

Policy Determinants of the Function of Pedestrian Paths on Sam Ratulangi Tondano Road

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Policy Determinants of the Function of Pedestrian Paths on Sam Ratulangi Tondano Road

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Abstract

This study aims to describe what are the determinants of the function of the Pedestrian Line on Jalan Sam Ratulangi Tondano. This study uses a qualitative approach, with data collection techniques, namely interviews, observation, and documentation. Sources of data from informants are: the Minahasa Regency Civil Service Police Unit, the Minahasa Regency Regional Research, and Development Planning Agency, the Minahasa Regency Public Works and Spatial Planning Service, and the Community, these live in the Pedestrian Line area of Jalan Sam Ratulangi Tondano. Data analysis uses data reduction, data presentation, and conclusion. The data are analyzed descriptively and qualitatively. The results of the implementation of the policy of Law Number 22 of 2009 concerning Road Traffic and Transportation have not been those stipulated in the existing rules. This is because the government is unprofessional and does not even have a commitment to the success of this Law, which can be seen from the lack of coordination between agencies so that the delivery of information between related agencies is different regarding socialization. The government does not socialize so many people violate these rules. The use of space is not per the allotment of space, and the lack of government supervision in terms of preventing the construction of places of business and the people who sell. Efforts from the government have not been maximized in tackling the rapid construction of places of business and traders and even people who sell no further action taken against people who violate these rules. In this case, the sanctions given to the community are not firm.

Keywords: Public Policy, Policy Implementation, Policy Determinants, Pedestrian Path

Introduction

Pedestrians are pedestrians; walking human subjects. Etymologically, pedestrian comes from the Latin word 'pedestal' or which in English means 'going on foot'. Pedestrian paths, better known as sidewalks, are paths for pedestrians that are usually parallel to the main road. Pedestrian or **Pedestrian is a term in transportation used to describe people who walk on pedestrian paths either on the side of the road, sidewalks, special paths for pedestrians, or crossing the road.** The function of the pedestrian path is to protect pedestrians in traffic, pedestrians must walk on the road and cross at the crossing that has been provided for pedestrians. The pedestrian path is an area or place for pedestrian activity space to carry out an activity or other activity and can function as a circulation space for pedestrians that is separated from the circulation of other vehicles, whether motorized vehicles or not, and can provide services to pedestrians. to increase the smoothness, safety, and comfort of pedestrians.

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¹⁷ Pedestrian paths in urban contexts are usually intended as spaces for pedestrians that function as a means of achievement that can protect pedestrians from the dangers that come from motorized vehicles. In Indonesia, it is better known as a sidewalk, which means a lane of 1.5 to 2 meters wide or more extending along a public road. Tondano City is one of the cities in Indonesia that still has problems regarding pedestrians which are areas or areas and facilities for pedestrians. The Indonesian government has regulated the functions and sanctions regarding pedestrian paths as stated in the contents of Law No. 22 of 2009 concerning Road Traffic and Transportation (LLAJ), which states that sidewalks are one of the supporting facilities for the implementation of traffic and road transportation between facilities. -other facilities such as bicycle lanes, pedestrian crossings, bus stops, and/or special facilities for people with disabilities and elderly people (in article 45 paragraph (1)). The availability of sidewalk facilities is a pedestrian right which has been mentioned in Article 131 paragraph (1) of the LLAJ Law, the function of the sidewalk is reaffirmed in Article 34 paragraph (4) of the Government Regulation on Roads, which reads: "Sidewalks are only intended for pedestrian traffic", meaning that the sidewalk is intended for pedestrians, not for private persons. Based on article 28 paragraph (2) of the LLAJ Law, everyone is prohibited from doing actions that cause disturbances to the function of road equipment, the LLAJ Law regulates criminal sanctions if there is a disturbance in the function of roads and pedestrian facilities (pedestals), based on the LLAJ Law it is said that everyone prohibited from committing acts that result in damage and/or disruption of the function of the Road, shall be punished with imprisonment for a maximum of 1 (one) year or a fine of a maximum of Rp. 24 million (Article 274 paragraph (2) of the LLAJ Law), every road used for public traffic must be equipped with road equipment, one of which is in the form of facilities for pedestrians. What is meant by this is the sidewalk as a facility for pedestrians whose function is disturbed to become a place of trade, every person who commits an act that causes disturbance to the function of the pedestrian facility shall be punished with imprisonment for a maximum of 1 (one) month or a fine of a maximum of Rp. 250 thousand [1].

