

THE EFFECT OF GENDER ON AGGRESSIVE DRIVING IN PRIVATE VEHICLE USERS IN SOUTH JAKARTA

Elga Novirania¹, A. R. Miftah Firdaus² & Pingkan Putri Octaviani³

email :elganovirania@gmail.com¹, miftafirdaus@gmail.com² & pingkanputri96@gmail.com³

Faculty of Psychology

Program Study Masters of Psychology Profession

Persada Indonesia University Y.A.I. Street Jakarta INDONESIA

ABSTRACT

This study aims to analyze the presence or absence of gender influence on aggressive driving that occurs in private vehicle users. Due to the increasing population in Jakarta, the road conditions, especially in South Jakarta which is being done infrastructure development, make people now choose to use private vehicles and increase the density of the highway which then form the behavior aggressive driving. The theory used in this research is theory aggressive driving according to Dula & Geller (2003) and gender theory according to Herdiansyah (2016). The population in this study are individuals who are domiciled in South Jakarta and daily use private vehicles. The sample in this research is done by using method accidental sampling, which then take sample of trial as many as 30 people. After that, tested normality test requirements in two groups with Asymp values. Sig. (2-tailed) 0.090 and 0.099 > 0.05 which stated that the data is normally distributed, then the homogeneity test with the Sig value. 0.697 > 0.05 stated that the data has the same variant, similar or homogeneous. The results obtained from the test independent t-test difference test obtained a value of Sig. (2-tailed) of 0.00 < 0.05 that there is a difference between averages aggressive driving in male gender with aggressive driving in female gender. And obtained the mean value on aggressive driving gender of men and women equal (86.4067 > 61.8933). Then it can be said that mean values aggressive driving in men is higher when compared with aggressive driving in women.

Keywords: Aggressive Driving, Gender, Personal Vehicles.

INTRODUCTION

Jakarta is the capital city of Indonesia, every year many people come to live in the capital city which causes an increase in population every year. With the increasing population, Jakarta is becoming increasingly congested and currently the condition of the roads in Jakarta is that infrastructure development is being carried out in several areas. Traffic jams, heat and unfavorable conditions mean that people now choose to use private vehicles, making the road density quite congested. People who were previously loyal customers of public transportation are starting to turn to private transportation because it has many advantages and the convenience of being able to arrange routes according to their needs, being able to travel at any time, avoiding traffic jams and the hot streets of Jakarta. People use private transportation to go to work, to school, shopping, walking, buying daily necessities, and so on. (Susantono, 2014).

The more people use private vehicles, the more traffic jams in Jakarta will increase, causing various problems in traffic flow. Munawar (2005) states that traffic problems include venting frustration on the road, overtaking the vehicle in front without estimating a sufficient distance, turning without turning on the signal lights, and can also display aggressive behavior when driving. Every day facing traffic jams can cause people to get tired and then behave aggressively in driving.

According to Dula & Geller (2003) aggressive driving is intentional aggressive behavior to attack, negative emotions while driving and driving behavior that is unsafe and endangers other people. Tasca (2000) adds that aggressive driving is done intentionally, tends to increase the risk of accidents and is motivated by impatience, annoyance, hostility and/or an attempt to save time.

Recently, there was a case of a fight between a first officer of the Indonesian Navy and a teenager. The dispute between the two occurred because the driver of the car threw rubbish carelessly through the glass window, then the rubbish was thrown by the young man and both of them stopped in the middle of the road. "There was an argument and a quarrel and it ended in a fight." Interim examination showed that the two parties fighting came from the extended family of the Indonesian Navy (www.liputan6.com).

Aggressive driving behavior is caused by several factors. One of the factors of aggressive driving according to Tasca (2000) is gender. Men are generally more aggressive than women.

Gender is a series of characteristics and traits that are socioculturally attributed to men and women. These inherent characteristics or traits are created by the social or cultural surroundings (Herdiansyah, 2016). Aggressive behavior in men and women is influenced by the ability to control themselves. Men show more dominant expressions, respond aggressively and initiate aggressive behavior and show aggressive behavior in physical or verbal form, while women show more emotional expression (Kim, et.al., 2011).

