

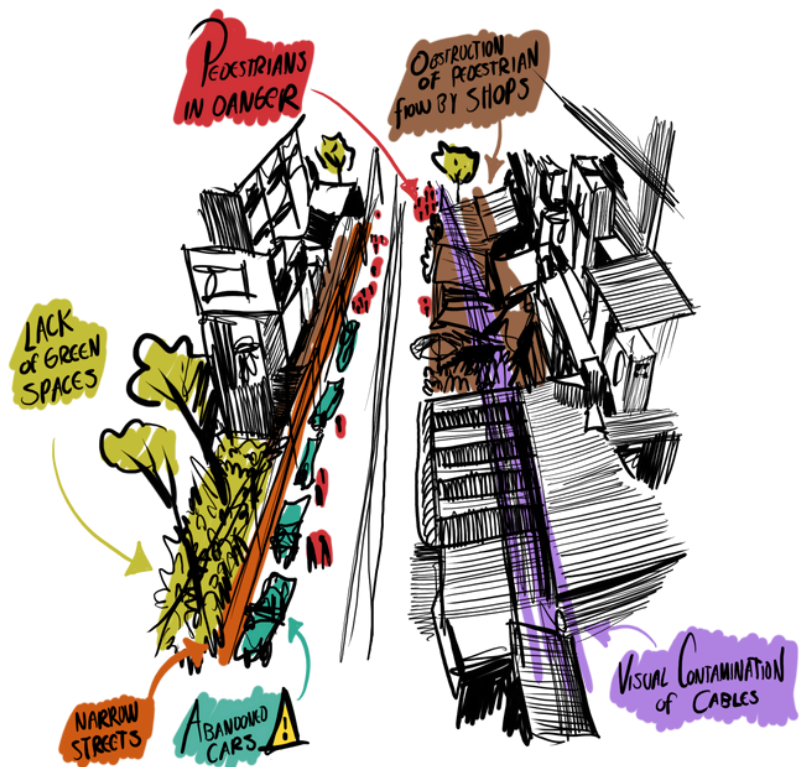
DALEM KAUM STREET

DESIGN PROCESS

URBAN TRANSFORMATION

Initial Analysis and Diagnosis

The design process for the urban intervention on Dalem Kaum Street starts with a comprehensive analysis of the existing conditions. This phase identifies the primary issues of the street and its surroundings, such as traffic patterns, pedestrian flow, and the state of public transportation. A detailed examination of elements like sidewalks, trees, parking, signage, and urban furniture is conducted. The needs of diverse users, including pedestrians, cyclists, drivers, and vendors, are taken into account. This stage also includes traffic studies, land use assessments, and observations of how the public space is currently being utilized. Issues such as poor pedestrian safety, parking congestion, visual pollution from overhead cables, and a lack of green spaces are flagged.



Concept Development

We developed the concepts based on our previous experience intervening in small parts of cities around the globe, and how we needed to pay attention to certain key areas that were integral to the overall design. We had to negotiate what we could change and what we wanted to preserve. That dialogue sparked our imagination, leading us to create different types of public benches and find new ways to accommodate as many people as possible without leaving anyone or anything out.

Final Design

The final design for Dalem Kaum Street focuses on creating a multifunctional, vibrant street where various users can coexist efficiently. Pedestrian zones are expanded with comfortable and aesthetically pleasing urban furniture, while protected bike lanes ensure the safety of cyclists and skaters. Public transport lanes are well-demarcated, and parking is minimized to promote public transport use. Green spaces are introduced, and commercial areas are better organized. Visual clutter is addressed by relocating overhead cables underground, and modern signage improves both the street's visual appeal and safety. Ultimately, Dalem Kaum Street becomes a more accessible, inclusive, and environmentally friendly urban corridor that fosters greater social and commercial interaction.

Section A

Sector A, primarily composed of office buildings with ample private parking, was found to be largely unsuitable for pedestrians. Our observations revealed several issues, including obstructions, poor sidewalk conditions, and visible pollution, all of which made walking through the area difficult and unpleasant. Despite the dominance of motor vehicle traffic, the needs of residents who commute on foot or by bicycle were overlooked. As a team, we concluded that the street's design was disproportionately dedicated to cars, and it neglected the growing number of people who either choose or are reliant on non-motorized transportation.

