

### 3.3 TARGET TDM AREA

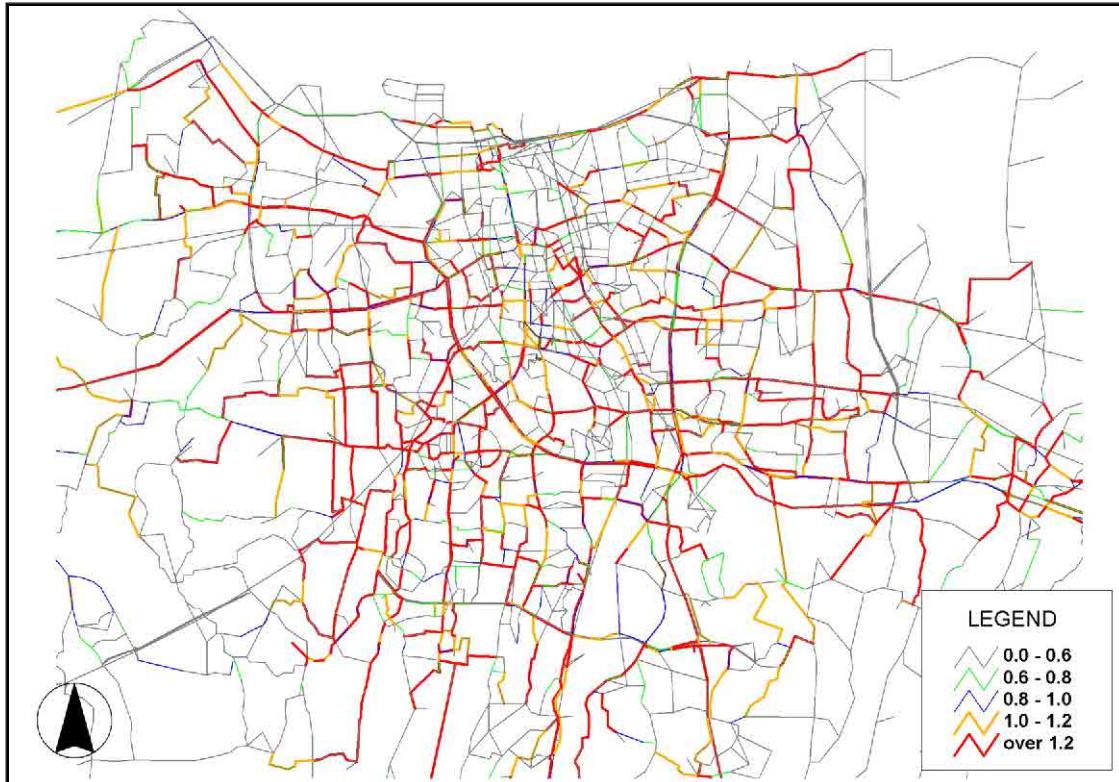
(1) Major Business and Commercial Activity Centers

Traffic restraint measures for TDM shall be designed for alleviation of severe vehicular traffic congestion in DKI Jakarta, but not for vehicle use in Jabodetabek as a whole. Such congested road segments are observed in the major business and commercial activity cores in the city:

- 1) Mangga Dua area (low- and middle-rise buildings)
- 2) Ciliwung riverside, extension from Kota (low- and middle-rise buildings)
- 3) Monas area (high-rise buildings)
- 4) Tomang – Slipi (S. Parman) roadside (middle- and high-rise buildings)
- 5) Sudirman – Thamrin corridor (high-rise buildings)
- 6) H.R. Rasuna Said corridor (middle- and high-rise buildings)
- 7) GT. Subroto (Sudirman – H.R. Rasuna Said) roadside (middle- and high-rise buildings)
- 8) Gunung Sahari – Kramat Raya road side (low- and middle-rise buildings)
- 9) Blok M (Kebayoran) area (low- and middle-rise buildings)



