

Model Sistem Transportasi Perkotaan Yang Mendukung Perkotaan Berkelanjutan = Model Of Urban Transportation System Supporting Urban Sustainability

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Abstrak

Pemerintah telah menyediakan transportasi umum, seperti KRL, bus rapid transit (BRT), MRT, dan LRT namun ternyata proporsi pengguna angkutan umum menurun (JUTPI, 2012,2018). Masalah dirumuskan adanya ketidakseimbangan antarkomponen dalam sistem transportasi. Penelitian bertujuan memodelkan sistem transportasi yang memetakan komponen-komponen pendukung pembangunan berkelanjutan, dan mengevaluasi kinerja komponen supply dan demand. Metode untuk mengkaji komponen-komponen dilakukan melalui desk study dan expert opinion. Terkait komponen supply digunakan metode customer satisfaction index, dan komponen demand digunakan survey stated preference willingness to shift yang diolah dengan perhitungan binomial logit. Penelitian ini memunculkan 22 komponen, diantaranya adalah keselamatan, kualitas transportasi umum, preferensi moda, aksesibilitas, biaya transportasi, dan polusi udara. Meski responden puas terhadap mass transit, namun kapasitas dan dukungan feeder perlu ditingkatkan. Kebijakan fiskal terkait biaya BBM, congestion charging dan kenaikan biaya parkir dapat mendorong perpindahan penggunaan moda. Kesimpulan penelitian adalah penyeimbangan komponen supply dan demand dapat dilakukan dengan cara meningkatkan kinerja angkutan umum dan memberikan disinsentif fiskal untuk pengguna kendaraan pribadi.

.....The government has provided public transportation, such as KRL, bus rapid transit (BRT), MRT, and LRT, but in fact the proportion of public transport users has decreased (JUTPI, 2012, 2018). The problem is formulated as an imbalance between components in the transportation system. The aim of the research is to model the transportation system which maps the components supporting sustainable development, and analyzes the performance of the supply and demand components. The method for assessing the components is carried out through a desk study and expert opinion. Regarding the supply component, the customer satisfaction index method was used, and the demand component used a stated preference willingness to shift survey which was processed using binomial logit calculations. This research raises 22 components, including safety, quality of public transportation, mode preference, accessibility, transportation costs, and air pollution. Respondents are satisfied with the mass transit service, but are not satisfied with the feeder capacity and support. Fiscal policies such as increasing fuel costs, congestion charging and increasing parking fees can encourage a shift in mode use. The conclusion of the study is that balancing the supply and demand components can be done by increasing the performance of public transport and providing fiscal disincentives for private vehicle users.