



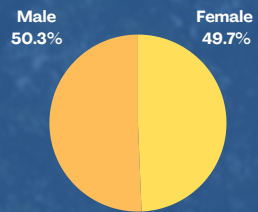
DALEM KAUM
BANDUNG, INDONESIA

URBAN AND NATURAL CONTEXT

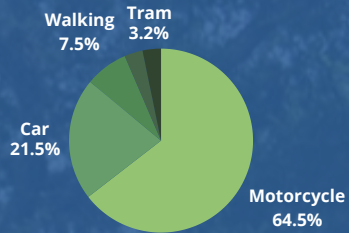
BANDUNG

Bandung has a population of approximately 2.5 million people (2024), although the metropolitan area, known as Greater Bandung, has more than 8 million inhabitants.

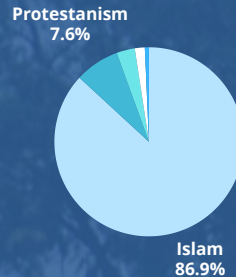
DEMOGRAPHY



TRANSPORT



RELIGION



NATURAL DISASTERS INCIDENCE



Java Island is located on the Ring of Fire and lies between two major tectonic plates, the Australian plate and the Eurasian plate.

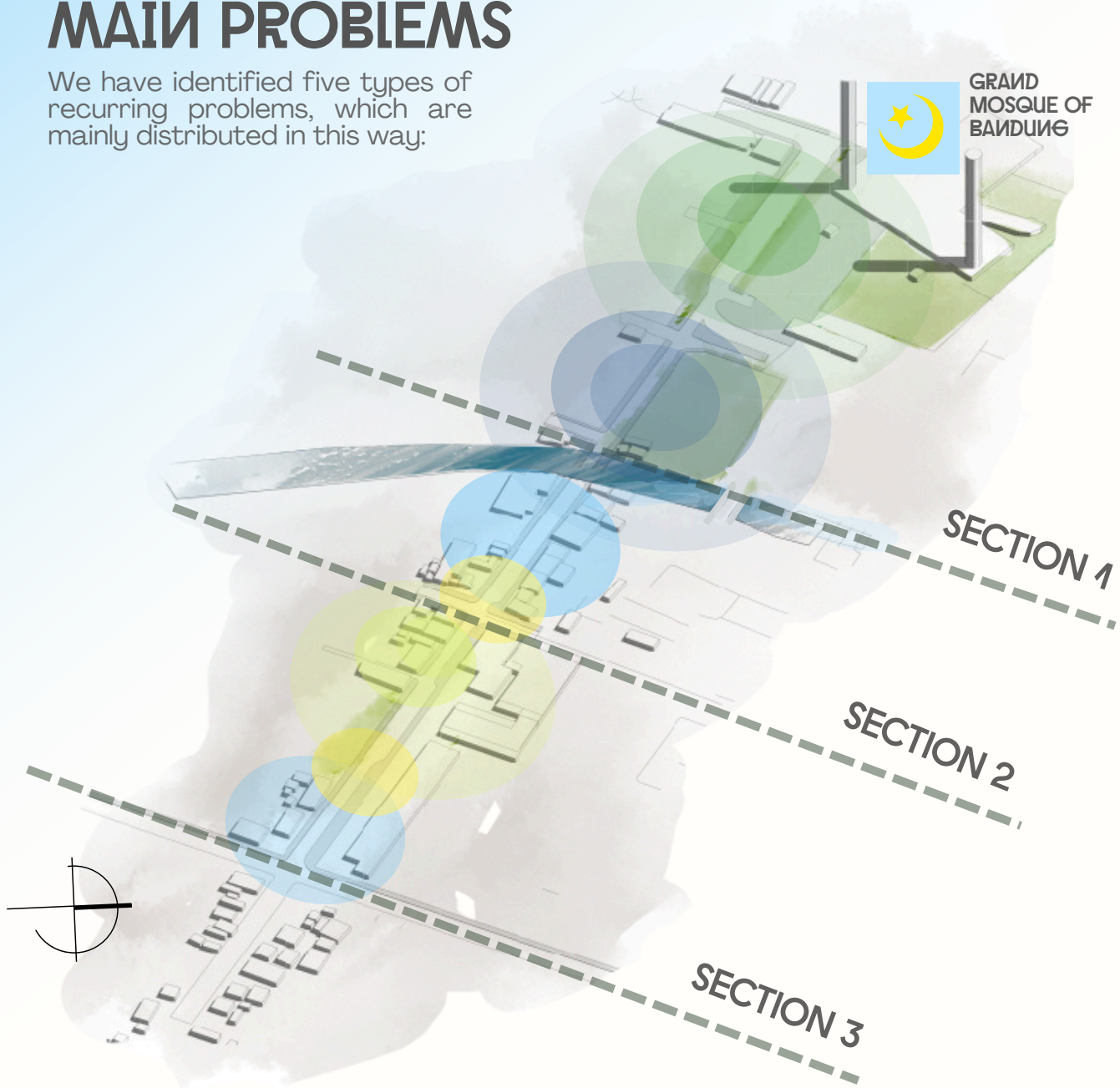
STREET

The street to intervene is located in the center of Bandung. The section is cut by Dewi Sartika and Lengkung Besar streets. It is intersected by streets in the interior: Alun-Alun Tamur, Balonggede, Pasundan, and Homan.



MAIN PROBLEMS

We have identified five types of recurring problems, which are mainly distributed in this way:



INVASION OF EXCLUSIVE BICYCLE LANES

Motorcycles invade the exclusive bike lane, creating a hostile environment for cyclists.



LACK OF TOURIST PARKING

Due to tourism, traffic congestion is often caused by buses.



INFORMAL TRADE

The local informal vendors do not have a proper place where they can settle.



ABANDONED SPACES

Due to low pedestrian traffic, several places show signs of abandonment, creating areas of insecurity.



TRASH OUT OF PLACE

There is a poor hygiene culture as people throw trash wherever they please, creating large piles of garbage.

