

The impact of norms, traffic regulatory fit, job satisfaction, as antecedences of driving behavior to promote motorcyclist wellbeing in Jakarta, Indonesia

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Abstract

The hypothetical model of roles of norms, traffic regulatory fit, and job satisfaction, in influencing motorcyclist's driving behavior to promote wellbeing is being examined in this research. A five-instrument survey on 333 motorcyclists was conducted through purposive-sampling technique. The model is tested using Structural Equation Modeling (SEM) in Linear Structural Relation (LISREL) software and its result shows that an increase in norms, traffic regulatory fit, and job satisfaction, tend to be followed by an increasingly good driving behavior that later on could lead to better wellbeing. The resulting fit indexes Root Mean Square Error of Approximation (RMSEA) with a value of 0.043 and Critical Number (CN) with a value of 328.76 significantly confirmed that the model fit and suitable to represent the actual situation in Jakarta. Theoretical and practical implications for new and constructive contributions in improving driving behavior and wellbeing are also presented in this study.

Keywords

norms, traffic regulatory fit, driving behavior, wellbeing, conservation of resources

1. Introduction

The strategic equatorial position of Indonesia demands its citizens to actively participate and be competitive in the global commerce in the ASEAN Economic Community and AFTA. The readiness of the human resources as well as the efficiency and effectiveness of its transportation system are vital for Indonesia to be able to stay competitive. Jakarta, the central of business district of Indonesia, has been continuously facing immense transportation problems. Its traffic condition has worsened and reached its limit, which distresses its users and requires the government to seriously and quickly tackle its transportation system (DNA, 2014; Setyawan, 2016). What could be the cause of the congestion? Is it due to the sluggish growth of the infrastructure as compared to the rapid growth of the transportation modes or the lack of defensive driving awareness of its users, motorcyclists in particular?

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Kompas, a leading daily newspaper in Indonesia, once discussed the recent trend of motorcyclists in Jakarta in riding counter-flow in the main roads where no stringent action were taken by the local government to penalize these violators (Nusrat, Sudarsono, Ratih, & Triana, 2014). Irresponsible driving behavior does not only hinder the traffic flows, but also dangers other road users. Recent research shows that apparently satisfactory understanding in defensive driving does not necessarily give direct positive consequences towards an improvement of one's driving behavior (Ho & Widaningrum, 2016; Wells et al., 2008). Given such finding, what are the factors that significantly affect one's driving behavior and have direct contribution in creating a conducive driving atmosphere on the roads?

The continuous stressing traffic condition, in addition to government's constant efforts in tackling the traffic issues (DNA, 2014; Nusrat, Sudarsono, Ratih, & Triana, 2014; Nastitie, 2014), highlights the degree of importance of this research. The main focus of this research is to understand the multifaceted issues of traffic congestion in Jakarta from its users' perspective, the motorcyclists' perspective in particular. Understanding the fact that driving is a multimodal and multilevel of responses activity (Berry, Johnson, & Porter, 2011), this research will assess driving behavior from several aspects such as driver's stressor and applied regulation as well as adopted norms. Furthermore, the positive benefits of good driving behaviors to the respective individual's wellbeing will also be measured. To date, related research conducted on driving behavior in relation to the respective motorcyclist's wellbeing has not been appraised, even though such wellbeing is claimed to be fundamental factor that constitutes productivity (Cascio, 2003) and becomes the foremost objective in many work design improvement (Szalma, 2014). Hence, the contribution of this research will be in aiding further elaboration and explanation on the consequences of driving behavior towards motorcyclist's wellbeing, which is the basis of his/her work productivity.

Globalization brought changes in Indonesian society, especially in metropolitan cities such as Jakarta. Changes in the way organizations run its business triggers various related researches recently (Van Dam & Van den Berg, 2004; Schaufeli, 2004; Munandar, 2001; Karasek & Theorell, 1990). Probst and Brubaker (2001) claimed that a person with high job security tends to have high motivation to work safely in his/her workplace and it leads to higher job satisfaction (Artz & Kaya, 2014; Reisel et al., 2010). Having said that, does high job satisfaction gives positive correlation with driving behavior? Does job satisfaction have significant contribution towards driving behavior? Recent research on motorcyclist's behavior shows that individual with high job satisfaction tends to act unconducive on the road (Ho, Leono, Suhartono, & Reynaldo, 2015). However, that research requires generality by different sample testing with different hypothetical model, which becomes the contribution of this research.

