



Construct Reconceptualization of Tourism Accessibility: Integrating Transportation Modes, Road Networks, and Parking Facilities to Explain Tourist Visits

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ABSTRACT

Tourist visits are the main driver of the tourism business. Therefore, many efforts are made to increase tourist visits, but many factors affect it. This study aims to analyze the influence of transportation modes, road networks, and parking facilities on the accessibility of tourist sites and their impact on tourist visits at Agrotourism Sangkanika Edugarden. The study used a quantitative approach with a survey method of 131 tourists in April-May 2026. Data were collected via a Likert-scale questionnaire and analyzed using Structural Equation Modeling and the Bootstrap method. The results of the study found that there was a reconceptualization of the construct, where the model became more parsimonious and fit; namely, the accessibility of tourist sites had a significant effect on tourist visits ($b=0.921$; $p<0.05$). The findings are also novel, so this research is very useful because it contributes to the development of accessibility theory, the use of discriminatory (methodological) tests, and, practically, for agrotourism managers to increase the number of tourist visits.

INTRODUCTION

Shifting world tourism trends show an increase in interest in nature-based tourism and education (eco-agrotourism) that support environmental sustainability and the welfare of local communities. This interest is because there are fewer and fewer areas that are still beautiful and blend with nature, with cool air and green views of the trees, so people choose nature-based tourism to take a break from the hustle and bustle of the city. One example of such a tourist location is in Kuningan Regency, West Java Province, Indonesia. (Yacob et al., 2019)

In December 2024, Kuningan Regency experienced an increase in the travel of Indonesian tourists by 47.96% compared to the previous month, or the second highest in West Java, which means that tourism in Kuningan Regency has its own attraction for the community so that there is an increase in visitors (BPS, 2024). Among the tourist destinations above that are considered unique and visited by many tourists is Sangkanika Edugarden Agrotourism, or better known as Sangkanita Yellow Dragon Fruit Agrotourism, which is located in Sangkanurip Village, Cigandamekar District, Kuningan Regency. This agro-tourism offers an interesting educational tourism concept by combining yellow dragon fruit cultivation activities, fruit picking tours, local culinary, and organic farming learning for its visitors. Regarding the number of tourist visitors at the tourist site, it is presented in Table 1.

Table 1. Number of Visitors to Sangkanika Edugarden Agrotourism

No	Month	Number of Visitors	Growth (%)
1.	June	729	0.0
2.	July	496	-32.0
3.	August	1328	167.7
4.	September	540	-59.3
5.	October	548	1.5
6.	November	1488	171.5

Source: Sangkanika Edugarden Agrotourism in 2025

Table 1 shows that the number of tourist visits to agro-tourism locations has changed steadily from month to month. This condition is characterized by an increase and decrease in each observation month, so that it reflects the level of tourist visits that is not stable (fluctuates). Such a condition is an interesting thing to study academically because this agro-tourism has not been established for a long time.

Based on a preliminary survey in January 2026 of 15 visitors to Sangkanika Edugarden Agrotourism, serious complaints or problems were obtained from visitors, namely the lack of smooth access to private and public transportation. These complaints must receive attention from tourism managers, because if left unchecked, they can have a negative impact on the existence of agro-tourism, namely visitors are reluctant to visit again so that they become lonely. Lonely visitors will obviously have the potential to bankrupt a tourism business. Therefore, the problem of access to tourist sites

must be immediately overcome by tourism managers, both by paying attention to theoretical studies and practical studies on the existence of a tourist location.

Some previous research that is relevant to the above conditions, including: 1) Nanini Diva Malinka & Saragih (2023) concludes that destination image, accessibility, and word-of-mouth communication have a significant influence in improving the decision to revisit the Bogor Animal Museum (2) Ćulić et al., (2021) explained that for the existence of the location of tourist destinations, it is necessary to ensure a proper entrance for passenger cars and small buses, a safe and marked parking area. 3) Napitupulu et al. (2021) concluded that the majority of respondents indicated that their intention to visit Lake Toba was influenced by increased accessibility; and 4) Wulandari (2023) concluded that the accessibility of the location affects the decision to visit the Batur Agung Fruit Garden Agrotourism, Kedungbanteng District, Banyumas Regency.

