

Traffic Supervision by the Transportation Agency on Bukit Keminting Road, Palangka Raya

Nurul¹, Abdul Khair², Reza Noor Ihsan³

¹ Constitutional Law Study Program, Faculty of Sharia, State Islamic University of Palangka Raya, Indonesia; nrul71284@gmail.com

² Constitutional Law Study Program, Faculty of Sharia, State Islamic University of Palangka Raya, Indonesia; abdul.khair@uin-palangkaraya.ac.id

³ Constitutional Law Study Program, Faculty of Sharia, State Islamic University of Palangka Raya, Indonesia; rezaihsan62@gmail.com

Received: 25/06/2026

Revised: 16/07/2026

Accepted: 31/07/2026

Abstract

Traffic supervision on Bukit Keminting Road, Jekan Raya District, is significant because the area is dense, contains busy intersections, and still shows violations despite the installation of traffic lights. Previous studies have mainly discussed governmental responsibility, general principles of good governance, or road safety in the abstract, leaving limited analysis of the Transportation Agency's supervision following the installation of traffic lights at a single local site. This study asks how the Transportation Agency implements supervision in line with good governance principles and which legal and non-legal obstacles necessitate administrative-law solutions. Data were processed through empirical legal research, involving interviews with the Transportation Agency, Traffic Police, students, and traders; field observations; accident documentation; and descriptive qualitative analysis using source triangulation. The findings show that the traffic light reduces vehicle speeds and the potential for accidents. However, supervision remains limited because red-light violations persist, signal timing is questioned, and night operations are inconsistent. The study concludes that the agency has applied prudence and utility, but needs monitoring, technical evaluation, police coordination, and public education.

Kata kunci

Good Governance (AUPB); Traffic Light Installation; Empirical Legal Research; Accident Black Spot

Corresponding Author

Nurul

Constitutional Law Study Program Faculty of Sharia State Islamic University of Palangka Raya, Indonesia; nrul71284@gmail.com

1. INTRODUCTION

Indonesia is a state of law (*rechtstaat*), as stated in Article 1, paragraph (3), of the 1945 Constitution of the Republic of Indonesia. (R. Indonesia, 2011) Consequently, every government action in public services must be based on law and directed towards the welfare of the people. In the context of road safety, the state is obliged to guarantee the right to life, a sense of security, and the provision of adequate public service facilities as reflected in Article 28A, Article 28G paragraph (1), and Article 34 paragraph (3) of the 1945 Constitution. (R. Indonesia, 2011)



To realize these goals, every action of state administrators must be guided by the General Principles of Good Governance (AUPB), which now has a strong legal basis in Law Number 30 of 2014 concerning Government Administration (R. Indonesia, 2011). AUPB functions as a moral filter and benchmark for the legitimacy of public actions. In the context of this research, the two main principles are the Principle of Accuracy (thoroughness and caution in taking and implementing actions) and the Principle of Benefit (every action must be aimed at the public interest).

In accordance with Das Sollen, government officials, including the Department of Transportation (Dishub), must carry out their function to ensure "safe, secure and orderly" traffic (Law Number 22 of 2009 concerning Traffic and Road Transportation - LLAJ Law) by careful, effective, and useful (R. Indonesia, 2009). Traffic supervision has both technical and legal dimensions, as regulated in Government Regulation Number 32 of 2011 concerning Traffic Management and Engineering, which requires related agencies to conduct monitoring and evaluation of the installed road facilities. (R. Indonesia, 2011)

However, the reality on the ground reveals a serious gap between the legal mandate (Das Sollen) and its practical implementation (Das Sein), warranting an in-depth study. At the macro level, national data continues to show a high number of traffic accidents (205,783 cases in 2024) (Kolrantas Polri, 2024), while regionally, Palangka Raya was identified as the area with the highest number of accidents in Central Kalimantan during a certain period, indicating a high potential for fatalities in the provincial capital. (KLLKNR Indonesia, 2024)

This problem is evident on Bukit Keminting Road, a known accident-prone area or black spot. The Palangka Raya City Transportation Agency noted that the technical criteria for installing Traffic Signal Devices (APILL) at the intersection have been met, in part because the number of accidents exceeds 5 per year (Palangka Raya City Transportation Agency, 2024). This situation makes the installation of APILL a corrective measure to strengthen road safety and fulfill the AUPB's mandate.

