

Motivation To Ride A Bicycle In Daily Life

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Abstract. This research was conducted by using descriptive analysis to conduct a study of motivation to ride a bicycle in everyday life. This study aims to see how much communities have motivation in riding bicycle. The sampling technique used in this study is random purposive sampling with 46 respondents. The technique in this study used descriptive analysis. Descriptive analysis was conducted for quantitative data obtained from primary data to bicycle users who crossed the special lane for 3 days in the East Jakarta area. This motivation assessment was measured by 5 dimensions with a total of 15 statement indicators given to bicycle users as research respondents. The 5 dimensions used in this study were physiological needs, safety, and security needs, affiliation or acceptance needs, esteem or status needs, and self-actualization needs. The results of this study consist of the existence of a bicycle lane, the respondents of bicycle user prefer to ride a bicycle because of a healthy lifestyle, cost savings, and lack of orderliness of other transportation riders who often cross a special bicycle lane. The next reason why bicycle users prefer to ride bicycles was to reduce air pollution and to feel comfortable. The respondents also answered that riding bicycle was better at saving costs than encouraging the ability to increase purchasing power.

Keywords: Motivation, riding bicycle, daily life

Introduction

Albert Einstein said that life is like riding a bicycle. To keep your balance, you must keep moving. Cycling activities in daily life is an activity that is very simple, inexpensive and so fun, both nourish our own bodies and nourish our nature and environment. With bicycling we do not pay a lot of costs such as buying a motorcycle or car and fuel oil. The provincial government of DKI Jakarta built bicycle lanes on a number of roads in Jakarta. In accordance with law number 22 years 2009 concerning road traffic and transportation, the bicycle line is one of the road equipment. The government must also provide facilities for cyclists to facilitate traffic. The DKI Jakarta Provincial Government wants to create a “cycling-friendly Jakarta” and encourage more Jakartans to use bicycles as a means of daily transportation. Based on the phenomena above, the author is interested in writing this research entitled: **Motivation To Ride A Bicycle In Daily Life.**

The problems are caused by people’s preference of riding a bicycle in daily life. This decision is inseparable from motivation, therefore, this research formulates:

1. Motivation encourages people’s preference to ride a bicycle in daily life and riding another transportation.
2. Motivation encourages people’s preference to ride a bicycle in daily life.
3. Motivation encourages people’s preference to ride another transportation.

This research purposes are:

1. To determine the motivation that encourages people’s preference to ride a bicycle in daily life and riding that another transportation.

2. To determine the motivation that encourages people's preference to ride a bicycle in daily life.
3. To determine the motivation that encourages people's preference to ride another transportation.

Academic purposes of this research is expected to provide a theoretical contribution for human resources management science or study development to determine the comparison of work motivation in a place and provide a solution, so that it can participate in facing a healthy competition.

While practical benefits, this research can provide a description and be used as a reference as well as evaluation material for any parties to understand the motivation between riding a bicycle and riding another transportation so that there will be no fight among both parties.

There are some researches having similarities and differences with this research, among others;

1. Differences of work motivation between librarian and administration personnel (A comparative study on differences of work motivation between librarians and administration personnel in Airlangga University) by (Dimas Agung Trislianto, 2015), stating that there are different personnel status, each component has different performance mechanism based on ability depending on motivation. According to Herzberg in Stoner and Freeman (Hubeis A.V, 2008), that describes that external motivation includes: 1) company policies and administration; 2) supervision or monitoring; 3) salary or wage, and other benefits including incentive; 4) interpersonal relations; 5) status; 6) work safety; 7) work conditions. Meanwhile, intern motivation includes 1) achievement; 2) acknowledgment; 3) responsibility; 4) growth or possibility to grow; 5) the work itself. The type of research is explanative comparative and the method used is survey and there are 74 respondents. This research aims to determine whether any difference of work motivation between librarians and administration personnel in the library of Airlangga University. It used an independent sample t-test as the analysis method. Based on the analysis results, it concluded that there are differences between librarians and administration personnel in the indicators of: 1) company policies and administration; 2) supervision or monitoring; 3) status; 4) work safety; 5) achievement; 6) acknowledgment; 7) the work itself, with significance value (α) < of 0,05 for each indicator.
2. (Quratul, 2011) stated that literature and many researchers conclude that the factors of empowerment and acknowledgment have positive effects on employee motivation. More increasing employee empowerment and acknowledgment in an organization will lead to more increasing their work motivation. There is also a positive relationship between employee motivation and organizational effectiveness. More employee motivation on work achievement will lead to a higher level of organizational performance and success. (Saleem Rizwan MS, Mohammad Ali Jinnah, Azeem Mahmood, 2010) stated about employees working in telecommunication sector in Pakistan only. The questionnaire survey was used to measure work satisfaction and work motivation. Since the respondents were taken from two telecommunication organizations and there were quite small samples so the findings could not be generalized to all employees in the telecommunication sector in Pakistan. (Saleem Rizwan MS, Mohammad Ali Jinnah, Azeem Mahmood, 2010) considered the importance of employee satisfaction and its effects on organizational effectiveness and productivity. Thus, company management should take any necessary actions.
3. (Ganta, 2014) said that the level of motivation in the workplace has a direct effect on employee productivity. Workers who are motivated and passionate about their work carry out their responsibilities to the best of their ability and it can result in an increased amount of production. Employee motivation is always a major issue for leaders and managers. Unmotivated employees tend to spend little or no effort on their jobs, avoid the workplace