Observing the results of the above research, it can be conveyed that there are several differences (gaps) with this research (Miles, 2017), including: 1) This study will analyze the influence of transportation modes, road networks and parking facilities on the accessibility of tourist sites and their impact on tourist visits, which has not been present in previous research; and 2) This study uses Structural Equation Modeling (SEM) analysis and the Bootstrap method which have advantages in analyzing complex relationships between variables, testing direct and indirect influences, and being able to process latent variable data that are not normally distributed in a multivariate manner (Awang et al., 2015; Streukens & Leroi-Worldly, 2016), which is still rarely used by other researchers. In addition, it is also able to determine the dominant indicators that explain the condition of each latent variable, and can evaluate the validity of the construct as a whole (Ghozali, 2018; Hair & Joseph, 2014; Santoso, 2021).

This research intends to fill the gap in the above research so that the results are expected to obtain novelty (Ammbiya et al., 2025). Therefore, the objectives of the study are: to analyze the influence of transportation modes, road networks, and parking facilities on the accessibility of tourist sites and their impact on tourist visits at Sangkanika Edugarden Agrotourism. Thus, this study offers a structural model: modes of transportation, road networks, parking facilities, accessibility of tourist sites, and tourist visits, which are tested simultaneously, where the five variables are latent (Hair & Joseph, 2014). The results of this test have provided novelty in the form of methodological novelty, namely the occurrence of empirical reconceptualization of constructs that strengthen the model: the accessibility of tourist sites is the main determinant to increase tourist visits. Therefore, this research is useful, namely providing theoretical contributions in the development of accessibility theory, the use of discriminatory (methodological) tests, and making practical contributions to agrotourism managers to increase the number of tourist visits.

LITERATURE REVIEW

Theoretical Background

Agrotourism is a form of tourism that utilizes agricultural potential as an object of visitation, including landscapes, local culture, and agricultural products, so as to improve the welfare of the community (Marpaung, 2002). Agrotourism is a form of tourism activity that utilizes agricultural potential, both in the form of landscapes, commodities, technology, and cultivation activities, as tourist objects and attractions to provide educational, recreative, and economic experiences to visitors. The theory shows that agrotourism is included in agribusiness because it integrates agricultural activities with tourism. This serves as a form of business certification that provides added value to the production, crop processing, and marketing sectors.

Accessibility Theory

Accessibility, according to Cooper (2016), is the level of ease of a location to reach from another location through the available transportation system, which is determined by the distance, travel time, travel cost, and the quality and performance of the transportation network that connects it. Accessibility of tourist locations is the level of ease for tourists to reach a tourist destination through the transportation network, which is influenced by distance, travel time, road network conditions, availability of transportation modes, and smooth and safe travel. Tourism accessibility is not yet fully ready to support integration between tourist attractions. The main obstacles lie in the limitation of the transportation network, the lack of public transportation, and the lack of access information. Research confirms that accessibility is a key element in the development of integrated tourist areas (Delamarta et al., 2021). According to Cooper (Cooper, 2016), the location accessibility indicator includes several aspects, namely: Ease of access to the location, quality of transportation infrastructure, availability of supporting transportation, and pedestrian access or accessibility.

Theory of Tourist Visits

A tourist visit is a form of travel activity carried out by individuals or groups to visit a tourism destination within a certain period of time, to obtain experiences that are recreational, educational, cultural, entertainment, spiritual, and other non-permanent interests. The visit is not intended in principle to be permanent, but only temporary as part of a tourist activity (Cooper, 2016). Tourist visits are the rate of tourist arrivals to agro-tourism locations as measured by the frequency of visits, interest in revisiting, and willingness to recommend to others (UNWTO, 2024). According to Cooper (2016), the tourist visit indicator includes several aspects, namely: the number of tourists, the length of stay, the duration of time spent by tourists, the pattern of visit time, and the motivation and purpose of the visit.