As a follow-up, the Transportation Agency finally intervened by installing traffic lights at the Bukit Keminting intersection in late 2024. This installation policy is a physical form (output) intended to fulfill the Principle of Utilization. However, the effectiveness of this policy warrants testing. Based on initial observations (pre-research) conducted by researchers at the Traffic Accident Unit of the Palangka Raya Police on January 14, 2026, it was found that although the installation of traffic lights had an impact, traffic accident incidents had not been eliminated. (observations, 2026)

Initial interviews with the police on Jl. Tjilik Riwut Km 3.5 revealed that the main obstacle following the installation of traffic lights was the low level of public compliance, particularly during rush hours such as morning, afternoon, and evening, when drivers tend to run red lights. This indicates that the installation of infrastructure (output) without strict supervision (supervision) has not been sufficient to

ensure citizens' safety (outcome). (Interview, 2026)

The gap between output (available infrastructure) and outcome (ongoing violations and failure to optimize safety) indicates substantial weaknesses in the Transportation Agency's oversight function. The effectiveness of an APILL (Automobile Transportation Agency) does not stop at installation; it requires ongoing maintenance and consistent enforcement. This weakness can be analyzed empirically and legally using the AUPB standards:

- a. Failure of the Principle of Benefit: If the number of violations remains high and does not significantly reduce accident rates, the APILL policy fails to achieve optimal benefits for the public interest.
- b. Failure of the Principle of Accuracy: Persistent violations after installation indicate negligence (lack of care) in carrying out effective supervision and law enforcement functions in the field (R. Indonesia, 2014a).

The empirical gap between policy (APILL) and results (suboptimal public safety) forms the basis for this study, which tests the extent to which the Transportation Agency has implemented the Principles of Accuracy and Benefit in carrying out traffic monitoring functions at vulnerable locations on Jalan Bukit Keminting.

A study on government responsibility for road infrastructure was conducted by Siregar, SG, and Fahmi (2024). The study examined the legal responsibility of local governments for road damage that causes accidents. The similarity to this article lies in its attention to government responsibility for road infrastructure. The difference is that the study emphasized legal responsibility in general. At the same time, this article focuses on the Transportation Agency's administrative actions in overseeing the effectiveness of APILL on Jalan Bukit Keminting.

A study by Fasyehhudin, M., & Citrawan, 2022, discusses the principles of licensing services as a manifestation of public service. This research is relevant because it uses the AUPB as a framework for analyzing government actions. However, its focus is on licensing services, while this article examines public services in the form of physical infrastructure supervision, specifically APILL, by the Transportation Agency. Furthermore, research by Yulida, D., Utama, KW, & Nugraha, 2022, examines the Principle of Accuracy as a touchstone for state administrative decisions. These studies are important because they both use the Principle of Accuracy as an analytical tool.

The difference is that Yulida et al.'s research focuses on administrative court decisions, whereas this article analyzes the Transportation Agency's application of these principles at the field implementation level. (Dalimunthe, IS, Frinaldi, A., 2024) examines the role of AUPB in realizing good

governance. This study is relevant because it provides a conceptual basis for AUPB in public services. However, that research is general, whereas this article is empirically specific, focusing on APILL supervision on Jalan Bukit Keminting. Finally, Fathurrahim (2023) examines the implementation of Article 48 of Law Number 22 of 2009 by the Transportation Agency in Ternate City. The similarity lies in the study of the Transportation Agency's authority in traffic management. The difference is that the study discussed vehicle roadworthiness tests, whereas this article discusses road infrastructure supervision through APILL and the evaluation of its effectiveness.

Based on previous studies, research on government responsibility has focused largely on road damage, licensing services, vehicle inspections, the AUPB in general, and the Principle of Accuracy in state administrative decisions. These studies provide important foundations, but they have not specifically examined the Transportation Agency's oversight of the APILL's effectiveness after its installation in accident-prone areas.

The research gap is relevant to Jalan Bukit Keminting, Jekan Raya District, Palangka Raya City. This location is considered a vulnerable area, and the APILL was installed because it met the technical criteria. After the APILL was installed, violations persisted, especially during rush hour, when some drivers ran red lights. Therefore, the research gap in this article lies in analyzing the role of the Transportation Agency in traffic supervision after the APILL installation, from the perspective of the Principles of Accuracy and the Principles of Benefit in the AUPB.

Therefore, this article is important because traffic monitoring on Jalan Bukit Keminting requires ongoing management. The installation of the Traffic Lights (APILL) requires supervision, technical evaluation, coordination, and education, as violations still occur during critical hours. This article assesses whether the Transportation Agency's role has been thorough and beneficial in accordance with the AUPB (Autonomous Traffic Regulations) and provides input to support more effective oversight to reduce violations and improve road user safety.

2. METHODS

This research was conducted from January to June 2026 at three main locations: the Traffic Accident Unit of the Palangka Raya Police Department, the Bukit Keminting traffic light intersection in Jekan Raya District, and the Palangka Raya City Transportation Agency Office. The Traffic Accident Unit was used to obtain accident and violation data. The Bukit Keminting intersection served as the observation location for road user behavior and traffic light effectiveness. The Transportation Agency Office served as the source of data on policies, authorities, standard operating procedures (SOPs), and traffic supervision forms.

