1. **APPENDIX**
2. Karakteristik sosial ekonomi responden pekerja *bike to work* (n = 100) (hasil analisis, 2022)

|  |  |  |
| --- | --- | --- |
| No. | Karakteristik | n (%) |
| 1. | Gender |   |
|  | Laki-laki | 94 |
|  | Perempuan | 6 |
| 2. | Umur pesepeda (tahun) |  |
|  | 18-34 | 49 |
|  | 35-44 | 37 |
|  | 45-54 | 14 |
|  | 55+ | 0 |
| 3. | Status perkawinan |  |
|  | Belum menikah | 33 |
|  | Menikah | 64 |
|  | Cerai hidup | 3 |
|  | Cerai mati | 0 |
| 4. | Pendidikan |  |
|  | Lulus SMA/sederajat | 17 |
|  | Lulus Akademik (D1/D2/D3/D4) | 15 |
|  | Lulus S1 | 56 |
|  | Lulus S2/S3 | 12 |
| 5. | Pekerjaan |  |
|  | Aparatur Sipil Negara  | 19 |
|  | Pegawai swasta | 58 |
|  | Pegawai BUMN | 10 |
|  | Pengusaha/wiraswasta | 0 |
|  | Lainnya | 13 |
| 6. | Pendapatan (Rp/bulan) |  |
|  | < Rp 4.455.000 (UMP DKI Jakarta 2022) | 16 |
|  | Rp 4.455.000 – 8.910.000 | 39 |
|  | Rp 8.910.000 – 17.820.000 | 30 |
|  | > Rp 17.820.000 | 15 |
| 7. | Status perkawinan |  |
|  | Belum menikah | 33 |
|  | Menikah | 64 |
|  | Cerai hidup | 3 |
|  | Cerai mati | 0 |
| 8. | Kota tempat tinggal |  |
|  | Jakarta | 66 |
|  | Bogor | 7 |
|  | Depok | 6 |
|  | Tangerang | 16 |
|  | Bekasi | 5 |
| 9. | Kota tempat kerja |
|  | Kota Jakarta Selatan | 39 |
|  | Kota Jakarta Barat | 10 |
|  | Kota Jakarta Timur | 12 |
|  | Kota Jakarta Utara | 6 |
|  | Kota Jakarta Pusat | 33 |
| 10. | Status keanggotaan komunitas pesepeda |  |
|  | Anggota | 32 |
|  | Bukan anggota | 68 |

1. Karakteristik perjalanan responden pekerja bike to work (n = 100) (hasil analisis, 2022)

|  |  |  |
| --- | --- | --- |
| No. | Karakteristik | n (%) |
| 1. | Jarak tempat tinggal ke tempat kerja |   |
|  | 1 - 5 km | 13 |
|  | 6 - 10 km | 24 |
|  | 11 - 15 km | 15 |
|  | 16 - 20 km | 12 |
|  | 21 - 25 km | 14 |
|  | >25 km | 22 |
| 2. | Waktu perjalanan dari rumah ke tempat kerja | 0 |
|  | <30 menit | 23 |
|  | 30-60 menit | 50 |
|  | 61-90 menit | 24 |
|  | 91-120 menit | 3 |
|  | >120 menit | 0 |
| 3. | Motif utama *bike to work* |  |
|  | Gaya hidup ramah lingkungan | 19 |
|  | Kesehatan fisik (olahraga) dan mental | 61 |
|  | Hemat biaya perjalanan | 20 |
|  | Sosial | 0 |
| 4. | Jenis *bike to work* |  |
|  | Full *bike to work* | 67 |
|  | Kombinasi *bike to work* + kendaraan pribadi | 10 |
|  | Kombinasi *bike to work* + kendaraan umum | 20 |
|  | Kombinasi *bike to work* + kendaraan umum dan pribadi | 3 |
| 5. | Jumlah hari kerja |  |
|  | < 5 hari | 5 |
|  | 5 hari | 78 |
|  | > 5 hari | 17 |
| 6. | Jumlah hari *bike to work* |  |
|  | 1 hari  | 11 |
|  | 2 hari | 20 |
|  | 3 hari | 30 |
|  | 4 hari | 5 |
|  | 5 hari | 26 |
|  | 6 hari | 7 |
|  | 7 hari | 1 |
| 7. | Tempat transit yang dituju (tujuan first/last mile) |  |
|  | Halte | 23 |
|  | Stasiun | 69 |
|  | Lainnya/tidak disebutkan (ojek online) | 8 |

