

CHAPTER 1

INTRODUCTION

A. BACKGROUND

Malioboro Street is one of the famous tourist attractions in Yogyakarta. Besides the other tourist attractions in Yogyakarta are Parangtritis Beach, Merapi Mountain, Ledok Sambu, etc. However, Malioboro Street has its own characteristics, it is located on the philosophical-imaginary axis and surrounded by commercial buildings (Shevadita & Santosa, 2021). The historic buildings, old stores that also sell antiques at affordable prices, and an atmosphere of antiquity that is complemented by relics or with antique ornament typical of Yogyakarta which are packaged in the form of galleries, museums, decorations such as statues wearing typical Jogja traditional clothes to chairs and street lights made in such way as to make the bold or strong Yogyakarta culture attached to the Malioboro Street.

Malioboro Street also functions as one substantial street for the locals to do their various activities such as economic and political, mobilization, cultural preservation, and culinary as well as several government offices located such as the DIY Governor's office, the legislature (DPRD), bureau of governance (*Biro Tapem*), and regional development planning agency (BAPPEDA), etc.

The Malioboro Street brought up here is the corridor part which contains the things above such as the permanent store and pedestrians path. The corridor of Malioboro Street stretches from Tugu Station to Keraton

Yogyakarta linked by the Ahmad Dahlan corridor located in the corner of Yogyakarta's zero-point axis completed by the parking area on the west side of the corridor (Hertanto et al., 2018). Walking along Malioboro Street is just like entering a big craft market where crafts sellers sell handicrafts to visitors (Tourjogja, 2019). This is also supported by (Janita & Kartidjo, 2023) that the Malioboro Street corridor with street hawkers has been a landmark, a place where transactions, meetings, a diversity of activities, and discussions are held. Pedestrians and people walk in the Malioboro corridor, specifically, not the part of Malioboro street passing by the vehicles and non-vehicles as the transportation.

Mixed-mode transportation with and without vehicles is also implemented in Malioboro Street to meet the needs of tourists (Sumaryatiningsih, 2023). Vehicles such as buses, cars, motorcycles, and non-vehicles are also traditional modes of transport such as *delman* (carriage) and *becak* (pedicab). Besides using a vehicle, people go to Malioboro Street by walking (Kabelen et al., 2022). That mixed-mode transportation affected the walking environment on Malioboro Street. Besides mixed-mode transportation, space in Malioboro Street is used for parking and other things that become a challenge of Malioboro Street, especially for walkers.

However, there has not been research on the walkability concept in policy for pedestrians on Malioboro Street.

B. PROBLEM FORMULATION

Based on the background and concerning Regulation No. 2 of 2021 concerning the Yogyakarta City Regional Spatial Plan (RTRW) for 2021-2041 which regulates the development of pedestrian networks, there for this thesis will assist in how the government implements and evaluates the pedestrian policy?

C. THESIS PURPOSE

Based on the background and the problem formulation above, the focus of this thesis is on pedestrian policy, especially for evaluating policy on the walkability concept of Malioboro Street.

D. THESIS BENEFIT

This thesis is useful as a theoretical benefit in glossaries, learning resources, journals, and data archives, especially for research activities used by the community and students. Then in other practical benefits are as a basis or recommendation for the government, especially the Government of Yogyakarta to do their job as the institution in charge as well as the authorized party to regulate, provide, and implement facilities for the people in Yogyakarta, especially pedestrian in Malioboro Street.

E. LITERATURE REVIEW

The concept of walkability builds a friendly environment for walking, living, shopping, visiting, enjoying, or spending time in an area (Arellana et al., 2020). Another study by (De Vos et al., 2023) believes that residential density, street connectivity, land use mix, micro-scale elements

such as sidewalk quality, street furniture, and the presence of trees and greenery greatly influence the concept of walkability. This concept was one of the reasons pedestrian comfort makes pedestrians in various countries different and have a variety of different characteristics, regulations, and environments although still one goal of providing facilities for pedestrians that are comfortable and according to the criteria.

