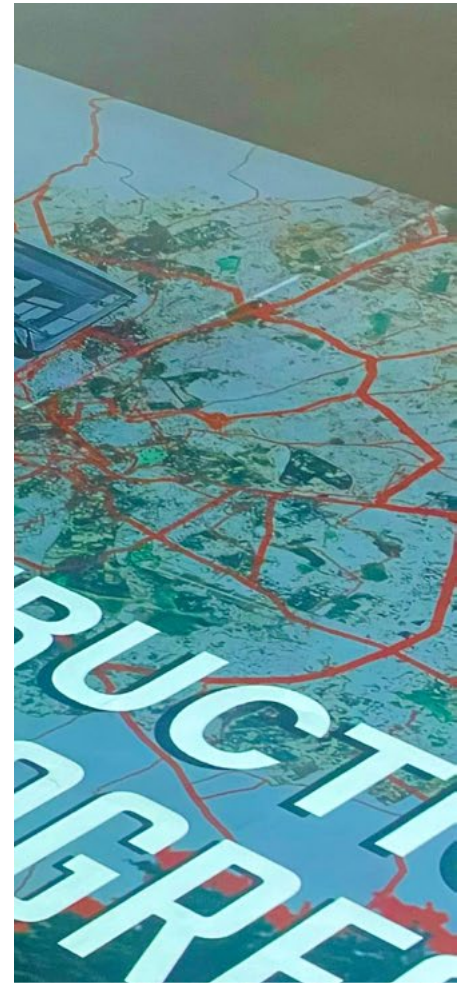
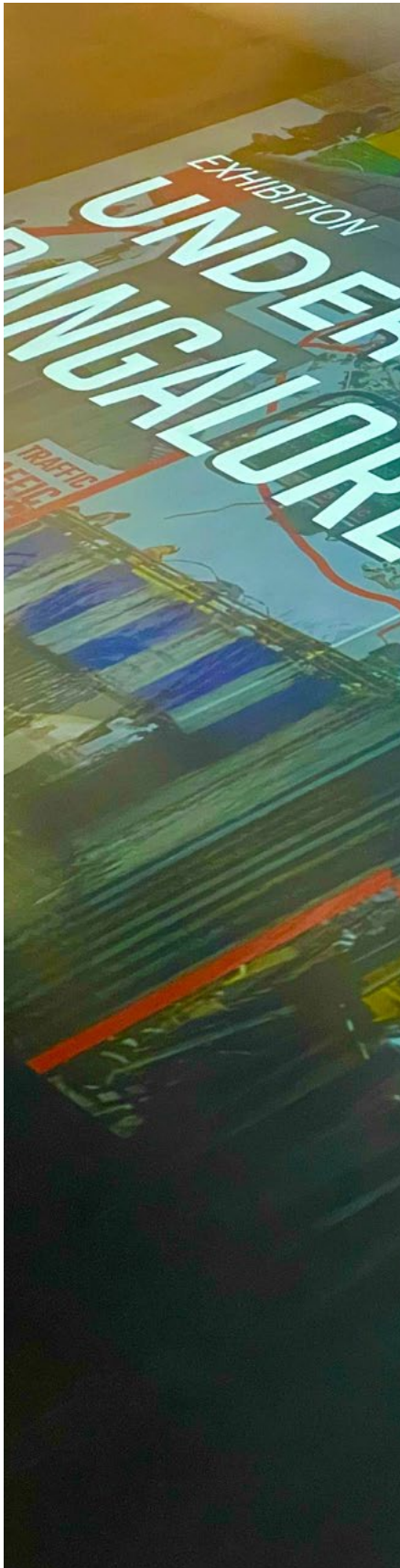


UNDER CONSTRUCTION BANGALORE IN PROGRESS

EXHIBITION ON THE CITY'S MOBILITY INFRASTRUCTURE PROJECTS
July - August 2025 | Summary Report



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Citations
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Disclaimer
This report provides a visual and analytical snapshot of Bengaluru's current transport mix, supported by secondary research. The insights are intended as a reference framework and should be interpreted in relation to local context, evolving mobility trends, and policy priorities. The emphasis is on understanding the city's mobility-focused infrastructure projects and their ongoing impact.