Many studies show that there is indeed strong evidence that differentiates aggressive behavior between men and women, both in terms of intensity, direction and the forms of aggression displayed. Men show more aggressiveness in physical expressions, while women show more aggressiveness in emotional expressions. Another example of aggressive driving behavior is driving under the influence of alcohol or being drunk while driving. There are several facts about drunk driving as reported by Boldsky, one of these factors is: "studies reveal that 80% of those who died as a result of drunk driving were men" so 20% of cases of aggressive driving by driving under the influence of alcohol were male. female gender (www.metrotvnews.com).

However, there is a recent case that states that female drivers can also do aggressive driving, as happened on 21 November 2017, namely a woman who hit dozens of motorbikes at the Senayan roundabout (www.kumparan.com). Ideally, private vehicle users, both men and women, should not exhibit aggressive behavior, even though there are gender differences between men and women, private vehicle users should still act well to avoid aggressive driving on the road or while driving.

Based on existing phenomena and previous findings, researchers are interested in looking at "The Influence of Gender on Aggressive Driving among Private Vehicle Users in South Jakarta".

A. Identify the Problem

The research problems proposed by the author can be identified as follows:

1. High level of congestion on South Jakarta traffic roads.
2. Aggressive driving among private vehicle users in South Jakarta is increasing.

B. Problem Limitations

So that this research can be carried out more focused, perfect and in-depth, the author views that the research problems raised need to be limited in terms of variables. Therefore, the author limits it to "Aggressive driving, gender and private vehicle users in South Jakarta."

C. Problem Formulation

Based on the problem boundaries that the author has chosen, the problem of this research can be formulated as follows:

1. Is there a gender influence on aggressive driving among private vehicle users in South Jakarta?
2. To find out the differences in aggressive driving between men and women among private vehicle users in South Jakarta.
3. To find out the differences in aggressive driving among private vehicle users in South Jakarta in terms of gender, age range and education level.

D. Research Objectives

This research aims to analyze whether or not there is an influence between aggressive driving and gender differences that occur among private vehicle users in South Jakarta, as well as empirically analyzing theories aimed at academic purposes.

E. Benefits of Research

1. Theoretical Benefits

The theoretical benefit of this research is to add to studies in the world of psychology, especially in the fields of Clinical Psychology and Social Psychology regarding the relationship between aggressive driving and gender differences.

2. Practical benefits

It is hoped that this research will have benefits so that private vehicle users in South Jakarta can drive according to traffic rules so that they do not endanger other drivers. Private vehicle users in South Jakarta are expected to drive well so as not to cause aggressive driving towards fellow private vehicle users, both men and women.

THEORETICAL BASIS

A. Aggressive Driving

1. Definition

Dula & Geller (2003) state that aggressive driving is intentional aggressive behavior to attack, negative emotions while driving and driving behavior that is unsafe and endangers other people. According to Dula and Geller (2003), dangerous driving includes aggression with the intent to harm, negative emotions and cognitions such as anger, frustration and rumination (all of which can be experienced without showing aggression, but which nevertheless expend more attention that would be better spent on the task driving), as well as risky driving behavior, which is often considered aggressive, but does not have the intent to harm.

Tasca (2000) adds that aggressive driving is done intentionally, tends to increase the risk of accidents and is motivated by impatience, annoyance, hostility and/or an attempt to save time. Mizell (in the American Automobile Association (AAA) Foundation for Traffic Safety, 1997) also defines aggressive driving as angry or impatient behavior from a driver intentionally or with the intention of injuring or killing another driver or pedestrian due to traffic problems.

2. Aggressive Driving Form

James & Nahl (2000) put aggressive driving behavior into several categories, namely:

a) Impatience and Inattentiveness

- 1) Running a red light,
- 2) Increase speed when you see a yellow light,
- 3) Change lanes,
- 4) Driving at a speed above the maximum safe speed limit,
- 5) Walking too close to the vehicle in front of you,
- 6) Not giving signs when needed, such as turning or stopping,

- 7) Increase speed or reduce speed suddenly.
- b) Power Struggle (strength struggle)
 - 1) Obstructing people who want to change lanes, refusing to give way or move,
 - 2) Minimize the proximity to the vehicle in front to block people queuing,
 - 3) Threaten or provoke other drivers by shouting, making movements that provoke anger and honking the horn repeatedly,
 - 4) Following another vehicle to punish or threaten that vehicle,
 - 5) Cutting into the path of another vehicle to attack or retaliate against another driver,
 - 6) Braking suddenly to attack or respond to another driver.
- c) Recklessness and Road Rage
 - 1) Chase other drivers for a duel,
 - 2) Driving while drunk,
 - 3) Point a gun at or shoot another driver,
 - 4) Attacking another driver using his own car or hitting an object,
 - 5) Driving at very high speeds.

