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#JalanJakarta: Improving Access to MRT Jakarta Stations through Tactical Urbanism

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Quick and Low-Cost Improvement Projects

- 2018 • Pilot Project of **Kampung Kota Bersama**
- 2019 • Replication of **Kampung Kota Bersama**
- 2019 - 2020 • **Jalan Jakarta: MRT Accessibility Improvement**



Quick and Low-Cost Improvement Projects

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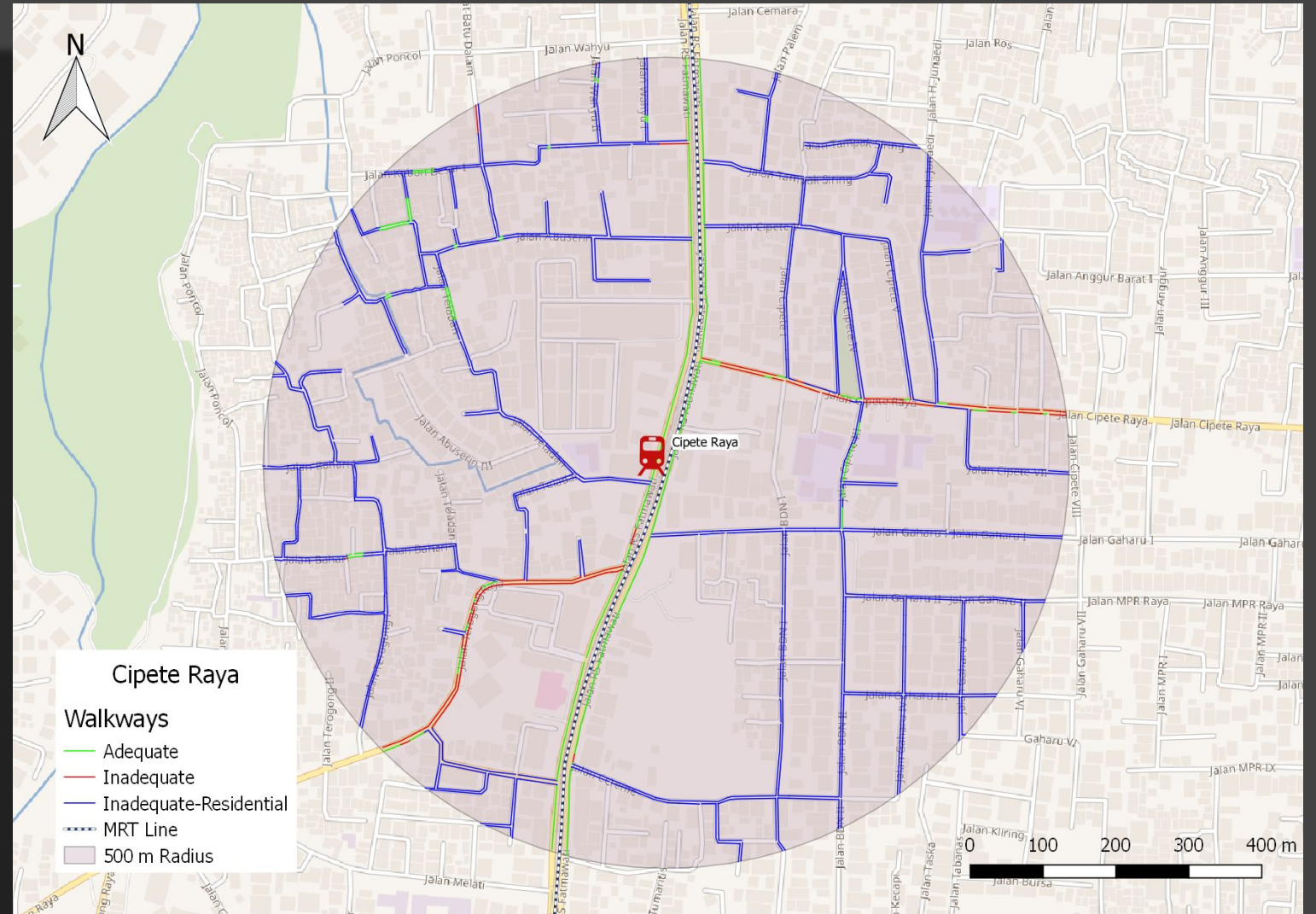
2019 • Replication of **Kampung Kota Bersama**

2019 - 2020 • **Jalan Jakarta: MRT Accessibility Improvement**

- Cipete Raya
- Haji Nawi

WHY?