As a social being, individual driving behavior is influenced by norms applied in local vicinity. According to Baron and Branscombe (2014), norms are group's rules or expectation on one's acceptable behavior. In the absence of such norms, chaos may emerge (Baron & Branscombe, 2014). This initiates questions on the role of norms for motorcyclists in Jakarta and its significance level of affect towards their riding behavior.

Additionally, besides rules and regulations, proper placement of traffic signs are also necessary to support public road safety. Unfortunately, such traffic signs in Jakarta are often placed in ineffective locations, obstructed by trees, or disregarding the fitness of use to its users, which may trigger the motorcyclists to disobey these signs that lead to violating the law and other repercussions regarding safety and order in traffic. According to Higgins (2000, 2005), the presence of preferred means (regulatory fit) may cause an individual to feel righteous about what he is doing in the goal-pursuit activity that may later on increase the engagement in the goal pursuit activity. How does the traffic regulatory fit road users in Jakarta? Does it support a significant impact towards driving behavior? The purpose of this research is to test a hypothetical model describing the role of norms, traffic regulatory fit, and job satisfaction towards driving behavior of the motorcyclists and its relation towards their wellbeing.

2. Literature Review

In line with a collective culture adopted by the Indonesian society, it is expected to observe a group riding pattern among motorcyclists. Society with a collective culture commonly puts forward togetherness in doing things as well as in decisions making (Earley & Gibson, 1998). Such togetherness may provide perceived securer environment as compared to estrangement (Weiten, 2010). According to Guastello (2014), norms regulate acceptable behaviors and members are expected to comply and behave accordingly. Social influence (e.g. group influence), is claimed to shape group member's behavior (Guastello, 2014) and interpersonal relationship is proven to be constructive towards individual motivation in driving (Szalma, 2014). Perceiving norms as regulating factor for individual's behavior, it is a fair assumption that motorcyclists' behavior on the road is influenced by the norms adopted by the local society. Hence, this leads to the first hypothesis where norms directly, significantly and positively correlated to the driving behavior.

The presence of driving rules and regulation is highly important. However, the presence itself is not sufficient to ensure road users safety (Earley & Gibson, 1998). Often, motorcyclists refuse to comply with the

traffic regulation for their own benefits or needs such as to reduce their task completion time, avoid extreme exposure to the sunlight while completing the tasks, or use other alternatives to finish an unpleasant job (Guastello, 2014). These conditions are also applicable to motorcyclists in Jakarta. In fact, the presence of collective culture allows them to further believe that any violation done in togetherness, are acceptable by the society (Nusrat, Sudarsono, Ratih, & Triana, 2014), in which at the end becomes routine violation.

Despite the fact that regulation is claimed to be an extrinsic motivation towards driving behavior (Szalma, 2014), its existence alone is apparently insufficient in regulating driving behavior in Jakarta. The regulation needs to be shaped in such a way that it provides a platform for the users and appreciates values of the society in Jakarta. Baron and Branscombe (2014) claim that inapplicable regulations tend to destruct efforts in regulating individual behaviors. Other expert claims that driving behavior is influenced and determined by a consequence of the environment, tasks, and personal goals (Lee & Kantowitz, 2009). In other words, the effectiveness of road signs in regulating driving behavior will be hindered when it is perceived to be unfit by the users. Undesirable driving behavior arises once the individual believes that complying to the regulation will only complicate or hinder the individual in achieving his goals (Ng, 2009; Luke, Smith, Parkes, & Burns, 2005; Tunde, Taiwo, & Matanni, 2012). Additionally, some researchers (Kaellhammer & Smith, 2012; Huguenin, 2005) believe that safe driving behavior is mostly determined by the presence of willingness from the users themselves to pay attention to the road signs. As such, assuming that when the traffic regulation is acceptable by its users, in this case the motorcyclists, which in this research will be called as traffic regulatory fit, will provide positive impact towards motorcyclists' driving behavior. This leads to the second hypothesis that is traffic regulatory fit positively and significantly correlates with driving behavior.

