

## **Legal Awareness of Motor Vehicle Users in Muara Karang Raya: A Study of Socio Legal**

**Ronaldo Heinrich Herman**

Student at Doctoral Program, Faculty of Law, Universitas Indonesia

---

### **Article Info**

#### **Article history:**

Received: 19 February 2026

Publish: 2 March 2026

---

#### **Keywords:**

*Legal Awareness;*

*Law Number 22 of 2009;*

*Socio-Legal Research;*

*Jalan Muara Karang Raya.*

---

### **Abstract**

*Motorbike riders on Jalan Muara Karang Raya have violated pedestrians' rights to the sidewalk. This study found that the criminal sanctions stipulated in Article 284 of Law Number 22 of 2009 do not provide a deterrent effect. As a result, motorcyclists view their actions as a habit rather than a violation of the law. To increase legal awareness, this research recommends increasing the fines and/or imprisonment. Confiscation of driver's licenses is a new type of sanction that could provide a deterrent effect on violators. This socio-legal research will analyze laws and research's regarding traffic offense and legal awareness. This research will also be interviewing five riders, police, and a resident of Muara Karang. Besides, this research will observe the traffic of Jalan Muara Karang Raya.*

*This is an open access article under the [Lisensi Creative Commons Atribusi-BerbagiSerupa 4.0 Internasional](https://creativecommons.org/licenses/by-sa/4.0/)*



---

#### **Corresponding Author:**

Ronaldo Heinrich Herman

Student at Doctoral Program, Faculty of Law, Universitas Indonesia

Email: [ronaldo.heinrich41@ui.ac.id](mailto:ronaldo.heinrich41@ui.ac.id)

---

## **1. INTRODUCTION**

A driver's license doesn't demonstrate legal awareness among motorcyclists on Jalan Muara Karang Raya. Motorcyclists who use the sidewalks on the main road are endangering pedestrians. Jalan Muara Karang Raya stretches 1.1 km from the intersection of Jalan Pluit Barat Raya to the intersection of SMAK 6 BPK Penabur. As a culinary location, Jalan Muara Karang Raya is famous for its high level of vehicle traffic density. Observations of road traffic show that more than five hundred vehicles pass through Jalan Muara Karang Raya every day from 06.00 to 22.00 WIB.

One type of vehicle that travels along Jalan Muara Karang Raya is motorcycles. Motorcyclists are divided into several categories: residents of the Muara Karang Housing Complex, couriers, and motorcyclists simply passing through. The phenomenon of illegal parking along Jalan Muara Karang Raya has caused the road to narrow. As a result, motorcyclists choose to use the sidewalk to save time. The actions of these motorcyclists disturb pedestrians and even cause traffic accidents.

Therefore, trespassing on the sidewalk on Jalan Muara Karang Raya is an unlawful act. Their actions violate pedestrians' right to use the sidewalk and violate drivers' legal obligations to comply with Article 131 in conjunction with Article 284 of Law Number 22 of 2009 concerning Traffic and Road Traffic (or the LLAJ Law). If traffic violations on Jalan Muara Karang Raya are ignored, the accident rate will increase. One of the negative impacts of violating Law Number 22 of 2009 is traffic accidents. Another negative impact that arises is the material loss for pedestrians who experience traffic accidents.

This study examines the need to instill legal awareness among motorcyclists on Jalan Muara Karang Raya. Legal awareness is the awareness of an individual or group of people regarding applicable rules or laws. The term legal awareness includes a person or group of people's understanding of the consequences of violating the law. One of them is sanctions as a reward for those who break the law because they have harmed the victim. Understanding legal awareness will instill a desire to comply with applicable laws.

Several factors influence a person's level of legal awareness. These factors include legal knowledge, legal understanding, legal attitudes, and legal behavior. Legal attitude is the tendency to accept the law. The tendency to obey the law arises from the legal subject's assessment of the advantages and disadvantages arising from legal actions. In other words, the assessment is related to the utility of the law. Radbruch mentions three objectives of law: justice, certainty, and legal utility. The meaning of the benefit of law is that the law must bring benefits in the form of happiness to many people. One form of happiness is material gain, the value of which can be measured in numerical terms. An example is the opportunity to save money and time by taking a faster route to a destination.

