

**SIKAP MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA**



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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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TERHADAP KECELAKAAN LALU LINTAS**

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sebagian besar terjadi di negara-negara berkembang. Akibat lakalantas ini sembilan



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ketiga penyebab kematian setelah penyakit jantung dan depresi (Hertanto, 2004: 1;



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Subandriyo, 2006: 6).



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sehingga kehilangan produktivitas, mencapai Rp 41,3 triliun atau sama dengan 3,1



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

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persen dari produk domestik bruto Indonesia (Yahya, 2005: 28).



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Menurut Maryoto (2004: 1) korban lakalantas itu sebagian besar adalah kaum



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laki-laki dari kelompok usia 15-40 tahun. Dilihat dari usia korban, berarti kelompok



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Negeri Yogyakarta (UNY), ada di dalamnya. Dari Subbag Kemahasiswaan FIK UNY



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yang dialami oleh mahasiswa FIK UNY. Lakalantas itu mengakibatkan 2 orang



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meninggal dunia, 2 orang luka berat (gegar otak), dan 2 orang luka ringan (patah



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Informasi tentang lakalantas yang menimpa mahasiswa FIK UNY selengkap-



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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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Tabel 1. Data Lakalantas Mahasiswa FIK UNY Tahun 2006-2008



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No.	Tahun	Kasus	Jumlah	Keterangan
1.	2006	Tabrakan dengan mobil.	1 orang	Meninggal



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2.	2006	Jatuh ketika membelok.	1 orang	Luka berat
3.	2007	Menabrak pohon.	1 orang	Meninggal



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4.	2007	Jatuh dari sepeda motor.	1 orang	Luka ringan
5.	2007	Jatuh dari sepeda motor.	1 orang	Luka ringan



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6.	2008	Tabrakan dengan mobil.	1 orang	Luka berat
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Sumber: Subbag Kemahasiswaan FIK UNY (2008)



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yang serius (Nugraha, 2007: 38). Itu berbeda sekali dengan tanggapan pemerintah



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TERHADAP KECELAKAAN LALU LINTAS**

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terhadap berbagai kasus kematian yang disebabkan oleh busung lapar, demam



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berdarah, atau flu burung. Semua pihak menjadi heboh dengan kasus yang terakhir



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ini, begitu juga media massa, baik cetak maupun elektronik, dengan gencar



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memberitakannya. Para pemimpin, dari tingkat lurah, camat, bupati, gubernur,



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Kendatipun demikian, bukan berarti pemerintah sama sekali tidak melakukan



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kritis ini. Sejatinya, berbagai upaya telah dilakukan oleh pemerintah dalam rangka



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UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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belum menunjukkan hasil seperti yang diharapkan oleh semua pihak. Pelanggaran



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lalu lintas masih banyak terjadi di jalan raya tanpa ada sanksi yang memadai dari



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penegak hukum, dalam hal ini kepolisian. Karena mendapat angin, orang makin



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berani “berulah” di jalan raya. Penyimpangan-penyimpangan dari aturan oleh para



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Oleh sebab itu, tidaklah terlalu berlebihan yang disampaikan oleh para ahli



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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Pekerjaan Umum, dan Kepolisian Republik Indonesia yang merupakan



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berbeda tentang sikap itu sendiri. Ahmadi (2007: 151) mengartikan sikap sebagai



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TERHADAP KECELAKAAN LALU LINTAS**

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secara konsisten. Winkel (1999: 104) berpendapat sikap merupakan kemampuan



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internal yang berperan sekali dalam mengambil tindakan, lebih-lebih jika terbuka



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Dari berbagai batasan tentang sikap yang telah disusun oleh para ahli, seperti:



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Thurstone, Newcomb, Rokeach, Baron dan Byrne, dan Myers, Walgito (2003: 127)



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menyimpulkan bahwa sikap adalah organisasi pendapat, keyakinan seseorang



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Azwar (2007: 4-5) menggolongkan definisi sikap ke dalam tiga kerangka



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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

Abstract

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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pemikiran. Pertama, kerangka pemikiran yang diwakili oleh para ahli psikologi,



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seperti: Louis Thurstone, Rensis Likert, dan Charles Osgood. Menurut mereka sikap



