Performance Evaluation Of Pedestrian Path In Green Open Space

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ABSTRACT

This study aims to evaluate the performance and to determine the pedestrian path satisfaction index in the public green open space area of Kendari City by using 28 variables which are a combination of quantitative and qualitative research, with a total sample of 399 respondents. This study uses the Importance Performance Analysis (IPA) analysis method in assessing the performance of the existing pedestrian path, and the Customer Satisfaction Index (CSI) to determine the user satisfaction index for the services received. The results obtained in this study are related to the performance of the existing pedestrian path which consists of good categories: facilities for pedestrians with special needs (guiding blocks), availability of road markings, available crossing paths, security systems (cctv, security posts), speed control facilities, cleanliness level. adequate/ordinary categories: dimensions of pedestrian paths, lighting of pedestrian paths, differences in the level of height of pedestrian paths with road bodies, availability of pedestrian path markings and signs/signals, surface texture of materials, seating, climate (shady), shelter, vegetation /shade plants, Number and quality of trash bins. bad/bad categories: the availability of ramps, pedestrian paths connected to urban transportation elements, continuity of pedestrian paths, obstructions in pedestrian paths, crossings, and noise suppression facilities, while the pedestrian path user satisfaction index for services is only in the category quite satisfied with a value of 65.57%.

I. INTRODUCTION

The green open space (RTH) of the Religious Monument is a landmark of Kendari City, it is very strategic location in the center of Kendari City which is visited by the public to carry out activities such as: walking, sports, recreation, culinary and so on. However, as a city marker, the monument is currently experiencing a decline in its vitality in its services, which has an impact on the decline in the physical condition of supporting facilities and infrastructure for pedestrian path facilities.

Kendari City experiences growth and development that cannot be avoided. With the increasingly widespread development and use of motorized vehicles, it can trigger a decline in environmental quality which must be addressed and controlled immediately. Therefore, efforts to optimize green open space as a public space need to be improved, both in terms of management, and from the physical side of green open space (RTH) .Continuity of service to public facilities is very important and needs serious attention from the Provincial Government of Southeast Sulawesi in accordance with PERDA No. 4 of 2016 Article 91.

The condition of the pedestrian path in green open space (RTH) Kendari currently

receiving less attention, this can be seen in the damaged surface area of the pedestrian path, garbage scattered everywhere, supporting buildings that are not maintained and seem slum. The less optimal utilization of the pedestrian path is because some of the area of this area is used for other activities such as: illegal parking lots and traders' stalls which disturb the comfort of visitors. The regulation of the use of parking spaces that is not clear makes it difficult for visitors to find a proper parking space, thus making visitors move far enough to get to the area of the religious monument.

In-depth observations need to be carried out in Kendari City which also has problems with pedestrians related to the lack of pedestrian support facilities, research was conducted to obtain the latest data that can be used as input in formulating strategies for managing adequate pedestrian path facilities both in quality and quantity in accordance with established standards and criteria.

II.   LITERATURE REVIEW

In general, pedestrian network infrastructure and facilities serve to facilitate the movement of pedestrians from one place to another easily, smoothly, safely, comfortably and independently. Pedestrian paths not only function as a place for humans to move or accommodate some of the activities of human circulation to fulfill their needs, but also a space where human activities are carried out, such as buying and selling activities, social interaction media, visual guidelines or the characteristics of an environment area.

The function of the pedestrian path that is adapted to the development of the city is as a pedestrian facility, as an element of the beauty of the city, as a medium of social interaction, as a means of city conservation and as a place to relax and play. While the convenience of pedestrians in walking is the existence of facilities that support walking activities and can be enjoyed by walking activities without any interference from other activities that use the route .

Adequate pedestrian paths or sidewalks must be able to meet the needs of pedestrians, not only for walking, but also for pleasure (leisure), strolling, and interacting with other pedestrians. A well -designed built environment without the presence of pedestrians is not an active social place with a high level of community. This will cause a loss of vitality and livability in the area.

The development of pedestrian path facilities is security, safety and improvement of the physical system image to increase comfort, security, pleasure, sustainability, completeness and attractiveness. Pedestrian space infrastructure facilities regulated in the guidelines are pedestrian crossings. Effective pedestrian crossings are carried out through the arrangement of various pedestrian elements, including the required information such as visible and accessible signs such as traffic signs and others.