“The measure of a country's prosperity should not be how many poor people drive cars, but how many affluent people use public transportation.

- Michael Hogan

PREFACE

India is in the midst of an infrastructure age. Over the past few decades, cities and towns across the country have been transformed through a wave of rapid development: airports, expressways, metro systems, flyovers, ports, and water supply networks are being built at an unprecedented pace. This explosion of infrastructure is reshaping urban landscapes and extending far beyond city boundaries, driving economic growth and altering how people live, move, and connect.

This infrastructure fetish is justified by the need for 'development' in the country. While the country, and its cities are in dire need of planned and managed infrastructure, the scale and extent of this should urge us to reconceptualise infrastructure in terms of different questions: What counts as infrastructure, and who counts as its beneficiaries, its public?

How does it contribute long-term to the quality of life of those affected by it?

By what logic and through what processes is infrastructure produced and appropriated? What are its hidden environmental, social, cultural and economic impacts? More specifically, what is the everyday social life it produces?

As Indian cities grapple with issues of sustainability, equity, and urban liveability, there is a crucial need to reimagine infrastructure. We advocate for a fundamental shift in both the thinking and planning of infrastructure, as well as a transformation in the very nature of infrastructure spaces—what we call '**Infraculture**'.

Infrastructure shapes the pulse of urban life—dictating movement, access, and interaction. Yet, in its current form, it often alienates rather than connects. Infraculture challenges this paradigm, reimagining infrastructure not as a rigid technical system but as a living, cultural organism.

INFRASTRUCTURE...

- WHO BUILDS IT?
- WHO OWNS IT?
- WHO PAYS FOR IT?



EXECUTIVE SUMMARY

Launched in July 2025, Under Construction: Bangalore in Progress was an immersive exhibition by Mod Foundation examining the city's big-budget mobility infrastructure projects through a critical, citizen-focused lens. Hosted at the BLR Design Centre, it combined large-scale mapping, interactive data visualisations, and participatory activities to spark reflection on what "progress" really means for mobility in Bengaluru.

Over 200 participants — spanning students, bureaucrats, real estate professionals, design practitioners, and concerned residents — engaged with the exhibition. At its heart was an expansive floor projection mapping more than 200 infrastructure projects, categorised as completed, under construction, stalled, or newly announced in the 2025-26 state budget, overlaid with the city's existing mobility network.

Hands-on activity zones captured visitor priorities, making them co-creators in shaping the city's mobility discourse. The

exhibition sits within Mod Foundation's broader research theme of Infraculture — interrogating not just infrastructure's physical form but also the culture, politics, and lived experiences it produces.

Across its run, Under Construction revealed consistent public concerns: the gap between infrastructure promises and delivery, inequities in who benefits, and limited improvement in everyday mobility. Visitors prioritised keeping public transport systems, while also valuing existing infrastructure and greenery. When it came to additions, people gave more importance to strengthening infrastructure, improving public transport, and enhancing walkability. For fixes, infrastructure and public transport again dominated, with walkability emerging as another key area of concern.

Overall, Public Transport and Infrastructure emerged as priorities across all categories — valued yet urgently in need of improvement — with Walkability standing out as a recurring concern.



HOW BANGALORE MOVES TODAY?

Mobility in Bengaluru is shaped by long commute times, growing vehicle ownership, and a mix of completed and pending infrastructure projects. The average one-way trip takes around 63 minutes for 19 km, with peak-hour speeds of about 18 km/h, resulting in an estimated 132 hours of annual time loss per commuter.

Private vehicles account for a significant share of travel, with more than 300,000 new registrations in 2025. The city records approximately 827 vehicles per 1,000 people, among the highest

ownership levels in India. Daily congestion averages 190 km, reaching peaks of over 2,300 km.

Public transport continues to expand: the 96 km Metro serves 762,000 daily riders, while the Yellow Line adds capacity for up to 800,000 more. At the same time, over 22 road projects remain stalled. Recent budget announcements of new mega mobility projects raise the question of balancing expansion with timely completion and prioritisation of moving people over vehicles.