The walkability concept is also supported by the perspective of pedestrians. The study mentioned that pedestrians have complex and multi-dimensional behavior caused by their continuous interaction with the surrounding environment and people within a dynamic process (Feng et al., 2021). As mentioned, pedestrians who use the streets around the shopping centers, recreational areas that are also used as sports facilities, and tourist attractions along with an easy and comfortable access to use these facilities. Included the supporting point where the pedestrianization of Malioboro street is determined in making it comfortable and safe for pedestrians who are not only residents but tourists who have various characteristics and habits in case of using the street facility. The further study pointed out that there is no support for them to access the pedestrian side or there is no accessibility that they can as pedestrians, spatial planning that is not good in facilitating them for pedestrians and poor urban development, as well as with low opinions about Pedestrians who think that walking is included in the village community and are unable or poor (Hidayati et al., 2021).

Pedestrians are also not spared from the work of accidents that could happen every time. The accidents themselves are caused by the behaviour

of the pedestrian which is one of the consumers of the street including the motor vehicle consumer. The behaviour of pedestrians mentioned by (Wells et al., 2018) was researched in a college campus area, and defined as a woman who is likely to text and talk on the phone while men are likely to wear headphones. The study proves that accidents occur to pedestrians besides external factors, including collisions or incidents of pedestrians, due to the large number of pedestrians using electronic devices, including cell phones while walking (Narváez et al., 2019). Based on the research, the pedestrian's injury and unbenefited action are also caused by the behavior that they used as a pedestrian, together with the accidents that usually happen because of several things such as government regulations that are less assertive, pedestrian places that are not appropriate and inadequate, and also the awareness of pedestrians and other road users who are still lacking and not following the ideal pedestrian plans or standards.

An example from our neighboring country Malaysia, mentioned by (Bakhtiar et al., 2022) figures about the area in Malaysia namely Wangsa Maju one of the largest cities in Kuala Lumpur located in the North part and has various kinds of facilities as well for its residents including facilities for pedestrians. Areas such as the developed nations surrounded by developments and facilities such as residences, shops, places of worship, recreational parks, and schools within a 400-meter radius create areas that are more pedestrian-friendly due to the connectivity and density within them. In addition to access for pedestrian convenience, it is also supported by signs, symbols, and signposts for pedestrians as well as other road users

to understand each other. It might afraid the same goes for Kuala Lumpur's pedestrians as they commonly walk out of the marked crosswalk known as jaywalking and it is dangerous because the signs and marks are created to make pedestrians and other street users understand where should they stand and use the street without harming other people and giving the pedestrians safety and rights to walk (Hamidun et al., 2021).

In Singapore, they have several aspects for pedestrians, one of which is the architectural design which is also in the category of pedestrian street typology by Indonesia's Directorate of Spatial Planning, especially the city of Jogja, namely sidewalk (Manifesty, 2021). Coupled with the lack of car ownership in Singapore and their transportation connection system which is an important point, at a distance of about 350 meters, there will be one bus stop. Meanwhile, Yogyakarta especially Malioboro Street is not easily connected by transport or access to pedestrians. Fellow crowded tourist areas, Jalan Braga in Bandung is also one of the modern tourist destinations visited by various kinds of transportation, there are also equipped with shops, buildings, performances, and others. However, as mentioned by (Christine et al., 2022) Jalan Braga has problems such as facilities that should be used for pedestrians or tourists to sit but are used by the seller by some people, garbage thrown carelessly, pedestrians passing by in the middle of the road due to crossing facilities available only at the end of Jalan Braga coupled with the absence of bus or public transportation stops caused congestion in the area.

