Kesesuaian Pengembangan Jalur Sepeda Di Bandarlampung (Studi Kasus : Ruas Jalan Raden Intan –Ahmad Yani – R.A. Kartini)

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ABSTRAK

Dinas Perhubungan Kota Bandarlampung telah mengembangkan jalur khusus sepeda pada ruas Jalan Raden Intan – Ahmad Yani – R.A. Kartini demi mengakomodasi peningkatan minat masyarakat Kota Bandarlampung terhadap transportasi *non-motorized* berupa sepeda. Meskipun demikian, masih banyak ditemukan permasalahan pada jalur sepeda yang telah dikembangkan. Oleh sebab itu dilakukan penelitian untuk mencari tahu tingkat kesesuaian jalur sepeda yang telah dibangun demi mendukung kegiatan bersepeda di Kota Bandarlampung. Penelitian ini menggunakan analisis spasial melalui pemetaan POI (*Point of Interest*) dan analisis deskriptif, analisis skoring skala Guttman demi mengetahui tingkat kesesuaian, analisis *traffic counting*, dan analisis desain grafis demi menyusun rekomendasi desain jalur sepeda. Hasil analisis spasial didapatkan beberapa peta sebaran seperti: 1) Peta Sebaran Area Hunian; 2) Peta Sebaran Bangunan Sekolah dan Universitas; 3) Peta Sebaran Pusat Perbelanjaan dan Rekreasi; 4) Peta Sebaran Titik Transit; dan 5) Peta Sebaran Masalah. Ditemukan pula hasil skoring menunjukkan bahwa desain jalur sepeda yang telah dikembangkan. "**dikatakan tidak sesuai**". Oleh sebab itu, diperlukan sebuah rekomendasi desain jalur sepeda yang disesuaikan dengan undang-undang dan standar penyediaan kelengkapan jalur sepeda. Rekomendasi desain tersebut terdiri atas tiga bagian yaitu: 1) *Required Feature;* 2) *Recommended Feature:* 3) *Optional Feature.*

Kata Kunci: *Non-Motorized Transportation*, Sepeda, Jalur Sepeda, Kesesuaian Pengembangan, SkalaGuttman.

ABSTRACT

*Bandarlampung City Department of Transportation has developed a specific bicycle lanes on Jalan Raden Intan - Ahmad Yani - R.A. Kartini in order to accommodate the increasing interest of the people of Bandarlampung City towards non-motorized transportation in the form of bicycles. However, there are still many problems with the bicycle lanes that have been developed. Therefore, this study is conducted to find out the level of suitability of the bicycle lanes that have been built to support cycling activities in the city of Bandarlampung. This study uses spatial analysis through POI (Point of Interest) mapping and descriptive analysis, Guttman scale scoring analysis to determine the level of suitability, traffic counting analysis, and graphic design analysis to develop bicycle lane design recommendations. The results of the spatial analysis obtained several distribution maps such as: 1) Residential Area Distribution Map; 2) Distribution Map of School and University Buildings; 3) Distribution Map of Shopping and Recreation Centers; 4) Transit Point Distribution Map; and 5) Problem Distribution Map. It is also found that the scoring results indicate the bicycle lane design that has been developed is "**not suitable**". Therefore, bicycle lane design recommendation is needed to be adjusted to the law and standards for providing complete bicycle lanes. The design recommendations consist of three parts: 1) Required Features; 2) Recommended Features: 3) Optional Features.*

Keywords: Non-Motorized Transportation, Bicycles, Bike Tracks, Development Suitability, Guttman Scale.