

Hence, I earnestly request the authorities to allow more time for pedestrians to cross the road safely at the traffic signals.

—Ashok Bhushan
Vishveshwaranagar
2.2.2026

Fig 1.c. *Article emphasizing pedestrian safety concerns and lack of safe crossing infrastructure near AIISH.*

VOICE OF THE READER

Urgent need for traffic regulation at Bogadi-AIISH Road junction

Sir,

As a concerned citizen and a daily commuter on Bogadi-Manasagangothri Road, I am writing to bring attention to the chaotic and hazardous situation at the signal junction near DMS, AIISH and the commercial establishments, with a temple on the other side.

This Cross Road has become a severe bottleneck, leading to frequent traffic jams and increasing the risk of accidents.

The primary issue arises when impatient motorists, in a rush to reach their destination, ignore traffic rules and line up on the wrong side of the road divider when the signal is red. This reckless behaviour obstructs oncoming traffic, causing unnecessary delays, relentless honking and utter frustration for law-abiding commuters.

What makes the situation even more distressing is the plight of parents with special children who visit AIISH. I have often witnessed these parents struggling to cross the road, sometimes having to forcefully pull their children amidst the chaos. The lack of a pedestrian-friendly environment here is unacceptable, given the presence of an institution catering to individuals with special needs.

Additionally, the daily congregation of daily wage workers and middlemen at this junction further compounds the disorder. The bargaining and clustering of people spill onto the road, disrupting traffic flow. The presence of a temple and a KSRTC bus stop only adds to the congestion, with vehicles haphazardly stopping and people moving in all directions without order.

Motorists blatantly disregard traffic rules, drive on the wrong side and incessantly honk, making this stretch an unbearable and dangerous zone. Despite the obvious risks, there appears to be no regulation or intervention to restore order.

I urge the authorities concerned to take immediate action to streamline traffic at this intersection. This issue needs urgent redressal before a major accident occurs. I hope this letter prompts action from the authorities to ensure the safety and convenience of all road users.

—Padmaja Muralidhar
Mysuru
21.2.2025

Fig 1.d. *Article emphasizing urgent need for traffic regulation at Bogadi-AIISH road.*

"Our students 'young minds-lived experiences' shaped every design decision. It has been a powerful learning process on how architecture and urban design can respond to real social needs. "

-DR. CHAMPA H S
DEAN & DIRECTOR
[Mysore School of Arachitecture]

"Greenpeace India has proposed an inclusive model street near the AIISH junction to improve accessibility and safety."

- DEEPAK SRINIVASAN
GREENPEACE INDIA

"The lack of a pedestrian friendly environment at this junction is unacceptable near an institution serving special need users."

- DR. NAGASHREE PRASHANTH
RESIDENT

"Parents with special children visiting AIISH struggle to cross the road amid chaotic traffic."

- MRS. LAHARI
PARENT

"The signal junction near AIISH and nearby commercial zones has become a severe bottleneck, causing frequent traffic jams."

- Mrs. PADMAJA MURALIDHAR
CONCERNED CITIZEN

"Motorists often ignore traffic rules, drive on the wrong side, and block traffic, increasing danger in this area."

-MS. RASHMI
STUDENT
[Mysore School of Arachitecture]

1.5 APPLICABLE RULES FOR AIISH–BOGADI JUNCTION ROAD

Traffic Police Guidelines and Enforcement Practices (Karnataka)

1. Traffic police carry out **active enforcement** in school zones during peak hours.
2. Authorized to manually **regulate traffic, overriding signals** when required.
3. Enforce penalties for violations such as **Over-speeding.**
4. Failure to stop at pedestrian crossings
5. **Disobedience of traffic signs**
6. Conduct **road safety audits** around schools.
7. Implement road safety awareness programs like STARS **(Student Association for Road Safety).**

Road Safety and Inclusive Infrastructure Guidelines

1. Promote universal accessibility for **differently-abled students.**
2. Provide **bollards** to prevent vehicle encroachment.
3. Ensure proper **lighting at pedestrian crossings.**
4. Use **drainage grates** with gaps ≤ 12 mm for **wheelchair and cane safety**.
5. **Encourage community awareness** and **parent participation in** school safety programs.

Karnataka School Safety Manual / Manual on Safety and Security of Children in Schools

1. Prescribes **special safety measures** in school zones.
2. Mandates speed governors in school buses with a maximum speed of **20 km/h.**
3. Recommends **traffic calming measures** such as speed **breakers and raised pedestrian crossings.**
4. Requires **proper school zone signage and road** markings.
5. Emphasizes coordination between **schools and traffic police during arrival and dismissal times.**

Fig. 2.a *Visual representation of pedestrian-priority and universal accessibility infrastructure guidelines.*

Fig. 2.b *Road safety and traffic management measures promoting controlled and accessible street environments.*

Fig. 2.c *Standard traffic signs in India supporting school zone and pedestrian safety regulations.*

2. INTRODUCTION & PLACEMAKING
FOR SAMAVESHA

2.1 INTENT & OBJECTIVE

To reimagine the AIISH- Bogadi Road Junction as a **people-first, inclusive access node, titled SAMAVESHA**, grounded in dignity, care, shared use, and people-centred, climate-responsive mobility.

Fig 3.a *On-site observation highlighting pedestrian movement challenges and unsafe crossing conditions near AIISH junction.*

1. Reshape the junction into a **safer, pedestrian-priority environment** (pedestrians are treated as the primary users of the space).
2. Make the intersection especially supportive for **differently abled people.**
3. Shift towards a **non-structural intervention strategy (tactical urbanism)** to enhance **safety and accessibility** using small-scale, temporary design changes.
4. Positively influence state-services and departments for urban planning to be design centric, in a bottom-up, inclusive, socially relevant way.

Fig 3.b *Visual documentation of accessibility concerns affecting differently-abled users at the intersection.*

2.2 CITIZEN USER NEEDS

1. **Inclusive Public Spaces:** Urban public spaces often fail to support inclusive design, limiting independent movement and equal access for users of all abilities.
2. **Pedestrian-First Streets:** Streets are largely designed around vehicles rather than people, reducing pedestrian safety, comfort and prioritization.
3. **Universal Accessibility:** Universal accessibility is inconsistently integrated into everyday urban infrastructure, resulting in fragmented and exclusionary environments**.**
4. Demonstration of **Tactical Urbanism** as an effective tool for **urban transformation**.
5. Contribution towards more **equitable, accessible and people-friendly cities.**

2.3 DETAILS OF COLLABORATION

1. Samavesha is a collaborative initiative between **Mysore School of Architecture** and **Greenpeace integrating academic design expertise with organizational support for implementation.**
2. The Mysore School of Architecture took the responsibility of carrying out **audit, fieldwork**, **research, field survey, preparation of report, design development and project presentation.**
3. Greenpeace was in the forefront in **contacting and engaging stakeholders, facilitating periodic presentations, approaching authorities for permissions, assisting in resource mobilisation and conducting empathy drives to sensitize traffic and citizens to issues of AIISH user groups.**

2.4 LOCATION MAPPING

1. AIISH-Bogadi Road Intersection is located in the **North-central part of Mysuru city, Karnataka**, at the intersection of Bogadi Road and SJCE Road.
2. The intersection lies adjacent to the **All-India Institute of Speech and Hearing (AIISH) campus**, one of India's premier institutions for speech, hearing and rehabilitation studies, research and treatments.

Fig 4.a Satellite view showing the strategic location of the AIISH–Bogadi Road intersection within Mysuru city.

3. The site **acts as a critical urban node** connecting:
   - Mysuru city core
   - Residential areas of Janatha Nagar, TK Layout, Gangothri Layout, Bogadi, Kuvempunagar, Jayalaksmipuram and Vijayanagar.
   - Educational and institutional corridors like RIE, DMS, SJCE, UOM etc.

| TOWARDS T K LAYOUT | TOWARDS SJCE CAMPUS | TOWARDS UNIVERSITY | TOWARDS BOGADI |

Fig 4.b Views illustrating traffic flow and road conditions in all four directions at the intersection.

2.5 SIGNIFICANCE OF THE EXISTING TREES AT AIISH–BOGADI ROAD INTERSECTION

The existing mature roadside trees at the AIISH–Bogadi Road intersection is not merely a landscape element but a significant environmental and social anchor within the junction.

Situated along a high-traffic institutional corridor, the trees play a vital role in shaping the microclimate and pedestrian experience of the space.

1. **Environmental Importance**

The tree provides essential shade in Mysuru's warm climatic conditions, reducing surface temperature along the footpath and waiting areas. **It acts as a natural cooling element, mitigating the urban heat island effect at a signalized junction dominated by asphalt and vehicular emissions**. Additionally, it contributes to improved air quality by filtering dust and pollutants generated by continuous traffic movement.

