ABSTRAK

Angkutan kota trayek Terminal Guntur – Sukaregang dan trayek Terminal Guntur – Sukadana sering menunggu penumpang diluar dan di dalam terminal dalam jangka waktu yang relatif lama, hal tersebut mengakibatkan waku pelayanan dan waktu tunggu penumpang yang kurang optimal akibatnya banyak calon penumpang yang menunggu di pinggir jalan dan tidak masuk ke dalam terminal sehingga kinerja angkutan kota tersebut perlu dianalisis. Tujuan penelitian ini untuk mengetahui kinerja operasional angkutan kota trayek Terrminal Guntur – Sukaregang dan trayek Terminal Guntur – Sukadana dan mengetahui jumlah pergerakan dan faktor muatan penumpang (*load* factor) angkutan kota trayek Terminal Guntur – Sukaregang dan trayek Terminal Guntur – Sukadana.
Penelitian ini menggunakan metode survey yaitu dengan melakukan pengamatan langsung ke lapangan untuk mendapatkan data sebagai bahan acuan untuk melakukan analisis penelitian.

Hasil penelitian ini dapat disimpulkan bahwa kinerja angkutan kota trayek Terminal Guntur – Sukaregang kecepatan rata – rata 20,2 Km/jam waktu perjalanan angkutan 36 menit dan rata – rata waktu pelayanan 1,62 menit. Sehingga waktu tempuh angkutan kota Terminal Guntur – Sukaregang adalah 37,62 menit.
Kecepatan rata – rata angkutan kota Garut Terminal Guntur – Sukadana 20,2 Km/jam waktu perjalanan angkutan 35 menit dan rata – rata waktu pelayanan 1,62 menit. Sehingga waktu tempuh angkutan kota Terminal Guntur – Sukadana adalah 36,62 menit.
Headway angkutan kota Terminal Guntur – Sukaregang dengan perhitungan masing – masing 1 jam pagi siang sore mendapat rata rata *headway* senin 7,6 menit, *headway* selasa 9 menit, *headway* sabtu 8 menit, dan *headway* minggu 8,6 menit.
Headway angkutan kota terminal Guntur – Sukadana dengan perhitungan masing – masing 1 jam pagi siang sore mendapat rata rata *headway* senin 9 menit, *headway* selasa 9,3 menit, *headway* sabtu 8,3, dan *headway* minggu 8,6 menit.
Waktu muat angkutan kota Terminal Guntur – Sukaregang dengan perhitungan masing - masing 1 jam pagi siang sore mendapat nilai rata rata waktu muat senin 10,3 menit, waktu muat selasa 12 menit, waktu muat sabtu 10 menit, dan waktu muat minggu 10,3.
Waktu muat Terminal Guntur – sukadana dengan perhitungan masing – masing 1 jam pagi siang sore mendapat nilai rata rata waktu muat senin 10,3 menit, waktu muat selasa 10,6 menit, waktu muat sabtu 10,6, dan waktu muat minggu 10 menit.

Jumlah pergerakan angkutan kota Terminal Guntur – Sukaregang 280 Pergerakan, jumlah pergerakan atau pengguna angkutan Kota Terminal Guntur – Sukadana 240 Pergerakan. *Load factor* kurang dari nilai standar rata- rata peraturan pemerintah yaitu 70% nilai *load factor* Terminal Guntur – Sukaregang yaitu 517,99/12 = 43,16 % < 70%, Terminal Guntur – Sukadana 516,30/12 = 43,02 % < 70. Optimalisasi jumlah angkutan kota Garut – Sukaregang adalah 33 angkutan, dengan jumlah angkutan yang ada 80 angkutan, dan angkutan yang beroperasi 40 angkutan sehingga kelebihan 7 angkutan. Optimalisasi jumlah angkutan kota Terminal Guntur – Sukadana adalah 29 Angkutan, dengan angkutan yang ada hanya 80 angkutan, dan angkutan yang beroperasi 40 angkutan sehingga kelebihan 11 angkutan.

Kata Kunci: Trayek Terminal, Kinerja Operasional, Angkutan Kota.

ABSTRACT

City transportation route Terminal Guntur – Sukaregang and route Terminal Guntur - Sukadana often wait for passengers outside and inside the terminal for a relatively long period of time, this results in less than optimal service time and passenger waiting time as a result of which many prospective passengers wait on the side of the road and do not enter the terminal so that the performance of city transportation needs to be analyzed. The purpose of this study is to determine the operational performance of city transportation on the Terrminal Guntur – Sukaregang route and the Guntur – Sukadana Terminal route and determine the number of movements and passenger load factors (load factor) of city transportation on the Guntur - Sukaregang Terminal route and the Guntur – Sukadana Terminal route.

This research uses a survey method, namely by making direct observations to the field to obtain data as reference material for conducting research analysis.

The results of this study can be concluded that the performance of city transportation on the Guntur – Sukaregang Terminal route has an average speed of 20.2 km / hour transportation travel time of 36 minutes and an average service time of 1.62 minutes. So that the travel time of Guntur – Sukaregang Terminal city transportation is 37.62 minutes. The average speed of Garut city transportation Terminal Guntur - Sukadana is 20.2 km / hour, the transportation travel time is 35 minutes and the average service time is 1.62 minutes. So that the travel time of Guntur – Sukadana Terminal city transportation is 36.62 minutes.

The Guntur – Sukaregang Terminal city transportation headway with a calculation of 1 hour each in the morning afternoon gets an average Monday headway of 7.6 minutes, Tuesday headway 9 minutes, Saturday headway 8 minutes, and Sunday headway 8.6 minutes.

The headway of the Guntur – Sukadana terminal city transportation with a calculation of 1 hour each morning afternoon afternoon gets an average Monday headway of 9 minutes, Tuesday headway 9.3 minutes, Saturday headway 8.3, and Sunday headway 8.6 minutes.

The loading time of Guntur – Sukaregang Terminal city transportation with calculations of 1 hour each morning afternoon afternoon gets an average value of Monday load time 10.3 minutes, Tuesday load time 12 minutes, Saturday load time 10 minutes, and Sunday load time 10.3.

The loading time of Terminal Guntur – Sukadana with the calculation of 1 hour each morning afternoon afternoon gets an average value of Monday load time 10.3 minutes, Tuesday load time 10.6 minutes, Saturday load time 10.6, and Sunday load time 10 minutes.

The number of movements of Guntur - Sukaregang Terminal city transportation 13.5 movements, the number of movements or users of Guntur – Sukadana Terminal City transportation 12.5 movements. The load factor is less than the average standard value of government regulations, which is 70%, the load factor value of Guntur Sukaregang Terminal is 517.99/12 = 43.16% < 70%, Guntur – Sukadana Terminal 516.30/12 = 43.02% < 70. Optimization of the number of Garut – Sukaregang city transportation is 33 transportations, with the number of transportation there are 80 transportations, and transportation that operates 40 transportations so that the excess is 7 transportations. Optimization of the amount of city transport T- Terminal Guntur – Sukadana is 29 transportations, with only 80 transportations, and 40 transportations operating so that there are 11 transportations.

Keywords*: terminal route, operational performance, city transport.*