

PERCEPTIONS AND ATTITUDES OF THE COMMUNITY AGAINST THE DEVELOPMENT OF THE JALURLINTAS SELATAN (JLS) IN TULUNGAGUNG

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ABSTRACT

Jalur Lintas Selatan (JLS) was originally included in the provincial strategy program as an effort to balance the imbalance of northern and southern regions in East Java. Road connecting Pacitan regency, Trenggalek regency, Tulungagung regency, Blitar regency, Malang regency, Lumajang district, Jember regency and Banyuwangi regency. From the description above Tulungagung regency is one of those road skipped. Research Objectives are: Knowing Perceptions and Attitudes of the community towards the development of the South Traffic Line in Tulungagung District. The subjects that are the direct source of data are the surrounding community, youth, community leaders, village government, SMEs, sub-district heads, village heads, institutions, religious leaders, resource persons, tourists and local government. The research method used is Quantitative Descriptive Analysis. Data collection techniques: Observation, Interview, and Documentation.

Technique Data analysis with: Data reduction, data presentation, data validity checking, and technical Analysis with the help of Linkert scale measurement method to know Attitudes and Public Perception. The community shows a supportive attitude towards JLS development although there are still problems of negative impacts such as: mudslide development that enter the settlement during rainy season, JLS becomes accident prone and as a place of law, Wewengkon forest between villages is not clear yet so vulnerable conflict, Social jealousy between villages. It is recommended that readiness to receive positive and negative impacts with solutions include: Local readiness strengthens the economic foundations of small communities, social engineering (Social Engineering) so that small issues are resolved soon.

Keywords: South Traffic Line Development, Perception, Attitude.

INTRODUCTION

In Indonesia national development is prepared on the basis of short-term and long-term development. Continued connecting issue to be able to create better socio economic conditions. (Fandele, 1992: 31).

According to Law No. 25/2000 on the National Development Program (PROPENAS), East Java is the province that has the largest distribution of districts in Indonesia, which is divided into two regions, namely the northern region and the southern region of East Java. North of East Java with its northern coast and existing infrastructure known as Jalan Pantura. Viewed from the rate of economic growth is still a very significant inequality between the northern region of East Java and the southern region of East Java, but if viewed more deeply

in the southern region of East Java has the potential Resources are very large ranging from agriculture, plantation, forestry and beautiful natural panorama. Some analysts say one of the causes is that the southern region of East Java does not yet have adequate infrastructure comparable to the North (Pantura Road). The above reason is one of the Government's considerations in efforts to improve the welfare of South East Java in the construction of the South Cross Lane.

The South Cross Lane (JLS) was originally included in the provincial strategy program as an effort to balance the imbalance of the northern and southern regions of East Java, but the subsequent development of infrastructure became the National Strategy Program to be a South Coast Road (Pansela Road) development development to make it easier community life so it does not tend to depend on one aspect only. Tourism development is expected to provide benefits for the community according to Law number 10 of 2009 which says the existence of a tourist attraction in a region will be very beneficial, among others, increase the Local Original Income (PAD), improve the standard of living, expand employment opportunities and community empowerment the goal is economic independence of society.

Participation of rural communities in general is needed for the success of development, so as to improve the welfare of rural communities. Infrastructure development is expected to improve government services and encourage regional economic development and mobilize the people's economy in the surrounding area, provide access for people to work, create jobs, streamline the flow of goods and services, and ensure the availability of food and other basic commodities.

The implementation of development is done jointly by both government and all components of society. In addition to these two elements required science and technology with regard to problems that arise or be the impact of a development process. One of the government's strategies to improve the welfare of the community is by building physical facilities and infrastructure in addition to increasing human resources (HR).

The construction of South Traffic Line (JLS) in East Java Province is the development of road infrastructure and supporting assets of economic movement in East Java that can trigger economic growth in East Java, which is still dominated by Pantura region. The South Cross Route has a length of 634.11 km.