This research is an empirical legal study using a sociological-juridical approach. This research

examines law as a written norm as well as government practice and social life. Normatively, the research is based on the 1945 Constitution, Law Number 30 of 2014, Law Number 22 of 2009, and related regulations. These norms serve as *das sollen*, while the actual conditions on Jalan Bukit Keminting constitute *das sein*, including accident data, community experiences, Transportation Agency supervisory actions, road user compliance, and traffic light effectiveness.

The approaches used include legislative, conceptual, and case study approaches. The legislative approach is used to examine the legal basis for the Transportation Agency's authority in traffic supervision. The conceptual approach is used to understand the General Principles of Good Governance, especially the Principles of Accuracy, Benefit, Authority, Public Service, and Supervision. The case study approach is used because this study specifically examines traffic supervision after the installation of traffic lights on Jalan Bukit Keminting. The object of this study is the implementation of AUPB by the Transportation Agency in traffic supervision. At the same time, the research subjects include the Palangka Raya Police Traffic Unit, the community or road users around Jalan Bukit Keminting, and the Palangka Raya City Transportation Agency.

The research data consists of primary and secondary data. Primary data were obtained through semi-structured interviews, observations, and field documentation, including initial observations conducted on January 14, 2026, at the Palangka Raya Police Headquarters. Interviews were first conducted with the Palangka Raya Police Traffic Unit to obtain information on accident data, violation patterns, and driver compliance levels. Subsequently, interviews were conducted with six community informants, consisting of three vendors and three students. After that, interviews were conducted with the Palangka Raya City Transportation Agency to obtain an explanation of the policy basis, the traffic light installation process, forms of supervision, technical evaluation, and obstacles encountered in traffic supervision.

Community informants were selected using purposive sampling based on their proximity to the research location and their involvement in daily activities. The vendor informants included a female grocery seller, a male meatball and meatball seller, and a male vegetable seller. They were selected because they operate near intersections and can observe daily traffic conditions. The student informants included two students from the Faculty of Engineering and one from the Faculty of Social and Political Sciences at Palangka Raya University. They were selected because the campus is located close to Jalan Bukit Keminting and is frequently used for daily transportation.

Secondary data were obtained from primary legal materials, including the 1945 Constitution of the Republic of Indonesia; Law Number 30 of 2014 concerning Government Administration; Law Number 22 of 2009 concerning Traffic and Road Transportation; Government Regulation Number 32 of 2011; and Regional Regulation of Palangka Raya City Number 6 of 2019. In addition, secondary data were

obtained from legal materials, including books, scientific journals, previous research, official reports, and other relevant supporting documents. Data collection techniques included semi-structured interviews, non-participant observation during rush hour, and documentation of standard operating procedures and accident reports.

All data were analyzed qualitatively and descriptively through the stages of data reduction, data presentation, and conclusion drawing. Data validity was tested by source triangulation, namely comparing data from the Palangka Raya Police Traffic Unit, community informants around Jalan Bukit Keminting, and the Palangka Raya City Transportation Agency. Interview data were not included in the bibliography but were used as primary data and cited in the discussion as personal communication when analyzing information from the informants.

3. FINDINGS AND DISCUSSION

3.1. The Role of the Transportation Agency in Supervising *Traffic Lights* on Jalan Bukit Keminting

Based on an interview with the Head of Traffic at the Palangka Raya City Transportation Agency, the installation of traffic lights on Jalan Bukit Keminting was carried out through observation, study, and a feasibility survey. Before the installation, the Transportation Agency had installed speed bumps, 20-30 km/h speed limit signs, warning lights, and other traffic signs. This effort was made because the area is densely populated, has intersections, and is used by students, vendors, schoolchildren, workers, and the surrounding community. However, violations still occur, especially among drivers who speed, accelerate through yellow lights, and are less careful when entering intersections. This condition is the basis for installing traffic lights to better control current traffic. (KBLLDPKP Raya, 2026)

After the *traffic lights* were installed, the Transportation Agency assessed that traffic flow on Jalan Bukit Keminting was more controlled. The presence of *traffic lights* provides clear signals to drivers to stop, slow down, or proceed. However, the effectiveness of these facilities is still influenced by road user behavior. The Transportation Agency reported that some drivers lack adequate traffic awareness. When the light turns yellow, some drivers actually accelerate, and some even run red lights. This situation indicates that traffic problems on Jalan Bukit Keminting are related to the availability of facilities, driver compliance, and consistent supervision.

