

BOGOR SUSTAINABLE URBAN TRANSPORT DEVELOPMENT



KOTA BOGOR

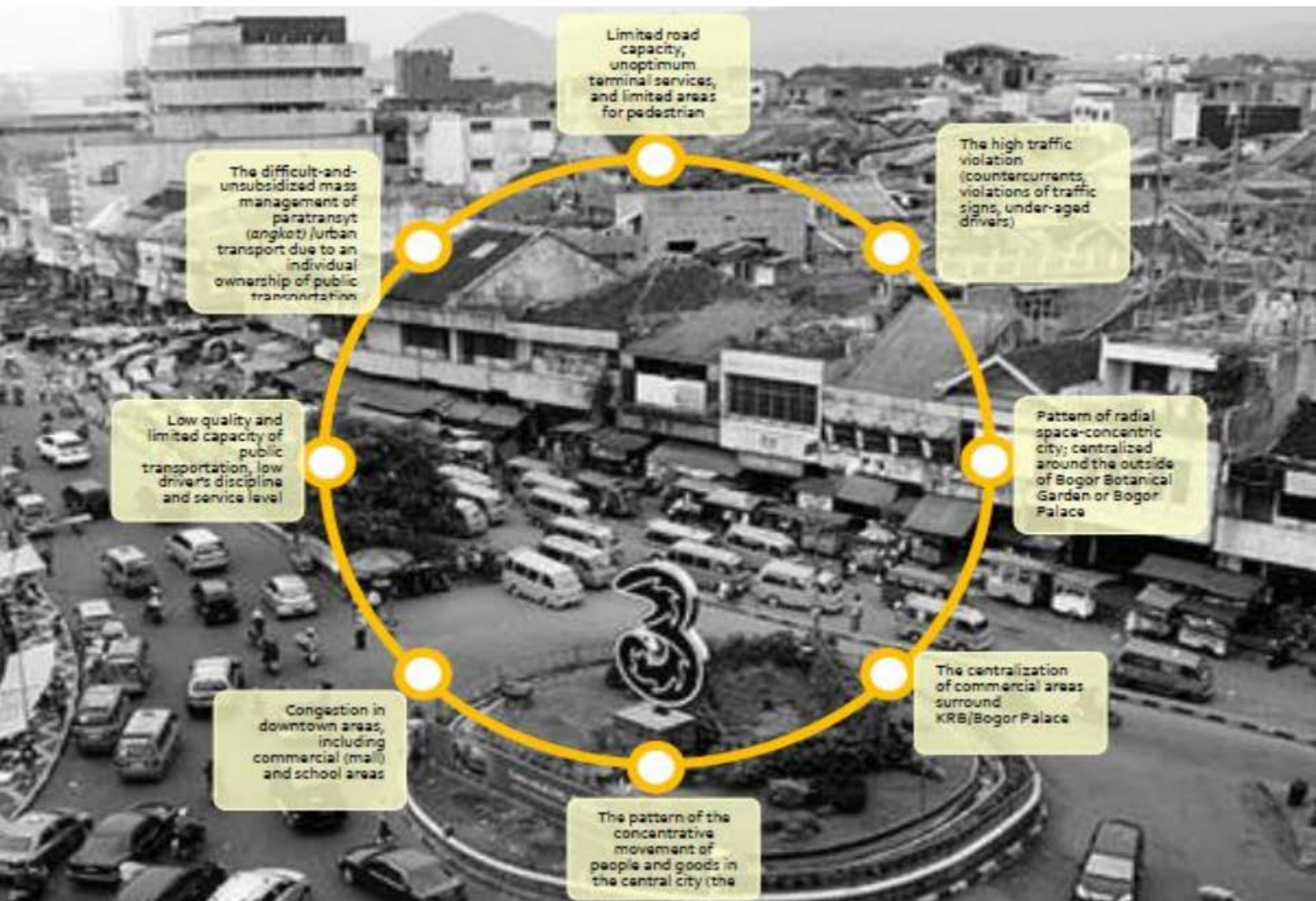


DR. BIMA ARYA
MAYOR BOGOR



BOGOR PRESIDENTIAL PALACE

BOGOR TRANSPORTATION PROBLEM



Limited road capacity, unoptimum terminal services, and limited areas for pedestrian

The high traffic violation (countercurrents, violations of traffic signs, under-aged drivers)

Pattern of radial space-concentric city; centralized around the outside of Bogor Botanical Garden or Bogor Palace

