



## ABSTRACT

In order to alleviate the negative impacts of motorized vehicle use as well as create sustainable environment within campus area, it is important to encourage mode shifting among university students. Active transport modes such as walking, cycling, and using public transport can be considered as alternative modes. This study conducted to investigate Gadjah Mada University (GMU) students' travel behavior, particularly active commuting to the university.

The potential for active commuting were examined by using transtheoretical model (TTM) of behavior change from Prochaska and DiClemente (1982). Three key constructs in this model were used which are stages of change, self-efficacy, and decisional balance. Correlation analysis was employed to elaborate how motivators and barriers for active commuting relate to stages of change. Furthermore, ANOVA test was carried out to identify the perceptions between students across stages of change towards motivators and barriers. Questionnaires were disseminated to active students and 417 valid responses were gathered.

Results showed that there were some potential changing for students to use active modes where a sizeable proportion of students reported high confidence to actively commute, particularly walking and cycling. Furthermore, students in all stages of change were more motivated towards cycling improvements. In the other hand, students in all stages of change reported having high mobilities and activities to be the biggest barrier. Regarding the perception towards motivators and barriers to actively commute, results indicated that there were statistically significant differences between students across stages of change level in perceiving the importance of each items in motivating and hindering them to actively commute. The differences particularly appeared between those in the early stages of change and those in the late stages of change. In order to increase the level of active commuting among students, several strategies are proposed which are: reducing barriers to actively commute, improving public transport services, improving walking and cycling facilities, and introducing programs to discourage motorized vehicle use.

**Key Words:** *active commuting, active transports, stages of change.*