Traffic light settings are adjusted based on time and traffic density. At certain times, particularly on Saturdays and Sundays, the lights can be switched to warning lights due to perceived differences in traffic patterns. Traffic lights are scheduled to operate until approximately 9:00 PM WIB, after which they will be switched to warning lights. The Transportation Agency once attempted to activate the lights until 10:00 PM WIB, but this was deemed ineffective due to the unstable traffic volume at night. However, the diversion between 8:00 PM and 9:00 PM WIB still needs to be evaluated, as Jalan Bukit

Keminting is still used daily by UPR students, vendors, young people, motorcycle taxi drivers, and motorists towards Yos Sudarso or the surrounding settlements. (KBLLDPKP Raya, 2026)

From a technical perspective, the Transportation Agency also reported obstacles that need to be addressed, such as light malfunctions in rain, the need for equipment inspections, and limited CCTV functionality for surveillance. In several incidents, CCTV has not fully assisted the identification process because the cameras are not always positioned directly at the incident site. This situation indicates that *traffic lights still require maintenance, functional inspections, signal-duration adjustments*, operational-hour evaluations, and accident data support from the Traffic Police. (author interview on lighting devices and supporting facilities, 2026)

Accident data show that Jalan Bukit Keminting has a lower accident rate than Jalan Tjilik Riwut, but still has potential vulnerabilities. Accident vulnerability ranking data for February 2026 listed Jalan Tjilik Riwut as the first with 7 police reports, 1 fatality, and 5 minor injuries. Meanwhile, Jalan Bukit Keminting recorded 1 police report with 3 minor injuries. This comparison shows that the Transportation Agency's early intervention, through the installation of *traffic lights*, is worthy of appreciation because it helped regulate vehicle flow. However, the lower accident rate still requires monitoring because this area is densely populated, has intersections, and violations of traffic light signals are still found. (Laka Lantas Unit Polresta Palangka Raya, 2026)

Based on the description, the Transportation Agency's role in supervising *traffic lights* on Jalan Bukit Keminting is evident in the stages of survey, installation of signs, use of *warning lights*, budget submission, installation of *traffic lights*, setting operational schedules, and monitoring traffic conditions. This role still needs strengthening due to obstacles such as low driver compliance, red light violations, limited direct supervision, equipment-related technical constraints, and the need to evaluate converting *traffic lights* to *warning lights* at night. Therefore, *traffic lights* need to be understood as part of a continuous monitoring system and evaluated and adjusted based on actual public conditions.

3.2. The Role of the Palangka Raya Police Traffic Unit in Handling Accidents and Driver Compliance

Based on interviews with the Palangka Raya Police Traffic Unit, traffic problems on Jalan Bukit Keminting are closely related to driver behavior. In general, the road infrastructure is considered quite good, traffic signs are available, and *traffic lights* control vehicle flow. The main remaining obstacle is low compliance among some drivers. At intersections, drivers should reduce speed when approaching *traffic lights*, especially when the light turns yellow. A yellow light should be understood as a signal to prepare to stop. However, the Traffic Unit found that some drivers actually increase their speed when the yellow light is on, even running red lights. This behavior is one of the factors that increase the risk

of accidents in the Jalan Bukit Keminting area. (SPP Raya, 2026)

The nature of Jalan Bukit Keminting reinforces the need for oversight. This road is located in an area with educational, residential, and economic activity. The Palangka Raya City Government has mapped several locations prone to accidents and congestion, including points related to the Bukit Keminting area (PKP Raya, 2024). The Palangka Raya City Media Center also noted that Jalan Bukit Keminting has many three-way and four-way intersections, so it requires signs and regulations. Then cross to minimize the risk of accidents (MCKP Raya, 2024). Thus, Jalan Bukit Keminting is a high-traffic area that requires driver compliance, proper signal regulation, and regular monitoring.

Regarding the timing of the incident, the Traffic Police stated that the risk of accidents is higher during peak hours, especially in the morning and evening. In the morning, traffic flow increases as people go to work and students go to campus and school. In the afternoon, congestion occurs as people leave work, students leave class, and students return home. At night, accidents are relatively rare compared to morning and afternoon. However, the risk remains at times, especially on Saturday nights, when mobility to the Yos Sudarso area and around Palangka Raya University increases. Therefore, regular and measured monitoring is necessary during critical hours.

The Traffic Police reported that in the past three years, Palangka Raya City recorded approximately 1,000 police reports of traffic accidents. In 2026, there were approximately 145 police reports in five months, with 13 fatalities, 5 serious injuries, more than 186 minor injuries, and material losses of approximately Rp276.3 million. The most frequent accident point was on Jalan Tjilik Riwut, while Jalan Bukit Keminting was relatively rare. February 2026 data confirms this: Jalan Tjilik Riwut had 7 police reports, while Jalan Bukit Keminting had 1. This comparison identifies Jalan Bukit Keminting as a potentially high-risk area, with fewer accidents than at the highest point. (ULLPP Raya, 2026)

Public opinion corroborates the Traffic Police's statement. Six informants, including three vendors and three students, assessed that traffic lights were quite effective in reducing vehicle speeds and reducing the potential for accidents. After the traffic lights were operational, traffic flow became more orderly. However, residents noted the perceived short duration of the green light during heavy traffic, drivers still running red lights, and the change to a warning light around 8:00-9:00 PM WIB when the area was still busy with people. These views indicate that the public supports the presence of traffic lights while also wanting them to be evaluated technically, supervised periodically, and adjusted to operating hours. (Keminting, 2026)

When the perspectives of the Traffic Police and the public are combined, common ground is

evident. The Traffic Police emphasize that road and *traffic light facilities* are quite good, but the main problem lies with driver behavior. The public also acknowledges that *traffic lights* are effective but not yet optimal due to ongoing violations, light durations that require evaluation, and inadequate oversight. Thus, *traffic lights* have provided benefits, but their success still requires driver compliance, regular monitoring, technical evaluation, and coordination between the Transportation Agency and the Traffic Police.

