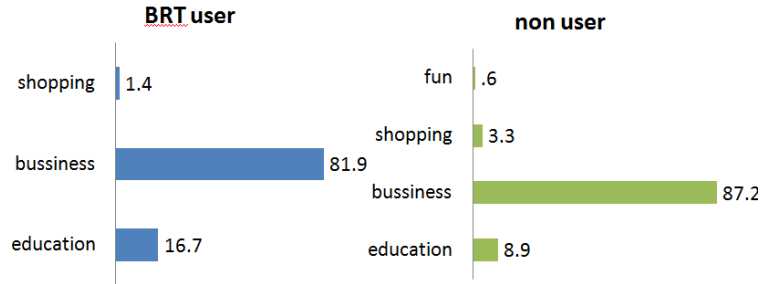


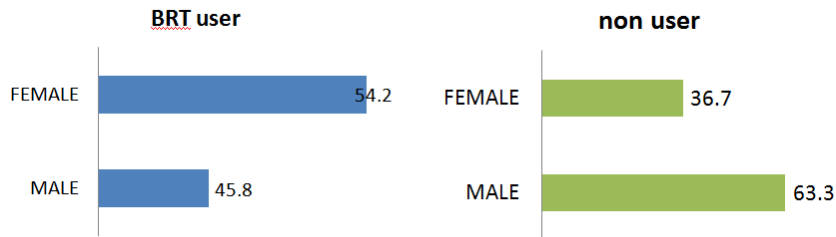
# APPENDIXES

## Appendix A. Chapter 3, Supplemental Survey Result

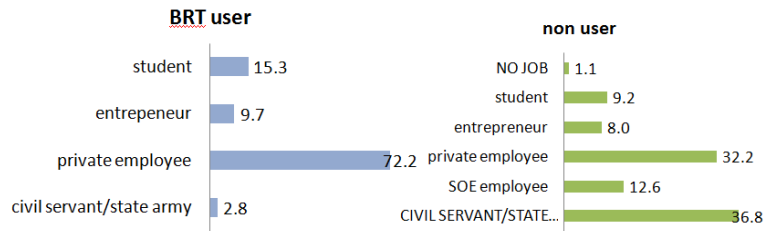
### 1. Travel Purpose



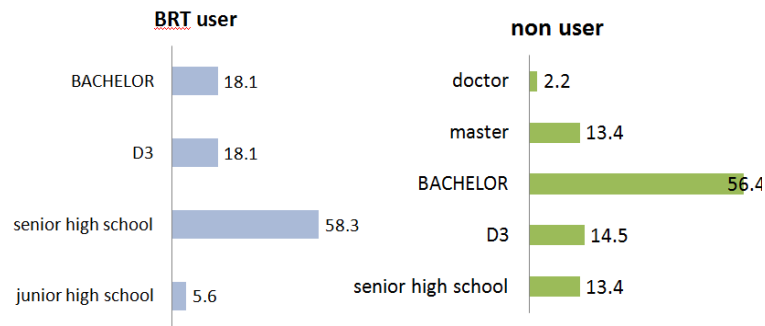
### 2. Gender



### 3. Job



### 4. Education

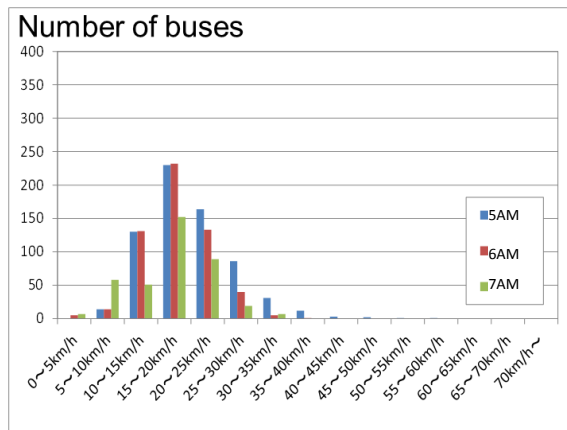


## Appendix B. Chapter 4, Details of BRT Operation Analysis

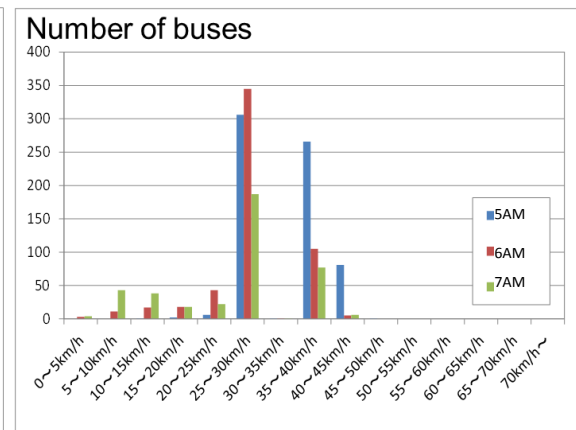
Here we will provide details of the average speeds between each pair of stations obtained as the result of more detailed analysis of the GPS tracking data for the BRT. In general, operation speeds are not stable, and from 7 am onwards on weekdays in particular, there are many sections where substantial dispersion is evident.

