THE EVALUATION OF THE PERFORMANCE OF CORRIDOR I OF TRANSJAKARTA BUSWAY (ROUTE BLOK M-KOTA)

Student’s name : Anindito Perdana
NRP : 3105 100 056
Major Department : Civil Engineering
Supervisor I : A Agung Gde Kartika, ST.MSc

Abstract

Traffic jam is something that can’t avoid especially in capital city like Jakarta. User BRT (Bus Rapid Transit) or busway can be use as alternative transportation. Since operated five years ago, busway performance as solution for transportation problem in Jakarta like traffic jam and worst comfortable is still below standard. Less number of busway caused cumulation of passagers in some halt.

The discussion in this final project is, analyze the time avarege along Blok M–Kota rute, departure time interval between busway (station headway) anlyze comfortabil ity parameter seat and standing place, analyze the capacity of the vehicle and vehicle capacity coefficients, analyze the needs (demand) and the availability of (supply) to operational Trans jakarta Busway Blok M–Kota rute until upcoming 10 years.

To be able answer that problem, so it has to do an observation and up down passengers survey on every halt . In addition, the study also made the documentation of the report-a report owned by the management or Transjakata BLU operator and related institutions

From the analysis we get time avarege 40 minute and departire time between vehicle (station headway)1,6 minute or 96 second for waiting time for passagers in every halt. For
the comfotability value of the seat place \((r) = 0,32 \, m^2/space\) and comfortability value of the standing place \((\sigma) = 0,192 m^2/space\). Total capacity of on series Transjakarta \((C_v)\) is 85 passengers, while the total seating capacity for a series of Transjakarta 30 passengers and total standing capacity is 55 passengers. Load Factor \((LF)\) maximum for Blok M–Kota rute in morning peak hour is 0,74 while in afternoon peak hour is 0,84. For Kota-Blok M rute in morning peak hour is 0,93 while in afternoon peak hour is 0,90. Meanwhile Load Factor for next 10 years for Blok M-Kota rute in morning peak hour is 0,74 while in afternoon peak hour is 0,90. For Kota-Blok M rute in morning peak hour is 0,99 while in afternoon peak hour is 0,99

**Key word:** Transjakarta Busway, Performance, Distance Time, Departure Time, Load Factor.