as much as possible, get out of the organization if given an opportunity, and produce low-quality jobs. On the other hand, employees who feel motivated to work tend to be persistent, creative, and productive, produce high-quality work that they are willing to do. They also emphasized the importance of motivation in the workplace to improve employee performance and productivity.

4. (Tella Adeyinka, C.O. Ayeni, 2007) stated that there is a positive correlation between work motivation and work satisfaction with a coefficient value of $r = .4056$. Motivation also correlates with organizational commitment, but it is a negative correlation with the coefficient value of $r = -.1767$. This indicates that there is no significant observed difference in work motivation between professional and non-professional librarian personnel. There is also no difference in work satisfaction between librarian personnel in academic libraries and research. This is shown by $t_{cal} 1.66 > t_{tab} 1.96$ with the level by 0.05 and level of freedom by 198. They expressed that years-experiences have not correlated with organizational commitment. This is shown in some regression (R) of 0,05 and multiple correlations of R Square by 0,002, showing 2% out of total correlation and value of Eta and Beta by 0,04.

The term of motivation is taken from the work of motive which means strength within an individual, causing the individual to take any necessary actions. some assumptions are stating: 1) behavior has a starting point, direction, and stopping point; 2) behavior is voluntary and under self-control; 3) behavior is not random but has a specific direction and purpose. Based on the assumptions, it can define that motivation refers to the psychological process causing arousal, direction, and appropriateness of voluntary action with certain purpose direction (Champoux, Joseph E., Thomson-SW, 2003). Motivation according to (Luthans, 2005) is “a process that starts with a physiological or psychological deficiency or need that activates a behavior or a drive that is aimed at a goal or incentives”. According to (Stoner, James AF & Freeman, 2014) it described that extern motivation includes 1) company policies and administration; 2) supervision or monitoring; 3) salary or wage, and other incentive profits; 4) interpersonal relations; 5) status; 6) work security; 7) work conditions. Meanwhile, intern motivation includes 1) achievement; 2) acknowledgment; 3) responsibility; 4) growth or possibility to grow; 5) the work itself Abraham Maslow (Abraham Maslow, 2002) expressed a motivation theory known as Maslow's Need Hierarchy Theory. (Hasibuan, 2009), expressed that there are five hierarchies of human needs, namely as follow:

1. **Physiological Needs**
Physiological needs are the need for life survival. These needs include needs for foods, drinks, houses, and others. Willingness to meet these needs stimulate one person to behave or work diligently.
2. **Safety and Security Needs**
Safety and security needs are the needs for freedom of any work accident and security threats. These needs direct to two forms: (1) needs for spiritual security in the workplace; (2) needs for wealth security in the workplace in working times.
3. **Affiliation or Acceptance Needs**
Affiliation or acceptance needs is the needs for social, friends, affiliations, interactions, being loved and love, and being accepted in the association of workers and community groups environment. Since man is a social being, it is clear that he has social needs consisting of four groups, namely: (1) Needs to be accepted by others (sense of belonging); (2) Needs to be respected (sense of importance); (3) Need for progress and not fail (sense of achievement); (4) The need for a sense of participation.
4. **Esteem or Status Needs**
Esteem or Status Needs are the needs of self-achievement and acknowledgment as well as prestige achievement from employees and communities in the environment. Prestige and status are manifested by many issues used as the symbols of the status.
5. **Self Actualization**

Self Actualization is the need of self-actualization by using an optimal ability, skills, and potentials to achieve very satisfying work achievement.

Method

This type of research uses quantitative descriptive. Results evaluation research supports decision making based on two or more alternative actions (Silalahi Ulber, 2009). The form of research used is explanatory with the data source used in the form of primary data obtained through a bicycle user questionnaire in the East Jakarta region. The data collection technique is primary data using a questionnaire aimed at bicycle users in the East Jakarta area. The research population is all bicycle users in the DKI Jakarta area. The population in this study is infinite while the sampling technique used in this research is purposive random sampling with the number of respondents is more than 30. The questionnaire was obtained from respondents who used the road markings for bicycles for 3 days in the East Jakarta area. There are 46 people who ride bicycles in the East Jakarta area with purposive random sampling. The reason for selecting East Jakarta area is because East Jakarta area has a special lane for bicycle users. Analysis of the data used is descriptive quantitative obtained from bicycle users in the area of East Jakarta. The results of the analysis are presented in the form of a description and chart of the questionnaire. The analytical model used is the implementation of motivation theory.