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adalah suatu bentuk evaluasi atau reaksi perasaan. Jadi, sikap seseorang terhadap



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suatu objek berarti perasaan mendukung atau memihak (*favorable*) ataupun perasaan



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Kedua, kerangka pemikiran yang diwakili oleh para ahli, seperti: Chave,



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Bogardus, LaPierre, Mead, dan Gordon Alport. Menurut kelompok pemikiran ini



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sikap merupakan semacam kesiapan untuk bereaksi terhadap suatu objek dengan cara



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kelompok kedua mengenai sikap lebih kompleks daripada kelompok pertama.



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TERHADAP KECELAKAAN LALU LINTAS**

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triadik (*triadic scheme*). Menurut kerangka pemikiran ini suatu sikap merupakan



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Batasan yang sesuai dengan kelompok pemikiran ketiga disampaikan oleh



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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

Abstract

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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bahwa sikap itu mengandung tiga komponen yang membentuk struktur sikap. Ketiga



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Di samping dapat dilihat strukturnya, dari beberapa batasan yang ada dapat pula



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ditentukan ciri-ciri sikap. Menurut Rakhmad (2003: 40) sikap itu memiliki ciri-ciri:



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(a) mempunyai daya pendorong atau motivasi, (b) relatif lebih menetap, (c)



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mengandung aspek evaluatif, dan (d) tidak dibawa sejak lahir.



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sasaran, penyebabnya mesti diketahui terlebih dahulu. Menurut Aaron dan Strasser



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(1977: 12) ada tiga komponen yang menjadi penyebab terjadinya lakalantas, yaitu: (a)



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pengendara (*the driver*), (b) jalan raya (*the highway*) atau lingkungan (*environment*),



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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dan (c) kendaraan (*the vehicle*).



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Pengendara atau unsur manusia merupakan faktor tunggal yang sangat penting



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

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2007: 38). Adapun penyebabnya adalah berupa kurang sempurnanya mesin



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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Menurut Yahya (2005: 28), "... kecelakaan bisa dicegah dengan melakukan



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Perilaku manusia dapat diubah melalui pendidikan, pelatihan, atau suatu pemaksaan



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(enforcement). Dari segi kendaraan yang beroperasi di jalan raya, perlu ada peraturan



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yang mewajibkan agar semua kendaraan memenuhi standar keselamatan. Dari sisi



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jalan atau lingkungan, perlu dilakukan audit keselamatan secara periodik sehingga



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dan keganasan jalan raya (Florio, 1979: 187). Oleh sebab itu, pendidikan keselamatan



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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lalu lintas harus dimasukkan ke dalam kurikulum sekolah sejak sekolah dasar (SD)



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sampai dengan perguruan tinggi (PT) (Susilo, 2005: 1; Muchtamadji, 2004: 34).



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Di samping itu, pencegahan terhadap lakalantas dapat dilakukan dengan cara



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menelusuri faktor-faktor penyebab terjadinya kecelakaan. Hal ini perlu dilakukan



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untuk menentukan siapa yang harus bertanggung jawab dan untuk mencegah



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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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lakalantas: pengendara (manusia), jalan raya (lingkungan), dan kendaraan.



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C. Metode Penelitian



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untuk mengetahui nilai variabel mandiri, baik satu variabel maupun lebih



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(independen), tanpa membuat perbandingan atau menghubungkan antara variabel



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yang satu dan variabel lainnya (Sugiyono, 2004: 11). Dalam penelitian ini hanya ada



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satu variabel, yaitu sikap.



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Prodi PJKR 1.366 orang, Prodi PKO 380 orang, Prodi Ikora 156 orang, dan Prodi



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UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

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PGSD 545 orang (BAAKPSI, 2008: 6).



