

The Importance of Active Mobility for First/Last Miles Connectivity

Study Case: Jakarta, Indonesia

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Contents

1

Issues & Opportunities
In Context of the Transjakarta BRT System

2

Timeline of Changes
2017 - present

3

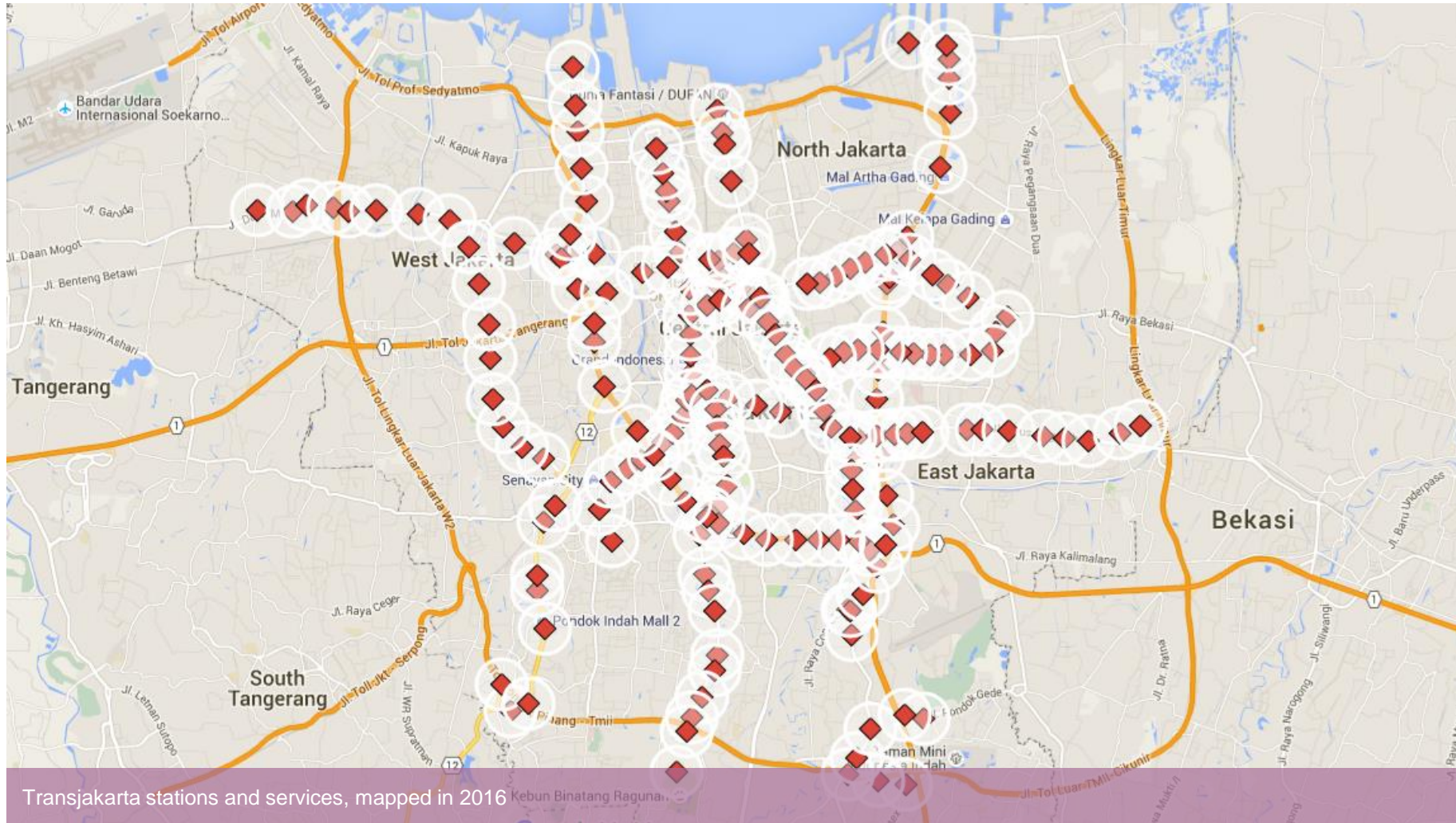
Lessons Learned

1

Issues & Opportunities



Background Story: Transjakarta Services



BRT Transjakarta has established in 2004 but there was no enough walking and cycling infrastructure to support the BRT system.

Based on survey in 2016, along the Corridor 1 and 6 Transjakarta, the issues are related to:

- The absence of sidewalk;
- Narrow sidewalk;
- Bad condition of sidewalk;
- Inaccessible BRT stations (e.g. stairs and steep ramps); and
- Full occupied sidewalk with illegal parking.

Background Story: First/Last Mile Issues



The first last/mile issues impact to the low number of Transjakarta's passengers.

It was difficult for Transjakarta achieved the target on serving 1 million passengers/day. Road safety issues was raised that time.

