

BAB 5

KESIMPULAN DAN SARAN

5.1 Kesimpulan

Hasil analisis dan pengujian *turnaround time* parkir yang telah dilakukan di kampus Univeritas Katolik Parahyangan dapat dirumuskan menjadi beberapa poin kesimpulan, yaitu:

1. Profil distribusi statistik *turnaround time* parkir di kampus Universitas Katolik Parahyangan menunjukkan adanya pola yang rumit dan beragam:
 - a. Untuk kendaraan mobil, distribusi *turnaround time* parkir total cocok dengan distribusi 3-parameter gamma. Namun, terdapat beberapa kondisi khusus yang menunjukkan pola distribusi yang berbeda, yaitu distribusi 3-parameter Weibull pada hari Minggu, distribusi lognormal pada minggu ke-2, dan distribusi 3-parameter loglogistik pada blok 4 (16.00-18.00 WIB).
 - b. Untuk kendaraan motor, distribusi *turnaround time* parkir total cocok dengan distribusi 3-parameter lognormal. Namun, terdapat beberapa kondisi khusus yang menunjukkan pola distribusi yang berbeda, yaitu distribusi 3-parameter gamma pada hari Senin, minggu ke-1, ke-5, dan blok 1 (07.00-10.00 WIB), distribusi 3-parameter loglogistik pada hari Rabu, Kamis Jumat, Sabtu, minggu ke-3, ke-4, blok 3 (13.00-16.00 WIB), dan blok 5 (diluar blok 1 hingga blok 4), distribusi normal pada hari Minggu, dan distribusi gamma pada minggu ke-2.
2. Perbandingan profil *turnaround time* parkir berdasarkan variasi hari, minggu, jadwal perkuliahan, dan jenis kendaraan menunjukkan perbedaan yang signifikan:
 - a. Untuk kendaraan mobil, *turnaround time* parkir cenderung lebih lama pada hari kerja, terutama pada hari Selasa, Kamis, dan Rabu dibandingkan pada akhir pekan. Variasi mingguan menunjukkan bahwa minggu ke-1 dan ke-5 memiliki *turnaround time* parkir tertinggi. Terkait jadwal perkuliahan, blok 1 memiliki *turnaround time* parkir terpanjang saat

masuk sementara blok 4 menunjukkan *turnaround time* parkir terpanjang saat keluar.

- b. Untuk kendaraan motor, *turnaround time* pola parkir berbeda terlihat di mana hari Minggu justru menunjukkan *turnaround time* parkir tertinggi sedangkan hari Sabtu menunjukkan *turnaround time* parkir terendah. Variasi mingguan untuk motor menunjukkan pola yang serupa dengan mobil, di mana pada minggu ke-1 dan ke-5 memiliki *turnaround time* parkir tertinggi. Terkait jadwal perkuliahan, blok 1 memiliki *turnaround time* terpanjang saat masuk sementara blok 5 dan blok 4 menunjukkan *turnaround time* parkir terpanjang saat keluar.
- c. Secara keseluruhan, kendaraan motor memiliki rata-rata *turnaround time* parkir yang lebih panjang dibandingkan kendaraan mobil.

5.2 Saran

Saran yang dapat disimpulkan berdasarkan hasil penelitian untuk pengembangan penelitian selanjutnya yaitu dengan melakukan survei atau wawancara dengan pengguna parkir di kampus untuk memahami faktor-faktor yang memengaruhi keputusan mereka dalam penggunaan fasilitas parkir.

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