

## SUMMARY

**Rizky Pratama Nugraha**, Department of Urban and Regional Planning, Faculty of Engineering, University of Brawijaya, August 2016, *Performance Evaluation of Martadinata Street Intersection Malang City*, Academic Supervisor : Eddi Basuki Kurniawan.,ST.,MT. and Aris Subagiyo.,ST.,MT.

The Intersection of Jalan Laksamana Martadinata, Malang, in Klojen, Kelurahan Sukoharjo, which is the area of trade in services. The road is also the connecting roads between cities. Traffic on Jalan Laksamana Martadinata very solid. Although at this intersection is already supported by traffic lights and also fly over, but still there is congestion at the intersection. The existence of street vendors who sell at the roadside about Jalan Sartono S.H and also on-street parking around the street vendors cause side friction becomes increased, the activity of urban transport that make the pavement as shadow terminal or a raise and drop off passengers. Intersection locations that intersect with the rail line also can increase the volume of vehicles and also the delays that occur at the intersection.

This study aimed signalized intersection performance Jl. Laksamana Martadinata, Jl. Sartono SH, Jl. Kebalen Wetan, and Jl. Kolonel Sugiono, Malang by calculating the value of capacity, degree of saturation, long queues and delays. Having known the results of intersection service will be conducted traffic management plan that could be applied to address problems at the intersection of Jalan Laksamana Martadianta.

The results of the analysis of the performance of the intersection of Jalan Laksamana Martadinata found that the level of the intersection service on weekdays with the highest value is F, to the level of service at the weekend get value of the highest level of service that is F. While the level of service as the train crossed the intersection at the time of weekday and weekend obtained results with an F. After the results of the analysis of capacity management obtained a significant change to the disappearances side constraints and optimization of traffic lights, to the value of the service level intersection on weekday and weekend service values obtained intersection C, but when the alternative is implemented as the train passes Adverse value of the service level remains at an F.

Keywords: Intersection, Malang City, Level of Service