Based on the review of the theory above, a framework of research thinking can be prepared, as presented in Figure 1

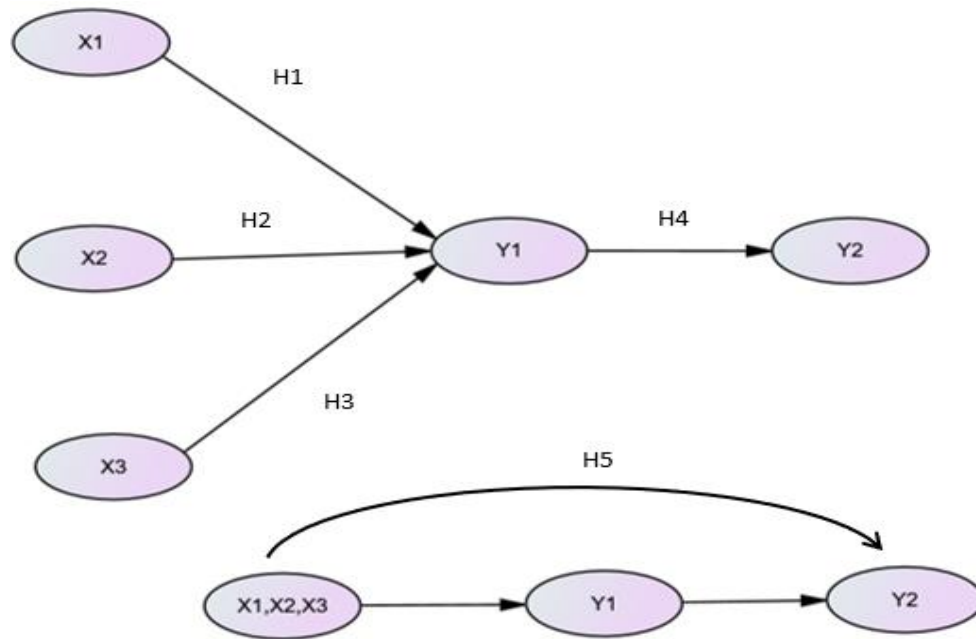


Figure 1. Research Frame of Mind

Referring to the above frame of thought, the research hypothesis can be proposed, as follows:

H1: Tourist transportation modes have a direct effect on the accessibility of tourist sites at Sangkanika Edugarden Agrotourism.

H2: The road network has a direct effect on the accessibility of tourist locations in Sangkanika Edugarden Agrotourism.

H3: Parking facilities have a direct effect on the accessibility of tourist sites at Sangkanika Edugarden Agrotourism.

H4: The accessibility of tourist locations has a direct effect on tourist visits at Sangkanika Edugarden Agrotourism.

H5: The accessibility of tourist locations mediates the indirect influence of transportation modes, road networks, and parking facilities on tourist visits at Sangkanika Edugarden Agrotourism.

METHODOLOGY

The location of the research was deliberately determined at Sangkanika Edugarden Agrotourism, Kuningan Regency, West Java Province, Indonesia, and was carried out in April-May 2026. The design of this study is quantitative with a survey method (Azizah et al., 2024; Septyanto et al., 2025). The population in this study is all tourists to Sangkanika Edugarden Agrotourism, whose number is unknown, so the number of samples based on the Lemeshow formula is at least 100 respondents (Azizah et al., 2023), but in this study, 131 respondents were taken so that it was better. The sampling technique is convenience sampling. The data measurement scale is the Likert Scale, and the data analysis uses AMOS-based Structural Equation Modeling (SEM) and the Bootstrap method. Steps in data analysis, namely: 1) Test the validity, reliability, and discriminant validity of variable indicators; 2) Structural model

test and goodness-of-fit model test; 3) Modification of structural models and goodness-of-model test; and 4) Hypothesis testing.