The centralization of commercial areas surround KRB/Bogor Palace

The pattern of the concentrative movement of people and goods in the central city (the

Congestion in downtown areas, including commercial (mall) and school areas

Low quality and limited capacity of public transportation, low drivers discipline and service level

The difficult-and-unsubsidized mass management of paratransyt (angkot) /urban transport due to an individual ownership of public transportation



THE DEVELOPMENT OF ROAD NETWORK SYSTEM

- The enhancement of Street Network
- The enhancement of Regional Mobility
- The enhancement of Mobility in Downtown areas



THE DEVELOPMENT OF URBAN TRANSPORT SYSTEM



- Road-based Transport System
 - The Enhancement of Mass Transportation Legally-Authorized Public Transport Agency
 - Public Transport Re-routing
 - A public Transport that passes undefined route
 - School Bus
 - Employee Bus
 - Public Transport that operated to serve public transport service



- Rail Based Transport (LRT)
 - Light Train
 - Aeromovel
 - Monorel



PEDESTRIAN & NON-MOTORIZED TRANSPORT

- Pedestrian Pathway
- Pedestrian Mall
- Skywalk
- Bicycle Pathway
- Parking Building (Park & Ride)
- Parking Area



TRANSFER POINT (terminal)



- Public Transport Terminal
 - Sukaresmi TOD
 - The Optimization of Barangsiang Station
 - The Establishment of A Borderland Terminal (Bubulak, Dramaga, Ciawi)

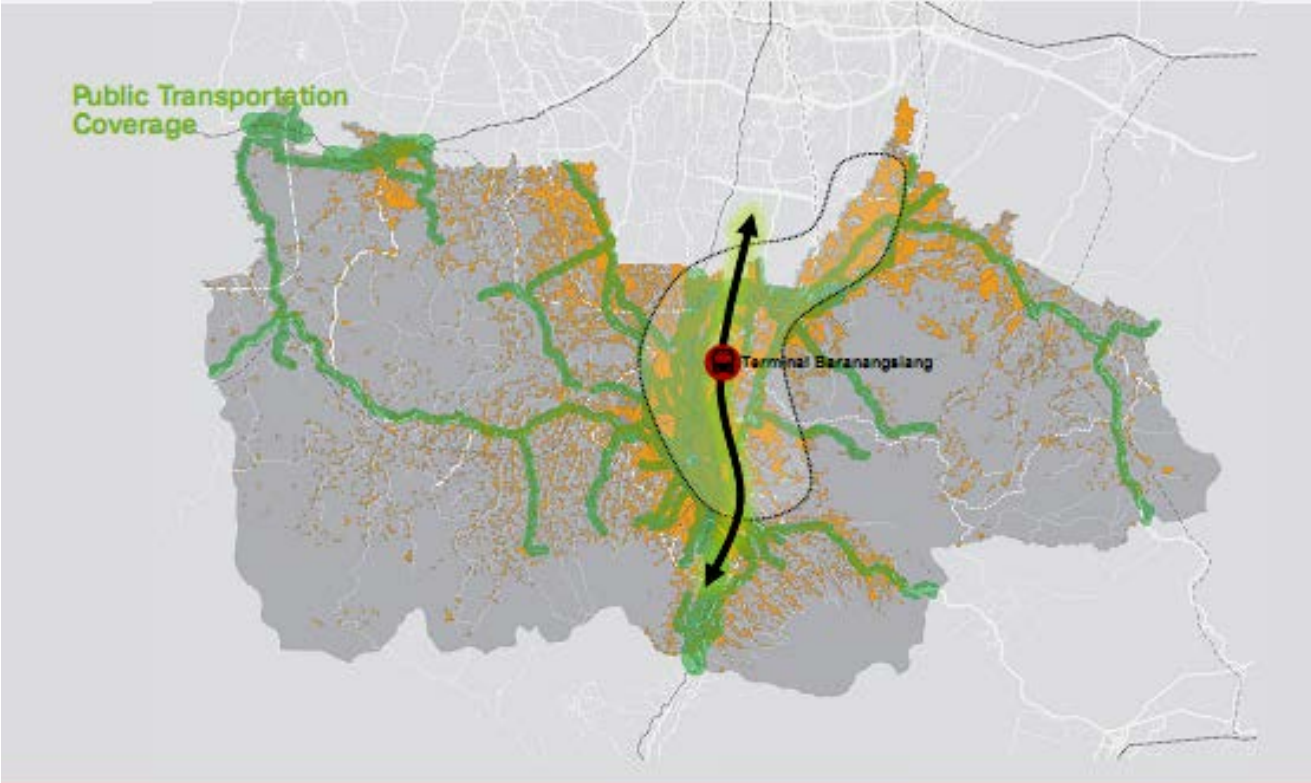


- Freight Transport Terminal
 - Freight Transport Terminal
 - Rancamaya Agribusiness Terminal



ECO-FRIENDLY VEHICLE

- CNG
- Biodiesel Fuel Vehicle
- Electric Fuel Vehicle



Public transportation concentrated at the North - South axis



Kota Bogor has the highest 'angkot' : citizen ratio in Bodetabek area

Type of transportation that Bogor Citizen usually use...



