

Measuring Walking

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WalkingSA

Why Measure Walking?

“What isn’t counted doesn’t count”

In spite of walking being the **fundamental** form of transport for humans,
walking is regularly **ignored**,
and almost **never measured**.

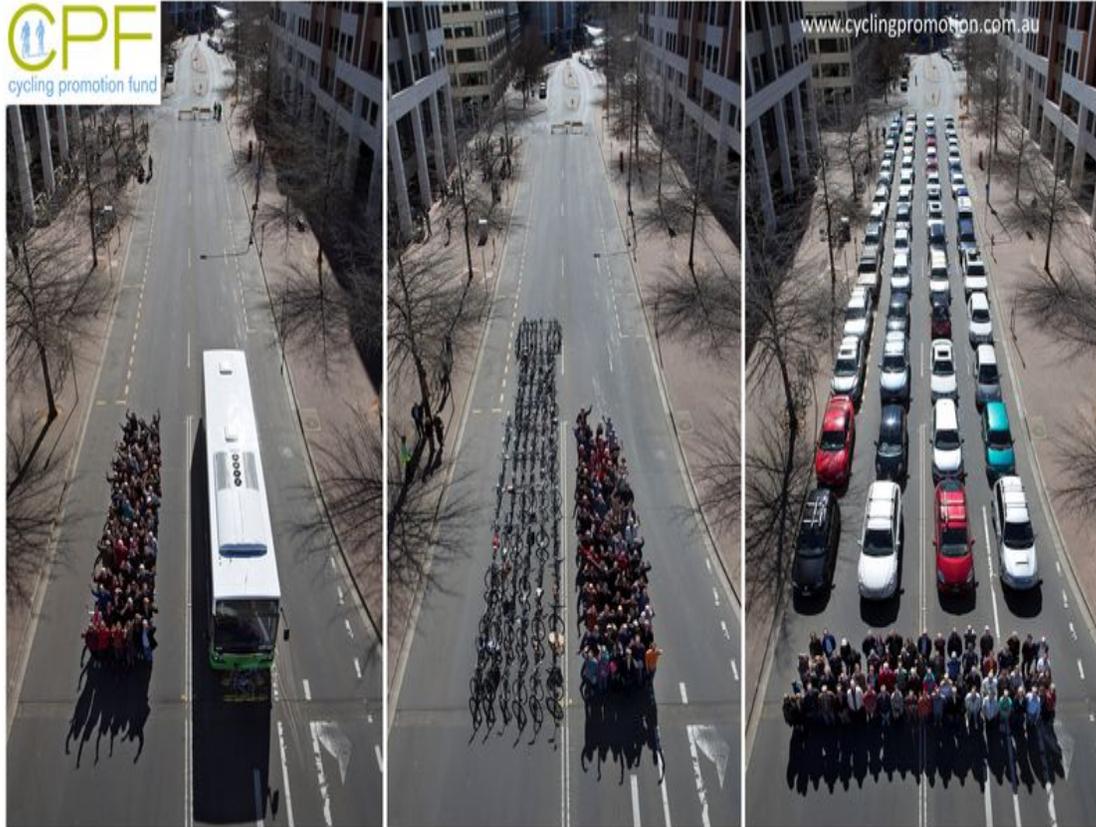


What's important to measure?

