

**YUDI SUSANDI. “TRAVELING PATTERN TO WORKPLACE OF  
TRANSJAKARTA USERS ”**

**CASE STUDY : SUNTER HIJAU RESIDENT – SUNTERJAYA &  
TAMAN BUARAN INDAH IV RESIDENT –  
PENGKILINGAN**

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**ABSTRACT**

*Urbanization, as a observed result 50% of the world's population currently resides in urban areas, this is due to the following reasons: 1) Urban area is considered to provide more opportunities than rural areas, 2) Facilities in urban areas more complete, more modern compared with the rural area. And as other observed result that 60% of Indonesians live in urban areas or rural areas transformed into urban areas, Jakarta City with 14.5 million people (Jabodetabek) and 10.2 million people (DKI Jakarta) plus urbanization rate of 1-1, 5% annually (Data year 2013-2016) gives a considerable effect, and the effects of urbanization are: 1) The city continues to expand, 2) The rate of mobility increases. The fact that the field findings obtained is a city that continues to expand and the mobility is increasingly inefficient. From the consequences of the population of the city of Jakarta is always increasing, has an advanced effect that is a problem of mobility because each individual creates a journey in fulfilling activities of their respective activities. In 2004, the provincial government of DKI Jakarta sparked Transjakarta BRT transportation service to break down city congestion as well as the mobility solution of Jakarta City society. And as we know, in order for a particular system to meet the needs of its users, it is required to be designed to suit the needs of its users. The purpose of this research is to explore travel patterns to go to work by using Transjakarta service to residential resident in Jakarta, this research using Collective Case Study method with descriptive qualitative approach, the number of participants from this research is 13 (thirteen) participants who in their daily use Transjakarta transportation service to go to work. The findings of this study include: travel patterns to go to work, the reasons for the use of Transjakarta services, barriers and use of Transjakarta, the use of private vehicles after using Transjakarta services to go to work, assessment of Transjakarta facilities and services, preferences and expectations for Transjakarta, from others whom participants have heard from others, the pattern of return trips and the percentage of total monthly travel expenses on income. The recommendation of this research is aimed at urban designer and urban transportation designer which of course is very closely related to the city's success in designing a more habitable city, PT. Transjakarta transportation for Transjakarta BRT transportation services is more*

*reliable, reliable in time and operational costs, as well as better quality of public transport services in serving all levels of Jakarta Metropolitan community.*

*Keyword : Urbanization, Travel Pattern to the Workplace, BRT Transjakarta*