14. Bottle Neck Piata Improvement

14.1 Purpose

Each of the Gara de Nord, Obor and Sudului piatas has the following characteristics (Figures 14.1 and 14.2):

1) Each piata is an important transfer point for passengers using metro, tram, trolley and bus.
2) Each piata has prosperous commercial areas and is expected to be developed as a business and commercial pole of the Study Area in future.

Since each of these piatas is used by many public transport passengers and has heavy traffic at the intersections nearby, these piatas should be improved for the following objectives:

- To improve the passengers' transfer convenience between transport modes.
- To promote business and commercial development
- To improve surface traffic flows at the intersection

14.2 Development Concept

Development concepts are as follows;

1) Gara de Nord (Total construction cost 24.2 million US$) (Figure 14.3)
- Change of tram routes
- Construction of trolley and bus terminals
- Construction of taxi stand and pool
- Construction of underpass for transfer
- Construction of underground parking

2) Obor (Total construction cost 28.5 million US$) (Figure 14.4)
- Relocation of tram routes
- Construction of bus terminals
- Construction of underpass for transfer
- Construction of underground parking

3) Sudului (Total construction cost 3.0 million US$) (Figure 14.5)
- Construction of bus terminals
- Construction of parking lot

14.3 Economic Evaluation

All of the Gara de Nord, Obor and Sudului piatas showed high economic internal rates of return, i.e., 27.2%, 25.7%, and 23.1%, respectively.

14.4 Implementation Plan

This project is implemented by Bucharest Municipality. The users of the parking lots and bus terminals should be charged to repay the investment. For the underground parking lot, private funds are introduced. The restriction on parking at the intersections and the arrangement of parking lots should occur. All the piatas should have an improved function as a node connecting public transport modes through rearrangement of public transport routes that matches the improvement of bus terminals.
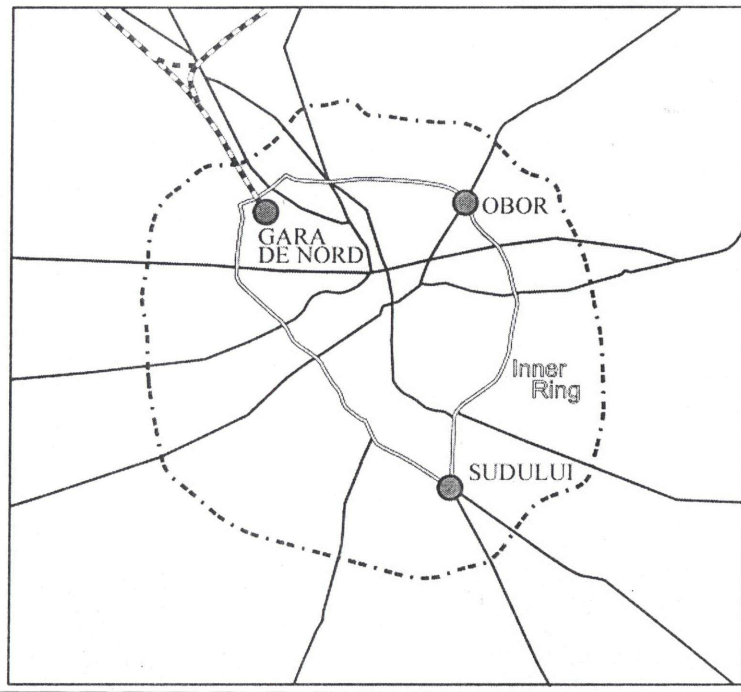
Figure 14.1 Location of Bottleneck Piatas

Figure 14.2 Present Situation of Piatas