CHAPTER 5
CONCLUSION AND SUGGESTIONS

5.1 Conclusion

Analysis on this study has provided several insights on the perspectives of senior citizens regarding walkability:

1. The variables that are considered to affect walkability typically concerns safety, comfort, and aesthetic parameters of pedestrian facilities. The significance of each parameter to walkability varies with pedestrians' perspective and affected by their intersectionality

2. Most senior citizens do not see walking as their main mode of transportation and tend to take walking trips for recreational purposes or for its health benefits. Therefore, the variables of walkability that they prioritize can be different to the priorities set by previous studies that considers walking as the main mode of transportation.

3. Walkability variables that are highly rated by senior citizens are typically beneficial to help with their health and mobility issues common with old age, such as the variable "Availability of Benches and Other Resting Space" can help individuals with mobility disadvantages and "Adequate Lighting" can help individuals with eyesight issues.

4. The findings from Random Forest Classification model stated that variables that are rated higher by senior citizens are not necessarily better at predicting their motivation to walk. For example, the variable "Evenness of Pedestrian Walks" is better at predicting senior citizens' motivation to walk compared to "Cleanliness of Pedestrian Facilities" despite being rated lower by the respondents.

5. The Random Forest Classification model of this study finds that the variables that are better at predicting senior citizens' motivation to walk are: Adequate Lighting, Evenness of Pedestrian Walks, Travel Time to Nearest Recreational Facilities, Availability of Benches or Other Resting Space, Presence of Family or Friends During Walks, Presence of Security

Officer, Availability of Pedestrian Walks, and Availability of Social Activities and Gatherings.

5.2 Suggestions

Based on the findings of this study and its limitations, several suggestions can be considered for future studies. The suggestions are as follows:

1. Further study can be done to analyze the correlation of age to other factors of intersectionality on how it affects pedestrians' perspectives on walkability.

2. Implementation of stationing can be used to obtain further details regarding pedestrian density amongst senior citizens in the study area. Further study may analyze the commonality between areas with high density of senior pedestrians and its correlation to travel behavior of senior citizens and their perspective on walkability.
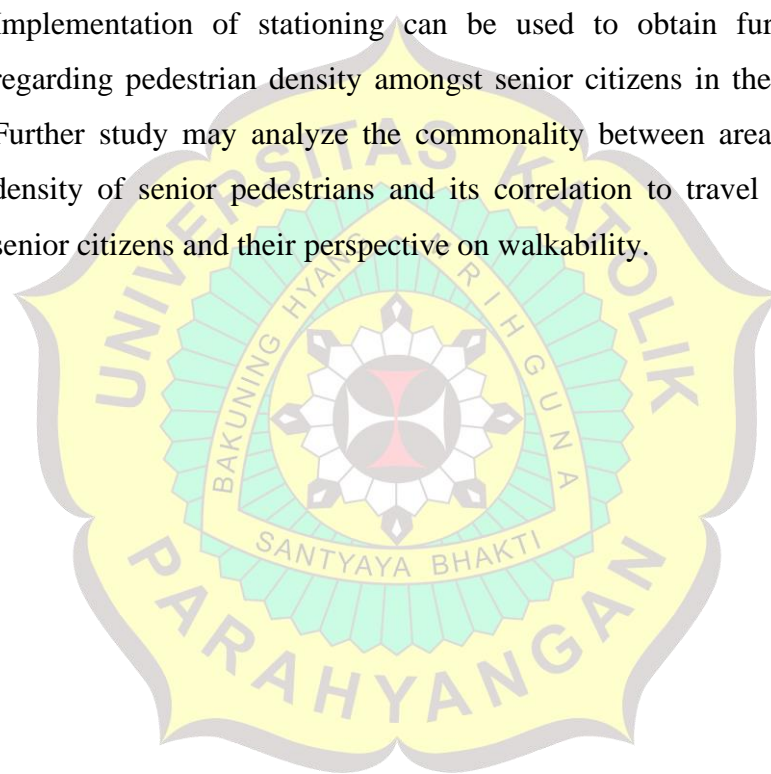
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