One of the main purposes of constructing transportation infrastructure, which includes efforts of soothing the traffic flows, is to support the economic growth (Fricker & Withford, 2004). This implies that the ability of road users to complete tasks quickly and safely highly depends on the available transportation systems. Traffic congestion in Jakarta has been continuously depriving for the past several years and has reached its limit (DNA, 2014; Setyawan, 2016; Nusrat, Sudarsono, Ratih, & Triana, 2014), whilst according to Summala (2005), driver's psychological factors such as emotions and psychological burden while driving on the road are the determining factors in their driving behavior. Delays occur due to traffic congestion commonly trigger aggressive driving behavior (Ho, Leono, Suhartono, & Reynaldo, 2015). Yet, the collectivism culture of Indonesians allows motorcyclists to have larger tolerance when facing the traffic congestion due to the sharing of the burden in togetherness. This assumption is supported by recent research showed that collective culture provides more supports to individual's effort to achieve happiness as compared to individualistic culture (Ford et al., 2015).

A person's satisfaction level of his/her workplace, on the other hand, is more individualistic in nature, thus rises more influence as compared to the influence coming from traffic congestion. Research by Probst and Brubaker (2001) shows that individual who is satisfied in his/her workplace tends to be more motivated to work safely. In line with this result, other research explains that individual with a high level of job satisfaction tends to regularly perform self-evaluation dynamically as it goes along with his ongoing experience (Wu & Griffin, 2012) and such openness on feedbacks allows individual to improve (Nelson & Simmons, 2003; Lomas, 2015). Based on several research conducted previously, this research assumes that the presence of work satisfaction will encourage motorcyclists to behave better on the road. Having said that, the third hypothesis is established which is job satisfaction positively, directly and significantly correlates with the driving behavior.

Wellbeing is a quality of life of an individual in which in a relatively long time period (e.g. 6 months) reflects, in general, individual's satisfaction level towards work and utilization of his available free time (Grebner, Semmer, & Elfering, 2005). This research defines wellbeing as individual's quality of life that is indicated by individual's stable health condition and satisfactory utilization of their free time. Cascio (2003) mentioned wellbeing as the ground of productivity leading to the fourth hypothesis that is based on Conservation of Resources (COR) theory. COR assumes individual will always try to seek, improve, and sustain his resources (Hobfoll, 2001). Moreover, in performing those three activities, the individual will face four consequences, where one of them is that resource gain will be followed by another resource gains, and vice versa, resource depletion will be followed by another resource depletions (Hobfoll & Shirom, 2000).

This research defines driving behavior as a motorcyclist's driving behavior that is indicated by his compliance towards the regulated speed limit and traffic regulation, concentration level, and alertness in driving (Newnam, Griffin, & Mason, 2008). Assumption in this research through the first three hypotheses defined above are norms, traffic regulatory fit and job satisfaction supports motorcyclist's good driving behavior which lead to another resource gain according to COR, such as the improvement of motorcyclist's wellbeing. Such assumption is align with the COR theory that claims one resource gain will be followed by the next resource gain (Hobfoll & Shirom, 2000). This leads to the explanation of the fourth hypothesis that is driving behavior positively, directly and significantly correlates with individual's wellbeing. Figure 1 shows the hypothetical model of this research based on the four previously defined hypotheses.

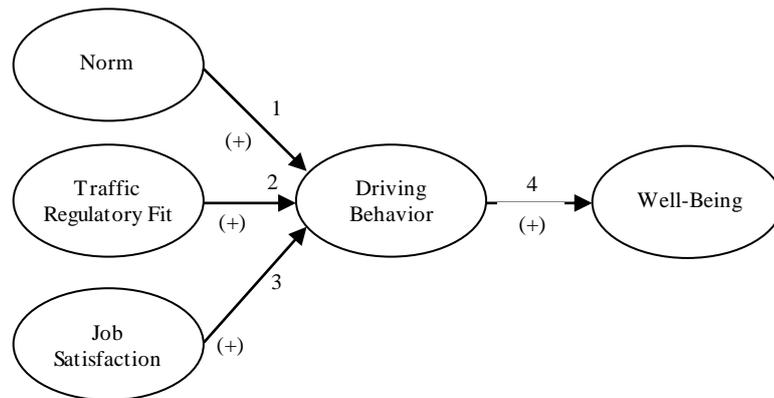


Figure 1. The hypothetical model.
Numbers refers to the respective hypotheses, (+) refers to positive correlation