**Figure B-1: Distribution of Number of Days for Average Speed between Pairs of Stations on Weekdays**

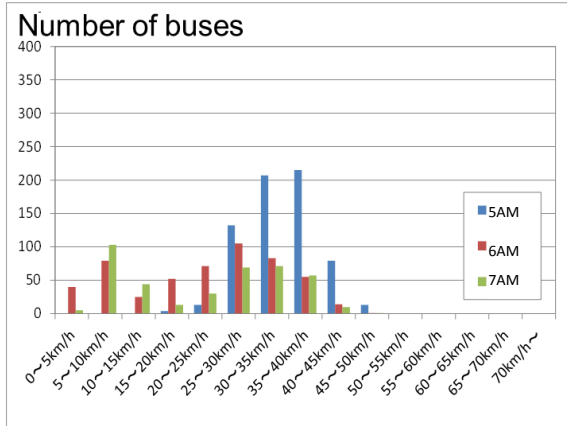
① Kalideres — Pesakih



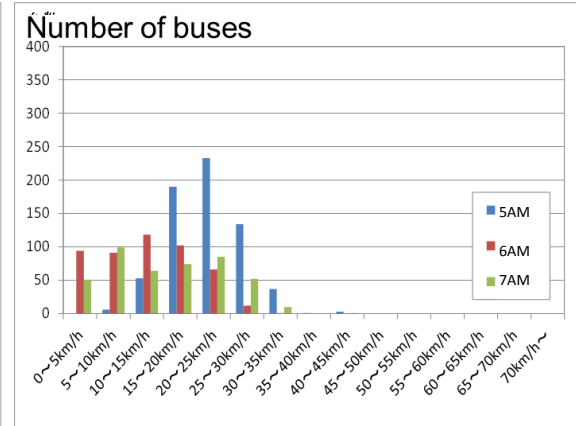
② Pesakih — Sumur Bor



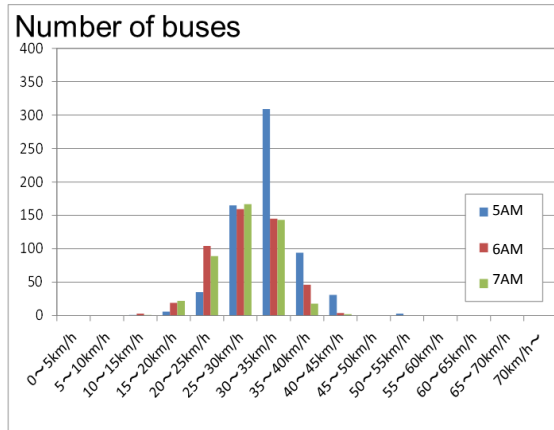
③ Sumur Bor — Rawa Buaya



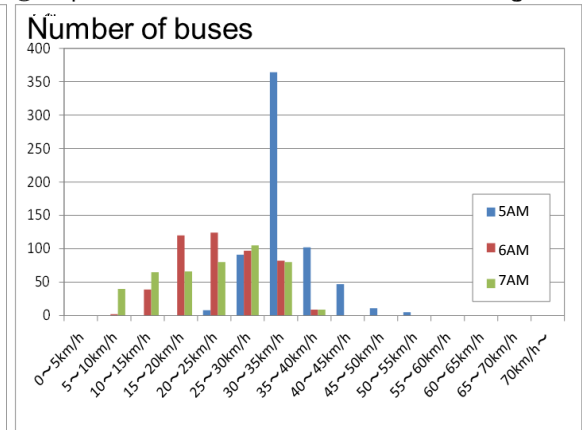