III.   METHODOLOGY

This research was conducted on the green open space pedestrian path in Kendari City, Southeast Sulawesi Province. The size of the population is as much as 228,622 people, obtained from the total population of the age range 15-59 years, to get the size of the sample the Slovin formula is used, so that the number of samples in this study is 399 people. Questionnaires were distributed directly to respondents who became the research sample. Pedestrian users were chosen as respondents because they are related to the condition of the pedestrian path. A total of 399 questionnaires have been obtained for further analysis. The sample size in this study were all parties involved , both individuals and groups who have the power to directly influence and have competence on pedestrian paths. as well as parties involved in pedestrian paths.

In this study, the SPSS version 26 program was used to facilitate the analysis of the results. The performance of the existing pedestrian lane service is to determine the assessment of the pedestrian path user community towards the

current pedestrian path implementation and the expectations of the public transport user community for public transport services in the future. The criteria used in analyzing the performance of the existing pedestrian path are based on the established standards for the operation of the pedestrian path. Measuring the performance of public transport services using Important Performance Analysis (IPA) and measuring the satisfaction of public transport users using the analysis of the Customer Satisfaction Index (CSI).

The questionnaire data consists of 28 questions representing 9 variables, where before being circulated and published, the validity and reliability tests were carried out on 30 respondents. The validity test aims to assess the extent to which the measuring instrument is believed to be able to be used as a tool to measure the question items in the study. Testing the validity of comparing the values of r-count and r-table. If the value of r-count > r-table, the question item is declared valid, and vice versa. It is known that n = 30 5% significance then the value of r-table = 0.361.iate among departments of the same organization).

IV.   RESULTS AND DISCUSSION

4.1.   Performance assessment
4.1.1.   Validity Test

Table 5.1 The Validity Of Accessibility Instrument

No.	Variable	Pearson Correlation Sig. Satisfaction	Pearson Correlation Sig. Interest	Information
1.	Availability of facilities for pedestrians with special needs	0.830	0.849	Valid
2.	Availability of ramp	0.810	0.858	Valid
3.	Availability of road markings	0.848	0.871	Valid

Source: Research Results, 2022 (Data processed)

Table 5.1 above shows that the Pearson Correlation value for each question item for the accessibility variable instrument is greater than r-table = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicator of all accessibility variables has a valid construct.

Table 5.2 The Validity Of Connectivity Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig. Interest	Information
1.	Connected to and from public roads	0.897	0.820	Valid
2.	Connected to bus/public transport stops	0.890	0.715	Valid
3.	Connected with a pedestrian crossing	0.880	0.840	Valid
4.	There are sidewalks for pedestrians and wheelchair users	0.916	0.817	Valid

Source: Research Results, 2022 (Data processed)

Table 5.2 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than r-table = 0.361. In addition, the overall significance value is smaller than 0.05. So that

the question indicator of all connectivity variables has a valid construct.

Table 5.3 The Validity Of Circulation Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig.Interest	Information
1.	Dimensions of the pedestrian path	0.887	0.879	Valid
2.	Barriers on pedestrian paths _	0.886	0.921	Valid

Source: Research Results, 2022 (Data processed)

Table 5.3 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than r-table = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicators of all circulation variables have a valid construct.

Table 5.4 The Validity Of Security Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig. Interest	Information
1.	Security system (cctv, pos security)	0.918	0.765	Valid
2.	Pedestrian path lighting	0.965	0.747	Valid
3.	Speed control facility	0.933	0.827	Valid
4.	Buffer zone between road and pedestrian	0.841	0.678	Valid

Source: Research Results, 2022 (Data processed)

Table 5.4 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than r-table = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicators of all security variables have a valid construct.

Table 5. 5 The Validity Of Safety Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig. Interest	Information
1.	Difference n levels the height of the pedestrian path with the road	0.865	0.890	Valid
2.	Availability of markings and signs/signals pedestrian path	0.891	0.758	Valid
3.	Pedestrian path condition	0.901	0.549	Valid
4.	Material surface texture	0.812	0.756	Valid
5.	Crosswalk	0.630	0.764	Valid

Source: Research Results, 2022 (Data processed)

Table 5.5 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than rtable = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicators of all safety variables have a valid construct.

