

PARTICIPSTORY PLANNING OF  
**BOGOR**  
TRANSPORTATION  
PROGRAM

## BACKGROUND

At the end of 2013, population of Bogor has reached 1.0013.019 peoples, its means two years ago Bogor had been categorized as large city. The level of use of motor vehicles continue to increase rapidly, especially motorcycle (more than 230.000 unit in 2013; growth rate 11% per year). Due to the downtown.

As it known that activities in the city are on the outer perimeter of the Bogor botanical gardens/Palace of Bogor (cultural heritage) which has become the world's asset. This condition progressively gets worse because of the pattern of a radial-centric road network. Among the major problems facing the city, transportation (urban mobility) is the most complicated problem that should have formulated a management and development plan (grand scenario).

In order to formulate the grand scenario, the Government want to make Bogor as the fields to implement the various institution and individual idealism in the development of transportation by sticking to the plan, the rule of law, the character of the city and the local culture. To get an advice, ideas, partnership and support from all parties, then the FGD (Focus Group Discussion) was held in order to make a plan of Bogor Transportation programs/B-TOP

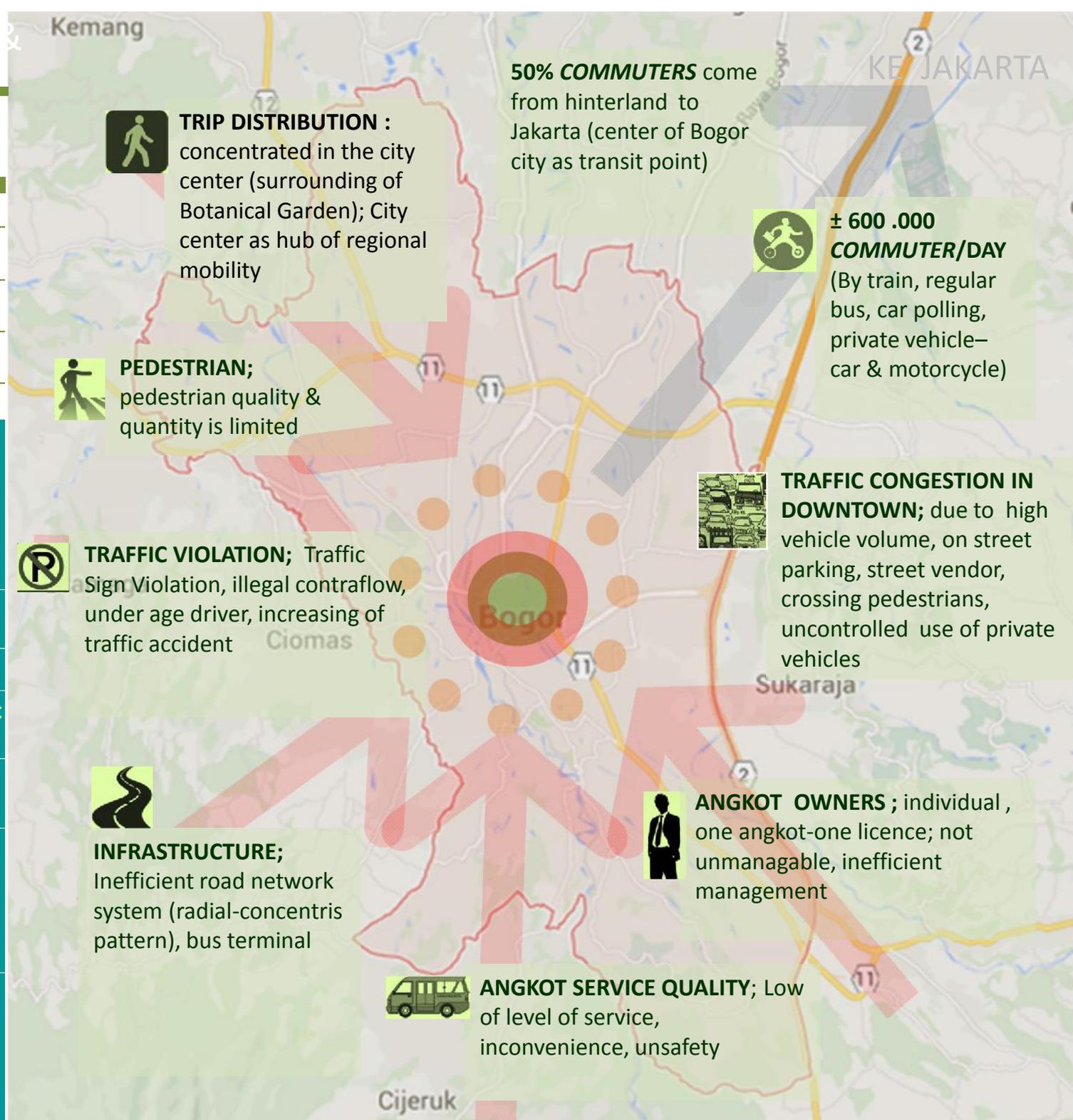
It is expected that the transport development program that will be arranged in the process and work with all relevant parties, in accordance with the role, duties, functions and powers of each in a synergy on a technical local-level which concrete and realistic.