④ Rawa Buaya — Jembatan Baru



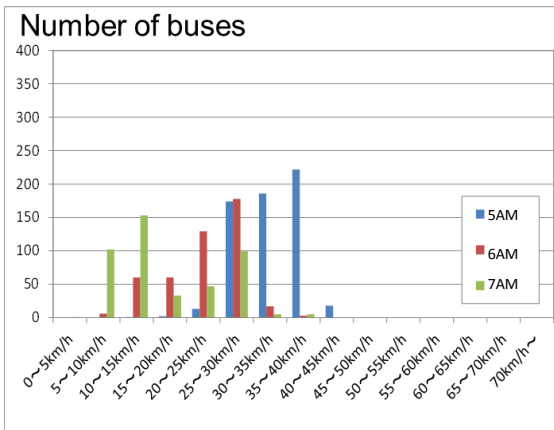
⑤Jembatan Baru—Dispenda Samsat Bara



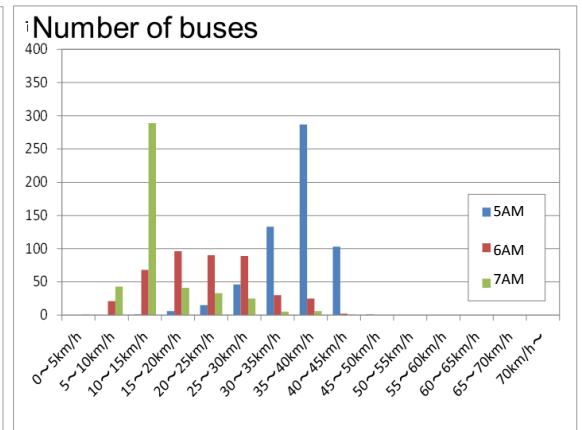
⑥Dispenda Samsat Bara—Jembatan Gantung



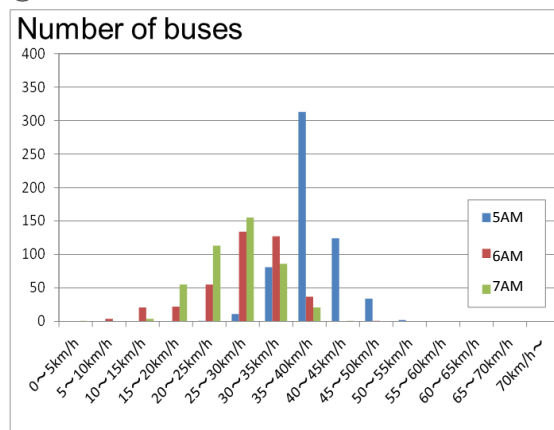
⑦Jembatan Gantung—Taman Kota



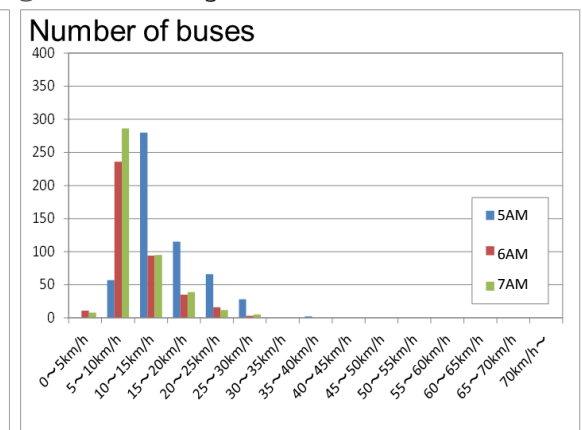
⑧Taman Kota—Indosiar(no dedicated lanes)



