

Original Article

Accessibility of Tourist Objects in Vietnam Village in Sumber Agung Village, Kemiling District, Bandar Lampung City

Rizka Dwi Dayanti^{1*}, Rahma Kurnia Sri Utami¹, Irma Lusi Nugraheni¹, Dedy Miswar¹

¹ Department of Geography Education, Faculty of Education and Teacher Training, Universitas Lampung, Bandar Lampung, Indonesia

*corresponding e-mail: rizka.dwi21@students.unila.ac.id

ABSTRACT

Kampoeng Vietnam is a natural tourist destination in Sumber Agung, Kemiling District, Bandar Lampung City, which offers scenic landscapes but suffers from limited accessibility. This study aims to evaluate accessibility using six variables: alternative routes, travel distance, travel time, road conditions, transportation modes, and visit costs. Employing a quantitative descriptive method, data were collected through observation, documentation, and structured interviews. Spatial scoring analysis was used to classify accessibility into three levels: high (>19), moderate (14-19), and low (8-13). The findings revealed that the site has three main access routes, with 75% of respondents rating them positively. Travel distances were mostly under 35 km (93%), and 75% reported travel times under one hour. Road materials were largely asphalt or damaged concrete (72%), and all respondents reported uneven terrain. All visitors used private land transportation, and 59% spent less than IDR 25,000 per visit. The overall accessibility score was 18, indicating a moderate level. Improvements in road quality, public transportation options, and cost-efficiency are recommended to enhance visitor access and comfort.

KEYWORDS

Accessibility;
Tourist
attractions;
Natural tourism;
Tourist; Sumber
Agung.

Received: July 7, 2025

Accepted: July 29, 2025

Published: September 30, 2025

Citation:

Dayanti, R. D., Utami, R. K. S., Nugraheni, I. L., & Miswar, D. (2025). Accessibility of tourist objects in Vietnam Village in Sumber Agung Village, Kemiling District, Bandar Lampung City. *Jurnal Penelitian Geografi*, 13(2), 335-346.

<http://dx.doi.org/10.23960/jpg.v13.i2.33543>



© 2025 The Author(s).

Published by Universitas Lampung.

This open access article is distributed under a

[Creative Commons Attribution \(CC-BY\) 4.0](https://creativecommons.org/licenses/by/4.0/)

[International license](https://creativecommons.org/licenses/by/4.0/)

INTRODUCTION

Tourism is one of the key sectors contributing significantly to national development. In Indonesia, the tourism industry has shown remarkable growth and is considered a strategic sector that supports regional and national

economies (Ndjurumbaha et al., 2024). The advancement of tourism not only enhances local income but also boosts the socio-economic status of local communities and increases the region's visibility both

nationally and internationally (Wahyuni, 2019).

Lampung Province, located in the southern part of Sumatra Island, offers diverse tourism potentials including natural, cultural, and artificial attractions. Its natural beauty, ranging from hills and mountains to coastal areas, combined with cultural richness, makes it an attractive tourist destination. Bandar Lampung, as the provincial capital, possesses various tourist areas supported by varied topography ranging from mountainous to lowland regions that foster tourism development. Kemiling District, in particular, has become a hub of emerging tourism destinations known for their natural beauty and accessibility (Tinambunan, 2021).

Based on the Lampung Province Tourism and Creative Economy Office (2024), tourist visits both domestic and international have increased significantly post-COVID-19. The average number of tourists visiting the province grew from 2.5 million in 2020 to over 13 million in 2023 (Table 1.), indicating strong recovery and high tourism potential.

Table 1. Number of Foreign and Domestic Tourists in Lampung Province, Year 2019-2023

Year	Visitors		Total
	International	Domestic	
2019	10.445.855	298.063	10.743.918
2020	2.548.394	1.531	2.549.925
2021	7.876.543	22.654	7.899.197
2022	11.674.345	45.234	11.719.579
2023	13.548.394	56.876	13.605.270

Source: Department of Tourism and Creative Economy of Lampung Province, 2024

One of the promising tourism areas in Bandar Lampung is Sumber Agung Village in Kemiling District, which hosts several nature-based attractions. Among them is Kampoeng Vietnam, a nature-based tourism site established in 2021. It offers scenic views of hills and forests, blended with human-made facilities such as photo spots, lodging, restaurants, and cultural displays.

According to Law No. 3 of 2009 on Tourism, the development of tourist destinations must be supported by proper infrastructure, community participation, and service quality. Kampoeng Vietnam has been developed with several supporting components (Table 2.).

However, the development of tourism often focuses only on physical facilities without addressing accessibility issues. Accessibility plays a critical role in attracting visitors; tourists tend to choose destinations

that are easy to reach, have good road conditions, short travel time, and reasonable costs (Faisal et al., 2021).

Table 2. Development of Vietnam Village, Kemiling Regency for Tourist Attractions

No	Elements of Tourist Attraction Planning	Management Implementation
1	Facilities	Hall, toilets, prayer room, live music & karaoke, lodging, restaurant and restrooms
2	Infrastructure	Road Network, Telecommunications Network, Clean Water Network, Electricity Network
3	Promotion and Information	Social Media for Publication and Information about the Kampoeng Vietnam Tourist Attractions, Information Board, Entrance Gate to the Tourist Attractions
4	Safety	Guard posts, street lighting
5	Tourism Regulations	Entry fee, tourist visit regulations and others

Source: Field Observations, 2024

According to Yankumara (2007), the accessibility of tourist attractions is the extent to which ease can be accessed by tourists to reach a tourist location. This accessibility includes various aspects that affect the smoothness and comfort of tourists in traveling, such as the availability of alternative routes, distance and travel time, road conditions, transportation options, and the costs involved.