B. Gender

Definition

Gender is a series of characteristics and traits that are socioculturally attributed to men and women. These inherent characteristics or traits are created by the social or cultural surroundings (Herdiansyah, 2016). Gender is a characteristic inherent in men and women which is formed by social and cultural factors, thus forming the social and cultural roles of men and women. These social and cultural factors influence gender roles in aggressive behavior (Handayani, 2008).

In general, the definition of gender is the visible differences between men and women when viewed from values and behavior. (Fakih, 2006) stated that gender is a characteristic inherent in men and women which is constructed socially and culturally. Changes in characteristics and characteristics that occur from time to time and from place to place are called gender.

Karakteristik dan ciri yang diasosiasikan tidak hanya didasarkan pada perbedaan biologis, melainkan juga pada interpretasi sosial dan kultural tentang apa artinya menjadi laki-laki atau perempuan (Rahmawati, 2004).

According to (Herdiansyah, 2016) states that the gender role of men is expected to be more dominant than women. This dominance makes men's position more important than women. Dominance makes men superior to women in many factors, thereby positioning women as subordinates.

RESEARCH METHODOLOGY

A. Place and Time of Research

This research was conducted in the area around South Jakarta. The research was conducted in June 2018.

B. Research Population and Sample

1. Population

Sugiyono (2005) stated that population is a generalized area consisting of objects that have certain qualities and characteristics that are determined by researchers to be studied and then conclusions drawn. The population in this study are individuals who carry out daily activities using private vehicles in South Jakarta with an unidentified population.

2. Sample

The sample is part of the number and characteristics of the population (Sugiyono, 2010). Researchers took subjects who live in South Jakarta and carry out daily activities using private vehicles in South Jakarta, with a minimum of 5 drives in the South Jakarta area within one week.

C. Sampling Technique

In determining the sample size, researchers used the Slovin formula (Riduwan, 2005), namely:

Figure 3.1 Slovin's Formula

$$N = n / N(d)^2 + 1$$

n = Minimum sample
N = Number of population
d = 95% precision value or sig. = 0.05

According to (Riduwan, 2005), for an infinite population, the minimum sample that can be used is 1000. In this research, because the population is very large and unidentified, the researcher uses a minimum sample with a population of 1000. So the calculation result is $N = 1000 / 1000 (0.05)^2 + 1 = 285.71$ rounded to 300.

Then this research uses non-probability sampling, namely a sampling technique that does not provide an equal chance for each element or member of the population to be selected as a sample. The technique used in sampling is accidental sampling. The accidental sampling technique is a technique for determining samples based on chance, which is distributed using a Google form to subjects who have met the research criteria, then anyone who responds and is willing to fill out the Google form will become a respondent in this research.

RESEARCH RESULT

A. Data Description

1. General Description of the Research Site

This research was conducted on individuals who carry out their daily activities using private vehicles in South Jakarta. The research was carried out at various points in South Jakarta. With the increasing population in Jakarta, it is becoming increasingly congested, especially the condition of the roads in South Jakarta where infrastructure development is being carried out in several areas. Traffic jams, heat and unfavorable conditions mean that people now choose to use private vehicles, causing road congestion to increase.

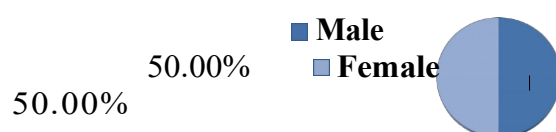
2. Description of the Research Sample

Based on the data obtained, there are several characteristics of respondents and their numbers, including gender, age range and level of education. The following is the data obtained regarding the general description of the research subject:

Diagram 4.1

Classification of Research Subjects Based on Gender

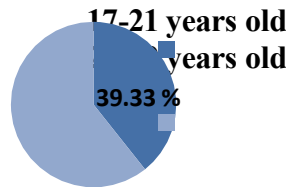
Gender



In diagram 4.1, based on 300 research subjects, there are 150 subjects who are male (50%) and

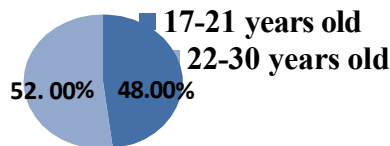
there are 150 subjects who are female (50%).