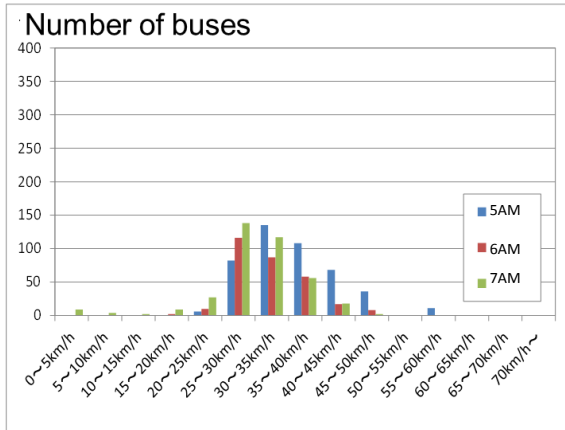
⑨Indosiar—Jelambar



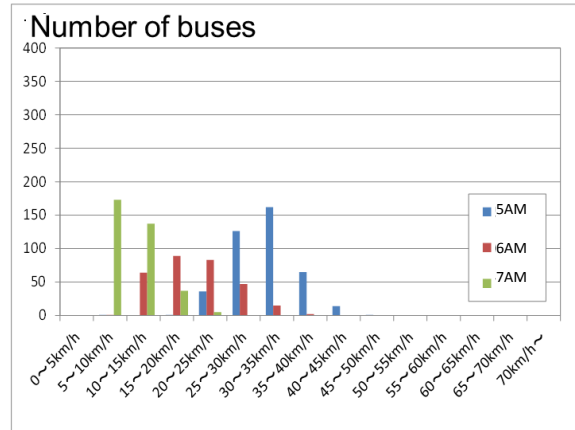
⑩Jelambar—Grogol



①Grogol—RS.Sumber Waras

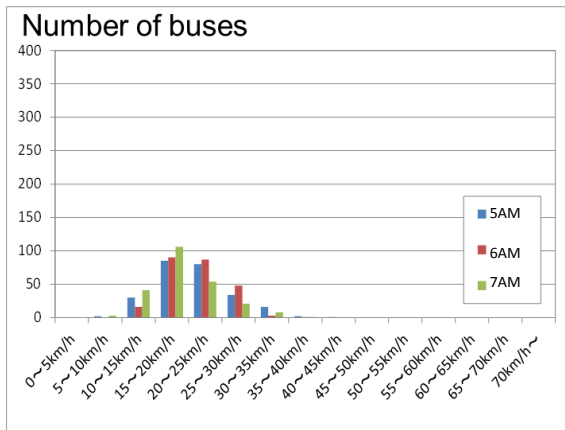


⑫RS.Sumber Waras—Harmoni

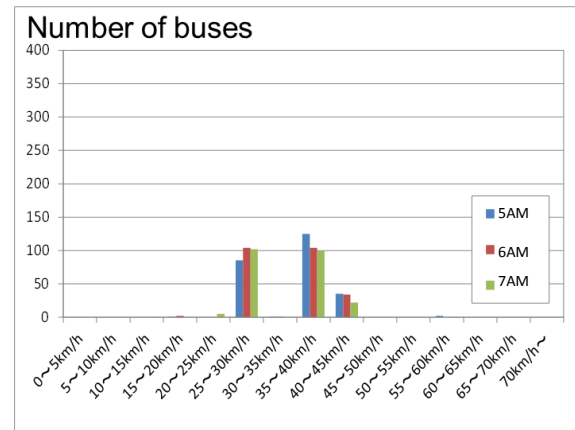


**Figure B-2: Distribution of Number of Days for Average Speed between Pairs of Stations on Holidays**

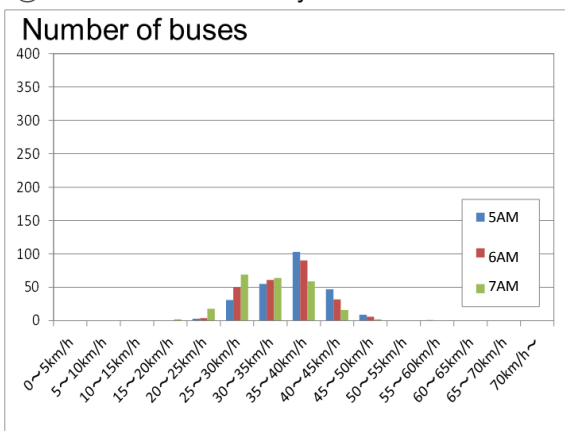
①Kalideres—Pesakih



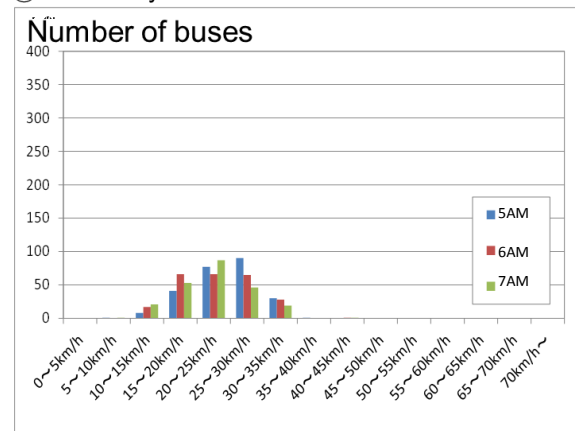