This study presents several novelties in the analysis of tourism accessibility. Firstly, it specifically investigates Kampoeng Vietnam, a relatively new and under-researched tourist destination located in Sumber Agung Sub-district, Kemiling District, Bandar Lampung City. Unlike previous studies, this research integrates six key accessibility indicators alternative routes, travel distance, travel time, road conditions (material and terrain), transportation modes (availability and variety), and travel costs based on the framework of Yankumara (2007), providing a comprehensive and structured analysis. Secondly, the use of spatial analysis combined

with a scoring technique offers a more measurable and objective classification of accessibility levels. Thirdly, this study utilizes primary data collected directly from tourists visiting Kampoeng Vietnam in 2024, ensuring up-to-date and context-specific findings.

Based on these considerations, this study aims to examine the accessibility of Kampoeng Vietnam in Sumber Agung Village, Kemiling District, Bandar Lampung City by evaluating variables such as alternative routes, road conditions, travel time, distance, transportation modes, and travel costs.

METHOD

In this study, the method used is the quantitative descriptive research method. According to Suryabrata (1983), the accumulation of basic data in a descriptive manner does not necessarily require investigating or explaining relationships, testing hypotheses, making predictions, or obtaining meanings and implications, although research aimed at discovering such things can also include descriptive methods.

The population in this study is tourists visiting the Kampoeng Vietnam tourist attraction in Sumber Agung village, Kemiling district, Bandar Lampung city, during the last 6 (six) months from January to June 2024. After calculating the population, to determine the required sample size, Slovin's method is used with a margin of error of 10%, which means the confidence level of the results of this study is 90%, thus obtaining a sample size of 100.

The data collection techniques consist of three methods: field observation, documentation, and structured interviews. The data collected in this study consists of primary data and secondary data. Primary data consists of data from the observation of tourist attractions, while secondary data includes general conditions of the research area, maps, village monographs, administrative correspondence, and the condition of attraction facilities.

The data analysis technique in this research uses spatial analysis with scoring techniques. In the descriptive research method with a spatial approach, data analysis is conducted by systematically searching for and organizing data obtained through observation, documentation, interviews, field notes, and other materials, making it easier to understand. Data analysis is carried out by organizing the data, assigning scores to each variable class, synthesizing and categorizing assessment classes, structuring into patterns, and

drawing conclusions that can be narrated and understood.

The final step in this research is to conduct a scoring analysis to determine the level of accessibility of the Kampoeng Vietnam tourist attraction in Sumber Agung Village, Kemiling District, for each variable using a Likert scale approach. The Likert scale is also commonly used in questionnaires, and it is the most widely used scale in survey research. In this study, the accessibility of Kampoeng Vietnam tourist objects is categorized into 3 levels according to Yankumara in 2007 as shown in the table below:

Table 3. Accessibility Score

Accessibility Score Level	Score
High	3
Medium	2
Low	1

Source: Yankumara, 2007

The calculation of accessibility level results by assessing several indicators will compute the score through intervals. The interval values are determined according to Sudjana (2000) through the following calculation:

Interval = (Max Value – Min Value) / Class

There is 1 variable and 8 sub-indicators where each parameter has a weight of 3, 2, and 1 points, due to the varying number of sub-indicators. Then, calculations are made by determining the interval according to Sudjana (2000) as follows:

Interval = (Max Value – Min Value) / Class
= (24 – 8) / 3 = 5,3333 = 5

Thus, the grouping of accessibility levels is as follows:

Table 4. Accessibility Level Scoring along with its Intervals

Accessibility Level Category	Class Interval
High	>19
Medium	14–19
Low	8–13

Source: Results of the researchers' processing, 2024

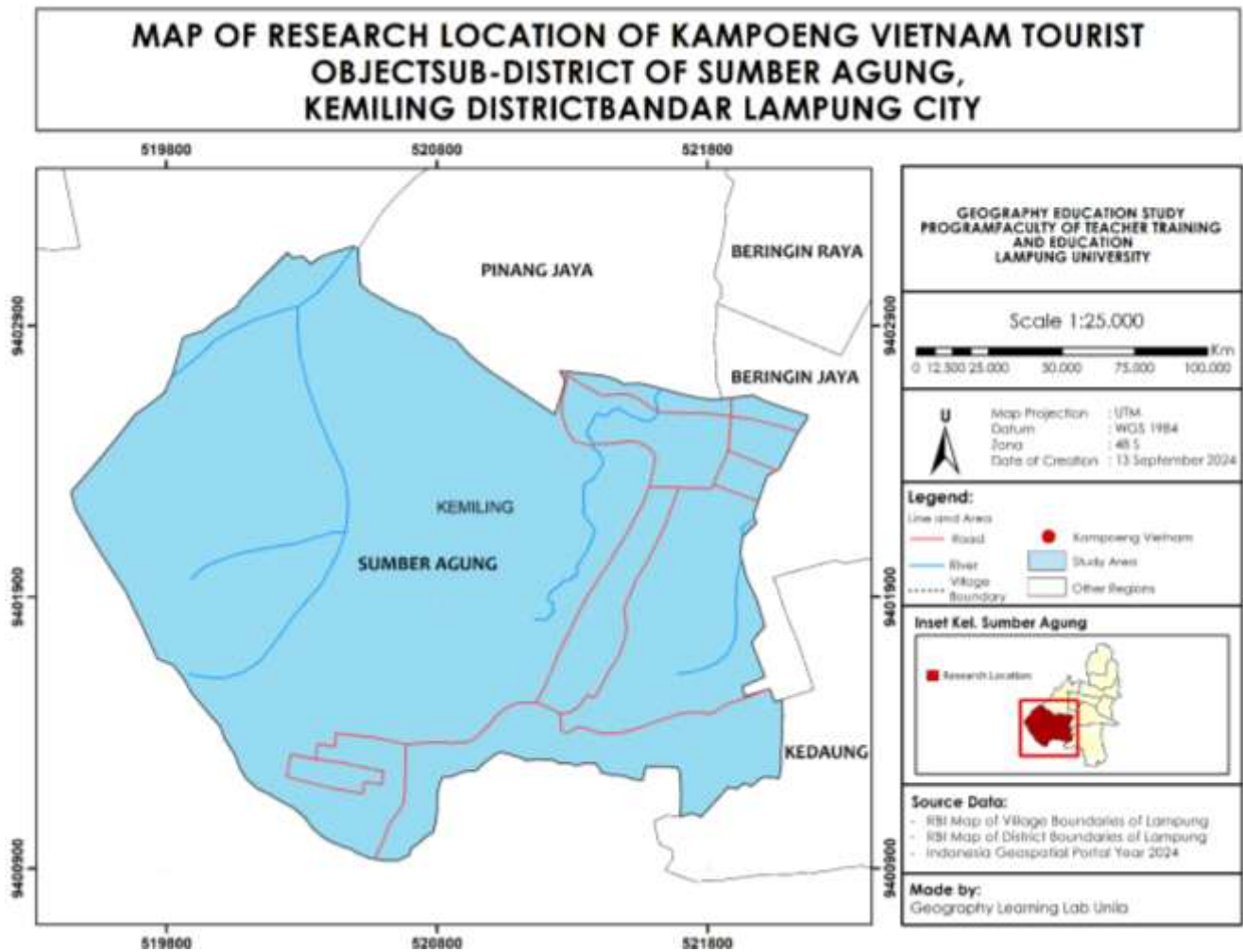


Figure 1. Research Location

RESULT AND DISCUSSION

The location of the Kampoeng Vietnam tourist attraction that is used as a research site is located in Sumber Agung village, which is a village in the Kemiling sub-district. located at Jalan Teuku Cik Ditiro No.89, Sumber Agung, Kemiling District, Bandar Lampung City. Administratively, Sumber Agung is a village located in the Kemiling sub-district, Bandar Lampung City. The boundaries of the Sumber Agung village area are as follows:

1. The North borders with Pinang Jaya Village;
2. The East borders with Kedaung Village;
3. The South borders with Batu Putu Village;
4. The West borders with Padang Cermin District.

The Kampoeng Vietnam Lampung tourist attraction was opened for the first time in January 2021. The name Kampoeng Vietnam was chosen because the location was previously called Kampung Vietnam. This is the origin of why this tourist spot uses the name

Kampoeng Vietnam. The Kampoeng Vietnam tourist attraction is characterized as a type of nature tourism because it utilizes natural views such as uniqueness, beauty, and freshness combined with human-made creations that feature mountains and natural hills that are still pristine with green scenery.

The percentage of visitors to the Kampoeng Vietnam tourist attraction can be seen in the table below:

Table 5. Visitor Gender at the Kampoeng Vietnam Waterfall Tourist Attraction in 2024

No	Gender	Number of Tourists	Percentage (%)
1	Male	55	55%
2	Female	45	45%
Total		100	100%

Source: Primary Data, 2024

Based on table 5. above, the sample used is visitors to the Kampoeng Vietnam tourist attraction with a total of 100

visitors. The visitors are predominantly male, totaling 55 people (55%), while females total 45 people (45%).

Table 6. Age Level of Visitors to the Kampoeng Vietnam Waterfall Tourist Attraction in 2024

No	Age Level	Number of Tourists	Percentage (%)
1	15-20	19	19%
2	21-25	27	27%
3	26-30	17	17%
4	31-35	17	17%
5	36-40	9	9%
6	41-45	7	7%
7	45>	4	4%
Total		100	100%

Source: Primary Data, 2024

Based on table 6. above, the sample used is visitors to the Kampoeng Vietnam tourist attraction with a total of 100 visitors. The highest percentage comes from the age group of 21-25 years with a total of 27 visitors (27%). Meanwhile, the lowest percentage comes from the age group over 45 years, which only consists of 4 visitors (4%).

Table 7. Origin of Visitors to the Vietnam Village Tourist Attraction in 2024

No	Origin of Tourist	Number of Tourists	Percentage (%)
1	Bandar Lampung City	69	69%
2	Metro City	2	2%
3	Central Lampung Regency	1	1%
4	East Lampung Regency	1	1%
5	South Lampung Regency	21	21%
6	Pringsewu Regency	2	2%
7	Pesawaran Regency	4	4%
Total		100	100%

Source: Primary Data, 2024

Based on table 7. above, the sample used is visitors to the

Kampoeng Vietnam tourist attraction with a total of 100 visitors. The highest percentage comes from Bandar Lampung City with 69 visitors (69%). Meanwhile, the lowest percentage comes from Lampung Tengah Regency and Lampung Timur Regency, each with a percentage of 1 visitor (1%).

Accessibility in this research consists of alternative routes, road conditions, travel distance, travel time, means of transportation, and costs of tourist visits. There are 3 alternative routes that can be used to reach the tourist destination of Kampoeng Vietnam, which is quite promising because it meets the evaluation criteria.

Based on the research results, 75 respondents (75%) rated the alternative routes as being in the moderate category, and tourists can use 2-3 access routes to reach the tourist attraction Kampoeng Vietnam. The results of the research regarding alternative routes can be seen in Table 8 and figure 2.

Table 8. Alternative Routes to the Vietnam Village Tourist Attraction

No	Alternative Road	Access Route
1	Alternative 1	Teuku Cik Ditiro Street– Kejora Alley
2	Alternative 2	Mata Air Street– Randu Street– Wan Abdurrahman Street – Kejora Alley
3	Alternative 3	Teuku Cik Ditiro Street– Wan Abdurrahman Street – Kejora Alley

Source: Primary Data, 2024

Based on the table above, it can be seen that there are 3 routes that can be used to reach the tourist destination Kampoeng Vietnam. Alternative route 1 can be accessed via Teuku Cik Ditiro Street towards Kejora Alley, alternative route 2 passes through Mata Air Street to Randu Street then Wan Abdurrahman Street and finally Kejora Alley, and alternative route 3 can be taken from Teuku Cik Ditiro Street towards Wan Abdurrahman Street and through Kejora Alley.

