#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

- **2018** • Pilot Project of Kampung Kota Bersama
- **2019** • Replication of Kampung Kota Bersama

- **2019 - 2020** • Jalan Jakarta: MRT Accessibility Improvement
  ○ Cipete Raya
  ○ Haji Nawi
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WHY?

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

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

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

Pre-Implementation
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.
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.
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.
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.
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.
Zebra cross and speed humps were added to reduce the speed of motorised vehicles passing through the school’s T-junction.
Collaborators

Initiators

ITDP Indonesia
Programme Design
MRT Jakarta
Human Resources & Fundings

Locals
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
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

Coordination & implementation
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

After
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