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## Designing better environment by providing pedestrian way for pedestrian

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### Abstract

Jalan Cempaka Putih Tengah XXX has been regarded as an appropriate case study for the research of Designing Pedestrianization Concept within Campus Area. This street has represented the tertiary street within Cempaka Putih area. This street has a strong function as a vehicles way as well as a pedestrian way for students, lecturers, and users who passing through to go to RSIJ, Fakultas Teknik UMJ, and surrounding areas. Although this street has shown that number of pedestrian's flow within this surrounding area is quite high. This condition has encouraged researchers to propose a design for pedestrian way on the street. As an impact, in providing this concept, the proposed design will close the access for vehicles on this street. Pedestrian way should be a good facility which has been provided by government to enhance the quality of the environment. By providing good design of pedestrian way will create better environment. Jalan Cempaka Putih Tengah XXX is a potential case study to be explored. Thus in the future, better environment with new function of this street as pedestrian way will encourage users to stop using vehicles. This condition will support green architecture and sustainable environment. This paper is aimed to provide an alternative design of pedestrian way on the Jalan Cempaka Putih Tengah XXX to create better environment. A planning method has been chosen as a methodology of the research. The final of the research is by delivering an alternative design of pedestrian way within campus and surrounding area.

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## 1. Introduction

In the former paper titled “an application of pedestrianization concept as a public space for social need within campus area”, Mauliani, Purwantiasning and Aqli have underlined the important of pedestrian way for pedestrian particularly within campus area. They have stated as well that the need of open space is a significant need that has to be concerned in urban planning particularly in the planning of open space (Mauliani, et.al, 2013).

Ideally, open space within an urban area is about one-third or not less than 30% of the total area. Meanwhile, 7% of the area of open space should be designated as a city park or a local park. Those parks are open public spaces that should be provided for all people of the community to interact one to another as well as to do some activities. Thus it should be concerned that the safety and comfort need within those parks should be applied. Open facility is indeed a public open space which is provided for all activities of the community interaction without notice any differences in either the level of social hierarchy, educational and economic levels among them (Mauliani, et.al, 2013).

## 2. Theory of Pedestrianization Concept

It has been explained in the former paper that urban expertise, Kevin Lynch had stated that formerly a city had been built for a symbolic reason and furthermore the reason had been developed for a self defense. But in the end it had been realized that one of the benefits that can be derived from a character of the city is the lack of access. Even some experts have seen that the transportation and communication is the most important asset in the urban area (Mauliani, et.all, 2013).

Transportation access not only an access for vehicles, but in it also covers an access for pedestrians to enter open space, access to work, access to the service area, access to shopping centers, etc.

Recently, transportation problem in Indonesia generally and Jakarta particularly, become a main problem which never been solved significantly. Particularly when the transportation problem is related to how expensive the fuel of vehicles is. There is an alternative to minimize the use of vehicles particularly private vehicles. This alternative could be applied to some citizens whose live nomadic, because they do not have a permanent place to live. They have flexibility in choosing their house nearby to their workplace. This condition could become an effective and efficient thing because they could reach their workplace from their house by walking distance. But the problem will not be solved with only by applying this alternative.

The problem turns out to be more complex, because the facilities that should be provided to support the above alternative are quite limited. Many people are complaining about this lack of facilities. Pedestrian ways that have been provided by government to serve the need of pedestrian are not used optimally. There are many pedestrian ways that have been used for other function. One of the misapplication of those pedestrian ways is by using those ways for motorcycles, pedestrian will not use those ways because it is not safe for them anymore.



Fig. 1. Jalan Raya Ragunan: misapplication of pedestrian way. The pedestrian way has been used by motorcycles to cut their route. There is a pedestrian who tried to pass the pedestrian way which is not safe anymore for him. Source: Private Documentation, 2010

Basically, concept of pedestrian way should has some elements which will support its function. An element of pedestrian should be helped by providing others elements to interact with. Those elements should be related to the

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