Insights on Walkability and Walking in Lisbon with the IAAPE Method

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INSIGHTS ON WALKABILITY AND WALKING IN LISBON WITH THE IAAPE METHOD

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AKNOWLEDGMENTS

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OUTLINE

1. Lisbon in a nutshell
2. Why studying walking and walkability?
3. IAAPE method
4. The importance of pedestrian networks
5. Some case studies
6. How to validate walkability assessment models?
7. Questions remain regarding IAAPE
8. Technology can help: WALKBOT project
1. LISBON IN A NUTSHELL
Lisbon Metropolitan Area
Portugal

AML
18 municipalities
Total Area = 3 015 km² (1164 mi²)
Total Population = 2,82x10⁶ Inhab.
Pop. Density ~ 940 Inhab./km² (2 400 Inhab./mi²)
24 parishes
Total Area = 100 km² (38,61 mi²)
Total Population = 504 x10³ Inhab.
Pop. Density = 5 040 Inhab./km²
(= 13 053 Inhab./mi²)
## LISBON VS. PORTLAND (and metro areas)

<table>
<thead>
<tr>
<th></th>
<th>LISBON</th>
<th></th>
<th>PORTLAND</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>City</td>
<td>Area</td>
<td>City</td>
<td>Area</td>
</tr>
<tr>
<td>Area (km²)</td>
<td>100</td>
<td>3,015</td>
<td>376</td>
<td>17,310</td>
</tr>
<tr>
<td>Population (10³ inhab)</td>
<td>504</td>
<td>2,817</td>
<td>640</td>
<td>2,425</td>
</tr>
<tr>
<td>Density (inhab/km²)</td>
<td>5,040</td>
<td>940</td>
<td>1,702</td>
<td>140</td>
</tr>
<tr>
<td>Ageing index (P65+/P19-)</td>
<td>137,9</td>
<td>89,4</td>
<td>54,5</td>
<td>47,8</td>
</tr>
<tr>
<td>Car/Transit/Walk/Bike (%)</td>
<td>48/34/17/0,1</td>
<td>55/28/15/0,2</td>
<td>78/4,4/10,4/2,9</td>
<td></td>
</tr>
<tr>
<td>Motorization rate (car/household)</td>
<td>1,4</td>
<td></td>
<td>1,8</td>
<td></td>
</tr>
<tr>
<td>Av. Ann. Precipitation - inch (mm)</td>
<td>27 (691)</td>
<td></td>
<td>36 (915)</td>
<td></td>
</tr>
<tr>
<td>Max/Min Temperature - ºF (ºC)</td>
<td>73 (23) / 52 (11)</td>
<td></td>
<td>63 (17,3) / 46 (7,6)</td>
<td></td>
</tr>
</tbody>
</table>
2. WHY STUDYING WALKING AND WALKABILITY?
WHY STUDYING WALKING AND WALKABILITY

Physical Activity

Social Interaction

Motorized traffic

Mental health

Obesity

Overweight

Sedentary lifestyle

Safety

Inclusion

Inequalities

Noise

Public space

Walking

Environments

Environmental

Benefits

Social

Physical Activity

WALKBOT project
WHY STUDYING WALKING AND WALKABILITY

We may postulate that:
- Perceptions are context specific (local)
- Perceptions vary from person to person
- Perceptions of a person may vary according to the trip motive

3. IAAPE — INDICATORS OF ACCESSIBILITY AND ATTRACTIONESS OF PEDESTRIAN ENVIRONMENTS
THE IAAPE METHOD

- **Objectives**
  - Set of indicators to measure walkability in urban context
  - Detailed digital pedestrian network
  - Operational tool to support urban planning

- **Why is it different from the others?**
  - Context-Specific (local)
  - Participatory method to capture context-specific perceptions
  - Micro-scale analysis based on the detailed pedestrian network
  - Considers different population segments and different trip motivations