Diagram 4.2
Classification of Research Subjects Based on Age of Male Group
Male



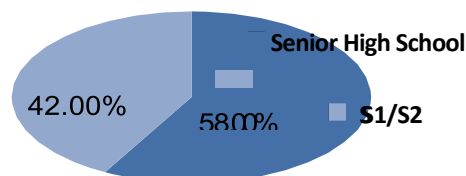
In diagram 4.2, based on 300 research subjects, there were 59 male subjects with an age range of 17-21 years (39%) and there were 91 male subjects with an age range of 22-30 years (61%).

Diagram 4.3
Classification of Research Subjects Based on Age of Female Groups
Female



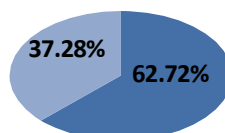
In diagram 4.3, based on 300 research subjects, there were 72 female subjects with an age range of 17-21 years (48%) and there were 78 female subjects with an age range of 22-30 years (52%).

Diagram 4.4
Classification of Research Subjects Based on Male Group Education
Male



In diagram 4.4, based on 300 research subjects, there were 87 male subjects who had a Senior High School (SMA) education (42%) and there were 63 male subjects who had a Bachelor's degree (S1-S2) (58%).

Diagram 4.5
Classification of Research Subjects Based on Education of Women's Groups
Female



In diagram 4.5, based on 300 research subjects, there are 106 female subjects who have a Senior High School (SMA) education level (63%) and there are 44 female subjects who have a Bachelor's degree (S1-S2) (37%).

B. Analysis Requirements Testing

1. Normality Test

The normality test in this study used the Kolmogorov-Smirnov test and the Shapiro Wilk test which are shown in table 4.1 and table 4.2 below:

Table 4.1
Kolmogorov-Smirnov test
One-Sample Kolmogorov-Smirnov Test

		LK	PR
N		150	150
Normal Parameters ^{a,b}	Mean	86.4067	61.8933
	Std. Deviation	3.86535	4.62434
Most Extreme Differences	Absolute	.068	.067
	Positive	.067	.067
	Negative	-.068	-.063
Test Statistic		.068	.067
Asymp. Sig. (2-tailed)		.090 ^c	.099 ^c

a. Test distribution is Normal.

b. Calculated from data.

c. Lilliefors Significance Correction.

It is known that the basis for decision making in the normality test is:

- If the Sig value. > 0.05 then the data is normally distributed.
- If the Sig value. < 0.05 then the data is not normally distributed.

In table 4.2, the Asymp value is obtained. Sig. (2-tailed) in the male group (LK) was 0.090 and the value in the female group (PR) was 0.099. Because the Sig value. male and female gender is greater than 0.05, so it can be concluded that the aggressive driving data is normally distributed.

Table 4.2
Shapiro Wilk Test

	Kolmogorov-Smirnov ^a			Shapiro-Wilk		
	Statistic	df	Sig.	Statistic	df	Sig.
LK	.068	150	.090	.988	150	.235
PR	.067	150	.099	.983	150	.054

a. Lilliefors Significance Correction

In table 4.2, the Sig value is obtained. in the Shapiro-Wilk column, namely the male group (LK) is 0.235 and the female group (PR) is 0.054. Because the Sig value. male and female gender is greater than 0.05, so it can be concluded that the aggressive driving data is normally distributed.

2. Homogeneity Test

The results of homogeneity test calculations using the SPSS 22.00 for Windows program can be seen in the following table:

Table 4.3
Homogeneity Test

LK			
Levene Statistic	df1	df2	Sig.
.794	17	128	.697

The basis for decision making in the homogeneity test is:

- a) If the significance value is < 0.05 then it is said that the variance of two or more population data groups is not the same.
- b) If the significance value is > 0.05 then it is said that the variance of two or more population data groups is the same.