In the City of Tondano, the misuse of the sidewalk function is often a sign of public awareness of the violation, some use the sidewalk as a place to sell and seek personal gain (establishing restaurants and other places to sell), and some use the sidewalk as a place to park their vehicles, some use the sidewalk as a base for motorcycle taxis, there are even motorized vehicles that run on the sidewalk and there are several points or places where the sidewalk is used as a place to put building materials such as soil, stone, and sand. Based on these problems and cases, the researchers took the title, namely "Policy Determinants of the Function of Pedestrian Paths on Jalan Sam Ratulangi Tondano".

⁵ **Research Method**

¹ The method used in this study is a qualitative research method. Qualitative research emphasizes more the process of searching for meaning, revealing meaning, behind the phenomena that appear in research, with the aim that the problems to be studied are more comprehensive, in-depth, natural, and as they are and without much intervention from researchers on the facts that arise. This method researchers think is good and can help researchers in describing and analyzing the problem of Policy Determinants of the Function of Pedestrian Paths on Jalan Sam Ratulangi Tondano

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The main focus of this research is Law Number 22 of 2009 concerning Road Traffic and Transportation, it is stated that the pavement is one of the supporting facilities for the implementation of road traffic and transportation among other facilities such as bicycle lanes, and pedestrian crossings, bus stops, and/or special facilities for people with disabilities and elderly people (in article 45 paragraph 1), the availability of sidewalk facilities is the right of pedestrians which has also been mentioned in the article; 131 paragraph (1) of the LLAJ Law, the function of the pavement is confirmed in Article 24 paragraph (4) of the Government Regulation on Roads, which reads: "The pavement is only intended for pedestrian traffic", which means that the pavement is intended for pedestrians and not for private persons. and based on article 28 paragraph (2) of the LLAJ Law, it is stated that everyone is prohibited from doing actions that disrupt the function of road equipment, but in reality, this policy does not work according to what is stipulated due to inhibiting factors such as lack of socialization, social conditions culture, culture and economy of the community, as well as the disposition or attitude of the implementers of policies and organizational structures.

Based on the existing problems, the researchers focused their research on how and what are the determinant factors that influence the implementation of Law No. 22 of 2009 concerning Road Traffic and Transportation in the City of Tondano, especially on Jalan Sam Ratulangi Tondano which is supported and guided by several Regional Regulation in Minahasa Regency. Based on the title of the study, the research was carried out on Jalan Sam Ratulangi Tondano. In this study, the main research instrument is the researcher himself. The author himself made observations, interviews, data collection, and data analysis. This research can be assisted with tools to facilitate the research process, such as Digital Cameras, Cellphones, Tape recorders, and other tools.

Per the problem and focus of this research, the data sources are as follows :

Informants, as initial informants were determined purposively (purposive sampling). This is intended to select informants who are truly relevant and competent to the research problem so that the data obtained can be used to build conclusions. Meanwhile, the informants were then asked the initial informants to appoint other people who could provide information. And then the informant refers to other people who can refer then the informant refers to other people who are considered to be able to provide more information, and so on. The initial informants were selected by the researcher purposively. The informants in this study consisted of the Head of the Investigation and Investigation Section of Civil Service Police Unit of Minahasa Regency, Head of Licensing and Spatial Utilization of the Minahasa Regency Public Works and Spatial Planning Service, Head of Division and Human Settlements Staff of the Minahasa Regency Public Works and Spatial Planning Department, Head of Division Physical and Infrastructure at the Regional Development Planning and Research Agency of the Minahasa Regency and to the people who live and have businesses on Jalan Sam Ratulangi Tondano.