In response, we introduced several physical improvements to enhance the pedestrian experience. One of the most significant changes was the creation of "cooling islands"—strategically placed shaded areas with seating. These islands provide much-needed relief from the heat, helping to reduce exhaustion, especially during warmer months. By addressing heat-related concerns, we aimed to create a safer, more comfortable environment for those walking through the area. Additionally, the pollution problem caused by street vendors and passersby leaving behind litter became a priority. We noticed a lack of sufficient trash and recycling bins, which worsened the issue, so we installed more disposal units throughout the street. These efforts help mitigate waste, making the area cleaner and more inviting.

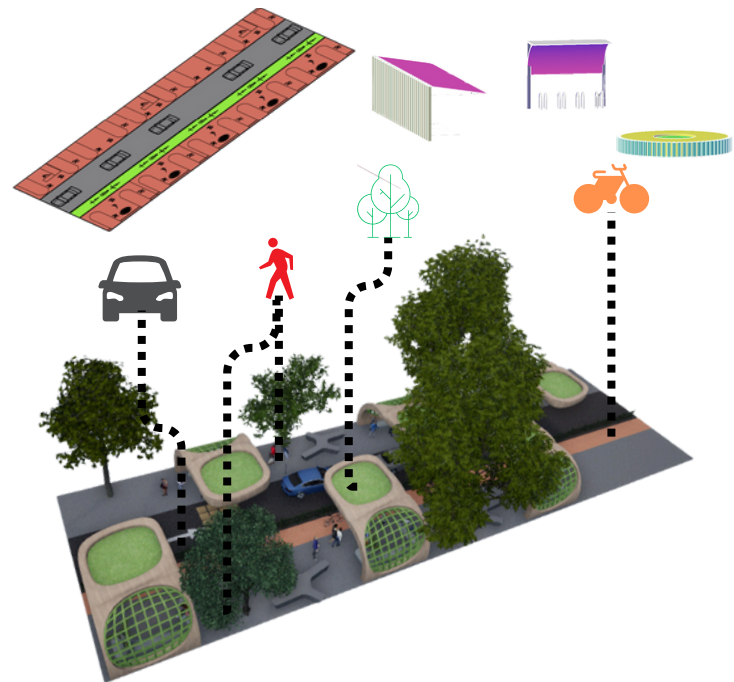
To better manage street vendors, we designated specific areas for them to operate, reducing clutter and pollution while still supporting the local economy. This freed up sidewalks for pedestrians, making the area more navigable. Additionally, we introduced dedicated bike lanes to encourage cycling and decrease car dependency. Other improvements included widening and repairing sidewalks, enhancing pedestrian crossings, and adding greenery like trees and planters to improve air quality and aesthetics. These changes aim to create a more balanced, pedestrian- and cyclist-friendly environment, prioritizing people over cars and making Sector A more accessible and enjoyable for everyone.

