



INTISARI

Kereta Api Prambanan Ekspres merupakan moda utama bagi para pelaku perjalanan *egress* dari wilayah sekitar Yogyakarta seperti Klaten, Solo dan lainnya. Namun, hal tersebut kurang didukung oleh moda lanjutan yang dapat mengakomodasi aksesibilitas dengan baik di Yogyakarta. Kondisi tersebut membuat para pelaku perjalanan ‘terpaksa’ menggunakan moda tertentu seperti kendaraan pribadi yang bertolak belakang dengan tujuan kebijakan transportasi dimana transportasi publik berperan sebagai moda utama.

Data penelitian didapatkan melalui survei wawancara dengan pelaku perjalanan *egress* yang memiliki syarat minimal 4 kali melakukan perjalanan *commuting* ke Yogyakarta. Data yang didapat sebanyak 152 responden dan yang memenuhi untuk dilakukan pemodelan sebanyak 126 responden. Data tersebut dipetakan dan dianalisis sebaran pergerakan maupun sosio-demografis. Pemodelan pemilihan moda yang dilakukan menggunakan regresi logistik multinomial.

Berdasarkan analisis sebaran pergerakan, kegiatan pelaku perjalanan *egress* tersebar sebanyak 81 kegiatan di Kabupaten Sleman, 56 kegiatan di Kota Yogyakarta, dan 13 kegiatan di Kabupaten Bantul. Pemodelan menunjukkan bahwa variabel tarif inap memiliki pengaruh paling signifikan dengan koefisien yang lebih besar dibandingkan variabel yang lain. Variabel yang memiliki pengaruh keputusan pemilihan moda kendaraan pribadi terhadap moda transportasi publik adalah variabel tarif inap dengan koefisien -17,661, waktu tempuh dengan koefisien -3,912 dan halte bus dengan koefisien 13,194 dan variabel yang memiliki pengaruh keputusan pemilihan moda ojek dan taksi terhadap moda transportasi publik adalah variabel tarif inap dan halte bus dengan koefisien masing-masing adalah -17,156 dan 12,145. Model regresi logistik multinomial menghasilkan tingkat prosentase yang benar sebesar 87,30%.

Kata kunci: *egress*, moda, *commuting*, variabel, regresi logistik multinomial



ABSTRACT

Prambanan Ekspres is a main mode of transportation for commuters from the area around Yogyakarta as Klaten, Solo and others. However, that was not supported by sufficient egress mode to accommodate accessibility properly in Yogyakarta. These conditions make the commuters 'forced' to use certain modes such as private vehicles as opposed to the transport policy objectives where public transportation serves as the main mode.

Survey research data could be obtained from the interview with commuters who have provided the egress trips at least 4 times to commuting to Yogyakarta. The data were obtained from 152 respondents and only 126 respondents qualified to be modeled. The data was mapped and then the trip distribution as well as socio-demographic was analyzed. The modeling of modal choice which was done by using multinomial logistic regression with dependent variable categories were mode of public transportation, mode of private vehicles, and mode of motorcycle taxi and taxi. Public transportation mode used as the reference category in the modeling.

Based on the analysis of the trip distribution, commuter activities were spread as many as 81 activities in Sleman, 56 activities in the city of Yogyakarta, and 13 activities in Bantul. The modeling showed that hospitalization rates had a significant effect compared the coefficient parameter of hospitalization rates to the other variables. Variables that influence modal choice decisions of private vehicles to public transportation modes is hospitalization rates with a coefficient of -17.661, travel time with a coefficient of -3.912 and bus stop with a coefficient of 13.194 and variables that influence modal choice decisions motorcycle taxi and taxi to public transportation modes is hospitalization rates and bus stop with each coefficient is -17.156 and 12.145. Multinomial logistic regression model produces the correct percentage rate of 87.30%.

Keywords: egress, mode, commuting, variables, multinomial logistic regression