CAN JAKARTA TRANSFORM INTO WALKABLE CITY?

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Instead of walking, residents of Jakarta use cars, taxis and motorcycles to travel distances as short as 200 meters.

The increased air pollution in Jakarta mostly caused by the increasing number of motor vehicle with bad fuel quality.
Sidewalks in Jakarta

- **7.8%**
- **540** kilometers
  - length of sidewalk in DKI Jakarta (2015)*
- **1** pedestrian
  - die every 6 days in Jakarta**
- **3513** steps/day
  - average number of steps in Indonesia****
- **6956** kilometers
  - length of road in DKI Jakarta (2015)*
- **>125** micron/m³
  - air pollution particle in North Jakarta***
- **>40% PNS**
  - in DKI Jakarta has obesity issue*****

*Jakarta Dalam Angka 2016 **Ditlantas Polda Metro Jaya 2014 ***Desert Research Institute ****Stanford University *****Dinas Kesehatan DKI Jakarta
Goal

Reducing green house gas (GHG) emissions by providing good sidewalk facilities to create walkable urban communities and shift away from developing drivable communities that rely on car trips to walking and taking public transport.
How we make people walk again?

Buffer radius 1 km from transit stations: MRT, LRT and BRT

Improve sidewalk facilities around transit area to encourage people to shift to public transport to reduce emissions
Wide, Continuous and Universally Accessible Walkways
Safe and Convenient Pedestrian Crossing Facility
Sidewalk Activation: music performance on sidewalk

Musik Tepi Barat
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Pedestrianization: create more space for pedestrian and access to public transport
The congestion level in Jakarta decreased by 8% compared to the previous year. Marked as the highest number of reduction compared to other cities. Jakarta’s ranking for most congested city went down from position 4th to 7th.

Source: Tomtom.com
Result

By improving sidewalk facilities, it is expected to increase the number of pedestrians and public transport passengers and reduce green house gas (GHG) emissions.