ANALYSIS OF PEDESTRIAN PATH WIDTH REQUIREMENTS IN THE MANUKAN LOR ROAD AREA, SURABAYA CITY

Habib Yoga Kusuma¹, Kurnia Hadi Putra², Theresia Maria Chandra Agusdini³

^{1,2,3} Civil Engineering Department, Adhi Tama Institute of Technology Surabaya, Surabaya, Indonesia, 60117

e-mail: habibyogak@gmail.com

ABSTRACT

The commercial area on Manukan Lor street is one of the places in the city of Surabaya that currently has quite heavy traffic. The problem in this area is that there is no special pedestrian/pedestrian route available so it can endanger pedestrians, apart from that it can also disrupt the activity of traffic vehicles. The aim of this thesis refers to the formulation of the problem and the existing background, including: Determining the characteristics of pedestrians in the Manukan Lor Street area of Surabaya, determining the width requirements for pedestrian/pedestrian lanes in the Manukan Lor Street area, and to determine the performance results in Manukan Lor road section after and before the sidewalk. Guidelines used in planning pedestrian paths in the area "Sidewalk Planning Guidebook Number.007/T/BNKT/1990 Directorate General of Highways", "Guidebook for Building Construction Materials and Civil Engineering Ministry of PUPR Number.02/SE/M/2018 regarding technical planning of pedestrian facilities", and "Indonesian Road Capacity Guidebook 2023 (PKJI 2023)". The results of the analysis of the required width of the pedestrian path on the Manukan Lor road are 1.5 m wide with the level of service obtained is category A, and includes low-level side obstacles, with an average increase in the degree of saturation (Dj) of 0.026 but still in service level category C with a stable flow the speed can be controlled by traffic.

Keywords: Pedestrian Width; Characteristics; Road Performance.

1. Introduction

Complex problems due to the ever-evolving transportation, such as congestion that causes wasteful use of fuel, air and noise pollution which has an impact on reducing the quality of life caused by vehicle exhaust emissions, as well as the increasing occurrence of accidents on the highway [14]. Surabaya is the second largest city in Indonesia after Jakarta, it is one of the economic centers in Indonesia, and many companies are located in this city. These things make it attractive for people to immigrate to the city of Surabaya. This will affect the availability of facilities to serve all activities, one of which is pedestrian facilities. Walking is the cheapest, easiest, and healthiest mode of transportation, to meet a person's mobility and movement needs, walking can be a simple solution.

The commercial area on Manukan Lor Street is one of the places in the city of Surabaya that currently has quite heavy traffic. Many shops are selling various needs, such as electronic goods and household necessities, as well as educational places, namely Dorowati Middle School. The problem in this area is that there is no special pedestrian /pedestrian route available so it can endanger pedestrians, apart from that it can also disrupt the activity of traffic vehicles. Parking facilities are a means of supporting transportation and vehicles[16]. This facility is at the destination that must be provided. This is very important in the scope of the transportation system. At night many street vendors use the sidewalk, as a result, pedestrians in this area do not use the sidewalk for activities



but use the shoulder of the main road. This can reduce comfort for pedestrians and the performance of the road itself. Infrastructure and facilities & pedestrian networks are facilities provided along the pedestrian network to ensure the safety and comfort of pedestrians [4].

2. Methods

- a) Data analysis is based on survey results, by calculating the volume of pedestrians during 13 hours of observation per 15 minutes. Then analyze the need for pedestrian paths, namely the width of the sidewalk according to the Sidewalk Planning Guidebook Number.007/T/BNKT/1990 Directorate General of Highways", "Guidebook for Building Construction Materials and Civil Engineering of the Ministry of PUPR number.02/SE/M/ 2018 Concerning Technical Planning for Pedestrian Facilities.
- b) Analysis of pedestrian respondents regarding security and safety on the road
- c) Data analysis is based on survey results, by calculating the average vehicle traffic volume for 13 hours with 15-minute observations then analyzed using the 2023 Indonesian Road Capacity Guidebook (PKJI 2023).

2.1. Data Type

Survey the volume and speed of pedestrians to determine the number of pedestrians using the road. The survey was carried out along Manukan Lor road from the jewelry shop to the Manukan Lor traditional Surya market. Survey of average vehicle volume and speed to determine the average daily traffic on this road section. The survey was carried out along Manukan Lor road from the jewelry shop to the Manukan Lor traditional Surya market. Questionnaire This questionnaire will be distributed to people who move around on foot in the road area. Below is the picture Map of research locations in the Jalan Manukan Lor area, Surabaya City



Figure 1. Map of research locations in the Jalan Manukan Lor area, Surabaya City

2.2. Survey Methods

The research time is 13 hours on weekdays and 3 days off, namely Monday, Thursday, and Saturday starting at 07:00 - 20:00 WIB with a time division of 3 hours in the morning, 3 hours in the afternoon, and 3 hours in the evening. day.