3.3. The Principle of Accuracy and the Principle of Benefit in Traffic Supervision

The General Principles of Good Governance, or AUPB, are an important basis for assessing the appropriateness of the Transportation Agency's actions in traffic supervision under administrative law. In Law Number 30 of 2014 concerning Government Administration, AUPB serves as a guiding principle for government authority officials (R. Indonesia, 2014b). In this study, the two most relevant principles are the Principle of Accuracy and the Principle of Benefit. The Principle of Accuracy requires the government to act on adequate data, studies, and considerations. The Principle of Benefit demands that the government take action to bring real utility to society. (Agustin, h, 2023)

In the context of Jalan Bukit Keminting, the Principle of Accuracy observed there is an initial process before installing *traffic lights*. The Transportation Agency first observes traffic conditions, installs signs, *warning lights*, and speed limits, and conducts a feasibility study. This demonstrates that *the traffic light installation policy* is based on road conditions and the potential for accidents. This pattern aligns with the principles of government administration that require public policy to be formulated. based on need, factual and basic clear authority. (Dalimunthe, IS, Frinaldi, A., 2024)

The principle of accuracy must continue once the facility is operational. The Transportation Agency must still ensure that the light duration is appropriate for traffic density, that the equipment is functioning properly, that CCTV supports monitoring, and whether officer presence is still needed during critical hours. Thus, administrative accuracy encompasses initial decisions, technical evaluations, and the government's ability to assess field conditions after the policy is implemented. If, after the facility is in place, there are still public complaints about the duration of the light, the early transition of *traffic lights* to *warning lights*, and red light violations, the technical evaluation needs to be strengthened. Traffic monitoring will be more optimal if the facility is in place. followed monitoring, assessment, field, and action corrective. (Yulianti, DP, & Syaprianto, 2024)

The principle of benefit is evident in the impact of *traffic lights* on traffic order. Based on public information, the presence of *traffic lights* provides initial benefits because vehicles are more controlled and the potential for accidents is reduced. Before *the traffic lights* were installed, the Bukit Keminting intersection was considered more prone to accidents. After their installation, drivers have a clearer

signal to stop and proceed. However, these benefits are not fully optimal if violations still occur, drivers still run red lights, and the duration of the lights does not match the traffic density. Law Number 22 of 2009 positions traffic as a system that must ensure security, safety, order, and smoothness, so the benefits of APILL must be assessed from real-world results in the field. (R. Indonesia, 2009)

Public complaints about *traffic lights* switching to *warning lights* between 8:00 PM and 9:00 PM WIB (Western Indonesian Time) are a concrete example of the Principle of Utilization not being fully implemented during curfew hours. The conversion of lights to *warning lights* can be understood as a technical adjustment in response to decreased vehicle volume. However, Jalan Bukit Keminting is still used by students, vendors, young people, motorcycle taxi communities, and the surrounding community at night. When *the traffic lights* change to *warning lights* while public mobility is still ongoing, the benefits of the APILL as a traffic-flow regulator and for accident prevention are reduced. From an administrative law perspective, this issue demonstrates the need to evaluate the suitability of facilities for the community's actual needs.

Thus, the Principle of Accuracy and the Principle of Benefit are interrelated. If facilities are available but violations persist, and technical evaluations are inconsistent, then the Principle of Benefit and the Principle of Accuracy have not been fully met. The measure of traffic policy success lies in the effectiveness of the APILL in establishing order, suppressing violations, and reducing the risk of accidents. In the context of Jalan Bukit Keminting, *traffic lights* have provided initial benefits. However, these benefits need to be continuously tested by evaluating operating hours, device maintenance, updating accident data, and monitoring during critical hours. Therefore, the Transportation Agency needs to make APILL evaluation a continuous administrative responsibility.

Fulfilling the Principles of Accuracy and Utilitarianism also requires coordination between the Transportation Agency and the Traffic Police. The Transportation Agency has authority over facilities, traffic engineering, technical arrangements, and the evaluation of road equipment. Meanwhile, the Traffic Police plays a role in recording accidents, enforcing violations, and fostering driver compliance. Research on traffic supervision shows that obstacles to supervision often arise from low public compliance, limited resource power, and weak inter-agency coordination (Saputra, 2026). Therefore, supervision on Jalan Bukit Keminting must be directed toward collaborative work grounded in data, evaluation, enforcement, and education. public.

