

INTISARI

TOD adalah solusi untuk mengatasi masalah kemacetan di Jakarta, terutama kawasan Blok A. Pengembangan kawasan ini berorientasi transit. Sementara, walkability sebagai fondasi berdirinya TOD. *Walkability* merupakan ukuran seberapa baik membentuk lingkungan yang menyemarakkan berjalan kaki (Riley et al., 2013, Grasser et al., 2013). Maka, peneliti bermaksud untuk mengidentifikasi desain *walkability* eksisting.

Tahapan pengukuran penelitian ini, yaitu: pertama, pola pergerakan pejalan kaki dilakukan dengan plotting pergerakan pejalan kaki. Kedua, pengukuran indeks *walkability* menggunakan alat *Clean Air Initiative for Asia Cities*. Ketiga, pengukuran preferensi pejalan kaki menggunakan survei wawancara *Global Walkability Index*. Keempat, redesain *walkability* disesuaikan dari penelitian Marchiano (2019) yang menyediakan integrasi moda. Redesain *walkability* sesuai kriteria Pedoman Perencanaan Teknis Fasilitas Pejalan Kaki Kementerian Pekerjaan Umum dan Perumahan Rakyat dengan mempertimbangkan Rencana Detail Tata Ruang Jakarta Selatan. Keempat, Pola Pejalan Kaki yang ada, preferensi pejalan kaki, dan indeks *walkability* adalah tiga faktor untuk menyusun pola pergerakan setelah redesain *walkability*. Output yang diperoleh ialah indeks *walkability* setelah redesain.

Hasil pengukuran menunjukkan indeks *walkability* eksisting sebesar 55.657 yang diklasifikasikan sebagai "sedikit *walkable*". Hasil preferensi pejalan kaki konsisten dengan hasil indeks *walkability*, *walkability* relatif buruk. Redesain *walkability* terbatas pada jalur pejalan kaki. Setelah redesain, indeks *walkability* meningkat menjadi 73.535 yang digolongkan "sangat *walkable*"

Kata Kunci : *walkability*, pejalan kaki, redesain

ABSTRACT

TOD is a solution to overcome the problem of congestion in Jakarta, especially in Block A. The development of this area is transit-oriented. Meanwhile, walkability is the foundation of TOD. Walkability is a measure of how well the environment creates a lively atmosphere (Riley et al., 2013, Grasser et al., 2013). So, the researchers intend to identify the existing walkability design.

Steps of measurement of this study, are: first, the pattern of pedestrian movement is done by plotting the movement of pedestrians. Second, the measurement of the walkability index uses the Clean Air Initiative for Asia Cities tool. Third, the measurement of pedestrian preferences using the Global Walkability Index interview survey. Fourth, the redesign of walkability is adjusted from Marchiano's research (2019) which provides mode integration. Redesign of walkability according to the criteria of the Technical Planning Guidelines for Pedestrian Facilities of the Ministry of Public Works and Public Housing by considering the South Jakarta Spatial Planning Plan. Fourth, the existing pedestrian patterns, pedestrian preferences, and walkability index are three factors for constructing movement patterns after redesigning walkability. The output obtained is the walkability index after the redesign.

The measurement results show the existing walkability index of 55,657 which is classified as "slightly walkable". The results of pedestrian preferences are consistent with the results of the walkability index, relatively poor walkability. Redesign of walkability is limited to pedestrian paths. After redesign, the walkability index increased to 73,535 which was classified as "very walkable"

Keywords: walkability, pedestrians, redesign