1. Places and events, what meant here are where researchers get data. By observing the phenomena that appear in the field. From the results of this observation, research is the material put forward in data collection techniques. The places and events are located on Jalan Sam Ratulangi Tondano, the Minahasa Regency Public Works and Spatial Planning Office, the Minahasa Regency Civil Service Police Unit Office, the Minahasa Regency Development Planning, Research, and Development Agency, and to people who live and have businesses on Sam Ratulangi Tondano Street.

2. Documents are data in physical form, which are relevant to the problem and focus of research, such as laws, regulations, notes, and photos/pictures. Data collection technique.

Data collection techniques are the most strategic step in research because the main purpose of this research is to obtain data. Data collection can be done with the following steps:

1. The process of entering the research location (Getting in) Researchers visit the research location to report on the planned research location as well as to get permission/recommendation, by showing a research cover letter. The first research locations visited were Bapelitbang and the Public Works Agency as places for taking regulations, then conducting field observations the contents of the regulations.
2. While at the research location (Getting along) At this stage the researcher conducts interviews in each department/unit where the researcher conducts interviews and at this stage when the researcher conducts interviews the researcher has an interview guide that contains the questions that the researcher asks the respondents. This is done so that the questions that the researcher asks the respondents are only about the focus of this research so that the information obtained is more focused and the existing interview guidelines can guide researchers in conducting interviews. Interviews were not only conducted with the relevant agencies/units, but the researchers also conducted interviews with the community and businessmen who were in the location.
3. Collecting data (Logging the data) This data collection is divided into 2 (two) types, namely: In-depth interviews and Observation.

The analysis stage of Miles and Huberman has three flows of activities so in this research, the data analysis stage is carried out through a process [2]:

Data Reduction

Data reduction is an activity to summarize field notes by sorting out the main things related to the research problem.

Data presentation

After the data is reduced, the next step is to present the data. Through the presentation of the data, the data is organized, and arranged in a relationship pattern, so that it will be easy to understand.

Data Verification

Conclusions were drawn from the beginning of the research to the end. The initial conclusions put forward are still temporary and can change if strong evidence is found that supports them at the next stage of data collection.

Testing the validity of the data in this study, the researchers used 4 (four) main criteria proposed by Lincoln and Guba to ensure the validity of the qualitative research data, namely: Degree of Trust (Credibility), Degree of Transferability (Transferability), Degree of Dependence (Dependability) Degree of Certainty (confirmability) [3].

Results And Discussion

Research result

This study is related to the pedestrian path on Jalan Samratulangi Tondano. Researchers found various problem findings obtained during the research that had been carried out. Based on the informant's data, the researcher found that there were determining factors that caused

this policy to not work properly, namely the lack of socialization, the non-enforcement of strict sanctions for people who violated them, the people who did not heed the rules, the unavailability of certain areas devoted to selling people so as not to sell on the sidewalks. and constrained by the COVID-19 pandemic, which causes the authorities to be confused about how to act on this issue. Based on the informant's data, the implementation of the policy includes the following aspects: 1) Communication/socialization 2) economic conditions 3) social conditions 3) bureaucratic structure in the research process, the researchers found the factors that influence the Policy Determinants of the Function of Pedestrian Paths on Jalan Sam Ratulangi Tondano.

Sidewalks are one of the supporting facilities for the implementation of road traffic and transportation among other facilities such as pedestrian crossings, bus stops, and or special facilities for people with disabilities and elderly people. The problem found by researchers is related to the function of the sidewalk. Based on the problems found, the researcher relates to factors related to the policy of Law No. 22 of 2009 concerning road traffic and transportation, article 131 describes the rights and obligations of pedestrians in traffic: (a) Pedestrians have the right to the availability of supporting facilities that in the form of sidewalks, crossings, and other facilities: (b) Pedestrians have the right to get priority when crossing the road at the crossing: (c) if pedestrian facilities are not yet available, pedestrians have the right to cross at the chosen place by taking into account their safety [1]. Based on the identification results related to the various problems found by the researchers, to find out for sure the problems that occur in the implementation of the sidewalk function in the city of Tondano, Minahasa Regency, the researchers conducted interviews with informants which were then described through words or actions. The informants taken are related parties and according to their respective expertise in their respective fields and represent every related aspect regarding the implementation of the sidewalk function in the city of Tondano, Minahasa district which is associated with the function of the sidewalk.

