

EVALUASI KINERJA BUS TRANS JOGJA

RUTE 4A

Beri Handoko, Dibyo Susilo

Program Studi Teknik Sipil, Fakultas Sains dan Teknologi
Universitas Teknologi Yogyakarta
e-mail: ^[1][Ber.Handoko17@gmail.Com](mailto:Ber.Handoko17@gmail.com)

ABSTRAK

Trans Jogja adalah salah satu usaha pemerintah kota Yogyakarta untuk mengurangi kemacetan yang terjadi di Kota Yogyakarta. Setelah beroperasinya Trans Jogja ini, maka perlu diadakannya evaluasi kinerja terhadap trans jogja.

Pembahasan dalam penelitian ini adalah menganalisis waktu tempuh rata-rata sepanjang rute (*travel time*), waktu selang keberangkatan antar armada (*station headway*), menganalisis kapasitas kendaraan dan *load factor* kendaraan. Sehingga perlu diadakan *survey* waktu selang keberangkatan antar armada, waktu tempuh, dan naik turun penumpang pada setiap *shelter*.

Dari hasil analisa didapatkan waktu tempuh rata-rata (*travel time*) Minggu pagi yaitu 70,89 menit, Minggu sore 79,89 menit, Senin pagi 80 menit, dan Senin sore 80,33 menit, waktu keberangkatan antar armada (*station headway*) hari Minggu pagi adalah 20 menit dan 22 menit untuk minggu sore, dan Senin pagi adalah 22 menit serta 21 menit untuk senin sore. Kapasitas total satu rangkaian armada bus Trans Jogja (Cv) 41 penumpang, standar kenyamanan tempat duduk $r = 0,32 \text{ m}^2/\text{space}$ dan standar kenyamanan tempat berdiri $\sigma = 0,152 \text{ m}^2/\text{space}$, *Load factor* (LF) Minggu adalah 16,12% (pagi) dan 20,85% (sore), Senin adalah 25,55% (pagi) dan 23,83 (sore). Berdasarkan hasil yang diperoleh dari perhitungan *travel time*, *headway*, dan *load factor* maka bus Trans Jogja rute 4A kurang optimal dalam pengoperasiannya.

Kata kunci : Trans Jogja, (*travel-time*), *Headway*, *Load Factor*

ABSTRACT

Trans Jogja is one of Government's ways to reduce the traffic jam in Yogyakarta. Right after this Trans Jogja on duty, then it needed to evaluate on the performance.

The investigations in this research are to analyze how much times that it takes in the entire route (travel time), the interval of the departure time inter fleet (station headway), to analyze the capacity and load factor of the vehicle. The writer need to survey the interval of the departure time inter fleet, travel time, also in and out the passenger in every shelter

Based on the data analyze can be concluded that the average of the travel time on Sunday morning was 70,89 minutes, Sunday afternoon was 79,89 minutes, Monday morning was 80 minutes and Monday afternoon was 80,33 minutes, the departure time inter fleet (station headway) on Sunday morning was 20 minutes and it took 22 minutes for the Sunday afternoon, and on Monday morning was 22 minutes also 21 minutes on Monday afternoon. the full capacity in a fleet of the Trans Jogja (C_v) is 41 passengers, the standard comfort seat is $r = 0,32 \text{ m}^2/\text{space}$ and the standard comfort stand is $\sigma = 0,152 \text{ m}^2/\text{space}$, load factor (LF) on Sunday was 16,12 % (in the morning) and 20,85 % (in the afternoon), Monday was 25,55 % (in the morning) and 23,83 (in the afternoon). According to the result of the travel time, headway and load factor calculation can be concluded that Trans Jogja bus 4A route is less from optimal result in the operation.

Key word : Trans Jogja, Travel Time, Headway, Load Factor