3. Project Framework

3.1. Sample and Procedure

The population is 25-35 year old motorcyclists in Jakarta. Purposive sampling is utilized as the data collection technique in this research. A total of 333 respondents who completely filled out the questions are used to test the hypothetical model. Survey is used as the instrument to measure the five latent variables of the model. The survey uses 5 measuring scales, i.e. norm (7 item tests), traffic regulatory fit (8 item tests), job satisfaction (6 item tests), driving behavior (15 item tests), and wellbeing (10 item tests). Norm is defined as regulation or expectation applied in a group that regulates how a person should behave (Baron & Branscombe, 2014), that is reflected in 2 indicators, i.e. moral norm (Ajzen, 1991) and descriptive norm (Elliot & Thomson, 2010). Traffic regulatory fit is defined as how fit a road regulation is to the perception of road users that is reflected in road signs and their placement locations. Job satisfaction is defined as a person's satisfaction towards his/her workplace, that is indicated by resign attitude and affection. Driving behavior is indicated by speeding, inattentiveness, rule violation and tiredness (Newnam, Griffin, & Mason, 2008). Wellbeing is defined as an individual's quality of life that is indicated by health balance and leisure time (Grebner, Semmer, & Elfering, 2005). Reliability test on measurement scales are conducted through Cronbach's Alpha calculation using SPSS/PC+ Software for Windows version 21.0 (SPSS).

All measurement scales are first tested using testing data generated from surveys collected from individuals outside research respondents. Reliability test of the measurement scales on testing data shows that all scales are reliable (Dancey & Reidy, 2004) with alpha coefficient between 0.77 and 0.91 (see Table 1).

Table 1. Summary of pilot test instrument (N=30)

Instrument	Number of items tested	Number of items accepted	Reliability coefficient (<i>alpha Cronbach's</i>)
Norm	7	7	0.91
Traffic Regulatory Fit	8	8	0.90
Job Satisfaction	6	6	0.77
Driving Behavior	15	15	0.86
Well-Being	10	10	0.87

Note:

All measurement scales run in the pilot test have good reliability, and are qualified to be utilized in this research

3.2. Research Data Analysis

Hypothetical model is tested through Structural Equation Model (SEM) using Linear Structural Relation (LISREL) software version 8.72 in two steps (Du Toit, Du Toit, Jöreskog, & Sörbom, 1999; Sitinjak & Sugiarto, 2005). The first step is to test the suitability of the hypothetical model with empirical data (model fit or test of the goodness-of-fit). Once it is proven to be fit, the testing proceeds to the second step to test the significance of each coefficient or parameter in the hypothetical model (Kerlinger & Lee, 2000).

The fit indices used to test the goodness-of-fit of the hypothetical model (Tabachnick & Fidel, 2001; Sugiarto, 2005), are Root Mean Square Error of Approximation ($RMSEA \leq 0.08$), Comparative Fit Index ($CFI \geq 0.90$), Goodness of Fit Index ($GFI \geq 0.90$), and Critical N ($CN > 200$). The significance level test was conducted for all parameter in the hypothetical model, using *t*-value. Parameters are claimed to be valid when the *t*-value > 2.58 ($p < 0.01$) or *t*-value > 1.96 ($p < 0.05$).

4. Calculation, Results, and Discussion

Means, standard deviations, and correlation coefficients among all of latent variables of this study, are presented in Table 2. Data from means shows that average respondents have norm level of 4.13, traffic regulatory fit of 3.62, job satisfaction of 3.46, driving behavior of 3.84, and wellbeing of 3.53. With a 5 score scale median, it can be concluded that the average respondents have good level of norm, traffic regulatory fit, job satisfaction, driving behavior, and wellbeing. This implies that on average, all respondents have good perception in determining the rightfulness of their driving behavior as well as good understanding on the group's expectation on them related to driving behavior. The respondents, on average, agree that the visibility and placement of road signs are suitable. They also feel satisfied and relatively comfortable with their current workplace and have no intention to resign from their jobs. Furthermore, in general, respondents comply with the speed limit, drive with good attention to the road condition, pay attention to road signs and tend to drive in a healthy condition. They claim that they have good quality of life with strong health condition and are able to enjoy their available free time.

