

INTERNATIONAL CONFERENCE



The Second International Conference on
Engineering and Technology Development

2nd ICETD 2013

27, 28, 29 August 2013, Bandar Lampung, Indonesia



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Hosted by :

Faculty of Engineering and Faculty of Computer Science,
Bandar Lampung University (UBL), Indonesia

2nd ICETD 2013

THE SECOND INTERNATIONAL CONFERENCE
ON ENGINEERING AND TECHNOLOGY DEVELOPMENT

28 -30 January 2013
Bandar Lampung University (UBL)
Lampung, Indonesia

PROCEEDINGS

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PREFACE

The Activities of the International Conference is in line and very appropriate with the vision and mission of Bandar Lampung University (UBL) to promote training and education as well as research in these areas.

On behalf of the Second International Conference on Engineering and Technology Development (2nd ICETD 2013) organizing committee, we are very pleased with the very good response especially from the keynote speaker and from the participans. It is noteworthy to point out that about 80 technical papers were received for this conference.

The participants of the conference come from many well known universities, among others : University Kebangsaan Malaysia – Malaysia, APTIKOM – Indonesia, Institut Teknologi sepuluh November – Indonesia, Surya Institute – Indonesia, International Islamic University – Malaysia, STMIK Mitra Lampung – lampung, Bandung Institut of Technology – Bandung, Lecture of The Malahayati University, B2TP – BPPT Researcher – lampung, Starch Technology Center – Lampung, Universitas Islam Indonesia – Indonesia, Politeknik Negeri Malang – Malang, University of Kitakyushu – Japan, Gadjah Mada University – Indonesia, Universitas Malahayati – Lampung, Lampung University – lampung, Starch Technology Center – Lampung, Universitas Riau – Riau, Hasanuddin University – Indonesia, Diponegoro University – Indonesia, King Abdulaziz University – Saudi Arabia, Parahyangan Catholic University – Indonesia , National Taiwan University–Taiwan, Surakarta Christian University – Indonesia, Sugijapranata Catholic University – Indonesia, Semarang University – Indonesia, University of Brawijaya – Indonesia, PPKIA Tarakanita Rahmawati – Indonesia, Kyushu University, Fukuoka – Japan, Science and Technology Beijing – China, Institut Teknologi Sepuluh Nopember – Surabaya, Researcher of Starch Technology Center, Universitas Muhammadiyah Metro – Metro, National University of Malaysia – Malaysia.

I would like to express my deepest gratitude to the International Advisory Board members, sponsor and also to all keynote speakers and all participants. I am also gratefull to all organizing committee and all of the reviewers who contribute to the high standard of the conference. Also I would like to express my deepest gratitude to the Rector of Bandar Lampung University (UBL) who give us endless support to these activities, so that the conference can be administrated on time

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Table Of Content

| | |
|--|----|
| Organizing Committee | i |
| Table Of Content..... | v |
| Keynote Speaker | |
| 1. Recent Advances in Biofuel Cell and Emerging Hybrid System Abdul Aziz Ahmad and Raihan Othman | 1 |
| 2. Waste Utilization Study Tailing Gold Mine in Way Linggo-Lampung, as Fine Aggregate Materials for Producing Mortar Materials based on concept of Green Technology Lilies Widodojoko & Susilawati | 8 |
| 3. Infrastructure Health Monitoring System (SHM) Development, a Necessity for Maintance and Investigation Prof. Dr. Priyo Suprobo, Faimun, Arie Febry | 17 |
| 4. Four Phases Quality Function Deployment (Qfd) By Considering Kano Concept, Time And Manufacturing Cost Prof. Dr. Moses L Singgih, Dyah L. Trenggonowati, Putu D. Karningsih | 22 |

