

# ANALISIS KINERJA SIMPANG TIGA TAK BERSINYAL TERHADAP TUNDAAN MENGGUNAKAN METODE *GAP ACCEPTANCE*

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## ABSTRAK

Masalah pergerakan lalu lintas sering terjadi pada saat waktu puncak (*peak hours*) pada pagi hingga sore hari di Kota Tasikmalaya, seperti yang terjadi di persimpangan Jalan Ahmad Yani – Jalan Mohammad Hatta. Padatnya arus lalu lintas pada simpang tersebut disebabkan karena Jalan Ahmad Yani – Jalan Mohammad Hatta ini merupakan jalan penghubung antara Kabupaten Ciamis dan Kota Tasikmalaya, jalan ini adalah salah satu akses menuju ke pusat perekonomian, perkantoran, hingga pendidikan. Kondisi Jalan Ahmad Yani – Jalan Mohammad Hatta yang sering dilalui oleh kendaraan besar hingga kecil menambah kepadatan lalu lintas di jalan tersebut. *Gap* diterima (*gap acceptance*) adalah keadaan ketika pengemudi merasa dapat melakukan gerakan bergabung ke arus utama dengan aman. Sedangkan *gap* ditolak (*gap rejection*) merupakan keadaan ketika pengemudi memperlambat laju kendaraannya akibat *gap* yang terlalu kecil sehingga harus menunggu untuk dapat bergabung di arus utama. Dari hasil penelitian selama 16 hari didapat nilai *gap* kritis pada simpang Jalan Ahmad Yani – Jalan Mohammad Hatta sebesar 7,50 detik dan waktu tundaan terhadap konflik *crossing* pada simpang tiga tak bersinyal dengan menggunakan metode *gap acceptance* yaitu sebesar 12,37 detik. Sedangkan dengan metode Pedoman Kapasitas Jalan Indonesia 2023 diperoleh nilai tundaan sebesar 10,01 detik/SMP.

**Kata Kunci:** Simpang, *Gap Acceptance*, Tundaan

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# PERFORMANCE ANALYSIS OF UNSIGNALIZED INTERSECTION OF DELAY USING GAP ACCEPTANCE METHOD

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## ABSTRACT

*Traffic movement problems often occur during peak hours in the morning to evening in Tasikmalaya City, as happened at the intersection of Ahmad Yani Street-Mohammad Hatta Street. The dense traffic flow at the intersection is due to Ahmad Yani Street-Mohammad Hatta Street is a connecting road between Ciamis Regency and Tasikmalaya City, this road is one of the accesses to the center of the economy, offices, to education. The condition of Ahmad Yani Street-Mohammad Hatta Street which is often traversed by large to small vehicles adds to the traffic density on the road. Gap acceptance is a state when the driver feels that he can safely perform the movement of joining the mainstream. While gap rejection is a situation when the driver slows down the speed of his vehicle due to a gap that is too small so he has to wait to be able to join the main stream. From the results of the study for 16 days obtained a critical gap value at the intersection of Ahmad Yani Street-Mohammad Hatta Street amounted to 7,50 seconds and the delay time to the crossing conflict at the intersection of three no signal using the gap acceptance method is equal to 12,37 seconds. Meanwhile, with the Indonesian Road Capacity Guideline Method 2023, a delay value of 10,01 seconds/SMP is obtained..*

**Kata Kunci:** *Intersection, Gap Acceptance, Delay*

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