3.4. Effectiveness of Traffic Supervision and Strengthening the Role of the Transportation Agency

Relationships among facilities, user behavior, paths, and government consistency determine the effectiveness of supervision and Traffic on Jalan Bukit Keminting. Traffic lights have helped manage current traffic, but changes in rider behavior, traffic regularity, accident risk, and sustainability should

be used to measure their success. Safety programs can operate in accordance with guidelines, but their effectiveness remains limited if the source power, community participation, and monitoring are not yet adequate. (Amri, R., Aromatica, D., & Putera, 2020)

First, reinforcement needs to be directed at evaluation. APILL technical examination must cover function lights, duration signals (green, yellow, and red), the condition of device supports, and the suitability of the arrangement for vehicle density. A shorter duration can increase the rider's speed; the vehicle's moment is light yellow. Compliance-level drivers at the intersection signal influenced the clarity of the signal, conditions at intersections, density, and the perception of the risk of violation (Tusaddiah, H., Adiman, EY, 2023). Signs of effectiveness also depend on facility conditions, rider understanding, and consistent supervision. (Khotimah & Hadijah, 2025)

Evaluation of technical needs followed the adjustment to evening operating hours. The change of a traffic light to a warning light around 20.00-21.00 WIB must be based on mobility data, violations, and accidents, not public estimates. Jalan Bukit Keminting is still crowded at night, especially on certain evenings. Evaluation of the LLAJ policy requires the government's ability to adapt implementation to field conditions, source power, and the results achieved (Nazib, M., Agustino, L., & Rahayu, 2026). Implementation policy for transportation also requires compatibility between technical rules and actual user conditions on the road. (Fathurrahim, 2023)

Supervision between the Department of Transportation and the Traffic Police needs to be done periodically and measurably in the morning, afternoon, and evening each week. This pattern is more realistic than a continuously guarded model and can be directed at patrols, placement officers, monitoring density, and enforcement of light-red violations. Supervision of the Transportation Agency will be more effective if connected with the Traffic Police in the evaluation and corrective action fields (Yulianti, DP, & Syaprianto, 2024). Handling violations also requires a combination of preventive, educational, and repressive measures to ensure that risky behavior is not repeated. (Arumdani, RY, & Irawan, 2025)

Further strengthening is the integration of accident and violation data. Traffic Police data, reports, society results, observations, APILL conditions, and notes on the disturbance device need to be collected periodically in the Traffic and Road Transportation Forum. The data can be used to generate a base adjustment duration signal, operating hours, placement officers, and educational programs. Effective supervision requires standard procedures, source power, coordination, and record-keeping that can be held accountable (Saputra, 2026). Plan action safety is also necessary, integrating data, policy, oversight, and public participation. (Rahma, RS, Simanjuntak, NFM, & Noer, 2025)

Education was systematically delivered to Palangka Raya University students, schoolchildren, traders, drivers, the motorcycle taxi community, and the surrounding community around Jalan Bukit Keminting. The material can emphasize the meaning of the lamp's yellow: prohibition, breakthrough light red, speed control, and alertness at intersections. Education can be delivered through campus, school, community, social media, and visual materials at the intersection. Educational program safety is more effective when implemented interactively and appropriately with the target character group (Dewi, RC, & Rande, 2025). Thus, strengthening supervision requires walking through five interconnected steps: evaluation of APILL technical aspects, curfew adjustment, supervision together during critical hours, data integration, and public education.

Thus, the effectiveness of supervision. Then, traffic on Jalan Bukit Keminting is walking, but still needs reinforcement. Traffic lights provide benefits beginning by helping reduce speeds and regulate traffic. Then cross. However, supervision has not yet reached ideal conditions because there are still violations; the duration of necessary lights has been evaluated; operating hours on the night in question; society; and the presence of officers who are not consistent or on time, making them vulnerable. Strengthening the role of the Transportation Agency needs to focus on the evaluation of APILL technical aspects, the adjustment of night operating hours, surveillance, together with the Transportation Agency and Traffic Police, during critical hours, the integration of accident and violation data, and public education. Accordingly, the traffic light on Jalan Bukit Keminting can be developed into a safe, useful, and responsive public tool.

4. CONCLUSION

Based on the discussion outlined, the Palangka Raya City Transportation Agency plays an important role in traffic supervision on Jalan Bukit Keminting by installing traffic signs, warning lights, and traffic lights, setting the operational schedules of the lights, and evaluating traffic conditions in the area. In line with the General Principles of Good Governance, this role has reflected the Principles of Accuracy and Benefit, as the installation of traffic lights was carried out through studies, feasibility surveys, and consideration of the level of accident vulnerability. The presence of traffic lights is also considered to provide initial benefits because it helps reduce driver speeds, regulate vehicle flow, and reduce the potential for accidents at the Jalan Bukit Keminting intersection.