2.3. Data analysis

1. The width of the sidewalk can be calculated using the following formula:

$$W = \frac{v}{35} + N \tag{2.1}$$

Where :

W = Width of the sidewalk (meters)

- V = Planned/two-way pedestrian volume (people/meter/minute)
- N = Additional width according to local conditions (m)



2. The width of the sidewalk must be able to serve the existing pedestrian volume. Existing sidewalks need to be reviewed. Capacity (width), condition, and use if pedestrians are using the vehicle traffic lane. It is recommended that sidewalks be planned with a service level as low as C.

Service level	Module (m2/person)	Volume (person/meter/minute)
А	≥3.25	≤23
В	2.30-3.25	23-33
С	1.40-2.30	33-50
D	0.90-1.40	50-66
Е	0.45-0.90	66-82
F	≤0.45	≥82

Table 1.	Sidewalk	Service	Levels

Source: Sidewalk Planning Manual Number: 007/T/BNKT/1990, Directorate General of Highways, Directorate of City Road Development

3. Capacity Calculation

Capacity is defined as the maximum flow through a point on the road that can be maintained per unit hour at. certain conditions. For two-lane two-way roads, capacity is determined for two-way flows (a combination of two directions), but for roads with multiple lanes, flows are separated per direction, and capacity is determined per lane.

The equation for determining capacity is as follows:

$$C = C0 \text{ x FClj x FCpa x FChs x FC uk}$$
(2.3)

4. Degree of saturation (current/capacity)

The degree of saturation is calculated using current and capacity expressed in pcu/hour. The basic equation for determining the degree of saturation is as follows:

Dj = q/C

(2.4)

Where :

Dj = Degree of Saturation

C = Capacity (pcu/hour)

5. Service level and road characteristics

Service level is a measure of road performance that is calculated based on the level of road users, speed, density, and obstacles that occur.

Table	2. Lev	el of S	Service
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Service level	Q/C	Related Operating Characteristics		
А	0-0.20	Free flow, low volume and high speed, the driver can choose the desired speed		
В	0.20-0.44	The flow is stable with little limitation by traffic. The driver can freely choose the speed		
С	0.45-0.74	Steady flow speed can be controlled by traffic		
D	0.75-0.8	Flow starts to become unstable, speed is low and varies, volume approaches capacity		
Е	085-1.00	Unstable flow, low and variable speed, volume approaching capacity		



Service level	Q/C	Related Operating Characteristics
F	>1.00	Flow is blocked, jammed and traffic is in a stagnant condition

Source: Edward K. Morlok introductory book to Transportation Engineering and Planning, page 213

3. Result and Discussion

This research was carried out on Jalan Manukan Lor Surabaya starting from the jewelry shop to the Manukan Lor Traditional Surya market with a length of 800 meters and a road width of 6 meters. Data from a pedestrian questionnaire survey to determine the characteristics of pedestrians on Jalan Manukan Lor Surabaya.

3.1 Pedestrian Characteristics



Figure 2. Pedestrian Percentage

3.2 Analysis of Effective Width Requirements for Pedestrian Paths

From the data from the observation survey at the location, it was obtained that the largest volume value was 66 people/15 minutes or 4.4 people/minute. So, to calculate the effective width of pedestrian paths, you can use equation (2.1).

W = 4,4/35 + 0.5 = 0.626 m

The "N" value uses 0.5 because the pedestrian flow is <16 people/minute, namely 4.4 people/minute or includes low pedestrian generation.

When planning a pedestrian path, apart from calculating the effective width of the pedestrian path, it is also necessary to determine the dimensions for supporting facilities for the pedestrian path. Determination of the dimensions of pedestrian path facilities can be seen in Table (2.4). Based on a maximum pedestrian flow of 35 people/minute/meter, then:

1. Required curb width	= 0.15 m
2. Required facility path width	= 0.6 m
3. Width of the front of the building	= 0.15 m
4. effective width/calculation based on pedestrian flow	= 0.626 m
So the total width of the pedestrian path required is:	
L = 0.15 + 0.6 + 0.15 + 0.626	
$L = 1.526m \sim 1.5m$	



3.3 Performance of road sections before and after the presence of sidewalks1. Capacity Before and After Sidewalks

The following is an example of calculating capacity on Jalan Manukan Lor before and after the planned sidewalk:

So, the capacity of the road in Manukan Lor on Monday before the planned sidewalk is:

C = Co x FClj x FCpa x FChs x FCuk

 $= 2800 \ge 0.87 \ge 1.00 \ge 1.00 \ge 1.00$

= 2436 pcu/hour

So, the capacity of the road in Manukan Lor on Monday after the planned sidewalk is installed:

- $\dot{C} = Co x FClj x FCpa x FChs x FCuk$
 - $= 2800 \times 0.87 \times 1.00 \times 0.95 \times 1.00$