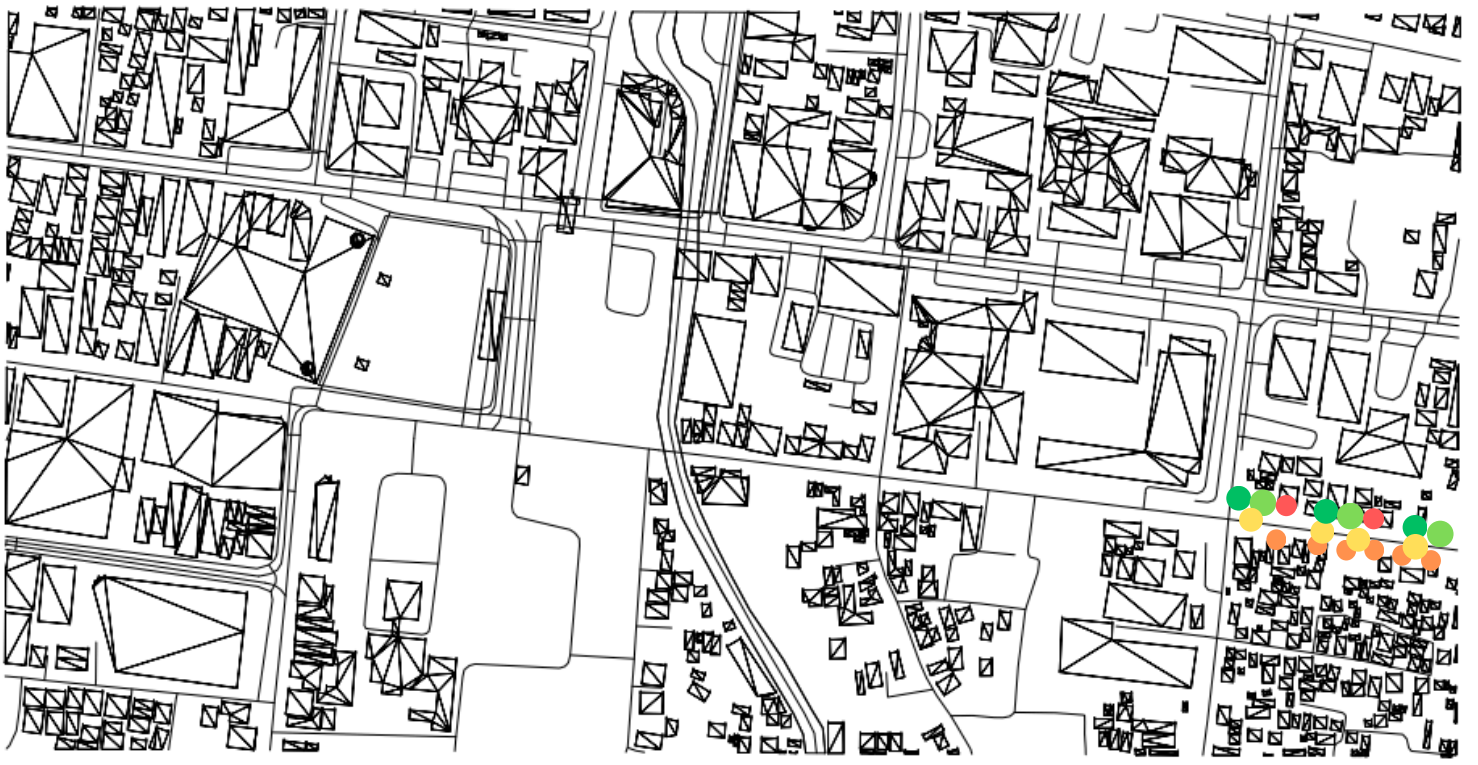


Google Earth Location Link
Dalem Kaum Street 47-49, Balonggede, Regol Sub-district, Bandung City, West Java 40251