Figure 3.3.1 Existing Major Business and Commercial Activity Cores in DKI



**Figure 3.3.2 Vehicular Traffic Congestion in Central Part of DKI in 2002**

(2) Criteria for Identifying Effective TDM Area

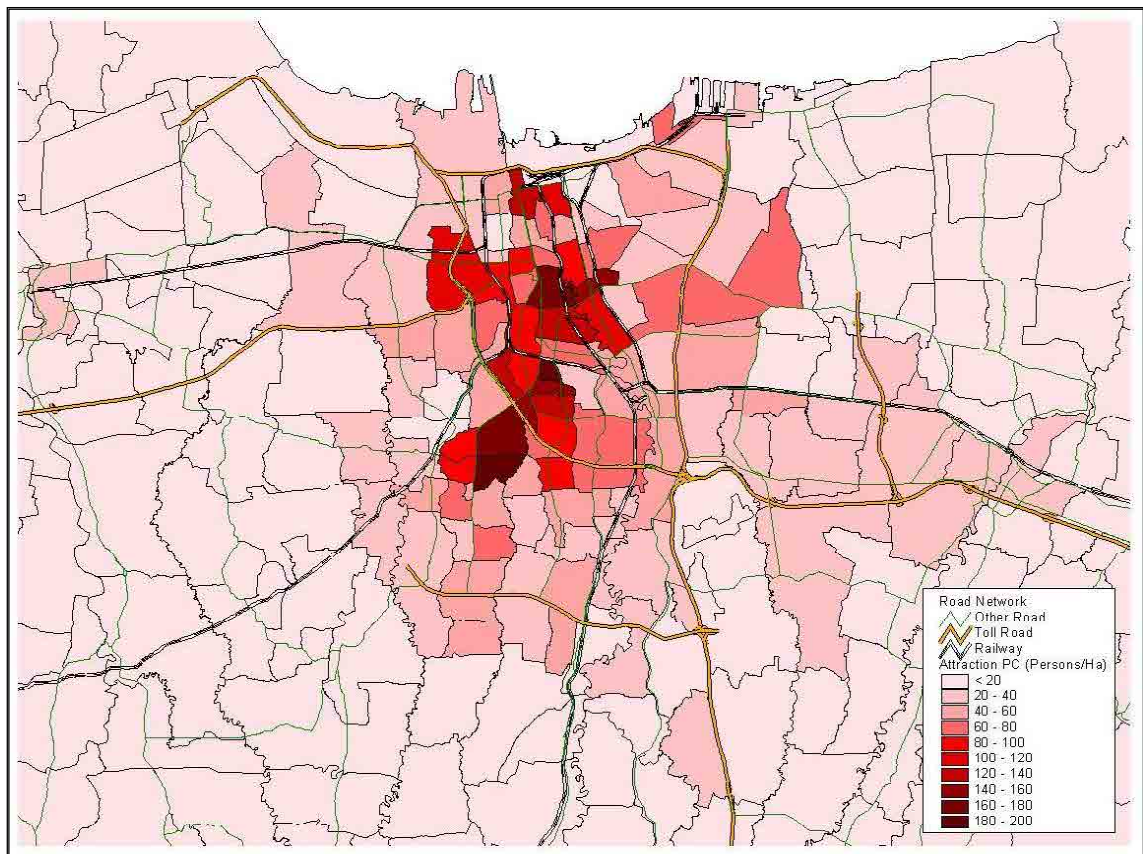
Many types of the TDM rely on market mechanism, that is, by imposing a certain amount of money to car users to discourage car use. If this type of TDM is applied, most of the users affected (or pushed out) by TDM are likely to be low- and middle-income class car users. High-income class car users are likely to continue to use their cars by paying the TDM charge.

In a short-term perspective, the following criteria shall be applied to identify the TDM area (or road segments):

- Areas of high vehicle generation (density) and areas of chronic traffic congestion.
- Traffic generation areas of larger population of high-income class car users (avoid areas of lower-income class users as much as possible).
- Areas that can be served by highly comfortable public transportation services such as MRT and the busway system, of which level of services should be acceptable by the middle-income class car user.
- And quality feeder services (circulation system in CBD) should be available at the same time to serve such highly comfortable trunk services.