Table 5.6 The Validity Of Noise Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig. Interest	Information
1.	Noise canceling plant	0.981	0.993	Valid
2.	Motor Vehicle Noise	0.975	0.862	Valid

Source: Research Results, 2022 (Data processed)

Table 5.6 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than rtable = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicator of all noise variables has a valid construct.

Table 5. 7 The Validity Of Beauty Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig.Interest	Information
1.	Pedestrian path material	0.836	0.786	Valid
2.	Garden/Flower Pot	0.807	0.943	Valid
3.	Seat	0.818	0.802	Valid

Source: Research Results, 2022 (Data processed)

Table 5.7 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than rtable = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicators of all beauty variables have a valid construct.

Table 5.8 The Validity Of Climate/Shade Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig.Interest	Information
1.	Pedestrian path climate	0.892	0.913	Valid
2.	Shelter/shelter	0.891	0.848	Valid
3.	Vegetation/shade plants	0.898	0.813	Valid

Source: Research Results, 2022 (Data processed)

Table 5.8 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than rtable = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicators for all climate/shade variables have a valid construct.

Table 5.9 The Validity Of Hygiene Instrument

No.	Variable	Pearson Correlation Sig.Satisfaction	Pearson Correlation Sig.Interest	Information
1.	The quantity and quality of the trash can	0.891	0.966	Valid
2.	Cleanliness level	0.833	0.957	Valid

Source: Research Results, 2022 (Data processed)

Table 5.9 above shows that the Pearson Correlation value for each question item for the connectivity variable instrument is greater than rtable = 0.361. In addition, the overall significance value is smaller than 0.05. So that the question indicator of all noise variables has a valid construct.

4. 2. Reliability Test

Reliability test was conducted to measure the level of consistency of a measuring instrument used at different times. The test was carried out using the Alpha method from Cronbach. The instrument is declared reliable if the calculation results show that the Cronbach Alpha value is > 0.6. The results of the variable instrument reliability testing are presented in Table 5.18 below.

Table 5.10 Intrumental Reliability Test For Variable

No.	Variable	Cronbach Alpha Satisfaction	Cronbach Alpha Interest	Limit Reliable	Information
1.	Accessibility	0.769	0.820	0.70	Reliable
2.	Connectivity	0.916	0.808	0.70	Reliable
3.	Circulation	0.727	0.759	0.70	Reliable
4.	Security	0.935	0.718	0.70	Reliable
5.	Safety	0.870	0.766	0.70	Reliable
6.	Noise	0.949	0.739	0.70	Reliable
7.	Beauty	0.753	0.799	0.70	Reliable
8.	Climate/Shade	0.870	0.821	0.70	Reliable
9.	Cleanliness	0.728	0.915	0.70	Reliable

Source: Research Results, 2022 (Data processed)

Table 5.10 shows that the Cronbach Alpha value of each instrument variable in the study has a value of > 0.60, thus it can be stated that the instruments of accessibility, connectivity, circulation, security, safety, noise, beauty, climate/safety and cleanliness are reliable.

4.2.1. Importance Performance Analysis (IPA)

In the service level research using the Importance Performance Analysis (IPA)

method, which was carried out on users of the Kendari City green open space pedestrian path, the number of respondents was 399 respondents. Furthermore, the assessment attributes will be mapped in a Cartesian diagram which is divided into diagrams, namely Quadrant I (top priority), Quadrant II (Maintain achievement), Quadrant III (Excessive) and Quadrant IV (Low Priority). Based on the results of the recap of the performance level of the pedestrian path, it can be seen that the very good performance

attribute according to the respondents is the attribute of vegetation/shade plants on the climate/shade variable with a total average value of 3.43. This shows that the placement of vegetation that is arranged around the pedestrian path is in accordance with the wishes of the respondents/visitors and is of very good value. Also in accordance with the reasons for using the pedestrian path the most is the climate/shade factor that can provide a sense of comfort to pedestrian path users.

The lowest performance value is on the safety variable on the crossing lane item and it looks like there is a concern for pedestrian lane users about safety when crossing the road with a value of 3,052. This happens because vehicles that pass around the pedestrian area tend to pass at medium speed and high speed. So that pedestrian path users must be more careful when they want to cross the road after doing activities on the pedestrian path.