Motorcyclists who use the sidewalk on Jalan Muara Karang Raya consider Jalan Muara Karang Raya to be congested due to illegal parking and traffic jams. To save travel time, they decided to break through the sidewalk even though this action was against the rules and was detrimental to pedestrians. Warnings from pedestrians and law enforcement officers failed to deter them from committing traffic violations. Motorcyclists chose to ignore the warnings and even fought back with even more anger than the victims. They insisted that people on Jalan Muara Karang Raya should tolerate traffic violations because it is a habit.

The criminal sanctions in Law Number 22 of 2009, namely imprisonment for a maximum of two months or a fine of up to five hundred thousand rupiah, do not have a deterrent effect. Therefore, the Indonesian government needs to establish new types of sanctions. The absolute or retaliatory theory, supported by Kant and Hegel, explains the importance of imposing sanctions that have a deterrent effect so that perpetrators do not repeat violations of the law. Therefore, new criminal sanctions need to be regulated in amendments to Law Number 22 of 2009. The Indonesian government needs to implement regulations. Regulation is the act of regulating legal norms in legislation. Legislation contains legal norms that are binding. One form of legal norm is an order (*commandment*). This order is a directive for motorcyclists to refrain from using sidewalks. This norm, in the form of an order, will serve as the legal basis for law enforcement to impose new, more deterrent sanctions. This will make motorcyclists wary of using sidewalks.

This research is socio-legal research. Because this research will analyze the effectiveness of the implementation of the Law Number 22 of 2009 in Jalan Muara Karang Raya. This research approach is legal pluralism approach. Because this research will show the various law that the society of Muara Karang adheres to. This research is descriptive research because it will describe how the society of Muara Karang obey the Law Number 22 of 2009. Besides analyzing Law Number 22 of 2009, this research will analyzing previous research's regarding traffic offense and legal awareness. This research will also be interviewing seven informants. They are consists of a resident of Muara Karang, five bikers, and police. This research will do a participant observation to observe the traffic of Jalan Muara Karang Raya. The objective of this research is to analyze the effectiveness of the implementation of the Law Number 22 of 2009 to the bikers in Muara Karang Raya. This research question why the bikers violate the pedestrian rights in Muara Karang Raya and how the Law Number 22 of 2009 supposedly implement the sanction.

After the introductory remarks, the second part of this research will analyze the legal norms in the provisions of Law Number 22 of 2009. The second part will interpret

the form of legal protection provided by the Law on Road Traffic and Transportation textually. The textual interpretation method (*textualism*) see legal norms based on the contents of the text of statutory regulations. The third section will analyze the legal awareness of motorcyclists on Jalan Muara Karang Raya. This section will analyze the causes of violations based on observations and interviews. The third section will analyze the factors that influence the level of legal awareness of motorcyclists and the impact of traffic violations. The fourth section will analyze the types of sanctions that should be imposed on violators of Law Number 22 of 2009. This section will recommend types of sanctions that can provide a deterrent effect for motorcyclists who use the sidewalk on Jalan Muara Karang Raya. The fifth section will conclude this study.

## 2. METHOD

This study will analyze the legal protection contained in Law Number 22 of 2009 concerning Road Traffic and Transportation. The analysis will examine the meaning of the provisions of the Law on Road Traffic and Transportation concerning pedestrian rights and driver obligations. Therefore, this study will interpret the legal protection provided by the law through regulations regarding pedestrian rights to sidewalks and the obligation of motorcyclists to pay attention to pedestrian safety.

Based on the results of the interpretation using the textualist method, this study interprets the Traffic and Road Transportation Law as providing legal protection to pedestrians. Hadjon defines legal protection as the recognition of human rights belonging to legal subjects based on legal regulations. In other words, legal protection is an effort to protect legal subjects by recognizing their rights under the provisions of statutory regulations.

Law Number 22 of 2009 concerning Road Traffic and Transportation provides legal protection for pedestrians. Article 131, number 1 of the Law concerning Road Traffic and Transportation regulates pedestrians' rights to access supporting facilities such as sidewalks. Pedestrians' rights to sidewalks include the right to use or cross them. This regulation recognizes the right of pedestrians to use sidewalks as public facilities. Therefore, Law Number 22 of 2009 provides legal protection for pedestrians.