RESULTS AND DISCUSSION

Based on the primary data that had been obtained from 131 respondents, validity, reliability and discrimination tests were carried out first, before structural model and hypothesis tests were carried out. The results of the validity and reality test of the variable indicator are said to be valid and realistic if the loading factor value $> 0,50$ dan composite reability $> 0,7$ (H. Jr. et al., 2021). Regarding the results of the validity and reliability tests, they have been presented in Figure 2.

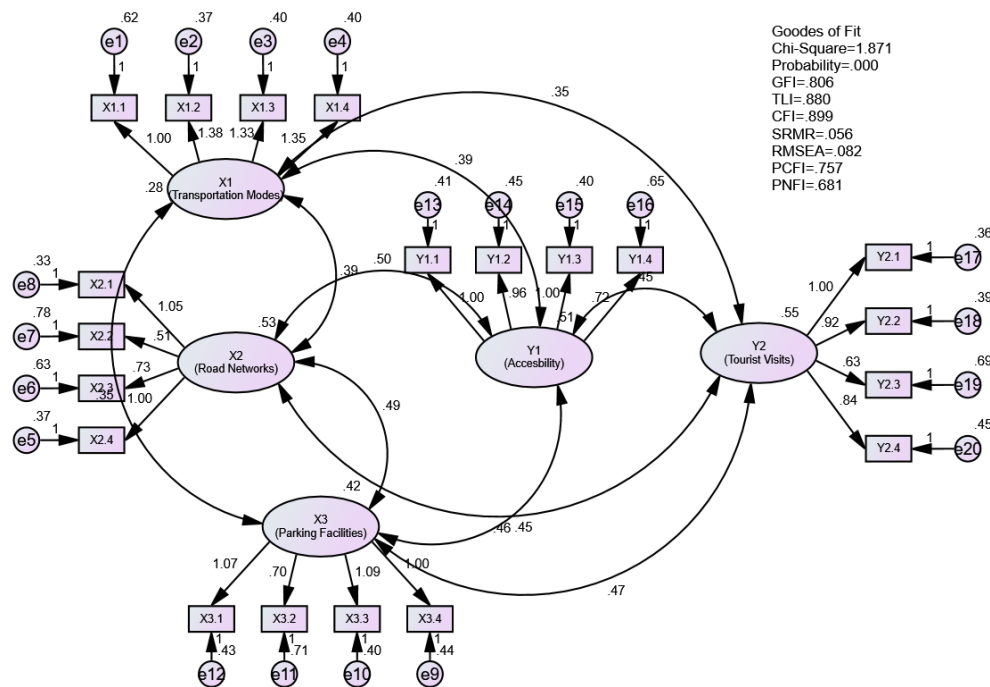


Figure 2. Test the validity and reliability of variable indicators X1, X2, X3, Y1, Y2

Figure 2 shows the loading factor values of each indicator of latent variables (X1, X2, X3, Y1, Y2), where values below 0.5 are removed, namely Y2.3, Y1.4, X2.2, and X3.2 (Ghozali, 2021; Hair, F et al., 2021). Next is to calculate the AVE and CR values, and the results have been presented in Table 2.

Table 2. AVE and CR Calculation Results

Variable	Indicator	SLF*	AVE**	CR***	Validity	Reability
X1 (Mode of Transportation)	X1.1	0.560	0.507	0.802	Valid	Reliable
	X1.2	0.768			Valid	Reliable
	X1.3	0.747			Valid	Reliable
	X1.4	0.753			Valid	Reliable
X2 Road Network	X2.1	0.798	0.421	0.731	Valid	Reliable
	X2.2	0.386			Invalid	Unreliable
	X2.3	0.559			Valid	Reliable
	X2.4	0.766			Valid	Reliable

Variable	Indicator	SLF*	AVE**	CR***	Validity	Reability
X3 Parking Facilities	X3.1	0.725	0.447	0.758	Valid	Reliable
	X3.2	0.471			Invalid	Unreliable
	X3.3	0.745			Valid	Reliable
	X3.4	0.697			Valid	Reliable
Y1 Accessibility	Y1.1	0.743	0.476	0.781	Valid	Reliable
	Y1.2	0.715			Valid	Reliable
	Y1.3	0.745			Valid	Reliable
	Y1.4	0.536			Invalid	Unreliable
Y2 Number of Visits	Y2.1	0.777	0.461	0.769	Valid	Reliable
	Y2.2	0.735			Valid	Reliable
	Y2.3	0.491			Invalid	Unreliable
	Y2.4	0.68			Valid	Reliable