On the interest/expectation side, the attribute that has the greatest value is the cleanliness variable on the quantity and quality of the trash can and the level of cleanliness of the pedestrian path needs to be improved with an importance value of 4.46, then followed by the circulation variable on the pedestrian path dimension item of 4 .45 and the accessibility variable on the item facilities for persons with

disabilities (guiding block) is 4.45. It is assumed that the feasibility of the pedestrian path will greatly affect various aspects such as security, comfort and safety, so that the respondents get the highest expected value.

The lowest value of interest/expectation is the circulation variable on the item availability of the ramp on the pedestrian path which is carried out with the performance attribute P.2 with an attribute value of 3.16, the continuity of the pedestrian path in achieving the goal by using the mode of transportation on the performance attribute P.6 with attribute value 3.26, the presence of obstructions on the pedestrian path on the performance attribute P.9 with the attribute value, safety on the crossing with the attribute value P.18, the presence of noise facilities in the pedestrian path area which is minimal on the performance attribute 19 with the attribute value 3, 23 . It is assumed that the availability of ramps and the continuity of the pedestrian path with transportation modes receive minimal assessment from respondents, as well as the safety of pedestrian lane users when crossing the road and noise suppression facilities (buffer zones) so that special attention is needed from the provider or lane manager. pedestrians to get better results in the future.
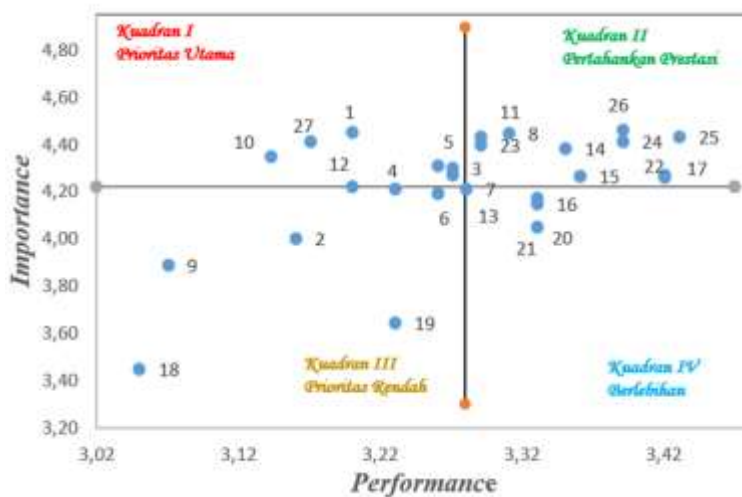

Figure 5.1 Cartesian Importance Performance Analysis (IPA)

It can be seen from Figure 5.1 above that the mapping of the average value of service

attributes is divided into several quadrants with details, namely in Quadrant I as many as 7

attributes, Quadrant II as many as 10 attributes, Quadrant III as many as 6 attributes and Quadrant IV as many as 4 attributes.

4.2.2. Customer Satisfaction Index (CSI)

The measurement of the satisfaction index is carried out using the average value of the level of expectation and performance of each service item. CSI measurement is needed because the results of the assessment can be used as a reference to determine the value and status of

services on the CSI scale. The Customer Satisfaction Index (CSI) or User Satisfaction Index (IKP) is used to determine the overall level of user satisfaction by taking into account the importance of accessibility attributes.

The level of user satisfaction is assessed by comparing the perceived performance (performance) of the customer with the expectation (importance) of service quality. The following table 5.11 shows the CSI values :

Table 5.11 Value of Custimer Sstisfaction Index (CSI) Accessibility Variable

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A1	Availability of guide lines (guiding blocks)	4.45	3.20	34.91	111.72	
2	A2	Availability of ramp	4.00	3.16	31.37	99.14	**64.23%**
3	A3	Availability of road markings	4.30	3.27	33.73	110.31	
	TOTAL		12.75		100.00	321.16	

Source: Research Results, 2022 (Data processed)

The value of the accessibility variable CSI shown in Table 5.11 above looks worth 64.23% with the highest score weight component, namely the attribute availability of facilities for pedestrians with special needs

with a WS value of 111.72; while the lowest is the ramp availability attribute with a WS value of 99.14. The following Table 5.12 shows the CSI value of the Connectivity variable.