Not so different from the pedestrian problems in the Malioboro corridor such as parking on the street where people use the side of the road makes it more crowded which affects the comfort of the people who also use the corridor of Malioboro street (Karya et al., 2023). Moreover, there are still people who are upset and honking towards pedestrians using the zebra crossing even though it is the pedestrian's right to use the facilities (Irkhami & Prakoso, 2024). Thus, the pedestrian facilities will not be separate from the evaluation of the policy which is the basis of the facility implementation by the government and the people that are also related to planning, making, and implementing, until evaluating the project which pedestrians sidewalks. Pedestrian facilities are grouped into three; pedestrians, crossing facilities, and facilities for people with special needs (Puspaningtyas & Achmad, 2020). This means, all the points are supposed to build a path for pedestrians along with good structure and aesthetic elements to make them aware of their safety, comfy, and enjoyment of the walk. Also, disabled pedestrians need areas that provide materials that match the colours, symbols, and embossed textures that they can easily detect in using the pedestrian facilities.

The Ministry of Public Works and Public Housing (PUPR) in 2018 also regulated the technical development of pedestrian facilities and stated that the requirements for the construction of pedestrian facilities for people with disabilities, namely having pedestrian space for people with disabilities following the provisions of each disability, the existence of ramps, passing places, information providers, and guiding blocks (PUPR Ngawi, 2022).

Table 1.1 Previous Research

No	Researcher	Research Title	Research Result	Relevance
1	(Manifesty, 2021)	Towards Walkability: Qualitative Assessment of Pedestrian Environment in Yogyakarta and Singapore	This study looked at the condition of pedestrian systems and facilities in the city and showed that the main cause of pedestrian dissatisfaction was street conditions that did not place them as the primary users. Coupled with studies between several streets in Singapore and Yogyakarta street infrastructure and improving the walking experience are also things that can encourage	This study uses the concept of walkability as an assessment of the pedestrian environment, especially in Yogyakarta by pointing out the design of streets for pedestrians which must meet four criteria namely safety, meaning, comfort, and spark interest. The difference, this study focuses more on comparing the situation of

			<p>people to walk. So this research, prioritising the facilities is one of the efforts to satisfy pedestrians and a real effort by the government to address pedestrian problems.</p>	<p>Singapore and Yogyakarta, and does not discuss in terms of policy.</p>
2	(Suminar & Anjar Sari, 2021)	<p>Identification of Pedestrian Facilities in the Affandi Street Corridor Yogyakarta in Supporting the Concept of Walkability</p>	<p>The result of this research show that the concept of walkability has not been fulfilled on Affandi Street because the condition of the facilities is not in accordance with the use of pedestrian paths. So, the problems raised here is the state of the</p>	<p>The concept of walkability as a tool to identify pedestrian facilities by emphasizing the importance of pedestrian comfort aspects as important aspect in the walkability concept and is expected to be an</p>

			pedestrian street condition segment.	evaluation material as well as input for planning in the Affandi Street of Yogyakarta. The difference, this research does not focus on walkability policy but rather on pedestrians tracks (trotoar).
3	(Suminar & Kusumaningrum, 2022)	Application of Walkability Principles of Pedestrian Path in Supporting the Green City Concept (case of Parasamya Street Corridor, Sleman City)	This research result in the application of the walkability concept which is also useful in the concept of green cities characterized by the fulfilment of infrastructure facilities including	The aspects of comfort in the concept of walkability are an important discussion in this research, including the aspects of safety and security,

			<p>ecological safety. So that walkability here as one way to create comfort from the ecological side of green city concept.</p>	<p>convenience, and attractiveness that are complemented with policies as support for the implementation of the concept of walkability. The difference is this study more focused on walkability concept in supporting the green city concept and the comfort in ecological side.</p>
4	(Chakam & R, 2024)	Study on Service Quality and Priorities of Pedestrian Path Development in Malioboro Area	<p>This article shows that the service quality of pedestrian paths on Malioboro Street faces several challenges, such as</p>	<p>To improve street quality for pedestrians requires safety, security, comfort, and accessibility</p>