Speaker

1. Comparative Analysis for The Multi Period Degree Minimum Spanning Tree Problem
Wamiliana, Amanto, and Mustofa Usman..... 39
2. Choosing The Right Software In Supporting The Successful of Enterprise ERP Implementation
Yodhie Yuniarthe, Idris Asmuni..... 44
3. Climate Adaptive Technology In Maintaining Vernacularism Of Urban Kampong Case study: Kampung Adat (Indiginous) Mahmud, Bandung District, West Java
Marcus Gartiwa..... 50
4. The Prospect Of Diesohol In Facing Fossil Fuel Crissis
M.C. Tri Atmodjo..... 63
5. The Potential Of Agriculture And Forestry Biomass Wastes As Source Of Bioenergy
Hardoyo..... 66
6. The Importance of Education Facility as Sustainable Urban Generation Tool
Fritz Akhmad Nuzir, Haris Murwadi and Bart Julien Dewancker 71
7. The implementation of Secton Method for Solving Systems of Non Linear Equations
Nur Rokhman 80
8. Quality Control Analysis Into Decrease The Level Defects On Coffee Product
Heri Wibowo, Sulastri and Emy Khikmawati 85
9. Public Transpotion Crisis In Bandar Lampung
Ida Bagus Ilham Malik 89
10. Geospatial Analysis of Land Use Change in Way Kuripan Watershed, Bandar Lampung City
Candra Hakim Van Rafi'1., Dyah Indriana Kusumastuti2., Dwi Jokowinarno..... 99
11. Material Utilization Technology Of Agriculture And Forestry Waste
Hardoyo..... 105
12. The Supply Chain System Of Cassava On The Tapioca Industry
Hardoyo..... 108
13. Glass Technology In Natural Light Glasses On Aperture Element In The Architecture World
Muhammad Rija & MT Pedia Aldy 113

14. An Eksperimental Permeable Asphalt Pavement Using Local Material Domato Stone On Quality Of Porous Asphalt
Firdaus Chairuddin, Wihardi Tjaronge, Muhammad Ramli, Johannes Patanduk 117
15. Coordination Of Architectural Concepts And Construction Systems
Eddy Hermanto. 129
16. Seismic Assessment of RC Building Using Pushover Analysis
Riza Ainul Hakim...... 136
17. Viscosity and Liquidity Index Relation for Elucidating Mudflow Behavior
Budijanto Widjaja and Shannon Hsien-Heng Lee...... 143
18. The Use of Pozzolanic Material for Improving Quality of Strontium Liquid Waste Cementation in Saline Environment during Nuclear Waste Immobilization Process
Muhammad Yusuf, HayuTyasUtami, Tri SulistiyoHariNugroho, SusetyoHarioPutero 148
19. Geospatial Analysis Of Land Use And Land Cover Changes For Discharge At Way Kualagaruntang Watershed In Bandar Lampung
Fieni Yuniarti, Dyah Indriana K, Dwi Joko Winarno...... 153
20. Wifi Network Design For High Performance
Heru Nurwarsito, KasyfulAmron,BektiWidyaningsih 161
21. Studi on The Efficiency Using Nature Materials in The Structural Elements of Reinforced Concrete Beam
Yasser, Herman Parung, M. Wihardi Tjaronge, Rudy Djamaluddin...... 167
22. The Research Of Slow Release Nitrogen Fertilizer Applied In Sugarcane (Saccharum Officinarum) For Green Energy Bioethanol
M.C. Tri Atmodjo, Agus Eko T. Nurul Rusdi, Sigit Setiadi, and Rina...... 179
23. Energy Utilization Technology Of Agriculture And Forestry Waste
Hardoyo...... 185
24. Implementation Of Fuzzy Inference System With Tsukamoto Method For Study Programme Selection
Fenty Ariani and Robby Yuli Endra. 189
25. The Analysis of Video Conference With ITU Standarization (International Telecommunication Union) That Joining in Inherent At Bandar Lampung University
Maria Shusanti F, Happy Reksa 201