Based on the SPSS output in table 4.3, it is known that the significance of the Aggressive Driving data for male gender based on female gender is $0.697 > 0.05$, meaning that the aggressive driving gender data between men and women has the same variant, similar or homogeneous. In this way, the analysis process can be continued in testing the research hypothesis.

C. Difference Test Results

This research used the Independent Sample T-Test statistical technique with the help of SPSS version 22.0.0 for Windows. The results of the research data difference test are displayed in table 4.4 below:

Table 4.4
Independent T-Test

		Independent Samples Test								
		Levene's Test for Equality of Variances		t-Test for Equality of Means						
		F	Sig.	t	df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference	
									Lower	Upper
Nilai	Equal variances assumed	5.641	.018	49.813	298	.000	24.51333	.49211	23.54489	25.48178
	Equal variances not assumed			49.813	288.909	.000	24.51333	.49211	23.54476	25.48190

The hypothesis proposed by the researcher is:

- a) H_0 : There is no difference in average between male gender aggressive driving and female gender aggressive driving.
- b) H_a : There is an average difference between aggressive driving of the male gender and aggressive driving of the female gender.

So the basis for decision making from the Independent T-test using a 2-tailed hypothesis is:

- a) If the Sig value. (2-tailed) > 0.05 then H_0 is accepted and H_a is rejected.
- b) If the Sig value. (2-tailed) < 0.05 then H_a is accepted and H_0 is rejected.

Then the results of the SPSS t-test output in table 4.4 show that the Sig (2-tailed) value is $0.00 < 0.05$, so it is in accordance with the basis for decision making in the Independent T-Test test, namely it can be concluded that H_0 is rejected and H_a is accepted, which means that there is a difference between the average aggressive driving of the male gender and the aggressive driving of the female gender, which means that there is a gender influence on the aggressive driving of private vehicle users in South Jakarta.

Table 4.5
Descriptive Group Gender Group Statistics

Group Statistics					
	Kelompok	N	Mean	Std. Deviation	Std. Error Mean
Nilai	Laki-Laki	150	86.4067	3.86535	.31560
	Perempuan	150	61.8933	4.62434	.37758

Looking at table 4.5, the mean value for aggressive driving for the male gender is 86.4067 and aggressive driving for the female gender is 61.8933. Thus, it can be said that the level of aggressive driving in men is higher when compared to the level of aggressive driving in women.

Table 4.6
Descriptive Group Statistics Classification of Age Range for Men

Group Statistics					
	PR	N	Mean	Std. Deviation	Std. Error Mean
Nilai	17-21 tahun	72	57.9583	2.48623	.29300
	22-30 tahun	78	65.5256	2.79946	.31698

Looking at table 4.6, the mean value for aggressive driving for men in the age range 17-21 classification is 90.1864 and aggressive driving for men in the classification age range 22-30 is 83.9560. Thus, it can be said that the level of aggressive driving of men in the age range classification of 17-21 years is higher when compared to the level of aggressive driving of men in the classification age range of 22-30.

Table 4.7
Descriptive Group Statistics Classification Age Range of Women's Group

Group Statistics					
	LK	N	Mean	Std. Deviation	Std. Error Mean
Nilai	SMA	87	89.0345	2.50789	.26887
	S1/S2	63	82.7778	2.02759	.25545

Looking at table 4.7, the mean value for women's aggressive driving in the 17-21 age range is 57.9583 and women's aggressive driving in the 22-30 age group is 65.5256. Thus, it can be said that the level of aggressive driving of women in the age range classification of 22-30 years is higher when compared to the level of aggressive driving of women in the classification age range of 17-21.

Table 4.8
Descriptive Group Statistics Classification of Educational Levels for Male Group

Group Statistics					
	PR	N	Mean	Std. Deviation	Std. Error Mean
Nilai	SMA	106	64.1887	3.32125	.32259
	S1/S2	44	56.3636	1.69940	.25619

Looking at table 4.8, the mean value for men's aggressive driving in the high school education level classification is 89.0345 and men's aggressive driving in the undergraduate/master's education level classification is 82.7778. Thus, it can be said that the level of aggressive driving of men in the SMA education level classification is higher when compared to the level of aggressive driving of men in the undergraduate/master's education level classification.

