

Another Walkability Tool?

- Global examples
- Quick and inexpensive data collection
- Easy to understand metrics
- Multiple scales to understand walkability
- Globally applicable



FRAMEWORK

Features of Walkability: Infrastructure



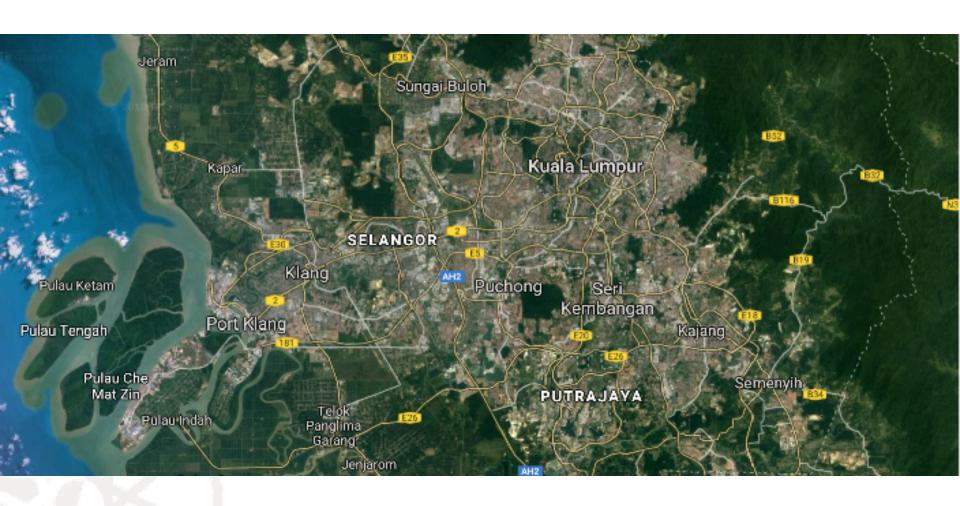
Features of Walkability: Activity

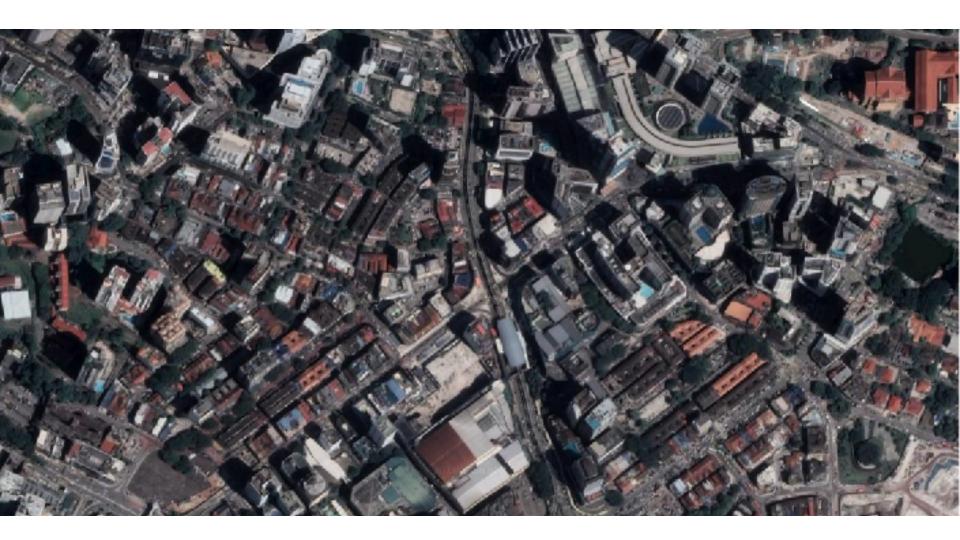


Features of Walkability: Priority

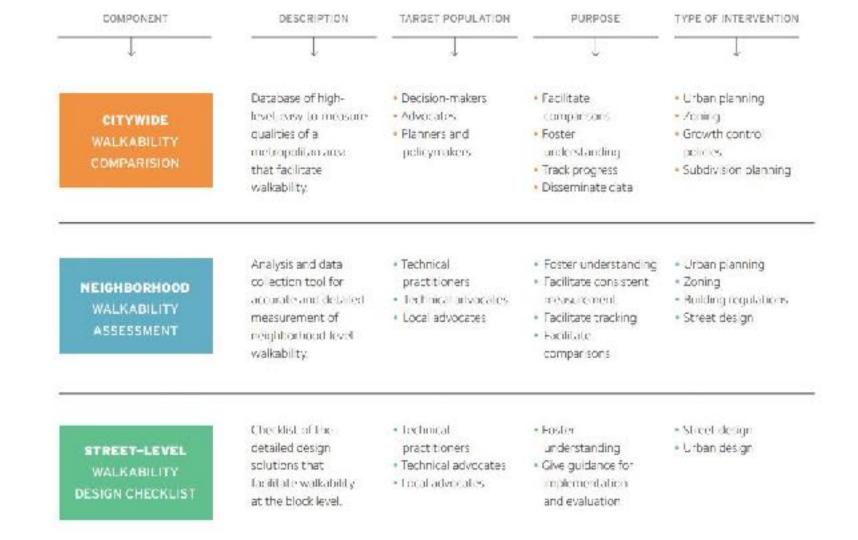


THREE SCALES



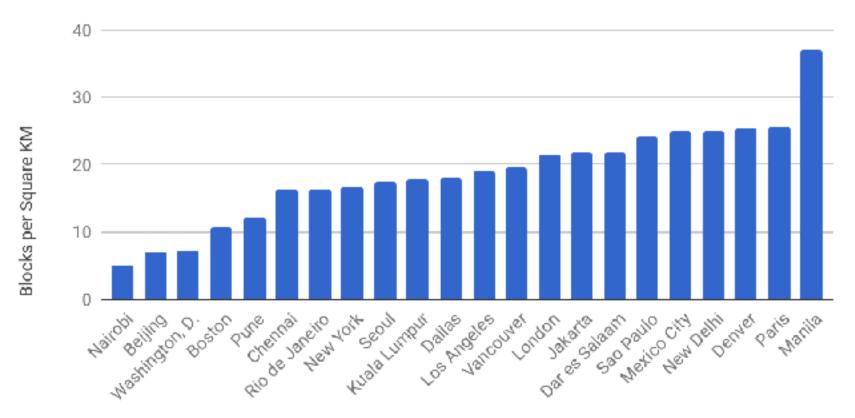


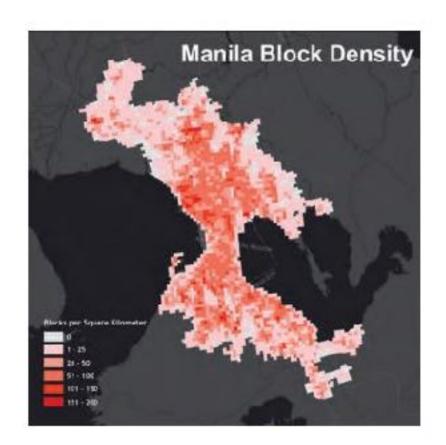


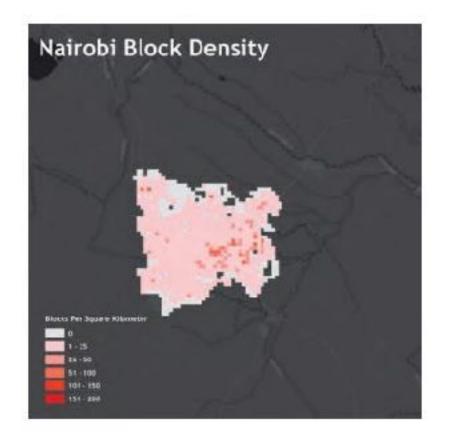


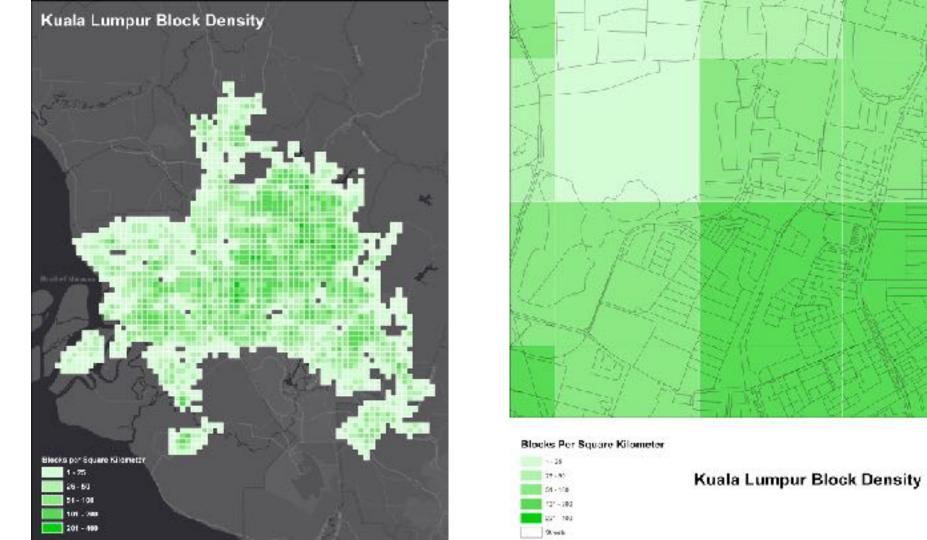
CITY SCALE

Block Density









Other City Scale Indicators In Development

Activity: Weighted Residential Density

Infrastructure: People Near Frequent Transit

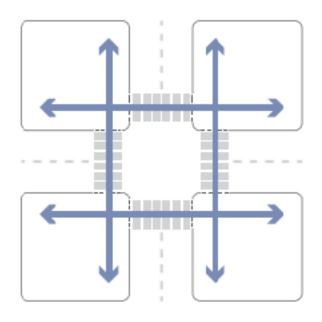
Priority: Reduced Car Space

NEIGHBORHOOD SCALE

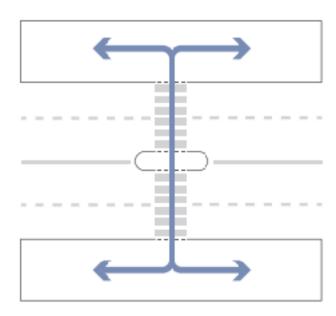


- 1. Walkways
- 2. Crosswalks
- 3. Visually Active Frontage
- 4. Physically Permeable Frontage
- 5. Shade and Shelter
- 6. Small Blocks
- 7. Prioritized Connectivity
- 8. Complementary Uses
- 9. Access to Local Services
- 10. Driveway Density
- 11. Roadway Area