26. The E-internal audit iso 9001:2008 based on accreditation form assessment matrix in study program for effectiveness of monitoring accreditation
Marzuki, Maria Shusanti F. 207
27. The Developing Of e-Consultations For Effectiveness of Mentoring Academy
Ahmad Cucus, Endang K 214
28. The Evaluation of information system performance in higher education case study with EUCS model at bandar lampung university
Reni Nursyanti, Erlangga. 221
29. The Analysis Of History Collection System Based On AndroidSmartphone With Qr Code Using Qr CodeCase Study: Museum Lampung
Usman Rizal, Wiwin Susanty, Sutrisno...... 230
30. Application of Complaint Handling by Approach Model of ISO 10002 : 2004 to Increase Complaint Services
Agus Sukoco and Yuthsi Aprilinda. 235
31. Towards Indonesian Cloud Campus
Taqwan Thamrin, Iing Lukman, Dina Ika Wahyuningsih 252
32. Bridging Router to ADSL Modem for Stability Network Connection
Arnes Yuli Vandika and Ruri Koesliandana...... 257
33. The Effect of Use Styrofoam for Flexural Characteristics of Reinforced Concrete Beams
Yasser , Herman Parung, M. Wihardi Tjaronge, Rudy Djamaluddin 261
34. The Estimation Of Bioethanol Yield From Some Cassava Variety
M.C. Tri Atmodjo..... 273
35. Effect of Superficial Velocity of Pressure Difference on The Separation of Oil And Water by Using The T-Pipe Junctionl
Kms. Ridhuan and Indarto...... 277
36. The use of CRM for Customer Management at Cellular Telecommunications Industry
Ayu Kartika Puspa...... 293
37. Indonesian Puslit (Centre Of IT Solution) Website Analysis Using Webqual For Measuring Website Quality
Maria Shusanti Febrianti and Nurhayati. 297
38. The E-internal audit iso 9001:2008 based on accreditation form assessment matrix in study program for effectiveness of monitoring accreditation
Marzuki, Maria Shusanti F. 307

| | |
|--|-----|
| 39. Enhancing Quality Software Through CMMI-ISO 9001:2008 and ISO 9126 Agus Sukoco | 320 |
| 40. Value Analysis Of Passenger Car Equivalent Motorcycle (Case Study Kartini Road Bandar Lampung) Juniardi, Aflah Efendi | 337 |
| 41. Alternative Analysis Of Flood Control Downstream Of Way Sekampung River Sugito, Maulana Febramsyah. | 347 |
| 42. Analysis Of Fitness Facilities And Effective Use Of Crossing Road Juniardi, Edi Haryanto. | 353 |
| 43. Study On Regional Development Work Environment Panjang Port Lands In Support Bandar Lampung City As A Service And Trade Ir. A. Karim Iksan, MT, Yohn Ferry. | 359 |
| 44. Analytical And Experimental Study Bamboo Beam Concrete Hery Riyanto, Sugito, Juli | 370 |
| 45. Comparative Analysis Of Load Factor Method Static And Dynamic Method (Case Study Akdp Bus Route Rajabasa - Bakauheni) A. Ikhsan Karim, MT., Ahmad Zulkily. | 378 |
| 46. Optimization Utilization Of Water Resources dam Batutegei Using Method Of Linear Program Aprizal, Hery Fitriyansyah | 386 |
| 47. Characteristics Generation Traffic Patterns And Movement In Residential Area (Case Study Way Kandis Residential Bandar Lampung) Fery Hendi Jaya, Juniardi, | 392 |
| 48. Use Study On Slight Beam Reinforced Concrete Floor Plate in Lieu Of Secondary Beam Hery Riyanto, Sugito, Lilies Widodjoko, Sjamsu Iskandar | 399 |
| 49. Observation Of The Effect Of Static Magnetic Field 0.1 Mt On A-Amylase Activity In Legume Germination Rochmah Agustrina, Tundjung T. Handayani, and Sumardi. | 405 |
| 50. Effectiveness Analysis Of Applications Netsupport School 10 Based Iso / Iec 9126-4 Metrics Effectiveness Ahmad Cucus, Nelcy Novelia | 413 |
| 51. Comparative Performance Analysis Of Banking For Implementing Internet Banking Reza Kurniawan | 418 |