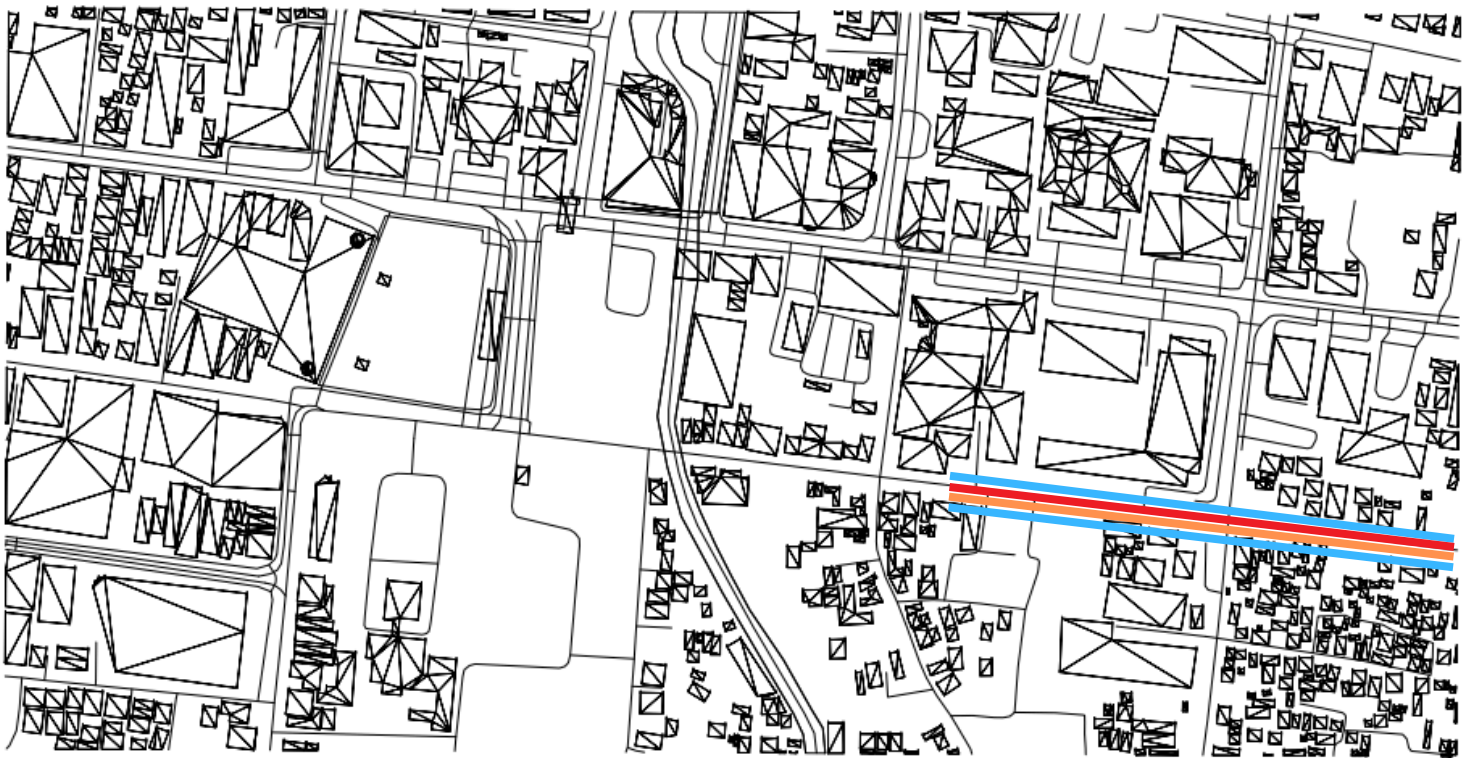


Google Earth Location Link
Dalem Kaum Street 47-49, Balonggede, Regol Sub-district, Bandung City, West Java 40251





- Green zone
- Bike lane
- Recycling bins
- Street vender
- Crosswalks

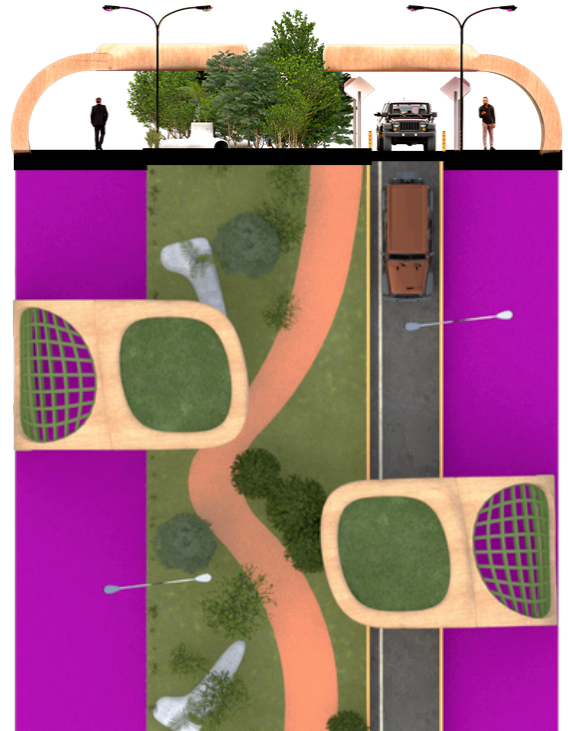


- Pedestrians
- bike lane
- automoviles

Section B

This section, from the townsquare parking area towards Bakmi Ayam 58 restaurant, feels disorganized due to a mix of small trees, street lights, parking ticket machines, electric poles, and abandoned or broken vendor carts. Although the space primarily serves as a parking lot, the neglected elements disrupt its function. The surrounding area is commercial, with local shops, but it lacks pedestrian activity, especially at noon. A large billboard dominates the space, further emphasizing its car-centric design. As a result, the area feels inactive and underutilized, missing its potential as a lively urban spot.

