



METODE PERANCANGAN

Minggu 5



EXERCISE: POST CAR CULTURE

1

- Pengumpulan data desktop dan observasi mengenai isu *post-car culture*
- Analisis data
- Definisi isu utama yang perlu menjadi prioritas

3

- Uji coba

2

- Pengumpulan ide-ide menarik dan urgen untuk dilakukan dalam menanggapi isu *post-car culture*
- Penentuan ide yang paling tepat (*epistemic freedom*)
- *Prototype*/rencana implementasi

4

- Evaluasi

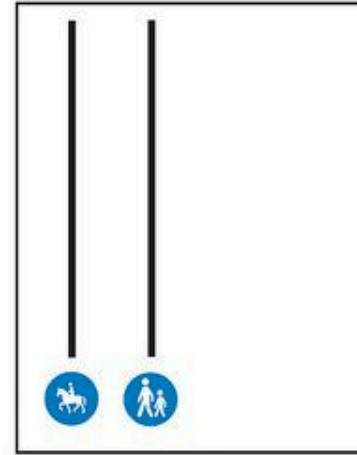


**FINAL
PRESENTATION
+REPORT**

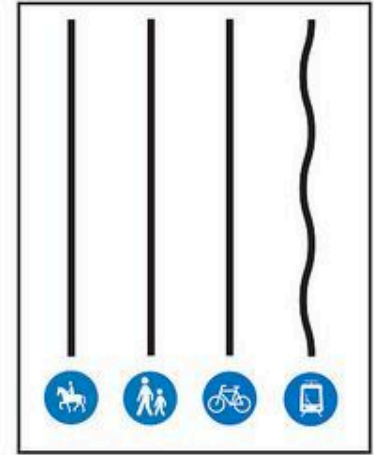


CAR CULTURE?

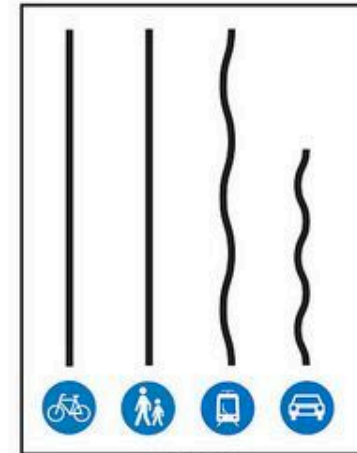
A Short History of Traffic Engineering



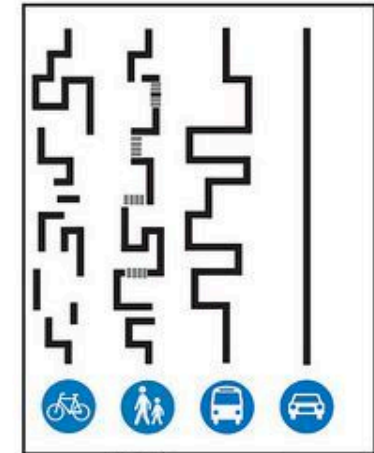
1800



1900



1920

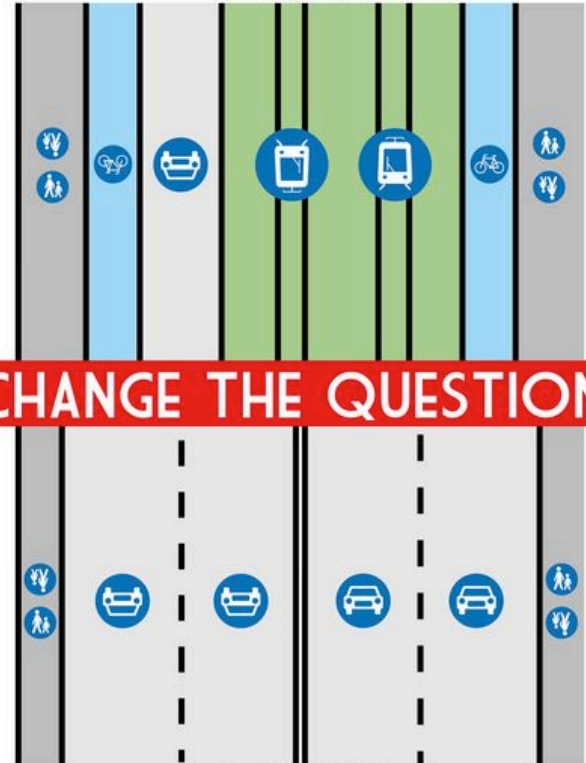


1950 - present

COPEN
HAGEN
IZE
EU

Copenhagenize Design Co.
2013

21ST CENTURY
HOW MANY
PEOPLE
CAN WE MOVE
DOWN THE STREET?