Access to elevated MRT stations are mostly located in residential areas, which characteristic is usually a shared street.



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To improve safety and accessibility in such a wide network of collector and local roads, a quick and low-cost intervention is an effective approach to create behavioural change.





Pilot Location

Jl. Teladan, South Gandaria, South Jakarta
MRT Cipete Raya Station

A shared street connecting dense residential area, where an **elementary school** sits just 70 meter from the MRT station.



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A high number of pedestrians are using a **small alley and local street as a shortcut to reach the station and schools, instead of walking through (unsafe) wider roads.**

However, a lot of motorised vehicles passing through the shared street in front of the school, making it **not very safe for children to walk and cycle.**



Observed Issues

55 out of 65

pedestrians are school childrens.

Engaging with Local Communities

Women community is one of the key groups to engage with. A further understanding on accessibility issues mostly came from the discussion with this group.



Stay longer in the area
compared to other group



Have regular communal
activities involving
vulnerable groups



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Co-design process

To trigger ideas, **sketch-on-photo illustrations** were shown to residents and local stakeholders for further discussion.

On-site discussion involving local leaders was also conducted to plan the implementation process.



Pre-Implementation

Coordination with local government was done to ensure the **intervention is acknowledged by all stakeholders.**

A need of **minor, inexpensive road improvement** were also solved through collaborating with the Road Construction and Management and Transport sub-Agencies.



Implementation

To get high participations from local residents, the implementation day was conducted in the format of **'Kerja Bakti'** – a monthly clean-up activities in the scale of a local neighbourhood.

Implementation

Interventions on the main road were involving field workers of the Road Construction and Maintenance Sub-Agency and Transport Sub-Agency.





7 hours
around **150**
participants

ranging from local residents including women and youth communities, local government officers, field workers of city's technical agencies, MRT Jakarta, ITDP.

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The painted pedestrian path was used by **98% of students who walked from their home**, as the road marks make them, and/or their parents, feel safer.

*data was taken at 06.00-08.00 during the school entry time

Before**After**



The painted area in front of the school gate aims to raise the awareness of motorised vehicles. However, **local residents suggest to have more traffic calming to reduce speeding motorcycles.**

Before



After

33 out of 35 respondents find
this intervention helpful. The painted alleyway
with additional convex mirror and lightings are
helping both street users and nearby residents,
as motorcycles used to horns in the L-shape
alley, and now are using the convex mirror
instead.

Before

After

KURANGI
KECEPATAN

Zebra cross and speed humps were added to **reduce the speed of motorised vehicles passing through the school's T-junction.**

Before



After



Collaborators

Initiators

ITDP Indonesia

Programme Design

MRT Jakarta

Human Resources &
Fundings

Locals

co-design &
implementation

PKK & Jumantik RW 06 &
RW 07 Gandaria Selatan
(Women Empowerment
Community)

Karang Taruna (Youth
Empowerment
Community)

RT & RW 06/07 Gandaria
Selatan (local leaders)

SDN 01 Gandaria Selatan
(school)

Local residents

Government

coordination &
implementation

Kecamatan (District)

Kelurahan (Sub-district)

PPSU (Sub-district's field
workers of public facility
maintenance)