Source: Processed data using SEM-AMOS (2026)

SLF* = Standardized loading factor

AVE** = Average value of extracted variant

CR*** = Composite reliability

Table 2 shows that all constructs are valid and reliable because the AVE value is > 0.5 and $CR > 0.7$, while the AVE value is < 0.5 but the $CR > 0.7$ is still said to be adequate for further analysis (Fornell & Larcker, 1981; Moral de la Rubia, 2019). Next, a discriminant test is carried out, which is an important test to find out whether the position of the variable is different from other variables (Fornell & Larcker, 1981). The results of the discriminant test have been presented in Table 3.

Table 3 Variable Discriminating Test

Construct	X1	X2	X3	Y1	Y2
X1	0.712	1.013	1.012	1.024	0.88
X2	1.013	0.715	1.033	0.97	0.851
X3	1.012	1.033	0.722	0.974	0.974
Y1	1.024	0.97	0.974	0.734	0.844
Y2	0.880	0.851	0.974	0.844	0.731

Source: Output of SEM-AMOS software, 2026.

Table 3 shows that the value on the diagonal from the top left to the bottom right (in bold) is the square root of the AVE or $\sqrt{AVE}$, while the value outside the diagonal is the correlation value (r) between latent variables (constructs). Based on the discriminant test, it was shown that there was a very strong relationship between exogenous constructs, namely X1 (mode of transportation), X2 (road network), and X3 (parking facilities), and Y1 (location accessibility) because the $\sqrt{AVE}$ value was lower than the correlation between these latent variables. Even the size of the correlation exceeds 1, which indicates a high multicollinearity between the indicators (Fornell & Larcker, 1981),

meaning that empirically respondents perceive X1, X2, X3 and Y1 as part of the same construct.

Under such conditions, there is a strong theory stating that "the concept of 4A tourist destinations" by Cooper (2016) which explains one of the main components of the destination is accessibility (accessibility). which is the integration of transportation systems, road infrastructure, and tourist travel support facilities. Therefore, the three constructs (X1, X2, X3) are seen as components that make up accessibility, because they are directly related to the ease experienced by tourists in reaching tourist sites. Thus, the integration of the three constructs X1, X2, X3 through their valid and reliable indicators can be carried out into the Y1 construct, so that the original indicators of Y1 are eliminated due to overlap (H. Jr. et al., 2021). Thus there is a "reconceptualization of constructs" due to empirical results shows a different concept structure than the initial model (Hair et al., 2019), whose structural model becomes as Presented in Figure 3.