The construction of the South Traffic Line started from the East Java Governor Imam Utomo in 2002. The eight areas passed include: Pacitan, Trenggalek, Tulungagung, Blitar, Malang, Lumajang, Jember, Banyuwangi, from the coast of Pacitan to Banyuwangi. The location of JLS Tulungagung that has been built is located in the Village / District Besuki

which is also in line with the location of the Neyama dam tourism, Sidem Beach, Popoh Beach, and several other beaches adjacent. JLS is an area that is closely related to the livelihood of many people, especially the locals live along JLS.

With the development of JLS in Tulungagung is very possible changes in economic and social conditions of the population. Residents utilize JLS as a busy place of recreation. The crowd is used by the local people to earn a fortune by making a stall at the points that are targeted by visitors. Residents around JLS have a variety of potentials, including agricultural products such as corn, bananas, pohong, green beans, peanuts, sweet potatoes, soybeans, papaya etc.

Field of Tourism with scenic beauty along JLS. As a tourism potential that needs to be developed. JLS tourism can play a role of "Multi Player Effect" which is tourism that can drive other sectors such as: agriculture sector, handicraft industry, clothing industry, various service sector, and so on. Potentials owned by JLS should be read as an opportunity to do development in various aspects of life for the welfare of community life, one of which is through JLS development as tourism object.

Tourism development is expected to provide benefits for the community according to Law no. 10 of 2009 which says the existence of a tourist attraction in a region will be very beneficial, among others, increase the Local Original Income (PAD), improving people's living standards, employment opportunities and community empowerment which one of the goals is economic independence of society. The construction of JLS Tulungagung is almost complete. Perceptions and public attitudes of the phenomena that occur around the JLS is the emergence of businesses engaged in the culinary field, the smooth distribution of crops, the opening of inter-regional road network, the most potential along the JLS treated to beautiful scenery.

Based on the description above, the objectives of the study are: Knowing Perceptions and Attitudes of the community towards the development of the South Traffic Line in Tulungagung District.

LITERATURE REVIEW

Perception is simply interpreted as meaning of the observation of objects, events or relationships obtained by collecting information and interpreting messages (Rakhmat.1998). Meanwhile, according to Atkinson and Hilgart (1991) perception is a process in which one organizes and interprets stimulus patterns in the environment, as a way of looking. Perception is a psychological process that arises because of the response to stimuli. Perception of

development is needed to optimize the quality of development programs in accordance with the perceptions and public expectations.

Perception of development with the expectation, aspiration or desire towards a program of quality visual development with psychological and socio-cultural aspects of society, this view improvement of development is not from the physical aspect alone. (Harihanto.2001).

While the attitude according to Kotler and Armstrong (1997) is evaluasi, feeling, and the tendency of the individual to a object that is relatif consistent. Attitudes put people in the frame of thought about liking or disliking, what is the reaction done by society in looking at the circumstances that are around it. Kotler argues that attitude consists of 3 (three) components, namely: (1) Cognitive Components of a person's knowledge and beliefs about an object of attitude (2) Affective Components are feelings toward objects (3) Konatif Components is the tendency to do something against the object. Factors that influence attitudes are personality, demographic variables and value systems adopted.

RESEARCH METHOD

Type of research, with a qualitative approach, ie research that intends to understand the phenomenon of what experienced research subjects (survey), eg behavior, perception, attitude, income, motivation, action and others, holistically and by way of description in the form of words -word, language. Survey research is a study that takes samples from a population and uses a questionnaire as a basic data retrieval tool (Singarimbun, 1988:3). Researchers use data triangulation as a technique to check the validity of the data or as a comparison against the data. (Sugiyono, 2013). The existing population is a generalization region consisting of objects / subjects that have certain qualities and characteristics set by the researcher who is packed in the questionnaire and then drawn conclusions. In this study the population in question is all the people who will and who have passed JLS development according to the development Trace. Furthermore, to determine a minimum sample of perceptual variables, attitudes and changes in income, the sample is grouped among others:

- 1) . The sample of the subjects that have been carried out the construction of the South Cross Lane. Samples here are some characteristics of the objects or individuals that represent the population.

