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Konektivitas Fasilitas Pejalan Kaki di Kawasan Transit Oriented Development Dukuh Atas
Chatalea Theresa Panjaitan, Dr. Ir. Dewanti, MS.
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INTISARI

Kawasan *Transit Oriented Development* (TOD) Dukuh Atas merupakan salah satu kawasan strategis di Jakarta yang mengintegrasikan berbagai moda transportasi umum, sehingga membutuhkan konektivitas fasilitas pejalan kaki yang mampu mendukung pergerakan pengguna secara aman, nyaman, mudah, dan berkelanjutan. Namun, kondisi eksisting menunjukkan bahwa konektivitas jalur pejalan kaki di kawasan tersebut masih belum optimal, ditandai dengan adanya jalur yang terputus, keterbatasan fasilitas pejalan kaki, serta ketidakmerataan kualitas fasilitas pada beberapa ruas jalan. Oleh karena itu, penelitian ini bertujuan untuk mengidentifikasi dan mendeskripsikan kondisi eksisting konektivitas jalur pejalan kaki berdasarkan kondisi fisik dan persepsi pengguna, menghitung tingkat kesesuaiannya berdasarkan prinsip TOD, mengidentifikasi kendala utama, serta merumuskan rekomendasi pengembangannya. Penelitian dibatasi pada area TOD Dukuh Atas dalam radius 400 meter dari titik simpul dengan enam ruas jalan yang dipilih berdasarkan karakteristik tata guna lahan dan fungsi kawasan.

Analisis persepsi pengguna dilakukan menggunakan metode *Importance Performance Analysis* (IPA) untuk mengetahui tingkat kepentingan dan kinerja fasilitas pejalan kaki berdasarkan persepsi pengguna. Kuesioner IPA terdiri atas 34 pertanyaan yang mencakup penilaian kinerja dan harapan pengguna dengan skala Likert 1–5, sedangkan jumlah populasi dan sampel ditentukan menggunakan rumus Lemeshow. Data hasil kuesioner selanjutnya diuji melalui uji validitas dan uji reliabilitas sebelum dilakukan analisis IPA. Selain itu, kondisi fisik fasilitas pejalan kaki dianalisis menggunakan metode Indeks Kelayakan Berjalan (IKB) berdasarkan SE Bina Marga Nomor 15 Tahun 2023 tentang Pedoman Penentuan Indeks Kelayakan Berjalan (*Walkability Index*) di Kawasan Perkotaan. Penilaian IKB dilakukan melalui survei langsung pada enam ruas jalan, yaitu Jalan Tanjung Karang, Jalan Kendal, Jalan Sumenep, Jalan Purwodadi, Jalan Baturaja, dan Jalan Jenderal Sudirman.

Hasil penelitian menunjukkan bahwa konektivitas fasilitas pejalan kaki di Kawasan TOD Dukuh Atas belum baik dan belum merata antarruas. Hasil IPA menunjukkan nilai Tki seluruh atribut berada pada rentang 67,482%–85,595%, dengan empat atribut masuk Kuadran I sebagai prioritas perbaikan, yaitu fasilitas peneduh, infrastruktur bagi pejalan kaki berkebutuhan khusus, hambatan jalur pejalan kaki, dan kebersihan jalur pejalan kaki. Hasil IKB menunjukkan permasalahan fasilitas pendukung pada Jalan Kendal, Jenderal Sudirman, Purwodadi, Sumenep, dan Baturaja; infrastruktur pejalan kaki berkebutuhan khusus pada Jalan Kendal, Purwodadi, Sumenep, dan Baturaja; penghalang pada Jalan Kendal, Sumenep, dan Baturaja; serta penyeberangan pada Jalan Kendal, Purwodadi, dan Sumenep dengan dengan parameter tersebut berada pada kategori Kurang Baik hingga Tidak Memadai. Berdasarkan komponen konektivitas, temuan tersebut menunjukkan permasalahan pada jaringan yang terhubung dan menerus, keterhubungan melalui fasilitas penyeberangan, aksesibilitas, jaringan bebas hambatan, keamanan, serta kualitas dan kenyamanan jaringan. Rekomendasi diarahkan melalui penerapan *Covered Walkway Network* dan *Walk2Ride Programme*, *Tree Canopy*, *Continuous Footway*, *Green Man+,* pengelolaan PKL, peningkatan kualitas lanskap dan peneduh, serta penerapan *Crime Prevention Through Environmental Design* (CPTED) untuk sebagai aplikasi dari *best practice* kota-kota internasional.