Table 2. Descriptive statistics and correlation for all latent variables (N=333)

Latent Variable	M	SD	Score Scale	# of Item	1	2	3	4	5
Norm	4.13	0.67	1-5	7	(0.85)				
Traffic Regulatory Fit	3.62	0.60	1-5	8	0.35**	(0.84)			
Job Satisfaction	3.64	0.91	1-5	6	0.18**	0.25**	(0.65)		
Driving Behavior	3.84	0.86	1-5	15	0.38**	0.30**	0.22**	(0.79)	
Well-Being	3.53	1.05	1-5	10	0.05**	0.16**	0.18**	0.27**	(0.86)

Note: Coefficient alphas are in parentheses along the diagonal

**Correlation is significant at the 0.01 level ($p < 0.01$), two-tailed tests.

The summary of confirmatory factor analysis of all measurement models used in this research is presented in Table 3. It can be seen that all measures used to assess the five latent variables of the hypothetical model in this research, are proven to be reliable, and have good-fit ($RMSEA \leq 0.08$; $CFI \geq 0.90$; $GFI \geq 0.90$; $CN > 200$), in which resemble the factual data on the field (Sitinjak & Sugiarto, 2005; Tabachnick & Fidel, 2001). Thus, the significance test can be executed.

Significance test result towards all five measurements is presented in Table 4. All loading factors from all measurement models have *t*-value > 2.58 ($p < 0.01$), except for the affection loading factor from job satisfaction scale with *t*-value > 1.96 ($p < 0.05$). Construct Reliability (CR) and Variance Extracted (VE) Calculation of the five research instruments proves that the whole measurement model used on this research have good reliability ($CR > 0.70$; $VE > 0.50$) [48]. Thus, all measures can be used to assess what are needed to be assessed in this research, and its results can be utilized to test predetermined hypotheses.

Table 3. Fit model testing of research instrument (N=333)

Scale	Factor analysis principal components				Fit indices			
	# of Items	α N=30	# of Items	α N=333	RMSEA ≤ 0.08	CFI ≥ 0.90	GFI ≥ 0.90	CN > 200
Norm	7	0.91	7	0.85	0.04	0.99	0.99	479.91
Traffic Regulatory fit	8	0.90	8	0.84	0.05	0.99	0.99	381.69
Job satisfaction	6	0.77	6	0.65	0.03	0.99	1	640.79
Driving behavior	15	0.86	15	0.79	0.06	0.96	0.98	213.64
Well-being	10	0.87	10	0.86	0.04	0.98	0.99	360.15

The goodness-of-fit test results (see Table 3) in fit indexes of RMSEA=0.043, of CFI=0.98, of GFI=0.97, of CN=328.76, which indicates that the hypothetical model is an acceptable representative of the empirical data. Hence, the significance test on all of the coefficients of the parameters in the hypothetical model can be executed.

Table 4. Significance of loading factor of measurement model (N=333)

Latent Variable* & Indicator	Loading Factor	Significance Level $t > 1.96$ ($p < 0.05$) $t > 2.58$ ($p < 0.01$)**	CR > 0.70	VE > 0.50
Norm*			0.89	0.80
Moral Norm	0.89	16.97**		
Descriptive Norm	0.90	26.07**		
Traffic Regulatory Fit*			0.76	0.61
Signage	0.74	9.34**		
Placement	0.82	15.42**		
Job Satisfaction*			0.70	0.51
Resigned Attitude	0.66	4.23**		
Affection	0.76	2.11		
Driving Behavior*			0.88	0.65
Speeding	0.49	4.86**		
Inattention	0.94	15.24**		
Rule Violation	0.87	18.86**		
Tiredness	0.84	16.72**		
Well-Being*			0.83	0.71
Health Balance	0.78	12.35**		
Leisure Time	0.90	20.98**		

Note: All loading factors are significant at t -value > 1.96 ($p < 0.05$), t -value > 2.58 ($p < 0.01$)**; and all measurements have good reliability (CR > 0.70 and VE > 0.50).