Private Transportation (including Motorcycle)



Public Transportation



Online Transportation

'ANGKOT' : CITIZEN RATIO



Population 1100.000

1 : 320
people



Population 2047.000

1 : 640
people



Population 2106.000

1 : 700
people



Population 2715.000

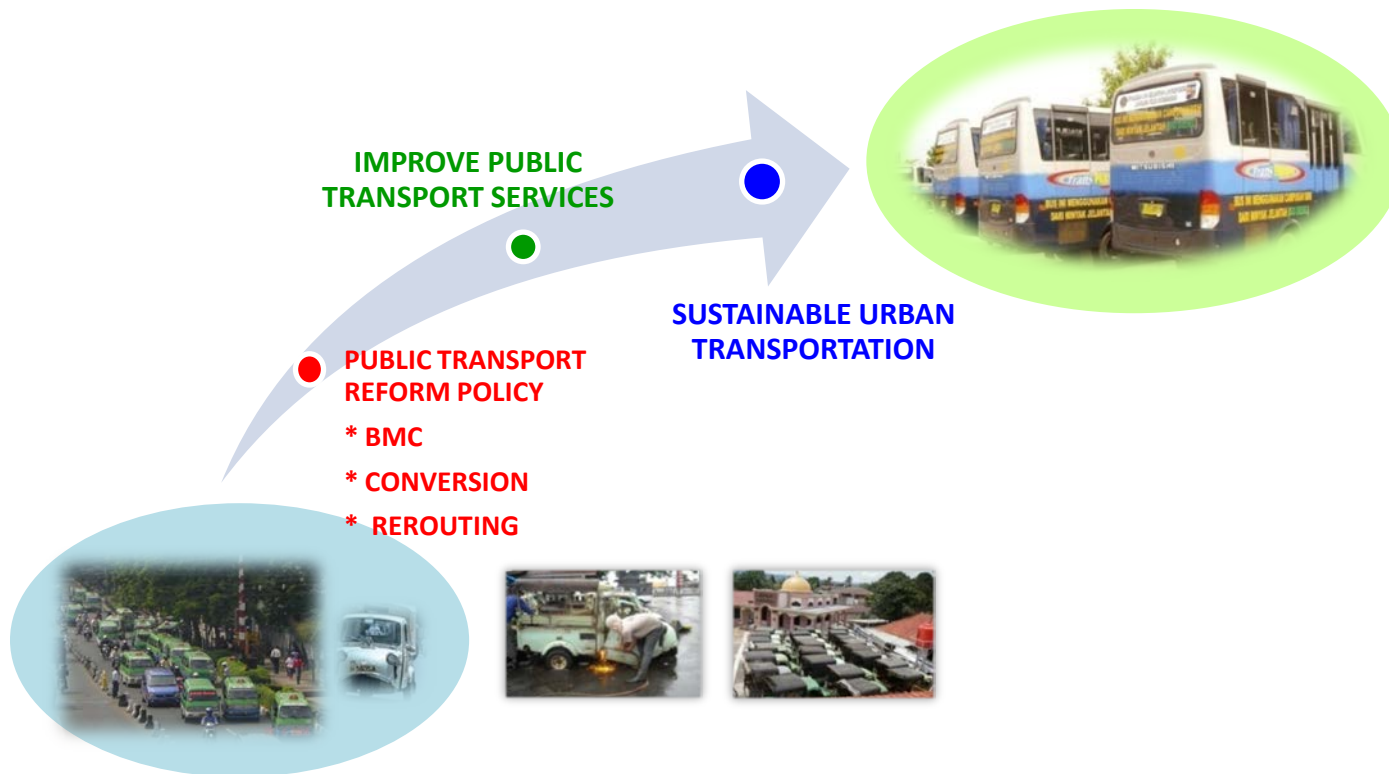
1 : 775
people



Population 5460.000

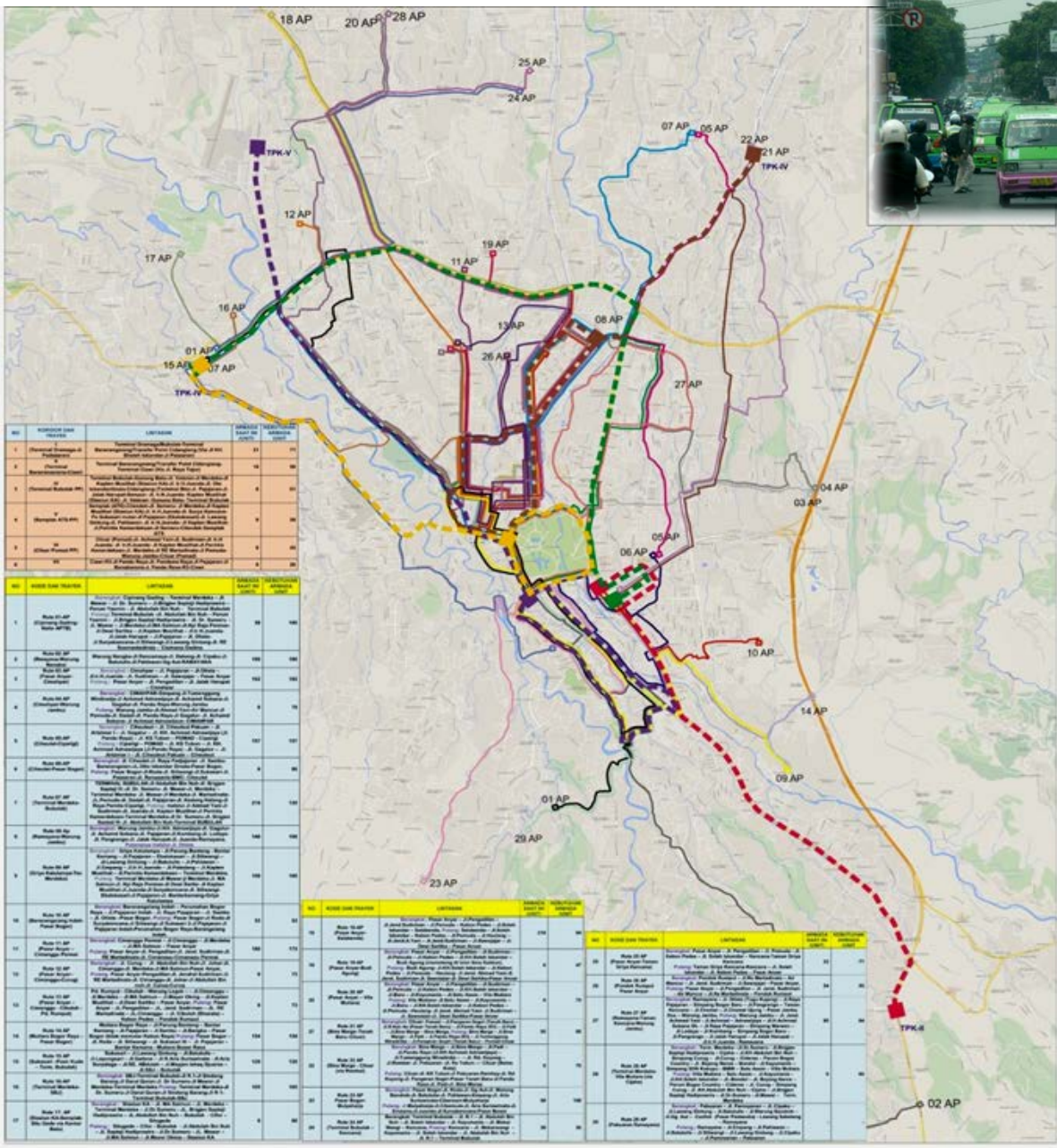
1 : 811
people

PUBLIC TRANSPORTATION DEVELOPMENT POLICY IN BOGOR CITY



PRESENT	TRANSFORMATION PLANNING	EXPLANATION
Local government is the public transport service provider (100% operational risk)	Local government is the regulator that establishes both the policy and objective of the transportation strategy	<ul style="list-style-type: none"> • Having coordinated approach/ An approach that has political risks • Being responsible for organizing mass public transport
	Local-owned public transport enterprises works as a Bus Management Company (the operator of public transport services) 100% operational risk	<ul style="list-style-type: none"> • Commercial with the aim to achieve public service objectives • Having business Incentives • Bearing the business risk and managing risk • Having strong controls
Local-owned public transport enterprises are the operators of Trans Pakuan services	Public Transport enterprises (operator bus) that based on the SPM (Minimum Service Standards)	<ul style="list-style-type: none"> • Commercial with the aim to achieve public service objectives • Contracts based on performance-paid per KM • Fully funded to provide the level of service