Morgan's Formula (Mantra, 2003; 36)

$$S = \frac{X^2 \cdot N \cdot P \cdot (1 - P)}{d^2 (N-1) + X^2 P (1-P)}$$

Infor

S = number of samples

N = total population

P = proportion in population (0.5)

D = degree of accuracy (0.05)

X = value of table x (3.84) determines the sample beginning with a small sample then the sample is told to look for another sample and so on.

The total population (N) is 2643 KK (family head) for Keboireng village 580 KK, while Besuki village 988 KK

$$S = \frac{(3,84)^2 \cdot 2643 \cdot 0.5 \cdot (1-0,5)}{(0,05)^2 (2643-1) + (3,84)^2 (1-0,5)} = 335$$

So sample 335 KK questionnaire with proporsiolnya 181 KK for Besuki village, 154 KK for Keboireng village.

Technique Of Data Analysis

Knowing Perceptions and Community Attitudes The method used with measurement according to the Linkert Scale, which has developed techniques for measuring public attitudes (Simora B, 2002:43). Analytical measurement techniques are carried out by creating contingency tables, based on predetermined samples to find out the large number of frequency responses from the community. (Linkert Scale) Further calculations with the help of Microsoft Excel computer program.

RESEARCH RESULTS

Social Condition of respondents in this study is the basic data obtained during direct interviews with respondents with guidelines list of questions that have been prepared include: According to Daniel Letner cited by Agus Suryono (2004: 31) mentions 4 main factors that are considered capable of encouraging social change of society are:

1. Urbanization
2. Literacy

3. Media participation

4. Empathy Process

As Daniel Letner argues, one that is capable of encouraging social change in the construction of the Southern Cross Route is the process of empathy in which almost the majority of the population/community approve, the reality of horizontal conflict of pro and contra of development although small must exist. For the social conditions that the focus of the study is

- 1). How are people's perceptions and
- 2). Public attitudes toward the development of the South Cross Line.

Analysis using Linkert Scale as follows:

1. Score 5 = Very good that most people strongly support the implementation of development, the entire population is invited at the time of socialization and the entire population know the information of the development of JLS, if the respondents positively support full, with excellent knowledge related to the development of the South Traffic Line in the District Tulungagung.
2. Score 4 = Good that almost half the community support the implementation of development, some residents are invited to represent the time of socialization, and most residents know the information of JLS development. if the respondent is positive there is support with good knowledge related to the development of the South Traffic Line in Tulungagung District.
3. Score 3 = Neutral (ignorant) or ignorance about the implementation of JLS development, not knowing the existence of JLS development, and never know of any socialization of JLS development plan. if there is no positive or negative response related to the development of South Traffic Line in Tulungagung District.
4. Score 2 = Bad, ie the community does not support the implementation of JLS development, the socialization is only for certain people is less representative, and few people who know the information of JLS development. if responds negative related to the development of South Traffic Line in Tulungagung District.
5. Score 1 = Very Bad that the implementation of the JLS development got protest some people, very not support development never socialization without agreement of society, and all citizens do not know information development JLS. jika respond very negative related to development of South Traffic Line in Tulungagung Regency.

Based on the definition of operation variable, the perception / attitudes of the community towards the development of the South Cross Lane can be seen in the following table: Public Perception on South Traffic Line Development

No	Perceptions / attitudes Community	Total Score
1	Very Bad (very unfavorable)	335 – 603
2	Poor (not supportive)	604 – 871
3	Fool (ignorant)	872 – 1.139
4	Good (support)	1.140 – 1.407
5	Very Good (very supportive)	1.408 – 1.675

Based on the definition of operation variable, the perception / attitudes of the community towards the development of the South Cross Lane can be seen in the following table: Public Perception on South Traffic Line Development

The results of research for the location that has been done JLS development (Besuki District)

1. Public Perception

Public perception is the response of society acquired through interpretation or senses. Perception is meant here is the public response to the development of the South Cross Road, which includes

- (a) Whether the implementation of the South Cross Road development has the support of the community.
- (b) Has the community been given socialization of the South Cross Tracking plan
- (c) Does the community in the village know the information on the construction of the South Cross Line.