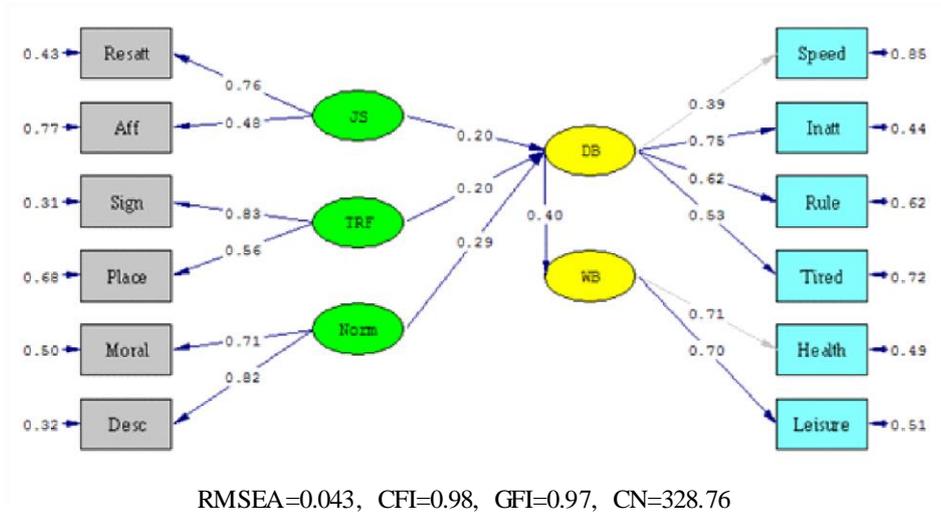


Figure 2. Coefficient of the hypothetical model parameters with standardized solution

Note: JS = job security, Resatt = resigned attitude, Aff = affection; TRF = traffic regulatory fit, Sign = signage, Place = placement; Moral = moral norm, Desc = descriptive norm; DB = driving behavior, Speed = speeding, Inatt = inattention, Rule = rule violation, Tired = tiredness; WB = well-being, Health = health balance, Leisure = leisure time.

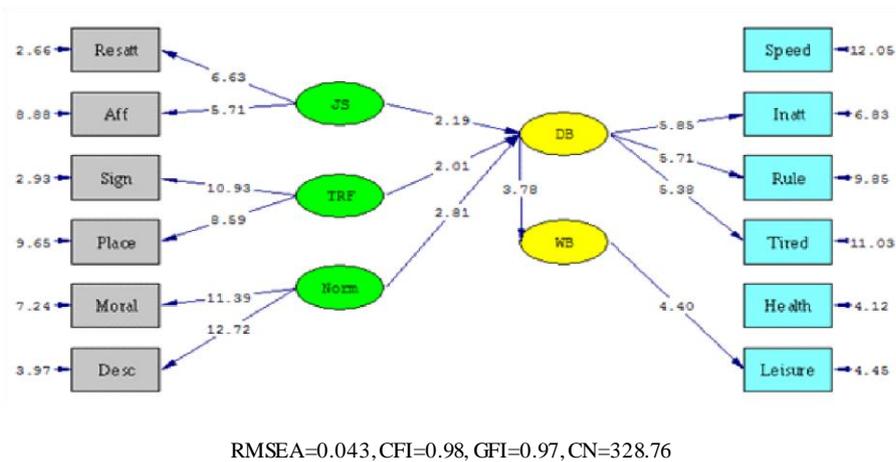


Figure 3. Significance level of the hypothetical model parameters coefficients with standardized solution

Note: JS = job security, Resatt = resigned attitude, Aff = affection; TRF = traffic regulatory fit, Sign = signage, Place = placement; Moral = moral norm, Desc = descriptive norm; DB = driving behavior, Speed = speeding, Inatt = inattention, Rule = rule violation, Tired = tiredness; WB = well-being, Health = health balance, Leisure = leisure time.

Significance level from all parameter coefficients in the hypothetical model is presented in Figure 3. The data shows that all research hypotheses are proven to fit and have significant parameter coefficients ($t > 1.96$, $t > 2.58$). In other words, hypothetical model of this research can be accepted as a model representing field data and can be considered significant.

Research result is proven to support Hypothesis 1 through hypothetical model test, i.e. norms directly, positively and significantly correlate with driving behavior with coefficient of $r = 0.28$ and t -value of 2.76. This data shows that improvement in norms influences driving behavior as much as $(0.28)^2$ or 7.84% with error possibility of less than 1%. Thus, Hypothesis 1 is fit and significant.

Hypothesis 2 is supported by the hypothetical model test that says that traffic regulatory fit directly, positively and significantly correlates with driving behavior. With $r = 0.21$ and t -value of 2.07, traffic regulatory fit improvement experienced by a person will explain an improvement in driving behavior as much as $(0.21)^2$ or 4.41% with error possibility of less than 5%. Thus, Hypothesis 2 is also a fit and significant.