②Pesakih—Sumur Bor



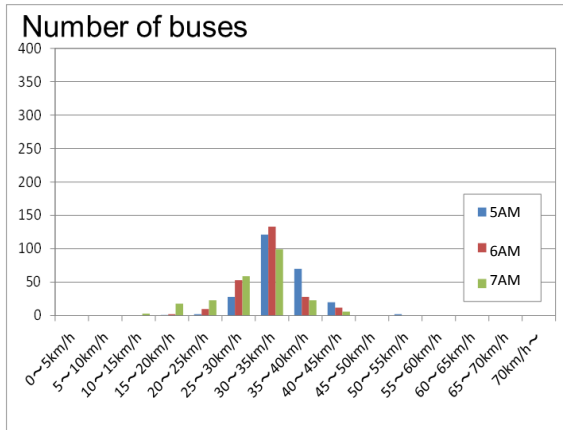
③Sumur Bor—Rawa Buaya



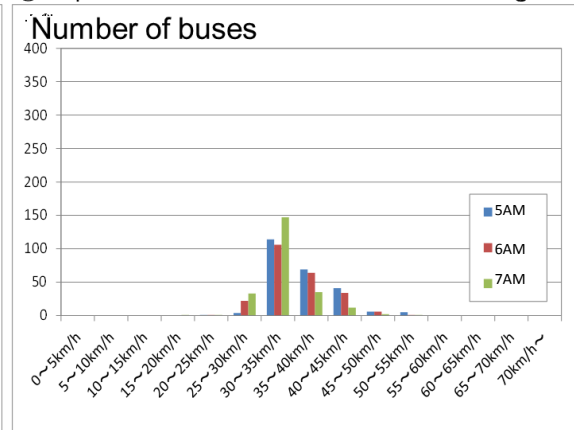
④Rawa Buaya—Jembatan Baru



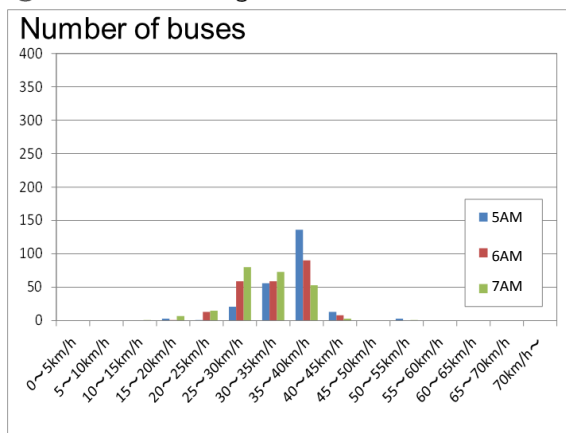
⑤ Jembatan Baru—Dispenda Samsat Bara



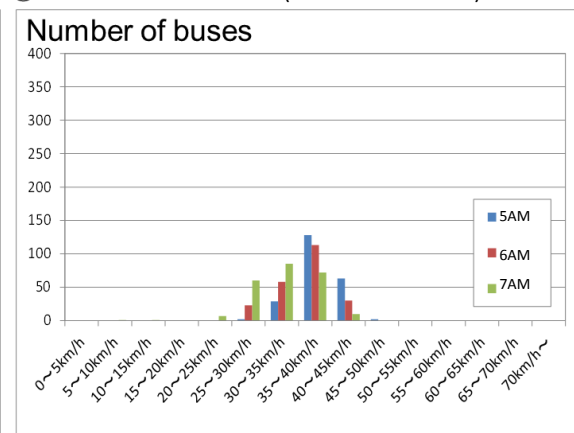
⑥ Dispenda Samsat Bara—Jembatan Gantung



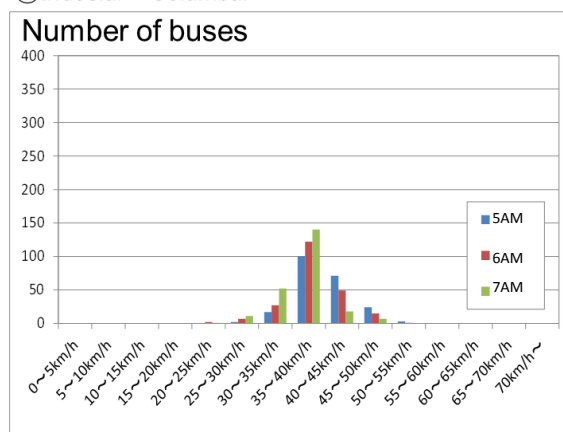
⑦ Jembatan Gantung—Taman Kota



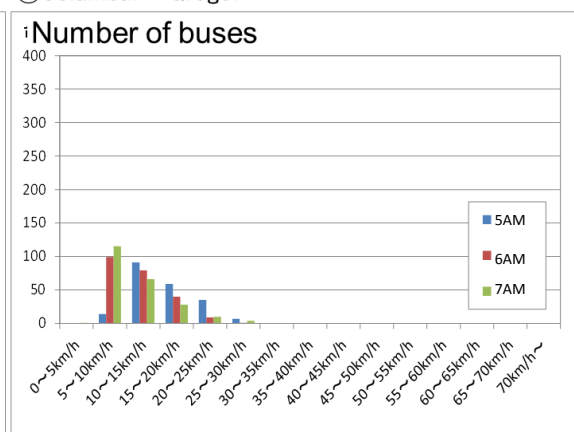
⑧ Taman Kota—Indosiar (no dedicated lanes)