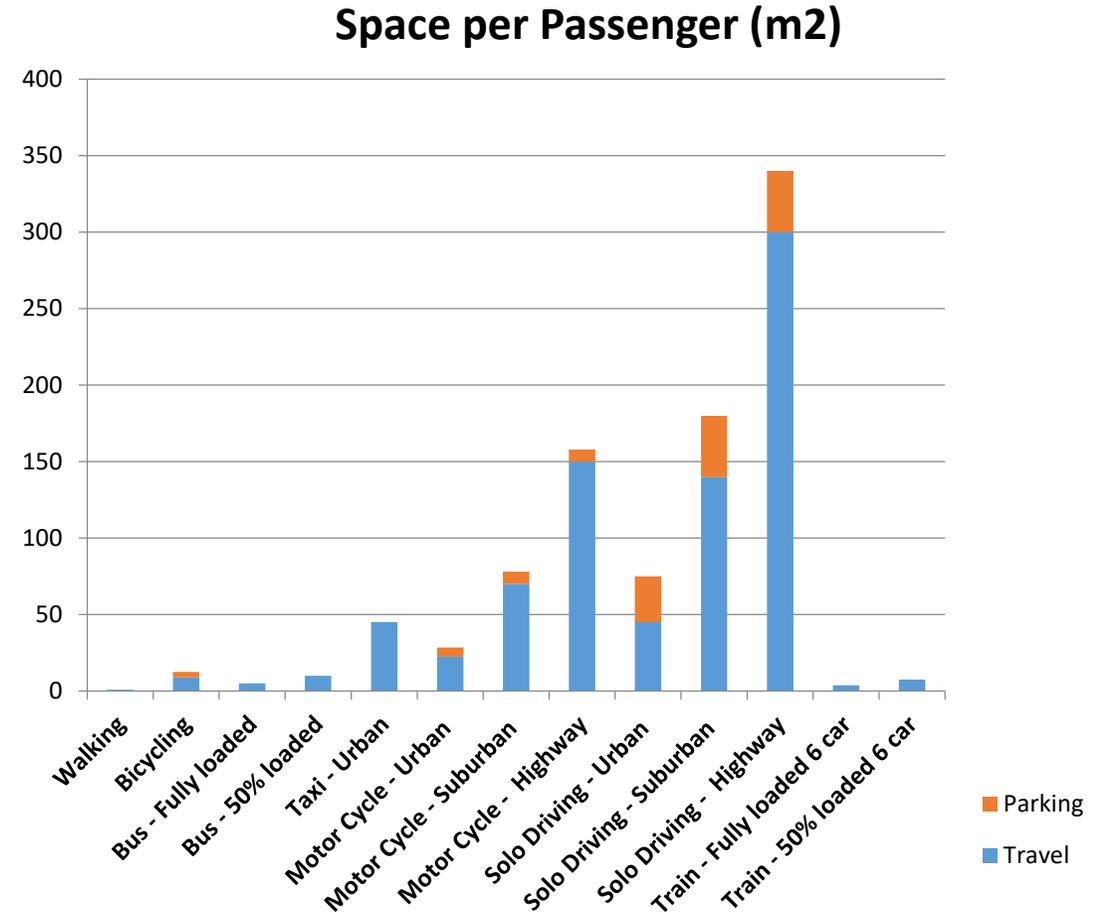
	Important to the user	Important to the planner	Major constraints
Cars	Congestion, Parking	Flow (vehicles/hour) Traffic generated (VKT)	Road space, \$\$\$\$ Emissions
Walkers	Handy to services, Transport	Walkability	\$, Political recognition
Bikes	Safety	Bike lanes, Traffic speed, Policing	\$, Political recognition
Buses & Trains	Frequency, Coverage	Right-of-way, Ridership	\$\$\$



Road-space and \$



Space Efficiency



Walking and Public Transport (PT)

- Both are extremely space efficient and complementary
 - PT is fast, but serves a limited number of stops/stations only
 - Walking is slow, but reaches the myriad of final destinations
- If the problem is congestion,
 - Walking + PT is likely to be the only way to fix it.



Measures for Walking & Walkability

Walking = Number of people actually out walking:

- Proportion of the population that does the minimum recommended level (30 minutes of brisk walking per day), **or**
- Proportion of the population walking at any one time.

Walkability = Overcoming all the barriers that prevent or discourage people from walking as much as they should. (Jeff Speck)

1. Reason to walk (handy places to walk to, recreation, fitness)
2. Safety (road safety, personal safety)
3. Comfortable and convenient (trees, places to rest or have coffee)
4. Interesting (nature, window shopping, meeting people)



How to Measure Walking

- Drive-by counts
 - Snapshots
 - Point & cordon counts
 - Walk-to-school surveys
 - Walkability audits
 - Walkscore.com
 - Smartphone apps & surveys
 - Social media
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- See our handout “Measuring Walking and Walkability”



The litmus tests for walkability

- Where people aren't walking
 - indicates there are still barriers to overcome
- Where few children are walking to school (vs being driven).
 - indicates more barriers to overcome
 - helps to change attitudes (Netherlands)
- Parking demand
 - high demand for parking usually indicates poor walkability
- Congestion
 - high congestion usually indicates a lack of space-efficient alternatives to the car (public transport/walking/cycling)



What's Important to Measure/Identify

- How many people are on (or not on) the street?
 - not where they've come from or where they're going
- Where people don't walk
 - something needs fixing there
- How many kids are not walking to school and why?
- What is stopping people from walking?
 - or is it simply too damn convenient to drive everywhere
- Where there's pressure for more parking and wider roads
 - Usually means poor walkability, poor transit, excessive car-dependence



Any Questions

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www.walkingsa.org.au

