

## INTISARI

Terminal Bus Tirtonadi merupakan terminal induk di Kota Surakarta yang memiliki peran vital bagi daerah tersebut. Seiring perkembangan waktu, adanya peningkatan permintaan pergerakan membuat terminal tipe A ini harus melakukan pengembangan guna memenuhi kebutuhan masyarakat. Terminal Bus Tirtonadi telah mengalami renovasi dari tahun ke tahun. Namun, kenyataannya sampai saat ini masih terdapat fasilitas di Terminal Bus Tirtonadi yang belum memenuhi persyaratan sebagai terminal tipe A. Terminal Bus Tirtonadi menjadi contoh pertama pengembangan fungsi terminal dengan konsep *mixed-use*. Penerapan konsep tersebut yaitu adanya penambahan *Sport Hall*, *Convention Hall*, dan *Food Court* di lantai 2 terminal. Penambahan fungsi sekunder ini seharusnya tidak mengganggu dan bahkan menyokong kinerja pelayanan Terminal Bus Tirtonadi sebagai simpul transportasi. Terminal ini sendiri tidak boleh melupakan kewajibannya untuk memberikan jaminan keselamatan dan kenyamanan bagi pengguna jasa. Oleh karena itu, diperlukan evaluasi fasilitas dari aspek keselamatan dan kenyamanan terminal pasca dilakukannya renovasi dan revitalisasi.

Analisis dalam penelitian ini dibuat berdasarkan data primer yang didapat langsung dari lapangan dan data sekunder dari *database* Pengelola Terminal Bus Tirtonadi. Evaluasi fasilitas keselamatan dan kenyamanan dilakukan dengan cara membandingkan antara kondisi fasilitas yang ada dan indikator terminal tipe A pada di PM No. 40 Tahun 2015. Selain itu, kondisi sirkulasi terminal juga dievaluasi dengan melakukan observasi langsung di lapangan. Sirkulasi yang ditinjau yaitu sirkulasi kendaraan bus, sirkulasi penumpang, dan sirkulasi kendaraan pribadi. Dari hasil evaluasi tersebut dilakukan perancangan ulang fasilitas dan sirkulasi terminal dengan acuan dari peraturan dan standar perancangan yang berlaku serta dibandingkan dengan terminal di luar negeri.

Hasil penelitian menunjukkan masih terdapat 3 fasilitas yang belum tersedia yaitu pos, fasilitas, dan petugas pemeriksa kelaikan kendaraan; tempat istirahat awak kendaraan; dan ruang baca. Selain itu, juga terdapat 2 fasilitas yang belum memenuhi persyaratan yaitu area merokok dan ruang terbuka hijau. Sirkulasi kendaraan bus dan penumpang dibedakan menjadi 2 yaitu reguler dan malam. Keempatnya sudah teratur dan memiliki alur serta arah yang jelas walaupun penumpang memiliki banyak pintu akses keluar masuk. Sirkulasi kendaraan pribadi dibedakan menjadi 2 yaitu kendaraan pribadi penumpang dan kendaraan pribadi pegawai. Sirkulasi kendaraan pribadi ini masih ditemukan konflik sehingga dilakukan perancangan ulang sirkulasi kendaraan di lantai 2 terminal. Perancangan fasilitas pos pemeriksa kelaikan kendaraan direncanakan masing-masing seluas 9 m<sup>2</sup> di area barat dan timur, tempat istirahat kendaraan masing-masing 90 m<sup>2</sup> di area barat dan timur, serta ruang baca/pojok baca seluas 4 m<sup>2</sup> berada di ruang tunggu barat, ruang tunggu timur, dan ruang tunggu eksekutif. Perancangan area merokok seluas 9 m<sup>2</sup> berada di ruang tunggu barat, ruang tunggu timur, dan ruang tunggu eksekutif. Rancangan ruang terbuka hijau berupa taman di lantai 1 dan lantai 2 sebesar 35% dari luas total terminal.

**Kata kunci:** fasilitas, terminal, keselamatan, kenyamanan

## **ABSTRACT**

Tirtonadi Bus Terminal is the main terminal in Surakarta which has a vital role for the area. Over time, the increasing demand for movement makes this type A terminal must develop to fulfill the demand. Tirtonadi Bus Terminal has undergone several renovations over the years. However, there are still facilities at the Tirtonadi Bus Terminal that do not meet the requirements as a type A terminal. Tirtonadi Bus Terminal is the first example of terminal development using a mixed-use concept. The application of this concept is the addition of a Sport Hall, Convention Hall, and Food Court on the 2<sup>nd</sup> floor of the terminal. The addition of this secondary function should not interfere and even support the service performance of the Tirtonadi Bus Terminal as a transportation node. This terminal itself must not forget its obligation to provide guarantees of safety and comfort for service users. Therefore, it is necessary to evaluate the facilities from the safety and comfort aspects of the terminal after the renovation and revitalization.

The analysis in this study was made based on primary data obtained directly from the field and secondary data obtained from the Tirtonadi Bus Terminal Administrator. Evaluation of safety and comfort facilities is carried out by comparing the condition of the existing facilities and the type A terminal indicators in PM No. 40 Tahun 2015. In addition, the condition of the terminal circulation is also evaluated by making direct observations in the field. The circulations reviewed are bus vehicle circulation, passenger circulation, and private vehicle circulation. From the results of the evaluation, a redesign of the facilities and circulation of the terminal was carried out with reference to the applicable regulations and design standards, also compared with terminals abroad.

The results showed that there were still 3 facilities that were not yet available, namely posts, facilities, and vehicle inspectors; vehicle crew rest area; and reading room. In addition, there are also 2 facilities that do not meet the requirements, namely smoking areas and green spaces. The circulation of bus and passenger vehicles is divided into 2, namely regular and night. The four of them are organized and have clear paths and directions even though there are many passengers in and out. The circulation of private vehicles is divided into 2, namely private passenger vehicles and employee private vehicles. The circulation of private vehicles is still found to be in conflict so that a redesign of the circulation of vehicles is carried out on the 2<sup>nd</sup> floor of the terminal. The design of the vehicle checkpoint facility is planned for 9 m<sup>2</sup> each in the west and east areas, 90 m<sup>2</sup> for vehicle rest areas in the west and east areas, as well as a reading room/reading corner with an area of 4 m<sup>2</sup> in the west waiting room, waiting room east, and the executive lounge. The design of the 9 m<sup>2</sup> smoking area is in the west waiting room, east waiting room, and executive waiting rooms. The design of green spaces in the form of gardens on the 1<sup>st</sup> and 2<sup>nd</sup> floors is 35% of the total area of the terminal.

**Keywords:** *facilities, terminal, safety, convenience*