Based on the research results, 100 respondents from various cities and regencies assessed the travel distance as medium (7%). Meanwhile, 93 respondents assessed the travel distance as close (93%). The assessment of the travel distance can be seen in Table 9.

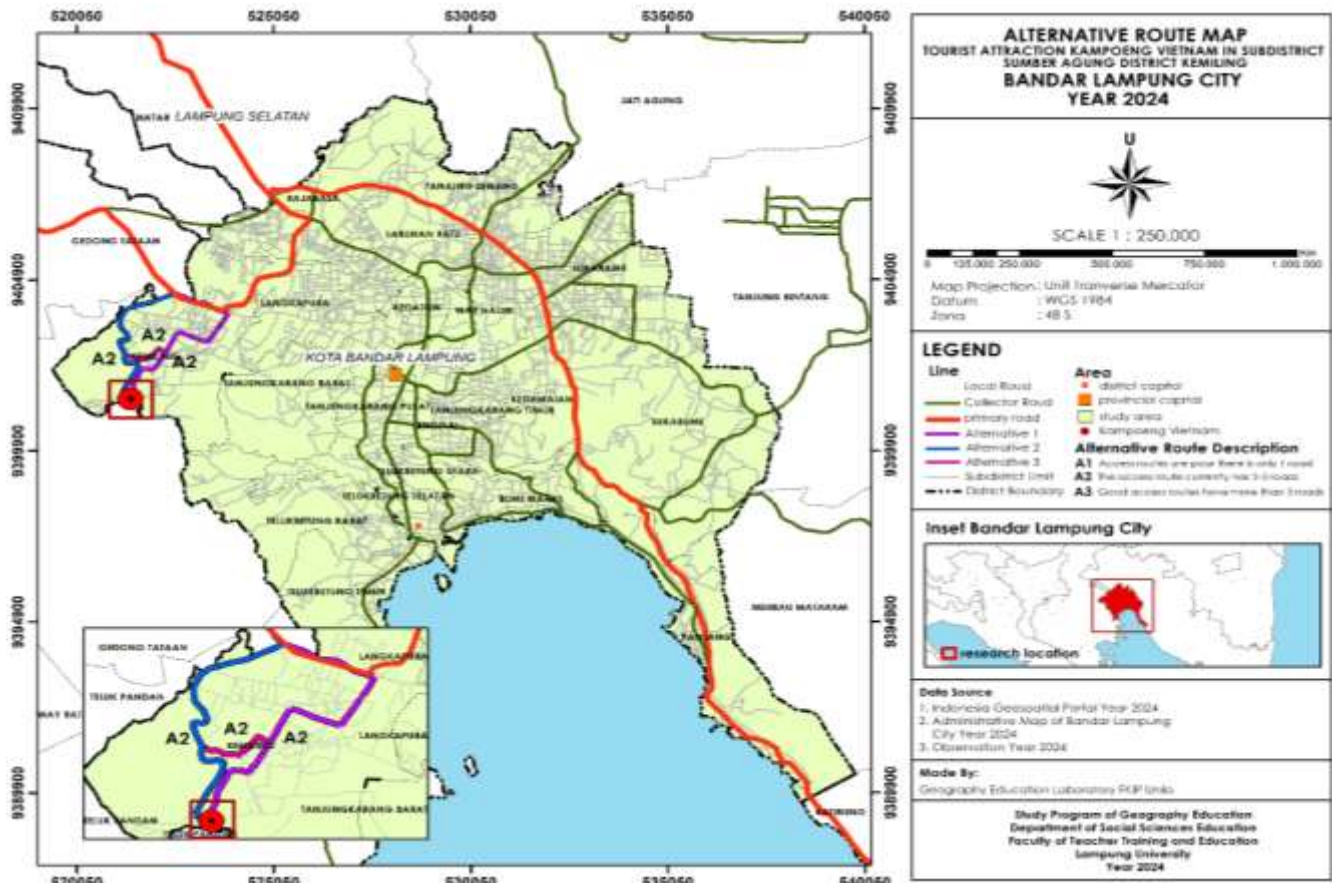


Figure 2. Alternative Map of the Route to Kampoeng

Table 9. Assessment Criteria for the Distance to the Tourist Object of Kampoeng Vietnam in 2024

No	Criteria	Number of Respondents	Percentage (%)
1	Near	93	93%
2	Medium	7	7%
3	Far	-	-
Total		100	100%

Source: Primary Data, 2024

The results of the survey on tourists from Bandar Lampung City, South Lampung Regency, and Pesawaran Regency heading to the Kampoeng Vietnam tourist attraction indicate that the distance to this destination ranges from 0–35 km. Meanwhile, the survey results for tourists from Metro City, Central Lampung Regency, East Lampung Regency, South Lampung Regency, and Pringsewu Regency indicate that the distance to this destination ranges from 36–75 km.

From these results, it can be observed that Kampoeng Vietnam tends to be a local tourist destination

dominated by visitors from nearby areas. The presence of the majority of visitors with close travel distances suggests that accessibility factors, particularly travel distance, play a significant role in attracting tourists.

Based on the research results, 100 respondents from various cities and regencies rated travel time as moderate (25%). Meanwhile, 75 respondents rated travel time as fast (75%). The assessment of travel distance can be seen in Table 10.

