ABSTRACT

Surabaya City is the second largest city after Jakarta. This makes the city of Surabaya should have adequate means of transportation. Surabaya City has a variety of public transportation, as well a variety of problems that caused. One of them is public transportation (public transportation). Currently the state of the city transport fleet needs to get the attention of the government. And many passengers heading to an area but there is no availability of public transportation. With the lack corridor located on the public transport system in the city of Surabaya, not reduce public enthusiasm in using the public transport. It's just that people often lose money because to travel using public transport that has a limited corridor, people moving from one public transport corridor with other public transport corridor. This of course resulted in a loss in terms of time and economy, because people have to perform these activities. So transportation planning is needed so that people do not lose money and be more comfortable in using public transport.

The analysis is used to analyze existing conditions and for the next 5 years in the year 2014 to 2019 using methods Furness and with the help of Microsoft Excel. This research at
the start of the data collection Origin Destination Matrices obtained from the survey origin to the destination city passenger transportation and to the data as well as data on the size of population and plant markets obtained from the Central Statistics Agency (BPS) Surabaya Surabaya and determine the condition of the current mode modes and conditions that will be planned.

Based on the results of the calculations have been done for the 2014 Terminal Tambak Osowilangun - Perak - Kenjeran in the know maximum 199 passengers demand that occurs in the zone at the moment Benowo toward Kalianak at 8 a.m. to 9 a.m. and load factor of 0.510. To the Terminal Osowilangun – Perak - Kenjeran Direction contrary, the maximum demand of 76 passengers which occurred on Benowo Zone at the time headed Kalianak at 8 a.m to 9 a.m and load factor of 0.217. For 5 years from now is 2019 with use the mini bus, the maximum demand in the zone get Asemrowo-Krembangan for 721 passengers with a load factor of from result calculation is 0.898 and if amount from the plant same with frecuency of midi bus is 1,766. But if the uses midi bus a load factor of 0.657. And contrary to the direction contained in the zone Pabean Cantian-Krembangan for 921 passengers with a load factor of from result calculation is 0.936 and if amount from the plant same with frecuency of midi bus is 2,474. But if the uses midi bus a load factor of 0.919.

**Keywords**: Osowilangun Tambak Terminal; Bus Transport Planning; Demand; Load Factor