

PERENCANAAN INFRASTRUKTUR PENDUKUNG TRANSPORTASI AKTIF DI PURWOKERTO

INTISARI

Purwokerto sebagai pusat pertumbuhan di Kabupaten Banyumas diproyeksikan mengalami peningkatan aktivitas dan mobilitas seiring perkembangan kawasan serta dicanangkan akan menjadi kota *implementasi Integrated City Planning* (ICP). Namun, akses masyarakat menuju layanan Bus Rapid Transit (BRT) Trans Banyumas belum optimal akibat terbatasnya infrastruktur transportasi aktif, sehingga konektivitas *first-mile* dan *last-mile* belum berjalan secara efektif. Perencanaan ini bertujuan menentukan kawasan prioritas pengembangan jaringan transportasi aktif berdasarkan kebutuhan akses menuju halte Trans Banyumas serta menyusun rencana jaringan transportasi aktif dan pedoman desain koridor perkotaan. Perencanaan menggunakan pendekatan *Rational Planning* melalui tahapan pengumpulan data, analisis, dan penyusunan rencana. Analisis dilakukan pada skala makro untuk menentukan kawasan prioritas pengembangan transportasi aktif dan pada skala mikro untuk mengevaluasi kondisi koridor sebagai dasar penyusunan pedoman desain. Konsep yang diterapkan adalah *Transit-Oriented Active Mobility* (TOAM), yaitu pendekatan yang mengintegrasikan transportasi aktif dengan transportasi publik melalui penguatan konektivitas *first-mile* dan *last-mile*. Hasil perencanaan menghasilkan dua produk utama, yaitu rencana sistem jaringan *active mobility* yang meliputi jaringan pejalan kaki, jaringan sepeda, simpul integrasi dengan halte Trans Banyumas, dan tahapan implementasi, serta pedoman desain koridor perkotaan berbasis konsep *Smart Safety Corridor*. Kedua produk tersebut diharapkan menjadi referensi bagi Pemerintah Kabupaten Banyumas dalam mengembangkan sistem transportasi aktif yang terintegrasi, aman, inklusif, dan berkelanjutan.

Kata kunci: transportasi aktif, koridor perkotaan, integrasi antarmoda, *Transit-Oriented Active Mobility*, Purwokerto.

PLANNING OF ACTIVE TRANSPORTATION SUPPORTING INFRASTRUKTUR IN PURWOKERTO

ABSTRACT

Purwokerto as a growth center in Banyumas Regency, is projected to experience increased activity and mobility as the area develops and is designated as an Integrated City Planning (ICP) implementation city. However, public access to the Trans Banyumas Bus Rapid Transit (BRT) service is not yet optimal due to the limited active transportation infrastructure, resulting in ineffective first-mile and last-mile connectivity. This planning aims to determine priority areas for active transportation network development based on the need for access to Trans Banyumas stops, as well as to formulate an active transportation network plan and design guidelines for urban corridors. The planning uses a Rational Planning approach through the stages of data collection, analysis, and plan formulation. Analysis is conducted at the macro scale to determine priority areas for active transportation development, and at the micro scale to evaluate corridor conditions as the basis for design guidelines. The concept applied is Transit-Oriented Active Mobility (TOAM), an approach that integrates active transportation with public transit by strengthening first-mile and last-mile connectivity. The planning produces two main outputs: an active mobility network plan—comprising a pedestrian network, a cycling network, integration nodes with Trans Banyumas stops, and an implementation phasing plan—and urban corridor design guidelines based on the Smart Safety Corridor concept. Both outputs are expected to serve as references for the Banyumas Regency Government in developing an integrated, safe, inclusive, and sustainable active transportation system.

Keywords: active transportation, urban corridor, intermodal integration, Transit-Oriented Active Mobility, Purwokerto.