Validation
**THE IAAPE METHOD: STRUCTURED BY 7 C’S**

<table>
<thead>
<tr>
<th>5 C’s originally (Methorst et al, 2010)</th>
<th>2 C’s additionally</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONNECTIVITY</td>
<td>Do I have access to a formal pedestrian network?</td>
</tr>
<tr>
<td>CONVENIENCE</td>
<td>Does the network suits me? Is it functional?</td>
</tr>
<tr>
<td>COMFORT</td>
<td>Do I have a nice experience?</td>
</tr>
<tr>
<td>CONVIVIALITY</td>
<td>Does it attract other people?</td>
</tr>
<tr>
<td>CONSPICUOUSNESS</td>
<td>Is the built environment legible? Do I get the guidance I need?</td>
</tr>
<tr>
<td>COEXISTENCE</td>
<td>Do other modes disturb me? Put me into danger?</td>
</tr>
<tr>
<td>COMMITMENT</td>
<td>Do community and decision-makers commit to improving walkability?</td>
</tr>
</tbody>
</table>

THE IAAPE METHOD

IAAPE’s Participatory Evaluation Process

Structuring/Scoring
(Define and weight keypoints/indicators)

- Connectivity
- Convenience
- Comfort
- Conviviality
- Conspicuousness
- Coexistence
- Commitment

Data Collection
(Measure)

- Keypoint A: 130
- Keypoint B: 0.07416
- Keypoint C: 80%
- Keypoint D: 80%
- Keypoint E: 130
- Keypoint F: 4
- Keypoint G: 20

Value Function

Walk score = 42

Aggregate 7 Cs according to SCORES
STRUCTURING
“KEY POINTS”/INDICATORS FOR EACH DIMENSION

1) Distribution “play roles”

2) Selection of “Key points”/ indicators

Final selection:
17 Key points /Indicators
For 7 C’s
SCORING: WEIGHTING WITH “DELPHI” METHOD

1) Group “play role” in round tables  2) Answer the moderator questions

Which of the two settings do you think is more walkable, A or B?

The group answer had to be consensual (discuss until consensus)

Clearly A!

or

We couldn’t reach consensus => skip
“SCORING” RESULTS: WEIGHTS BY TRIP MOTIVE

Pedestrian group: Adults

- Commitment
- Coexistence
- Conspicuousness
- Conviviality
- Comfort
- Convenience
- Connectivity

Leisure: Red
Utilitarian: Blue
RESULTS: WEIGHTS BY PEDESTRIAN GROUP

Trip motive: Utilitarian

- Commitment
- Coexistence
- Conspicuousness
- Conviviality
- Comfort
- Convenience
- Connectivity

Weights for different pedestrian groups:
- Children
- Impaired
- Seniors
- Adults
4. THE IMPORTANCE OF PEDESTRIAN NETWORKS
Walking distance is widely used in urban and transportation planning and analysis.

Where do we actually get in 5 minutes walking?

How appropriate are the conditions to walk?

- Elementary school, 1km / 15 mins walking
- High School, 2km / 30 mins walking
- Sports playground, 1km to 2km / 15 to 30 mins walking

Portuguese Standards for location of public facilities
DETAILED PEDESTRIAN NETWORKS

Network Analysis

Standard
5 minute buffer
(radius 300m)

Street network centrelines

Pedestrian Network
(sidewalk + crossings)

5 locations in distinct urban settings in Lisbon
DETAILED PEDESTRIAN NETWORKS

Realistic Spatial coverage

100

5 minute buffer

0

50

30

Centreline Network
Pedestrian Network

Detailed Pedestrian Network
waiting times

Robust Pedestrian Network
walkability attributes

Considering different quality standards for walking - seniors; children; impaired mobility -
5. CASE STUDIES
TWO ELEMENTARY SCHOOLS IN ARROIOS

Setting a 300m radius => PEDSHED (1min/s)

• Less than 60% of the standard circular buffer area
TWO ELEMENTARY SCHOOLS IN ARROILOS

Measuring walkability indicates QUALITY of walking:

School A

School B

<table>
<thead>
<tr>
<th>Length of Pedestrian Network by LOS (%)</th>
<th>E (0-20%)</th>
<th>D (20-40%)</th>
<th>C (40-60%)</th>
<th>B (60-80%)</th>
<th>A (80-100%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>School A</td>
<td>1%</td>
<td>38%</td>
<td>54%</td>
<td>8%</td>
<td>0%</td>
</tr>
<tr>
<td>School B</td>
<td>8%</td>
<td>65%</td>
<td>24%</td>
<td>2%</td>
<td>0%</td>
</tr>
</tbody>
</table>
AVENIDAS NOVAS: 3 DIFFERENT POPULATION SEGMENTS

- Distinct pedestrians -> Distinct Quality Needs
- Different factors are valued differently
- Same urban space, different Walkability Scores
6. VALIDATION OF IAAPE
WHAT TO VALIDATE IN THE MODEL?