Socialization/Communication

Researchers conducted interviews with the community related to the problem of the Sam Ratulangi Pedestrian Line used by the community that was not per the functions stipulated by Law No. 22 of 2009 concerning Road Traffic and Transportation which was supported by Minahasa District Regulation No. 1 of 2009 2014 and the Minahasa Regency Regulation Number 49 of 2019 concerning the Implementation of Peace, Public Order and Community Protection related to socialization or communication indicate that indeed those who sell in this area do not understand the rules that regulate and do not heed the warnings given, and the government itself has carried out socialization and giving warnings and even taking some action, but people who do not heed the rules and continue to carry out activities that violate the rules to support social and economic conditions

Socio-Cultural Conditions

Regarding socio-cultural and economic conditions, based on the results, it was found that from a social perspective it is a strategic place to sell and many street vendors from economic factors are people's livelihoods so that they help the community with selling activities on pedestrian paths because they see a suitable opportunity to be used as a place to shop. effort. "

Bureaucratic Structure

Furthermore, regarding this indicator, seen from the coordination and supervision/control of the implementation of the pedestrian lane function policy, it shows that the control from the government regarding the problem of the pedestrian lane transfer function is still lacking because it does not directly participate in the field. Lack of coordination between related agencies in spatial planning, especially pedestrian paths, so that this regional regulation is not per its designation nor does strict sanctions apply to the community so that people continue to carry out activities that violate and disrupt the function of pedestrian paths per the rules. The government, to take firm action and strict sanctions is still waiting for instructions from superiors and because of problems, they are still in the process of revising local regulations and are constrained by COVID 19.

Discussion

⁵ Based on the research findings, it was found that the factors that influence the implementation of the Policy on the Function of Pedestrian Paths on Jalan Sam Ratu¹²gi Tondano are related to violations of the function of pedestrian paths that are not per Law Number 22 of 2009 concerning Traffic and Roads. The cause of the conversion of the function of the pedestrian path on Jalan Sam Ratulangi Tondano is due to socio-cultural and even economic influences because Tondano is a PKW or Regional Activity Center which in Tondano is the Regency Capital where Jalan Sam Ratulangi is a road in daily activities and activities categorized as a busy road and many vehicles passing by. After all, it is the main road which can also be said because this road is a dense complex due to population growth and the population needs land or a place to set up a business, due to the unavailability of a certain place to establish a place of business so that people build it in the pavement. On the other hand, the researchers also found that people's income from selling in this area is quite influential on the economic needs of the community because people who sell in this area consider that their main income is from selling and the community argues that the area/area is very suitable and supportive to establish a place of business. because it is crowded and many people often pass by motorized vehicles. Communities that set up businesses in this pavement area include selling retail gasoline, Pertamina, establishing repair shops and tire repair shops, street vendors such as ice, yellow rice, and meatball traders, and even vehicles such as motorbikes that often park on pavements, as well as shops or stalls. Another factor that the researchers found¹² is that the public did not understand and did not know about existing policies, in this² case, Law Number 22 of 2009 concerning Traffic and Roads and Minahasa Regency Regional Regulation Number 43² 2019 concerning the Implementation of Peace, Public Order, and Protection. The community, this is due to the lack of socialization from the government to the community about this rule, as well as the lack of communication between the relevant agencies regarding existing problems where the government only coordinates to discuss issues related to spatial planning [4].

To achieve the convenience of providing comfortable and safe pedestrian facilities for the community, based on Law No. 22 of 2009 concerning road traffic and transportation, Article 45, it is defined that sidewalks are one of the supporting facilities for traffic management. and the rights and obligations of pedestrians in traffic in Article 131. And in Government Regulation no. 34 of 2006 concerning Roads, Road utilization space is regulated in Article 33 and Article 34. And the function of the sidewalk³⁷ is confirmed in Article 34 Paragraph (4), namely: the sidewalk as referred to in Paragraph 1 is only intended for pedestrian traffic. Sanctions are also regulated in Regional Regulation Number 1 Minahasa Regency 2014 [5].