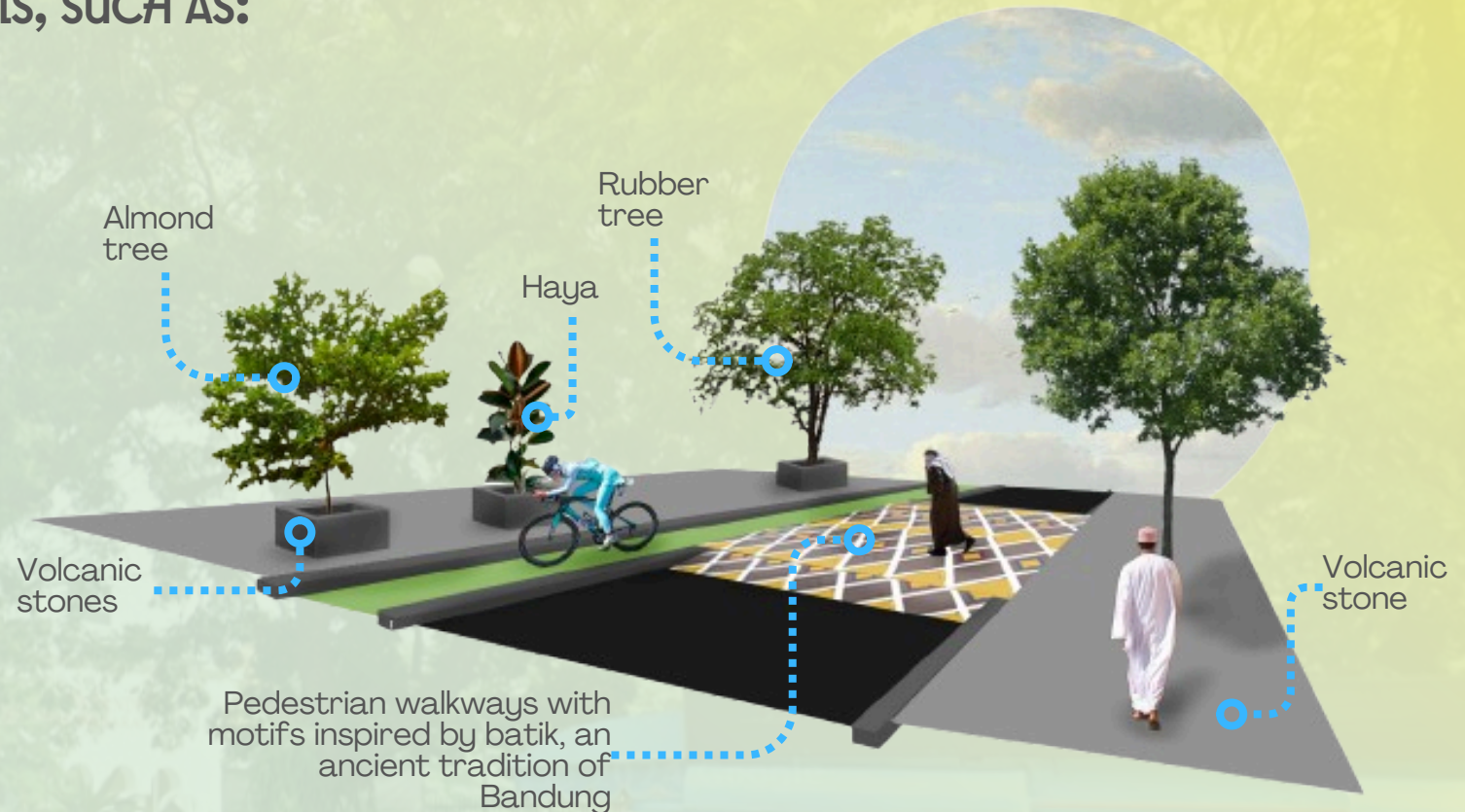
IDENTITY

We propose the reappropriation of public space through **graphic identity as urban and traffic language**, an innovative approach aimed at transforming streets into platforms for collective expression and social cohesion. Prioritizing pedestrians in this design is a must, as it ensures a more accessible, safer, and more human urban environment.

USING LOCAL MATERIALS, SUCH AS:



Jazmin, the national flower as inspiration.



Through a graphic language that **not only guides but also educates and celebrates local identity**, we create an inclusive system where urban design fosters social and cultural interaction. This approach revitalizes streets as spaces of encounter, where the community actively reclaims its surroundings, **turning public space into a dynamic canvas where history, modernity, and active participation converge.**

SECTION 1

PROBLEMS



Zero respect for lanes indicated for public transport and cycle paths.



Pedestrians don't use the indicated path.



There's not enough road signage.



Lack of parking for large-scale tourist transport, which ends up in the invasion of lanes after the busiest area.

PROPOSALS

Placement of a **pedestrian crossing/speed bump**, to create a safe crossing for users.

To emphasize the speed bump, it is proposed to paint it with geometries alluding to the traditional Indonesian embroidery of Batik.



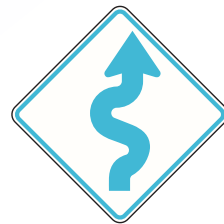
Tactical urban planning, using **signs with paint at ground level**, warning of the constant passage of pedestrians.



