

INTISARI

Titik simpul transportasi di DIY belum tertata secara baik dalam suatu sistem transportasi yang terintegrasi dengan guna lahan atau kawasan sekitarnya dan moda transportasi lainnya. Perlu adanya studi mengenai potensi *Transit Oriented Development* (TOD) pada titik simpul transportasi DIY yang mengedepankan integrasi antara ciri kawasan di sekitar titik transit dengan jaringan sistem transit. Oleh karena itu, penelitian ini dilakukan dengan tujuan mengidentifikasi titik-titik simpul yang berpotensi menjadi kawasan berorientasi transit (TOD) yakni Stasiun Tugu dan Terminal Giwangan dilihat dari kesiapan kawasan titik simpul terhadap kriteria TOD.

Metode pendekatan yang digunakan dalam penelitian ini, merupakan suatu proses untuk mengidentifikasi potensi *Transit Oriented Development* (TOD) pada titik simpul sistem transportasi DIY. Metode pendekatan dalam penelitian ini adalah metode pendekatan deskriptif rasionalistik dengan logika berpikir deduktif dengan lokasi penelitian pada kawasan sekitar Stasiun Tugu dan Terminal Giwangan. Dalam penelitian digunakan 3 variabel yaitu keragaman guna lahan dengan indikator variasi guna lahan, kepadatan kawasan dengan indikator kepadatan guna lahan dan konektivitas dengan indikator jalur pejalan kaki, jaringan jalan, parkir dan integrasi moda.

Berdasarkan hasil penelitian ditemukan bahwa kawasan Stasiun Tugu memenuhi seluruh kriteria dari indikator TOD (8 indikator). Meskipun seluruh kriteria telah dipenuhi namun masih terdapat kekurangan karena adanya permasalahan pada jalur pejalan kaki dan parkir yang masih sporadis sehingga mengganggu lalu lintas. Sedangkan pada kawasan Terminal Giwangan, telah memenuhi 6 dari 8 indikator TOD dengan kata lain masih terdapat 2 kriteria yang belum terpenuhi yakni kepadatan dan pelayanan jalur pejalan kaki. Apabila ditarik benang merah kekurangan yang paling harus ditangani dari kedua lokasi berpotensi TOD tersebut adalah dalam hal konektivitas. Kawasan Stasiun Tugu dan Terminal Giwangan berpotensi menjadi sebuah kawasan TOD meskipun belum sepenuhnya memenuhi kriteria yang dibutuhkan bagi sebuah kawasan berbasis TOD.

Kata kunci: *Transit Oriented Development*, Potensi kawasan, Simpul Transportasi DIY

ABSTRACT

Yogyakarta Special Region's transportation nodes not arranged properly in a transportation system that is integrated with land use, or the surrounding areas and other modes of transport. It needs a study on the potential of Transit Oriented Development (TOD) at the point of a transport node in Yogyakarta Special Region that promote integration between characteristics of the area around the node with network transit system. Therefore, this research was conducted with the purpose of identifying nodes which potential to be transit-oriented development (TOD) namely Tugu Rail Station and Giwangan Bus Station seen from the readiness of the node area toward TOD criteria.

The method used in this research, is a process to identify potential Transit Oriented Development (TOD) at the nodes of transportation system in Yogyakarta Special Region. The approach method in this research is descriptive rationalistic approach to the logic of deductive reasoning with research on the area around the Tugu Rail Station and Giwangan Bus Station. This research used three variables which consist of some indicators, there are the diversity of land consist of variations in land use, density areas consist of land use density and connectivity consist of pedestrian paths, roads, parking and modal integration.

Based on the research results obtained from the comparison between the existing condition in both location of the node toward TOD criteria found that the area of Tugu Rail Station meets all the criteria of TOD indicators (8 indicators). Despite all the criteria have been filled but there is still a lack of due to problems on pedestrian paths and parking which is still sporadic thereby disrupting traffic. While on Giwangan Bus Station area, has met six of eight indicators TOD in other words there are two criteria that have not been fulfilled there are the density and the service of pedestrian paths. If the deficiencies conclude that most should be handled from both locations TOD potential is in case of connectivity. Areas surrounding Tugu Rail Station and Giwangan Bus Station has potential to be an TOD although not yet fully appropriate the criteria required for an area based on TOD.

Keywords: Transit Oriented Development (TOD), Potential area, Yogyakarta Special Region Transport Node