Table 10. Criteria for Assessment of Travel Time to the Vietnam Kampoeng Tourist Attraction in 2024

No	Criteria	Number of Respondents	Percentage (%)
1	Fast	75	75%
2	Medium	25	25%
3	Shortly	-	-
Total		100	100%

Source: Primary Data, 2024

The survey results from tourists originating from Bandar Lampung City, South Lampung Regency, and Pesawaran

No	Alternative Road	Access Route	Conclusion
1	Alternative 1:	a. Teuku Cik Ditiro Street b. Kejora Alley	Pothole asphalt, dominated by dirt roads
2	Alternative 2:	a. Mata Air Street b. Randu Street c. Wan Abdurrahman Street d. Kejora Alley	Smooth asphalt, slightly potholed and dirt road
3	Alternative 3:	a. Teuku Cik Ditiro Street b. Wan Abdurrahman Street c. Kejora Alley	Smooth asphalt, slightly potholed and dirt road

ROAD CONDITION MAP
TOURIST ATTRACTION KAMPOENG VIETNAM IN SUBDISTRICT
SUMBER AGUNG DISTRICT KEMILING
BANDAR LAMPUNG CITY
YEAR 2024

U
SCALE 1 : 250.000
0 125.000 250.000 500.000 750.000 1.000.000
Map Projection : UTM Transverse Mercator
Datum : WGS 1984
Zone : 48 S

LEGEND

Line
 local Road
 Collector Road
 primary road
 Alternative 1
 Alternative 2
 Alternative 3
 Subdistrict boundary
 District boundary

Road Condition Description
Road Physical
 F1 The road condition are good because is off road
 F2 the physical Road is better than to primary
 F3 The condition of the road is good because is asphalt
Road Surface
 M1 The rough road surface
 M2 The road surface is asphalt
 M3 Road is good asphalt

Area
 district capital
 provincial capital
 Lampung province
 study area

Inset Bandar Lampung City

Data Source:
 1. Indonesia Geospatial Portal Year 2024
 2. Administrative Map of Bandar Lampung City Year 2024
 3. Observation Year 2024

Made by:
 Geography Education Laboratory FKIP Ponds

**Study Program of Geography Education
 Department of Social Sciences Education
 Faculty of Teacher Training and Education
 Lampung University
 Year 2024**

Figure 3. Map of Road Conditions Leading to Kampoeng

Table 12. Road to the Tourist Attraction of Kampoeng Vietnam

No	Alternative Road	Access Route	Conclusion
1	Alternative 1: 1.	Teuku Cik Ditiro Street	Bumpy road
	2.	Kejora Alley	
2	Alternative 2: 1.	Mata Air Street	Bumpy road
	2.	Randu Street	
	3.	Wan Abdurrahman Street	
	4.	Kejora Alley	
3	Alternative 3: 1.	Teuku Cik Ditiro Street	Bumpy road
	2.	Wan Abdurrahman Street	
	3.	Kejora Alley	

Source: Primary Data, 2024

The road surface conditions of the three alternative routes to Kampoeng Vietnam vary. On Alternative Route 1, Teuku Cik Ditiro Street consists of deteriorated asphalt with numerous potholes, and in some sections, stone and dirt roads are present.

Kejora Alley is entirely a dirt road. This route is accessible by both two-wheeled and four-wheeled vehicles. Alternative Route 2, which connects Pinang Jaya and Sumber Agung sub-districts via Mata Air Street – Randu Street – Wan Abdurrahman Street, is fully paved and in good condition, making it suitable for various types of vehicles. However, sections of Kejora Alley still consist of stone and dirt surfaces. Alternative Route 3 includes Teuku Cik Ditiro Street, which is relatively well-paved with minor damage, and Wan Abdurrahman Street, which is completely paved. Nonetheless, parts of Kejora Alley remain narrow and unpaved, making it less suitable for four-wheeled vehicles.

Transportation methods that can reach the tourist site Kampoeng Vietnam fall into the low category because the only available vehicle option is vehicles, but for the availability of vehicles, it falls into the medium category as there are still ground services available.

In terms of terrain, all three routes feature undulating roads due to the hilly topography. Routes 1 and 2 are dominated by winding and branching roads, particularly when entering Sumber Agung Village and Randu Street. Route 3 passes along hillside areas, with

steep ascents and descents and winding sections that lack proper signage to warn travelers. Kejora Alley on routes 2 and 3 is a narrow pathway with road shoulders less than three meters wide. While most of the roads follow the area's natural topography, they are generally passable for both two-wheeled and four-wheeled vehicles.

As many as 100 tourists or 100% of tourists rated the variety of vehicles as limited because there is only private transportation to reach the Kampoeng Vietnam. This can be seen in tables 13 as well as figure 4.

Table 13. Road to the Tourist Attraction of Kampoeng Vietnam

No	Alternative Road	Availability	Choice
1	Alternative 1: Teuku Cik Ditiro Street-Kejora Alley	Available	Car/Motorcycle
2	Alternative 2: Mata Air Street- Randu Street- Wan Abdurrahman Street- Kejora Alley	Available	Car/Motorcycle
3	Alternative 3: Teuku Cik Ditiro Street- Wan Abdurrahman Street- Kejora Alley	Available	Car/Motorcycle

In this context, it is important to note that although ground services are available, the comfort and efficiency of tourist travel can be affected by various factors, such as vehicle capacity, vehicle condition, or the smooth operation of transportation services (Pratami et al., 2021). Tourists using private vehicles or public transport may experience discomfort if the provided vehicles are inadequate, physical condition of the vehicle, and operational punctuality (Utami, 2020).

For most tourists, those without private transportation, the presence of public transport becomes a highly desired option. Public transportation or other alternatives, such as buses or local transport, greatly facilitate access to tourist (Pratiwi et al., 2025). To improve the availability of vehicles, several steps can be taken, such as introducing various transportation options, like tour buses, public transport, or private transportation services to provide convenience for tourists with diverse preferences, ensuring that the vehicles used for tourism transportation are in good.

Based on the research results, the cost assessment of

tourist visits is categorized as inexpensive. Expenditures for the cost of tourist visits are influenced by tourists' interest in shopping for certain goods, food, drinks, souvenirs, and so on. Expenditures for the cost of tourist visits can also be influenced by the income level of tourists. For a clearer understanding of the cost of tourist visits, please refer to Table 14.