Assignment of a **cycle path** to a semi-confined lane



Implement **proper road signs** as indicated in Indonesian laws



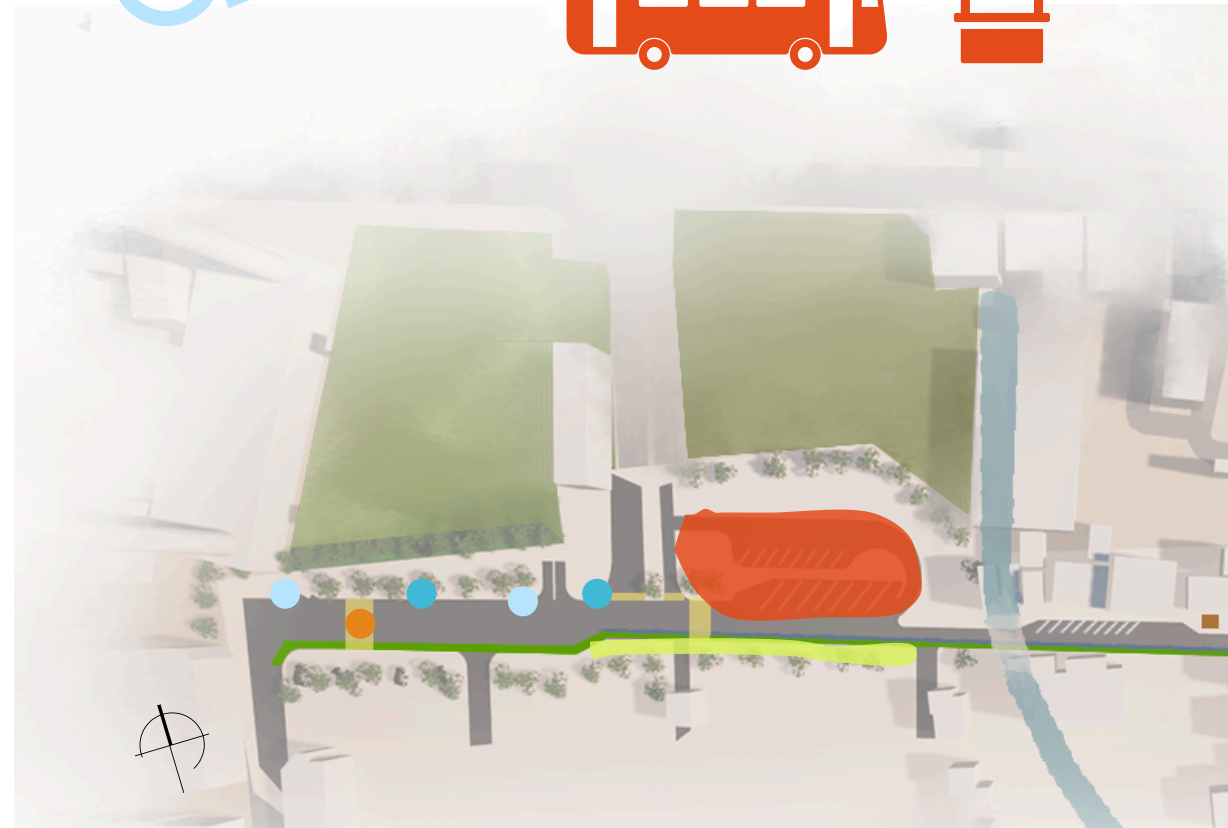
Enlargement of the sidewalk to accommodate street furniture in front of shops



Designation of exclusive **parking spaces for people with disabilities**, closer to the mosque.



We propose an **exclusive parking lot for buses and vans** that are part of the tourist industry, **which has the versatility to transform into a public market** when not in use, on the first and third Sunday of the month, when the car restriction in the city is implemented.



SECTION 1



SECTION 2 PROBLEMS



There are not enough garbage cans for the amount of waste generated, which causes piles of garbage in the streets.



There are many traditional food stores on this block, but due to their distance from users, they have lost customers.



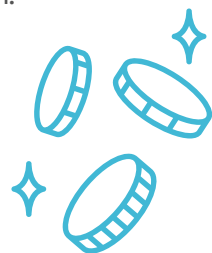
There is no presence of leafy vegetation.