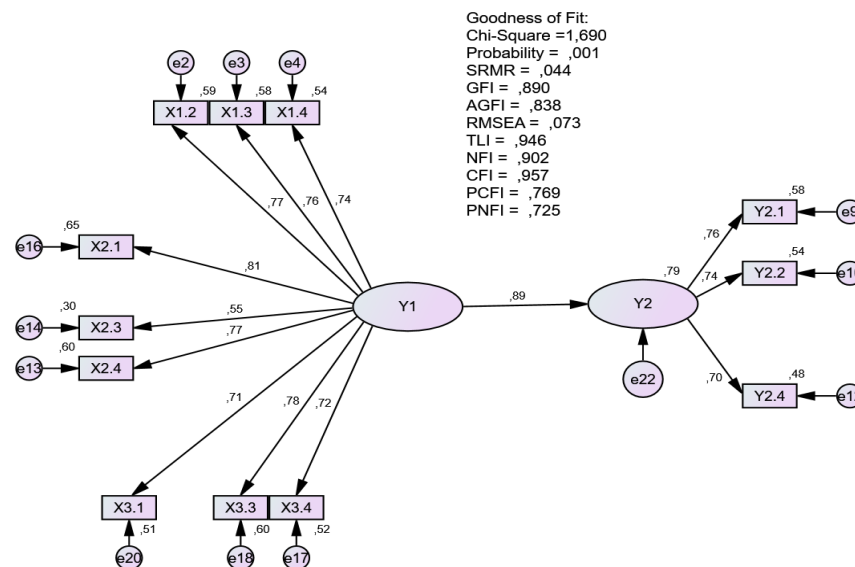


Figure 3. Reconceptualization of Constructs X1, X2, X3 to Y1 Via Indicators

Figure 3 shows that all the indicators in the X1, X2, X3 constructs are integrated (merged) into the Y1 construct, which then Y1 is regressed to Y2, thus forming a new structural model. Furthermore, this model was tested for model fit (Goodness of Fit), and the results are presented in Table 4.

Table 4. Goodness of Fit (GoF) after Reconceptualization

No	The goodness of fit indices	Cut-off value	Index value (after modification)	Interpretation
1.	X2 = Chi-Square	< 2.00	1.690	Good fit
2.	Probability	> 0.05	0.001	Poor fit
3.	RMSEA	< 0.08	0.073	Good fit
4.	SRMR	< 0.08	0.044	Good fit
5.	GFI	> 0,90	0.890	Marginal fit

No	The goodness of fit indices	Cut-off value	Index value (after modification)	Interpretation
6.	AGFI	> 0,90	0.838	Marginal fit
7.	TLI	> 0,90	0.946	Good fit
8.	CFI	> 0,90	0.957	Good fit
9.	NFI	> 0,90	0.902	Good fit
10.	PNFI	> 0,50	0.725	Good fit
11.	PCFI	> 0,5	0.769	Good fit

Source: Adapted from multiple sources (Cho et al., 2020; Hu & Bentler, 1999; Li, 2016; Maia & Lima, 2021; Marcoulides & Yuan, 2020, and others) and processed data using SEM-AMOS (2026)

Table 4 shows that in general, the value of the indicator after the model has undergone construct reconceptualization is above the standard value (cut-off values), so that the model is considered to be in accordance with empirical data. Taking into account the multi-index approach of Goodness of Fit (RMSEA, CFI, TLI), where the assessment of the model is not based on only one indicator, then overall this structural model can be declared fit and can be used for further analysis, although there is still one indicator that does not exceed the cut-off (Baron & Kenny, 1986; Byrne, 2013; J. F. H. Jr et al., 2021; Kline, 2016).

This fit model is able to accurately represent data, produce powerful analysis, and reliable predictions, so it can be used as a strong foundation to provide practical recommendations (Rappaport et al., 2020; Savalei, 2021). The next analysis is to find out the significance of the influence between the Y1 and Y2 constructs or conduct a hypothesis test. The hypotheses proposed are also adjusted to the model that has been fit (the result of construct reconceptualization), namely:

H1: It is suspected that Y1 (accessibility of tourist sites) has a significant effect on Y2 (tourist visits) at Sangkanika Edugarden Agrotourism.

This hypothesis test is useful to statistically strengthen the findings, so that they can provide stronger theoretical and technical recommendations (Moshagen & Bader, 2024). The test was carried out on a hypothesis that had been adjusted to the structural model after the reconceptualization of the above construct (fit), using the Bootstrapping method. Therefore, the test guidelines are based on p-values derived from the output of the Bootstrapping method (Awang et al., 2015; Streukens & Leroi-Worldly, 2016). The results of testing this hypothesis are presented in Table 5.

Table 5. Hypothesis Testing Results for Model Fit of Y1 dan Y2 (After Rekonseptualisasi Konstruk)

Hipo tesis	Paths/influences between variables	Estima te (b)	Standardized Estimate (β)	p-values bootstrap	Interpre tation
H1	Y1→ Y2	0.921	0.891	0.001	Signifik an

Source: Bootstrapping Output Analysis Using SEM-AMOS (2026).