		to Support Sustainable Urban Mobility	the density of motor vehicle traffic, lack of quality pedestrian infrastructure, and unsafe pedestrian behaviour contributing to low service quality. By focusing on service quality, this thesis implements it with the aim of supporting not only pedestrian satisfaction, but also supporting sustainable urban mobility.	factors. The difference of this article is more focuses on pedestrian satisfaction using the Customer Satisfaction Index (CSI) as an analysis technique (not the walkability concept), to support sustainable urban mobility.
5	(Saifuddin & Qomarun, 2020)	The Influence of Pedestrian Path conditions and Street Furniture on the Comfort of Public Space	This research concludes that the survey results from pedestrians on the condition of pedestrian paths and	This research points-out the comfort of the pedestrian side on the Malioboro Street which one

		in Malioboro Street.	street furniture on Malioboro Street get good predicate, and meet the comfort of public space, while the access of the pedestrian path itself gets a low score so it can be seen here, street furniture that makes Malioboro Street gets a high score in terms of aesthetics.	of the factor of walkability concept, but the difference in this research is more focused on street conditions and street furniture as the aesthetic factors only.
6	(Febriarto, 2021)	Utilisation of Open Space for Gathering Places on Pedestrian Paths	This research shows that activities in open spaces on pedestrian paths are not only used for walking, but also for gathering places and etc. Coupled with the fact that pedestrian paths are	This research mentioned regulations on the function of open space related to pedestrians, especially their rights such as in the government regulation in lieu

			not use of the factors that influence pedestrian paths in their function.	of law No. 03 of 2014 (Permen PU) concerning the planning of infrastructure and facilities for pedestrians. The different on this research is focuses more on the function of the open space and the overlap of function with pedestrian rights.
7	(Lestari et al., 2019)	The Use of Transport Modeling to Evaluate the Implementation of Pedestrianization in Malioboro	The result of this study show that if the scenario of full or half closure of Malioboro Street has different impact on the traffic volume on the road network,	This research raises the theme of evaluation in the implementation of pedestrianisation in the Malioboro area. The

		Area, Yogyakarta	so transportation management and transportation engineering must be improved in evaluating pedestrianisation in the Malioboro area.	difference is that this research focuses on transportation management and the use of transport modelling concepts to analyse the evaluation of pedestrianisation implementation in the malioboro area.
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The table above shows that previous research mentioned pedestrians where the majority of challenges mentioned are the space of the pedestrian pathway is used for parking and other things rather than for walking. However, the studies focused on environmental comparison, the green city concept, sustainable urban mobility, the influence of pedestrian paths for public space, and the use of transport modelling which view of the research does not focus on pedestrian regulations in the concept of walkability. This thesis will focus on the pedestrian policy of the walkability concept.

F. THEORY

This thesis uses the theory of walkability which has aspects that are widely used as concepts for pedestrians, namely comfort and safety. One of them is mentioned by (Speck, 2012), the general theory of walkability explains a walk has to satisfy four main conditions: it must be useful, safe, comfortable, and interesting. The regulation from the government is also needed to seek the purpose of this thesis which is the evaluation of the pedestrian policy of Malioboro Street. The theory used in this thesis is defined into four aspects (Uak, 2020) which are Access; Aesthetics; Safety and security; and Comfort. They are needed to support the convenience for the people using the pedestrian area, especially for recreation purposes.

1. Access

Create accessible pedestrianized space with to open spaces by foot. Ensured that the access can be used by all ages of society, also support for the elderly, people with disabilities, and people who bring baby carriage required by built wide pathways, large symbols or signs, non-motorized or motorized vehicle parking, and bicycles.

2. Aesthetic

An environment that brings pleasure to people that are developed to attract people to use it through excellent landscaping.