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Sampel yang digunakan sebanyak 340 orang yang diambil secara *random*



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dengan teknik *proportional sampling* (Suharsimi, 2002: 116). Jumlah sampel



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ditentukan dengan menggunakan tabel Krecjie (Sugiyono, 2002: 63). Sejatinya



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menurut tabel Krecjie, untuk populasi 2.447 jumlah sampel ada di antara 331 dan



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335. Kendatipun demikian, dalam penelitian ini jumlah sampel dinaikkan dan



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dibulatkan menjadi 340 orang. Berdasarkan teknik pengambilan sampel, jumlah



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sampel untuk tiap-tiap prodi dapat ditentukan sebagai berikut: Prodi PJKR 190



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orang, Prodi PKO 53 orang, Prodi Ikora 22 orang, dan Prodi PGSD 75 orang.



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skala sikap model likert atau yang lebih dikenal dengan sebutan skala likert (Walgito,



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UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

Abstract

This research discusses the traffic accidents (*lakalantas*) in Indonesia that was in a very serious condition and cause apprehension. The aim of this research is to know the students attitude of FIK UNY in effort to *lakalantas* prevention. This research was a descriptive study on attitude. The population that was used in this research was FIK UNY students, either regular or nonregular, from the entire study program: PJKR Study Program, PKO Study Program, Ikora Study Program, and PGSD Study Program. The researcher used 340 people from 2.447 people as a sample that was taken in a random with the proportional sampling technique. The research instrument used likert scale with four alternatives. The data were analyzed by using the descriptive quantitative technique involving percentage. The results of this research showed that FIK UNY students attitude with the *lakalantas* preventions are good enough (79,58%). This result contains some meaning that FIK UNY students have a high attention with the *lakalantas* victims and have a big will to involve in every effort to prevent and overcome *lakalantas*.

Kata kunci: sikap, kecelakaan.

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2003: 167). Alternatif jawaban skala likert dalam penelitian ini tidak menggunakan 5



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alternatif, seperti aslinya, tetapi 4 alternatif, yaitu: sangat setuju (SS), setuju (S), tidak



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setuju (TS), dan sangat tidak setuju (STS). Alternatif yang ada di tengah-tengah



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(*undecided*) sengaja dihilangkan dengan alasan: (1) kategori ragu-ragu mempunyai



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arti ganda, alias menunjukkan ketidakjelasan sikap responden terhadap objek sikap,



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(2) jawaban di tengah menimbulkan kecenderungan bagi responden menjawab ke



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arah tengah, dan (3) mengetahui kejelasan sikap responden ke arah setuju atau tidak



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setuju (Hadi, 1991: 20).



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Perubahan dari 5 alternatif jawaban menjadi 4 alternatif jawaban membawa



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berkisar antara 1 (skor terendah) dan 4 (skor tertinggi). Pemberian skor jawaban



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

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antara pernyataan positif dan negatif berbeda, dalam arti berbalikan. Untuk



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pernyataan positif, SS = 4, S = 3, TS = 2, STS = 1, sedangkan untuk pernyataan



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negatif, SS = 1, S = 2, TS = 3, STS = 4.



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Menurut Azwar (2007: 108) ada dua hal penting yang harus diperhatikan pada



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penentuan dan pembatasan objek sikap. Konsep sikap dalam penelitian ini mengikuti



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teori skema triadik yang menyebutkan bahwa sikap mengandung beberapa aspek:



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kognitif, afektif, dan konatif. Di sisi lain, objek sikap dalam penelitian ini ditentukan



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dan dibatasi dengan beberapa komponen yang terdiri atas: pengendara, jalan raya,



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Pernyataan yang membangun skala sikap semula berjumlah 40 butir, setelah



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UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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diujicobakan tinggal 38 butir yang sah. Jadi, ada dua butir yang gugur dalam uji



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coba. Uji coba dilakukan karena skala sikap, yang terdiri atas pernyataan-pernyataan



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tentang objek sikap, ini merupakan skala sikap buatan sendiri yang belum diketahui



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mahasiswa FIK UNY yang sudah ujian skripsi tetapi masih revisi sebanyak tiga



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puluh orang. Uji coba dilakukan pada minggu pertama bulan Juni 2008, di Kampus



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FIK UNY. Analisis data uji coba menggunakan bantuan jasa komputer dengan



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program SPS Versi 2005-BL, edisi Sutrisno Hadi dan Yuni Pamardiningasih. Untuk



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untuk menentukan keandalan butir digunakan teknik Alpha Cronbach.



