Strategi peningkatan kinerja lalu lintas di ruas jalan P2 Bandara Soekarno-Hatta akibat pengoperasian terminal 3 ultimate = Improvement strategy on P2 corridor traffic performance at Soekarno Hatta airport due to the operation of terminal 3 ultimate

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Abstrak

Penelitian ini membahas permasalahan strategi peningkatan kinerja lalu lintas di ruas Jl. P2 akibat bangkitan lalu lintas yang terjadi di tahun 2017 sebagai dampak dari pengoperasian Terminal 3 Ultimate Bandara Soekarno-Hatta.
Analisis didasarkan atas perhitungan kinerja lalu lintas eksisting yang mengacu kepada Dirjen Bina Marga 1997, membuat model jaringan lalu lintas eksisting, menghitung forecast volume lalu lintas berdasarkan pertumbuhan jumlah penumpang yang telah di validasi, serta uji skenario permodelan lalu lintas Do Nothing dan Do Something menggunakan perangkat lunak Vissim.
Hasil analisis berdasarkan skenario Do Something menunjukkan penurunan arus lalu lintas sebesar 21.57 dari total arus lalu lintas di ruas Jalan P2 dan dibuktikan dengan peningkatan kinerja lalu lintas rata-rata sebesar 13.64 untuk kecepatan, 65.02 untuk tundaan, serta 0.93 untuk panjang antrian lalu lintas dibandingkan dengan hasil skenario Do Nothing.
Hasil penelitian ini berupa peningkatan kinerja lalu lintas pada Jl. P2 dan Simpang Perimeter Utara setelah dilakukan penguraian arus lalu lintas melalui jalur alternatif khusus karyawan.
.....The aim of this research is to develop a strategy that improves the traffic performance at P2 lane due to the prediction of increased traffic in 2017 as the impact of the operation of Terminal 3 Ultimate Soekarno Hatta Airport.
Analysis are based on existing traffic performance calculation that refer to Dirjen Bina Marga 1997 , designing an existing traffic network model, calculation of the volume of traffic forecast based on growth in the number of passengers that have been validated, and testing the traffic model with the Do Nothing and Do Something scenario using Vissim software.
The analysis indicates that for Do Something scenario, traffic flow potentially decreases up to 21.57 and proven by an increase in traffic performance of 13.64 for speed, 65.02 for queue delay, and 0.93 for traffic queue length compared with the result of Do Nothing scenario.
The result of this research, consisting the increasing traffic performance on P2 lane and Simpang Perimeter Utara after splitting the traffic flow through the special alternative route for employee is based on the result of traffic modeling using Vissim software. Keywords trip production, model, splitting the traffic flow, special alternative route.