ANALYSIS OF FITNESS FACILITIES AND EFFECTIVE USE OF CROSSING ROAD

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Abstract-*Pedestrians are part of the transportation system is no less important than other modes of transportation. Although the act of walking legs look very simple, but it plays an important role in the transport system, because if the impaired pedestrians will affect other parts of the transportation system. Objective analysis of the pedestrians along the road Kartini is to determine the characteristics of pedestrians; seek equality relationship between walking speed, as well as determine the appropriate crossing facilities with pedestrian characteristics. This study analyzes the suitability and effectiveness of the use of level crossings in terms of facilities: traffic volume (V), Volume waders (P), Degree of Saturation (DS), the average traffic Speed, Time Headway, the pass percentage of pedestrian crossing facilities, the comparison between the speed of the vehicle with pedestrian volumes and pedestrian behavior analysis. The suitability of the facility Kartini street crossings diruas calculated based PV2, DS, average Speed, Time Headway sehingga obtained values: $P = 78$ people / hour, $SD = 0.60$, mean velocity = 40.3488 km / h, and a small headway kendaraan time (LV) vehicles and motorcycles (MC) has a value of time headway of <2.5 seconds which describes the condition of high density, so that at the study site at the Kartini Bandar Lampung according to the requirements and are pelican crossings in accordance with the protector. Of regression and correlation analysis shows the location of Bandar Lampung Kartini road traffic volume did not affect the percentage of pedestrian road as seen from $R^2 = 0.002$, which means the relationship between the volume of pedestrian traffic with only 0.2% indicating a relationship classified as very low. Pelican crossing facilities with protective shield recommended to use the island has given the signal light Kartini Bandar Lampung is a one way street with four lanes.*

Keywords: *Walking, Effectiveness, The Pelican Protector.*

INTRODUCTION

Research on pedestrian is still low in Indonesia. Lulie (1995) states that research on pedestrians in Indonesia have been inadequate and the challenge problems in anticipating change - rapid changes in society related to transportation issues. With the above conditions and inadequate facilities plus, pedestrians are often blamed as one cause of traffic congestion.

Organisers of the area were not aware that the cause of congestion is often caused by the handling of planning and urban development or areas that are not good. The above phenomena seen at locations along the road from the intersection streets Kartini. Cut many Din - Mall Kartini - Technocrats School Building, until the Yellow Bamboo market. showed irregularity or chaos, pedestrians crossing roads melintasaikartini at all the places that have no crossing facilities.

Pedestrian conflicts at this location is high enough to cause pedestrian discomfort, endangerment of safety to cross the road. At the peak time, the opportunity for a pedestrian crossing is very difficult.

With the picture above shows that the location of the pedestrian environment is not well facilitated. That is, security, comfort and smoothness pedestrians are not met. Basically pedestrians at the site most of the patrons are shopping centers, school buildings that will cross from Kartini Mall building site or otherwise. Therefore, to provide comfort and smoothness for pedestrians at this location should be given facilities for pedestrian crossings liaison between the mall.

RESEARCH OBJECTIVES

Research purposes pedestrians on roads along the Kartini is as follows:

1. Knowing the characteristics of pedestrians, as well as finding similarities relationship between walking speed, flow and density.
2. Determine the appropriate crossing facilities with pedestrian characteristics.

LITERATURE REVIEW

1. Pedestrian volume

Pedestrian volume is meant here is the number of pedestrians who cross the crossing is not delayed and delayed to determine the value of PV2 on these roads.

