

STRATEGI PENGEMBANGAN KAWASAN *TRANSIT ORIENTED DEVELOPMENT* (TOD) DI KOTA BEKASI

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ABSTRAK

Kawasan *Transit Oriented Development* (TOD) di Kota Bekasi terdiri dari Kawasan TOD Jaticempaka, Cikunir I, Cikunir II, Bekasi Barat dan Bekasi Timur merupakan kawasan yang ditetapkan sebagai pusat kegiatan yang berorientasi transit berdasarkan Perda Nomor 13 Tahun 2011 tentang RTRW Kota Bekasi Tahun 2011-2031. Sebagai area yang berorientasi transit, kenyataannya sebagian besar penduduk masih menggunakan kendaraan pribadi sebagai moda transportasi utama. Namun demikian, TOD sebagai konsep pembangunan memerlukan peran *stakeholder* yang selaras agar pengembangan kawasan TOD menjadi terarah sesuai dengan kebutuhan tiap *stakeholder*. Tujuan penelitian ini adalah mengidentifikasi kondisi eksisting kawasan, mengetahui pandangan *stakeholder* terhadap prioritas pengembangan kawasan dan menyusun arahan pengembangan kawasan TOD.

Metode penelitian yang digunakan adalah deskriptif analisis bersifat kualitatif berbasis analisis data primer dan sekunder. Analisis *Analytical Hierarchy Process* (AHP) digunakan sebagai pertimbangan semua aspek dan kriteria berdasarkan pandangan *stakeholder*. Pemilihan responden dilakukan dengan teknik *purposive sampling* yang merupakan *stakeholder* yang terdiri dari pemerintah, masyarakat dan swasta. Hasil kuesioner selanjutnya diolah menggunakan *software Expert Choice*.

Hasil penelitian yang didapat adalah berdasarkan kondisi eksisting tiap kawasan TOD masih harus dikembangkan karena kondisinya masih belum mendukung kegiatan transit secara nyaman dan mudah, meskipun begitu sebagian besar telah berupa kawasan campuran dengan kepadatan tinggi. Selain itu perlu adanya pengembangan fasilitas bagi pejalan kaki dan pengguna sepeda serta *feeder* di sekitar simpul transit. Berdasarkan hasil AHP dan gabungan *stakeholder* didapatkan bahwa berdasarkan aspek transportasi dan pemanfaatan ruang memprioritaskan pengembangan sistem transit sedangkan pada aspek ekonomi memprioritaskan pengembangan komersial. Berdasarkan gabungan ketiga aspek tersebut, urutan alternatif prioritas pengembangan yaitu sistem transit, ruang publik, komersial, perumahan dan perkantoran. Arahan pengembangan sistem transit yaitu penyediaan fasilitas transit, ruang publik ialah penataan kembali lahan kosong guna peningkatan kualitas dan kuantitas, komersial ialah penyediaan fasilitas dan keterpaduan dengan fasilitas pendukung, perumahan ialah pengembangan hunian vertikal dan perkantoran ialah penyediaan fasilitas perkantoran.

Kata kunci: *Transit Oriented Development* (TOD), perkembangan kota, *Analysis Hierarchy Process* (AHP), prioritas pengembangan.

TRANSIT ORIENTED DEVELOPMENT STRATEGY IN KOTA BEKASI

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ABSTRACT

Transit Oriented Development (TOD) areas at Bekasi City are Jaticempaka, Cikunir I, Cikunir II, Bekasi Barat and Bekasi Timur. These areas are designed as the center of activity in Bekasi based on Local Regulation of Bekasi Government No. 13 of 2011 about RTRW Bekasi 2011-2031. Despite of its transit orientation which prioritize pedestrians and cyclists, most of the citizens of the city still use private vehicles for their main transportation mode. TOD as a new concept of development needs an integrated stakeholder role so that the development can be directed and suitable with every stakeholders' needs. The aims of this research are to identify the existing condition of the areas, to know stakeholders views on the development priority areas, and to arrange the development direction of TOD Bekasi area.

This research used a qualitative descriptive analysis method based on primary and secondary data analysis. Analytical Hierarchy Process was used to consider all aspects and criterias based on stakeholder views. Respondents consisted of government, society and private sectors, and were selected using purposive sampling method. The results of the questionnaire were processed using Expert Choice Software.

The results of this research show that, based on the existing conditions of the areas, the TOD areas need to be improved to support more comfortable and easy transit activities. The development of the LRT as the main transport mode is still going on, and most of the areas are mixed used with high density. TOD areas need development on pedestrians and cyclist facilities, also feeder transport around transit node. Based on the results of AHP and all stakeholder views, it is found that in the transportation aspect and land use aspect, the priority is to develop transit system, while based on economic aspect the priority is to develop commercial area. Based on all aspect the priorities order are to develop transit system, public space, commercial, housing and office. The directions for development of transit system is to provide transit facilities, the direction of public space development is to rearrange empty land to increase quantity and quality of public space, the direction for commercial development is to provide integrated facilities, the direction for housing development is to develop vertical dwelling, and the direction for office development is to provide the facilities.

Key words: Transit Oriented Development (TOD), urban development, Analysis Hierarchy Process (AHP), development priority