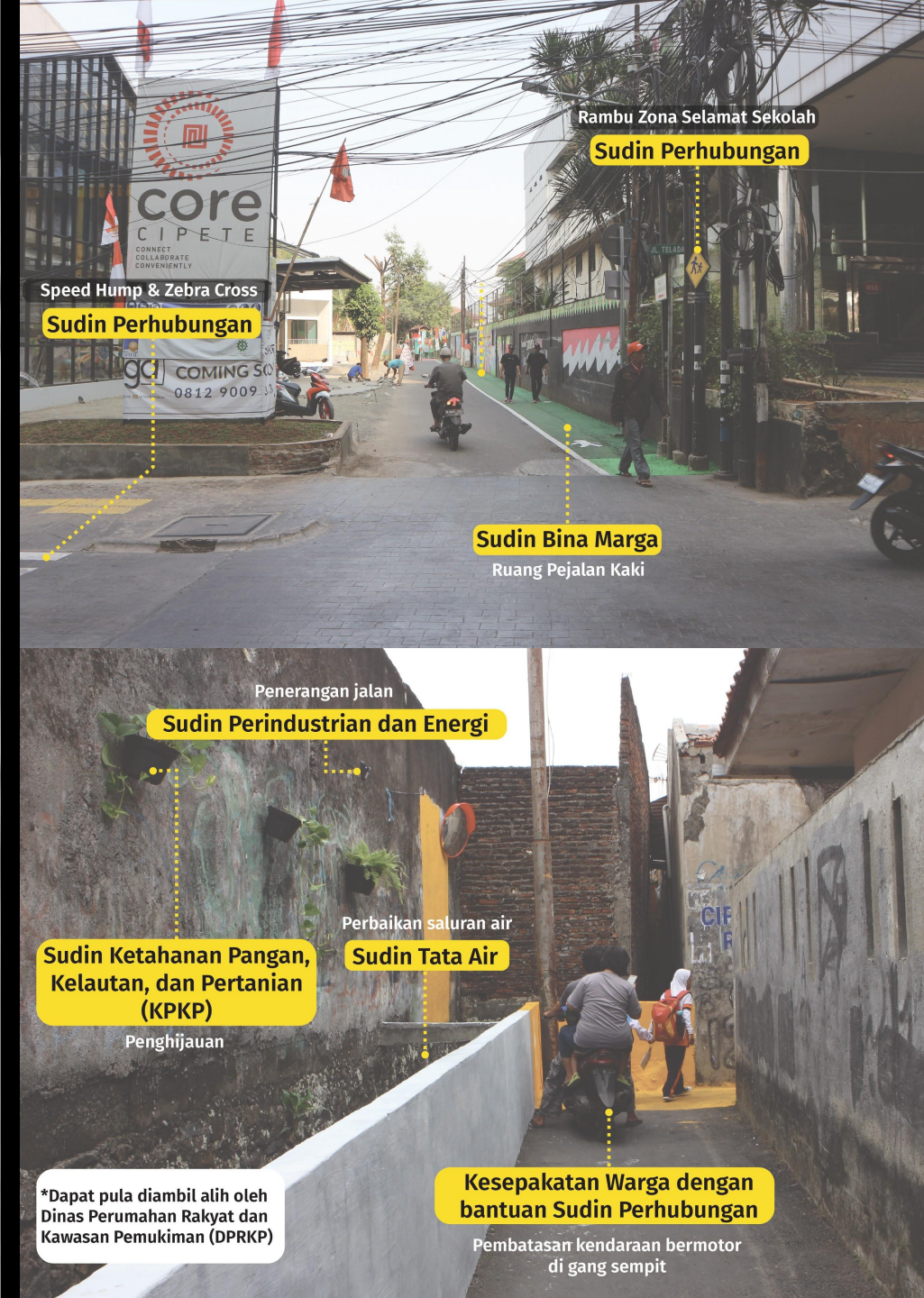
Road Construction and
Management Sub-Agency
of South Jakarta City

Transportation
Sub-Agency of South
Jakarta City

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How to Bring it Further

This set of interventions are showing how **collaboration between stakeholders is absolutely needed**. All of the design elements are under the responsibility of different departments. The **stakeholders mapping were shown to the governor** himself while he was visiting the implemented locations.



Jalan Jakarta #2
Haji Nawi:
Wayfinding System
in Local Street.

