

ABSTRAK

Hambatan samping berpengaruh besar terhadap kapasitas dan kinerja jalan pada suatu wilayah perkotaan seperti pejalan kaki, penyebrang jalan, PKL (Pedagang Kaki Lima), kendaraan bergerak lambat (sepeda, becak, kereta kuda), kendaraan berhenti sembarangan (angkutan kota, bus dalam kota), parkir di bahu jalan (*on street parking*), dan kendaraan keluar-masuk pada aktivitas guna lahan sisi jalan. Penelitian ini dilakukan dengan berpedoman pada Manual Kapasitas Jalan Indonesia 1997. Lokasi penelitian ini berada di jalan Gajah Mada Jakarta dikarenakan jalan Gajah Mada terletak di daerah komersial dan banyak terdapat pusat perbelanjaan serta perkantoran sehingga kemungkinan besar akan banyak hambatan samping yang terjadi. Penelitian ini dilakukan dengan melakukan survei hambatan samping dan verifikasi data dari penelitian sebelumnya. Data primer yang diperoleh yaitu jumlah hambatan samping, kecepatan rata-rata, volume, dan kapasitas. Data-data tersebut diolah dengan menggunakan rumus kapasitas untuk mendapatkan nilai FCsf tertinggi dari masing-masing arah di jalan Gajah Mada. Dari hasil pengolahan data, diperoleh nilai FCsf tertinggi untuk jalan Gajah Mada yaitu sebesar 1.1413 pada waktu sore hari.. Dilakukan juga kuesioner yang disebarakan melalui *Google Form* kepada 100 responden. Kuesioner itu diolah untuk mendapatkan pendapat dari responden tentang hambatan samping yang sangat mengganggu berdasarkan dua pengaruh hambatan samping terbesar yaitu, kendaraan parkir atau berhenti dan akses keluar-masuk sisi jalan baik dari kondisi macet maupun tidak macet. Dari hasil analisis yang didapat terdapat perbedaan urutan hambatan samping antara Manual Kapasitas Jalan Indonesia 1997 dengan analisis observasi langsung dan analisis hasil kuesioner.

Kata kunci : Hambatan Samping, MKJI, Kapasitas, Jalan Gajah Mada.

ABSTRACT

Side friction have a major effect on road capacity and performance in an urban area. Among them are pedestrians, pedestrians, street vendors (PKL), slow moving vehicles (bicycles, rickshaws, horse-drawn carriages), vehicles stopping carelessly (city transportation, inner-city buses), parking on the shoulder of the street (on street parking), and vehicles in and out of roadside land use activities. This research was carried out by referring to the 1997 Indonesian Road Capacity Manual. The location of this research is on Gajah Mada street Jakarta because Gajah Mada street is located in a commercial area and there are many shopping centers and offices so it is likely that there will be many side friction that occur. This research was conducted by surveying the number of side friction and validating data from previous studies. The primary data obtained are the number of side friction, average speed, volume, and capacity. The data is processed using the capacity formula to get the highest FCsf value from each direction on Gajah Mada street. From the results of data processing, the highest FCsf value was obtained for the Gajah Mada street in the direction of Harmoni-Kota, which was 1 1.1413 in the afternoon. A questionnaire was also distributed via Google Form to 100 respondents. The questionnaire was processed to obtain opinions from respondents about side friction that are very disturbing based on the two biggest side frictions, namely, vehicles parked or stopped and access to and from the side of the road both from traffic jams and not traffic jams. From the results of the analysis, there are differences in the order of side friction between the 1997 Indonesian Road Capacity Manual with direct observation analysis and analysis of questionnaire results.

Key word : Side Friction, MKJI, Capacity, Gajah Mada Street.