COMMUTE TIMES & CONGESTION LEVELS

63 MIN AVERAGE ONE WAY
COMMUTE

To cover 19 km
*16% increase (54 min in 2024)
Economic Times, Jul 2025

1.18 CR CITIZENS
WASTE 60 CR MAN-HOURS ANNUALLY
2.8 LAKH LITRES OF FUEL PER HOUR

BCG Report on ridesharing in India

TRAFFIC VOLUME & DAILY CONGESTION

300,000 NEW PRIVATE VEHICLES
REGISTERED

Between January - June 2025
Averaging 50,000 per month
Times of India, Jul 2025

189.6 KM AVG DAILY
CONGESTION

Peak of 2,377 km of congested
roads
Times of India, Jul 2025

METRO USAGE

96.1 KM METRO NETWORK
83 STATIONS

Carrying average of 762,000
passengers daily
Jun 2024, Wikipedia

19.15 KM NEWLY INAUGURATED
YELLOW LINE

Designed to carry 800,000 daily
comuters - critical corridor
Economic Times, Aug 2025

Bengaluru has 827 vehicles per 1,000 people, highest among Indian cities

Chaitanyesh
03 Feb 2024 14:20 IST
Updated On 03 Feb 2024 14:20 IST



- 40 vehicles per 1,000 people in 1976 to 821 in 2022
- City's expansive road network spans 14,000 km
- Vehicle-to-population ratio in Bengaluru stands at 1:12

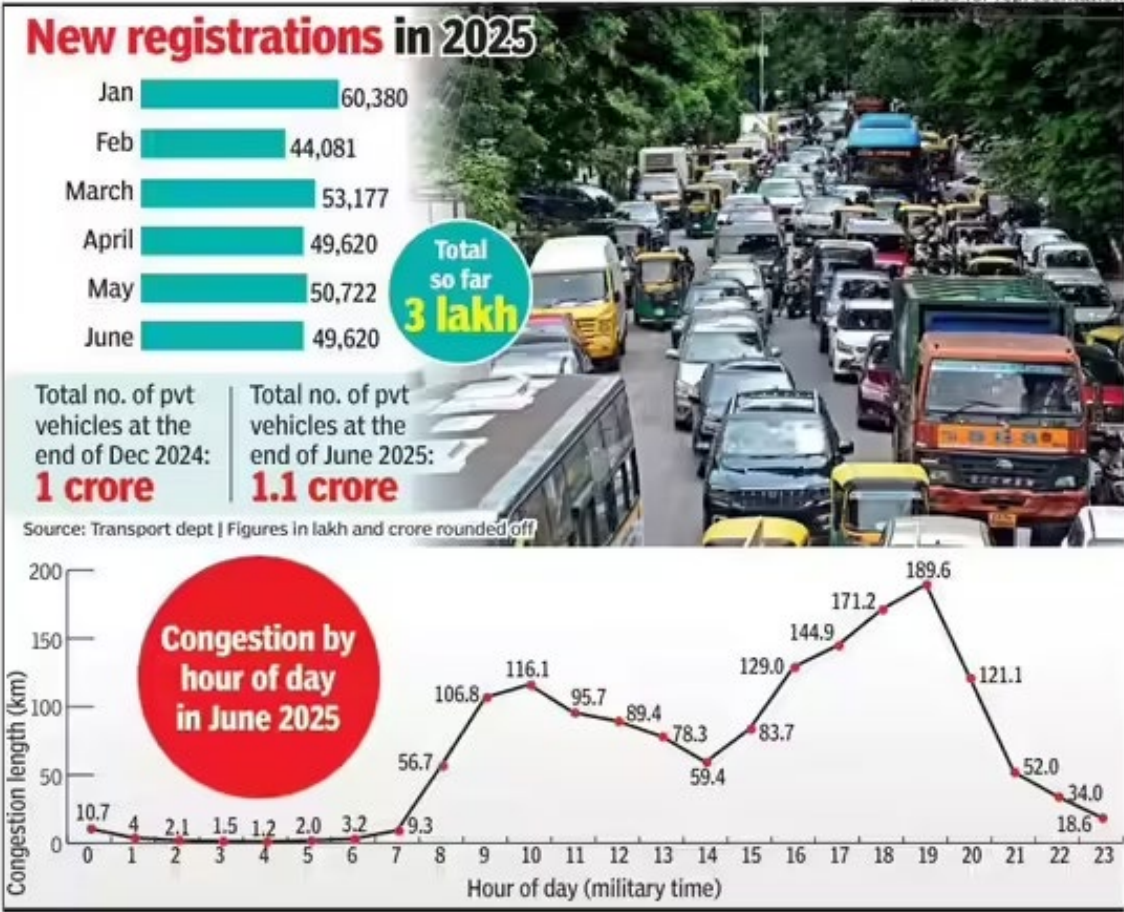
Metros are crawling through traffic: Bengaluru records 16% increase in commute time

