

INTISARI

Tahun 2015 Pemerintahan Yogyakarta mulai melakukan revitalisasi kawasan Malioboro dan Kraton Yogyakarta. Salah satu agendanya adalah membangun kantong parkir di sekitar kawasan Malioboro dan Kraton Yogyakarta. Taman parkir yang jauh membuat aksesibilitas wisatawan terhadap objek-objek wisata potensial di kawasan Malioboro dan Kraton Yogyakarta menjadi sulit dijangkau. Diperlukan angkutan khusus wisata untuk mengantarkan wisatawan ke objek wisata yang jauh dan terdapat di jalan-jalan kecil. Tujuan penelitian ini adalah mengembangkan sistem operasional angkutan wisata kawasan Malioboro dan Kraton Yogyakarta yang meliputi pengembangan rute, *headway*, serta jumlah kebutuhan armada yang diperlukan untuk melayani pengembangan rute.

Pengambilan data penelitian dilakukan melalui wawancara dengan cara membagikan kuisioner kepada 360 responden. Data yang didapatkan dari hasil wawancara adalah pola pemilihan jenis angkutan, pola pergerakan dan pilihan objek wisata, karakter parkir, dan perjalanan angkutan wisata. Selain itu juga dilakukan pengambilan data dengan melakukan pengukuran terhadap waktu menaikkan dan menurunkan penumpang angkutan wisata kawasan Malioboro dan Kraton Yogyakarta, waktu untuk melewati masing-masing trayek yang dikembangkan, dan waktu yang diperlukan untuk melewati hambatan akibat Alat Pemberi Isyarat Lalu Lintas (APILL) di simpang. Berdasarkan data dan informasi yang diperoleh kemudian dilakukan pengembangan terhadap teknis operasional angkutan wisata yang melayani wisata kawasan Malioboro dan Kraton Yogyakarta. Pengembangan tersebut mencakup pengembangan rute, *headway*, dan kebutuhan armada angkutan wisata. Selanjutnya dalam penelitian ini juga dilakukan observasi terhadap fasilitas pendukung yang diperlukan dalam pengembangan angkutan wisata berupa fasilitas pejalan kaki dan penyeberangan bagi wisatawan.

Dari hasil pengembangan angkutan wisata ditemukan 4 trayek yang dapat menjangkau kawasan Malioboro dan Kraton Yogyakarta, sedangkan pada angkutan wisata eksisting hanya terdapat 2 trayek dan belum menjangkau ke kawasan Malioboro. Penentuan trayek berdasarkan pada pertimbangan sebaran objek wisata, lokasi taman parkir, kondisi jalan yang dilalui, dan kemudahan integrasi Trans Jogja. Dari 4 trayek tersebut diperlukan 2-5 armada yang memerlukan *headway* 4-5 menit.

Kata Kunci: Angkutan Wisata, sistem operasional, kawasan Malioboro dan Kraton Yogyakarta

ABSTRACT

From the beginning of 2015, the government of Yogyakarta has begun to revitalize Malioboro and Yogyakarta Palace. One of the agenda is to build a parking bag around Malioboro and Yogyakarta Palace. The parking area is far that is difficult to be accessed and the potential tourism places cannot be reached by the tourists. Special tourist transport is needed to take the tourists to some tourism places. The aim of this study is to develop the operational system of tourism transportation of Malioboro and Yogyakarta Palace area which covers the development of route, headway, and the amount of fleet.

The research data was collected through interviews by distributing questionnaires to 3600 respondents. The data obtained from the interview is the pattern of choosing the type of transportation, the pattern of movement and choice of attractions, the character of parking, and the transportation travel. In addition, the data collected was taken by measuring the time to get on and get off the passengers in Malioboro and Yogyakarta Palace, the time to pass each of the developed routes, and the time required to pass the delay due to the Traffic Giver Tool at the intersection. Based on the data and information obtained were carried out the development of operation technical of tourist services that serve Malioboro and Yogyakarta Palace areas. The development includes the development of routes, headway, and the needs of the tourist transport fleet. Furthermore, in this research was also conducted the observations on supporting facilities in the form of pedestrian facilities and the crossing for pedestrians.

As the results of this research, the development of tourist transportation found four routes that can reach Malioboro and Yogyakarta Palace areas. Meanwhile, the existing tourist transportation there were only two routes that have not reached Malioboro area. The determination of the route is based on the consideration of the distribution of tourism place, location of the park, road condition, and the ease of integration of Trans Jogja. From the four routes, these are needed to take two up to five fleets which were requiring the headway of four up to five minutes.

Keywords: *tourism transportation, operational system, Malioboro and Yogyakarta Palace areas*