Communication / Socialization

Communication is important²⁰ in policy implementation and is one aspect that affects the success of policy implementation²⁷. Knowledge of what will be done can work if communication goes well, so every decision and implementation regulation must be communicated to the appropriate personnel department. There are three things seen from the communication aspect in the implementation of the employee performance allowance policy at the Tourism Office, namely the socialization of the employee performance allowance policy to all employees, understanding of the performance allowance policy, and coaching [6]. Communication or socialization is something that affects policy implementation, where this communication is one of the determinant factors where communication is very important in implementing a policy. Communication says that every content and purpose of the policy must be able to be understood and understood, especially for every implementor, every implementor must be able to provide an understanding of the clarity of a policy along with the aims and objectives of the policy itself, the content and objectives of the policy must be clear and communicated with the public. consistent and directed so that it is understood and understood by both the implementer and the community and related parties so that the policy can be implemented per expectations.

²⁴ Based on the research conducted, seen from the communication indicators, it can be concluded that socialization from the government related to this policy is only limited to those with an interest in this case the community as a whole is not involved in the socialization process, the government, in this case, the SATPOL PP only warns and takes action and even takes action. For now, the appropriate sanctions have not been imposed due to the COVID19 pandemic conditions which have hindered and disrupted operational activities, so to act on this violation, the SATPOL PP has not been able to take³² further action because it is still waiting for instructions from superiors and SATPOL PP. From the results of the research, the researchers also found that coordination between the relevant agencies did not go well because based on a statement from the Head of the PUPR Division who made the product, namely the pavement, stated that socialization related to the use of this pavement, it was not their authority and they explained that they only participated in this matter. technically made this pavement and after this pavement so it was returned to the region and became a regional asset, and from the statements of several informants who were community members they said that for socialization from never being carried out, we were only immediately reminded by members of the PP SATPOL, it was clear that The problem in this indicator is that people are not involved in the process of socializing this policy, so that people do not understand exactly what the contents and objectives of this policy are, as well as people who even know and have even received t reprimands even though they have been reprimanded before but they do not heed the rules, and there is no further action against people who violate so that it has an impact on the attitude/compliance of the community to the existing rules so that it can be concluded that the socialization carried out by the government is still not optimal or comprehensive because there are still many people who do not know or do not understand the rules that exist in the Minahasa district, especially related to the provisions of the Pedestrian Line function and the lack of government coordination, namely coordination between agencies regarding socialization issues.

Socio-Cultural Conditions

The next indicator is the condition of the socio-cultural environment²⁶, this is a factor that influences and determines the success of implementing a policy, according to the results of research that researchers have met in the field related to indicators of socio-cultural

environmental conditions, which are factors that cause people to continue to build businesses, sell and park vehicles above. This is due to the community's economic factors, where the livelihood or work of the people in the pedestrian area is mostly as traders and street vendors, this is because according to the local community, this area is a strategic and profitable place to sell and set up a business.