= 2314.2 pcu/hour

The results of the Manukan Lor road capacity calculation can be seen in Table 3 below:

	Basic Adjustment Factor for capacity					
Time	Co	Path width	Directional divider	Side obstacles	City size	Capacity (C)
	pcu/hour	FC LJ	FC РА	FC HS	FC UK	pcu/hour
Monday before there are sidewalks	2800	0.87	1.00	1	1.00	2436
Thursday before there were sidewalks	2800	0.87	1.00	1	1.00	2436
Saturday before there were sidewalks	2800	0.87	1.00	1	1.00	2436
Monday after the sidewalk plans are in place	2800	0.87	1.00	0.95	1.00	2314.2
Thursday after the planned sidewalk	2800	0.87	1.00	0.95	1.00	2314.2
Saturday after the planned sidewalk	2800	0.87	1.00	0.95	1.00	2314.2

2. Degree of Saturation Before and After Sidewalks

The degree of saturation (DJ) is defined as the level of performance of the road segment being observed, a value between zero and one is the value of the degree of saturation to identify the quality of road performance, the following are the steps to determine the degree of saturation:

1. Determine traffic flow at peak hours obtained from the results of field surveys

2. Determine the road capacity obtained from calculations.

3. Calculate the degree of saturation using equation 2.4

The following is an analysis of the degree of saturation at the highest peak hours for Jalan Manukan Lor before and after the planned sidewalk:

Traffic volume (Q)

Monday, July 10 2023 = 1266.8 pcu/hour Thursday, July 13 2023 = 1149.9 pcu/hour Saturday, July 15 2023 = 125 5.8 pcu/hour Road capacity (C) Before the planned sidewalk = 2436 pcu/hour After the planned sidewalk = 2314.2 pcu/hour



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1.Degree of saturation on Monday before the planned sidewalk: DJ = O/CDJ = 1266.8 / 2436 DJ = 0.5202.Degree of saturation on Thursday before the planned sidewalk: DJ = Q/CDJ = 1149.9 / 2436 DJ = 0.4723.Degree of saturation on Saturday before the planned sidewalk: DJ = O/CDJ = 1255.8/2436 DJ = 0.5164.Degree of saturation on Monday after the planned sidewalk: DJ = Q/CDJ = 1266.8 / 2314.2DJ = 0.5475.Degree of saturation on Thursday after the planned sidewalk: DJ = O/CDJ = 1149.9 / 2314.2 DJ = 0.4976.Degree of saturation on Saturday after the planned sidewalk : DJ = O/CDJ = 1255.8 / 2314.2 DJ = 0.543

The level of service on the Manukan Lor road itself is determined using the degree of saturation, so it is by Table 2 the level of service on Jalan Manukan Lor before and after the planned sidewalk is average in category C with a stable flow of speed that can be controlled by traffic.

Service level	Q/C	Related Operating Characteristics	
А	0-0.20	Free flow, low volume and high speed, the driver can choose the desired speed	
В	0.20-0.44	The flow is stable with little limitation by traffic. The driver can freely choose the speed	
С	0.45-0.74	Steady flow speed can be controlled by traffic	
D	0.75-0.8	Flow starts to become unstable, speed is low and varies, volume approaches capacity	
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F	>1.00	Flow is blocked, jammed and traffic is in a stagnant condition	

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Source: Edward K Morlok, Introductory Book to Transportation Engineering and Planning, page 213

Service Level Indicators (ITP) on a road section show the overall condition of that road section. The level of service is determined based on quantitative values such as travel speed and other factors are determined based on quantitative values such as the driver's freedom to choose speed, degree of traffic obstruction, and comfort [15].



4. Conclusions

Based on observations and analysis on Jalan Manukan Lor, Surabaya City, the following conclusions were obtained: The characteristics of pedestrians on Jalan Manukan Lor are that 58% need a pedestrian path, 58% feel disturbed by motorized vehicles, 39% feel uncomfortable and 42% feel quite comfortable walking on Jalan Manukan Lor. The results of the analysis of the required width of pedestrian lanes on Jalan Manukan Lor are 2.93 pedestrians/meter/minute, namely 1.5 m wide with the level of service obtained is category A, and includes Low-level side barriers. The results of the peak hour volume of traffic flow on Jalan Manukan Lor on Monday at 17:30-18:30 were 1266.8 pcu/hour, on Thursday at 07:00-08:00 it was 1149.9 pcu/hour, and on Saturday at 18:15-19:15 as much as 1255.8 pcu/hour. The value of the degree of saturation based on the analysis results on Jalan Manukan Lor on Monday before the planned sidewalk was 0.520, on Thursday 0.472, and Saturday it was 0.516, while for the degree of saturation after the planned sidewalk on Monday was 0.547, on Thursday 0.497, and finally on Saturday it was 0.543, with an average increase in value (Dj) of 0.026 but still in service level category C with a stable flow speed that can be controlled by traffic.

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