To address the heat island effect in this section, the intervention proposal reduced the road from two vehicle lanes and one parking lane to a single traffic lane. The sidewalk was expanded, creating a bike lane with a green area to promote sustainability and mobility. Additionally, significant vegetation was added to increase shade and reduce heat. Green roofs were introduced on nearby structures, helping to absorb heat and improve air quality. Urban furniture, such as benches and shaded areas, was also installed to prioritize pedestrian comfort and encourage walking. This redesign not only cools the area but also makes it more accessible and inviting for both cyclists and pedestrians.



Circulation:

- Pedestrian
- Green Space
- Car Lane
- Bike Lane
- Cross Walk



Zoning:

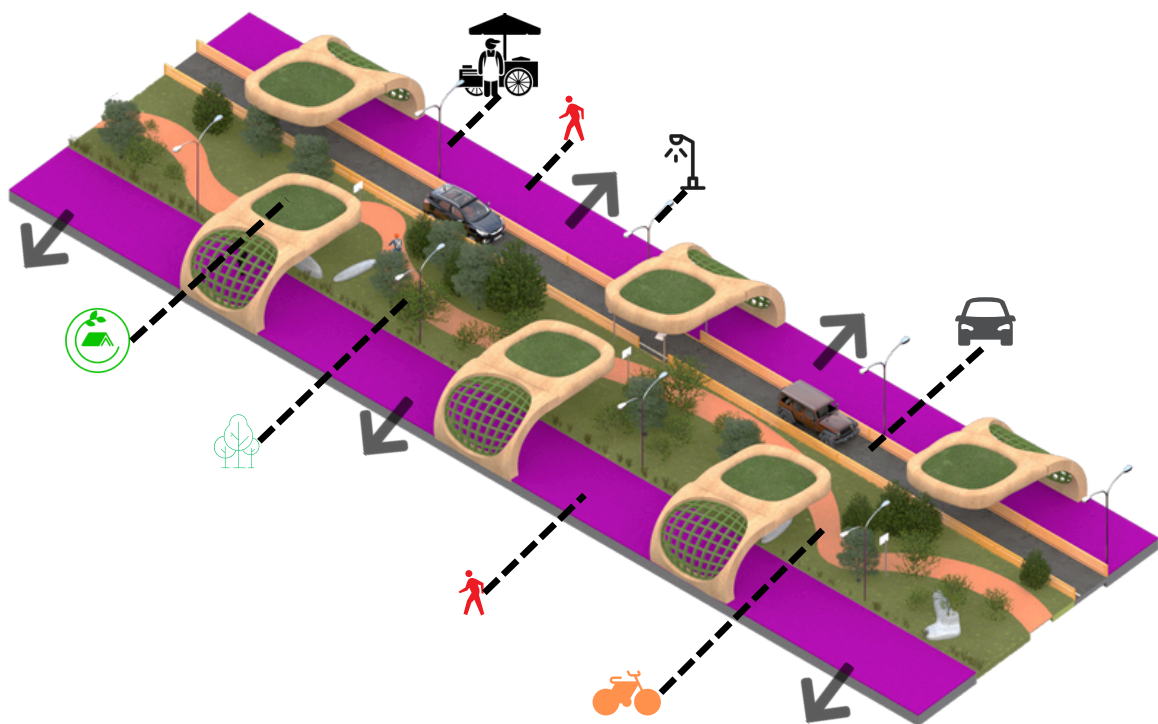
- Green Roof Areas
- Urban Furniture
- Street Vendors
- Street Lights
- Trash Bins



The design incorporates organic forms to soften the urban landscape and create a more inviting, pedestrian-friendly environment. The curved structures and undulating paths mimic natural shapes, helping to break away from the rigidity of typical city streets. These forms are not only aesthetic but also functional in promoting a sense of fluidity and comfort for pedestrians and cyclists. The green roofs seen in the structures provide an added layer of sustainability, helping to reduce the heat island effect while also integrating natural elements into the urban setting.



The expanded green areas, combined with the curved benches and shaded spaces, offer both visual and physical comfort. The choice of materials and shapes encourages a seamless flow between the built and natural environments, prioritizing the needs of pedestrians and cyclists. The bike lane, highlighted in vibrant colors, clearly distinguishes it from the vehicle lane, promoting safe, sustainable transportation. Overall, the design aims to create a balance between urban functionality and environmental sustainability, using organic forms to enhance the livability of the space.