1. Estimasi Parameter Model RLM

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Motifa | Bb | Std. Error | Wald | df | Sig. | Exp(B) | 95% Confidence Interval for Exp(B) |
| Lower Bound | Upper Bound |
| Kesehatan Fisik (Olahraga) dan Mental | Intercept | 21,194 | 2,807 | 57,021 | 1 | 0,000 |  |  |  |
| $X\_{1}$  | -0,075 | 0,046 | 2,732 | 1 | 0,098 | 0,927 | 0,848 | 1,014 |
| $[X\_{2}=0]$  | -1,415 | 1,702 | 0,691 | 1 | 0,406 | 0,243 | 0,009 | 6,825 |
| $\left[X\_{2}=1\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $\left[X\_{3}=0\right]$  | -17,913 | 1,955 | 83.938 | 1 | 0,000 | 1.661E-8 | 3.599E-10 | 7.669E-7 |
| $\left[X\_{3}=1\right]$  | -17,206 | 1,796 | 91.820 | 1 | 0,000 | 3.368E-8 | 9.975E-10 | 1.137E-6 |
| $\left[X\_{3}=2\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $X\_{4}$  | -0,038 | 0,035 | 1,189 | 1 | 0,028 | 0,963 | 0,900 | 1,031 |
| $X\_{5}$  | 0,009 | 0,016 | 0,346 | 1 | 0,556 | 1,009 | 0,978 | 1,042 |
| $\left[X\_{6}=0\right]$  | -0,537 | 1,119 | 0,230 | 1 | 0,631 | ,584 | 0,065 | 5,241 |
| $\left[X\_{6}=1\right]$  | -0,611 | 0,698 | 0,767 | 1 | 0,381 | ,543 | 0,138 | 2,133 |
| $\left[X\_{6}=2\right]$  | 0,680 | 0,934 | 0,529 | 1 | 0,467 | 1,974 | 0,316 | 12,323 |
| $\left[X\_{6}=3\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $\left[X\_{7}=0\right]$  | 0,828 | 0,592 | 1,953 | 1 | 0,162 | 2,289 | 0,717 | 7,310 |
| $\left[X\_{7}=1\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| Hemat biaya perjalanan | Intercept | 19,700 | 2,960 | 44,295 | 1 | 0,000 |  |  |  |
| $X\_{1}$  | -0,085 | 0,066 | 1,650 | 1 | 0,199 | 0,919 | 0,807 | 1,046 |
| $[X\_{2}=0]$  | 1,635 | 1,475 | 1,228 | 1 | 0,268 | 5,128 | 0,285 | 92,356 |
| $\left[X\_{2}=1\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $\left[X\_{3}=0\right]$  | -17,128 | 0,971 | 311,134 | 1 | 0,000 | 3.644E-8 | 5.433E-9 | 2.444E-7 |
| $\left[X\_{3}=1\right]$  | -17,928 | 0,000 | 0,000 | 1 | 0,000 | 1.637E-8 | 1.637E-8 | 1.637E-8 |
| $\left[X\_{3}=2\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $X\_{4}$  | 0,061 | 0,046 | 1,774 | 1 | 0,018 | 1,063 | 0,972 | 1,162 |
| $X\_{5}$  | -0,021 | 0,021 | 1,022 | 1 | 0,312 | 0,979 | 0,940 | 1,020 |
| $\left[X\_{6}=0\right]$  | -1,405 | 1,482 | 0,898 | 1 | 0,343 | 0,245 | 0,013 | 4,484 |
| $\left[X\_{6}=1\right]$  | -1,743 | 1,046 | 2,776 | 1 | 0,096 | 0,175 | 0,023 | 1,360 |
| $\left[X\_{6}=2\right]$  | 1,042 | 1,108 | 0,884 | 1 | 0,347 | 2,835 | 0,323 | 24,887 |
| $\left[X\_{6}=3\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| $\left[X\_{7}=0\right]$  | 1,452 | 0,854 | 2,895 | 1 | 0,089 | 4,273 | 0,802 | 22,772 |
| $\left[X\_{7}=1\right]$  | 0b | 0,000 | 0,000 | 0 | 0,000 | 0,000 | 0,000 | 0,000 |
| a. Kategori referensi/*baseline*: Gaya Hidup Ramah Lingkungan (motif utama). |
| b. *This parameter is set to zero because it is redundant.* |