2. **Pedestrian Comfort & Accessibility**

Given that the junction serves users from AIISH including children, differently abled individuals, elderly persons, caregivers and parents, shaded resting and waiting zones are critical. **The trees create a psychologically comfortable buffer space where pedestrians tend to pause, wait, and orient themselves before crossing.** In an inclusive-access node proposal, such natural elements enhance usability and reduce physical stress for vulnerable users.

Fig. 5.a. *Bannyan tree opposite to AIISH provides shade and adds Spatial Identity to the place*
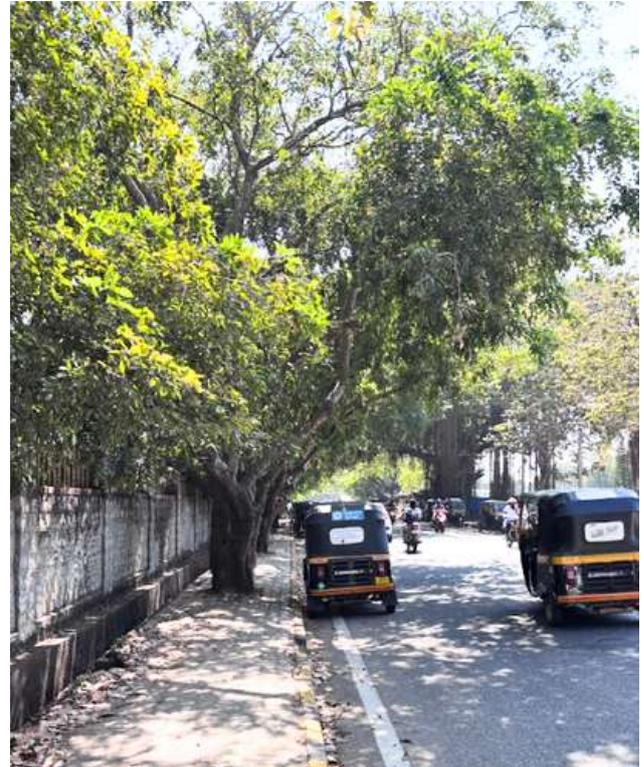
Fig. 5.b. *Continuous stretch of trees providing shade and comfort*

2.5 SIGNIFICANCE OF THE EXISTING TREES AT AIISH–BOGADI ROAD INTERSECTION

3. Social & Spatial Identity

Over time, the trees have become a recognizable landmark within the junction. It contributes to place identity and spatial memory, assisting wayfinding in a busy urban context. Informal interactions, short pauses, and social exchanges often occur around shaded areas, making it a subtle but important community node within the larger intersection.

4. Ecological & Urban Design Significance

Retaining and integrating the trees within the redesign proposal aligns with sustainable and context-sensitive urban design principles.
Rather than treating it as an obstruction, the design approach should frame it as a focal landscape feature potentially integrating seating edges, protective kerbing, or tactile paving around it while ensuring barrier-free pedestrian movement.

Samavesha **emphasizes inclusivity and human centered design, preserving the existing tree symbolizes respect for ecological systems within urban transformation. It reinforces the idea that accessibility and environmental responsibility must coexist.**
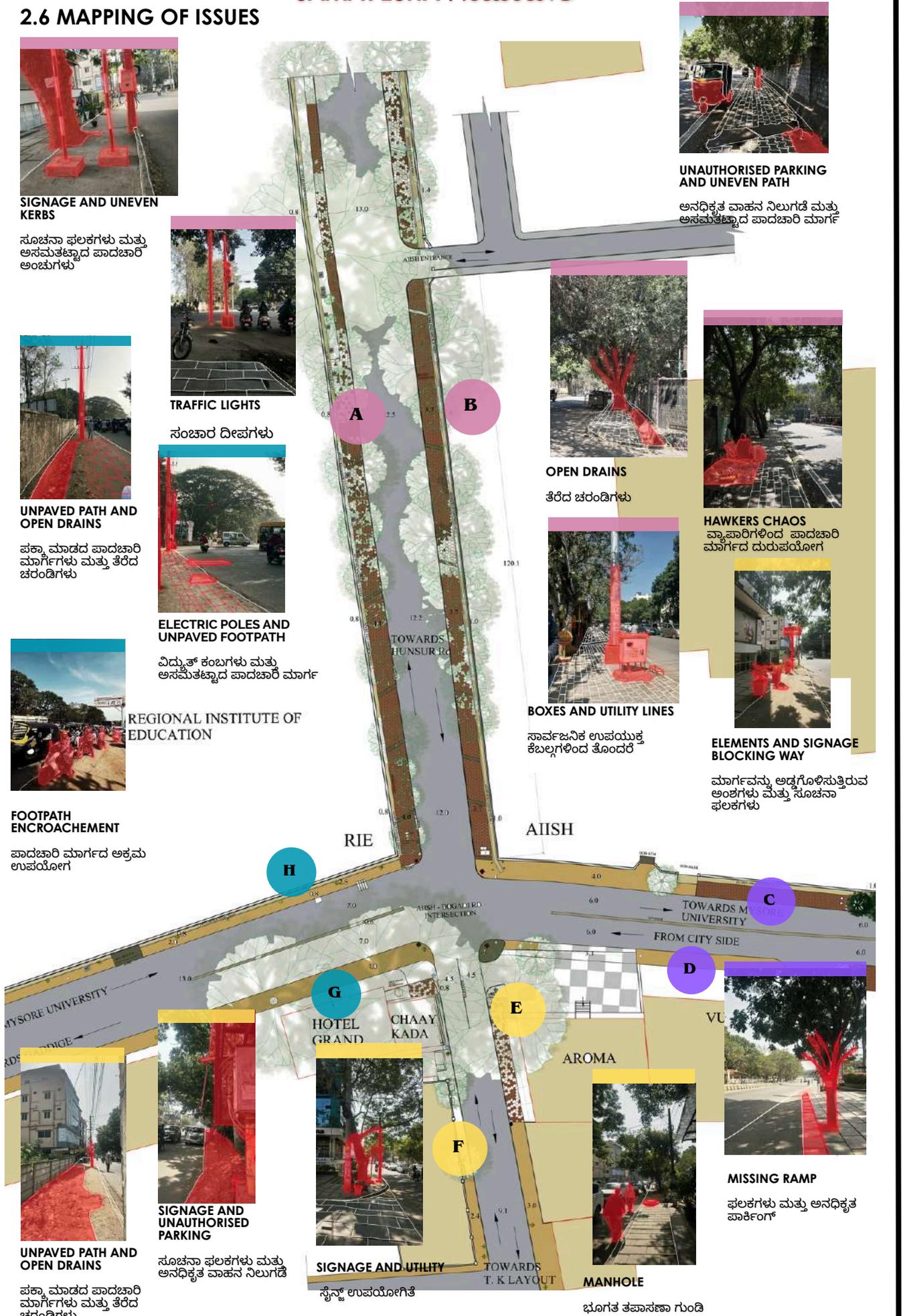

Fig. 5.c. *Tree Adding Shade to Existing features like Auto Stand*   **Fig. 5.d.** *Vendors sitting under shaded space*

2.6 MAPPING OF ISSUES

SIGNAGE AND UNEVEN KERBS

ಸೂಚನಾ ಫಲಕಗಳು ಮತ್ತು ಅಸಮತಟ್ಟಾದ ಪಾದಚಾರಿ ಅಂಚುಗಳು

TRAFFIC LIGHTS

ಸಂಚಾರ ದೀಪಗಳು

UNPAVED PATH AND OPEN DRAINS

ಪಕ್ಕಾ ಮಾಡದ ಪಾದಚಾರಿ ಮಾರ್ಗಗಳು ಮತ್ತು ತೆರೆದ ಚರಂಡಿಗಳು
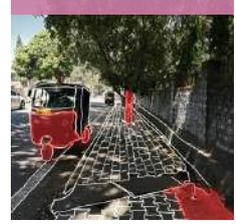