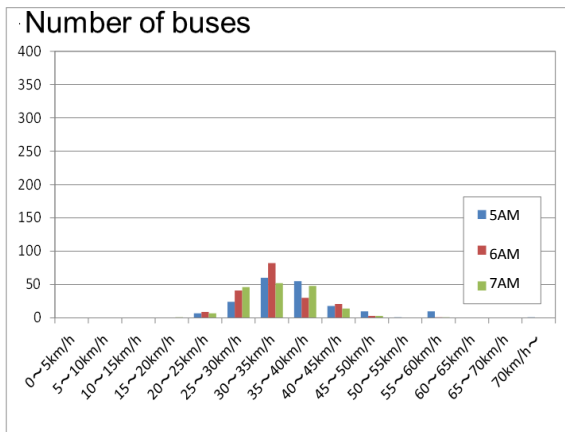
⑨ Indosiar—Jelambar



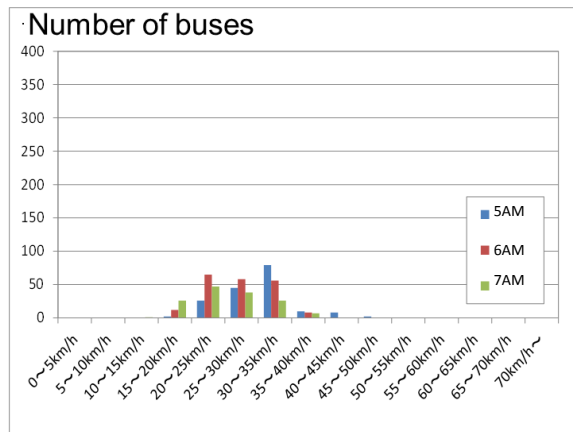
⑩ Jelambar—Grogol



⑪ Grogol—RS.Sumber Waras



⑫ RS.Sumber Waras—Harmoni



## Appendix C. Chapter 4, Details of Costs of Each Measure

Details of the cost estimation for each measure are shown in Table 2. Land acquisition costs and operation costs are not included in these estimates.

Calculations are made using 1 IDR = 9/100,000US\$.

**Table C-1: Details of Costs of Each Measure**

	Case A	Case B	Case C	Case D
Contents	Tighter regulation for inflow	A +Express+Extension	B + partial Overpass	All elevation of BRT lane
Infrastructure type and cost	0	<u>Articulated buses</u> 4.97M US\$ <ul style="list-style-type: none"> <li>• 355k US\$/bus</li> <li>• 54 buses (40 buses were already installed in 2013)</li> </ul> <u>BRT shelter</u> 1.08M US\$ <ul style="list-style-type: none"> <li>• 12000M US\$/shlt</li> <li>• 1shelter (Tangerang city mall)</li> </ul> <u>Passing lane</u> 0.11M US\$ <ul style="list-style-type: none"> <li>• 2M IDR/m</li> <li>• 200m, 3 points</li> </ul>	<u>Cost of B</u> 6.2M US\$ <u>Overpass</u> 24.3M US\$ <ul style="list-style-type: none"> <li>• 300M IDR/m</li> <li>• 200m/point, 2points</li> <li>• 500m/point, 1point</li> </ul>	<u>Articulated buses</u> 4.97M US\$ <u>BRT shelter</u> 1.08M US\$ <u>Elevation of C3</u> 513 M US\$ <ul style="list-style-type: none"> <li>• 300M IDR/m</li> <li>• 19km</li> </ul>
Total cost	0	6.2M US\$	30.5M US\$	519.1M US\$

