ABSTRACT

MARDIAMAN. Management Policy Model of Sustainability Transjakarta Bus Rapid Transit Transportation (Bus way) in DKI Jakarta: The Case study of Corridor V and VII. Under direction of SANTUN R.P. SITORUS, WONNY AHMAD RIDWAN, ISMETH SAMSURIZAL ABIDIN.

The number of motorized vehicles modes increases in DKI Jakarta, meanwhile the expanding of road network is limited. One of causes the number of private transport continue to rising because the providing of public transport are worst both in quality and quantity. The impact of this condition was congestion occurred, which aggravate environment. One of the policies released by The DKI Jakarta government was the choice of BRT Transjakarta transport mode as an instruction of the governor of DKI Jakarta Province number 103 year 2003 concerning macro transport pattern namely to direct the public transport as the backbone of transport system and to supplied the demand management policy. The suggested private transport was Transjakarta bus rapid transit for it has specification and character that support sustainable transport namely effectivity. The objectives of this research are: 1) to evaluate currently DKI Jakarta transport policy, 2) to evaluate effectivity: road load factor, traffic accident, average travel velocity, headway, 3) to evaluate sustainability index of BRT Transjakarta at present based on seven dimension consisting of seventy attributes. Research method used were desk study, field survey and in-depth interview. Multi Dimensional Scaling called modified Rap Trans is used to measure sustainability index of BRT Transjakarta. The result of research show that currently DKI Jakarta Transportation if viewed from rules substance said as good, but it was not properly implemented. Present multi dimensional sustainability index of BRT Transjakarta is 47.78 which categorized sustainable less. Therefore, serious efforts is needed to increase index value by conducting improving scenario namely pessimistic, moderate and optimistic. After the three scenarios implementing sustainable index increase from 47.78 to 49.21, 65.73 and 80.95 respectively. The sustainable status by pessimistic scenario is less sustainable, by moderate scenario is sustainable enough, then by optimistic scenario the sustainable status is increase to sustainable status.

Keywords: bus rapid transit, policy, sustainability, effectivity, scenario, improving.