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COMPARISON OF DEVELOPMENT MODEL ON SELECTION ROUTE TRANSPORT NETWORK CITY KENDARI

LA ODE M. MAGRIBI & RUDI AZIS

Engineering Faculty, Haluoleo University, Kendari, Indonesia

ABSTRACT

City Developments Contributed strongly to changes in land use activities and catches passengers along the route associated with transportation services and the range of existing stretch. The condition of public transport in the city of Kendari currently experiencing a condition that is Likely to impact negatively on the development of the City. This can be seen by the transportation route conditions can not reach all areas of administrative services in the City.

The results using the first two methods stated preference methods to Determine user preferences transport to public transport services that generate the data Reviews These is that 63.33% of passengers switched to using private vehicles to select the fastest route at a more affordable cost. Second, by using survey netode directly with generating traffic flow of data on five roads to the campus zone UHO produce models all or nothing at Y = 3015.091 - 32 455 X3, where X3 is Travel expenses are the which means less travel costs, the greater the flow on both sides of the trip. Variable costs as a parameter Determining the choice to generate opportunities for each road segment where the proportional stochastic models developed by Dial generate opportunities for 7:57 on Bunggasi Street, 6, 37 on Malaka Street, 5, 14, on MT. Haryono Street, 1.95 on Martandu Street and 1.72 on Laode Hadi Street.

The results of the analysis produces the best route choice models in Kendari with 5 samples UHO road to Campus zone is stochastic models Because It Gives an opportunity to every road with the travel costs as variable parameters.

KEYWORDS: All Or Nothing, Stochastic, Choice, Traffic, Route, Network

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