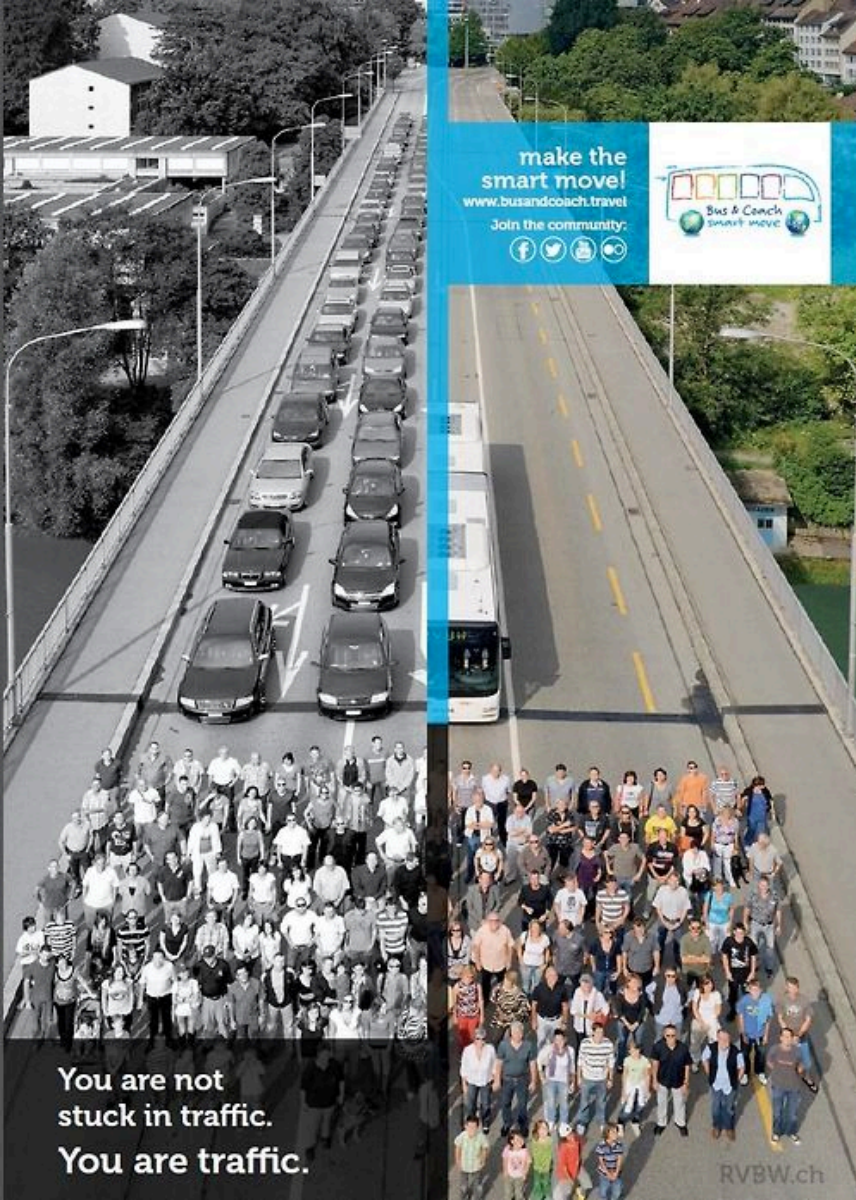


CHANGE THE QUESTION

20TH CENTURY
HOW MANY
CARS
CAN WE MOVE
DOWN THE STREET?