Table 5 shows the results of the research hypothesis test on a structural model that has been fit (after reconceptualization of the construct) and can be concluded, as follows:

The effect of Y1 on Y2: p-value 0.001 (< 0.05), meaning significant and so the hypothesis that the Y1 construct (accessibility of tourist sites) has a significant and positive effect on the Y2 construct (tourist visits) Acceptable. Accepted (Hair et al., 2021; Kwak, 2023).

Given that all variables in this study are latent variables, significance tests were also carried out on the indicators, namely by looking at the loading factor value, and the results are presented in Table 6.

Table 6 Significance of Loading Factors for Variable Indicators Y1 and Y2

Variabel	Indicator	Forecast	Standard Forecast	P-Value	Remarks
Location Accessibility	X1.2	1,000	0,770	0,001	Valid and significant
Location Accessibility	X1.3	0,987	0,760	0,001	Valid and significant
Location Accessibility	X1.4	0,961	0,740	0,001	Valid and significant
Location Accessibility	X2.1	1,052	0,810	0,001	Valid and significant
Location Accessibility	X2.3	0,714	0,550	0,001	Valid and significant
Location Accessibility	X2.4	1,000	0,770	0,001	Valid and significant
Location Accessibility	X3.1	0,922	0,710	0,001	Valid and significant
Location Accessibility	X3.3	1,013	0,780	0,001	Valid and significant
Location Accessibility	X3.4	0,935	0,720	0,001	Valid and significant
Tourist visits	Y2.1	1,000	0,721	0,001	Valid and significant
Tourist visits	Y2.2	1,067	0,793	0,001	Valid and significant
Tourist visits	Y2.4	0,911	0,683	0,002	Valid and significant

Source: Primary data processed (2026)

Table 6 presents the loading factor values, both standard (λ) and non-standard, for 12 indicators, all of which are significant due to the p-value < 0.05 . Therefore, all these measurement instruments are valid and can be used for further analysis purposes on all latent variables, namely: Y1 (accessibility of tourist sites) and Y2 (tourist visits).

The results of this study are based on a hypothesis proposed after the reconceptualization of the construct (fit model). Therefore, the discussion becomes more directed and in-depth so that it produces very useful findings,

namely valuable knowledge that can contribute to the development of science, both theoretically, methodologically, and practically.

H1: Influence of Y1 on Y2

Figure 3 and Table 5 show that the direct influence of Y1 (location accessibility) on Y2 (tourist visits) is significant and positive (W. S. Lee et al., 2018; Wellek, 2021), meaning that every 100% increase in units on Y1, then it will increase 92.1% of the units in Y1, assuming the other variables are fixed/ceteris paribus (Ge et al., 2021; Sung & Jeon, 2020). In this sense, technically, the better the accessibility to tourist sites, the higher the level of tourist visits. Ease of transportation, good road conditions, and supporting facilities such as parking provide convenience for tourists in making tourist trips.

Practically, the results of this study show that tourism managers and local governments need to improve the quality of accessibility to tourist sites through improving the road network, providing adequate transportation, and better management of parking facilities. Increased accessibility not only improves tourist comfort but can also increase the attraction of destinations and the number of sustainable tourist visits.

Road connectivity is the dominant factor because tourism travel activities are highly influenced by ease of mobility. Well-connected roads can shorten travel time, reduce the risk of delays, and enhance travel comfort. Conversely, narrow, damaged, or difficult-to-access roads can decrease tourists' interest in visiting a destination, even if the destination offers attractive tourism attractions.

These findings indicate that tourists are more interested in agro-tourism destinations that are easy to reach, equipped with roads in good condition, safe for pedestrians, and have adequate transportation access. The ease of access increases the comfort of visitors and has an impact on increasing visits. Theoretically, these results support Cooper's (2016) theory, which states that accessibility is the main component of tourist destinations in making it easier for tourists to reach the location. Tourists evaluate a destination not only based on the attractions available, but also on the travel experience they encounter from the moment they leave their place of origin until they arrive at the destination. In other words, the quality of the tourism experience begins to take shape even before tourists enter the tourism area.