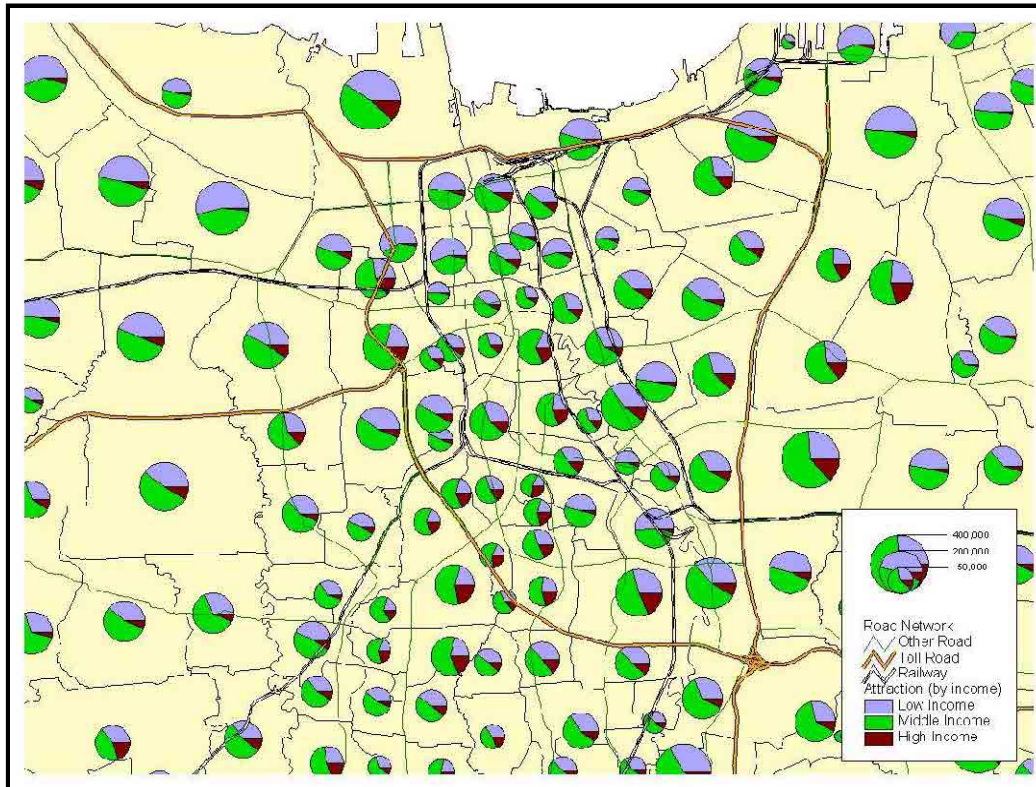
- Any diversion to other roads made (pushed out) by the proposed TDM should be avoided as much as possible.
- It is preferable that end terminals of public transportation systems be excluded from TDM area because the terminals are to attract passengers from various modes of transportation as much as possible.
- East-west movement should not be disturbed by TDM before completion of good distribution systems such as JORR.

Table 3.3.1 summarizes characteristics of each core area in terms of availability of public transportation services and attributes of generated trips.



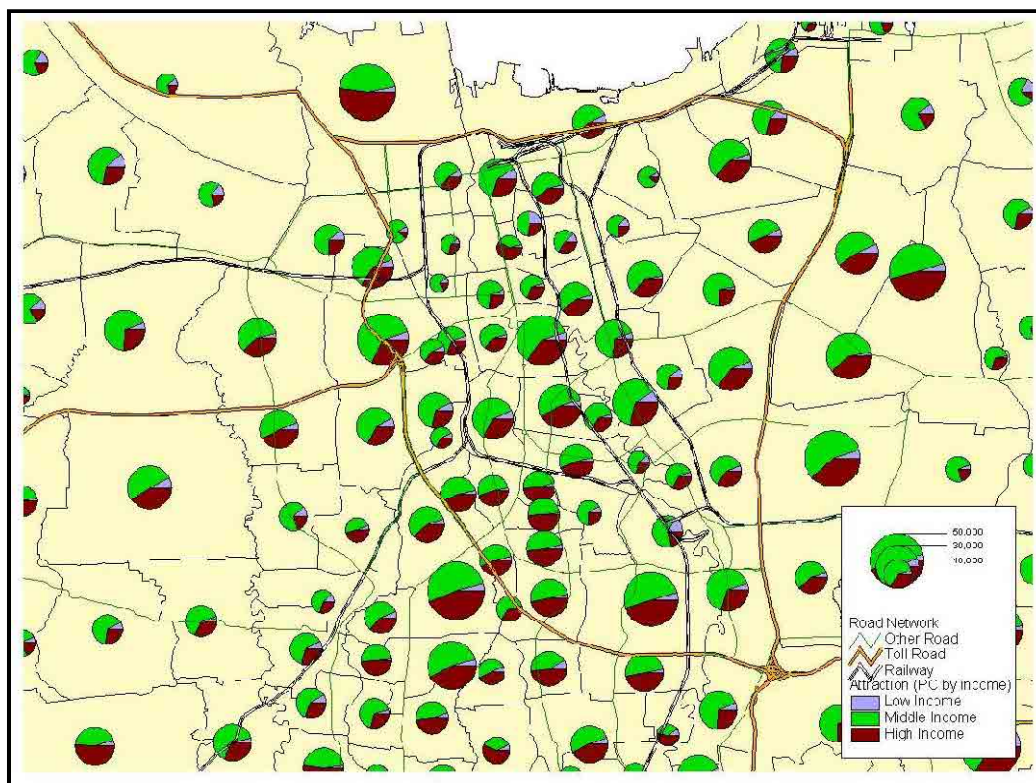
Source: SITRAMP Home Visit Survey (2002)

**Figure 3.3.3 Car Trip Generation Density**



Source: SITRAMP Home Visit Survey (2002)

**Figure 3.3.4 Person Trip Generation by Income Class**



Source: SITRAMP Home Visit Survey (2002)