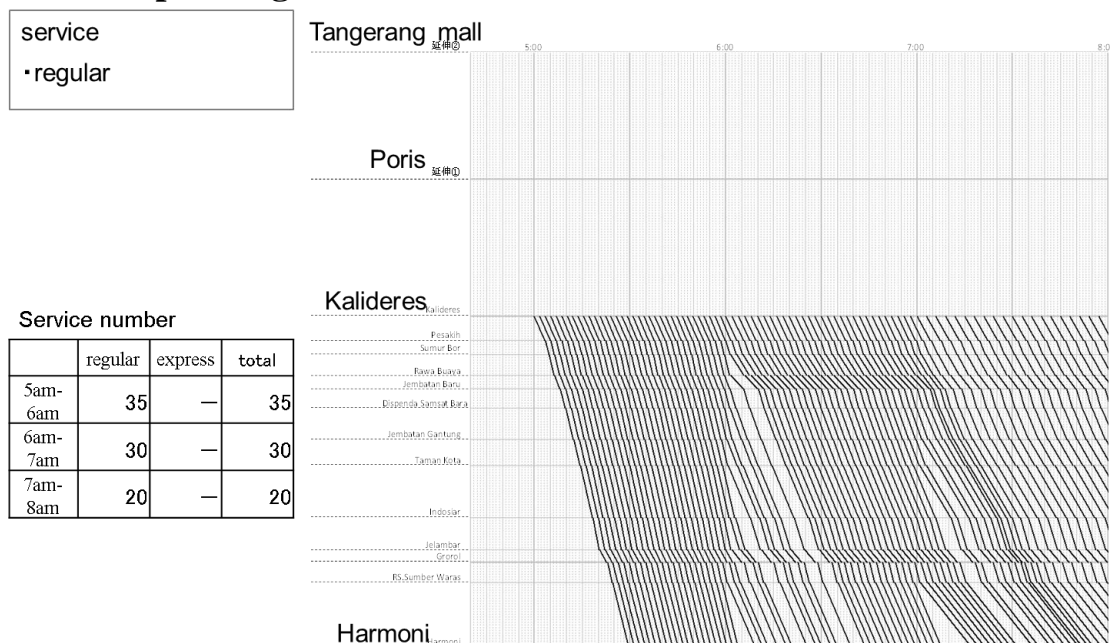
## Appendix D. Chapter 4, Operating Timetables for Each Measure

Operating timetables produced for each measure are shown below. The current operating tables were based on the average times between each station and the average stoppage times at all stations on weekdays derived from the GPS data analysis.

Operating tables for when measures are implemented were produced based on the current operating tables, with the assumptions of an improvement in the weekday-level speeds on sections where inflow restrictions have been strengthened, and an improvement to the average speed on sections where the infrastructure has been enhanced to 40km/h. Express buses are assumed to operate at a speed 10 percent faster than normal buses. In the measures implementing express services, three additional locations are assumed possible in addition to Dispenda Samsat Bara Station, where an overtaking lane is already in place.

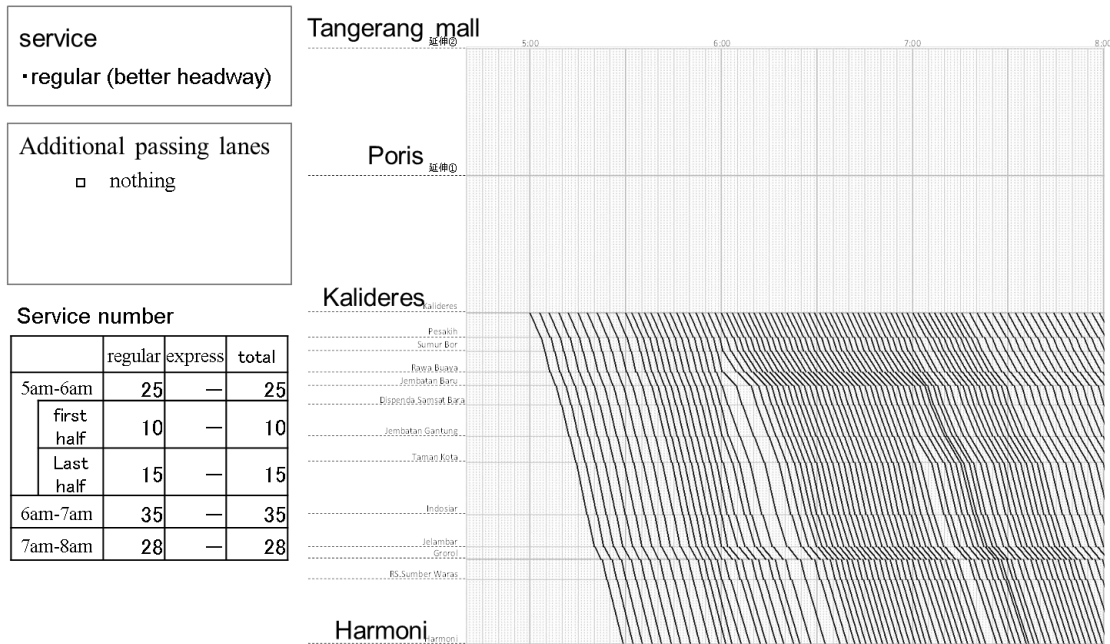
The figures below show express services with red lines, and normal services with black lines.

