



Enhancing Public Transport Through Sustainable Urban Transport Corridor

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Institute for Transportation
& Development Policy

*Promoting environmentally sustainable
and equitable transportation worldwide*



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Shifting the Car-oriented to People-oriented City



Priority for Pedestrian, Cyclist and Public Transport Users



Shared Mobility



Equitable Transit-Oriented Development (TOD)



Principles of Urban Development for Transport in Urban Life:

Walk

Develop neighborhoods that promote walking

Mix

Plan for mixed use

Cycle

Develop neighborhoods that promote walking

Densify

Optimize density and transit capacity

Connect

Create dense networks of streets and paths

Compact

Create regions with short commutes

Transit

Locate development near high-quality public transport

Shift

Increase mobility by regulating parking and road use





Inclusive and Child-friendly City



Access for all users



City for children

Equity in Mobility – New Urban Agenda



- Equal access for all
- Focus on most vulnerable users
- Equality in sharing road space
- Efficient transportation



Urban Transport Corridor Development

- Triggered by mass transit project (BRT)
- Push for higher density development along corridor
- Covers not only public transport, but also pedestrian & cycling facility improvement
- Other policy changes, such as parking reform, land-use and building code reform will need to follow the changes to create real city transformation
- Showcase project for other cities



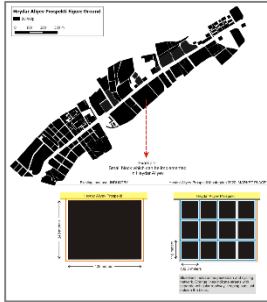
Let's start with high density development around mass transit







Measures to improve connectivity along public transport corridor



Reduce block size



Complete Sidewalk



Cycle lane & parking @ transit station



Higher density



Mixed-use / Mixed Income development



Limit Driveway Access



Limit Parking



Create compact development with dense pedestrian network



Case Study: Yichang BRT

- 23km, 37 stations
- Parking reform
- Bicycle lane
- Bicycle Sharing
- Walking facility
- Greenway Network





BRT Station with complete ITS



Modern BRT system carrying more than 250,000 daily pax



Access improvement to the BRT station



Bikelane and bikesharing system





Bikelane and Greenways Network



500 km of bikelane and greenways network all over the city



Setback parking reform



More than 1,000 setback parking spaces were removed to create better walking facility

Thank you!



30
years from now,
I hope cities have
no highways and
no flyovers.

**Cyclists and
pedestrians will
rule the streets.**

Yoga Adiwinartha
Country Director
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30 YEARS OF
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Credit: ITDP