Hypothesis 3 claims that job satisfaction positively and significantly correlates with driving behavior, and also supported by this research result with $r = 0.20$ and t -value of 2.19. This means that job satisfaction improvement in mending driving behavior can be explained at $(0.20)^2$ or 4% with error possibility of less than 5%. Thus, Hypothesis 3 is a fit and significant.

Hypothesis 4 is supported by this research result, where correlation coefficient between driving behavior with well-being is at $r = 0.40$ and t -value of 3.78, which means that driving behavior improvement will explain well-being improvement at $(0.40)^2$ or 16% with the possibility of an error less than 1%. Therefore, Hypothesis 4 can be accepted and significant.

The explanation of this research result shows that the hypothetical model has fulfilled all test steps according to requirements to test model using SEM Analysis, i.e. the goodness-of-fit and significance level test (Du Toit, Du Toit, Jöreskog, & Sörbom, 1999; Sugiarto, 2005). All summarized hypotheses in the model have been tested and proven to be fit according to the determined index fit (RMSEA, CFI, GFI, CN) and significant.

5. Conclusions & Discussion

The proposed model with four hypotheses is proven to be fit with the empirical data and significant. Good motorcyclist riding behavior is observed in individual with a good understanding on good or bad driving behavior as well as a good understanding on the expectation of people he/she deemed to be important. Additionally, it results in higher satisfaction towards health conditions as well as the available free time. Such individual would want to continue working in his current workplace with not a slight thought of resigning. Moreover, such individual will tends to be apply defensive driving by complying to the speed limit and road signs, high awareness of the environment during driving time which improve his/her wellbeing. Individual who accepts the available traffic regulation and infrastructure, i.e. road signs and their placements, tends to drive their motorcycle orderly and correct their quality of life in the context of health balance and good leisure time.

The results are aligned with COR Theory (Hobfoll, 2001; Hobfoll & Shirom, 2000) where one resource gain will lead to other resource gains, and resource loss will be followed by other resource loss. Besides, this research contributes to the generalization of the COR theory of which previous research has not been conducted in collective culture society. Future research can be done by applying the findings from this research such as improvement in norm, traffic regulatory fit, and job satisfaction towards driving behavior of less than 8%, while staying significant.

The support from this research result to Hypothesis 1 is aligned with the research result conducted on driver's behavior towards the tendency to speed up in the urban area (Motovic, Micic, & Backalic, 2014). That research shows that the presence of perception that other people will do the same thing is an important factor of individual's behavioral change. In this research, better driving behavior can be explained significantly from improvement in individual perception about the importance of people's expectation towards their behavior.

This research result supports Hypothesis 4, thus giving contribution to related bodies from local government to improve the behavior of motorcyclists in a more tactical way, e.g. through groups, remembering the strong collective culture of the motorcyclists that upholds solidarity (Earley & Gibson, 1998) and group loyalty (Cumming & Worley, 2005). Improvement in driving on the road for motorcyclists should be considered as a serious matter to look at considering the possible domino effect to the other road users (Nusrat, Sudarsono, Ratih, & Triana, 2014). Furthermore, better driving behavior in this research is proven to be one predictor of wellbeing thus becoming another significant reason to continuously encouraging related parties to initiate actions to improve driving behaviors. Forwards (Forward, 2013) claims that the improvement of driving behavior is a long-term process yet it is not an impossible thing to do. Good driving behavior will support the government of Jakarta in tackling traffic congestion (DNA, 2014; Setyawan, 2016; Nusrat, Sudarsono, Ratih, & Triana, 2014; Nastitie, 2014), which can be a more cost efficient strategy as compared to constant focus in improving the infrastructure.

As a new theoretical model, further research is needed to be conducted, e.g. through improvement in sample amount, sampling technique, measurement scale reliability or by using different population. The hypothetical model is proven fit and significant but still can be developed into a more complex model, i.e. by using more variables after the individual achieves wellbeing, or other variables that improve an individual's driving behavior, generally or specifically. Along the way of positive psychology paradigm these days, it is hoped that future research focusing on improvement of individual's potential needs to be further conducted to enrich and support traffic comfort improvement on the road apart from fixing limitations of this research.

Results from this research is expected to give a different point of view to related entities in the effort of solving traffic congestion that is already at a very concerning level. i.e. through better driving behavior instead of creating new infrastructure. Other than the immense amount of fund that might be needed, adding infrastructure has never been proven to solve traffic congestion in Jakarta (Setyawan, 2016).

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Biography

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