ELECTRIC POLES AND UNPAVED FOOTPATH

ವಿದ್ಯುತ್ ಕಂಬಗಳು ಮತ್ತು ಅಸಮತಟ್ಟಾದ ಪಾದಚಾರಿ ಮಾರ್ಗ

FOOTPATH ENCROACHEMENT

ಪಾದಚಾರಿ ಮಾರ್ಗದ ಅಕ್ರಮ ಉಪಯೋಗ

UNAUTHORISED PARKING AND UNEVEN PATH

ಅನಧಿಕೃತ ವಾಹನ ನಿಲುಗಡೆ ಮತ್ತು ಅಸಮತಟ್ಟಾದ ಪಾದಚಾರಿ ಮಾರ್ಗ

OPEN DRAINS

ತೆರೆದ ಚರಂಡಿಗಳು

HAWKERS CHAOS

ವ್ಯಾಪಾರಿಗಳಿಂದ ಪಾದಚಾರಿ ಮಾರ್ಗದ ದುರುಪಯೋಗ

BOXES AND UTILITY LINES

ಸಾರ್ವಜನಿಕ ಉಪಯುಕ್ತ ಕೆಬಲ್‌ಗಳಿಂದ ತೊಂದರೆ

ELEMENTS AND SIGNAGE BLOCKING WAY

ಮಾರ್ಗವನ್ನು ಅಡ್ಡಗೊಳಿಸುತ್ತಿರುವ ಅಂಶಗಳು ಮತ್ತು ಸೂಚನಾ ಫಲಕಗಳು

MISSING RAMP

ಫಲಕಗಳು ಮತ್ತು ಅನಧಿಕೃತ ಪಾರ್ಕಿಂಗ್

UNPAVED PATH AND OPEN DRAINS

ಪಕ್ಕಾ ಮಾಡದ ಪಾದಚಾರಿ ಮಾರ್ಗಗಳು ಮತ್ತು ತೆರೆದ ಚರಂಡಿಗಳು

SIGNAGE AND UNAUTHORISED PARKING

ಸೂಚನಾ ಫಲಕಗಳು ಮತ್ತು ಅನಧಿಕೃತ ವಾಹನ ನಿಲುಗಡೆ

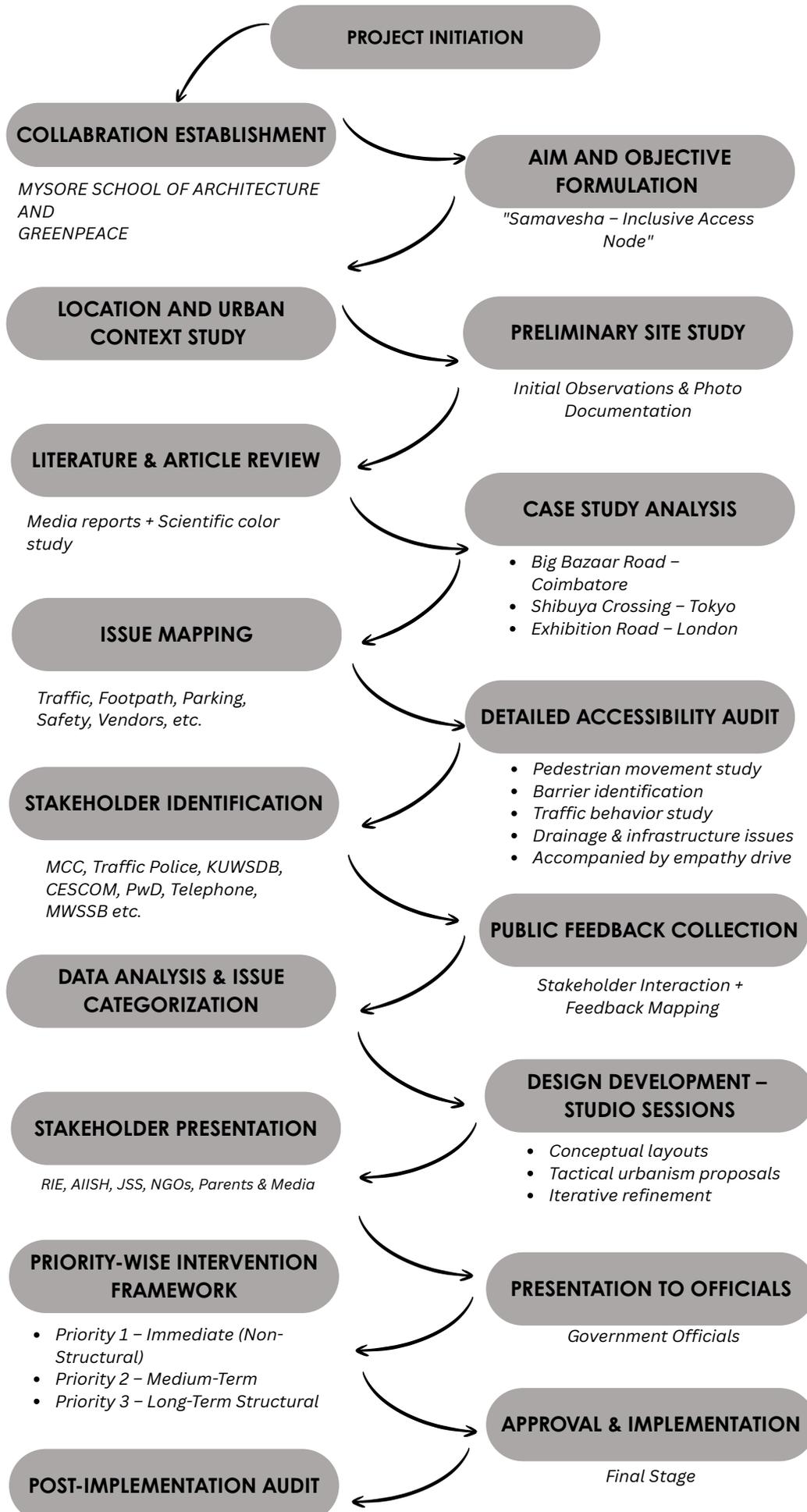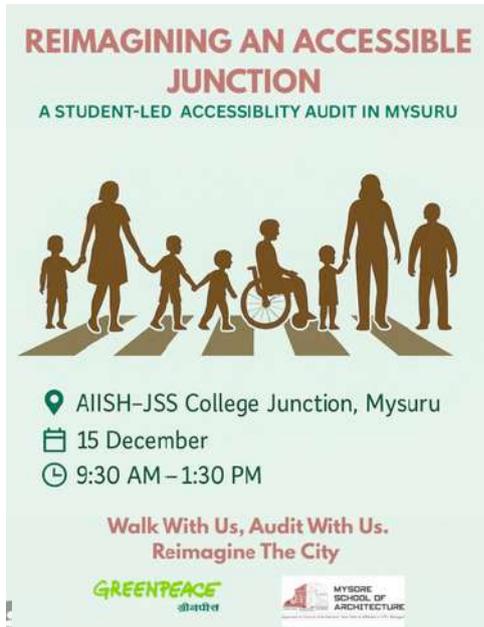**SIGNAGE AND UTILITY**

ಸೈನ್ಸ್ ಉಪಯೋಗಿತೆ

MANHOLE

ಭೂಗತ ತಪಾಸಣಾ ಗುಂಡಿ

Fig 6.0 *Mapping of physical barriers, traffic conflicts, encroachments and accessibility issues at the intersection.*

MYSORE SCHOOL OF ARCHITECTURE

GREENPEACE ಗ್ರೀನ್‌ಪೀಸ್

3. CITIZEN ENGAGEMENT & DESIGN PROCESS:

AUDIT, SURVEY, PARTICIPATORY MAPPING AND DESIGN

3. METHODOLOGY-PROJECT WORK FLOW

PROJECT INITIATION

COLLABRATION ESTABLISHMENT

MYSORE SCHOOL OF ARCHITECTURE AND
GREENPEACE

AIM AND OBJECTIVE FORMULATION

"Samavesha – Inclusive Access Node"

LOCATION AND URBAN CONTEXT STUDY

PRELIMINARY SITE STUDY

Initial Observations & Photo Documentation

LITERATURE & ARTICLE REVIEW

Media reports + Scientific color study

CASE STUDY ANALYSIS

- *Big Bazaar Road – Coimbatore*
- *Shibuya Crossing – Tokyo*
- *Exhibition Road – London*

ISSUE MAPPING

Traffic, Footpath, Parking, Safety, Vendors, etc.

DETAILED ACCESSIBILITY AUDIT

- *Pedestrian movement study*
- *Barrier identification*
- *Traffic behavior study*
- *Drainage & infrastructure issues*
- *Accompanied by empathy drive*

STAKEHOLDER IDENTIFICATION

MCC, Traffic Police, KUWSDB, CESCOM, PwD, Telephone, MWSSB etc.

PUBLIC FEEDBACK COLLECTION

Stakeholder Interaction + Feedback Mapping

DATA ANALYSIS & ISSUE CATEGORIZATION

DESIGN DEVELOPMENT – STUDIO SESSIONS

- *Conceptual layouts*
- *Tactical urbanism proposals*
- *Iterative refinement*

STAKEHOLDER PRESENTATION

RIE, AIISH, JSS, NGOs, Parents & Media

PRIORITY-WISE INTERVENTION FRAMEWORK

- *Priority 1 – Immediate (Non-Structural)*
- *Priority 2 – Medium-Term*
- *Priority 3 – Long-Term Structural*

PRESENTATION TO OFFICIALS

Government Officials

APPROVAL & IMPLEMENTATION

Final Stage

POST-IMPLEMENTATION AUDIT

3.2 TIMELINE AT A GLANCE

Fig 7.a Poster highlighting the accessibility audit and workshop initiative conducted at the AIISH–Bogadi junction.