Table 5.12 Value of Customer Satisfaction Indecx (CSI) Connectivity Variable

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A4	Connected to and from public roads	4.21	3.23	24.88	80.38	
2	A5	Connected to bus/public transport stops	4.31	3.26	25.47	83.06	**65.16%**

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
3	A6	Connected with a pedestrian crossing	4.19	3.26	24.76	80.74	
4	A7	Sidewalks for pedestrians and wheelchair users	4.21	3.28	24.88	81.63	
	TOTAL		16.92		100.00	325.82	

Source: Research Results, 2022 (Data processed)

The value of the accessibility variable CSI shown in Table 4.12 above looks worth 65.16% with the highest score weight component, namely the ramp availability attribute with a WS value of 83.06; while the lowest attribute is the availability of facilities for pedestrians with special needs with a WS value of 80, 38. The following Table 5.13 shows the CSI value of the circulation variable.

Table 5.13 Value of Customer Satisfaction Index (CSI) Circulation Variable

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A8	Dimensions of the pedestrian path	4.45	3.31	53.37	176.79	63.97%
2	A9	Barriers on pedestrian paths _	3.89	3.07	46.63	143.17	
	TOTAL		8.34		100.00	319.86	

Source: Research Results, 2022 (Data processed)

The value of the accessibility variable CSI shown in Table 5.13 above looks worth 63.97% with the highest score weight component, namely the pedestrian path dimension attribute with a WS value of 176.79; while the lowest is the attribute of the presence of objects blocking the pedestrian path with a WS value of 143, 17. The following Table 5.14 shows the CSI value of the safety variable.

Table 5.14 Value of Customer Satisfaction Index (CSI) Of Security Variable

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A10	Security system	4.35	3.14	25,19	79.16	

		(CCTV, Post security)				
2	A11	Pedestrian path lighting	4.43	3.29	25.65	84.42	64.53%
3	A12	Speed control facility	4.22	3.20	24.43	78,20	
4	A13	Buffer zone between road and pedestrian	4.27	3.27	24.72	80.87	
TOTAL			**17.27**		**100.00**	**322.65**	

Source: Research Results, 2022 (Data processed)

The value of the Security variable CSI shown in Table 5.14 above looks worth 64.53% with the highest score weight component, namely the pedestrian path lighting attribute of 84.42; while the lowest is the attribute of the security system (CCTV, security post) of 79.19. The following Table 5.15 shows the CSI value of the safety variable.

Table 5.15 Value of Customer Satisfaction Index (CSI) of Safety Variabels

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A14	Difference n levels the height of the pedestrian path with the road	4.38	3.35	21.35	71.55	
2	A15	Availability of markings and signs/signals pedestrian path	4.27	3.36	20,80	69.92	66.26%
3	A16	Pedestrian path condition	4.15	3.33	20.22	67.34	
4	A17	Material surface texture	4.27	3.42	20.82	71.21	
5	A18	Crosswalk	3.45	3.05	16.81	51.27	
TOTAL			**20.52**		**100.00**	**322.65**	

Source: Research Results, 2022 (Data processed)

The value of the CSI Security variable shown in Table 5.15 above looks worth 66.26% with the highest score weight component, namely the attribute of the light level difference . the height of the pedestrian path with the road is 71.55; while the lowest is the Crossing lane attribute of 51.27. The following Table 5.16 shows the CSI value of the noise variable.

Table 5.16 Value of Customer Satisfaction Index (CSI) Noise Variabel

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A19	Noise canceling plant	3.64	3.23	100.00	323.06	**64.61%**
TOTAL			8.34		100.00	319.86	

Source: Research Results, 2022 (Data processed)

The value of the Security variable CSI shown in Table 5.16 above looks worth 64.61% with a weight component of the attribute score for noise reduction facilities of 323.06; The following Table 5.17 shows the CSI value of the beauty variable.

Table 5.17 Value of Customer Satisfaction Index (CSI) Bauty Variable

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A20	pedestrian path material	4.17	3.33	33.41	111.30	
2	A21	Garden/Flower Pot	4.05	3.33	33.45	108.08	**67.23%**
3	A22	Seat	4.26	3.42	34.14	116.78	
TOTAL			12.48		100.00	336.16	

Source: Research Results, 2022 (Data processed)

The value of the CSI Security variable shown in Table 4.7 above looks worth 67.23% with the highest score weight component, namely the seat attribute of 116.78; while the lowest is the garden/flower pot attribute of 108.08. The following Table 5.18 shows the CSI value of the climate/shade variable.