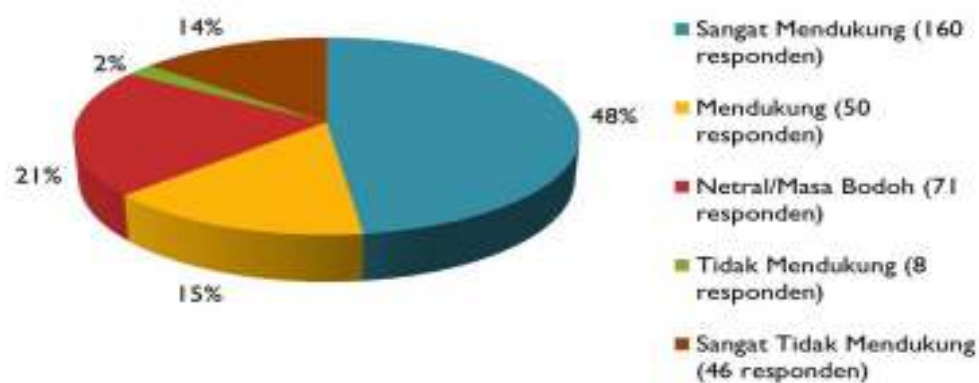
The following are submitted for each response:

- (a) Whether the implementation of the South Cross Road development has the support of the community?.

Results of respondents' perceptions of the support of the construction of the South Cross Line (JLS), (in%).

No	Perception	Score	Number of Respondents	Percentage
1.	Very supportive, even many profitable there are selling (very good)	5	160	48
2.	Nearly half the community supports (good)	4	50	15
3.	Neutral (dumb)	3	71	21
4.	Society does not support (bad)	2	8	2
5.	Development got protest by society (very bad)	1	46	14
	Amount	15	335	100

Source: 2017 primary data



Analysis using a linkert scale according to Sugiyono, based on predefined score can be calculated as follows:

Results of perceptions of respondents to JLS development, whether the implementation gets support from the community (in the score)

No	Perception	Score	Number of Respondents	Percentage
1.	Most communities support (very good)	5	160	800
2.	Nearly half the community supports (good)	4	50	200
3.	Neutral (dumb)	3	71	213
4.	Society does not support (bad)	2	8	16
5.	Development gets public protests (very bad)	1	46	46
	Amount		335	1.275

Source: Primary data 2017

Ideal Score amount is $335 \times 5 = 1.675$

Number of lowest Scores $335 \times 1 = 335$

The number of scores obtained from the study was 1,275

So based on the above table, the perception clarification on the category of "good" to the JLS development of 1.275: $1.675 \times 100\% = 76\%$

Perception clarification:

Very Bad: 335 - 603

Bad: 604 - 871

Neutral: 872 - 1.138

Good: 1.139 - 1.407

Very Good: 1.408 - 1.675

It can be seen from the above table it can be seen that the most responses about community perceptions of JLS development, related to community support is "very good" as much as 160 respondents or by 48%, but the total score of 335 respondents totaled 1,275 when compared with clarification perception then answers 335 respondents include clarification or category "good" because it lies between 1,407 - 1,407, so it can be concluded that the perception of JLS development related to community support is "good" and received public support.

(b) Has the community ever been given socialization of the South Cross Tracking plan

Public perceptions of JLS development, related to socialization prior to development, support of the majority community do not know (ignorance) as much as 114 respondents or by 34%, with the total score obtained from

335 respondents amounted to 1010 when compared with clarification above perception then 335 respondents answer including clarification or category ignorance (ignorance) because lies between 872 - 1.139, so it can be concluded that the perception of JLS development related to community support from socialization process before development (ignorance).