Fig 7.b Interactive session with AIISH stakeholders during accessibility audit.

Fig 7.c On site measurement been taken by students

PRELIMINARY STREET AUDIT AND USER EXPERIENCE MAPPING WORKSHOP at AIISH

DECEMBER 15, 2024

Identification of issues at the AIISH– Bogadi Road Junction began by listening to lived experiences on the street. The process was initiated through a **street audit and participatory workshop held on December 15, 2025**, where parents, caregivers, and community members who accessed AIISH shared their everyday challenges of navigating the junction especially while accompanying children and persons with disabilities. These conversations helped surface concerns that are often missed in conventional traffic or engineering assessments, grounding the project in real, everyday use of the street.

DESIGN DEVELOPMENT led by MYSORE SCHOOL OF ARCHITECTURE DECEMBER 2024–FEB 2025

Following the workshop, the project team undertook multiple **on-the-ground mapping exercises** at and around the junction. These included observing movement patterns at different times of the day, documenting crossing behaviour, identifying conflict points between pedestrians and vehicles, and noting barriers faced by wheelchair users, parents with strollers, and people with visual or mobility impairments. This sustained presence on-site allowed the team to move beyond one-time observations and build a deeper understanding of how the street functions over time.

Fig 7.d

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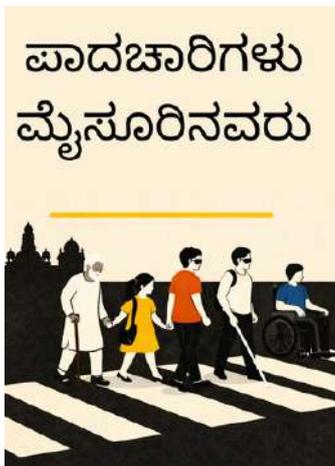
Fig 7.e

Fig 7.f

Fig 7.g

EMPATHY DRIVE
JANUARY 28
FEBRUARY 6, 20,
A empathy building exercise that involved direct action and discussion building, by volunteers and citizen groups, was facilitated by Greenpeace India for four consecutive weeks at the Bogadi–AIISH traffic signal. Citizen volunteers would safely aid in street-crossing for pedestrians and support families and children to create human zebra crossing and traffic signal barricades. This facilitated crossing aided both traffic users and pedestrians alike to engage in deeper observation, awareness and understanding of the need for people's safety and attitudinal change at the junction.

STAKEHOLDER CONSULTATIONS

1 INCLUSIVE STREET DESIGN AND CO-CREATION MEET.
JANUARY 21 2026
A proposal presentation participatory design activity with AIISH design team, parents who access AIISH, and other stakeholder user groups from Mysore led to SAMAVESHA taking shape and kick-starting the design process.

2.PUBLIC Consultation
January 28, 2026
Proposal prompts were presented for dialogue, engagement and consultation with vendors, autorickshaw drivers, parents and pedestrian groups to assess overlaps of issues, and to sensitize groups to each others' needs.

3.**Street walkthrough for local corporator Ms Vedavathi (from Gangotri Layout) and and Mysuru Grahakara Parishath (MGP) and interaction with stakeholders and AIISH engineers**
February 17, 2026

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3.3 AUDIT & ON-SITE OBSERVATION AT AIISH   *(15th DEC 2025)*

A detailed on-site accessibility audit was conducted to document pedestrian movement patterns, physical barriers, safety concerns, and user challenges at the AIISH-Bogadi intersecion.

Fig 8.a *Interactive session with AIISH stakeholders during accessibility audit.*

Fig 8.b *On-site pedestrian movement observation near the intersection.*

Fig 8.c *Group discussion capturing experiential feedback from participants.*

3.4 PRESENTATION TO THE STAKEHOLDERS   *(21st JAN 2026)*

The preliminary findings and inclusive design strategies were presented to institutional stakeholders - RIE, AIISH, JSS & UoM representatives, NGO's, Media personnels and parents for review, discussion and collaborative refinement.

Fig 9.a *Presentation of Samavesha proposal to institutional stakeholders.*

Fig 9.c *Discussion session explaining inclusive design strategies.*

Fig 9.b *Collaborative mapping activity identifying problem areas.*

Fig 9.d *Stakeholder engagement during feedback and design refinement session.*

3.5 PUBLIC CONSULTATION   *(28th JAN 2026)*

A participatory public engagement session was organized to gather community feedback, lived experiences and suggestions to strengthen the inclusive intervention proposal.

Fig 10.a *Public interaction session documenting community responses.*

Fig 10.c *Citizens reviewing proposed design interventions.*

Fig 10.b *Stakeholder feedback collection through participatory discussion.*

Fig 10.d *Community members analyzing on-site documentation panels.*

3.6 EMPATHY DRIVE

Fig 11.a *Empathy drive conducted at the intersection to observe pedestrian behavior.   (28th JAN 2026)*

Fig 11.b *Empathy drive conducted at the intersection to create awareness to pedestrians. (6th FEB 2026)*

Fig 11.c *Empathy drive conducted at the intersection to create awareness to motorists.   (20th FEB 2026)*

3.7 DESIGN DEVELOPMENT SESSIONS   *Mysore School of Architecture*

Fig 12.a *Students analyzing base maps and annotating site observations during the design development process.*

Fig 12.b*. Collaborative drafting and conceptual layout development based on site audit findings.*

Fig 12.c*. Group synthesis session mapping key issues and intervention priorities.*

3.8 COLLABORATIVE DESIGN DEVELOPMENT SESSION
MYSORE SCHOOL OF ARCHITECTURE AND GREENPEACE

***Fig 13.a**. Round-table discussion reviewing identified problems and proposed design strategies.*

***Fig 13.b**. Formal presentation of analytical findings and design proposals to faculty and collaborators.*

***Fig 13.c**. Interactive feedback session between students, faculty and external stakeholders to refine interventions.*