Table 5.18 Value of Customer Satisfactoin Index (CSI) Variable Climate/Shade

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A23	Pedestrian path climate	4.40	3.29	33.22	109.32	
2	A24	Shelter/shelter	4.41	3.39	33.31	112.97	**67.42%**
3	A25	Vegetation/ shade plants	4.43	3.43	33.47	114.82	
TOTAL			13.34		100.00	337.11	

Source: Research Results, 2022 (Data processed)

The value of the Security variable CSI shown in Table 5.18 above looks worth 67.42% with the highest score weight component, namely the vegetation/shade plant attribute of 114.82; while the lowest attribute is the existence of climate (Shade) of 109.32. The following Table 5.19 shows the CSI value of the cleanliness variable.

Table 5.19 Value of Customer Satisfaction Index (CSI) For Cleanliness Variables

No.	Code	Attribute	Interest	Performance	Wight Factor (WF)	Weight Score (WS)	CSI
1	A26	The quantity and quality of the trash bin	4.46	3.39	50,28	170.51	65.62%
2	A27	Cleanliness level	4.41	3.17	49.72	157.63	
TOTAL			8.87		100.00	319.86	

Source: Research Results, 2022 (Data processed)

The value of the CSI Security variable shown in Table 5.19 above looks worth 65.62% with the highest score weight component, namely the quantity and quality attributes of the trash bin of 170.51; while the lowest is the attribute level of cleanliness of 157.63. The classification of CSI values is summarized in Table 5.20 below :

Table 5.20 Category of Customer Satisfaction Index (CSI) Scale for Each Variable

No.	Code	Variable	CSI Value	Scale Category
1	A1	Accessibility	64.23%	Quite satisfied
2	A2	Connectivity	65.16%	Quite satisfied
3	A3	Circulation	63.97%	Quite satisfied
4	A4	Security	64.52%	Quite satisfied
5	A5	Safety	66.29%	Satisfied
6	A6	Noise	64.61%	Quite satisfied
7	A7	Beauty	67, 23%	Satisfied
8	A8	Climate (Shade)	67.42%	Satisfied
9	A9	Cleanliness	65.62%	Quite satisfied

It can be seen in Table 5.20 above that the safety variable is in the Satisfied scale category. This scale can indicate that the respondent gives an assessment of being satisfied or in accordance with the minimum expectations of the variables with a vulnerable CSI value of 66.29% - 67.42%. So that some variables such as beauty and climate (shade) are included in the Quite Satisfied category. On the other hand, several variables included in the category of low rating index from respondents include accessibility, connectivity, circulation, security, noise and cleanliness. This gives an indication to consider the handling of the items in the 6 variables so that their services can be improved to the community using pedestrian paths.

V. CONCLUSION

Based on the results of quantitative and qualitative data analysis, as well as discussion, the conclusions in this study are the results of the performance of the Kendari City pedestrian path, with 28 assessment variables showing the results obtained in this study related to the performance of the existing pedestrian path consisting of the Good category: facilities for pedestrians with special needs (guiding block), availability of road markings, availability of crossing lanes, security systems (cctv, security posts), speed control facilities, level of cleanliness. Enough/usual categories: dimensions of pedestrian paths, lighting of pedestrian paths, differences in the level of

height of pedestrian paths with road bodies, availability of pedestrian lane markings and signs/signals, material surface texture, seating, climate (shady), shelter/shelter , Vegetation/shade plants, Number and quality of trash bins. Not Good/bad categories : availability of ramps, pedestrian paths connected to urban transportation elements, continuity of pedestrian paths, obstructions in pedestrian paths, crossings, and noise suppression facilities, while the pedestrian path user satisfaction index for services is only in the Enough satisfied category with a score of 65.57%. The recommendation for the government is to distribute pedestrian paths in green open spaces (RTH) and carry out regular maintenance of pedestrian paths. Construction/maintenance on pedestrian paths is focused on 9 aspects of effectiveness, namely connectivity, accessibility, circulation, security, comfort, safety, climate/shade, beauty and cleanliness. While the recommendations for further researchers, to research further on the effectiveness of the City Green Open Space (RTH) and examine the factors that influence interest in walking on pedestrian paths.

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