Kata kunci: *Transit Oriented Development,* Konektvitas Fasilitas Pejalan Kaki, *Importance Performance Analysis,* Indeks Kelayakan Berjalan.

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ABSTRACT

The Dukuh Atas Transit Oriented Development (TOD) area is one of the strategic areas in Jakarta that integrates various public transportation modes, requiring pedestrian facilities with adequate connectivity to support safe, comfortable, convenient, and sustainable pedestrian movement. However, existing conditions indicate that pedestrian connectivity in the area is not yet optimal, as evidenced by discontinuous pedestrian paths, limited pedestrian facilities, and uneven facility quality across several road segments. Therefore, this study aims to identify and describe the existing condition of pedestrian connectivity based on physical conditions and user perceptions, assess its level of conformity with TOD principles, identify the main constraints, and formulate recommendations for its improvement. The study is limited to the Dukuh Atas TOD area within a 400-meter radius of transit nodes and covers six selected road segments based on their land-use characteristics and area functions.

User perception was analyzed using the Importance Performance Analysis (IPA) method to determine the level of importance and performance of pedestrian facilities based on user perceptions. The IPA questionnaire consisted of 34 questions covering users' assessments of performance and expectations using a 1–5 Likert scale, while the population and sample sizes were determined using the Lemeshow formula. The questionnaire data were subsequently tested for validity and reliability before being analyzed using the IPA method. In addition, the physical conditions of pedestrian facilities were assessed using the Pedestrian Walkability Index (Indeks Kelayakan Berjalan/IKB) based on SE Bina Marga No. 15 of 2023 concerning Guidelines for Determining the Walkability Index in Urban Areas. The IKB assessment was conducted through direct surveys on six selected road segments, namely Tanjung Karang Street, Kendal Street, Sumenep Street, Purwodadi Street, Baturaja Street, and Jenderal Sudirman Street. These road segments were selected to represent diverse land-use and area functions, including residential areas, office areas, green open spaces, railway stations, and mixed-use areas within the Dukuh Atas TOD area

The results indicate that pedestrian connectivity in the Dukuh Atas TOD area is not yet good and is uneven across road sections. The IPA results show that the TKi values for all attributes range from 67.482% to 85.595%, with four attributes falling into Quadrant I as priorities for improvement: pedestrian shading facilities, infrastructure for pedestrians with special needs, pedestrian-path obstacles, and pedestrian-path cleanliness. The IKB results indicate problems with supporting facilities on Kendal, Jenderal Sudirman, Purwodadi, Sumenep, and Baturaja Streets; pedestrian infrastructure for people with special needs on Kendal, Purwodadi, Sumenep, and Baturaja Streets; obstacles on Kendal, Sumenep, and Baturaja Streets; and pedestrian crossings on Kendal, Purwodadi, and Sumenep Streets, with these parameters falling within the Less Good to Inadequate categories. Based on the connectivity components, these findings indicate problems with connected and continuous pedestrian networks, connectivity through pedestrian crossings, accessibility, unobstructed pedestrian networks, safety, and network quality and comfort. Recommendations include the implementation of the Covered Walkway Network and *Walk2Ride Programme, Tree Canopy, Continuous Footway, Green Man+, integrated street-vendor management, improvements to landscape quality and pedestrian shading, and the application of Crime Prevention Through Environmental Design (CPTED) as adaptations of international best practices.*

Keywords: *Transit Oriented Development, Pedestrian Connectivity, Importance Performance Analysis, Walkability Performance Index.*