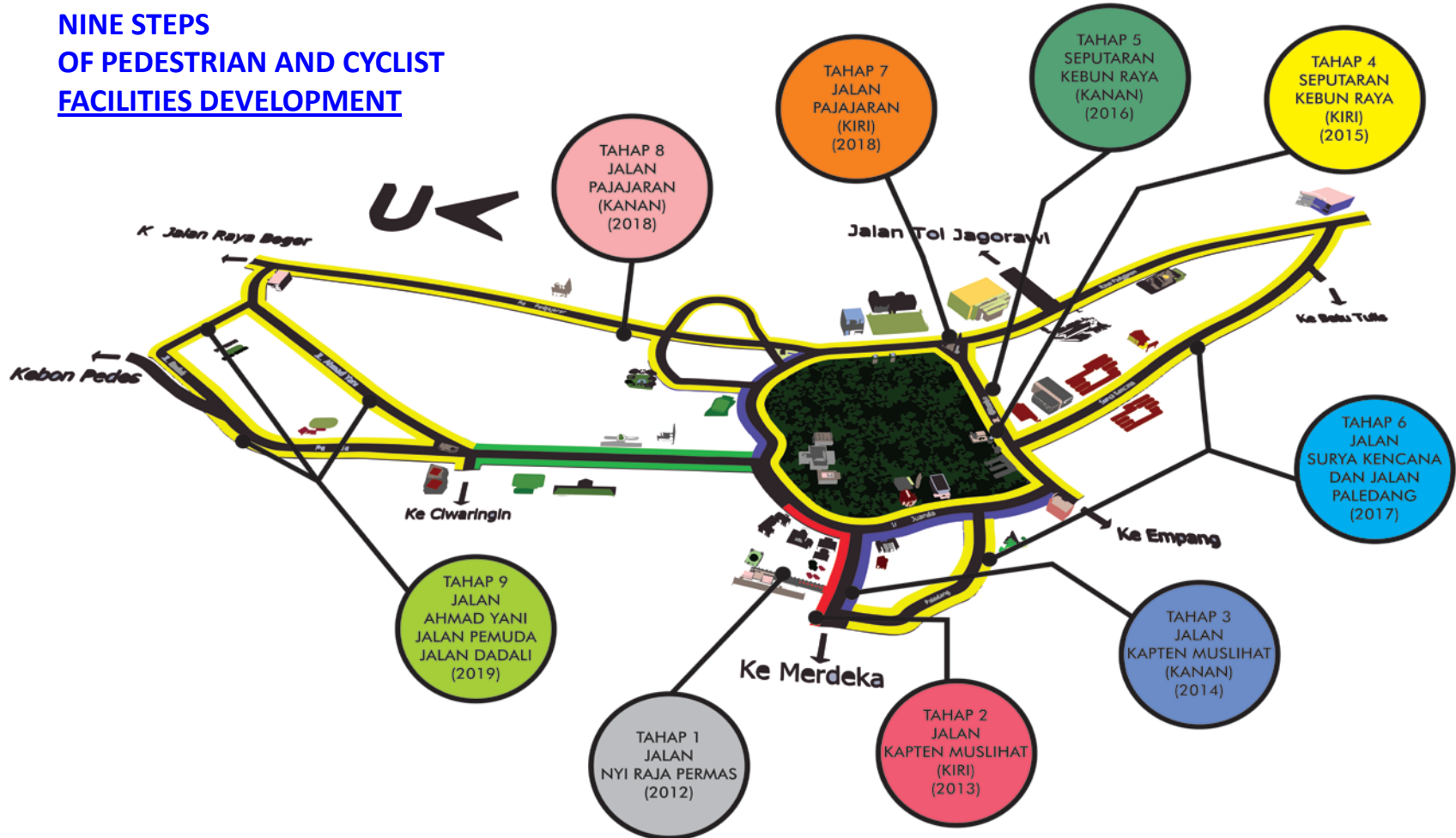
PARATRANSIT (ANGKOT) RE-ROUTING



NONMOTORIZED TRANSPORT DEVELOPMENT



NINE STEPS OF PEDESTRIAN AND CYCLIST FACILITIES DEVELOPMENT



PEDESTRIAN AND CYCLIST FACILITIES AT KAPTEN MUSLIHAT AND JUANDA STREET