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4. SITE AUDIT: OBSERVATIONS AND PUBLIC FEEDBACK ANALYSIS

4.1 PUBLIC FEEDBACK ANALYSIS

- *On 28/01/2026, students and faculty from Mysore School of Architecture and participants from greenpeace conducted an on site visual survey as part of the consultation process. Pedestrians were invited to participate by placing stickers against issues they felt most concerned about, enabling direct community voting.*
- *The collected responses were systematically compiled and translated into these pie charts, presenting a clear visual summary of priority concerns expressed by daily street users.*
- *The following pie charts represent a consolidated analysis of public concerns identified along the selected street, focusing on pedestrian infrastructure, traffic safety, parking behaviour, and informal street activities.*
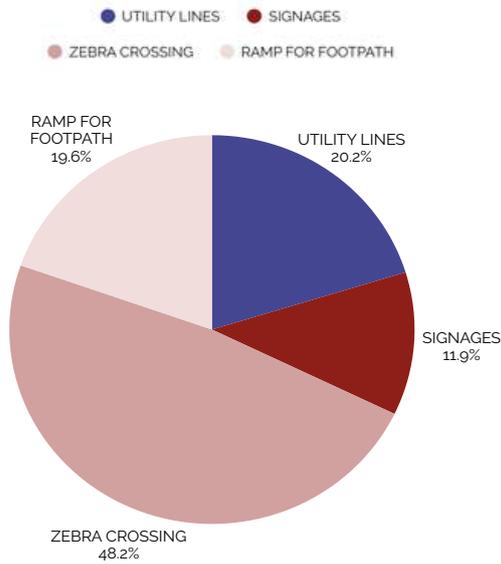
Fig 14.a *Zebra crossing records the highest concern, followed by utility lines and ramp for footpath, with signage being the least.*
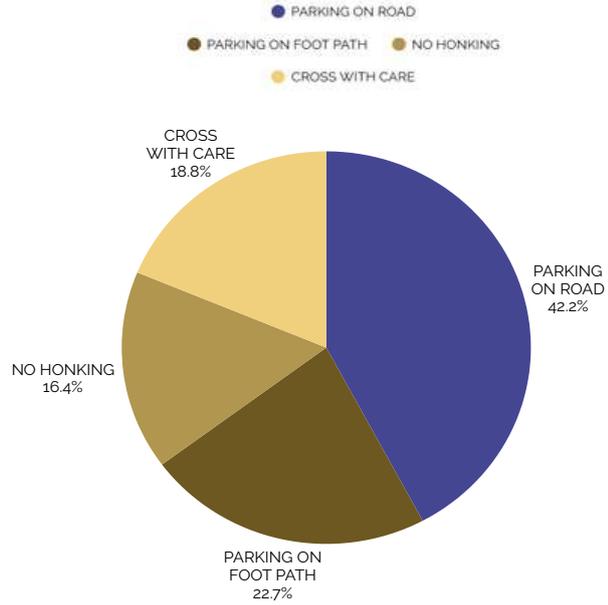
Fig 14.b *Parking on road shows the highest concern, followed by parking on footpath, while no honking and cross with care have comparatively lower responses.*
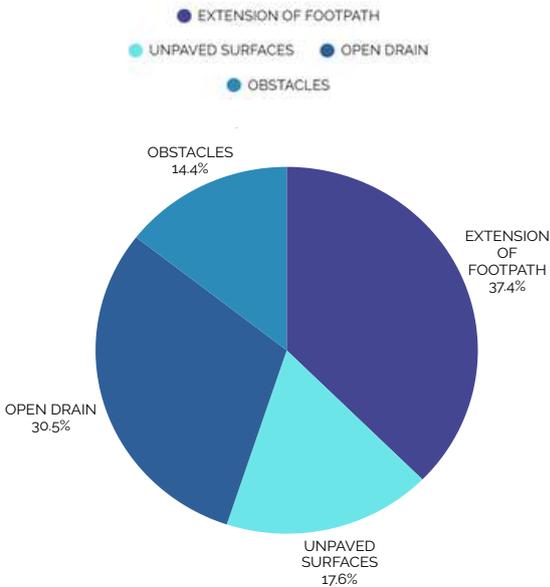
Fig 14.c *Extension of footpath has the highest percentage, followed by open drain, with unpaved surfaces and obstacles being lower concerns.*
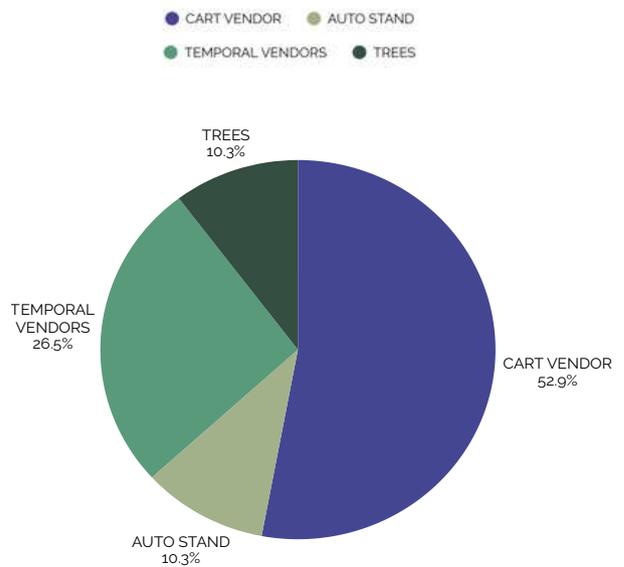
Fig 14.d *Cart vendors form the highest share, followed by temporary vendors, while auto stand and trees have the lowest equal percentages.*

4.1 PUBLIC FEEDBACK

Parking Issues

- Unauthorized & flexible parking place needed
- Footpath encroachment
- Need to clear the area - parking is not used well
- Footpaths are being used as parking
- Open zones illegally used by vendors
- Parking space should be regulated

Footpath & Pedestrian Issues

- The tress in the footpath are hindrance while walking
- Many local vendors have damaged footpath
- Unpaved and uneven path
- Need proper pedestrian crossing
- Requirement for wheelchair & ramp movement
- Need proper footpath along AIISH compound.

Traffic & Signals

- Signals not working during peak traffic
- Follow the traffic signal rule
- Pedestrians observed Traffic signal jump
- Speed bumps & Speed limit - to be enforced.
- Need traffic police 12 hours
- Not following road rules & safe driving rules
- Rash driving
- Street-lights are insufficient

Fig 15.a *Feedback responses highlighting key community concerns.*

4.1 PUBLIC FEEDBACK

Safety & Accessibility

- No ramp provided - very difficult for patients to move
- Wheelchair movement difficult
- Hard for disabled & elderly people to walk
- No proper walking space
- Need more zebra crossings
- Need proper signages
- High risk area

Drainage & Infrastructure

- Open drains/should be covered
- UGD system not maintained
- Water stagnation issue at certain points.
- Uneven kerbs
- Obstruction by signage

Hawkers & Encroachment

- Hawkers chaos
- Encroachment by street vendors
- Vendors blocking pedestrian pathway
- Remove temporary shops to allow visibility

Fig 15.b *Compiled visual feedback board from public feedback session.*

General Urban Issues

- Lack of discipline
- Need better road planning
- Traffic congestion near AIISH
- Need speed control measures
- Better junction design needed
- Need more public policy implementation

Environmental & Behavioural Issues

- Usage of tobacco items
- Public smoking
- Reduce vehicle usage
- Food stalls & hygiene issues
- Need awareness signage

6. COLOR STUDY AND ANALYSIS

Colour Effects on Children with Autism

a. Neutral, pastel, dull, and muted shades are reported as calming and soothing by autistic participants.
These colors were less distracting and easier to process visually.

b. Bright, bold, or intense colors were found to be stimulating rather than soothing and may increase sensory overload.

Source: Frontiers in Psychiatry (2022)

Fig 17.a. *Comparative illustration showing calming neutral tones versus overstimulating bright colors for autismfriendly environments.*

Confirmation from PubMed Abstract (Scientific Summary)

- PubMed confirms that neutral and mellow tones tend to have calming effects in autism-friendly environments.
- It also supports that bright and intense colors may be overstimulating and are generally less suitable for sensory-sensitive children.

Source: PubMed
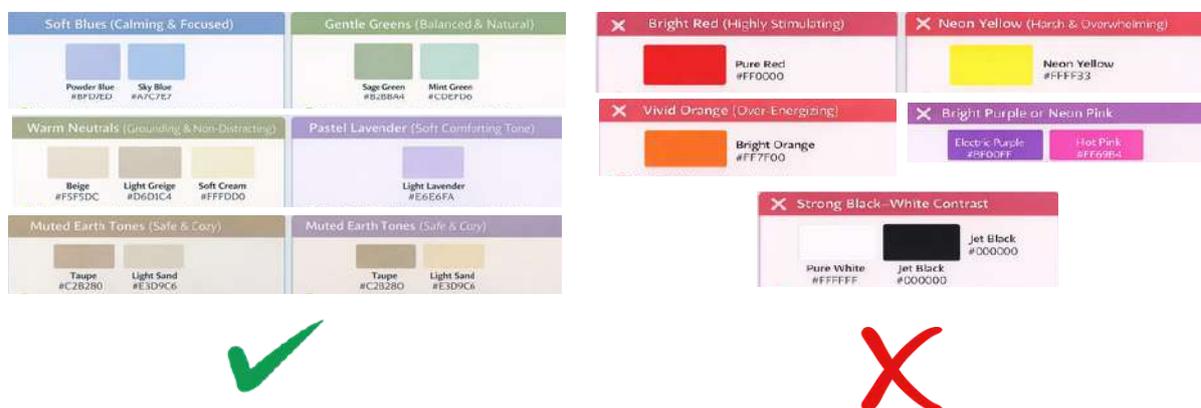
Fig 17.b. *Scientific validation summary supporting the use of muted colors in sensory-sensitive urban spaces.*

5. RELEVANT
CASE STUDY REFERENCES

5.1. BIG BAZAAR ROAD, COIMBATORE
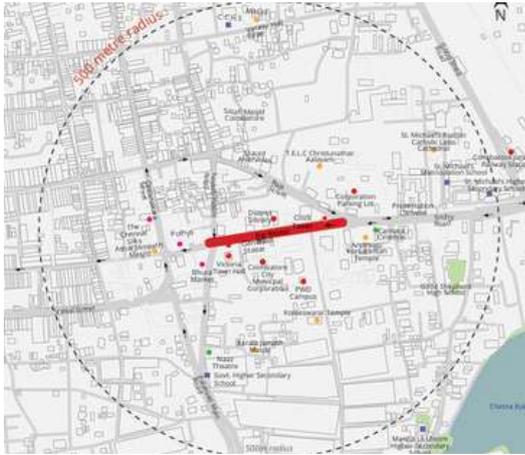
Fig 14.a *Location map of Big Bazaar Road illustrating urban context and traffic intensity.*

Road Character:

High vehicular movement with multiple intersecting roads.