**Figure D-1: Operating Table for Current Case**

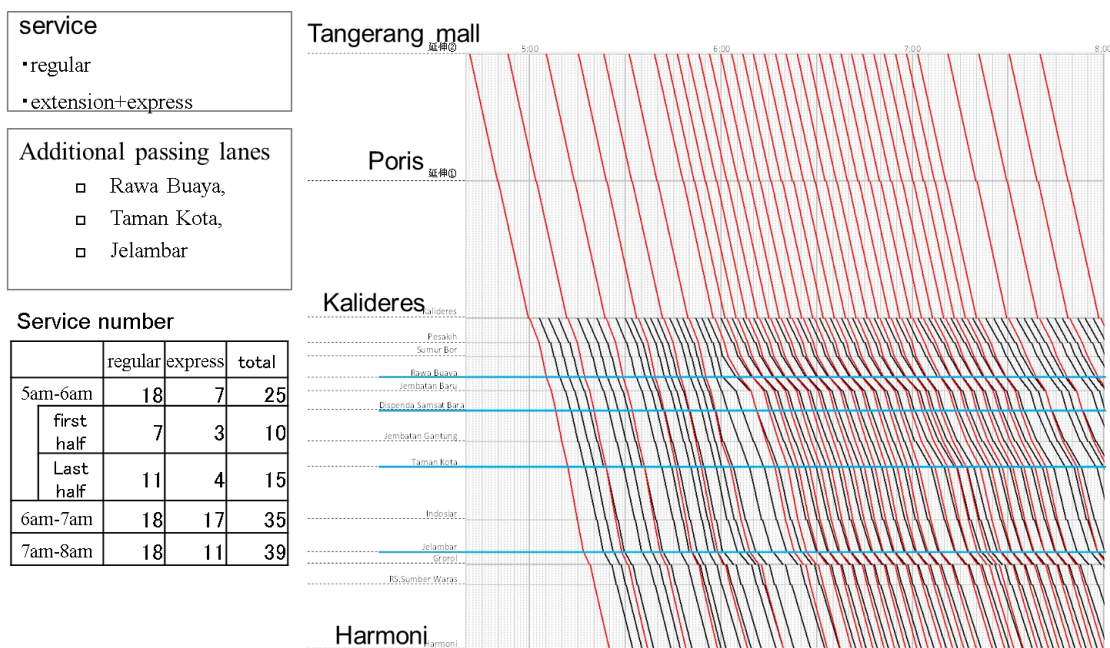




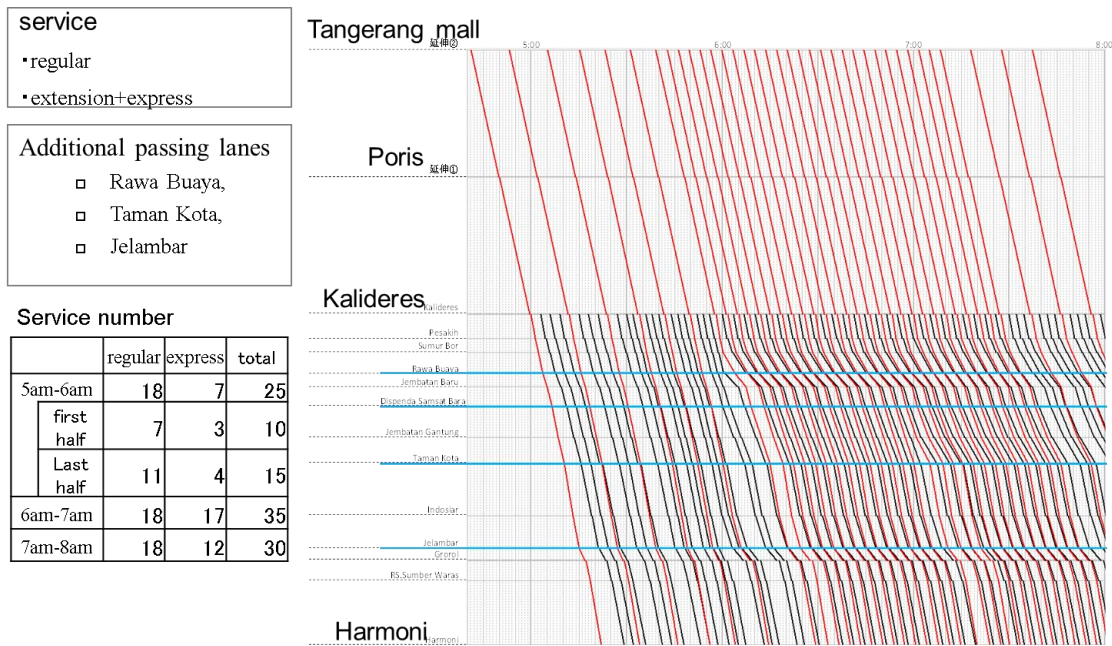
**Figure D-2: Operation Table for Case A**



**Figure D-3: Operation Table for Case B**



**Figure D-4: Operation Table for Case C**



**Figure D-5: Operation Table for Case D**