However, traffic supervision by the Palangka Raya City Transportation Agency still faces legal and non-legal obstacles. Legal obstacles are evident in the need to strengthen coordination of authority between the Transportation Agency and the Traffic Police in supervising, evaluating, and enforcing compliance with traffic regulations. Meanwhile, non-legal obstacles are evident in low compliance among some drivers, including running red lights, speeding when the light is yellow, and limited direct

supervision during critical hours, as well as technical issues such as light durations and the conversion of traffic lights to warning lights at night.

Therefore, the ideal administrative law solution is to strengthen the periodic evaluation of APILL, improve coordination through traffic forums, provide measured supervision during critical hours, improve technical traffic light arrangements, and provide traffic order education to students, school children, vendors, daily drivers, motorcycle taxi communities, and the community around Jalan Bukit Keminting.

REFERENCES

- Agustin, T., Hakim, L., Wiranata, DY, Kurnia, AY, Della, RH, Handayani, D., Satmoko, ND, Jamilah, W., Agustien, M., Syafarina, P., Sari, NM, & Pirdiansyah, H. (2023). *Management of transportation*. Cendikia Mulia Mandiri.
- Amri, R., Aromatica, D., & Putera, RE (2020). The Padang City Transportation Agency then oversees the effectiveness of the safety improvement program's implementation. *Journal of Public Administration and Development*, 2 (1), 43–52.
- Aris, MS, Tambunan, E., Putri, DEK, & Nugraha, X. (2022). Implementation principles of good governance in public service organizations and institutions. *Correctional Litigation*, 23 (2), 253–271.
- Arumdani, R., & Irawan, A. (2025). Role analysis of the police. Then cross as an effort to handle and prevent violations. Then, cross 2023–2024: Case study at the Traffic Police Station, Sukoharjo. *Indonesian Journal of Islamic Jurisprudence, Economic and Legal Theory*, 3 (3), 2470–2477.
- Dalimunthe, IS, Frinaldi, A., & Roberia. (2024). The Role of AAUPB (General Principles of Good Governance) in the realization of good governance. *Journal Warehouse Multidisciplinary Science*, 2 (12), 687–696.
- Dewi, R., & Rande, S. (2025). Effectiveness of the Early Age Traffic Awareness (SALUD) program at the Samarinda City Transportation Agency. *eJournal Public Administration*, 13 (2), 645–660.
- Palangka Raya City Transportation Agency. (2024). *Documents and publications technical arrangement, Then Crossing the Bukit Keminting Road area*. Palangka Raya City Transportation Agency.
- Fasyehhudin, M., & Citrawan, AL (2022). Principles of administration service licensing as an embodiment service public For Realizing good governance. *Justitia: Journal of Law and Humanities*, 9 (1), 574–581.

- Fathurrahim. (2023). Implementation of Article 48 of Law Number 22 of 2009 concerning Traffic and Road Transportation by the Department of Transportation to transport vehicles of roadworthiness violators in Ternate City. *JISOS: Journal of Social Sciences*, 1 (12), 1213–1226.
- Palangka Raya City Traffic & Road Transportation Forum . (2024). *Activities: engineering, then cross, installation of signs, painting of markings on roads, and arrangement of routes in Palangka Raya City*. Palangka Raya City Traffic and Road Transportation Forum.
- Katharina, R. (Ed.). (2021). *Serve the Indonesian public & digital government*. Indonesian Obor Library Foundation.
- Head Traffic Division of the Palangka Raya City Transportation Agency . (2026, May 5). *Interview by the author about supervision, then Crossing Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Head Field Public Street Lighting, Palangka Raya City Transportation Department . (2026, May 5). *Interview by the author about device lights, facility supporters, and APILL technical evaluation on Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Khotimah , K., Sriharyani , L., Kurniawan, S., & Hadijah , I. (2025). Effectiveness signs. Then cross to the compliance drivers at the intersection of Cottonwood, Central Lampung Regency. *TAPAK: Construction Application Technology*, 15 (1), 25–39.
- Traffic Corps of the Republic of Indonesia National Police. (2024). *Statistical data: accident. Then cross-national 2024*. Traffic Corps Police.
- A Man Selling Meatballs and Meatballs on Jalan Bukit Keminting. (May 2026). *Interview by the author. about traffic light effectiveness and supervision, then Crossing Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Male Salesman Vegetables around Jalan Bukit Keminting. (2026, May). *An interview by the author about the condition. Then cross daily on Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Student, Faculty of Social and Political Sciences, University of Palangka Raya. (2026, May). *Interview by the author about experienced users' road in the Bukit Keminting area* [Interview]. Palangka Raya.
- Student, Faculty of Engineering 1, Palangka Raya University. (2026, May). *Interview by the author about the duration of traffic lights and their effectiveness on Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Student, Faculty of Engineering 2, Palangka Raya University. (May 2026). *Interview by the author about supervision, then traffic and mobility night on Jalan Bukit Keminting* [Interview]. Palangka Raya.
- Palangka Raya City Media Center. (2024). *Information: The Jalan Bukit Keminting area has many intersections and needs signs. Then cross*. Palangka Raya City Media Center.
- Local media. (2024). *Bukit Keminting Road has been identified as a vulnerable accident point—local media*.
- Nazib, M., Agustino, L., & Rahayu, S. (2026). Evaluation implementation of Traffic and Road

