

Abstrak

Keberadaan sepeda motor di Kota Yogyakarta sangat dominan dibandingkan kendaraan lainnya hal ini disebabkan karena sepeda motor lebih fleksibel dikendarai. Dalam melakukan perjalanan pengemudi sepeda motor menginginkan perjalanan yang singkat untuk sampai ke tujuan ini membuat para pengemudi sepeda motor cenderung melanggar peraturan khususnya di daerah simpang bersinyal yang dianggap mereka sebagai suatu hambatan. Penelitian ini dilakukan untuk mengetahui seberapa jauh pengaruh lampu merah terhadap besarnya jumlah pelanggaran sepeda motor dan mengamati perilaku pengemudi sepeda motor di dalam antrian pada saat lampu merah

Metode penelitian yang dilakukan adalah survai dengan camera video di 5 (lima) lokasi lengan simpang, kemudian dilakukan transkrip data setelah itu dianalisis dengan statistik diskriptif untuk mengetahui berapa besar pengaruh lama lampu merah terhadap perilaku pengemudi dan pelanggaran sepeda motor di lengan simpang yang diamati

Hasil penelitian menunjukkan bahwa perilaku yang paling banyak dilakukan di masing-masing simpang ternyata berbeda simpang pingit umumnya pengemudi sepeda motor paling banyak melakukan berjalan perlahan dalam antrian sambil berpindah-pindah lajur kemudian berhenti, simpang Jetis simpang mirota dan simpang Terban perilaku dominan terbesar yang terjadi adalah berjalan perlahan dalam antrian kemudian berhenti, sedangkan simpang Galeria pengemudi sepeda motor paling banyak berhenti dengan tertib. Pelanggaran rata-rata perjam yang terjadi di lengan Utara simpang Pingit sebanyak 864 sepeda motor atau 62,20% dari volume total sepeda motor di lengan simpang tersebut, lengan Utara simpang Jetis sebanyak 766 sepeda motor atau 66,26 %, lengan Timur simpang Mirota sebanyak 168 sepeda motor atau 33,40 %, lengan Selatan simpang Galeria sebesar 398 sepeda motor atau 42,93 % dan lengan Barat simpang terban sebanyak 643 sepeda motor atau 43,71 %.

Abstract

The existence of motorcyclists in Yogyakarta city is very dominant compared to other drivers, This is because by the flexible ridden of motorcycle. Yet on a trip the drivers are wishing a short trip to the destination, thus the motorcyclists tend to break the regulation, especially on a signalized intersection area which assumed as a trip resistance. This research was carried out to investigate how far the influence of the red light to the amount of motorcyclist violations and observing the common behavior of motorcyclists in the red light queue.

Research method was taken by traffic survey using video camera on 5 (five) locations of intersection arms, then data was transcribed. Afterwards, analyzed by descriptive statistic to know how big the influence of red light to the motorcyclist behavior and violation of motorcyclist on the observed arm.

The result of this research indicated that the common behavior did by the motorcyclists on each intersection were different. Commonly, the motorcyclists run slowly at in the queue while at the same time they changing lanes then stopped as a common behavior at the intersection of Pingit. The common behavior at intersection of Jetis, Mirota and Terban werethat motorcyclist running slowly in the queue then stopped, while the common behavior at the intersection of Galeria they were stopped as the rules obeyed. The mean violations per hour happened at the north arm of Pingit were 864 motorcyclist counted, equal to 62,20% of total volume counted on the arm mentioned. At the north arm of Jetis counted 766 motorcyclists' violation or equal to 66,26% of total volume counted. While at the east arm of Mirota counted 168 motorcyclists' violation or 33,40% of total volume counted, the south arm of Galeria counted 398 motorcyclists' violation equal to 42,93%, and the west arm of Terban counted 643 motorcyclists' violation which equal to 43,71% of total volume counted.