Law Number 22 of 2009 also provides legal protection for pedestrians. This study examines regulations regarding motorcyclists' obligations as a form of this legal protection. The provisions of Article 106, number 2, and Article 284 of the Law on Road Traffic and Transportation impose an obligation on motorized vehicle drivers to prioritize pedestrian safety. In other words, the Law on Traffic and Road Transportation requires motorcyclists to consider the interests of pedestrians. One of these concerns is their safety when crossing the road, especially on sidewalks, where they have the right of way. To fulfill their legal obligations, motorcyclists should not use sidewalks. Thus, the imposition of legal obligations is an attempt by Law Number 22 of 2009 to affirm the rights of pedestrians to sidewalks.

## 3. RESULTS AND DISCUSSION

### 1. Legal Protection of the Traffic and Road Transportation Law

Motorcyclists are subject to criminal law. They are anyone who drives a two-wheeled vehicle, such as a motorcycle. Thus, they qualify to be called subjects of human law (*natural person*). As subjects of criminal law, they can be charged with rights and obligations according to law and can be held accountable for the crimes they commit. Rights are the enjoyment or freedom granted by law to individuals who exercise them. Meanwhile, obligations are burdens given by law to legal subjects, whether individuals or legal entities.

Another form of legal protection provided by the Law on Traffic and Road Transportation to pedestrians is sanctions for traffic violators. The Law on Traffic and Road Transportation stipulates sanctions in the form of imprisonment for a maximum of two months or a fine of up to five hundred thousand rupiah for motorized vehicle drivers *who* cross sidewalks, thereby endangering the safety of pedestrians. The provisions regarding criminal sanctions in Article 284 of the Law on Traffic and Road Transportation are imposed to provide a deterrent effect on traffic violators.

## **2. Traffic Violations as Evidence of Motorcyclists' Lack of Legal Awareness on Muara Karang Raya Road**

This study will analyze the legal awareness of motorcyclists on Jalan Muara Karang Raya based on the traffic violations they encounter. The analysis shows that motorcyclists lack the legal awareness to comply with the provisions of the Law on Traffic and Road Transportation. Violators do not view their actions as traffic violations but rather as a recurring habit. They believe that the criminal sanctions in the Law on Traffic and Road Transportation do not have a deterrent effect. Therefore, to save time, they choose to use sidewalks, harming pedestrians.

Legal awareness is an important factor that will determine a person's level of compliance with applicable legal provisions. Legal awareness is the awareness of a person or a group of people regarding the applicable rules or laws. A person is considered to be legally aware when he/she understands what is ordered and/or prohibited by applicable legal provisions and what legal consequences he/she will suffer as a reward for not complying with applicable laws. Understanding legal provisions and the consequences of violations is an important factor in instilling a desire to comply with the legal provisions that apply in society.

Various factors influence a person's level of legal awareness, namely: legal knowledge, legal understanding, legal attitudes, and legal behavior. Legal knowledge is a person's knowledge of what is permitted and prohibited by law. Legal understanding is a person's understanding of the content, purpose, benefits, and consequences of violating the law, whether written or unwritten. In other words, legal understanding is a deeper level of legal knowledge. Legal behavior is the behavioral patterns of legal subjects that indicate the extent to which they comply with applicable legal provisions. Meanwhile, legal attitude is a person's tendency to accept the law, which comes from their individual assessment of the benefits of complying with applicable legal provisions.

Legal attitude is an important factor because it is a tendency to accept the law. Individual assessment of the law is related to the usefulness of the law as one of the objectives of the law, according to Gustav Radbruch. The term "legal benefit" means that the law must bring benefits in the form of happiness to many people. Therefore, if the law does not bring happiness to a person, then it does not bring benefits. The happiness in question can be a benefit whose value can be measured numerically. An example of a material benefit is the opportunity to save money and time by taking a faster route to get to one's destination.

An analysis of violations of Article 284 of the Law on Road Traffic and Transportation demonstrates that legal attitudes significantly influence their level of legal awareness. Drivers noted that narrow roads are a result of congestion and the large number of vehicles parked on the roadside. These two factors prevented them from reaching their destination quickly so they decided to break through the sidewalk. They understand that the sidewalk is a right of way for pedestrians and therefore they are prohibited from crossing it by motorbike, but the advantage of the opportunity to save

time encourages them to do so anyway. In other words, the material benefits of saving time and earning more money are the reasons they choose to take legal action to violate the provisions of Article 131 number 1 in conjunction with Article 284 of the Law on Traffic and Road Transportation.