Crosswalks



Crosswalks should be provided in all directions to create a complete pedestrian network



Crosswalks that cross two or more traffic lanes have a wheelchair-accesible pedestrian refuge.







PERCENTAGE OF INTERSECTIONS WITH SAFE, WHEELCHAIR-ACCESSIBLE CROSSWALKS IN ALL DIRECTIONS

90AL: 100%

- Quantify the number of intersections requiring pedestrian crossing facilities.
- Quantify the number of these intersections with qualifying crossing facilities (see description of metric).
- 3 Divide the second measure by the first to calculate the percentage of complete intersections





CROSSWALKS

HITTS/REPORT



HEST PRACTICS SYMMET

REFORMA 222 Mexico City, Mexico ▶ 5 of 5 (100%) intersections requiring pedestrian crossing facilities have qualifying facilities.

POLICY RECOMMENDATIONS

Implement sale, all-accessible crosswalks at intersections of all madways where vehicular speeds exceed 15km/h. (See metric for detail on qualifying crosswalks.)

Adopt street design standards that promote the safety of padestrians, including requirements for features such as ramps to raise the intersection to the level of the footpath, and bulb outs to reduce crossing distance. Other examples can be found in the ITDR India Street Design Guide, Clobal Designing Cities initiative's Street Design Cuide, and C.R.O.W manual.

Visually Active Frontage

- A length of building frontage that abuts public walkways and is visually penetrable.
- If 20 percent or more of its abutting building frontage is visually active frontage, then the walkway is visually active.









PERCENTAGE OF WALKWAY SEGMENTS WITH VISUAL CONNECTION TO INTERIOR BUILDING ACTIVITY

Quantify the total number of public walkway segments. A. For streets where the right of way from line is less than 20 on both sides can be

building line to building meters, public valkways counted as one public walkway segment. B. For streets where the right of way from building line to building

Ouantify the number of public walkway segments that qualify as visually active (20 percent or more of the walkway segment; for more details, see metric description).

Divide the second measure by the first to calculate an active frontage percentage.



VISUALLY ACTIVE FRONTAGE

1.B.1



▶ 15 of 15 (100%) public walkways with block frontage have visually active frontage.