(c) Does the community in the village know the information on the construction of the South Cross Line.

Public perceptions of JLS development, related to community efforts to obtain development information, support from majority community support as many as 125 respondents or by 37%, With the number of scores obtained from 335 respondents amounted to 1,168 if compared with clarification of perception above then answer 335 respondents including clarification or category support because lies between 1,140 - 1,407, so it can be concluded that perception about JLS development related to community support from information of good development (support).

2. Attitudes

Attitude is a form of evaluation or reaction of feeling support or favorable (favorable) and feeling unfavorable (unfavorable) on a particular object. In this study the intended reaction is the response of respondents to the South Traffic Line Development (JLS) include:

- (a) How Influence is during the construction of the South Cross Road to daily life
- (b) How the impact of the South Cross Road development on the ease of transportation access
- (c) What is the community's view of the development of the South Cross Line

Following description of each response:

- (a) How Influence is during the construction of the South Cross Road to daily life

Respondent's attitude toward the influence during the construction of the South Cross Route with the daily life of the community towards the development process of JLS, as many as 129 respondents or by 39%, With the number of scores obtained from 335 respondents amounted to 1267 when compared with clarification attitude above then 335 respondents answer including clarification or Agree category because it lies between 1.140 - 1.407, so it can be concluded that attitude about life influence everyday life during community building process JLS Agree (support).

- (b) How the impact of the South Cross Road development on the ease of transportation access

The attitude of the community, related to the impact of JLS development on the ease of access of agricultural transportation, livestock, etc. to the development process of JLS, 179 respondents or 53%. 335 respondents including clarification or category Strongly Agree as it lies between 1.408 - 1.675, so it can be concluded that the attitude of society Strongly Agree (Very supportive).

- (c) What is the community's view of the development of the South Cross Line

Public attitudes towards JLS development, the majority of respondents stated strongly agreed to bring the progress of 172 respondents or by 50%, but the total respondents agreed Agree, with the number of scores obtained from 335 respondents amounted to 1,339 when compared with clarification attitude above then 335 respondents answer including clarification or Agree category because it is located between 1.140 - 1.407, so it can be concluded that the attitude of the people Agree (Support).

A. Economic Conditions

Economic conditions in this study are shown from 3 (three) signs of changes in income increase that is the change of the emergence of stalls along JLS utilization by local communities, Increase in income of local communities, and changes with the emergence of new livelihood. Respondents' questions include:

- (a) How the economic conditions change after the construction of the South Cross Line
- (b) What is the level of people's income after the construction of the South Cross Line
- (c) Is there a new livelihood after the construction of the South Cross Line

The following descriptions of each respondent's responses:

- (a) How the economic conditions change after the construction of the South Cross Line

A total of 196 respondents or 84% said favorable, but the total number of scores obtained from 335 respondents amounted to 1,412 when compared with clarification of economic conditions above then 335 respondents answer including clarification or category "Very profitable" because lies between 1408 - 1.675, it was concluded that the economic condition of the community greatly benefited from the JLS development.

- (b) What is the level of people's income after the construction of the South Cross Line

A total of 140 respondents or 74% said income increased, With the number of scores obtained from 335 respondents amounted to 1,248 when compared with clarification above attitude then 335 respondents answer including clarification or Profitable category because it lies between 1.140 - 1.407, so it can conclude that the level of income increased (profitable).

- (c) Is there a new livelihood after the construction of the South Cross Line

Respondents' opinion, after the construction of JLS, resulted in the emergence of new livelihoods as much as 137responden or by 74% said the impact of the emergence of new livelihood "profitable", With the number of scores obtained from 335 respondents amounted to 1.241 when compared with clarification of economic conditions above then answers 335 respondents include clarification or the Profitable category because it lies between 1,140 - 1,407.

Other impacts felt by the community include:

- Waste of mud development JLS that enter the yard when the rain arrives

Of 335 Respondents 54% answered "Yes", 34% answered "No", and 12% answered "do not know".