In addition to the legal attitudes that arise from their assessment of the benefits they obtain by violating the provisions of the Law on Traffic and Road Transportation, another factor that influences the legal awareness of motorcyclists on Jalan Muara Karang Raya towards the Law on Traffic and Road Transportation is the legal behavior of their fellow motorcyclists. For a long time, motorcyclists on Jalan Muara Karang Raya have become accustomed to using sidewalks, and over time they have come to consider that violating the provisions of the Law on Traffic and Road Transportation is a common or usual thing to do.

This causes them to choose to ignore warnings from pedestrians who are victims of the violations they commit, and in several cases they even become angry and fight against the party who warns them, even though it is clear that they are guilty of violating the provisions of the Law on Traffic and Road Transportation. Thus, legal behavior in the form of violations frequently committed by fellow motorcyclists on Jalan Muara Karang Raya is a factor that influences their level of compliance with the provisions of the Law on Traffic and Road Transportation.

### **3. The Urgency of Changing Sanctions in the Law on Road Traffic and Transportation**

This study will analyze how the Law on Traffic and Road Transportation should address traffic violations on Muara Karang Raya Street. Brotosusilo stated that two of the five characteristics of legal disciplines are: "how to" and "prescriptive." Because legal science is prescriptive, the results of legal research provide a prescription regarding how we should act.

The third part of this study analyzed the legal awareness of motorcyclists based on traffic violations that occurred on Jalan Muara Karang. Motorcyclists drove through the sidewalk because they considered the benefits they would gain and the losses they would suffer. Rational choice theory (*rational choice theory*) explains that individuals always make calculations regarding the methods and goals to increase their profits. In other words, the theory emphasizes each individual's ability to assess the benefits and costs of their actions. Therefore, motorcyclists choose to use sidewalks because they perceive the benefits of saving time to outweigh the costs of criminal sanctions under the Law on Road Traffic and Transportation.

The existence of law enforcement as a formal legal institution, along with the criminal sanctions stipulated in the Law on Traffic and Road Transportation, does not deter motorists from breaking the law. This study observed that motorcyclists were aware of other rules and laws that apply on Jalan Muara Karang Raya. According to Moore, formal legal institutions monopolize almost all legitimate enforcement (*legitimate use of force*). However, they do not master various forms of effective coercion. Because every social environment (*social field*) has customs and rules and ways to enforce compliance with them.

This study examines Article 284 of the Law on Traffic and Road Transportation as a provision that does not provide a deterrent effect for motorcyclists on Jalan Muara Karang Raya. Therefore, this study recommends that this provision be revised. Observations using participatory observation procedures indicate that motorcyclists on Jalan Muara Karang Raya continue to use the sidewalk every day. Their repeated legal behavior every day is proof that they consider violations of the provisions of Article

284 of the Law on Traffic and Road Transportation as a habit. This causes them not to feel afraid of criminal sanctions in the Law on Traffic and Road Transportation.

To provide a deterrent effect and/or a sense of fear for traffic violators, it is necessary to introduce new sanctions that have a greater deterrent effect. The provisions of Article 284 of the Law on Traffic and Road Transportation stipulate criminal sanctions of imprisonment for a maximum of two months or a fine of a maximum of five hundred thousand rupiah. The fines and imprisonment penalties stipulated in Article 284 of the Law on Road Traffic and Transportation need to be revised. The fines and imprisonment terms should be increased.

Furthermore, this study identified the need for new types of sanctions that would be more effective in deterring offenders. Examples include revoking or confiscating driver's licenses (SIMs). Without a driver's license, violators would be unable to drive. The hardship of losing a driver's license due to violating the Law on Traffic and Road Transportation will provide a sufficient deterrent effect to be a consideration for them to comply with legal provisions. Compliance with the legal norms of the Law on Traffic and Road Transportation, by not using the sidewalk, will provide them with legal benefits in the form of the opportunity to avoid the sanction of confiscating their driving license, which will certainly make it difficult for them to carry out their activities if this occurs.