Puran Choudhary, ETtech • Last Updated: Jul 25, 2025, 04:42:04 PM IST

Synopsis
Latest report reveals that Bengaluru's average one-way commute time has jumped 16% in just one year. From 54 minutes in 2024, today it takes 63 minutes to travel an average distance of 19km in the city.



The rapid growth in private vehicles stands in stark contrast to the city's struggling public transport system. Despite having the country's second-largest network by length — 76.9km — Bengaluru Metro covers only a limited area. BMTC's bus fleet of 6,835 vehicles is also under pressure to meet transport demands.



EXHIBITION STRUCTURE

FLOOR PROJECTIONS | EXPERIENTIAL MAPPING

1. THE CITY AS IT MOVES TODAY

Maps Bangalore's current mobility network—roads, metro, flyovers. Reflect on what works, what's missing, and who benefits. Understanding today's systems helps reveal gaps and inequities before imagining change.

2. WHAT IS STALLED OR STRUCK?

Displays delayed or abandoned mobility projects. Highlights wasted resources, broken trust, and asks why timelines slip and who's accountable.

3. THE CITY UNDER CONSTRUCTION

Captures active projects shaping Bangalore. Examines ambitions, disruptions, and whether citizens are informed or consulted during change.

4. A GLIPSE INTO THE FUTURE

Showcases planned 2025–26 mobility projects. Questions if they solve today's problems, transform commutes, and really work for the citizens in shaping outcomes.

ACTIVITY STATIONS

The activity zone invited participants to shape Bengaluru's future—marking frustration or delight on a city map, rating transport modes against values like accessibility and safety, and allocating a notional INR 100 across mobility priorities. Finally, they shared their vision for the city, showing that Bengaluru's future is built collectively by its people, not just planners.

MAPPING PANELS

The exhibition panels presented layered maps, data, and insights into Bengaluru's diverse modes of mobility. Information extended from the floor projection experience, allowing participants to revisit routes, trends, and connections at their own pace. Together, these visual narratives revealed how movement shapes the city's form, function, and future.



BANGALOREANS SPOKE

200+ VISITORS

- Students
- Designers
- Real Estate Developers
- Bureacrats
- Politicians
- Citizens

KEEP PUBLIC TRANSPORT INFRASTRUCTURE GREENERY

The top themes people want to keep. This indicates that existing public transportation systems are highly valued.

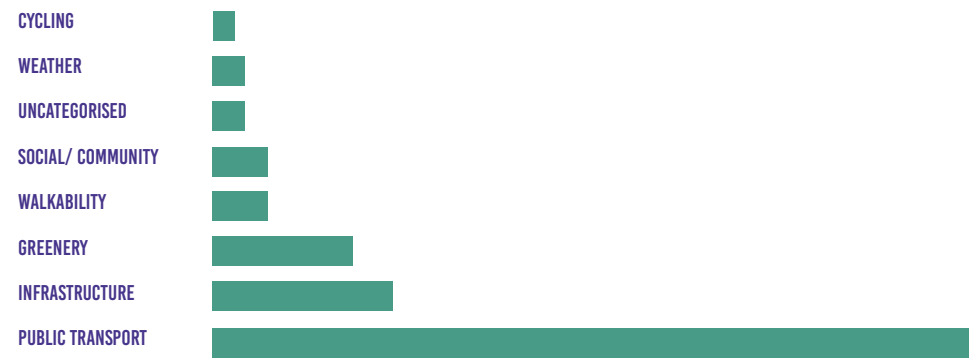
FIX INFRASTRUCTURE PUBLIC TRANSPORT WALKABILITY

The main areas people want fixed. This suggests that while public transport and infrastructure are appreciated, there are also significant issues that need addressing.