**Fig 14.b** *Before-condition image showing vehicle-dominated intersection space.*

- To prioritize pedestrians and cyclists
- To improve safety at crossings
- To calm vehicular traffic
- To activate leftover and underutilized road spaces
- To introduce temporary, low-cost, and scalable solutions

Fig 14.c *Tactical intervention strategies implemented to reorganize pedestrian and vehicular movement.*
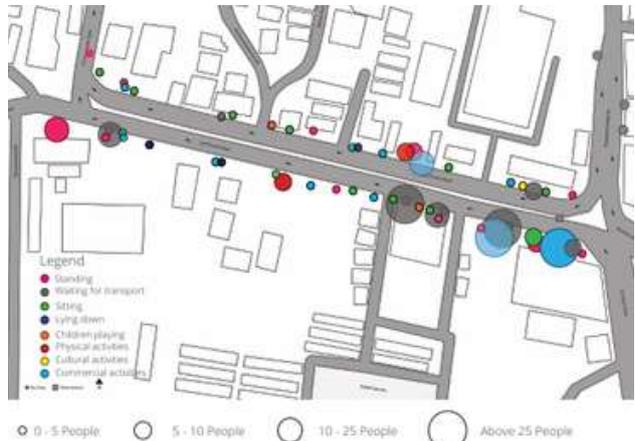
Fig 14.d *Plan diagram illustrating redesigned pedestrian-priority street layout.*
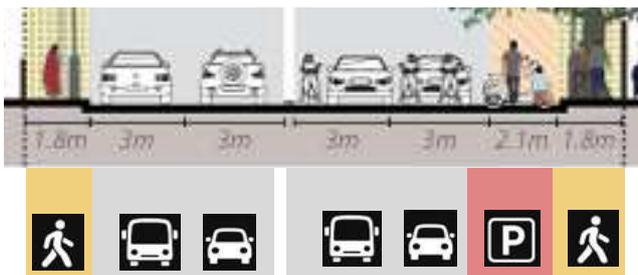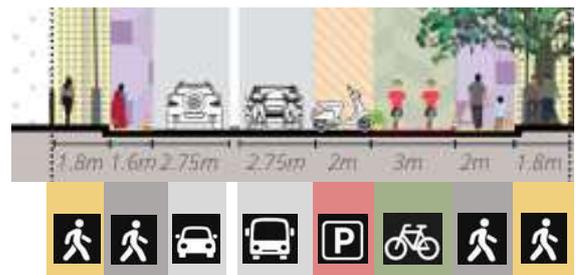
BEFORE   AFTER

Fig 14.e *After-condition image demonstrating improved pedestrian safety and space activation.*

CONCLUSION

The case study demonstrates how tactical urbanism serves as an effective approach to humanizing urban junctions. **By rethinking road space allocation and prioritizing people over vehicles, the intervention creates a safer, more inclusive, and vibrant public realm,** making it a strong reference for the AIISH Junction redesign proposal.

5.2. SHIBUYA CROSSING, SHIBUYA, TOKYO, JAPAN

Fig 15.a Aerial view of Shibuya Crossing highlighting high pedestrian density.

Fig 15.b All-direction pedestrian scramble phase in operation.

A. Conditions Addressed

- Very high pedestrian demand at a multi-corner intersection by a major transit hub.
- Conflicts between pedestrians and turning vehicles in conventional phasing.
- Diagonal desire lines across the intersection; need for efficient clearance of surge flows.

Fig 15.c Diagonal zebra crossings accommodating natural pedestrian desire lines.

B. Interventions

- Pedestrian scramble signalization (vehicles stop in all directions).
- Marked diagonal crosswalks with generous zebra widths for platoon movement.
- Signal timing coordinated to clear pedestrian surges; corner refuges manage queueing.
- Tactile paving and audible signals to support visually impaired users.
- Operational crowd management during peak

C. Objectives

- Prioritize pedestrian movement during an all-walk phase.
- Reduce conflict points and improve overall safety and legibility.
- Accommodate diagonal crossings to match desire lines.
- Maintain vehicular function via coordinated signal cycles outside the pedestrian phase.

Fig 15.d Signal coordination and spatial planning supporting safe pedestrian movement.

5.3 EXHIBITION ROAD, LONDON

Fig 16.0 *Before-and-after transformation of Exhibition Road demonstrating shared-space design principles.*

Aspect	Before Intervention	After intervention
Carriageway	Wide undefined asphalt, encouraging speed	Single-Surface granite with tactile definition
Pedestrian Space	Narrow(3m) crowded pavements with railings	Doubled width, barrier-free, flexible use
Crossing Safety	Limited formal crossings, desire lines	Cross anywhere (Courtesy), tactile nodes

Table 1.0 *Comparative analysis of street conditions before and after intervention.*

A. OBJECTIVES

- Create single-surface shared space
- Prioritize pedestrian movement
- Improve accessibility for VI users
- Maintain essential traffic access
- Enhance civic setting for museums

B. CONDITIONS ADDRESSED

- Wide undefined road encouraged speeding
- Narrow pavements (3m) caused crowding
- Barriers segregated users
- Vehicle dominance created conflict
- Lack of clear crossing points

C. KEY LEARNINGS:

"THE 800MM CORDUROY TACTILE STRIP ACTS AS A 'VIRTUAL KERB', PROVIDING ESSENTIAL INFORMATION TO VISUALLY IMPAIRED USERS WHILE ALLOWING THE STREET TO FUNCTION AS A SEAMLESS SHARED SPACE FOR ALL OTHER MODES."

7. PROPOSED DESIGN INTERVENTIONS

[PRIORITY WISE NON-STRUCTURAL AND STRUCTURAL INTERVENTIONS]

7.1. PRIORITY-1 *[IMMEDIATE INTERVENTIONS]*

Location	Category	Intervention Description	Stakeholder
RIE Side (Chaduranga/SJCE Road)	Road Marking & Painting	Paint new zebra crossing near pedestrian desire line	MCC/PWD
		Pavement painting to segregate vendors and walking path	MCC/PWD
	Traffic Calming	Temporary traffic calming markings (paint-based)	MCC/PWD
	Physical Infrastructure	Install bollards/pots to separate food stalls from pedestrian movement	MCC/PWD
	Safety Infrastructure	Cover open drains temporarily (where feasible)	MCC/PWD
	Signage & Signals	Install temporary school zone, speed limit, and no-honking signboards	Traffic Police
		Install solar traffic blinker light before AIISH entrance gate	Traffic Police/MCC
	Banyan Tree	Removal of debris and levelling the area	MCC
AIISH Side	Road Marking & Painting	Painting of zebra crossing	MCC/PWD
		Create One meter wide "Empathy Lane" along edge of road	MCC/PWD
	Signage & Signals	Install temporary school zone and speed limit boards	Traffic Police
		Install solar traffic blinker before AIISH entrance gate	Traffic Police/MCC

Table 2.a *Priority -1 Intervention Framework and Stakeholder Responsibilities*

7.1. PRIORITY-1 *[IMMEDIATE INTERVENTIONS]*

Location	Category	Intervention Description	Stakeholder
Bogadi Road - University Side (AIISH Side)	Accessibility Infrastructure	Construct 2 new ramps (1:12 slope)	MCC/PWD
	Physical Infrasructure	Adding Bollards To Prevent Footpath Encroachment	MCC/PWD
Bogadi Road - University Side (Aroma Side)	Waiting Zone	Create waiting Zone For Pedestrians	MCC/PWD
TK Layout - Aroma Side	Road Marking & Painting	Create One meter wide "Empathy Lane" along edge of road	MCC/PWD
	Obstruction Removal	Remove/relocate obstructing private signage	MCC/Traffic Police
	Signage & Signals	Install temporary school zone & speed limit boards	Traffic Police
		Install solar traffic blinker	Traffic Police/MCC
TK Layout - Chaya Kada Side	Obstruction Removal	Remove obstructing signboards	MCC/Traffic Police
	Signage & Signals	Install speed limit and school zone boards	Traffic Police
		Install solar traffic blinker	Traffic Police/MCC
Bogadi Road - Bus Shelter & Maruthi Temple (both sides)	Signage & Signals	Install temporary speed limit and school zone signboards	Traffic Police
		Install solar traffic blinkers near intersection	Traffic Police/MCC
Main Intersection	Road Marking & Painting	Paint all zebra crossings (4 + 2 additional)	MCC/PWD
	Signage & Signals	Install permanent pedestrian signal system with synchronized timing	Traffic Police
	Obstruction Removal	Shift barricades obstructing movement	MCC/Traffic Police

Table 2.b *Priority - 1 Intervention Framework and Stakeholder Responsibilities*

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7.2 PRIORITY 2   *[MODERATE INTERVENTIONS]*