Table 14. Tourism Visit Costs to the Vietnam Village Tourist Attraction

No	Items Needed by Tourists / People	Availability
1	Entry fee to the tourist attraction	IDR 10,000
2	Parking Fee	IDR 5,000/IDR 10,000

Source: Primary Data, 2024

The cost of a tourist visit is one of the important factors that influence tourists' decisions in choosing a

destination. Survey results show that the majority of tourists visiting Kampoeng Vietnam spend relatively low costs, which is less than Rp 25,000. Only a small portion of tourists spend higher amounts, between Rp 26,000 and Rp 75,000, and very few spend more than Rp 76,000. This indicates that Kampoeng Vietnam has a significant appeal to tourists, especially those looking for destinations with affordable costs.

With the majority of tourists feeling that the expenses incurred are proportional to the experiences gained, Kampoeng Vietnam has a great opportunity to continue developing as an economical and attractive tourist destination (Yacob et al., 2021). The management can maintain low costs while enhancing the quality of services and facilities, as well as developing various additional tourist attractions without significantly increasing costs, to continue to retain tourist appeal (Pundissing, 2021).

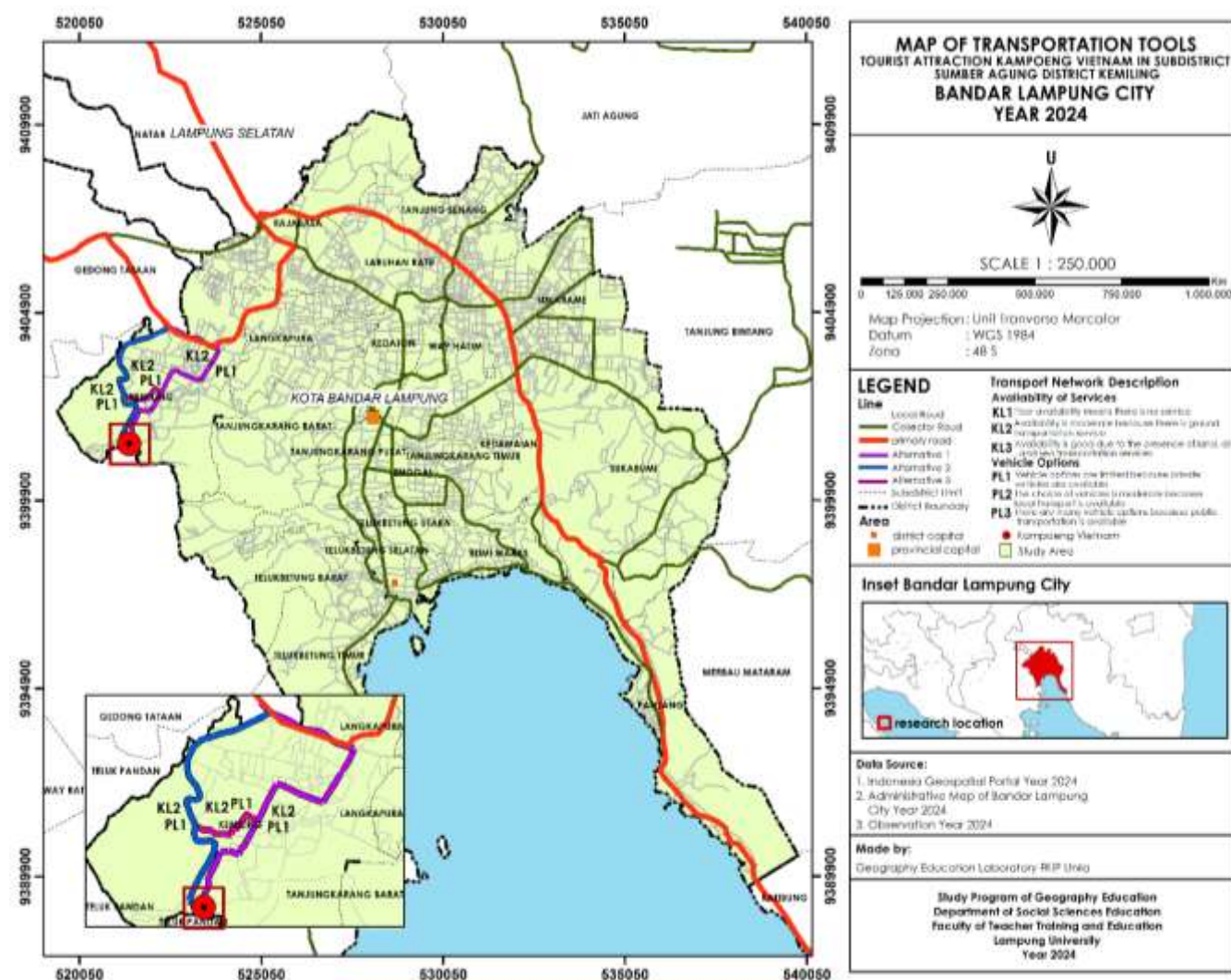


Figure 4. Map of Transportation Tools to Vietnam Village in 2024

The cost of a tourist visit is one of the important Based on the overall score recap results conducted on the accessibility of the Kampoeng Vietnam tourist attraction, it falls into the moderate accessibility category because the score ranges from 14 to 19. The analysis results regarding the accessibility of the Kampoeng Vietnam tourist attraction in Sumber Agung Village, Kemiling District, Bandar Lampung City can be seen in Table 15.

Table 15. Results of the Accessibility Scoring Analysis to the Tourist Attraction of Kampoeng Vietnam

Variable	Sub Indicator	Weight	Score Total	Score Category
Accessibility	Alternative Route	1	2	Medium
	Distance Travelled	1	3	High
	Travel Time	1	3	High
	Road Conditions (Road Material)	1	2	Medium
	Road Conditions (Road Surface)	1	2	Medium
	Transportati Tools (Availability of Vehicles)	1	2	Medium
	Transportati Tools (Vehicle Variations)	1	1	Low
	Tourist Visit Costs	1	3	High
	Total Points		18	Medium

Source: Primary Data, 2024

CONCLUSION

The research results show that out of the 8 sub-indicators analyzed, there are 3 indicators that received a perfect score (3 points) namely the distance indicator, travel time, and cost of visits to tourist sites. Furthermore, 4 indicators received a moderate score (2 points) namely the alternative route indicator, road condition (road material), road condition (terrain), transportation

(availability of vehicles), and the remaining 1 indicator received the lowest score (1 point) which is the transportation indicator (vehicle variation).