ADD INFRASTRUCTURE PUBLIC TRANSPORT WALKABILITY

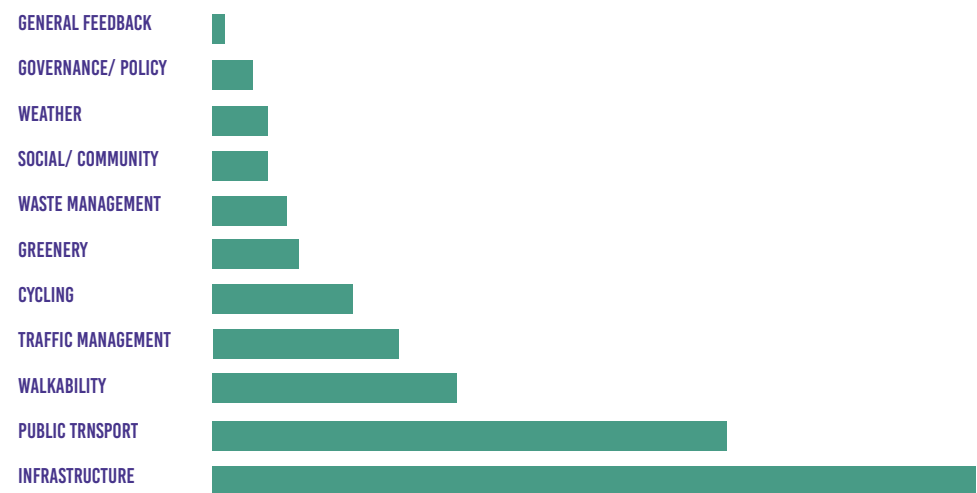
The main areas people want added to. Highlighted the need for better public transit options and pedestrian-friendly environments.

WHAT DO BANGALOREANS WANT?



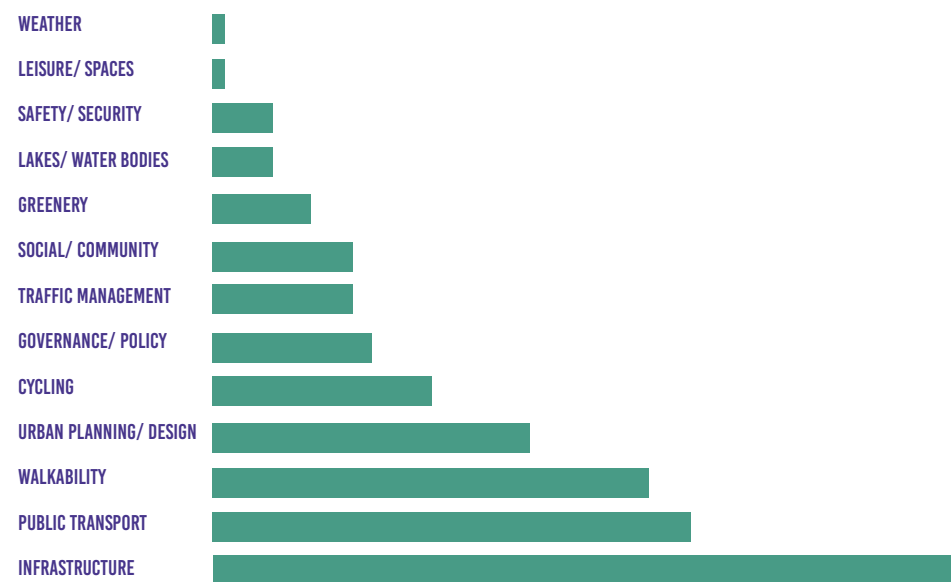
Data collected at source indicated that existing public transportation systems are highly valued.

WHERE IS ROOM FOR IMPROVEMENT?