Table 4.9
Descriptive Group Statistics Classification of Educational Levels for Women's Groups

Group Statistics					
	LK	N	Mean	Std. Deviation	Std. Error Mean
Nilai	17-21 tahun	59	90.1864	2.23972	.29159
	22-30 tahun	91	83.9560	2.46266	.25816

Looking at table 4.9, the mean value for women's aggressive driving in the high school education level classification is 64.1887 and women's aggressive driving in the undergraduate/master's education level classification is 56.3636. Thus, it can be said that the level of aggressive driving of women in the SMA education level classification is higher when compared to the level of aggressive driving of women in the undergraduate/master's education classification.

DISCUSSION

Based on the results of data processing using the SPSS 22.0 for Windows program through the analysis requirements test and the t-test difference test that has been obtained, it shows that the gender variable has a significant influence on aggressive driving among private vehicle users in South Jakarta. This can be proven in the Independent T-test obtained Sig. (2-tailed) is $0.00 < 0.05$, so it is in accordance with the basis for decision making in the Independent T-Test, namely that it can be concluded that H_a is accepted and H_0 is rejected, which means that there is a difference between the average aggressive driving of the male gender. -men with aggressive driving in the female gender. Then in the descriptive group statistics table, the average (mean) between the male and female groups is obtained, namely $86.4067 > 61.8933$.

Based on the data obtained, there are several characteristics of respondents, age and education. This study uses age classification according to Hurlock (1994), namely adolescence starting from the age range of 17-21 years and early adulthood starting from the age range of 22-30 years. In this study, the average results showed that the aggressive driving of men in the age range classification of 17-21 years was higher when compared to the level of aggressive driving of men in the age range classification of 22-30. Furthermore, the average results obtained were that the aggressive driving level of women in the 22-30 year age range classification was higher when compared to the level of women's aggressive driving in the 17-21 age range classification.

Then, based on the classification of educational levels, the results showed that the level of aggressive driving of men and women at the senior high school (SMA) education level was higher when compared to the level of aggressive driving of men and women at the undergraduate/master's education level. Thus, it can be said that the lower the male age range, the higher the level of male aggressive driving, while the higher the female age range, the higher the level of female aggressive driving. Then the results of aggressive driving for men and women who have a high school education level are higher than subjects who have a bachelor's/master's level of education.

Based on research and analysis carried out by the author, Tasca (2000) can prove the statement that aggressive driving behavior tends to occur due to several factors, one of which is gender. Men are generally more aggressive than women. Male drivers underestimate the risk of traffic violation behavior, then male drivers also evaluate traffic regulations negatively, so they consider traffic regulations to be something annoying and annoying in certain conditions. Meanwhile, female drivers have the opposite idea, they view traffic as something that must be obeyed, something important, clear and reasonable.

This statement is also supported by research that discusses gender differences related to the tendency to commit traffic violations, which is one example of aggressive driving behavior explored in studies according to Yagil, 1998 (in Tasca, 2000). A survey of 181 college students showed that women have a stronger sense of responsibility to obey traffic laws. They are also more likely to evaluate traffic laws positively. Meanwhile, men tend not to have a sense of responsibility to obey the law and think that traffic laws have negative values.

Road and traffic conditions in South Jakarta are the areas experiencing the most infrastructure development processes at several points. Apart from that, the dense population in the capital city of Jakarta, especially South Jakarta and the large number of private vehicle users every day, makes the condition and situation of the traffic roads very crowded, causing many individuals to do aggressive driving.

Therefore, it is hoped that private vehicle users, both men and women, will not give rise to aggressive driving behavior. Private vehicle users should continue to act kindly among fellow private vehicle users, both men and women, without being tied to gender stereotypes. Then drive by obeying traffic regulations, driving according to applicable rules and not causing dangerous situations for other private vehicle users.

