Hubungan Hazard Perception Ability dan Visual Spatial Ability pada Pengendara Sepeda Motor Dewasa Muda = The Relationship of Hazard Perception Ability and Visual Spatial Ability in Young Adult Motorcycle Rider

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Abstrak

Kecelakaan lalu lintas yang melibatkan pengendara sepeda motor di Indonesia didominasi oleh pengendara dewasa muda. Salah satu faktor penyebab kecelakaan dari sisi manusia adalah kemampuan untuk mempersepsi bahaya (hazard perception ability). Penelitian ini bertujuan untuk mengetahui keterkaitan antara visual spatial ability sebagai salah satu komponen kognitif yang berperan di dalam mengendara dan hazard perception ability. Penelitian ini melibatkan 130 pengendara sepeda motor berusia 17-34 tahun (Mean usia = 21.56, SD = 2.36). Partisipan diminta untuk mengisi alat ukur visual spatial ability yang terdiri atas tes card rotation untuk mengukur kemampuan spatial orientation, dan tes paper folding untuk mengukur kemampuan visualization, dan juga alat ukur hazard perception ability yang terdiri atas tes hazard detection, dan tes threat appraisal yang diberikan secara daring (dalam jaringan). Hasil penelitian ini menunjukkan bahwa terdapat hubungan yang positif antara komponen visual spatial ability dan hazard perception ability. Semakin tinggi kemampuan spatial orientation dan visualization pengendara sepeda motor, semakin tinggi kemampuan hazard detection dan threat appraisal yang dimiliki. Implikasi dari temuan ini adalah adanya peluang mengukur hazard perception ability pada mereka yang akan mengambil Surat Izin Mengemudi (SIM) dengan mengukur visual spatial ability jika pengukuran terhadap hazard perception ability tidak dapat dilaksanakan.

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Young adult riders dominate traffic accidents that involved Indonesian motorcyclists. One of the human factors which can potentially cause an accident is hazard perception ability. This study aims to investigate the role of visual-spatial skill as one of the cognitive components, which plays a role in hazard perception ability while riding on the road. The participants of this study are 130 motorcyclists aged 17-34 years old (Mage = 21.56, SD = 2.36). The participants were asked to fill in visual-spatial ability measurement tools that consisted of rotation card test to measure spatial orientation ability, and paper folding test which measured visualization ability. Also, they were asked to fill in a hazard perception ability test that consisted of hazard detection test, and threat appraisal test. All tests were done online. The results of this study show that there is a positive relationship between visual spatial ability component and hazard perception ability. The higher the motorcyclists' spatial orientation and visualization skills, the higher the hazard detection and threat appraisal abilities. The implication of these findings is the opportunity to measure hazard perception ability on driving license test takers by measuring visual-spatial skill if hazard perception ability measurement cannot be conducted.