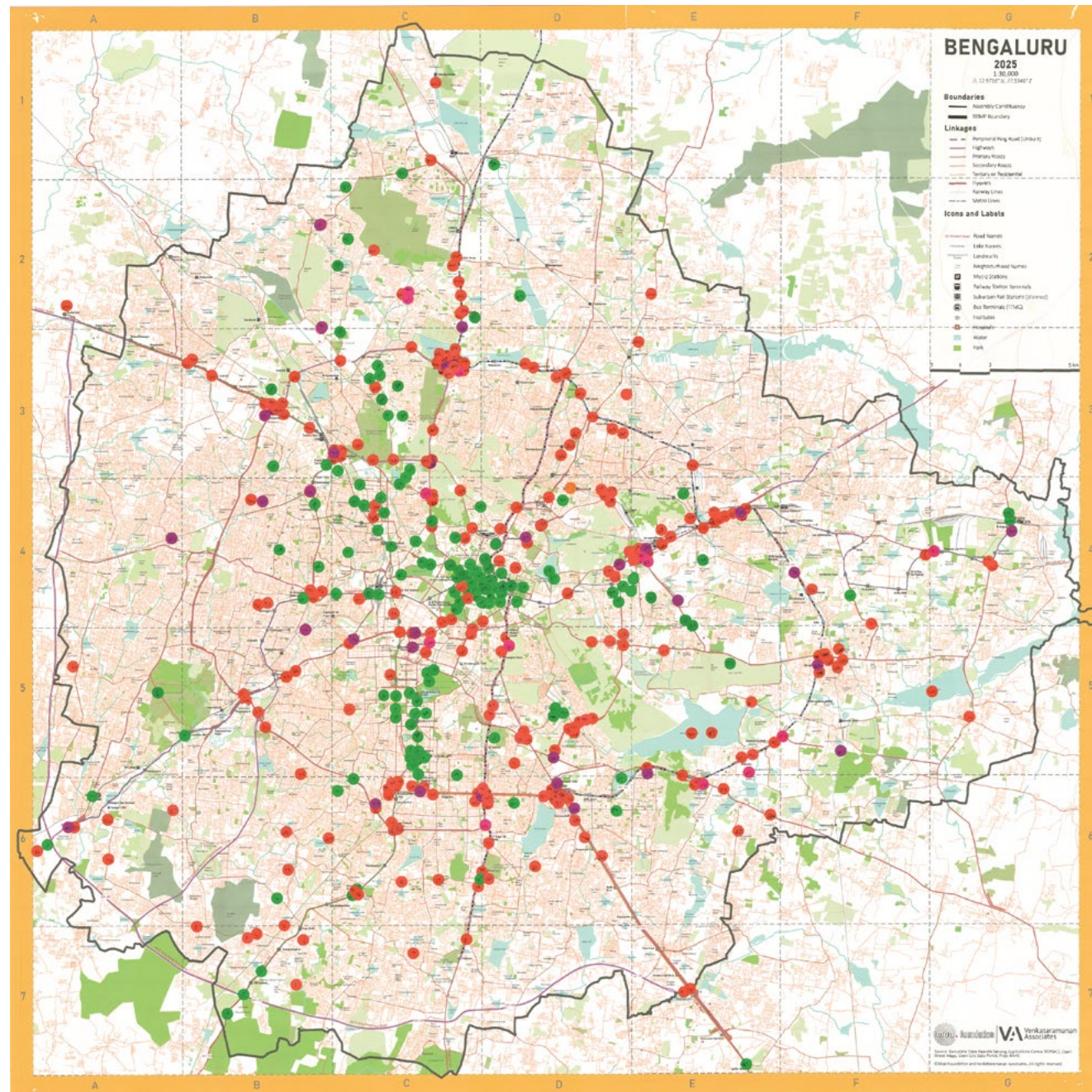
Data collected at source suggests that while public transport and infrastructure are appreciated, there are also significant issues that need addressing in these areas, as well as with pedestrian infrastructure.

WHAT NEEDS TO BE ADDED?



Data collected at source highlighted the need for better public transit and pedestrian-friendly environments.

