

Evaluasi status operasional TransJakartaRute Blok M-Kota akibat pembangunan Moda Raya Terpadu (MRT) Jakarta rute Kampung Bandan-Lebak Bulus = Evaluation of TransJakarta operational status Blok M-Kota route due to the development of Mass Rapid Transit (MRT) Jakarta Kampung Bandan-Lebak Bulus route

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Abstrak

Penelitian ini dimaksudkan untuk mempertimbangkan status operasional TransJakarta rute Blok M-Kota akibat adanya MRT Jakarta yang melewati rute Blok M-Kota, beserta model kesediaan berpindah ke MRT Jakarta jika TransJakarta rute Blok M-Kota dihapuskan. Analisis dilakukan berdasarkan survei stated preference dengan 2 kondisi, ketika MRT Jakarta fase 1 beroperasi dan ketika MRT Jakarta fase 2 beroperasi dan dengan metode survei online dan offline. Analisis dilakukan dengan menggunakan statistik deskriptif, statistik korelasi dan statistik komparatif serta menggunakan pendekatan model logit berbasis fungsi utilitas.

Hasil analisis survei stated preference menunjukkan kebijakan penghapusan status operasional TransJakarta rute Blok M-Kota ketika MRT Jakarta fase 1 beroperasi tidak layak dilakukan, namun ketika fase 1 & 2 MRT beroperasi kebijakan penghapusan rute TransJakarta Blok M-Kota layak dilakukan. Hasil analisis perbandingan antara survei online dan offline menggunakan uji Mann Whitney dalam beberapa karakteristik memiliki kecocokan.

Hasil analisis model utilitas menggunakan regresi logistik biner menunjukkan bahwa ketika MRT fase 1 beroperasi model dipengaruhi oleh variabel frekuensi perjalanan, jarak perjalanan dan tarif MRT Jakarta, sedangkan ketika MRT Fase 2 beroperasi model dipengaruhi oleh variabel frekuensi perjalanan, jarak perjalanan, tarif MRT Jakarta, dan waktu perjalanan.

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This research is intended to consider the operational status of the TransJakarta Blok M-Kota route due to the existence of the Jakarta MRT that passes the Blok M-Kota route, along with a model of willingness to shift with Jakarta MRT if the TransJakarta Blok M-Kota route is eliminated. Analysis was carried out based on stated preference surveys with 2 conditions, when phase 1 of the Jakarta MRT operates and when phase 2 Jakarta MRT operates and with online and offline survey methods. The analysis was conducted using descriptive statistics, correlation statistics and comparative statistics and using logit model approach based on utility functions.

The stated preference survei results showed a policy of eliminating the operational status of the TransJakarta Blok M - Kota route when the Jakarta phase 1 MRT operates is not feasible, but when phase 1 & 2 MRT operates the policy of eliminating the Blok M - Kota TransJakarta route is feasible. The analysis of the comparison of the survey online and offline in several characteristics have a match.

The results of the utility model analysis using binary logistic regression indicate that when phase 1 MRT operates show that the model is influenced by variable travel frequency, travel distance and Jakarta MRT rates, whereas when MRT Phase 2 operates the model is influenced by variable travel frequency, travel distance, Jakarta MRT rates, and travel time.