Location	Category	Intervention Description	Stakeholder
RIE Side (Chaduranga/SJCE Road)	Accessibility Infrastructure	Construct 2 new ramps (1:12 slope)	MCC/PWD
	Traffic Calming	Improve pedestrian-level traffic calming elements (raised markings if permitted)	MCC/PWD
	Traffic Calming	Improve pedestrian-level traffic calming elements (raised markings if permitted)	MCC/PWD
	Accessibility Infrastructure	Construct 3 proper ramps with tactile alignment	MCC/PWD
	Pavement Improvement	Minor pavement correction and leveling	MCC/PWD
	Traffic Calming	Improve pedestrian-level traffic calming elements (raised markings if permitted)	MCC/PWD
TK Layout - Aroma Side	Physical Infrastructure	Construct Traffic Police Kiosk (1.8m x 2m)	Traffic Police/MCC
	Pavement Improvement	Provide defined pavement edge	MCC/PWD
	Physical Infrasructure	Adding Bollards To Prevent Footpath Encroachment	MCC/PWD
	Traffic Calming	Improve pedestrian-level traffic calming elements (raised markings if permitted)	MCC/PWD
TK Layout - Chaya Kada Side	Pavement Improvement	Provide new proper paved footpath	MCC/PWD
Bogadi Road - Temple Side	Pavement Improvement	Provide new paved footpaths	MCC/PWD
Bogadi Road - University Side (AIISH Side)	Pavement Improvement	Raise existing pavement	MCC/PWD
	Pavement Improvement	Provide new continuous pavement stretch	MCC/PWD
	Physical Infrastructure	Install bollards if pavement cannot be raised immediately	MCC/PWD

Table 3.a *Priority - 2 Intervention Framework and Stakeholder Responsibilities*

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7.3 PRIORITY 3   *[PERMANENT INTERVENTIONS]*

Location	Category	Intervention Description	Stakeholder
Intersection	Tactile Traffic Calming	Introduce tactile surface	MCC/PWD
	Urban Design Guidelines	Formalize pedestrian-priority intersection design	To be incorporated into regulations
SJCE/Chaduranga Road (TK Layout Road)	Accessibility Infrastructure	Construct continuous barrier-free footpaths (minimum 1.8m width)	MCC/PWD
		Provide permanent tactile paving network	MCC/PWD
		Integrate universal accessibility standards (IRC 103-2012)	MCC/PWD
	Safety Infrastructure	Cover all open drains	MCC/PWD
		Installation of railings on footpath	MCC/PWD
	Urban Management	Introduce formal vending zones to prevent encroachment	MCC/PWD
Urban-Level Guidelines	Urban Design Guidelines	Convert junction into officially designated "Inclusive-access Node"	MCC/PWD
		Develop long-term shared-street model inspired by case studies	MCC/PWD
	Regulation & Policy	Implement school zone regulation with enforced speed control	Traffic Police
		Institutionalize "Tactical Urbanism" as pilot-to-policy model	MDA/MCC/PWD/Traffic Police

Table 3.b *Priority - 3 Intervention Framework and Stakeholder Responsibilities*

7.3 PRIORITY 3   *[PERMANENT INTERVENTIONS]*

Location	Category	Intervention Description	Stakeholder
Chaduranga/SJCE Road (AIISH Side)	Road median	Painting the median for separating opposing traffic lanes.	MCC/PWD
Bogadi Road (Towards University Side)	Road median	Painting the median for separating opposing traffic lanes.	MCC/PWD
Chaduranga/SJCE Road (Towards TK Layout Rd)	Road median	Painting the median for separating opposing traffic lanes.	MCC/PWD
Bogadi Road (Temple side)	Road median	Painting the median for separating opposing traffic lanes.	MCC/PWD

Table 3.c *Priority - 3 Intervention Framework and Stakeholder Responsibilities*

The interventions are not limited to the above-listed priorities.
Road widening, provision of free left turn which will result in acquiring of neighbourhhod property has not been attempted as part of this intervention.
Also free left turn does not give access to pedestrians to cross the road safely.

INTERPRETING
DESIGN RECOMENDATIONS

8.1 OUTLINES FROM THE STUDY

Field observations, stakeholder engagement and street audits revealed several challenges affecting pedestrian accessibility and safety around the junction.

a. **High Pedestrian Vulnerability**

The area around the institute experiences a high concentration of pedestrians with diverse accessibility needs, including:
- children with hearing impairments
- children with mobility challenges
- families assisting children with therapy visits
- pedestrians navigating with assistive devices

These users require more time, clearer spatial cues, and safer waiting areas when crossing streets.

b. **Long walking and Crossing Distances**

The existing road layout requires pedestrians to cross large carriageway widths without refuge, increasing exposure to traffic. **For families crossing together or children navigating independently, this creates significant safety risks and stress.**

c, **Lack of Defined Pedestrian Waiting Areas**

Pedestrians currently wait on narrow edges of the road, often standing close to traffic lanes.
The absence of designated waiting spaces results in:
- confusion between vehicular and pedestrian movement
- unsafe crowding near road edges
- unpredictable crossing behaviour

d. **Limited Accessibility Infrastructure**

The junction lacks tactile surfaces and orientation cues needed by visually impaired users.
Missing elements include:
- tactile paving along pedestrian routes
- detectable kerb edges
- consistent alignment between footpaths and crossings

e. Vehicle Behaviour and Speed

Drivers approaching the junction often receive **limited visual cues that pedestrians have priority.** Without clear crossing geometry or traffic calming measures, **pedestrian crossings are easily overlooked**.

Quick recommendations to State Authorities, Traffic Enforcement

Placement of Traffic and Pedestrian Signage- Installation of clear, visible signage at the intersection:

    a. School Zone
    b. No Honking Zone
    c. No Parking
    d. Speed Limit
    e. Special children
    f. Blinkers before the intersection

These signages are proposed to improve driver's awareness, indicate pedestrian crossings, regulate speeds, and reduce conflict points.

1. Pedestrian Traffic Signal - Addition of dedicated 20 seconds timing for pedestrians within the signal system with synchronised timing. (This will facilitate the pedestrians to cross the intersection at the same time from all directions with the new proposal for a unique zebra-crossing).
2. Repositioning of Barricades - few simple but effective changes will result in better movement and traffic control.
3. Provision of Traffic Police Booth - This kiosk is envisioned as a point for traffic regulation, pedestrian assistance, and on-ground enforcement, especially during peak hours.
4. Other measures to be adopted - Zebra crossing marking, Marked/painted pedestrian footpaths, clearing/shifting all obstacles on pedestrian footpaths, providing ramps to the footpath, providing empathy lanes, providing traffic calming strips, covering open drains etc.

8.2. Design Approach: The Inclusive Access Node

Samavesha introduces the concept of an **Inclusive Access Node,** where **street design actively supports the safe movement of vulnerable pedestrians.**

The approach combines spatial design, visual cues, and accessibility infrastructure to create a crossing environment that is:

- intuitive
- legible
- safer for slow-moving pedestrians

Key design components include:

1. **Segmented, colour-sensitive zebra crossings**
2. **Pedestrian refuge islands and designated walking lanes**
3. **Ramps for wheelchair access**
4. **Defined waiting zones**
5. **Tactile navigation elements**
6. **Enhanced effective signboards and traffic lights**

a. Re-imagining the Zebra-crossing as Inclusive Infrastructure

Proposed Inclusive Access Node at AIISH–Bogadi Road Junction (refer Inset foldout). The diagram illustrates the redesigned pedestrian crossing geometry, including segmented zebra crossings, refuge islands, pedestrian waiting zones, and tactile guidance elements.

At the AIISH–Bogadi Road junction, pedestrian infrastructure must respond to a unique urban condition: the daily presence of children with disabilities, caregivers, therapists, and families navigating the street environment. Conventional zebra crossings in Indian cities are typically designed as simple painted markings across vehicular carriageways, assuming that pedestrians can cross the full width of the road in one movement. While these markings signal pedestrian priority, they rarely address the time, spatial orientation, and safety needs of vulnerable users

The Samavesha proposal challenges this approach by treating the zebra crossing as an integrated accessibility system rather than a traffic marking. The proposed design reconfigures the crossing geometry to allow:

- Allowing diagonal movement to shorten crossing time
- Segmented pedestrian movement
- Safe waiting zones
- Improved visibility between pedestrians and drivers
- Clear tactile guidance for visually impaired users

By allowing pedestrians to move in short, staged crossings, the design significantly reduces the time users spend exposed to vehicular traffic. **This is particularly important for families crossing with children who require additional time or assistance.**

b. Pedestrian Waiting Zones
Dedicated pedestrian waiting areas are proposed near the institute entrance and along the street edges.