No	Dimensi	Indicator	Number of Indicator questioner	Scala
1.	Physiological Needs,	1. Healthy Lifestyle	1 -3	Ordinal
		2. Cost-Effective	4-5	Ordinal
		3. Transportation Frequency	6-7	Ordinal
2.	Safety and Security Needs	1. Special Bicycle Lane Procurement	8-10	Ordinal
		2. Air Pollution	11	Ordinal
3.	Affiliation or Acceptance Needs	1. The Formation of a Bicycle Organization	12-13	Ordinal
4.	Esteem or Status Needs	1. Confession and Self-esteem	14	Ordinal
5.	Self-Actualization Needs	2. Punctuality	15	Ordinal

Source: Data is processed by the author (2019)

Discussions and Results

Table Deskriptive Analysis

	N	Range	Minimum	Maximum	Sum	Mean		Std. Deviation	Variance
	Statistic	Statistic	Statistic	Statistic	Statistic	Statistic	Std. Error	Statistic	Statistic
Total_K1	46	18	17	35	1312	28.52	.631	4.283	18.344
Total_K2	46	6	14	20	801	17.41	.279	1.892	3.581
Total_K3	46	6	4	10	365	7.93	.255	1.731	2.996
Total_K4	46	4	1	5	174	3.78	.155	1.052	1.107
Total_K5	46	4	1	5	167	3.63	.153	1.040	1.083
Valid N (listwise)	46								

Sumber : Data Diolah Tim Penulis (2019).

Descriptive Analysis:

1. In the dimensions of physiological needs, bicycle users answered very much compared to other dimensions conducted in this study. This we can see from the maximum value of this dimension at number 35 which is more than the other dimensions. In addition, we can see that the average indicator of questions answered by respondents shows that for a healthy lifestyle, cost savings and lack of orderliness of other transport riders who often cross the bicycle lane.
2. In the dimension of safety and security needs, bicycle users in this study are at a maximum of 20. This we can see from the maximum value of this dimension is at number 20 which is the second-highest number of the other dimensions. In addition, we can see that the average indicator of questions answered by respondents shows that to reduce air pollution and bicycle users feel comfortable.
3. In the dimension in the form of Affiliation or Acceptance Needs, the bicycle users in this study are at a maximum of 10. This can be seen from the maximum value of this dimension which is 10, which is the third-highest number of the other dimensions. In addition, we can see that the average indicator of questions answered by respondents shows that bicycle users are motivated to join the bicycle community.
4. In the dimension in the form of Esteem or Status Needs, the bicycle user in this study is at a maximum number of 5. This can be seen from the maximum value of this dimension at number 5 which is the fourth-highest number of the other dimensions. This is because the average value of the indicator questions answered by respondents shows that the participants of the bicycle race get recognition and self-esteem as participants of the competition.
5. In the dimension of self-actualization Needs, the bicycle user in this study is at a maximum number of 5. This can be seen from the maximum value of this dimension at number 5 which is the fifth-highest number of the other dimensions. This is because the average value of the indicator questions answered by respondents indicates lower than the Esteem or Status Needs

dimension that the use of bicycles can help bicycle users arrive more timely in carrying out daily activities.

Conclusion and Recommendations

From the discussion results above it can conclude that:

1. With the bicycle lane, the bicycle user respondents prefer to ride a bike because of the desire for a healthy lifestyle, cost savings, and lack of orderliness of other transportation riders who often cross the bicycle lane.
2. The next reason why bicycle users prefer to use bicycles to reduce air pollution and bicycle users feel comfortable.
3. Respondents also answered that the use of bicycles is better at saving costs than encouraging the ability to increase purchasing power.
4. Bicycle users are aware of the need to hold a club or member membership in preserving the cycling habits that are marked by holding a club or member for bicycles, a bicycle race that can foster good relations with other people and become a pride if you win the race.

The recommendations that can be proposed are:

1. Instilling motivation in the community to live healthy through cycling.
2. Motivating students to realize how good it is to get used to cycling.
3. With the lack of orderliness of other transportation riders who often cross the bicycle lane, it is expected that there will be officers of departement of transportation who control this condition so that it does not occur, because this can lead to the possibility of accidents for bicycle users.
4. Motivating the development of science and technology to diversify bicycle products, helmets, jackets, protective equipment for bicycle users.

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