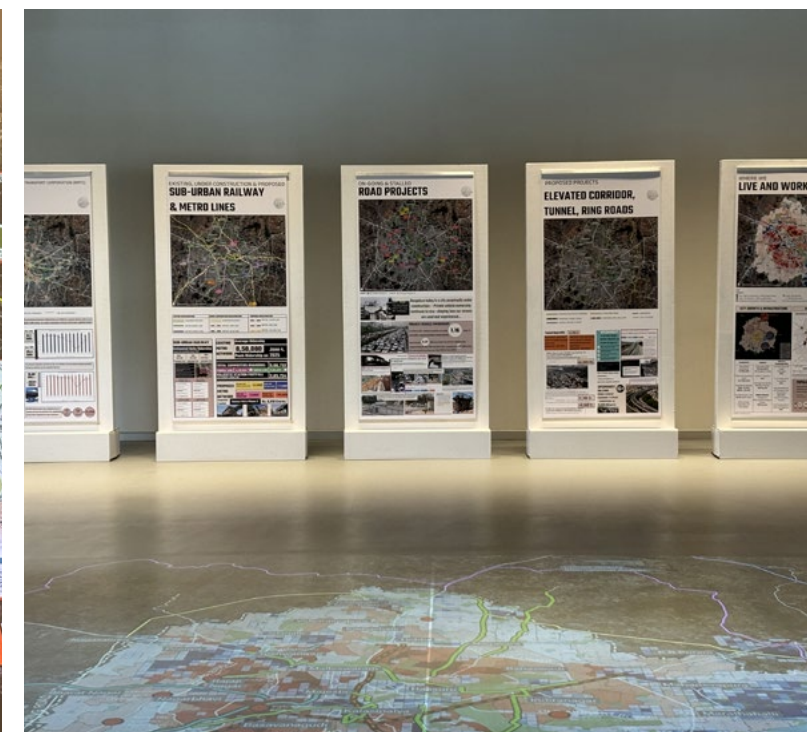
BANGALOREANS SPOKE



One of the most engaging activities invited visitors to map their lived experiences of Bengaluru using simple stickers — green dots for what they valued and red for what frustrated them.

The resulting map revealed a striking pattern: the city's historic green lungs, Cubbon Park and Lalbagh, some of the planned neighbourhoods, drew appreciation, as did the vibrancy of the Central Business District.

In contrast, some of the lakes, the major arterial roads lit up in red, reflected widespread frustration with congestion and poor mobility. Together, the exercise distilled a collective portrait of Bengaluru — where its parks and civic core remain cherished, but mobility bottlenecks continue to define everyday pain points.



ABOUT US

Mod Foundation

Mod Foundation, established in 2010, is an interdisciplinary urban action and research institute based in Bengaluru. By leveraging interdisciplinary research and creative practices, we aim to reimagine urban environments that are deeply rooted in cultural context, responsive to contemporary challenges, and adaptable to future needs.

The work we do is design-driven, with an emphasis on exploring the underlying dimensions in the urban fabric, focussing on everyday spaces and objects. We are fascinated with cities, and interpreting them by visualising their information and analyses, hands-on design and mapping techniques.

Mod Foundation is the urban design and research team at Venkataramanan Associates (VA), an architecture, interiors and urban design practice headquartered in Bangalore.

BLR Design Centre

BLR Design Centre, established in December 2024, is the public engagement platform of Mod Foundation. It is a collaborative workspace focused on transforming urban living environments through architectural partnerships, cultural dialogue and design-led solutions. Recognizing urban change as a cultural challenge, not merely a technical issue, the Centre promotes architectural innovation across disciplines.

Through exhibitions, talks and projects, it builds collaborations to address pressing societal issues. By studying built environments, cultural histories and societal structures, the Centre aims to develop implementable models that shape Bengaluru's future, positioning the city as a living laboratory for architectural and urban research, intervention & design.



WE WORK BETTER TOGETHER

Our partnerships drive meaningful conversations and on-ground action. From design studios and research institutes to citizen groups and government bodies, we're proud to collaborate with organisations that share our commitment to shaping better urban futures.

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