Abstract

At present, government has announced a policy for using mass transit, and a mega project to distribute several lines for future trips to urban areas for both BTS and MRTA. However the stations' physical designs are similar despite different contexts. Designers have not given essenses in relation to context that create problems of interchange for users between BTS station to MRTA station, taxi stop, bus stop, van stop, motorcycle stop, private car and context around BTS station. Literature reviews and surveys have examined mainly two problems regarding pedestrian system and vehicular traffic system in 3 case studies: 1) Mochit station has the problems in the morning and evening trip; 2) Saladang station has the problems all a day from inbound users who work in this area; 3) Asok station has high user density in the morning and evening due to interchange between BTS station and MRTA station, and travel to work at Sukumvit and Asok district. The vehicular traffic system reveals a high density of cars along Sukumvit and Asok road. The 3 case study areas have similar problems in station design. It is not related to the context around the station and user travels from BTS station are not connected to other mode. To solve the problems then designs should relate to areas around the BTS stations, i.e. Mochit station, Saladang station and Asok station.

Mochit station is designed by using intermodal concept that several modes are connected together by pedestrian system. "Mochit" which is an old bus station area is a parking building and has tracks supporting taxi, van and motorcycle-service for users who change mode of transportation to BTS or MRTA. And another side at Jatujak park building design provides tracks for taxi, van and motorcycle for inbound users. All buildings are connected by pedestrian system to Jatujak market. Saladang and Asok stations are designed with buildings as center of transportation, and skywalk connects to buildings around BTS station with a drop-off inside or in front of each building.

The project has finally been evaluated by professionals in related fields who suggest that Mochit Intermodal station can probably serves its function, because there

are not so many buildings in the area. So, it can provide a connecting area for various modes of transportation and the area can be a center of interchange station for outbound trips. Professionals suggest that Asok station is suitable for being a connecting area in this district because each building has a plaza in the front, which can provide a drop-off for various modes; Saladang station, on the other hand, is not suitable for constructing a connecting area because Silom road is narrow and has a lot of electrical and fiber line under a footpath which can not provide a drop-off. And finally professionals give a suggestion for connecting areas with motorcycle-service for Saladang station and Asok station because motorcycle-services are available around the areas. However, the services probably do not work for connecting to BTS station in rainy days.