The provisions of Article 55 of the Republic of Indonesia Law Number 11 of 2020 concerning Job Creation (UUCK) do not change the provisions of Article 284 of the Law concerning Road Traffic and Transportation. Therefore, the provisions of Article 284 of the Law on Road Traffic and Transportation remain in effect. Therefore, the Law on Road Traffic and Transportation requires a new type of sanction that is more deterrent. This new type of sanction should be regulated in new legislation as an amendment to the Law on Road Traffic and Transportation. This study examines the need for regulations to issue new legislation.

This regulation will give birth to new legislation as written law containing legal norms, in the form of prohibitions (*ban*) for motorcyclists to break through the sidewalk, which will bind motorcyclists to obey it by not crossing the sidewalk. The regulation will also regulate sanctions in the form of additional prison terms and/or fines, or even additional sanctions in the form of confiscation of driving licenses. These sanctions are binding rewards for law enforcement officers to comply with orders (*commandment*) to impose sanctions.

By imposing sanctions that have a greater deterrent effect, motorcyclists on Jalan Muara Karang Raya will be deterred from using the sidewalk, endangering pedestrians, and therefore will choose a legal stance to comply with the provisions of the Law on Traffic and Road Transportation. So that their legal behavior will change from initially breaking through the sidewalk to legal behavior that more fully complies with the provisions of Article 284 of the Law on Traffic and Road Transportation. This behavior change will create conditions where pedestrians' rights to sidewalks are fulfilled, and their interests are protected accordingly.

This study examines traffic accidents on Jalan Muara Karang as a reason for the urgency of changing the types of sanctions in the Law on Road Traffic and Transportation. In 2024, the Jakarta Metropolitan Police recorded 11,442 traffic accidents in the Special Capital Region of Jakarta, with 619 fatalities. In addition, the Tilang page is online. The Indonesian National Police recorded at least nine hundred and three traffic cases occurring in the DKI Jakarta area in 2026. According to the Metro Jaya Police, out of nine hundred and three cases, there were seven traffic cases in the North Jakarta region. These numerous traffic accidents harm pedestrians. In addition to

violating their right to the sidewalk, traffic accidents also cause injuries and even death. Therefore, this study examines the need for changes to the sanctions in the Law on Traffic and Road Transportation. The goal is to provide a deterrent effect so that motorcyclists on Jalan Muara Karang Raya prioritize pedestrian safety.

#### 4. CONCLUSION

This study concludes several points based on the analysis of the previous three sections. First, the Law on Traffic and Road Transportation provides legal protection in the form of recognition of pedestrians' rights to sidewalks. Another form of legal protection provided by the law is the obligation to prioritize pedestrian safety for drivers. Furthermore, the legislation in question also stipulates criminal sanctions for traffic violators in an effort to protect pedestrian rights.

However, motorcyclists on Jalan Muara Karang Raya believe these legal sanctions are insufficient to deter them. Analysis shows that they see the time savings as more valuable than the criminal penalties imposed under the Law on Road Traffic and Transportation. Consequently, they choose to use sidewalks, endangering pedestrians. This traffic violation demonstrates their lack of legal awareness and commitment to comply with the Law on Road Traffic and Transportation.

Therefore, this study examines the need for changes to the types of criminal sanctions in the Law on Traffic and Road Transportation. To provide a deterrent effect to traffic violators, the Law on Traffic and Road Transportation needs to increase the amount of fines and extend the prison term. Furthermore, the Law on Traffic and Road Transportation should regulate new types of sanctions, such as confiscation of driver's licenses. This will make motorcyclists less likely to use sidewalks, and as a result, they will prioritize pedestrian safety.

This study offers not only a description regarding why the bikers violates the pedestrian rights in Jalan Muara Karang Raya. This study also offers a suggestion about how the Law Number 22 of 2009 regulates the sanction to the bikers who violate the pedestrian rights. The description is this study contribution to the socio legal research in the Republic of Indonesia. Meanwhile, the suggestion serves as this study contribution to the Indonesian Penal Law.