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Hasil uji coba menunjukkan dari 40 butir pernyataan yang tersedia, 38 butir di



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TERHADAP KECELAKAAN LALU LINTAS**

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diperoleh dengan teknik Alpha Cronbach menunjukkan $r_{tt} = 0,954$, dengan $p =$



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0,000. Ini berarti butir-butir pernyataan yang membangun skala sikap tersebut adalah



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berupa kumpulan pernyataan tentang objek sikap. Dari respons subjek pada setiap



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terhadap objek sikap (Azwar, 2007: 95). Untuk pengumpulan data digunakan teknik



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responden tinggal memilih salah satu alternatif jawaban yang telah tersedia.



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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dalam penelitian ini tidak ada hipotesis, analisis langsung diarahkan untuk menjawab



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rumusan masalah. Langkah-langkah yang harus dilakukan untuk menjawab rumusan



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masalah adalah: (1) menentukan skor ideal/kriterium, yaitu skor yang ditetapkan



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analisisnya seperti sudah dijelaskan sebelumnya, pada bagian teknik analisis data.



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TERHADAP KECELAKAAN LALU LINTAS**

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Hasil analisis data disajikan secara berturut-turut dari tabel 2 sampai dengan tabel 4



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Tabel 2. Perhitungan Persentase Sikap Mahasiswa FIK UNY terhadap



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Komponen	Komponen Sikap	Total
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Objek Sikap	Kognitif	Afektif	Konatif	Riil	Ideal	%
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Pengendara	9.298	5.722	2.161	17.181	20.400	84,22
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Jalan Raya	6.251	3.096	1.946	11.293	14.960	75,49
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Kendaraan	6.332	4.118	2.202	12.652	16.320	77,52
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Jumlah	21.881	12.936	6.309	41.126	51.680	79,58
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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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Tabel 2 menunjukkan skor riil sikap mahasiswa FIK UNY terhadap lakalantas



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secara keseluruhan sebesar 41.126, sedangkan skor ideal secara keseluruhan sebesar



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51.680. Skor ini diperoleh dari jumlah butir x skor tertinggi x jumlah responden atau



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38 x 4 x 340 = 51.680. Dari perbandingan antara skor riil dan skor ideal diperoleh



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persentase sebesar 79,58. Setelah dikonsultasikan dengan klasifikasi skala sikap,



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persentase tersebut masuk ke dalam kategori cukup baik. Dengan demikian, dapat



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**Tabel 3. Perhitungan Persentase Komponen Objek Sikap Mahasiswa FIK
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No.	Objek Sikap	Skor Riil	Skor Ideal	Persentase
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1.	Pengendara	17.181	20.400	84,22
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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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2.	Jalan Raya	11.293	14.960	75,49
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3.	Kendaraan	12.652	16.320	77,52
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Dari tabel 3 dapat diketahui bahwa dari komponen objek sikap pengendara



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diperoleh skor riil sebesar 17.181, sedangkan skor ideal 20.400. Skor ini diperoleh



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dari jumlah butir x skor tertinggi x jumlah responden atau $15 \times 4 \times 340 = 20.400$.



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Setelah dikonsultasikan dengan klasifikasi skala sikap, persentase tersebut masuk ke



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dalam kategori baik. Dengan demikian, dapat disimpulkan bahwa sikap mahasiswa



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pengendara adalah baik.



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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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Dari komponen objek sikap jalan raya diketahui skor riil sebesar 11.293,



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sedangkan skor ideal sebesar 14.960. Skor ini diperoleh dari jumlah butir x skor



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tertinggi x jumlah responden atau $11 \times 4 \times 340 = 14.960$. Dari perbandingan antara



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skor riil dan skor ideal diperoleh persentase sebesar 75,49. Setelah dikonsultasikan



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dengan klasifikasi skala sikap, persentase tersebut masuk ke dalam kategori cukup



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baik. Dengan demikian dapat disimpulkan bahwa sikap mahasiswa FIK UNY



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Untuk komponen objek sikap yang ketiga, yaitu kendaraan diketahui skor riil



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sebesar 12.652, sedangkan skor ideal sebesar 16.320. Skor ini diperoleh dari jumlah



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butir x skor tertinggi x jumlah responden atau $12 \times 4 \times 340 = 16.320$. Dari



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perbandingan antara skor riil dan skor ideal diperoleh persentase sebesar 77,52.