CONCLUSIONS AND SUGGESTION

A. Conclusion

Based on data analysis using statistics regarding the influence of data differences between aggressive driving groups in the male gender and aggressive driving in the female gender, the researchers can draw several conclusions as follows:

1. There is a gender influence on aggressive driving among private vehicle users in South Jakarta, where aggressive driving among men tends to be higher than aggressive driving among women.
2. The results of the difference in average aggressive driving among private vehicle users in South Jakarta show that based on the age range classification, aggressive driving for men with an age range of 17-21 years is higher than aggressive driving for men with an age range of 22-30 years. .
3. The results of the difference in average aggressive driving among private vehicle users in South Jakarta show that based on the age range classification, aggressive driving for women with an age range of 22-30 years is higher than aggressive driving for women with an age range of 17-21 years.
4. The results of the difference in average aggressive driving among private vehicle users in South Jakarta show that the aggressive driving of men and women at the high school education level is higher than the aggressive driving of men and women at the undergraduate/master's level.

B. Suggestions

1. Theoretical Suggestions
 - a) Future researchers are expected to be able to develop other variables from the causal factors proposed by Tasca (2000), namely anonymity, social factors, personality, lifestyle, driving skills and environmental factors. So that future researchers can perfect this research by developing other variables.
 - b) Future researchers are expected to be able to choose a more diverse population and choose different samples so that the research discussion is richer and becomes perfect research.
 - c) Future researchers should discuss the results of aggressive driving based on a more specific age range classification and based on job classification so that the research discussion can be more complete.
2. Practical Advice
 - a) The government or authorities should provide more education or socialization regarding good driving procedures and traffic regulations so that people, especially in South Jakarta, are more aware of driving safety and comply with the traffic rules that have been implemented.

- b) People, especially in the capital city of Jakarta, should use the public transportation that has been provided because it can reduce traffic jams so that aggressive driving behavior is reduced and male and female drivers can manage their emotions well without being stuck with gender stereotypes.

REFERENCES

- AAA Foundation for Traffic Safety. 2009. *Aggressive Driving*. Research Updates. Washington, DC.
- Dula, C. S., & Geller, E. S., 2003. *Risky, Aggressive, or Emotional Driving: Addressing the Need for Consistent Communication in Research*.
- Fakih, M., 2006. *Gender Analysis and Social Transformation*. Yogyakarta: Student Library.
- Handayani, M, et.al., 2008. *Family Psychology*. Surabaya: Faculty of Psychology, Airlangga University.
- Haryanto, A. "Soldiers vs Teenagers Fight on the Street Starts from Garbage". 13 October 2017. <https://www.liputan6.com/news/read/3127532/perkelahian-tentara-vs-belas-di-jalan-bermula-dari-sampah>.
- Herdiansyah, H., 2016. *Gender in a Psychological Perspective*. South Jakarta: Salemba Humanika.
- Hurlock, Elizabeth. B., 1994. *Developmental Psychology: An Approach Across the Life Span*. Jakarta. Erlangga.
- James, L., and Nahl. D., 2000. *Aggressive Driving is Emotionally Impaired Driving*. Journal of Transportation and Statistics. https://www.researchgate.net/publication/242600777_Aggressive_Driving_is_Emotionally_Impaired_Driving.
- Kim, S., Orpins, P., Randy, Kamphaus, R., & Kelder, S. H., (2011). *A Multiple Risk Factors Model of the Development of Aggression Among Early Adolescents from Urban Disadvantaged Neighborhoods*. School Psychology Quarterly.
- Munawar., 2005. *Visual Modeling with UML*. Yogyakarta: Graha Ilmu.
- Nainggolan, Y. S., "30 Percent of Accidents Occur Due to Drunk Driving". 28 March 2016. <http://rona.metrotvnews.com/kesehatan/yNLEDY2b-30-persen-kecelakaan-terjadi-besar-mabuk-berkendara>.
- Rahmawati, A., 2004. *Adolescents' Perceptions of Masculine and Feminine Concepts Seen from Several Backgrounds*. Thesis at the Department of Educational Psychology and Guidance, UPI Bandung: Not published.
- Riduwan. 2005. *Measurement Scale for Research Variables*. Bandung: Alfabeta.
- Sarwono, S. W., 1997. *Social Psychology, Group Psychology and Applied Psychology*. Jakarta: Balai Pustaka.
- Susantono, B., 2014. *Transportation Revolution*. Jakarta: Kompas Gramedia.
- Tasca, L., 2000. *A Review of the Literature on Aggressive Driving Research*. <http://www.stopandgo.org/news/>.