Crossing the assessment criteria in terms of percentage of pedestrian volume that is not equivalent to the opinion pending ArikuntoSuharsimi as follows:

0800 s.d. 1000 is High

0600 s.d. 0800 is High Enough

0.400 s.d. 0600 is Somewhat Low

0.200 s.d. 0.400 is Low

0000 s.d. 0.200 is Very Low

2. Traffic Volume

Traffic volume is meant here is the number of vehicles passing on the road, and the average value calculated at peak hoursketigat largest number of vehicles.

3. Traffic speed

Traffic speed is calculated based on vehicle mileage divided by travel time for each vehicle and taken to determine the average value of the speed of mean compliance with the required speed.

4. Headway between vehicles

Headway is calculated here is the time headway, which according to Salter, RJ, 1997 is the time difference between the vehicle alongside that pass a point in one lane.

Time headway is taken into consideration in the selection of facility crossings where high density diperlukan crossing facilities. Table 2.14.shows the determination of the category of low traffic density, medium, and high according to the time headway of vehicles.

Table 1.kriteria determining the current categories of low, medium, and high.

| No. | Kategori | Time Headway |
|-----|-----------------|---------------|
| 1 | Kepadatantinggi | <2.5 detik |
| 2 | Kepadatansedang | 2.5 – 9 detik |
| 3 | Kepadatanrendah | >9 detik |

Source: Salter, R.J., (1997)

RESEARCH METHODOLOGY

The stage of completion of the problems outlined above are as follows;

1. Identification Data

At this stage, the identification of the necessary data, identification of data sources that may be, the preparation of survey administration, planning time, personnel, survey costs, and so on. The selection of the data must be adapted to the needs of both quantitative and qualitative.

2. Literature

At this stage, taking the requirements that must be met from existing conditions that exist such as the volume of pedestrians, pedestrian behavior, and traffic volume

and speed of traffic and time headway pada roads concerned. The data will be taken from the field survey can also be clarified with the literature study phase.

3. Survey Introduction

At this stage, survey the physical condition of the initial observations and survey speed of the vehicle as a pilot survey.

4. Preparation of field survey

This is done to facilitate the course of the field survey, include: preparation schedule, equipment needed, survey administration, the tables used for recording parameters, preparation of personnel surveys, survey costs, and other preparations that support the way the field survey.

RESULTS

Traffic volume is calculated at the location of pedestrians crossing roads kartini. Calculated the pedestrian crossing over the highway directly. Pedestrian volume calculation results in Table 2. and Table 3. below, a cross (x) in the table shows the largest 4PV2

Table 2. Pedestrian volumes and The volume of vehicles on the road Saturday Kartini Bandar Lampung Date March 9, 2012

| Waktu | Volume Penyeberang (P) | Volume Kendaraan (V) | PV ² | 4PV ² Terbesar |
|---------------------|------------------------|----------------------|-----------------|---------------------------|
| 06:00:00 - 07:00:00 | 76 | 2274 | 393001776 | |
| 07:00:00 - 08:00:00 | 84 | 4998 | 2.098E+09 | x |
| 08:00:00 - 09:00:00 | 70 | 4472 | 1.4E+09 | |
| 09:00:00 - 10:00:00 | 86 | 4657 | 1.865E+09 | |
| 10:00:00 - 11:00:00 | 40 | 5706 | 1.302E+09 | |
| 11:00:00 - 12:00:00 | 43 | 5625 | 1.361E+09 | |
| 12:00:00 - 13:00:00 | 72 | 6042 | 2.628E+09 | x |
| 13:00:00 - 14:00:00 | 71 | 5999 | 2.555E+09 | x |
| 14:00:00 - 15:00:00 | 62 | 5748 | 2.048E+09 | |
| 15:00:00 - 16:00:00 | 25 | 5981 | 894309025 | |
| 16:00:00 - 17:00:00 | 47 | 5850 | 1.608E+09 | |
| 17:00:00 - 18:00:00 | 85 | 5951 | 3.01E+09 | x |