These results are also in line with previous research, such as: 1) Ramdan et al. (2024) concluding that simultaneously and partially there is a significant and positive influence between tourist attraction and accessibility on the decision to visit the Agrotourism of Ciptaharja Fresh Nature Fruit Garden, West Bandung Regency 2) Bakti et al. (2023) explained that accessibility is one of the considerations for tourists in choosing a crystal guava picking agrotourism destination in Malang 3) Mahmud et al. (2022) concluding that accessibility affects the interest of tourist visits at Cafe Sawah Desa Wisata Pujon Kidul and important indicators, namely road conditions, ease of access to the location and vehicle access; 4) Samuel et al. (2024) concludes that accessibility has a positive effect on the decision to visit Chevilly Resort and Camp, considering that

important factors are ease of travel, access to infrastructure and transportation connectivity; 5) Jamalludin et al. (2024) explaining that accessibility is one of the important factors in the development of Agro-tourism areas in Agro-Tourism Rice Fields in Kampung Bunga Raya, Siak Regency; 6) Miranda et al. (2024) show that accessibility has a real effect on the decision to visit Eptilu Agrotourism; and 7) Yoeti (2008) explained that the success of tourist attractions is influenced by the ease of access to the location.

The novelty in this study lies in the development of a conceptual model of tourist site accessibility through the reconceptualization of constructs based on empirical data, theory, and discriminant validity in Structural Equation Modeling. In contrast to previous studies that treated X1 (mode of transportation), X2 (road network), and X3 (parking facilities) as independent constructs, this study proves that the three constructs (X1, X2, X3) empirically form one latent construct, namely Y1 (accessibility of tourist sites). This reconceptualization resulted in a model that is more parsimonious, more in line with empirical data, has a better goodness of fit, and shows that Y1 (accessibility of tourist sites) is the main determinant of Y2 (tourist visits) at Sankanika Edugarden Agrotourism, Kuningan Regency, West Java.

With the novelty above, this study makes a theoretical contribution by developing the concept of accessibility of tourist sites through empirical proof that transportation modes, road networks, and parking facilities are dimensions that form the accessibility construct of tourist sites, thus producing a conceptual model that is more parsimonious and in accordance with tourist perception. Methodologically, this study shows that empirical data, theory, and discriminant validity in Structural Equation Modeling can be used as a basis for reconceptualizing constructs, not just as a tool for evaluating instruments, resulting in a more parsimonious and fit model. Practically, this study provides a recommendation that agro-tourism development should be carried out through an integrated accessibility system approach, not through the improvement of each component separately, so as to improve the comfort of tourist travel and encourage an increase in tourist visits in a sustainable manner.

CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the discriminant validity test, the construction of transportation modes, road networks, and parking facilities shows a high level of redundancy with the accessibility construct of tourist sites. Therefore, a reconceptualization of the construct is carried out by integrating the indicators of the three constructs into one construct of tourist site accessibility, so that the structural model becomes more parsimonious and fit. The results of the study concluded that the accessibility of tourist sites has a real and positive effect on tourist visits at Sankanika Edugarden Agrotourism, Kuningan Regency, West Java.

To the Sangkanika Edugarden Agrotourism Manager, it is recommended to improve the quality of accessibility of tourist sites through improving travel support facilities such as adding directions, managing parking areas, and

improving the comfort of access to tourist sites. The local government is expected to support the development of road and transportation infrastructure to tourist areas so that tourist mobility becomes easier and safer.

FURTHER STUDY

This research still has some limitations, so further studies are needed to deepen the study of the accessibility of tourist sites and tourist visits. The next researcher is advised to develop this structural model by adding a larger sample of at least 250 respondents and variables, such as: quality of tourism services, attraction of destinations, tourist facilities, destination image and tourist satisfaction, so as to produce a more comprehensive, reliable and robust structural model. In addition, follow-up studies can examine more deeply methodologically the role of indicators and loading factors of related latent constructs or variables so that effective technical recommendations can be obtained.

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