Timeline of Changes



Highlights of Activities

City Government of
Jakarta

Jakarta Public Works
Agency

Jakarta Transport Agency

Public Transport
Operators

Transjakarta

MRT Jakarta

ITDP

- Close & intense technical assistance in planning
- Capacity building; workshop and training
- Technical assistance in reviewing the DED and/or other drawings
- Technical assistance along the construction

- Collaboration on planning and design process
- Collaboration on data collection, surveys, and researches
- Collaboration on campaigns & public awareness events
- Collaboration on social media content
- Collaboration on policy brief making

Other Organizations/
NGO/Community/
Academia

Vulnerable Groups &
Representatives

Jakartans

Media
(incl. social media)



Panduan Desain Fasilitas Pejalan Kaki: DKI Jakarta 2017-2022



September 2019 (versi 2.0)

Jakarta NMT Vision 2017-2022

2017.

ITDP assisted Jakarta to build inclusive pedestrian facilities. It resulted in a roadmap and technical guideline on pedestrian improvements to be implemented up to 2022.

2018.

ITDP conducted series of workshops and training. Joint campaign was released to collect more data and increase public awareness. Technical assistance were given to implement at-grade access to 5 BRT stations and redesigned junctions.



#PedestrianFirst

#PedestrianFirst joint campaign



Before pedestrianization & access improvement



After pedestrianization & access improvement



On-site mentoring & monitoring



Workshop & training



Intro to tactical urbanism



Before junction & BRT access improvement



After junction & BRT access improvement

2019.

A pedestrianization projects was done and encouraged 5,000 pedestrians/hour (surveyed in 2020). MRT was officially operated and ITDP assisted the station accessibility and its integration with Transjakarta.

2019.

ITDP initiated “Jakarta Ramah Bersepeda” to plan bike networks in Jakarta by inviting all road users. ITDP also worked together with MRT Jakarta to improve walking access to schools and nearby residential area. ITDP also worked on accessibility to Transjakarta for 27 neighborhoods (kampung kota) in Jakarta. Collaborative planning and design processes were applied.

2020.

In February, Transjakarta has reached 1 mio passengers/day. It was boosted by the station integration in 4 stations. In 2020, 11km pop-up bike lane was installed.



Co-planning & design process



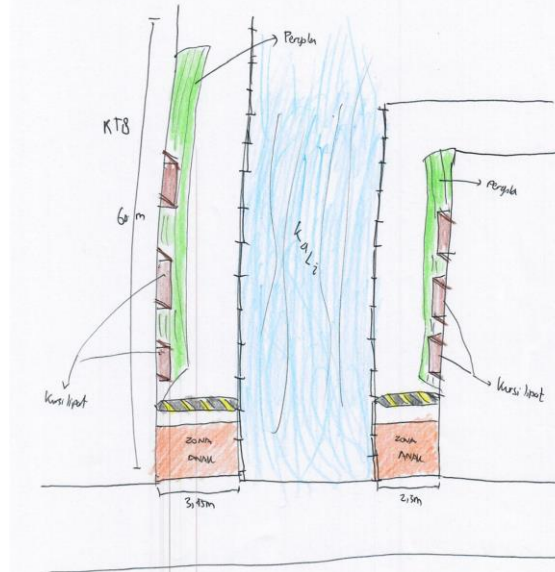
Proposed additional bus shelter in kampung



The protected bike lane



School access improvement to MRT



Citizens' drawing proposal for safer street



Integrated Transjakarta station



Station integration





Access improvement to station in Kota Tua



Street pedestrianization in Kota Tua



Old Tosari BRT Station



Upgraded Tosari BRT Station

2022.

ITDP assisted Jakarta to produce a guideline for wayfinding and a pilot for bikesharing. The continuous evaluation was prepared by ITDP.

2021.

ITDP assisted 5 stations to be integrated with Transjakarta. A pilot for low traffic zone (to LEZ) with an approach of pedestrianisation was implemented in Kota Tua. More at-grade access to Transjakarta stations were installed.



Bikesharing

Lessons Learned



Takeaways & Follow-ups

1 Long & Continuous Process & Collaboration

Based on the experiences, working in inclusive active mobility in the car-oriented city may need **big effort**. Great and mutual collaborations are needed. The recommendations are not adopted and/or impacted immediately, along with the public awareness and/or public support.

2 Adoption to Policies and Regulations

The technical assistance is supposed to be adopted into legal document that can be used by the city, **as roadmap and planning guideline**. The absence of supportive policies may result in weak and/or low quality of the expected infrastructures for example. The recommendations can be also integrated into City's NMT master plan document.

3 Scaling-up

In some practices, the approach is by implementing tactical urbanism or pilot. The findings throughout the monitoring and evaluation processes, should **lead to the permanent interventions and/or holistic plan for the wider area** (or even city-scale). In our case, we do collaboration with the Ministry of Public Works and Housing to finally released a national guideline for inclusive Pedestrian Facilities Planning Guidelines.

thank you.

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