Before

MRT



K

After





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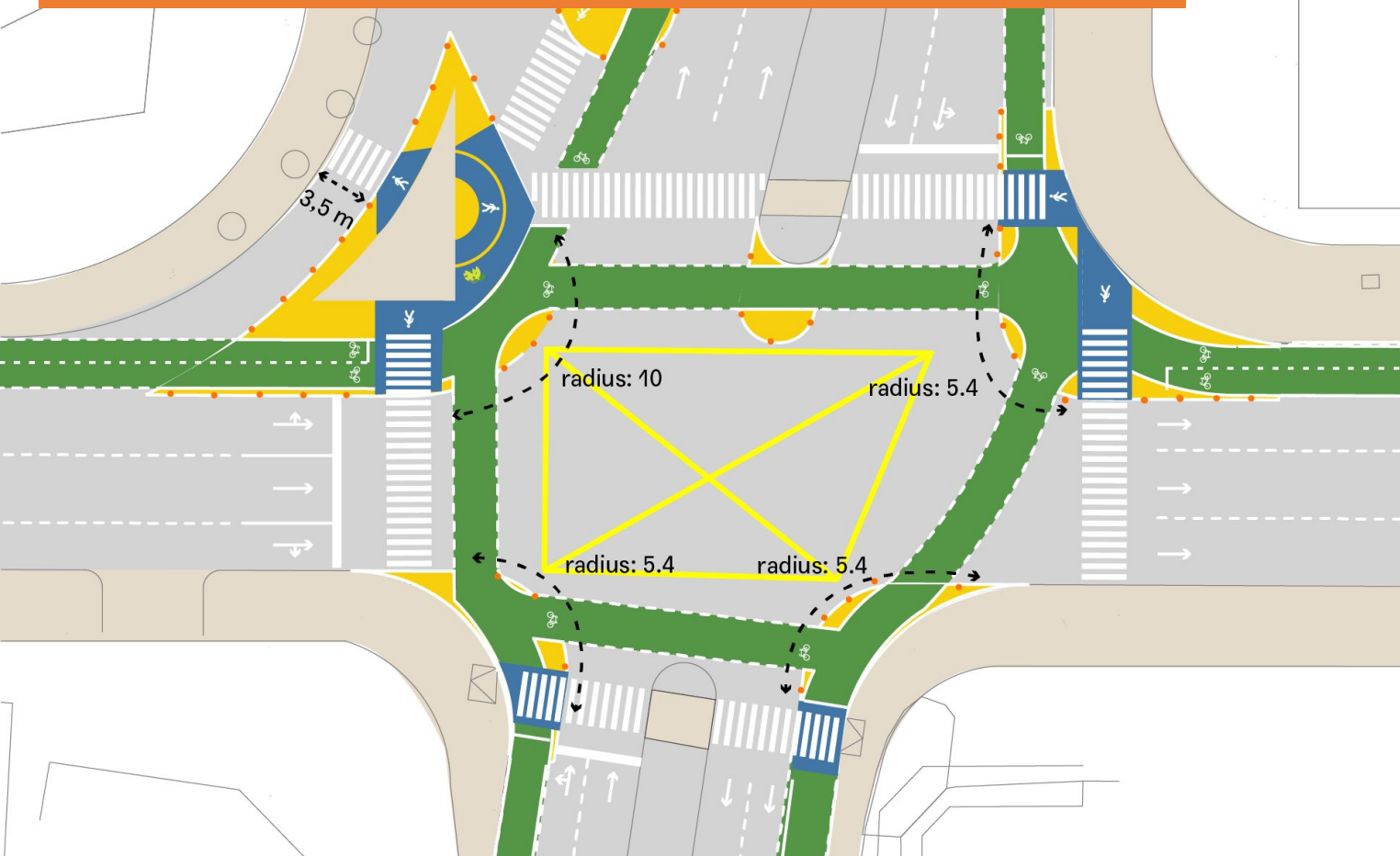
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Continuity of the Project

When the initiative has been made, it opened up much more possibilities of a **wider collaboration with other institutions and possibilities of implementing a larger-scale tactical urbanism.**

Next Project: Safe Intersection for Pedestrian & Cyclist near Transit Area





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Thank you!

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