#### 5. REFERENCE

##### Book

- Black, Henry Campbell. *Black's Law Dictionary*. 4<sup>th</sup> Ed. Minnesota: West Publishing Co., 1968.
- Brotosusilo, And. *Et. Al. Legal Writing: A Lecturer's Handbook*. Ed. 2. Jakarta: Asia Foundation - Legal Science Consortium, 1994.
- Irianto, Sulistyowati. *Et. Al. Socio-Legal Research*. Ed. 1. Denpasar: Pustaka Larasan, 2012.
- Irianto, Sulistyowati dan Shidarta. *Legal Research Method: Constellation and Reflection*. Jakarta: Yayasan Pustaka Obor Indonesia, 2017.
- Mars, Jupiter. *Legal Science: An Introduction*. Tasikmalaya: Zona Media Mandiri, 2020.
- Mertokusumo, Sudikno. *Understanding the Law: An Introduction*. 5th edition. Yogyakarta: Cahaya Atma Pustaka, 2016.
- Moeljatno. *Principles of Criminal Law*. 9th ed. Jakarta: Rineka Cipta, 2015.
- Scalia, Antonin and Bryan A. Garner. *Reading Law: The Interpretation of Legal Texts*. St. Paul, MN: Thomas/West, 2012.
- Soekanto, Soerjono. *Factors Influencing Law Enforcement*. Jakarta: Rajawali Press, 2004.
- Soekanto, Soerjono. *Legal Awareness and Legal Compliance*. Jakarta: Rajawali, 1982.

Soekanto, Soerjono and Sri Mamudji. *Normative Legal Research*. Jakarta: Rajawali Pers, 2015.

Soekanto, Soerjono. *Introduction to Legal Research*. Jakarta: UI-Press, 1986.

Susanti, Emilia and Eko Rahardjo. *Textbook of Law and Criminology*. Lampung: CV Anugrah Utama Raharja, 2018.

Suwardi. *Time Management*. Semarang: Prima Agus Teknik Foundation and STEKOM University, 2023.

### **Legislation**

*Law on Traffic and Road Transportation*. Law No. 22 of 2009. LN No. 96 of 2009. TLN No. 5025.

*Law on Amendments to Law Number 12 of 2011 concerning the Formation of Legislation*. Law No. 15 of 2019. LN No. 183 of 2019. TLN No. 6398.

*Law on Job Creation*. Law No. 11 of 2020. LN No. 245 of 2020. TLN No. 6573.

### **Thesis**

Mukarram, Muhammad Atha. "Perilaku Hukum Masyarakat Yang Menggunakan Rincik Sebagai Alas Hak Atas Sebidang Tanah di Kota Makassar." Skripsi Universitas Hasanuddin, Makassar, 2022.

Rofita, Irma. "Implementasi Perlindungan Hukum terhadap Hak Pejalan Kaki Menurut Undang-Undang Lalu Lintas dan Angkutan Jalan Perspektif Figh Siyasah (Studi Pada Persimpangan Lampu Merah Argopuro Kecamatan Kaliwates)." Skripsi Universitas Islam Negeri Kiai Haji Achmad Siddiq, Jember, 2023.

### **Journal Articles**

Arif, Muhammad dan Ida Mursida. "Meningkatkan Kesadaran Hukum Masyarakat Dalam Rangka Penegakan Hukum." *al Qisthâs*. Vol. 8, No. 2, 2017. Hlm. 104-116.

Assaad, Andi Istiqlal. "Hakikat Sanksi Dalam Perspektif Hukum Pidana Indonesia dan Hukum Pidana Islam (Studi Tentang Pidana Mati)." *Jurnal UNIMAL*. Vol. 19, No. 2, 2017. Hlm. 50-64.

Faida, Ani Nur, Yoyok Uruk S., dan Ernu Widodo. "Pertanggungjawaban Pidana Terhadap Tindak Pidana Dalam Berlalu Lintas yang Mengakibatkan Orang Lain Meninggal Dunia." *Binamulia Hukum*. Vol. 12, No. 1, 2023. Hlm. 227-240.

Haryani, C.A. *Et. Al.* "Pengembangan, Penyerahan, dan Pelatihan Sistem Informasi Restoran Berbasis Web untuk Restoran Tachia Jakarta." *GIAT: Teknologi untuk Masyarakat*. Vol 2, No. 1, 2023. Hlm. 13-25.

Herawati. "Karakteristik dan Penyebab Kecelakaan Lalu Lintas di Indonesia Tahun 2012." *Warta Penelitian Perhubungan*. Vol. 26, No. 23, 2014. Hlm. 133-142.