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

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Setelah dikonsultasikan dengan klasifikasi skala sikap, persentase tersebut masuk ke



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dalam kategori cukup baik. Dengan demikian, dapat disimpulkan bahwa sikap



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mahasiswa FIK UNY terhadap usaha-usaha pencegahan lakalantas dari komponen



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objek sikap kendaraan adalah cukup baik.



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**Tabel 4. Perhitungan Persentase Komponen Sikap Mahasiswa FIK UNY
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No.	Komponen Sikap	Skor Riil	Skor Ideal	Persentase
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1.	Kognitif	21.881	27.200	80,44
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2.	Afektif	12.936	16.320	79,26
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3.	Konatif	6.309	8.160	77,31
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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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Tabel 4 menunjukkan skor riil sikap mahasiswa FIK UNY terhadap lakalantas



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dari komponen sikap kognitif sebesar 21.881, sedangkan skor ideal sebesar 27.200.



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Skor ini diperoleh dari jumlah butir x skor tertinggi x jumlah responden atau $20 \times 4 \times$



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340 = 27.200. Dari perbandingan antara skor riil dan skor ideal diperoleh persentase



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sebesar 80,44. Setelah dikonsultasikan dengan klasifikasi skala sikap, persentase



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tersebut masuk ke dalam kategori cukup baik. Dengan demikian, dapat disimpulkan



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bahwa sikap mahasiswa FIK UNY terhadap usaha-usaha pencegahan lakalantas dari



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komponen sikap kognitif adalah cukup baik.



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Dari komponen sikap afektif diketahui skor riil sebesar 12.936, sedangkan skor



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ideal sebesar 16.320. Skor ini diperoleh dari jumlah butir x skor tertinggi x jumlah



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responden atau $12 \times 4 \times 340 = 16.320$. Dari perbandingan antara skor riil dan skor



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ideal diperoleh persentase sebesar 79,26. Setelah dikonsultasikan dengan klasifikasi



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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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6.309, sedangkan skor ideal sebesar 8.160. Skor ini diperoleh dari jumlah butir x skor



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tertinggi x jumlah responden atau $6 \times 4 \times 340 = 8.160$. Dari perbandingan antara skor



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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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komponen objek sikap, maupun komponen sikap semua menunjukkan cukup baik.



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Sikap seperti ini tidak terlepas dari latar belakang kehidupan akademis yang dimiliki



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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Oleh sebab itu, sungguh sangat disayangkan penghapusan mata kuliah



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diacungi jempol bagi Prodi PJKR dan Prodi PGSD yang masih mempertahankan



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E. Kesimpulan dan Saran



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TERHADAP KECELAKAAN LALU LINTAS**

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1. Peneliti tidak melakukan *crosscheck* terhadap data lakalantas mahasiswa FIK



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TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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2. Dalam penelitian ini, peneliti juga tidak melakukan *crosscheck* terhadap nilai



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Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

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TERHADAP KECELAKAAN LALU LINTAS**

**Yustinus Sukarmin
FIK Universitas Negeri Yogyakarta**

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**P MAHASISWA FAKULTAS ILMU KEOLAHRAGAAN
UNIVERSITAS NEGERI YOGYAKARTA
TERHADAP KECELAKAAN LALU LINTAS**

Yustinus Sukarmin

FIK Universitas Negeri Yogyakarta

Abstract

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Kata kunci: sikap, kecelakaan.

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Bertambahnya jumlah, model, dan jenis kendaraan bermotor menimbulkan permasalahan sosial yang makin kompleks. Kebutuhan bahan bakar minyak (BBM) meningkat, akibatnya di mana-mana terjadi kelangkaan BBM dengan membawa rentetan akibat yang panjang dalam segala bidang kehidupan manusia. Di samping itu, angka kecelakaan lalu lintas (*lakalantas*) mengalami peningkatan dari tahun ke tahun dengan kerugian yang sangat besar, baik materiil maupun nonmateriil (Sukarmin, 2005: 1).

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