Of the 54% who answered "Yes"

In conclusion the negative impact of mud waste that enter the yard when it rains much felt by the villagers Besuki. Field phenomenon shows Besuki village enjoys more beautiful facilities along the JLS development, while the village Keboireng with JLS development more makes the tourist beach facilities owned more productive.

- Frequent accidents and as a place of abuse

Of 335 Respondents 52% answered "Yes", 35% answered "no", and 13% replied "do not know". Of the 52% who answered "Yes", 87% of them were answers from the villagers of Besuki, 13% of the villagers Keboireng

- Frequent accidents and as a place of abuse

Of 335 Respondents 52% answered "Yes", 35% answered "no", and 13% replied "do not know". Of the 52% who answered "Yes", 87% of them were answers from the villagers of Besuki, 13% of the villagers Keboireng.

In conclusion the negative impact of frequent accidents and as a place of persecution felt by many villagers Besuki. The phenomenon of the field shows that Besuki village is more supportive of the activity, compared to the existing development sites in Keboireng village, such as lack of lighting, security posts, signs and so on.

- Wewengkon forest area of Besuki village and Keboireng village is not clear border / no agreement. Of 335 Respondents 44% answered "Yes", 23% said "no", and 33% said "do not know". Of the 44% who answered "Yes", 87% were answers from the villagers of Besuki, 13% of the residents of Keboireng village.

The field data of the two villages that have been passed by JLS development, especially the productive areas, Keboireng village facilities are more benefited from the geographical location, so there is social jealousy especially the coastal area Gemah very productive.

- The construction of JLS greatly facilitates the transportation of citizens in the distribution of agricultural products, and others. Of 335 Respondents 92% answered "Yes", 3% answered "no", and 5% answered "do not know". Of the 92% who answered "Yes", 51% of the respondents were villagers of Besuki, 49% of the residents of Keboireng village.

In conclusion the positive impact that has been felt to the two villages through which JLS builder. Very helpful transportation both Besuki village and Keboireng village.

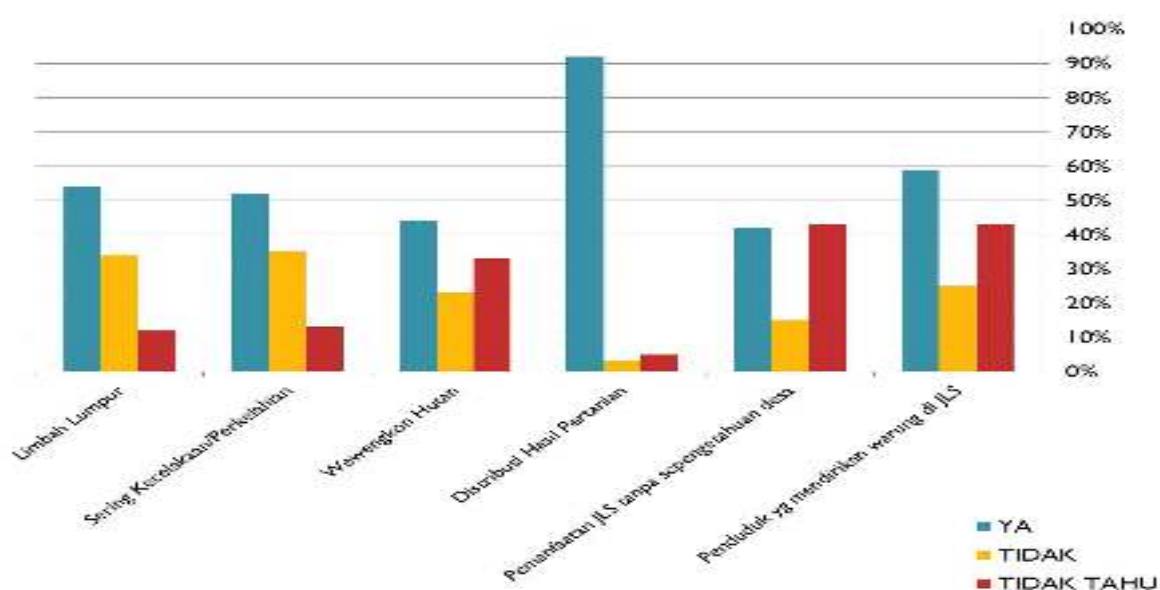
- Utilization along JLS for selling, billboards, or other activities, not always as knowledge of the village. Of 335 Respondents 42% answered "Yes", 15% answered "no", and 43% answered "do not know". Of the 42% who answered "Yes", 68% of them were answers from the villagers of Besuki, 32% of the Keboireng villagers. The majority of answers 43% do not know