Lady, Lovely. *Et. Al.* "Efek Usia, Pengalaman Berkendara, dan Tingkat Kecelakaan Terhadap Driver Behavior Pengendara Sepeda Motor." *Teknologi*. Vol. 12, No. 1, 2020. Hlm. 57-64.

Marzuki, Peter Mahmud. "The Essence of Legal Research is to Resolve Legal Problems." *Yuridika*. Vol. 37 No 1 (2022). Pg. 37-58.

Moore, Sally Falk. "Law and Social Change: The Semi-Autonomous Social Field as an Appropriate Subject of Study." *Law & Society Review*. Vol. 7, No. 4 (1973). Pg. 719-746.

Mukharom, Dhian Indah Astanti, Dewi Tuti Muryat. "Analisis Normatif Terhadap Putusan Praperadilan No.04/PID.PRAP/2015/PN Berdasarkan Prespektif Kemanfaatan, Kepastian Hukum dan Keadilan." *Diktum*. Vol. 8, No. 1, 2020. Hlm. 1-35.

Murlinus. "Build Awareness and Obedience Law Society Law Enforcement Perspective." *Qawwam*. Vol. 4, No. 1, 2023. Pg. 60-69.

- Noorsanti, Inggal Ayu dan Ristina Yudhanti. "Kemanfaatan Hukum Jeremy Bentham Relevansinya dengan Kebijakan Pemerintah melalui Bantuan Langsung Tunai Dana Desa." *Sultan Jurisprudance*. Vol. 3, No. 2, 2023. Hlm. 183-193.
- Rivanie, Syarif Saddam. *Et. Al.* "Perkembangan Teori-teori Tujuan Pemidanaan." *Halu Oleo Law Review*. Vol. 6, No. 2, 2022. Hlm. 176-188.
- Rosana, Ellya. "Kepatuhan Hukum Sebagai Wujud Kesadaran Hukum Masyarakat." *Jurnal Tapis*. Vol. 1, No. 1, 2014. Hlm. 1-25.
- Sari, Andi Imelda Candra. "Jalur Pedestrian Adalah Hak Ruang Bagi Pejalan Kaki (Studi Kasus: Pada Ruang Publik; Lapangan Taruna dan Taman kota, Kota Gorontalo)." *Radial*. Vol. 2, No. 1, 2014. Hlm. 47-56.
- Soekanto, Soerjono. "Kesadaran Hukum dan Kepatuhan Hukum." *Jurnal Hukum & Pembangunan*. Vol. 7, No. 6, 1977. Hlm. 462-470.
- Thompson, Alexander. "Rational Choice Theory to International Law: The Promise and Pitfalls." *The Journal of Legal Studies*. Vol. 31, No. S1 (2002). Pg. S285-S306.
- Usman, Atang Hermawan. "Kesadaran Hukum Masyarakat dan Pemerintah Sebagai Faktor Tegaknya Negara Hukum Indonesia." *Jurnal Wawasan Hukum*. Vol. 30, No. 1, 2014. Hlm. 26-53.
- Wibisono, Hari. "Legal Protections for Debtors of Banks Providing Mortgage in Facing Execution Parates." *International Journal of Current Science Research and Review*. Vol. 05, Issue 01 (2022). Pg. 170-177.
- Widodo, Aris. "Studi Tentang Kenyamanan Pejalan Kaki terhadap Pemanfaatan Trotoar di Jalan Protokol Kota Semarang (Studi Kasus Jalan Pandanaran Semarang)." *Jurnal Teknik Sipil dan Perencanaan*. Vol. 15, No. 1, 2013. Hlm. 1-12.
- Wijayanta, Tata. "Asas Kepastian Hukum, Keadilan, dan Kemanfaatan Dalam Kaitannya Dengan Putusan Kepailitan Pengadilan Niaga." *Jurnal Dinamika Hukum*. Vol. 14, No. 2, 2014. Hlm. 216-226.
- Zein, Muhammad Fauzan. "Pentingnya Mentaati Dan Meningkatkan Kesadaran Hukum di Masyarakat." *Nomos*. Vol. 3, No. 3, 2023. Hlm. 71-75.