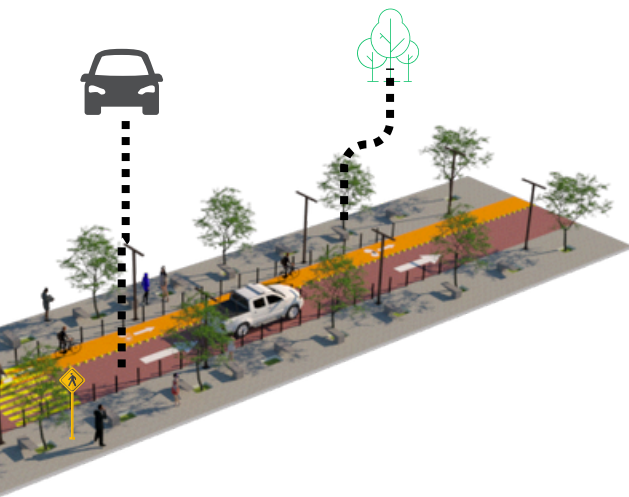
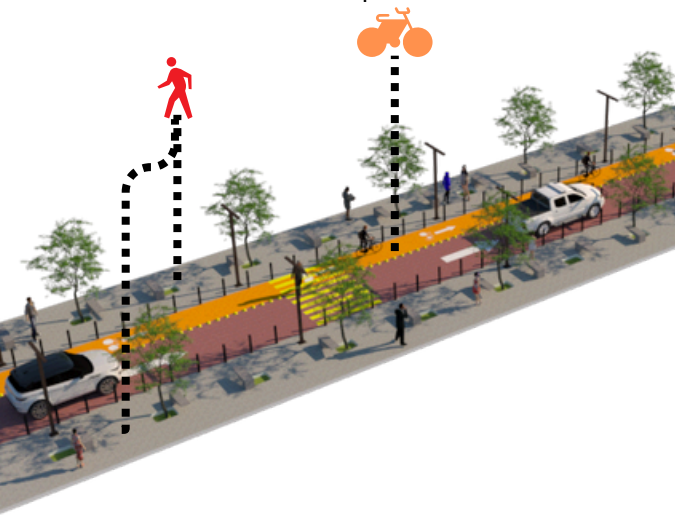
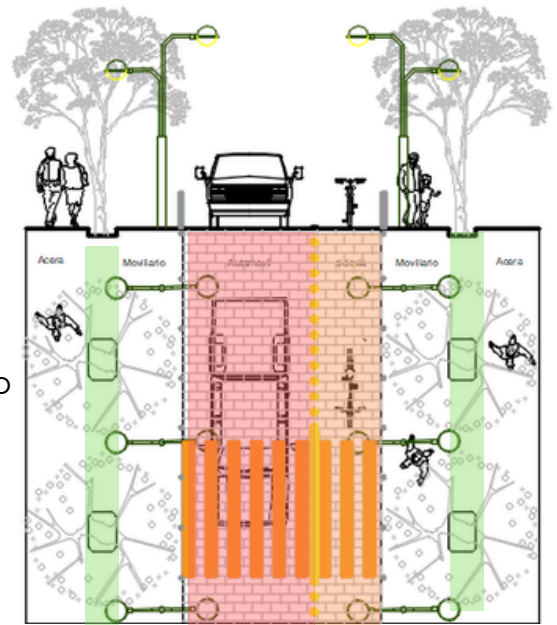
The urban furniture in the design incorporates organic and fluid shapes, reflecting the connection between nature and urban life. These forms create a sense of movement and openness, making the space more inviting and comfortable for pedestrians. In the context of Indonesian culture, where community and social interaction are vital, these shapes foster gathering and relaxation. The integration of curved and open elements resonates with Indonesia's tropical environment, allowing for better airflow and blending seamlessly with greenery. This design respects the cultural emphasis on harmonious living with nature while addressing the practical needs of modern urban spaces.



Section C

We will focus on section C of the map, where several problems affecting the quality of life of residents have been identified. We will propose a series of solutions to improve the urban system, creating a safer, more functional, and sustainable environment for the community.