Clarity of additional information says there is no clarity of rules, so do not know what should be in the implementation, who is responsible and so on.

- Communities from which residents use the establishment of stalls throughout JLS development

Of 335 Respondents 59% answered "Villagers", 25% answered "Outside the Village", and 43% answered "do not know" of the 59% who answered "Yes", 68% of them were answers from the villagers of Besuki, 32% of the Keboireng villagers.

In conclusion, people who use the establishment of stalls along the JLS development are from local villagers and residents outside the village. There is no special regulation should be immediately controlled yet, while not so many and large can still be controlled for example through means of BUMDes (institutional network strengthening), so that residents later as perpetrators not as spectators in entrepreneurship along JLS development road.



CONCLUSIONS

Based on the results of research and discussion it can be concluded as follows:

People perceive Positip and supportive, with the development of JLS, they feel the impact of changes before and after the development .

Before the construction of the South Cross Line

- The movement of goods and services traffic in JLS development areas takes a long time and is expensive (between villages and villages, between villages with Tulungagung city, between districts and districts)
- Many potentials that have not been optimally managedbut environmental sustainability is maintained (Agriculture, Forestry, Tourism, Mining, etc.)
- The majority of livelihoods are traditional farmers
- Many beach resorts around but few visitors

After the construction of the South Cross Line

- The acceleration of traffic movement of goods and services in JLS development area so that faster and cheaper (between village and village, between villages with Tulungagung city, between Regency and Regency)
- Transport is closer, and easier
- Improved management of potential but less optimal but environmental sustainability is maintained (Agriculture, Forestry, Tourism, Mining, etc.)
- New livelihoods are emerging
- Some Coastal Tourism began to be visited by many tourists, both from within and outside the city
- Open independent business opportunities (grocery stores, food stalls, workshops, tire patches, at some point.
- Mud development waste that enters the settlement when it rains. Prone to accidents and abuse.
- Forest wewengkon inter-village areas that are not yet clear so prone to conflict.
- Start arriving residents outside the Village / City to take advantage of business opportunities / trade
- Beginning to receive PAD revenue that can be felt from Tourism.
- There are some expectations/ inputs in preparation for the implementation of the construction of the South Cross Line (from Kalidawir Subdistrict, Tanggunggunung Sub-District, Pucanglaban Sub-district).

The existence of changes in socio-economic aspects before and after the construction of the South Traffic Line, there is a positive impact or negative impact.

The positive impact of the development of the South Traffic Line (JLS) to the socio-economic changes of people in Tulungagung Regency especially the Village whose construction is completed in the District Besuki is positive and optimistic perceptions, in the future can improve the life of society to a better. Significantly with changes in some areas such as the majority of the community support the development of JLS, although the socialization is not optimal, the majority of people seek information from the existence of JLS, in the development process does not disturb the daily life of the residents because the location is far from the settlement, the existence of JLS is helpful transportation access, economic conditions around the better with the emergence of new stalls and other new livelihoods. The development is a lot of land freed for the construction of the South Traffic Line, the majority of Perhutani's rights so that there is not much influence on the existence of

the population. Relatively stable inter-community relations, harmony, and communication stability. The most of the income population increases as new livelihoods emerge.