### Internet

- Al Farisi, Baharudin dan Jessi Carina. "Pengendara Protes Parkir Liar di Muara Karang Raya, Trotoar dan Bahu Jalan Digunakan Seenaknya." *Kompas.com*, 2 Juni 2023. Tersedia di [https://megapolitan.kompas.com/read/2023/06/02/17564481/pengendara-protos-parkir-liar-di-muara-karang-raya-trotoar-dan-bahu-jalan#google\\_vignette](https://megapolitan.kompas.com/read/2023/06/02/17564481/pengendara-protos-parkir-liar-di-muara-karang-raya-trotoar-dan-bahu-jalan#google_vignette), diakses pada tanggal 1 Juli 2024.
- Kepolisian Republik Indonesia. "POLDA METRO JAYA: 903 Perkara." *Tilang Online Polri*. Tersedia pada <https://dakgargakkum.com/dashboard>, diakses pada tanggal 13 Februari 2026.
- Noviansah, Wildan. "619 Orang Tewas Kecelakaan di Jakarta dan Sekitarnya Selama 2024." *Detik*, 31 Desember 2024. Tersedia pada <https://news.detik.com/berita/d-7711620/619-orang-tewas-kecelakaan-di-jakarta-dan-sekitarnya-selama-2024>, diakses pada tanggal 1 Januari 2025.
- Surapat, Budhi Firmansyah. "Lalin di Muara Karang Diuji Coba Satu Arah." *Berita Jakarta*, 28 Juni 2015. Tersedia pada <https://m.beritajakarta.id/read/10879/lalin-di-muara-karang-diuji-coba-satu-arah>, diakses pada tanggal 1 Juli 2024.

### Interview Results

The results of an interview with Mr. Andri, one of the motorcyclists on Jalan Muara Karang Raya, at Grand Wing Heng Muara Karang, Jl. Muara Karang Raya Block Z3 No.S/60, RT. 13, RW. 18, Kel. Pluit, Kec. Penjaringan. North Jakarta, DKI Jakarta, 14450, on July 6, 2024 at 09.00-10.00 WIB.

The results of an interview with Mr. Dimas, one of the motorcyclists on Jalan Muara Karang Raya, at Super Indo Muara Karang, Jl. Muara Karang Raya No. 2, RT. 12, RW. 17, Kel. Pluit, Kec. Penjaringan. North Jakarta, DKI Jakarta, 14450, on July 10, 2024 at 11.00-11.30 WIB.

The results of an interview with Mr. Harafad, one of the motorcyclists on Jalan Muara Karang Raya, at Starbucks Muara Karang, Jl. Muara Karang Raya No. 23 Block 23 Selatan, RT. 10, RW. 8, Kel. Pluit, Kec. Penjaringan. North Jakarta, DKI Jakarta, 14450, on June 21, 2024 at 10:00-11:10 WIB.

The results of an interview with Mr. Ragil, a motorcyclist on Jalan Muara Karang Raya, at Snapy Muara Karang, Jl. Muara Karang Raya No. 41, RT. 13, RW. 17, Kel. Pluit, Kec. Penjaringan. North Jakarta, DKI Jakarta, 14450, on June 24, 2024 at 08.00-09.12 WIB.

Results of an interview with Mr. Rohmandi, a resident of Block 2 Muara Karang since 1986, at Muara Karang Market, Jl. Muara Karang Raya, RW. 3, Kel. Pluit, Kec. Penjaringan, North Jakarta, DKI Jakarta, 14450, on June 17, 2024 at 09.00-10.00 WIB.

The results of an interview with Mr. Rozali, a motorcyclist at Warung Sambal Damas, Jalan Muara Karang Raya 215, Pluit, Penjaringan, Jakarta Jakarta, 14450, on June 22, 2024 at 10:00-11:00 WIB.

The results of an interview with Mr. Sugiyantono, a traffic police officer from the Penjaringan Metro Police Sector at McDonald's Muara Karang, Jalan Muara Karang Barat No. 49, Pluit Subdistrict, Penjaringan District, North Jakarta, DKI Jakarta, 14450, on July 1, 2024, at 12:00-1:00 PM WIB.

### **Observation**

The results of observations using participant observation procedures by the Author on Jalan Muara Karang Raya, Pluit Village, Penjaringan District, North Jakarta City, DKI Jakarta Province, 14450, on June 15, 2024 at 08.00-10.30 WIB.

Observation results using the observation procedure involved in traffic on Muara Karang Raya Road from January 1, 2024 to February 1, 2026