COPEN
HAGEN
KE
EU

Copenhagenize Design Co.
2014



make the
smart move!

www.busandcoach.travel

Join the community:

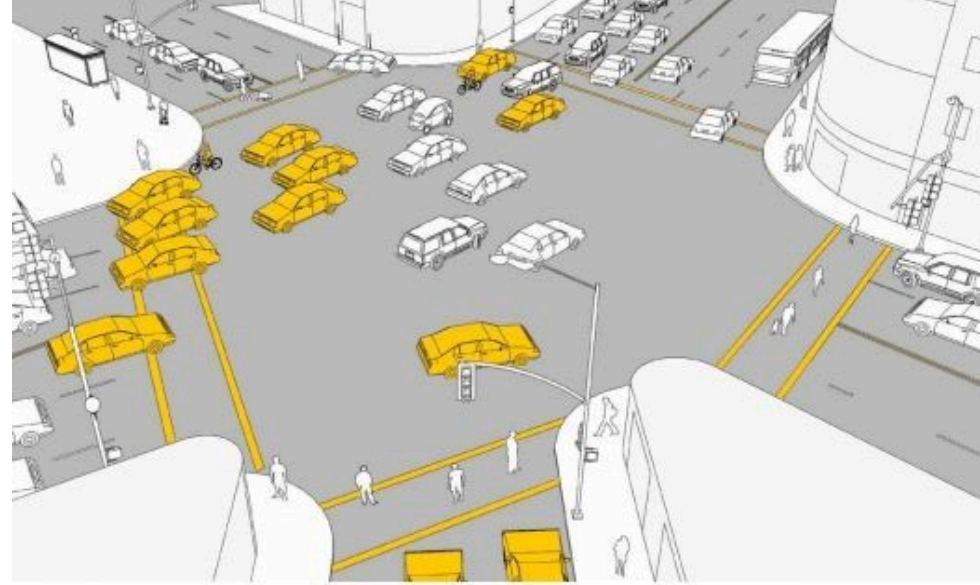


You are not
stuck in traffic.
You are traffic.

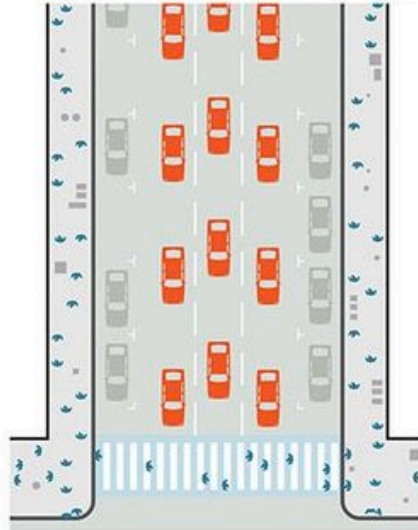
RVBW.ch



BAGAIMANA JIKA...?






Car-Oriented Street



The capacity of car-oriented streets and multimodal streets. These two diagrams illustrate the potential capacity of the same street space when designed in two different ways. In the first example, the majority of the space is allocated to personal motor vehicles, either moving or parked. Sidewalks accommodate utility poles, street light poles and street furniture narrowing the clear path to less than 3 m, which reduces its capacity.

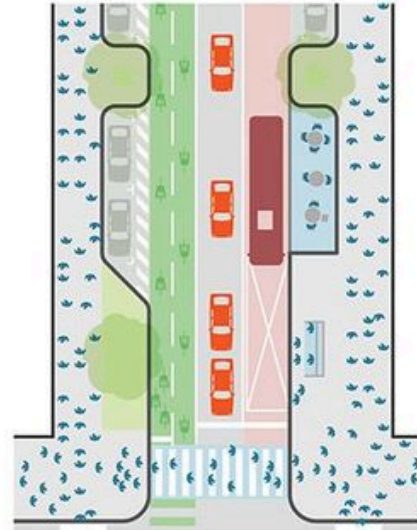
Hourly Capacity of a Car-Oriented Street

	4,500/h	x2	9,000 people/h
	1,100/h	x3	3,300 people/h
	0	x2	0 people/h



Total capacity: 12,300 people/h

Multimodal Street



In the multimodal street, the capacity of the street is increased by a more balanced allocation of space between the modes. This redistribution of space allows for a variety of non-mobility activities such as seating and resting areas, bus stops, as well as trees, planting and other green infrastructure strategies. The illustrations show the capacity for a 3-m wide lane (or equivalent width) by different mode at peak conditions with normal operations.

Hourly Capacity of a Multimodal Street

	8,000/h	x2	16,000 people/h
	7,000/h	x1	7,000 people/h
	6,000/h	x1	6,000 people/h
	1,100/h	x1	1,100 people/h
	0	x1	0 people



Total capacity: 30,100 people/h™

- *IMAGINING*
- *PICKING THE
BEST ONE*
- *MAKING
ABSTRACT*
- *PROTOTYPING*