This research also has several weaknesses that need to be taken into account. One of them is the limited number of respondents that were sampled in this study. This research has also not compared the accessibility level of Kampoeng Vietnam with other tourist attractions in the Kemiling District, thus it has not provided a broader comparative view regarding the strategic position of this tourist attraction in the local tourism map.

Acknowledgments Thank you to the Tourism and Creative Economy Office of Lampung Province for providing the data and also thank you to the person in charge of the Kampoeng Vietnam tourist attraction for granting me permission to conduct research.

Conflict of interest The author has no competing interests to declare that are relevant to the content of this article.

Open Access This article is licensed under a Creative Commons Attribution 4.0 International License.

REFERENCE

- Abriani, A., Nur, H., & Rizal, A. 2024. Strategi Pariwisata Berkelanjutan dalam Membangun Komunitas Lokal di Pantai Marina. *Innovative: Journal Of Social Science Research*, 4(5), 6719–6733.
- Aisah, N., & Suseno, D. A. 2021. Analisis Pemilihan Moda Transportasi dalam Kunjungan Wisatawan. *Efficient: Indonesian Journal of Development Economics*, 4(1), 1108–1127.
- Andriani, R. 2025. Strategi Pengembangan Air Terjun Langkuik Tinggi Sebagai Objek Wisata Alam Kabupaten Malalak Agam Sumatera Barat. *Panorama: Jurnal Pariwisata, Sosial Dan Budaya*, 3(1).
- Candra, A. C., & Sari, W. N. 2024. Analisis Strategi Pengembangan Amenitas dan Aksesibilitas Pariwisata di Jasmine Park Cisauk. *Jurnal Pariwisata Dan Perhotelan*, 2(1).
- Dzulkifli, M., Rohman, A. Z. F., Damayanti, R., & Samsudin, A. 2023. Analisis Pengembangan Pariwisata Pendukung Kawasan Arjuno Agrotechnopark Kabupaten Pasuruan. *Jurnal Ilmiah Pariwisata*, 2(2), 57–69.

- Faisal, M. H., Oktavia, H. F., & Diana, T. B. 2021. Analisis Persepsi Pengunjung Pada Taman Wisata Lebah PT. Madu Pramuka. *Agrisia-Jurnal Ilmu-Ilmu Pertanian*, 13(2).
- Fakdawer, N. S., Boari, Y., Manginte, S. Y., & Walilo, M. 2023. Strategi Pengembangan Objek Wisata dalam Upaya Peningkatan Kunjungan. *Realism: Law Review*, 1(3), 56–78.
- Febrianingrum, S. R., Miladan, N., & Mukaromah, H. 2019. Faktor-Faktor yang Mempengaruhi Perkembangan Pariwisata Pantai di Kabupaten Purworejo. *Desa-Kota: Jurnal Perencanaan Wilayah, Kota, Dan Permukiman*, 1(2), 130–142.
- Gillovic, B., & McIntosh, A. 2020. Accessibility and inclusive tourism development: Current state and future agenda. *Journal Sustainability*, 12(22), 9722.
- Hanafi, M., Yuniningsih, T., & Dwimawanti, I. H. 2025. Pengembangan Pariwisata di Desa Wisata Lerep Kabupaten Semarang (Tinjauan Dimensi Atraksi Aktivitas Aksesibilitas dan Amenitas). *Journal of Public Policy and Management Review*, 1(1), 552–566.
- Havianto, C. A., Leswati, R., & Sundawa, F. A. 2022. Studi Aksesibilitas Objek Wisata Bumi Almira. *Jurnal Penelitian Geografi (JPG)*, 5(1), 20-29.
- Kaharu, F., Lalamentik, L. G. J., & Manoppo, M. R. E. 2020. Evaluasi Geometrik Jalan pada Ruas Jalan Trans Sulawesi Manado-Gorontalo di Desa Botumoputi Sepanjang 3 km. *Jurnal Sipil Statik*, 8(3).
- Khotimah, K., & Astuti, P. B. 2022. Pengaruh Aksesibilitas dan Physical Evidence terhadap Revisit Intention dengan Kepuasan Pengunjung Sebagai Variabel Intervening: Studi Pada Pengunjung Objek Wisata Pantai Bocor di Kebumen. *Jurnal Ilmiah Mahasiswa Manajemen, Bisnis Dan Akuntansi (JIMMBA)*, 4(4), 547–566.
- Lubis, L., & Musleh, M. 2024. Analisis Pengelolaan Pariwisata Berbasis Masyarakat Community-Based Tourism di Wisata Alam Geni Langit, Kecamatan Pancol, Kabupaten Magetan. *Jurnal Pariwisata Indonesia*, 20(1), 11–24.
- Masykur, F., Widiartanto, W., & Saryadi, S. 2022. Pengaruh Destination Image dan Fasilitas Wisata terhadap Revisit Intention (Studi pada Pengunjung Wisata Alam Seroja di Kabupaten Wonosobo). *Jurnal Ilmu Administrasi Bisnis*, 11(2), 170–179.
- Mubaroq, H., & Prasetyo, F. D. 2024. Pemberdayaan Kelompok Sadar Wisata Wirotama dalam Pengembangan Objek Wisata Amsterdam (Area Manfaat Saluran Terbuka Dam) di Kelurahan Wiroborang, Kota Probolinggo. *Journal of Human and Education*, 4(5), 437–445.
- Ndjurumbaha, V. Y. L., Tiwu, M. I. H., & Ballo, F. W. 2024. Peran Sektor Pariwisata dalam Meningkatkan Pendapatan Asli Daerah Kabupaten Sumba Timur. *Jurnal Manajemen Dan Ekonomi Kreatif*, 2(3), 46–55.
- Nugroho, D., Banuwa, L. F., & Sakinah, T. 2024. Meningkatkan Skill Media Digital Anak Muda dalam Mengembangkan Pariwisata Ekologi Riverside Camp. *Jurnal Pengabdian Masyarakat Bidang Akuntansi, Manajemen & Ekonomi*, 1(3), 53–66.
- Nurbaeti, N., Rahmanita, M., Ratnaningtyas, H., & Amrullah, A. 2021. Pengaruh Daya Tarik Wisata, Aksesibilitas, Harga dan Fasilitas terhadap Minat Berkunjung Wisatawan di Objek Wisata Danau Cipondoh, Kota Tangerang. *Jurnal Ilmu Sosial Dan Humaniora*, 10(2), 269–278.
- Nurhasanah, H., & Djoeffan, S. H. 2023. Kajian Penerapan Konsep Compact City di Kecamatan Cilandak, Jakarta Selatan. *Jurnal Riset Perencanaan Wilayah Dan Kota*, 97–106.
- Oktopianto, Y., & Anggara, R. D. 2022. Penilaian Tingkat Risiko Keselamatan Jalan pada Jalur Pariwisata. Borneo Engineering: *Jurnal Teknik Sipil*, 6(1), 55–62.
- Pratami, M., Gunari, B. F., & Rilansari, V. 2021. Strategi Pengoptimalan Infrastruktur Pendukung Pariwisata Berkelanjutan. *Jurnal Destinasi Pariwisata*, 9(2), 329–336.
- Pratama, G. Y., Anwar, M. K., & Munir, M. B. B. 2024. Pengaruh Accessibility dan Amenity Pengembangan Pariwisata Halal Decoration Terhadap Pertumbuhan Ekonomi Masyarakat Pantai Mutiara. *Syarikat: Jurnal Rumpun Ekonomi Syariah*, 7(2), 374–388.
- Pratama, G. Y., Anwar, M. K., & Munir, M. B. B. 2024.