Through a thorough investigation, the team has identified several problems in the

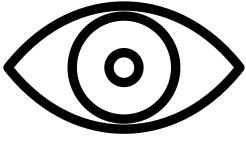


Urban design proposal:

1. Single-level corridor: The proposal is to create a completely flat corridor, allowing anyone to cross from one side of the street to the other without needing to go to the corners to find a pedestrian crossing or ramp.
2. Steel bollards: Steel bollards will be installed every 1.1 meters to separate pedestrian areas from public roads, avoiding the unevenness often found in cities.
3. Buried cables: To reduce visual pollution, telecommunications cables will be buried beneath the sidewalks, and advertising posts obstructing driver and pedestrian visibility will be relocated.
4. Reforestation with suitable species: New tree species will be planted that do not damage the sidewalks or cause excessive leaf fall, improving the environmental and aesthetic quality of the corridor.
5. Safe bike lane: A 1.40-meter-wide bike lane will be created, adjacent to the bollards, ensuring the safety of cyclists and promoting alternative modes of transportation.
6. Narrower car lane: Next to the bike lane, a 3-meter-wide car lane will be established, encouraging drivers to drive more cautiously.
7. Urban furniture: Rest areas with furniture will be placed in public spaces, allowing people to relax after walking.
8. Pedestrian crossings: Zebra-style pedestrian crossings will be installed in the most heavily trafficked areas to facilitate safe pedestrian crossings.



- Street cleanliness and waste accumulation



- Visual pollution



- Irregular businesses



- Pedestrian insecurity



green areas



pedestrian crossing



road car



Safe bike lane

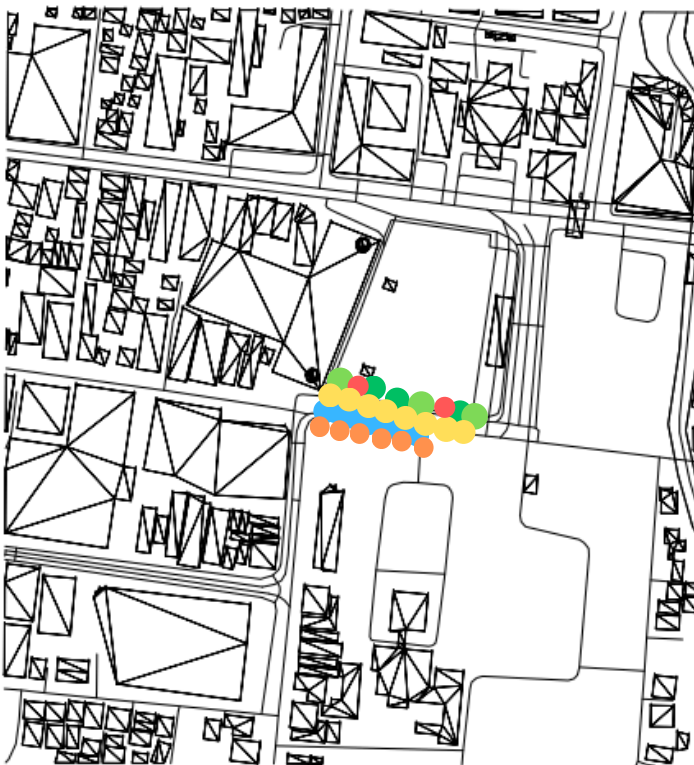
Section D



Section D is primarily composed of park areas, yet it experiences a significant amount of motorized traffic. This heavy vehicle presence has led to several pressing issues, including increased pollution and compromised pedestrian safety. The constant movement of cars not only contributes to air and noise pollution but also diminishes the overall experience of the park as a green, recreational space. The exhaust from vehicles deteriorates air quality, affecting both the health of park visitors and the surrounding environment.



Pedestrian safety in Section D is a major concern, as the mix of motorized traffic and people on foot creates dangerous conditions. Crossing streets or even navigating near park entrances becomes risky, especially for families, children, and the elderly, who frequent such areas for leisure. The lack of well-defined pedestrian pathways further complicates movement, forcing people to share spaces with vehicles, which increases the likelihood of accidents.



To address these issues, our team decided to reduce the number of lanes dedicated to motorized traffic in Section D. This allowed us to create more comfortable seating areas and introduce cooling islands, enhancing the park experience for pedestrians. By prioritizing these spaces, we aimed to provide a safer and more pleasant environment for visitors, encouraging foot traffic while reducing pollution and improving overall air quality. These changes create a more inviting atmosphere, helping to restore the park's intended function as a peaceful, recreational space.

- Bus way
- automoviles
- street vendors
- green zones
- Sitting areas