

Citywide effects of high-occupancy vehicle restrictions: Evidence from “three-in-one” in Jakarta

by Rema Hanna, Gabriel Kreindler, and Benjamin A. Olken

Group 6

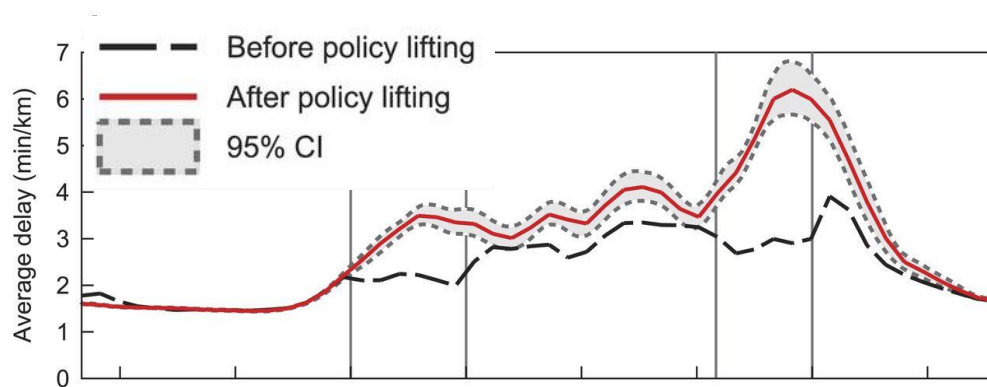
Sirius See

席睿

Science
Volume 357(6346):89-93
July 7, 2017



Published by AAAS

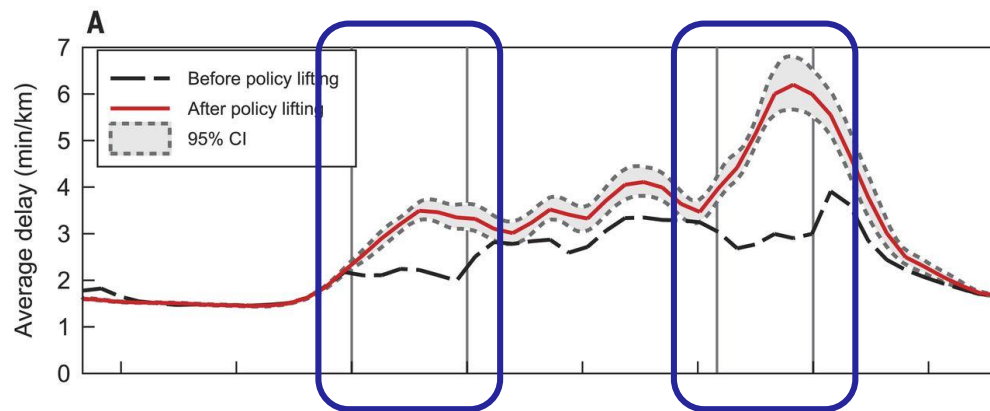


We graph the **Average Delay** in minutes per kilometer on the weekdays for the **Former HOV Road**.

Rema Hanna et al. *Science* 2017;357:89-93

Published by AAAS

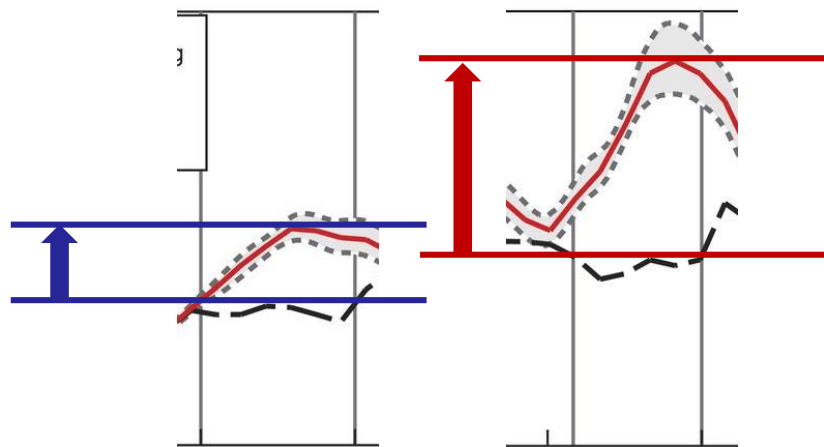




Focus on **Peak-Hour Intervals**

Rema Hanna et al. *Science* 2017;357:89-93

Published by AAAS



After Policy Lifted: **Morning Peak - Increase**

After Policy Lifted: **Evening Peak - Increase**

Rema Hanna et al. *Science* 2017;357:89-93

Published by AAAS



After Policy Lifted: **Morning Peak** - **Increase**

After Policy Lifted: **Evening Peak** - **Increase**

Traffic **decreases**
in both the morning and evening peak
during the policy.

Conclusion: **3 in 1 policy** helps.

Rema Hanna et al. *Science* 2017;357:89-93

Published by AAAS