Furthermore, what causes people to set up businesses on these sidewalks is because people think that by selling on sidewalks they can and can meet their economic needs and also because people say that there are no longer certain areas that are designated or allowed to establish a place of business other than the area they own. What the researchers found in the field is certainly not per the rules, namely Law No. 22 of 2009 concerning Road Traffic and Transportation, the Indonesian government has regulated the functions and sanctions regarding pedestrian paths listed in the contents of Law No. 22 of 2009 concerning Traffic and Road Transportation (LLAJ), which said that the sidewalk is one of the supporting facilities for the implementation of road traffic and transportation among other facilities such as bicycle lanes, pedestrian crossings, bus stops, and/or special facilities for people with disabilities and people of all ages. further (in article 45 paragraph (1). The availability of sidewalk facilities is a pedestrian right which has been mentioned in Article 131 paragraph (1) of the LLAJ Law, the function of the sidewalk is reaffirmed in Article 34 paragraph (4) of the Government Regulation on Roads, which reads: "Sidewalks are only intended for pedestrian traffic", meaning that the sidewalk is intended for pedestrians, not for private persons. Based on article 28 paragraph (2) of the LLAJ Law, everyone is prohibited from doing actions that cause disturbances to the function of road equipment, the LLAJ Law regulates criminal sanctions if there is a disturbance in the function of roads and pedestrian facilities (pedestals), based on the LLAJ Law it is said that everyone prohibited from committing acts that result in damage and/or disruption of the function of the Road, shall be punished with imprisonment for a maximum of 1 (one) year or a fine of a maximum of Rp. 24 million (Article 274 paragraph (2) of the LLAJ Law), every road used for public traffic must be equipped with road equipment, one of which is in the form of facilities for pedestrians. What is meant by this is the sidewalk as a facility for pedestrians whose function is disturbed to become a place of trade, every person who commits an act that causes disturbance to the function of the pedestrian facility shall be punished with imprisonment for a maximum of 1 (one) month or a fine of a maximum of Rp. 250 thousand (Article 275 paragraph (1) of LLAJ Law).

Based on these rules, the researcher considers that there has not been a strict sanction given so that it has an impact on the attitude and compliance of the community to the existing rules which causes people to assume that as long as there is no sanction, it is still legal for them to sell on the pavement, even though it is from the local government in particular. The SATPOL PP has been reprimanded and taken action but there has been no firm sanction given so that even though they have been reprimanded, after being reprimanded, people will continue to sell on the pavement.

Bureaucratic Structure

Bureaucratic structure, talking to the main tasks achieved through the rules and regulations set and how to coordinate existing resources and decisions to follow the chain of command in implementing a policy [7]. Based on the results of research related to bureaucratic structure indicators coordination between related agencies is still lacking, this can be seen from the lack of communication between the government and incomplete

socialization in the community so that people do not know about the existing rules and related to this problem. solutions and controls from the government, namely the government, especially the SATPOL PP even though they have warned and taken action but they have not given strict sanctions so that the community even though they have been reprimanded but still sells. The next finding is that the supervision and control from the regional and kelurahan governments are not optimal because seeing the situation in the field there are still many places of business being built in the pedestrian area of Jalan Sam Ratulangi, this happens because the government is not firm with the people who sell and park vehicles on the sidewalks, and it is only limited to warning the public not to sell, and the supervision carried out is only limited to people who apply for space suitability permits and do not directly carry out supervision and control in the field, and the solution from the government is that the PERDA related to this pavement will be revised but is still constrained by COVID and from the government for the problem of constructing buildings or places of business on the sidewalks it is possible even if it is limited and for buildings, it is forbidden not to be built permanently [8]. Then there are no prohibitions and reprimands and sanctions for people who build buildings on the sidewalks and there is no action and control from the government until now, the government, in this case, the Civil Service Police Unit related to taking action, because of the current condition and situation, which is still constrained. COVID and still waiting for orders from superiors and because of the constraints of the PERDA which is still in the stage of being revised, if it will be dealt with firmly then it must be guided by the PERDA.

In this study, regarding the Policy Determinants of the Function of the Pedestrian Path on Jalan Sam Ratulangi Tondano, the researchers used the grand theory of public policy. According to James Andorsen who states that public policy has characteristics, namely: (1) the policy has a purpose (2) the policy also contains action (3) the policy has real action, not just expectations (4) the policy may be positive and may be negative. . "It can be seen that public policies are issued by the government and implemented by the government, but the policy must have a clear goal, there must be actions taken, not just expectations so that the policies made can be implemented" [9].

In public policy, there is one of the most decisive stages of a policy whether it can be said to be successful or not, that stage is implementation, policy implementation is always considered the most decisive factor in achieving the goals of a policy, policy implementation is also used as a benchmark for whether a policy has been able to or not in solving a problem. Policy implementation is any real activity or behavior carried out by people or groups, within the scope of government, every activity is carried out based on a pre-determined agreement, and solely to achieve the goals of the agreement [10]. Then, Mazmanian and Sabatier define policy implementation, namely, carrying out actions based on decisions and provisions that have been previously established, these provisions can be in the form of basic provisions in a country, namely legislation, as well as other government regulations such as government regulations, ministerial regulations, or decisions or orders from important State institutions, in general, these decisions are to analyze how existing problems and solutions to solve them [11].