Sumber : Hasil survei dan perhitungan

Facilities to assess compliance with the requirements of the existing crossings and to recommend an appropriate facility can be calculated from the volume of pedestrian and vehicle volume is highest at peak hours when the average value of 4 PV² largest such calculation below:

$$P = (84 + 72 + 71 + 85) / 4 = 78.00 \text{ pedestrian / hour}$$

$$V = (4,998 + 6,042 + 5,999 + 5,951) / 4 = 5747.5 \text{ veh. / Hour}$$

Average number of pedestrians at rush hour 78.00 <1100 pedestrians / hour and traffic volume 5747.5 > 750 vehicles / hour, PV² > 2 x 10⁸ so it can be concluded that facilities use the recommended protective Pelican crossing facilities. Fluctuations in the number of pedestrians who cross streets kartini can be seen in the graph below the image.

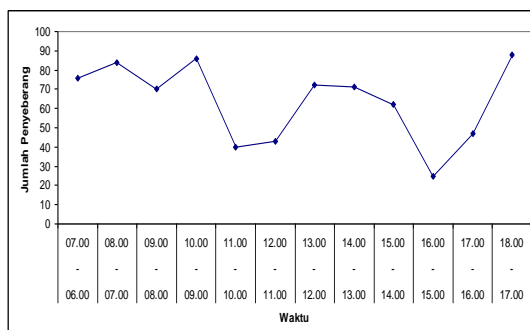


Figure 1 Fluctuations in the number of pedestrian Saturday Date March 9, 2012

From the graph above shows that the highest pedestrian volume equivalent sd 09.00 10.00 which is the peak hour on a Saturday morning where people start on the road to shopping activities, courses or ride through crossing the road, while at 17.00 sd 18:00 pm peak hour indicates the end of the activity in the afternoon traveling, shopping, courses, walks, or other purposes. Volume terendah at 16:00 s.d. 15:00 that person was not a lot of activity on Saturday.

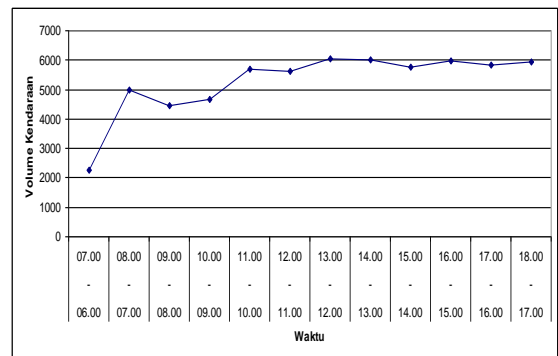


Figure 2. Fluctuations in the number of vehicles Saturday Date March 9, 2012

Of graph drawing 2. above shows that the high volume of vehicles starting at 12.00 sd 18:00 where many people end the trip on a Saturday activity. The lowest volume at 06.00 s.d. 7:00 where many people are still not starting the activity. As for the survey data Wednesday, March 13, 2012 can be seen below.

Table 3. Volume of pedestrian and vehicle volume on roads Kartini Bandar Lampung Wednesday March 13, 2012 Date

| Waktu | Volume Penyeberang (P) | Volume Kendaraan (V) | PV ² | 4PV ² Terbesar |
|---------------------|------------------------|----------------------|-----------------|---------------------------|
| 06:00:00 - 07:00:00 | 103 | 2335 | 561579175 | |
| 07:00:00 - 08:00:00 | 124 | 5203 | 3.357E+09 | |
| 08:00:00 - 09:00:00 | 86 | 5830 | 2.923E+09 | |
| 09:00:00 - 10:00:00 | 55 | 5280 | 1.533E+09 | |
| 10:00:00 - 11:00:00 | 74 | 5663 | 2.373E+09 | |
| 11:00:00 - 12:00:00 | 46 | 6137 | 1.732E+09 | |
| 12:00:00 - 13:00:00 | 118 | 6400 | 4.833E+09 | x |
| 13:00:00 - 14:00:00 | 121 | 5873 | 4.174E+09 | x |
| 14:00:00 - 15:00:00 | 73 | 5837 | 2.487E+09 | |
| 15:00:00 - 16:00:00 | 141 | 6299 | 5.595E+09 | x |
| 16:00:00 - 17:00:00 | 53 | 6736 | 2.405E+09 | |
| 17:00:00 - 18:00:00 | 125 | 6652 | 5.531E+09 | x |