These spaces provide:
- safe standing zones
- improved visibility of approaching traffic
- organised pedestrian movement patterns

For families accompanying children, these waiting zones allow coordination before crossing.

c. Tactile Navigation Infrastructure

The design introduces tactile urbanism elements that help visually impaired users navigate the intersection.

These include:
- tactile paving aligned with crossing points
- detectable edges along kerbs
- clear directional cues leading to refuge islands

These features enable pedestrians with visual impairments to independently orient themselves within the junction.
Visual Signaling and Driver Awareness
The design enhances driver awareness through clear visual street markings and spatial cues.

Key features include:
- high-contrast zebra markings
- coloured pedestrian pathways
- structured intersection geometry

These interventions communicate that the junction functions as a pedestrian-priority environment.

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8.3 Tactical Interventions vs Long-Term Infrastructure

A central recommendation of the report is the phased implementation of improvements, beginning with tactical interventions and gradually transitioning into permanent infrastructure.

Tactical Urbanism Actions (Short-Term)
These interventions can be implemented quickly with minimal cost to test the effectiveness of pedestrian-centred design.

Examples include:
- Painted zebra crossing extensions
- Temporary pedestrian refuge islands
- Tactical curb extensions using paint and bollards
- Road surface colour coding
- Temporary traffic calming markers

These measures allow city authorities to observe behavioural changes and collect data before committing to permanent infrastructure upgrades.

Permanent Infrastructure Improvements (Long-Term)
Once pilot interventions prove effective, the city can invest in long-term upgrades such as:

- Raised pedestrian crossings
- Permanent refuge islands
- Redesigned kerb geometry
- Upgraded footpaths with tactile paving
- Integrated drainage and surface treatments

These improvements embed accessibility into permanent street infrastructure.

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8.4 Institutional Collaboration and Implementation

Implementing the Samavesha proposal requires coordination between multiple government departments and institutions.

Municipal Engineering and Infrastructure Departments Responsible for:

- footpath reconstruction
- installation of ramps for wheelchairs
- closing of open drains for pedestrian safety
- kerb design and drainage
- construction of refuge islands
- permanent street redesign

These departments can integrate the proposal into ongoing urban street improvement programmes.

Traffic Police and Transport Authorities Responsible for:

- regulating vehicle speeds
- enforcing pedestrian priority
- signal timing adjustments
- traffic awareness campaigns
- installing signboards that are specifically required for the sensitive junction
- obstructive signage removal
- traffic police kiosk and active interventions required

Their role ensures behavioural change among drivers.

Departments of Disability and Social Welfare

These departments can support the design by:
- facilitating accessibility audits
- integrating inclusive design guidelines
- ensuring user feedback from disability communities

Their involvement ensures the design reflects real accessibility needs.

This collaboration ensures the design remains user-centred and adaptive.

8. MEDIA COVERAGE FOR SAMAVESHA

Fig 18.a. *Presenting Mapping and Studies to Stakeholders*

Fig 18.b. *Empathy drive event conducted to raise awareness about accessibility and road safety issues.*

9 CONCLUSION

Institutional Partnerships
Institutions such as the ALL INDIA INSTITUTE FOR SPEECH AND HEARING and MYSORE SCHOOL OF ARCHITECTURE play a crucial role by:
- enabling participatory design processes
- providing user feedback
- assisting with pilot implementation

Toward a Pedestrian-Centred Urban Standard
The Samavesha Inclusive Access Node demonstrates how small spatial changes can produce large improvements in safety and accessibility.
By rethinking the zebra-crossing as a structured system of pedestrian movement, the proposal introduces a new model for street design in Indian cities.
If implemented successfully, the AIISH–Bogadi Road junction could become a pilot site for inclusive street infrastructure in Mysuru, influencing how pedestrian crossings are designed across the city—particularly in areas near:
- schools
- hospitals
- public institutions
- neighbourhood centre

Conclusion

The outcomes of the Samavesha study highlight the importance of multi-scalar design strategies in improving pedestrian safety.
Inclusive mobility cannot rely solely on isolated infrastructure elements.
Instead, it requires collaboration between design practitioners, municipal authorities, accessibility experts, and community stakeholders.
Through a combination of tactical experimentation and long-term infrastructure transformation, the proposal demonstrates how Indian cities can move toward safer, more accessible, and more humane streets.

THROUGH FEBRUARY 2026.
'SAMAVESHA' recommendations have been
submitted at the offices of:

- COMMISSIONER, MYSURU MUNICIPAL CORPORATION
- OFFICE OF THE DEPUTY COMMISSIONER OF POLICE
- ASSISTANT COMMISSIONER OF POLICE, Mysuru Traffic Division
- Assistant Executive Engineer, PWD, Mysuru

ACKNOWLEDGEMENT

"SAMAVESHA : AN INCLUSIVE - ACCESS NODE" represents a collaborative initiative between **Mysore School of Architecture** and **Greenpeace**, bringing together academic engagement and organizational partnership to address real-world urban and community conditions.

The project was carried out by 4th year student team from **Mysore School of Architecture** under the continuous guidance and mentoring by **Dr. Champa H S, Director & Dean,** further supervised by **Prof.Sandeep S.** The professional input, critical insights, and mentorship ensured a structured and meaningful approach throughout the project. The student team, consisting of **Alekhya, Dhanith R Gowda, Nousheen, Syeda Maryam, Vandana S, and Varsitha N,** actively contributed through site analysis, documentation, design exploration, and proposal development, working collectively as part of this collaborative effort. Acknowledging support from Prof.Shilpa M Prabhu, Interns- Hamsa, Ibbani M, and all the students of batch 2022 of Bachelor of Architecture (B.Arch) studying at MSA. They helped in field observation, empathy drive and helped to collect public opinion.

Our attention was drawn towards Bogadi Road - AIISH Intersection by **Mrs. Padmaja Muralidhar** former faculty member of Mysore School of Architecture. She single-handedly manned the congested traffic to ensure smooth movement. During her interaction with the students, she elaborated on this issue, highlighting the challenges faced on-site and the urgent need for effective traffic management measures. We sincerely thank Mrs. Padmaja Muralidhar for her valuable engagement and concerns regarding traffic congestion and pedestrian safety at the AIISH–Bogadi road Intersection. Her insights highlighted the urgent need for improved accessibility and safer urban infrastructure, strengthening the relevance of our inclusive and pedestrian-centric proposal.

The **Greenpeace** collaboration was initiated and sustained by **Deepak Srinivasan** with an intent to bring a sustained urban design approach to work with Mysuru's public space issues. Mr.Srinivasan's inputs have aided in helping the collaboration develop a well-rounded Social Design frame to urban planning and architecture. He has significantly contributed to the creative and social aspects of design, as well as furthering dialogue with diverse players during and post the proposal preparaton along with **Abilash Subramaniam.**

ACKNOWLEDGEMENT

Josbel Mariya and **Yasin Fahmida** have been instrumental in doing the groundwork to establish a relationship between AIISH stakeholder groups like teachers, mentors, and the parent/ care-giving communities. They also exceedingly organised the volunteer base for consistent Empathy Drives to help families accessing AIISH to cross the road at the Bogadi-SJCE road signal junction.

Selomi Garnik and **Rutwik Khasnis** have supported the public engagement campaign processes, directing Mysuru citizen participants' interest and discussion towards the AIISH junction issue and also represented the process to the media so far. **Prabhakar Behara** has been instrumental in supporting on-the-ground preparation towards our intended tactical solutions that can address some of the immediate needs of the signal.

Mr.Ramakrishna Mudre, a caregiver and resident of Mysuru had passionately advocated for a new approach at the junction to mitigate issues faced by AIISH communities that access Bogadi-SJCE road junction. Gratitude to Mr.Mudre and other Greenpeace Imaginarium participants who were instrumental in pushing for better accessibility for the city of Mysuru, and towards visibilising access for PwD communities and citizen pedestrians in general.

The partnership between **Mysore School of Architecture** and **Greenpeace** played a central role in shaping the vision, direction, and impact of the project, enabling meaningful engagement with environmental, social, and spatial aspects of the study area. The project was further enriched by the presence and cooperation of key institutions such as the **All-India Institute of Speech and Hearing (AIISH)** and the **Regional Institute of Education (RIE)**, which form an integral part of the project context. Additionally, the involvement of the **Local Community**, including **Residents**, **Pedestrians** and **Vendors,** provided valuable on-ground insights that informed the team's understanding and response to the site.

This project stands as a result of collaborative academic effort, institutional partnership, faculty guidance, and community engagement, forming an important learning experience and contributing toward context-sensitive "**Non-Structural Interventional Approach**" also called as **"Tactile Urbanism"** for understanding and intervention.

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