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From the several definitions regarding the implementation of public policies above, it can be concluded that policy implementation is an activity or action taken by the government, the community, and stakeholders in making decisions to achieve the expected goals.

Langkai⁴⁰ discusses the policy implementation models from Van Meter and Van Horn³⁹ who say that five variables affect implementation performance, namely the successful model of public policy implementation is [12]: 1) Standards and policy objectives; 2) Resources; 3) Communication between organizations and strengthening activities; 4) characteristics of implementing agents; 5) Economic, social and political conditions surrounding the policy. Langkai also discusses the Mazmanian and Sabatier Model where the Mazmanian and Sabatier model classifies the policy implementation process into three characteristics, namely: 1) Independent aspects of problem characteristics, 2) Intervening aspects or policy characteristics, dependent aspects or external factors that influence implementation. This implementation model emphasizes aspects related to controlling problems between concepts, technical implementation objectives of the policy, or characteristics of problems related to factors in the policy or the goals and objectives of the policy. The implementation model emphasizes aspects related to problem control between concepts, technical implementation, and policy objectives or problem characteristics to factors in the policy or those that become policy objectives and targets. The intervening aspect of the intermediate factor is between the independent factor and the dependent factor. This means dealing with how the policy is in the implementation process related to policy objectives, the accuracy of the allocation of funding sources, the hierarchy between institutions, rules, placement of implementing officials, social, economic conditions, technological support, public support, and commitment. Dependent aspects related to the implementation process such as understanding, compliance, tangible results, and policy revisions. The implementation model emphasizes the need to understand and analyze the characteristics of the problem with the policy objectives, the characteristics of the policy in terms of the content and objectives of the policy, and the external characteristics of the policy.

The final conclusion on this focus shows that the implementation of policies and functions of using the Pedestrian Path is seen from the aspect of communication, socio-cultural conditions and bureaucratic structures, this policy will be successful if the implementation of the policy goes well or in accordance with the objectives stated in the existing rules, because in the field of researchers found various obstacles that prevented the goals and objectives of this law and regional regulation from being achieved, such as the non-involvement of the community and the sub-district government in the planning and determination of this policy, the absence of strict sanctions imposed by the government, and no significant efforts made by the government to this policy can run well, there is no prohibition and monitoring from the sub-district and district governments, lack of supervision, the implementor violates the policy, each agency has not properly understood what its authority is in the policy so that it becomes the cause of the community. The community continues to carry out activities that violate and convert the actual function of the pedestrian path.

⁵ Conclusion

Based on the research data that the researcher has analyzed and discussed the results of the research that have been described in the previous chapter²⁴, several conclusions are obtained which are outlined in the Research on Policy Determinants of the Function of Pedestrian Paths on Jalan Sam Ratulangi Tondano, among others:

1. The community was not involved and did not know about the initial process of formulating and formulating this policy because there was no prior socialization about this regional regulation, so the community did not know and did not understand the policy regarding the function of this pedestrian path, and although a warning has been given by the authorities, it is because there is no strict sanction, so until now the community is still carrying out activities that violate and convert the function of the pedestrian path.
2. Due to the livelihood of the residents, most of whom are traders, so that by trading they can meet the needs of daily life, and the unavailability of a place or area devoted to selling people prefer to sell in the pavement area which according to them is a strategic place. to sell.
3. The government is unprofessional and does not commit to the success of this regional regulation, as seen from the lack of coordination between agencies so that the delivery of information between related agencies is different regarding socialization. Lack of coordination between relevant agencies in spatial planning, especially pedestrian paths, so that this regional regulation is not per its designation nor does strict sanctions apply to the community so that people continue to sell and carry out activities that violate the function of the pedestrian path per what is stated in the rules.

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