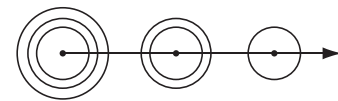
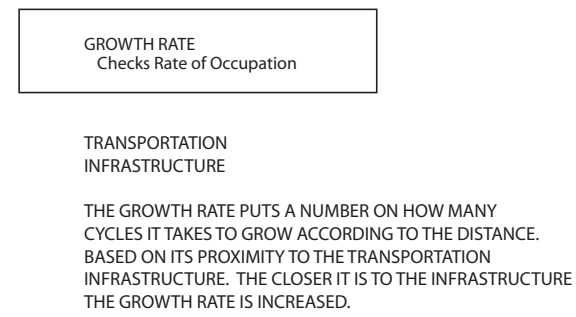


RURAL URBAN FRINGE- JAKARTA

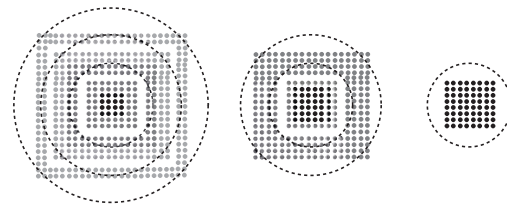
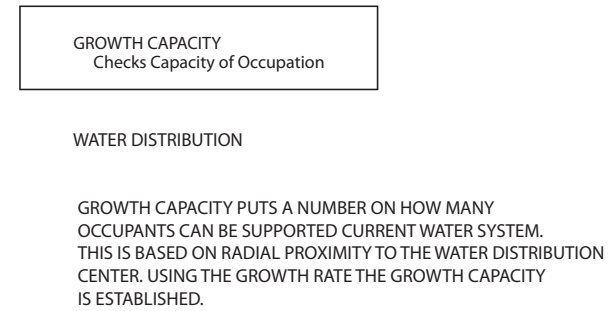
Jakarta, the horizontal city of Java island is not restricted by space and continues to grow outward creating multiple satellite cites and a large metropolis area. It puts a major strain on communities creating problems concerning transportation, pollution, and social issues. Jakarta as the nucleus is not able grow as fast and therefore cannot match all the demands of the surrounding areas.

The Population of Jakarta's inhabitants is in a constant state of flux. Jakarta is in a stage of suburbanization; as the Immigrants(both national and international) come in, the population of upper and middle classes is settling into satelite cities/regions, yet still commuting to work in the center of Jakarta. The poor are also getting driven out into the outskirts fringes because shanty towns are being urbanized.

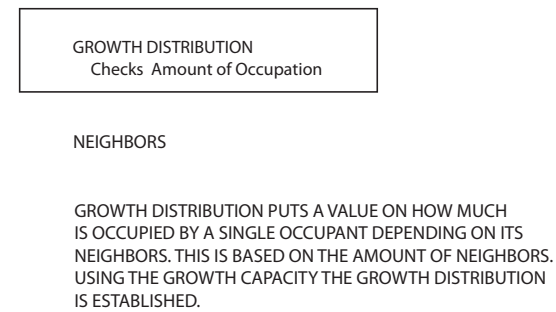
The speed of which these changes are occuring is soon going to overwhelm the existing infrastructure of landuse and transportation.



The closer the distance that faster the system can grow.



When the number of occupants exceeds its capacity it occupies the next system

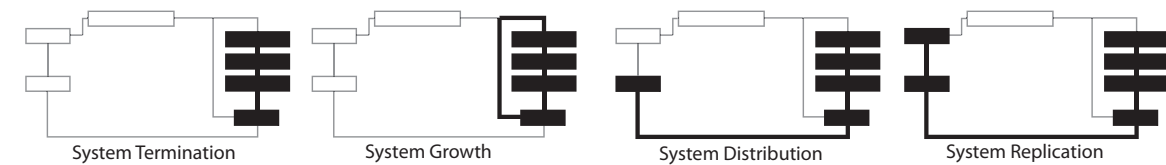
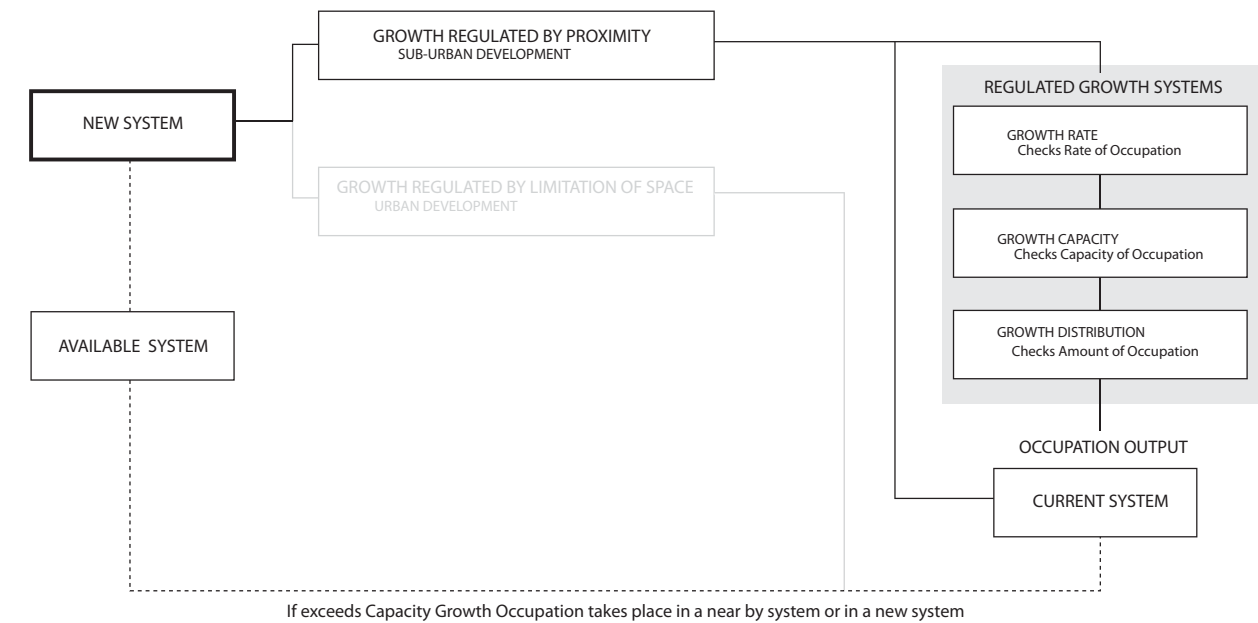


footnotes here. Helvetica 9pt text



fig 1. KEN PATTERN(TO BE CITED)

fig 2. COGNIITIVE SYSTEM OF SUBURBAN GROWTH PAT-TERNS



COGNITIVE APPLICATION

The existing technology of a GPS has a wide range of use, however, there are many more potentials. Perhaps it can be applied as a more cognitive model than one type of use.

Instant traffic and road conditions are already an innovation trend. However, this application can go much further as an Intelligent machine. It can go beyond just identifying existing conditions but possibly identifying future ones.

Transportation infrastructure in general has always been added as a result of overuse or second-hand need.

A new model of responsive transportation could be developed using GPS systems and conditions of today's most active commuters. The Rural fringe would be the most influenced in a more cognitive model of infrastructural transportation. In the condition of the Rural fringe it would just be a luxury it would quickly become a necessity

