

ABSTRAK

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Judul : Analisis Tingkat Pelayanan Jalur Pejalan Kaki di Jalan Raya Margonda (Studi Kasus Depan Margo City dan Depok Town Square)

Jalan Margonda Raya merupakan pusat kegiatan kota Depok yang menghasilkan banyak pergerakan arus lalu lintas maupun pejalan kaki. Permasalahan yang terjadi di kawasan Margo City dan Depok Town Square adalah berubah fungsinya fasilitas pejalan kaki menjadi tempat parkir atau pedagang kaki lima (PKL) yang mengakibatkan pejalan kaki tidak memiliki ruang yang cukup untuk bergerak. Hal ini menyebabkan terganggunya arus pejalan kaki. Tujuan penelitian ini adalah mengidentifikasi karakteristik pejalan kaki dan menganalisis tingkat fasilitas pejalan kaki dengan metode tingkat pelayanan kaki (LOS) dengan pedoman *High Capacity Manual (2000)*. Karakteristik pergerakan pejalan kaki pada 15 menit puncak di jam sibuk pada Jalan Margonda Raya adalah arus di trotoar depan Margo City sebesar 1,528 orang/meter/menit, sedangkan di JPO sebesar 9,556 orang/meter/menit, dan arus di trotoar di Depok Town Square sebesar 4,300 orang/meter/menit. Kecepatan rata-rata di trotoar depan Margo City sebesar 1,160 meter/detik, sedangkan di JPO sebesar 1,108 meter/detik dan di trotoar Depok Town Square sebesar 1,197 meter/detik. Kepadatan di trotoar depan Margo City sebesar 1,318 orang/meter², sedangkan di JPO sebesar 8,627 orang/meter², dan trotoar di depan Depok Town Square sebesar 3,593 orang/meter². Ruang di trotoar depan Margo City sebesar 0,759 meter²/orang, sedangkan di JPO sebesar 0,116 meter²/orang, dan di trotoar depan Depok Town Square sebesar 0,278 meter²/orang. Rasio pejalan kaki di trotoar depan Margo City sebesar 0,020, sedangkan di JPO sebesar 0,127 dan di trotoar depan Depok Town Square sebesar 0,057. Berdasarkan laju arus rata-rata jalur pejalan kaki pada trotoar depan Margo City, Depok Town Square serta JPO antara Margo City dan Depok Town Square memiliki tingkat pelayanan "A". Adapun kondisi fisik fasilitas pejalan kaki. Fasilitas pendukung pejalan kaki di kawasan Margo City dan Depok Town Square sudah memadai. Ramp pada trotoar di depan Margo City tidak memenuhi persyaratan teknis, sedangkan ramp pada trotoar depan Depok Town Square memenuhi persyaratan teknis. Kemiringan tangga pada JPO di kawasan Margo City dan Depok town Square melebihi batas maksimal kemiringan. Anak tangga pada JPO di kawasan Margo City dan Depok Town Square memenuhi persyaratan.

Kata Kunci : pejalan kaki, karakteristik pejalan kaki, tingkat pelayanan.

ABSTRACT

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Title : Analysis of The Service Level of Pedestrian Paths on The Highway Margonda (Front Case Study of Margo City and Depok town Square)

Jalan Margonda Raya is the center of Depok city activities which generates a lot of movement of traffic and pedestrians. The problem that occurs in the Margo City and Depok Town Square areas is the change in the function of pedestrian facilities into parking lots or street vendors (PKL) which results in pedestrians not having enough space to move. This causes disruption to the flow of pedestrians. The purpose of this study was to identify the characteristics of pedestrians and to analyze the level of pedestrian facilities using the Foot Service Level (LOS) method using the High Capacity Manual (2000). The characteristics of pedestrian movement during the peak 15 minutes during rush hour on Jalan Margonda Raya are the flow on the sidewalk in front of Margo City at 1,528 people/meter/minute, while at JPO it is 9,556 people/meter/minute, and the flow on the sidewalk at Depok Town Square is 4,300 person/meter/minute. The average speed on the sidewalk in front of Margo City is 1,160 meters/second, while at the JPO it is 1,108 meters/second and on the Depok Town Square sidewalk it is 1,197 meters/second. The density on the sidewalk in front of Margo City is 1,318 people/meter², while at JPO it is 8,627 people/meter², and the sidewalk in front of Depok Town Square is 3,593 people/meter². The space on the sidewalk in front of Margo City is 0.759 meters²/person, while at the JPO it is 0.116 meters²/person, and on the sidewalk in front of Depok Town Square it is 0.278 meters²/person. The ratio of pedestrians on the sidewalk in front of Margo City is 0.020, while at JPO it is 0.127 and on the sidewalk in front of Depok Town Square it is 0.057. Based on the average flow rate of pedestrian paths on the sidewalks in front of Margo City, Depok Town Square and the JPO between Margo City and Depok Town Square, the service level is "A". As for the physical condition of pedestrian facilities Pedestrian support facilities in the Margo City and Depok Town Square areas are adequate. The ramp on the sidewalk in front of Margo City does not meet the technical requirements, while the ramp on the sidewalk in front of Depok Town Square meets the technical requirements. The slope of the stairs at the JPO in the Margo City and Depok town Square areas exceeds the maximum slope limit. JPO stairs in the Margo City and Depok Town Sqaure areas meet the requirements.

Keywords ; pedestrians, characteristics of pedestrians, Level Of Service.