

Abstrak

Penelitian ini bertujuan untuk mengetahui hubungan antara persepsi kesesakan dengan perilaku *aggressive driving* pada pengendara sepeda motor . Hipotesis yang diajukan pada penelitian ini adalah ada hubungan positif antara persepsi kesesakan dengan perilaku *aggressive driving* pada pengendara sepeda motor. Subjek penelitian ini adalah pengendara sepeda motor yang dengan usia 17-22 tahun yang berjumlah 115 subjek. Pengumpulan data dilakukan dengan menggunakan Skala Persepsi Kesesakan dan Skala *Aggressive Driving*. Metode analisis data yang digunakan adalah analisis *Pearson Correlation*. Berdasarkan hasil penelitian, diperoleh koefisien korelasi $r_{xy} = 0,383$ $p < 0,01$ yang berarti ada hubungan positif antara persepsi kesesakan dengan *aggressive driving*. Nilai koefisien determinasi (*R Squared*) sebesar 0,1466 menunjukkan bahwa variabel persepsi kesesakan memiliki kontribusi sebesar 14,66 % terhadap variabel perilaku *aggressive driving* pada pengendara sepeda motor dan sisanya 85,34 % dipengaruhi oleh faktor lain, yaitu usia, jenis kelamin, anonimitas, faktor sosial, kepribadian, gaya hidup, dan tingkah laku pengemudi

Kata kunci: *aggressive driving*, persepsi kesesakan , pengendara sepeda motor

Abstract

This study aims to find out the relationship between perceptions of crowding and aggressive driving behavior in motorcycle riders. The hypothesis proposed in this study is that there is a positive relationship between the perception of aggressive driving behavior in motorcycle riders. The subjects of this study were motorcycle riders aged 17-22 years with a total 115 people. Data collection was done using the Perception Scale and Aggressive Driving Scale. The data analysis method used is the Pearson Correlation Analysis. Based on the results of the study, it is obtained that the rxy correlation coefficient value is 0.383 with a significance level of $p = 0.000$ ($p < 0.01$) which means that there is a positive relationship between perceptions of crowding with aggressive driving. The coefficient of determination (R Squared) of 0.1466 indicates that the perception of crowding variable has a contribution of 14, 66% to the variable of aggressive driving behavior in motorcyclists and the remaining 85, 34% are influenced by other factors, namely; age, gender, anonymity, social factors, personality, lifestyle, and driver behavior.

Keywords; aggressive driving, perception of crowding, motorcycle riders