PEDESTRIAN AND CYCLIST FACILITIES AROUND BOGOR BOTANICAL GARDEN



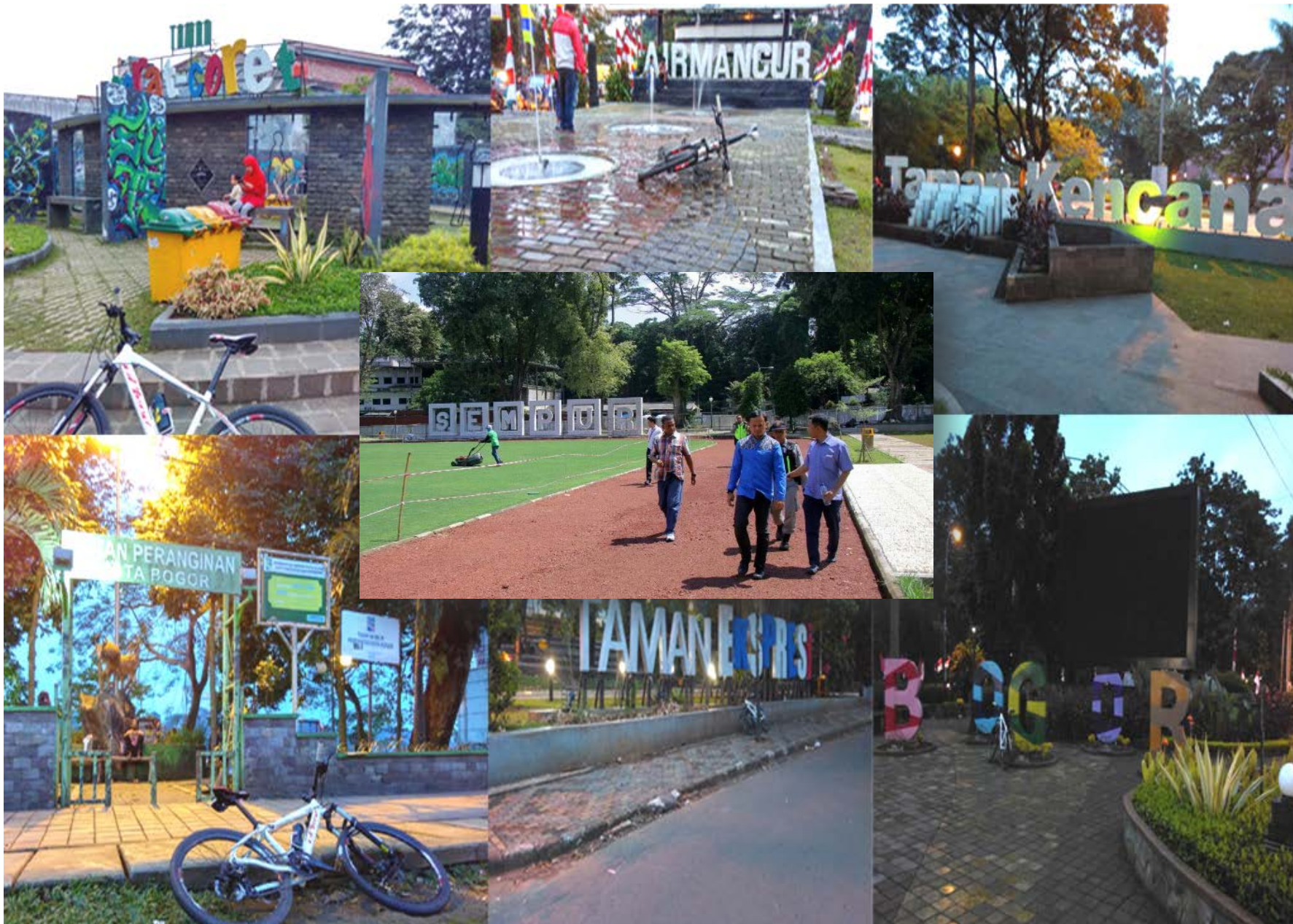
PEDESTRIAN UNDERPASS



PEDESTRIAN BRIDGE



PUBLIC SPACE INTEGRATED WITH PEDESTRIAN AND CYCLIST FACILITIES



THANK YOU

