CHAPTER I

INTRODUCTION

1.1 Background of The Final Report

The city is an expression of very complex community life. Therefore the planners must pay attention to the city linkage as one of the urban generators that helps to connect any function in the city (Zahnd, 2003). The city to become sustainable requires an efficient mobility system to improve citizens' essential resources (Girardet, 1992). The city's success depends on the infrastructure to support the mobility of its citizens (Tsaputra et al., 2015). As one of the transportation forms, walking is a modest mobility activity for most people. Researchers stated that the mode of mobility by foot is preferred because it is affordable, especially for low-incomes (Tsaputra et al., 2015). Therefore, accommodating the walk's needs is a fundamental matter in designing mobility and connectivity facilities in urban areas.

According to the Most Livable City Index (MLCI) Indonesia, one of the criteria for a livable city is a city that has pedestrian-friendly facilities. The pedestrian network as city infrastructure is intended to connect the center of activity or mode change facilities, conventional and and accessible including for people

with disabilities (Peraturan Menteri Pekerjaan Umum Nomor : 03/PRT/M/2014, 2014). A pedestrian way to accommodate the suitable walking is including the item of width, pedestrian way cover, and supporting facilities such as street lighting, trash cans, and other complementary road facilities (IAP, 2017).

Because citizen activities in urban areas are vital, the pedestrian way's walkability is essential and fundamental to determine the proper and good condition of the pedestrian way for its users. Walkability can be used to measure the quality and connectivity of pedestrian paths in urban areas (Winayanti, 2013). Measurements of walkability are made through a comprehensive assessment of the infrastructure, its availability, connectivity among the city's path, and meets the city’s requirements (IAP, 2017). Unfortunately, found that the local government planner tends to ignore the needs of the walk. Walkability is included in one of the criteria for city livability, including public space and public transportation. From the MLCI 2017, with a livable city index of about 63.5 points, the city of Malang is categorized as a livable middle-level city. Meanwhile, in terms of the assessment factor of pedestrian facilities, Malang City has a score of 58 points.

Malang is a city that is proliferating from year to year so that it creates a close relationship between the development of a town and the needs for transportation and land use (Kristantyo et al., n.d.). Kayutangan Street, as the case study, is a city corridor with a high level of urbanity in the city center of Malang. There are various typologies along the corridor, including retail, offices, public

facilities, residential, and even hotels. With the various activities along Kayutangan Street, human activity and mobility also tend to be high.

Moreover, the government of Malang is planning the Kayutangan area as a heritage center which will later become a city icon and city heritage trademark. Therefore, a walkability review is critical. Suppose there is a big pull that encourages the movement of people towards Kayutangan Street. Consequently, it must be balanced with the availability of facilities and infrastructure to provide comfort and safety for its user, in this case pedestrians.

Identifying the performance of pedestrian paths and the level of walkability on Kayutangan St needs to be done as a form of response to human mobility activities. The pedestrian way should properly accommodate the movement of citizens, so it will increase the value of Kayutangan street. Through improving walkability, it will upgrade the quality of city accessibility, especially for people who have shortcomings or special needs related to transportation, reduced travel costs, efficient land use through reducing the amount of land used for roads and parking facilities, improving health quality through walking activities, economic development region, as well as narrowing social inequalities (Litman, 2014).

1.2 Objectives of Final Report

This final Report is intended to analyze the walkability of Kayutangan corridors. Through observation and analysis, it will Provide information on the current pedestrian infrastructure at Kayutangan street and get to know the

walkability. This study will unveil the sufficiency and the shortage of the pedestrian way which later could be a matter to improve the walking environment and pedestrian service of Kayutangan street. So Kayutangan corridors pedestrian way will have a better quality to support the urban element of Malang City.

1.3 Significances of Final Report

This final Report has three significances. First, it is expected that this Report could provide the solution for pedestrian ways properly in the city center based on the walkability level of service. Second, the analysis of the current pedestrian infrastructure of Kayutangan street could be a recommendation for the local government for pedestrian way planning. Third, the topic of urbanism is very diverse and could be a concern in many kinds of studies. Hopefully, this study will lead any student with the same interest in this topic, especially for students of the D3 English Program University of Merdeka Malang.