3. Safety and Security

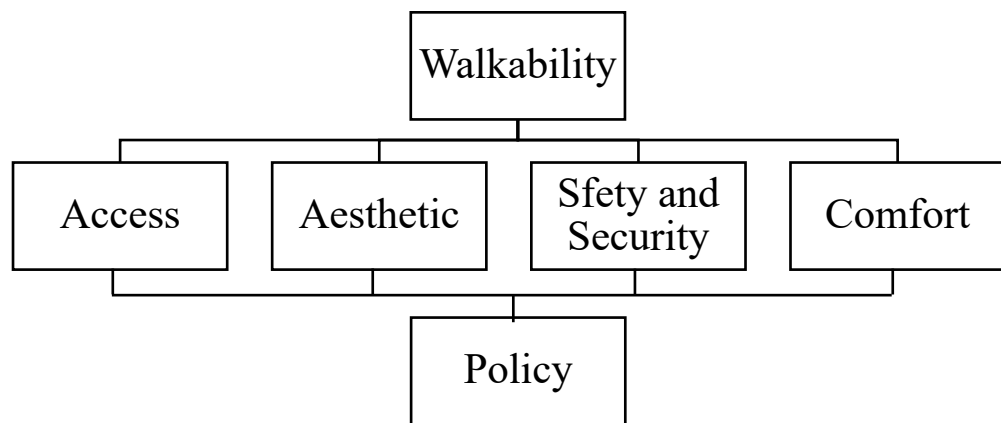
Walkers must feel that they and their belongings are safe. It needs to give them an enjoyable and secure walk without thinking about being stolen or in an accident where the paths are designed to prevent crimes.

4. Comfort

Walkers can be confident of shelter, conveniences, and rest stops. Drinking water, seating, and shelter from rain and heat are necessary for pedestrians to achieve comfort in walking.

G. CONCEPTUAL FRAMEWORK

Figure 1.1 Conceptual Framework



Modified from Uak (2020)

H. CONCEPTUAL AND OPERATIONAL DEFINITION

The conceptual definition is an abstraction in words that is a derivative of a theory that is narrowed down in helping to describe the variable to be studied. Malioboro Street are pedestrian way both on its east and west sides of the street, divided by the road where vehicles cross there, and it gives special character to Malioboro Street. Then, it implies that both the pedestrian ways, vehicular passageways, the building, and street vendors

alongside are parts of an ensemble that is Malioboro Street (Saraswati, 2020). Malioboro Street area is designated as a pedestrian area issued to regulate the area not to crowd and complicated stated in the Yogyakarta City Regional Regulation No. 2 Year 2010 on the Regional Spatial Plan (RTRW) of Yogyakarta City, article 80 (Saputro et al., 2022). In order to fulfill the purpose of pedestrian pathways which gives them prioritize to walk in the area and four aspects such as the thesis conceptual definitions:

1. Access

Create accessible pedestrianized spaces with open spaces by foot, but keep its support for the elderly and disabled people.

2. Aesthetic

An environment that brings pleasure to people that are developed to attract people to use it through excellent landscaping.

3. Safety and Security

Walkers must feel that they and their belongings are safe. It needs to give them an enjoyable and secure walk without thinking about being stolen or in an accident.

4. Comfort

The existence of shelter, drinking water facilities, and rest stops so that pedestrians are comforted along the walk without worry.

The operational definition is the way of measuring the variables that have been determined in the conceptual definition. Here are the operational definitions of this thesis :

Table 1.2 Operational Definition Research Variable

Variable	Indicator	Parameter
Access	<ol style="list-style-type: none"> 1. Accessible and easy for pedestrians to use the spaces by foot. 2. Elderly and disability pedestrian facilities. 	<ol style="list-style-type: none"> 1. The existence of a wide pathway so people barely bump into each other along with well-maintained pathways. 2. Symbols, signs, and other facilities for ordinary, elderly, and disabled people such as guiding blocks, and ramps. (Regional Regulation No. 2 of 2021 Article 57 section 4 (d) on the spatial plan for the city of Yogyakarta period 2021-2041)