**Figure 3.3.5 Car Person-Trip Generation by Income Class**

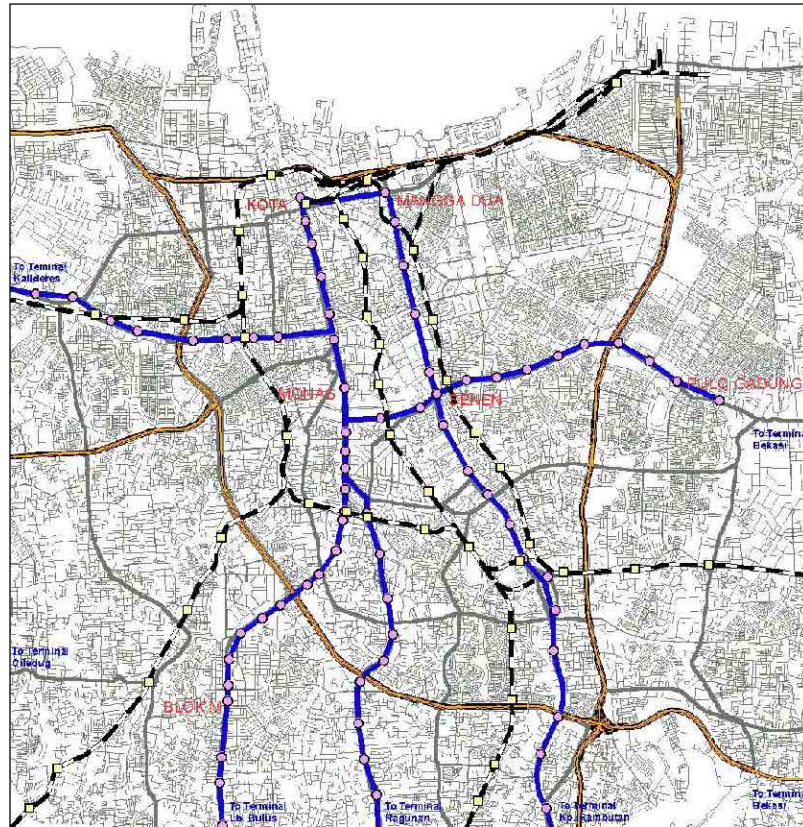


Figure 3.3.6 Proposed Busways and Railways (2007)

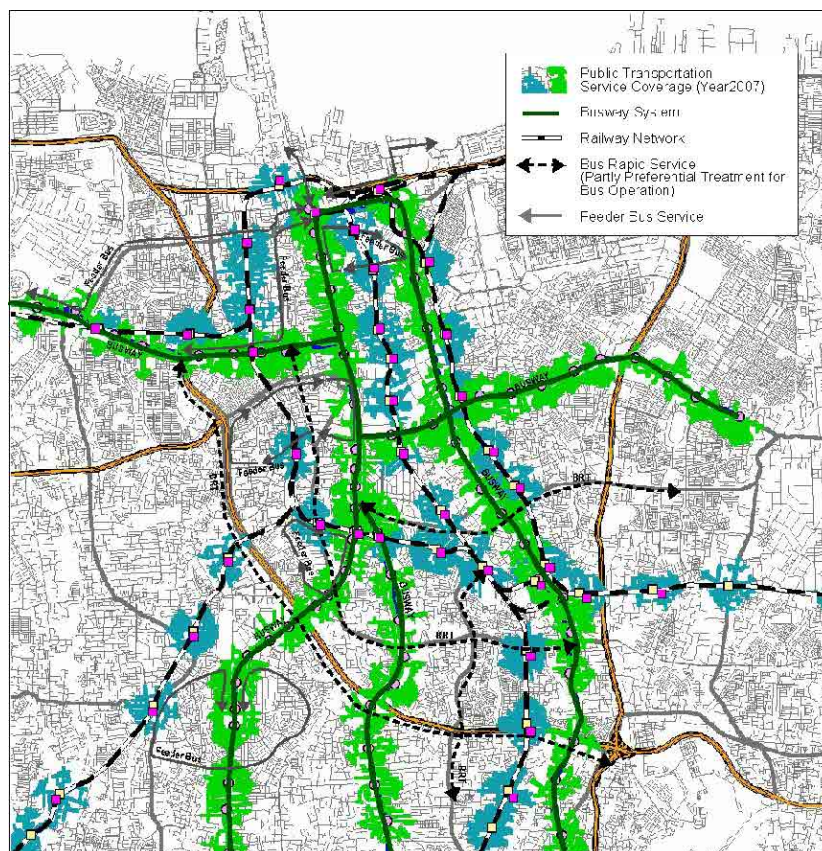


Figure 3.3.7 Proposed Feeder Bus Services in Central Part of DKI (2007)