# BOGOR PROFILE

## TRANSPORTATION ISSUES

Number of Vehicle 2013
 230.316 units (rate ; 11,3 %)
 57.688 units (rate ; 12,8 %)
 11.971 units (rate ; 6 %)
 8.000 units
 1.028 units (rate ; 2,3%)

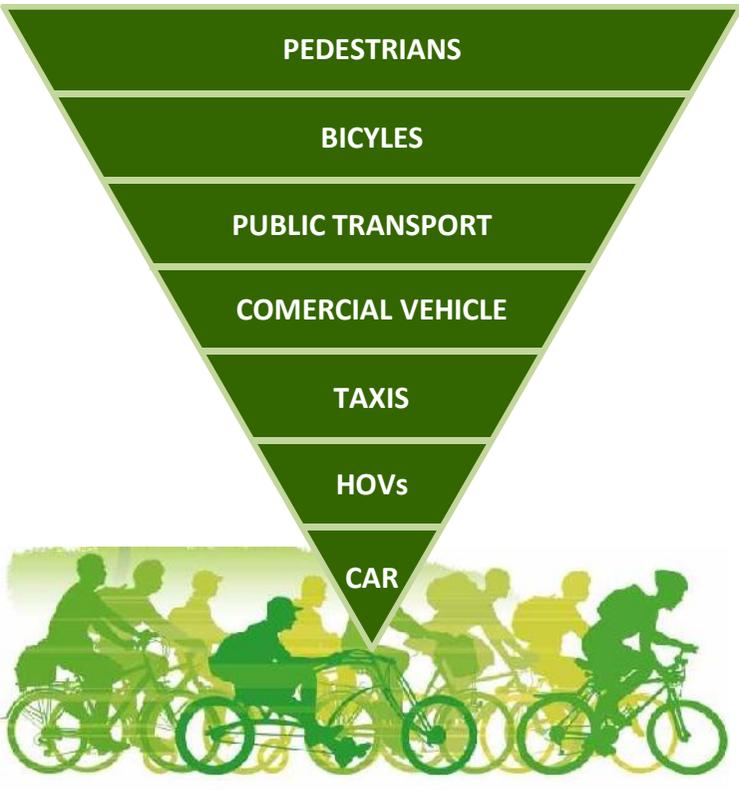
COVERS AN AREA	: 118,50 Square KM
TOPOGRAPHY	: Wavy
POPULATION	: 1.000.000 more
MAIN ECONOMIC	: Trading & Tourist
LOCAL REVENUE	: Rp. 490 Billion
REGIONAL FUNCTION	Nation's Capital Buffer
CITY FUNCTION	Housing & Tourist
CITY POSITION (administrative)	Surrounded by Bogor District
ACCESS TO JAKARTA	National Road, Province Road, Railway, Highway
CHARACTERISTIC	<ul style="list-style-type: none"> <li>• City center is Forest (Botanical Garden);</li> <li>• Bogor President Palace</li> <li>• Surrounded by 3 mountain</li> <li>• Rainy City</li> </ul>
MAIN PROBLEM	Increased significantly load of city center; threat the Botanical Garden as world's asset from pollution & Soil water management



# CITY DEVELOPMENT STRATEGY & URBAN MOBILITY DEVELOPMENT:

- Decreasing of city center load through spatial functional redistribution to suburban, support by effectiveness of road network system
- **Public Transportation Dev't;** Mass rapid transit (road base and rail base), pedestrian, environmentally vehicle and law enforcement

## HIERARCHY OF TRANSPORTATION POLICY



The map displays several transportation development projects in the Bogor region:

- STRENGTHENING OF REGIONAL MOBILITY;** Jabodetabek Monorel Dev't , Tol Busway (Jagorawi), VIP Class (Train Jakarta-Bogor), Bogor-Jakarta Shuttle bus (point to point)
- ROAD SYSTEM DEVELOPMENT;** Acceleration of Bogor Outer Ring Road & Bogor Inner Ring Road Development, Tol of Bogor-Ciawi-Sukabumi , Tol of Bogor-Tangerang and underpass/ overpass dan short cut
- PUBLIC TRANSPORTATION DEV'T;** Trans Pakuan (busway) coridor development, Bus Management Company, Rerouting, minibus revitalitation
- ENVIRONMENTALLY VEHICLE;** Gas & Electric Vehicle (public transportation), Biodiesel Fuel and Gas Pump Station Development
- PEDESTRIAN DEVELOPMENT;** Side Walk Pedestrian, Pedestrian Mall, Skywalk Program
- STRENGTHENING OF LOCAL MOBILITY;** Angkot Rerouting (surrounding of Botanical Garden), School Bus, Tourist Bus, Light Rapit Transit, park & ride, Security Parking Management
- DRYPORT DEVELOPMENT;** Dryport & Agribusiness Terminal at suburban; direct access to tol (highway)
- TERMINAL/STATION DEV'T;** Suburban Terminal, Main Terminal, and TOD of Sukaresmi Sukaraja
- LAW ENFORCEMENT;** electronic law enforcement (ELE), room control development, community control mekanisme

### BOGOR'S GOVERNMENT CAPACITY :

- Networking is limited
- Experince is limited
- Resource is limited
- Budget is limited
- Authority is limited

### BOGOR'S GOVERNMENT HAS :

- Complete database
- List of Problem
- Educated Staff Office
- Dream & Idea
- Draft Masterplan
- Budget is limited

GET SUPPORT THROUGH

SO...