- Pengaruh Accessibility dan Amenity Pengembangan Pariwisata Halal Decoration Terhadap Pertumbuhan Ekonomi Masyarakat Pantai Mutiara. *Syarikat: Jurnal Rumpun Ekonomi Syariah*, 7(2), 374–388.
- Pratiwi, N. R., Masrurroh, P. D., Romadhoni, A. R., Borahima, B., & Setianto, R. H. T. 2025. Optimalisasi Strategi Operasional dan Integrasi Sistem Transportasi dalam Peningkatan Kunjungan Wisata Indonesia; Studi Kasus Destinasi Wisata Asia Tenggara. *Journal of Innovation Research and Knowledge*, 4(8), 5607–5622.
- Priyanto, S. 2018. Integrasi Sistem Informasi Transportasi untuk Meningkatkan Aksesibilitas Destinasi Wisata di Kota Sabang. *Jurnal Energi Dan Teknologi*, 245–252.
- Pundissing, R. 2021. Pengaruh Daya Tarik dan Promosi Terhadap Keputusan Wisatawan Berkunjung ke Objek Wisata Pongtorra’Toraja Utara. *Jurnal Ekonomi, Bisnis Dan Terapan (JESIT)*, 2(1), 71–84.
- Rachman, T. S., Sulistyorini, R., & Persada, C. 2021. Analisis Pengaruh Pembangunan Infrastruktur Transportasi terhadap Minat Kunjungan Kembali Wisatawan dan Preferensi Wisatawan di Kabupaten Lampung Selatan. *Jurnal Ilmiah Fakultas Teknik Universitas Lampung*, 25(1), 9–13.
- Rahayu, Y. P., Nurkukuh, D. K., & Fathurrohman, S. 2024. Kajian Aksesibilitas Desa Wisata di Kabupaten Gunungkidul. *Jurnal Pariwisata dan Pengembangan Desa*, 10(2), 45–58.
- Ramadhani, B. S., & Umar, I. 2024. Identifikasi Indeks Kelayakan Obyek Wisata Alam Pantai Alombango dengan Pendekatan 4 A (Attraction, Accessibility, Amenity, dan Ancillary). *Journal of Tourism, Hospitality and Destination*, 3(4), 137–145.
- Rossadi, L. N., & Widayati, E. 2018. Pengaruh Aksesibilitas, Amenity, dan Atraksi Wisata terhadap Minat Kunjungan Wisatawan ke Wahana Air Balong Waterpark Bantul Daerah Istimewa Yogyakarta. *Journal of Tourism and Economic*, 1(2), 109–116.
- Sukmanaa, B. D., & Suryawana, I. B. 2016. Daya Dukung Lingkungan Fisik terhadap Kelayakan Daya Tarik Wisata Taman Tirta Gangga Desa Ababi Kabupaten Karangasem. *Jurnal Destinasi Pariwisata ISSN*, 2338, 8811.
- Suyanto, S., & Sari, D. K. 2024. Persepsi Masyarakat terhadap Aksesibilitas Pariwisata. *Jurnal Pariwisata*, 10(1), 93–105.
- Tinambunan, M., & Sintaro, S. 2021. Aplikasi Restfull Pada Sistem Informasi Geografis Pariwisata Kota Bandar Lampung. *Jurnal Informatika Dan Rekayasa Perangkat Lunak*, 2(3), 312–323.
- Utami, A. L. 2020. Potensi Transportasi Umum dalam Mendukung Pengembangan Pariwisata Kota Palangka Raya. *Jurnal Transportasi*, 20(3), 201–2012.
- Wahyuni, D. 2019. Pengembangan Desa Wisata Pentingsari, Kabupaten Sleman dalam Perspektif Partisipasi Masyarakat. *Aspirasi: Jurnal Masalah-Masalah Sosial*, 10(2), 91–106.
- Yacob, S., Qomariyah, N., Marzal, J., & Maulana, A. 2021. *Strategi Pemasaran Desa Wisata*. WIDA Publishing.