- Transportation (LLAJ) policies in an effort to reduce accident Then cross-border traffic in Lebak Regency. *Journal of Geopolitics and Public Policy*, 4 (1), 28–41.
- Observation beginning researcher. (2026, January 14). *Notes observation early in the Traffic Accident Unit Police Station, Palangka Raya*. Palangka Raya.
- Palangka Raya City Government. (2019) . *Palangka Raya City Regional Regulation Number 6 of 2019*. Palangka Raya City Government.
- Palangka Raya City Government. (2024). *Mapping of 19 locations vulnerable to accidents and traffic jams in Palangka Raya City*. Palangka Raya City Government.
- Female Salesperson Groceries around Jalan Bukit Keminting. (May 2026). *Interview by the author about the condition, then traffic flow, and effectiveness of traffic lights on Jalan Bukit Keminting, Palangka Raya*.
- Police Station Palangka Raya. (2024). *Accident data, then traffic in the Palangka Raya City area*. Police Palangka Raya.
- Rahma, RS, Simanjuntak, NFM, & Noer, KU (2025). Analysis of RAK LLAJ (Safety Action Plan) policy in pushing public awareness of safety, then traffic, in Indonesia. *Current Journal of Social and Humanities*, 5 (3), 5215–5221.
- Republic of Indonesia. (1945). *The 1945 Constitution of the Republic of Indonesia*.
- Republic of Indonesia. (2009a). *Law Number 22 of 2009 concerning Traffic and Road Transportation*. State Gazette of the Republic of Indonesia 2009 Number 96.
- Republic of Indonesia. (2009b). *Law Number 25 of 2009 concerning Public Services*. State Gazette of the Republic of Indonesia 2009 Number 112.
- Republic of Indonesia. (2011). *Regulation Government Number 32 of 2011 concerning Management and Engineering, Analysis Impact, as well as Management Traffic Needs*. State Gazette of the Republic of Indonesia 2011.
- Republic of Indonesia. (2014). *Law Number 30 of 2014 concerning the Administration of Government*. State Gazette of the Republic of Indonesia 2014 Number 292.
- Revida , E., Hidayatulloh , A. N., Simarmata , H. M. P., Silalahi , M., Nurjaya , M., & Purba , S. (2021). *Introduction to knowledge administration public*. Our Writing Foundation.
- Ritonga , JS (2025). Implementation principles for general good governance in enforcement law and Indonesian administration. *Case Law: Journal of Law*, 6 (1).
- Saputra, D. (2026). Supervision order. Then cross: Department of Transportation, Buton Regency. *Journal Scientific Introduction: Journal Social Sciences, Politics, and Humanities*, 10 (2), 1573–1580.
- Traffic Police Police Station Palangka Raya. (2026, May 5). *Interview by the author about accident data, patterns, violations, and compliance Drivers on Jalan Bukit Keminting [Interview]*. Palangka Raya.

- Siregar, SG, Fahmi, & Yetti. (2024). Responsibility for the damage to the road that resulted in the accident lies with the government. *The Juris*, 8 (1), 313–331.
- Compilation Team. (2022). *Legal textbook Public Administration*. Faculty of Law, General University Sudirman.
- Tusaddiah, H., Adiman, EY, & Elianora. (2023). Compliance-level rider motorbikes against the light. Then cross at the intersection, signaling: Case study: Tabek Gadang Intersection, Pekanbaru. *Journal Civil Engineering and Technology*, 2 (1), 28–33.
- Traffic Accident Unit Police Station Palangka Raya. (2026). *Ranking vulnerability accident, Then cross month February 2026*. Police Palangka Raya.
- Interview a beginning researcher. (2026, January 14). *Interview beginning with party police on Jalan Tjilik Riwut Km 3.5 regarding compliance with the rider post-installation of traffic lights* [Note: interview not published]. Palangka Raya.
- Yulianti, DP, & Syaprianto, S. (2024). Supervision of the Pekanbaru City Transportation Agency to order Then cross. *Tambusai Education Journal*, 8 (2), 22271–22277.
- Yulida, D., Utama, K., & Nugraha, X. (2022). Manual verification of the manifestations principle accuracy as a touchstone against State administrative decisions. *USM Law Review Journal*, 5 (1), 31–48.