PROPOSALS

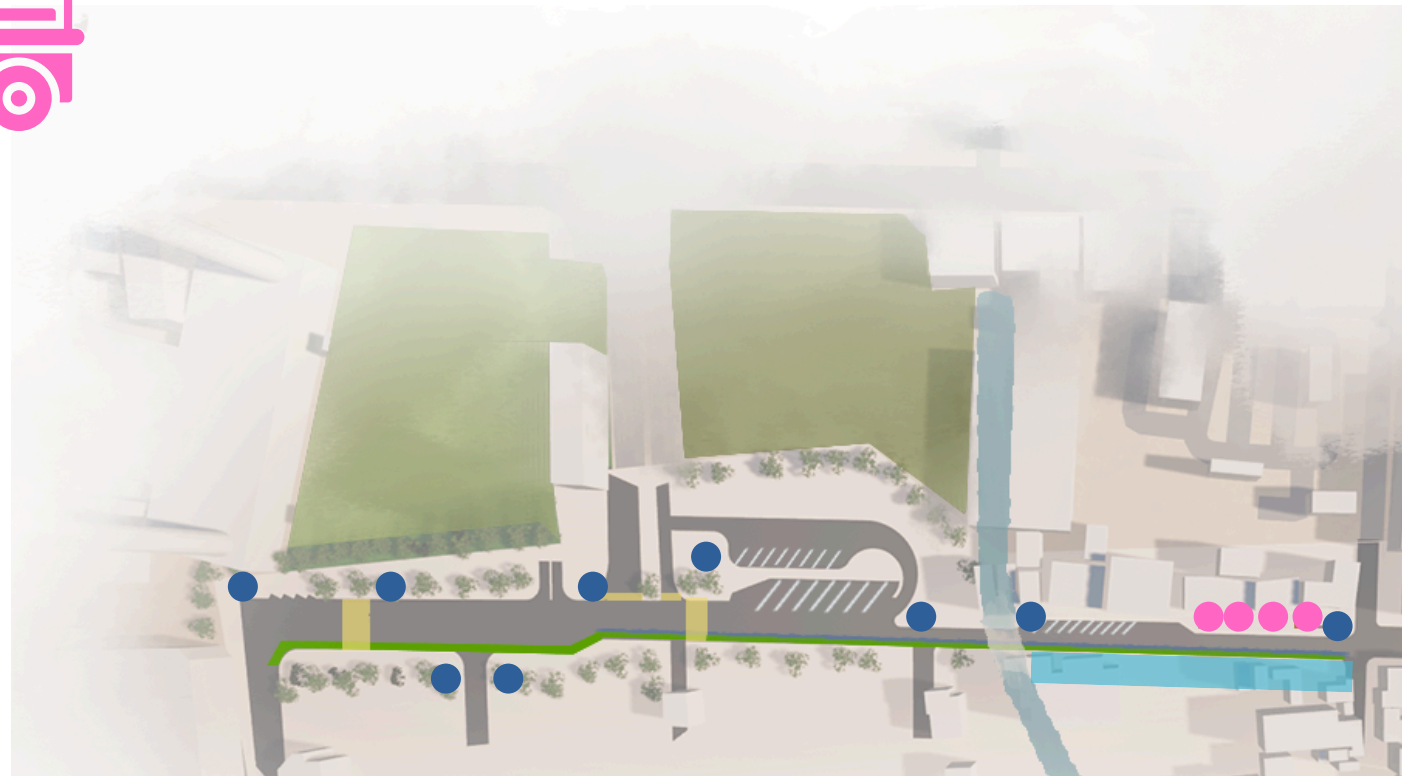
Restructuring the garbage collection system, implementing the **placement of large and frequent garbage bins on sidewalks.**