Sources: Survey results and calculations

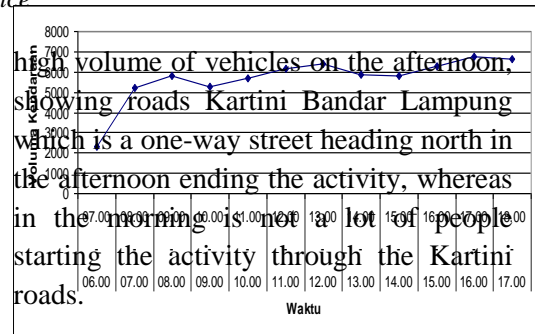
Identical to the above calculations on the location of a pedestrian crossing on the road kartini Bandar Lampung on Wednesday, March 13, 2012 obtained the average number of pedestrians at rush hour is 128.25 pedestrian / hr < 1100 pedestrian / h and volume of 6,306 vehicles / hour > 750 vehicles / hour, $PV^2 > 2 \times 10^8$ so it can be concluded that the facility is recommended to use a protective Pelican crossing facilities. Below is the graph pedestrian on Wednesday, March 13, 2012.

Figure 3 Fluctuations in the number of pedestrian Wednesday Date March 13, 2012

From the graph above shows that the highest pedestrian volumes at 15.00 sd 16.00 and the lowest pedestrian volume at 11.0 sd 12:00

Figure 4 Fluctuations in the number of vehicles Wednesday Date March 13, 2012

Of the graph shows that the highest volume of vehicles on the sd 16.00 17:00 and the lowest volume of vehicles on the sd 07.00 8:00. From figure 3 and figure 4. seen that the



CONCLUSION

Based on research data and analysis that has been conducted to assess the needs of pedestrian facilities and pedestrian crossing behavior Kartini street some conclusions can be drawn as follows:

1. From the analysis of pedestrian volume (P) and volume of vehicle (V) on the location of the research result on the location of Saturday's P is 78 people / hour, and the location is 5747.5 V vehicles / hour > 750 vehicles / hour and $PV^2 > 2 \times 10^8$. On Wednesday the value of P at the location is 128 people / hour, and V is 6,306 vehicles / hour > 750 vehicles / hour and $PV^2 > 2 \times 10^8$. So as to support the safety of the pedestrians and smooth flow of traffic recommended to use a pelican crossing with a protective facility.
2. If the terms of the degree of saturation (DS) for the use of whether or not the location of the pedestrian bridge Kartini on Saturday and Wednesday = $0:52 = 0.60$, this means that the DS on the site is still under 0.75 so for safety and smooth traffic is recommended to use a pelican crossing facility the protector.
3. Time Headway average at Kartini street location for light vehicles (HV) and motorcycles (MC) has time Headway Time < 2.5 seconds, it indicates that the density of traffic on the road Kartini is high, while the average Time Headway in keseluruhan pada Saturday = 18.2 seconds

and on Wednesday = 15:54 seconds.

4. The average speed of vehicles on the roads in the study sites Kartini Saturday is 40.3488 km / h and on Wednesday was 36.8857 km / h, if the terms of the plan as required speed is 40 km / h average speed of the vehicle at the study site was planned qualify.

5. At the study site had characteristics when viewed from regression and correlation analysis which shows that the location of the crossing is not affected by the volume of traffic that the value of the correlation coefficient (r) in the linear regression analysis was 0.071 dan Saturday determinasi coefficient (r²) was 0.051, and the value of correlation coefficient (r) on Wednesday is 0.002 and the coefficient of determination (r²) is 0.015 where the results of the analysis on each day of the study are still relatively low.

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