Aesthetic	<ol style="list-style-type: none"> 1. Permanent or temporary art installations. 2. Green belt. 	<ol style="list-style-type: none"> 1) Statue, light pole, etc to add an artsy impression. 2) Greenery or flower to add a beautiful impression. (Regional Regulation No. 2 of 2021 Article 51 section 7(g) on the spatial plan for the city of Yogyakarta period 2021-2041)
Safety and Security	<ol style="list-style-type: none"> 1) Secure and safe pathway situation. 2) Motorized vehicle and bicycle space. 	<ol style="list-style-type: none"> 2) CCTV and security posts spread around Malioboro Street. 3) The existence of parking lot around the Malioboro Street. (Regional Regulation No. 2 of 2019 Article 8

		Section 3(b) and Article 18(e)).
Comfort	<p>1) People are comfortable to walk with the facilities without distraction.</p> <p>2) PKL (Pedagang Kaki Lima) or Street Seller are prohibited on pedestrian pathways.</p>	<p>2) The existence of shelter along the pathways, drinking water facilities, chair or facilities for people to seat and rest.</p> <p>3) No street seller around the pathway and no people gathered and seat fulfilling the pathway or in the way of pedestrian to walk. (Mayor Regulation No. 13 of 2022).</p>

I. RESEARCH METHOD

1. Research Type

Qualitative methods are suitable for use in this thesis because qualitative researchers empathize and identify with the people they study in order to understand how those people see things and collect them as

descriptive data, people's own words, and records of people's behaviour (Theodoridis & Kraemer, 2016). To be specific, this thesis used qualitative methods with a phenomenologist approach. Both of them are related to this thesis because phenomenologists seek understanding through participant observation and interviews that also part of the qualitative method. As mentioned in the literature review about people's behaviour, in order to understand how people see things, qualitative research pointed out and classified them to study. Qualitative meaning with a phenomenological approach in this thesis by interviewing the main actors, namely pedestrians, the municipal government (*Dispar Kota Yogyakarta, Pemkot Kota Yogyakarta, etc*) who are the object of research as an answer to the problem formulation in this thesis.

2. Research Location

Malioboro Street is the icon of Yogyakarta City which people mostly visit during or even not during the holiday season. Through its heritage buildings, traditional stores, the traditional transportation such (as *dokar* and *bentor*) then nowadays it is developing modern in several aspects around the street serving as in the store, the building, and many more. On the other hand, through its spark, Jalan Malioboro is also part of a government facility that could not be separated for evaluation over time.

3. Type of Data

- 1) Primary Data

Primary data is real-time data that gather directly from the main sources namely the people who will be interviewed or the direct observation at the location where the thesis's object is taken.

Table 1.3 Operational Definition Research Variable

No	Primary Data	Data Source	Data Collection Techniques
1	Accessible pedestrianized spaces with open spaces by foot, that support for the elderly and disabled people.	<ul style="list-style-type: none"> • Yogyakarta Regional Government (Pemkot Kota Yogyakarta) • Pedestrians of Malioboro Street 	Interview + Secondary Data (Regional Regulation No. 2 of 2021 Article 57 section 4 (d) on the spatial plan for the city of Yogyakarta period 2021-2041)
2	Aesthetic elements, including the greenery, beauty, and clean of the streets that are attract the people.	<ul style="list-style-type: none"> • Environment and Forestry Service of Yogyakarta City (DLHK Kota Yogyakarta) 	Interview + Secondary Data (Regional Regulation No. 2 of 2021 Article 51 section 7(g) on the spatial plan for the city of Yogyakarta period 2021-2041)

		<ul style="list-style-type: none"> • Pedestrians of Malioboro Street 	
3	The secure of pedestrian for using the pathway around Malioboro Street.	<ul style="list-style-type: none"> • Yogyakarta Regional Government (Pemkot Kota Yogyakarta) • Pedestrians of Malioboro Street 	Interview + Secondary Data (Regional Regulation No. 2 of 2019 Article 8 Section 3(b) and Article 18(e)).
4	The comfort of the people on Malioboro Street is one of the references in the development as a public facility that friendly and comfortable for pedestrians.	<ul style="list-style-type: none"> • Yogyakarta Regional Government (Pemkot Kota Yogyakarta) • Technical Implementation Unit (UPT) of Malioboro Area Management • Pedestrians of Malioboro Street 	Interview + Secondary Data (Mayor Regulation No. 13 of 2022).