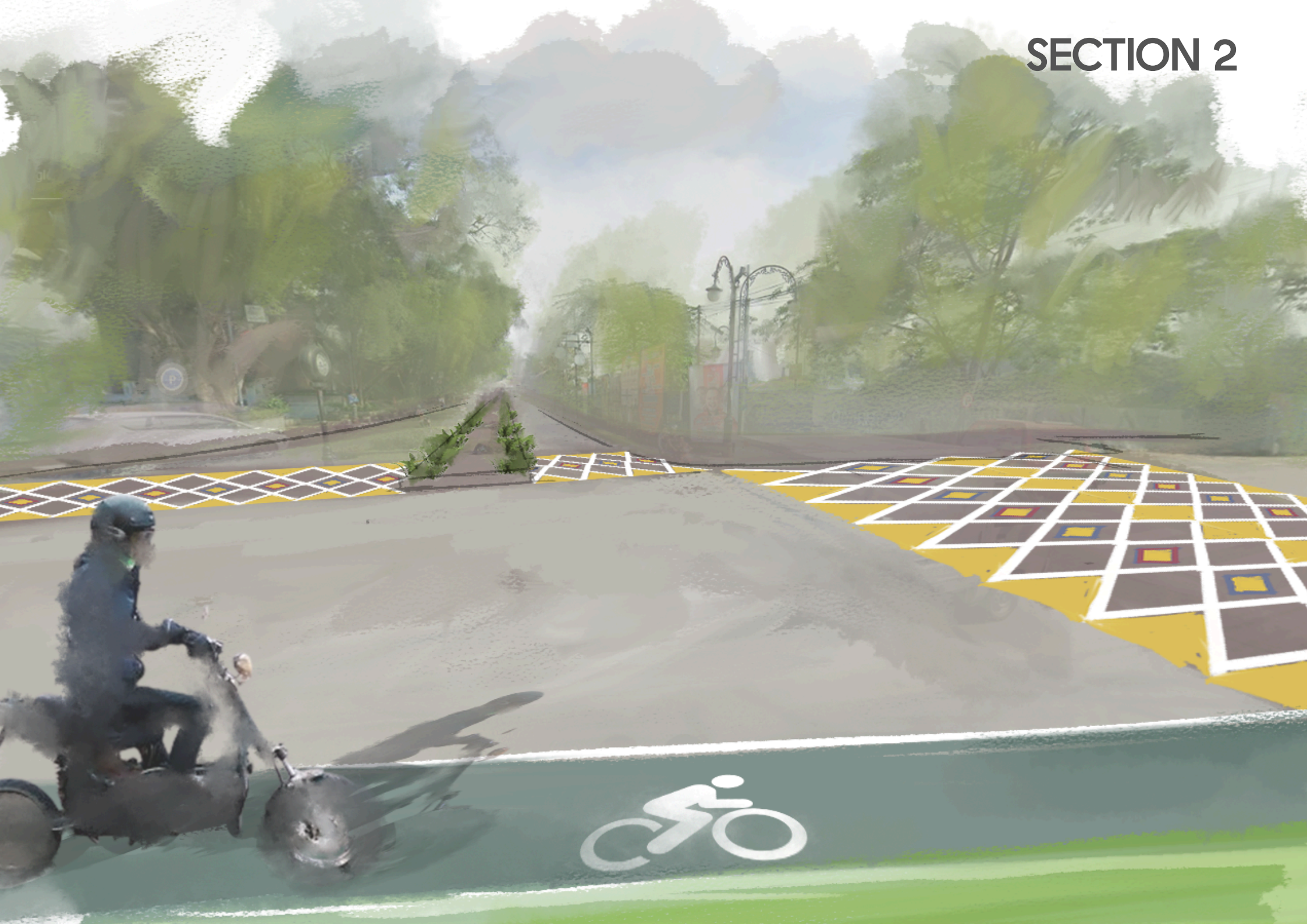
Due to the creation of the bus parking lot, tourists will be forced to get off practically in front of these **shops**, which will revive their clientele and make them popular places again.



We propose the implementation of **permanent street food stalls on an extension of the same sidewalk**, which will generate more movement in the area and dignify street vendors.



SECTION 2



SECTION 3 PROBLEMS



It is a little-traveled block because it becomes an office area, the only commerce is informal, street vendors who turned their ambulatory activity into permanence.

PROPOSALS

We propose the implementation of **permanent street food stalls on an extension of the same sidewalk**, which will generate more movement in the area and dignify street vendors.



SECTION 3