WHO SHOULD PLAN IT?  
WHO SHOULD OWN IT?  
WHO SHOULD PAY FOR IT?

## DRAFT OF MASTERPLAN (Bogor Transportation Program)



**STRENGTHENING OF REGIONAL MOBILITY;** Jabodetabek Monorel Dev't , Tol *Busway* (Jagorawi), VIP Class (Train Jakarta-Bogor), Bogor-Jakarta Shuttle bus (point to point)



**ROAD SYSTEM DEVELOPMENT;** Acceleration of Bogor Outer Ring Road & Bogor Inner Ring Road Development, Tol of Bogor-Ciawi-Sukabumi , Tol of Bogor-Tangerang and underpass/ overpass dan short cut



**STRENGTHENING OF LOCAL MOBILITY;** Angkot Rerouting (surrounding of Botanical Garden), School Bus, Tourist Bus, Light Rapi Transit, park & ride, Security Parking Management

## MULTI STAKEHOLDER (Attendance of Focus Group Discussion)

PT. Kereta Api Indonesia, PT. JASA MARGA, Ministry for State Owned Enterprises (BUMD), BUS OPERATOR, INFORMAL LEADER, INVESTOR, MINISTRY OF TRANSPORTATION

MINISTRY OF TRANSPORTATION, MINISTRY OF PUBLIC WORK, DEVELOPER, PT. JASA MARGA,

Angkot Owner, Local Public Transportation Assosiation, civitas academica in school, Bogor Palace Official, Bogor Botanical Garden, Law Office, Travel Agent

## STAKEHOLDER SUPPORT (target)

- Information of monorel **Jabotabek planning**
- Commitment of Bus Owner to support & Jakarta Government to **endorcement Commuter Shuttle Bus**

- Commitment of Public Work Ministry to **build BIRR (2 stage), Underpass at 3 point.**

- Commitment of Local Public Transportation Assosiation to **involve in rerouting project**
- Willingness to **invest of private sector on LRT, park & ride bulding, security parking**, etc.
- Ministry for State Owned Enterprises commit to **asist Bogor's Government in investement process.**
- Commitment of Ministry of Transportation to **support the RASS program (School safety route)**

## DRAFT OF MASTERPLAN (Bogor Transportation Program)



**DRYPORT DEVELOPMENT;**  
Dryport & Agribusiness  
Terminal at suburban; direct  
access to tol (highway)



**TERMINAL/STATION DEV'T;**  
Suburban Terminal, Main  
Terminal, and TOD of  
Sukaresmi



**ENVIRONMENTALLY VEHICLE;**  
Gas & Electric Vehicle (public  
transportation), Biodiesel Fuel  
and Gas Pump Station  
Development



**LAW ENFORCEMENT;** electronic  
law enforcement (ELE), room  
control development,  
community control mechanisme



**PEDESTRIAN DEVELOPMENT;**  
Side Walk Pedestrian, Pedestrian  
Mall, Skywalk Program

## MULTI STAKEHOLDER (Attendance of Focus Group Discussion)

MINISTRY OF TRANSPORTATION,  
MINISTRY OF PUBLIC WORK,  
DEVELOPER, PT. JASA MARGA,

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MINISTRY OF PUBLIC WORK,  
DEVELOPER, PT. JASA MARGA,

Angkot Owner, Local Public  
Transportation Assosiation, Bogor  
Palace Official, Bogor Botanical  
Garden, National gas Company (PGN)

Angkot Owner, Local Public  
Transportation Assosiation, School,  
Bogor Palace Official, Bogor Botanical  
Garden, Law Office, Travel Agent,

Angkot Owner, Local Public  
Transportation Assosiation, Bogor  
Pedestrians Coalition,

## STAKEHOLDER SUPPORT (target)

Certainty of **land status is done**

Ministry Of Transportation have  
Commitment to **build a grand  
terminal of Baranangsiang**

**National Gas Company had build Gas  
Pump Installation**, Local Office of  
Transportation commit to **install the  
gas converter (1.001 unit)**

Commitment of National Police  
Departement **to support implementation  
of ELE (electronic law enforcement);** IT  
expert support; **IT Infrastructure**  
supported by Ministry of Transportation

GIZ, Ministry of Transportation, Senator,  
Ministry of Trading commit to **budgeting  
to build side walk pedestrian**  
(surrounding area of Botanical garden),  
**Pedestrian mall, skywalk & bridge**