2) Secondary Data

Previous or past data that has been collected or represented for research from other parties, usually in the form of news, reports, and online data such as along with online news published in official news sites such as electronic newspapers, work reports, reports, and publication on official websites as well as scientific journals that have been published through credible journal platforms such as google scholar, Taylor & Francis journal, etc that is credible and well-structured published data. In addition, the Yogyakarta city regional spatial plan (RTRW), regional regulation, and mayor regulation are on the government's official websites.

4. Data Organized Technique

This thesis used interviews as the technique of data gathering. The interview was conducted with several informants that are relevant to the thesis such as tourists and locals as pedestrians, Yogyakarta Regional Government (Pemkot Kota Yogyakarta), Environment and Forestry Service of Yogyakarta City (DLHK Kota Yogyakarta), Technical Implementation Unit (UPT) of Malioboro Area Management. Presented in the data table below:

Table 1.4 Table of Informant

No	Informant	Amount
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1	Yogyakarta Regional Government (Pemkot Kota Yogyakarta)	2
2	Environment and Forestry Service of Yogyakarta City (DLHK Kota Yogyakarta)	1
3	Technical Implementation Unit (UPT) of Malioboro Area Management	1
4	Pedestrian of Malioboro Street	8
	Total	12

The selection of the informants is also based on the book on the qualitative method above in the method section, published in the 4th edition by (Wiley, 2016) mentioned that interviewing as many subjects as necessary to discover what needs to be known because the greater the number of interviews the fewer informants of the informants needed to get enough data to write about, until we find the perspectives of the informants we are interested in. Selecting informants is indeed by their willingness and ability to talk about their experiences and articulate feelings relating to the subject of research. Thus, the informant is chosen as the data needed on the table and connected to the four variables on the primary data to assess and see which ideas or points tend to get more attention that can support the subject also by their willingness and ability to be interviewed along with their differentiated purpose of being there in the research location which is in Malioboro Street.

5. Data Analysis Technique

The technique for this thesis uses the interactive data analysis model by Miles & Huberman which can be done when the writer is in the location or after returning from the location of the thesis subject and then doing the analysis right after (Abdul, 2020). This technique has four stages, namely:

1) Data Collection

The results of the interviews, observations, and documentation that have been conducted with the Yogyakarta Regional Tourism Department (Dispar Kota Yogyakarta), Yogyakarta Regional Government (Pemkot Kota Yogyakarta), Environment and Forestry Service of Yogyakarta City (DLHK Kota Yogyakarta), Local Government of DIY (Pemda DIY), Technical Implementation Unit (UPT) of Malioboro Area Management are recorded as data from the subject thesis location by the writer or the researchers as listeners and witnesses at the scene, as well as material for the next stage of research.

2) Data Reduction

In this stage, data is sorted out from the primary and secondary data to focus on solving thesis problems and arranged systematically under research problems so that it is

easy to draw conclusions in evaluating policy for pedestrians on Malioboro Street.

3) Data Presentation

The presentation can be in writing or narrative, pictures, graphics, and tables based on the primary and secondary data that make it easier to stay focused on the information and data needed as material in evaluating pedestrian policy on Malioboro Street.

4) Conclusion Drawing

The data that has been processed is then drawn as the final conclusion. Conclusions are drawn and verified from the beginning to the end of the research or during the research. The conclusion also allows for new ideas or input for the Government of Yogyakarta and learning materials in the process of evaluating the policy of pedestrians on Malioboro Street.