

02-June-2024

Dear {firstname},

Getting back to you after a long hiatus! ☺

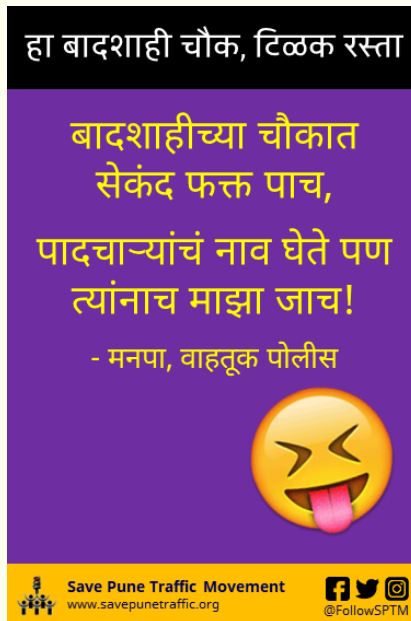
Though several things have happened in the last few months, in this edition we are sharing the two most significant activities.

### Programming timings for pedestrians - Whose baby is it?

All these years, the PMC and Pune Traffic Police had been saying that the other one is responsible for determining how much time the pedestrians get to cross a road at a signalled intersection. We filed a couple of applications under RTI, and made them talk to each other. We also ran a series of videos, and the media too highlighted this issue.

**Finally PMC has given us a letter that they have this responsibility.** Now we know whom to be after for this issue, and they cannot decline it.

We also met the vendor of the 'Smart' ATMS signals, and have understood how the algorithm to change the signal timings dynamically works. Now we will be trying to have PMC implement 'staggered signal phasing', so that both pedestrians and vehicles get more time at the signals.



### India's first 'Cycle Bus'

A 'cycle-bus' works like a school bus, but on bicycles. You 'get on the bus' by joining a group of cyclists riding together, rather than each one riding on their own. A Cycle-bus makes the group more easily visible to drivers of other vehicles, which improves the safety of the cyclists.

SPTM partnered with Parisar to implement India's first 'Cycle Bus' for Paranjape Vidyamandir in Kothrud. The Cycle Buses were enthusiastically supported by the school, and we hope to expand them in the upcoming academic year.



Students being escorted by Cycle Bus volunteers at a U turn



There is safety in numbers!



Negotiating a right turn is safer in a large group. Hence the 'Cycle Bus'!

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