Negative impacts that must be addressed immediately and anticipated such as mud waste development that enters the settlement in the event of rain, the lack of signs and illumination that are prone to accidents and complaints, wewengkon forest areas between villages are not yet clear so prone to conflict, unclear rules for the establishment of stalls along development of JLS and so on.

These conclusions are reflected in the results of the respondents and observations in the field:

- Waste of mud development JLS that enter the yard when the rain arrives of 335 Respondents 54% answered "Yes", 34% answered "no", and 12% replied "do not know" of the 54% who answered "Yes" majority of Besuki villagers, the conclusion is the negative impact of mud waste that enter the yard when it rains much felt by the villagers Besuki. But Besuki village enjoys more beautiful facilities along the JLS development, while the village of Keboireng with JLS development more benefited to make the tourist beach facilities owned more productive.

- Frequent accidents and as a place of abuse

Of 335 Respondents 52% answered "Yes", 35% answered "no", and 13% replied "do not know" of the 52% who answered "Yes", 87% of them were answers from the villagers of Besuki, 13% of the villagers Keboireng.

In conclusion the negative impact of frequent accidents and as a place of persecution felt by many villagers Besuki. The phenomenon of the field shows that Besuki village location is more supportive for these activities, compared to the existing development sites in Keboireng village, such as lack of lighting, security posts, traffic signs etc.

- Wewengkon forest of Besuki village and Keboireng village area is not clear border / no agreement.

Of 335 Respondents 44% answered "Yes", 23% said "no", and 33% said "do not know"

Of the 44% who answered "Yes", 87% were answers from the villagers of Besuki, 13% of the residents of Keboireng village.

The Field data answer "yes" majority of village data from the village of Besuki, the two villages that have been passed by JLS development, especially the productive areas, the Keboireng village facilities are more benefited from the geographical location, so there is social jealousy especially the highly productive coastal area of Gemah.

- Utilization along JLS for selling, billboards, or other activities, not always the village's knowledge.

Of 335 Respondents 42% answered "Yes", 15% said "no", and 43% said "do not know"

Of the 42% who answered "Yes", 68% of them were answers from the villagers of Besuki, 32% Of the Keboireng villagers. The majority of answers 43% do not know

The clarity of additional information says there has been no coordination, so as not to know what should be done in the implementation, who is responsible and so on.

- Communities from which residents use the establishment of stalls throughout JLS development

Of 335 Respondents 59% answered "Villagers", 25% said "Outside the Village", and 43% said "do not know"

Of the 59% who answered "Yes", 68% of them were answers fom the villagers of Besuki, 32% ,Of the Keboireng villagers

In conclusion, people who use the establishment of stalls during JLS construction are from local villagers and residents outside the village. There is no special regulation should be immediately controlled yet so many and large can still be controlled for example through means of BUMDes (institutional network strengthening), so that residents later as perpetrators not as spectators in entrepreneurship along JLS development road.

SUGGESTIONS

Positive and supportive people's perceptions and attitudes of the impacts of development are the psychological and socio-cultural aspects of the community, a factor in the improvement of the achievements of development, not merely physical achievements so as to anticipate the impacts of JLS development, before, during or after the construction of the Southern Cross may occur, it is necessary to reduce negative impacts. The countermeasures include:

Local readiness strengthens the economic foundations of small communities

- It is necessary to prepare people to welcome the future development (mental and mindset) so that the development of JLS in the future is not more enjoyed by rich people and capital intensive, it is necessary to regulate the sides of the small community.
- Strengthening the people's economy

Involving local people in development, regulations that can absorb local workers, local industries, local potentials ensure that it does not harm the poor.

- Social Engineering (Social Engineering).

The impact of development, among others there are some people who rejected, because there are still social problems that arise for example there is an unclear feeling wewengkon boundary between the village Keboireng with Besuki village, mud waste entering the settlement when it rains, accidents and frequent mishaps, Which may make further impacts on harmony between villages, between populations, changes in livelihoods and so on. So that required guidelines that can be used as a reference to solve the problem.

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