POLICY REDOMMENDATIONS

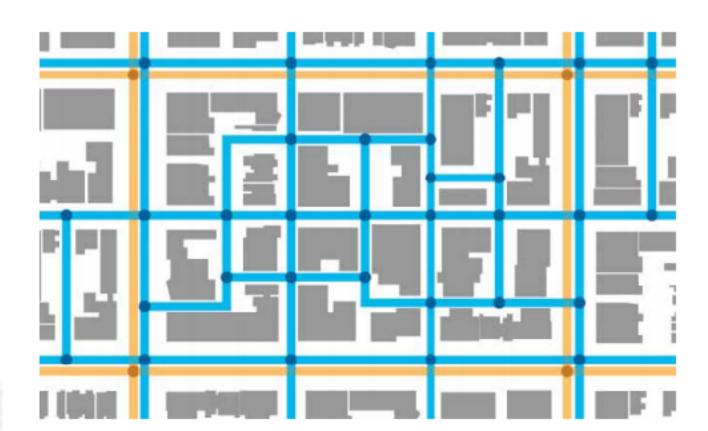
Adopt building regulations and corresponding processes for permits that require buildings to have alsignificant amount of transparency in boundary walls.

Update zoning code to require off-street parking to be located behind or in the basement of buildings.

Update zoning code to require parking garages to have active uses on the ground level, or be located on secondary streets.

Prioritized Connectivity

Ratio of pedestrian to motor vehicle intersections





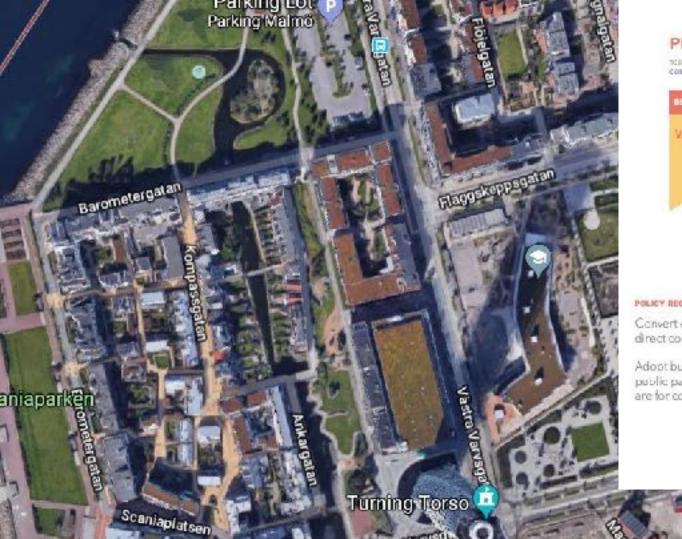


RATIO OF PETERESTRIAN INTERSECTIONS TO MOTOR VEHICLE INTERSECTIONS

DOALS Z OR HIGHER

- Map all motor vehicle intersections within the district and to the centerline of peripheral streets.
- Map all pedestrian intersections within the district and to the centerline of peripheral streets. This includes motor vehicle intersections with appropriate walkways and crosswalks.
- Quantify all intersections for motor vehicles and then for pedestriars as follows:
 - A four-way intersection
 1 intersection
 - A three-way, or "T", intersection = 0.75
 - A five-way intersection
 = 1.25
 - Divide the number of pedestrian intersections by the number of vehicle intersections to calculate a prioritized connectivity ratio.





PRIORITIZED CONNECTIVITY

CONNECT:



BEST PRACTICE EXAMPLE

VASTRA HAMMEN Ma mo Sweden

- 4 motorized vehicle intersection points
- 35 pedestrian and cycle. intersection points
- 8.75 prioritized connectivity ratio

POLICY RECONMENDATIONS

Convert existing streets to pedestrian-only traffic, all owing direct continuous pedestrian connectivity.

Adopt building regulations that require or incentivize public passage through the ground floor of buildings that are for commercial purposes.

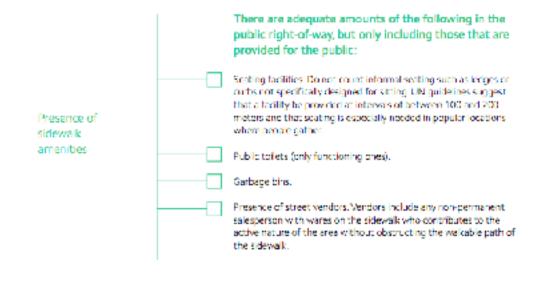
STREET SCALE

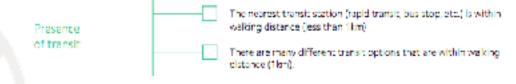


INFRASTRUCTURE

ACTIVITY

PRIORITY





Distance to transit:



Future Plans

- More city-wide indicators
- Online format



Thanks!

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www.itdp.org/walk