Sources and types of uncertainty

- Uncertainty of data collection/input
- Methodological uncertainty
- Calibration uncertainty
- Model/function specification uncertainty

Focus Group Sessions

Data collection

Assembling into GIS

Case study characterisation

Structuring

Scoring

Calculation of Walkability Scores (Pedestrian x Motive)

Validation

Street Surveys and Countings
HOW TO VALIDATE THE MODEL?

- Pedestrian counts
  Higher pedestrian flows => Higher walkability scores

- Street surveys
  Pedestrians’ perceptions match walkability scores

- Home-based surveys
  Respondents’ route choices match routes with higher walkability scores

- Other models
  Consistency with other tools
MORE PEDESTRIANS => MORE WALKABILITY

- 2,600 audited street segments
- Sample of 60 street segments used for validation
- 60 streets x 6 days (5 weekdays + 1 Saturday) x 5 time periods x 6 counts per period = aprox. 10,000 counts
OUTLIERS CAN BE OUR FRIENDS!

Walkability Scores vs Pedestrian flows

$R^2 = 0.4019$

1. Lisbon in a nutshell
   1.1 Walk & Walkability
   1.2 IAAPE method
   1.3 Ped. networks
   Case studies
   Validation
   1. Questions
   WALKBOT project
MORE PEDESTRIANS => MORE WALKABILITY

1. Lisbon in a nutshell
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WALKBOT project

- Significant pedestrian flow, with unsatisfying quality
- Improving walking conditions shifts these outliers to the right of the graph

R. da Graça
Avenida da República

Quality below expectations

Pedestrian Flow
Walkability Scores
MORE PEDESTRIANS => MORE WALKABILITY

1. Lisbon in a nutshell

1.1 IAAPE method

1.2 Ped. networks

1.3 Case studies

Validation

1.4 Questions

WALKBOT project

Network is inconsistency

- Network is inconsistency + Scarce integration in the system
- Improving connectivity within the network could raise pedestrian flow, shifting these outliers up in the graph
- If no action taken, conditions may degrade, walkability decreases and outliers would shift left
MORE PEDESTRIANS => MORE WALKABILITY

- It is not a matter of pursuing a better model fit.
- It is a matter of aiming to a more coherent pedestrian network.

TREC Friday Seminar Series. 135. https://pdxscholar.library.pdx.edu/trec_seminar/135
### Streets Surveys: Perceptions Match Walkability

#### Adults

<table>
<thead>
<tr>
<th>Measured Walkability</th>
<th>Perceived Walkability</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (WS &gt; 60)</td>
<td>163 (79%)</td>
</tr>
<tr>
<td>Low (WS &lt; 40)</td>
<td>7 (3%)</td>
</tr>
<tr>
<td>Total valid answers</td>
<td>207</td>
</tr>
</tbody>
</table>

**Total Match** = \((163 + 4)/(207 + 210) = 40.0\%

- **Good** match for high measured/perceived walkability pairs
- **Poor** match for low measured/perceived walkability pairs

#### Seniors

<table>
<thead>
<tr>
<th>Measured Walkability</th>
<th>Perceived Walkability</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (WS &gt; 60)</td>
<td>57 (70%)</td>
</tr>
<tr>
<td>Low (WS &lt; 40)</td>
<td>3 (4%)</td>
</tr>
<tr>
<td>Total valid answers</td>
<td>82</td>
</tr>
</tbody>
</table>

**Total Match** = \((57 + 4)/(82 + 84) = 36.7\%

- **Problem?**
  - IAAPE measures everything single street
  - Respondent don’t know every (worst) street segments

---

7. QUESTIONS REMAIN?
7. QUESTIONS REMAIN?

Does “more pedestrians” mean ALWAYS “more walkable”?

- Do current Walkability Assessment models capture this effect? For IAAPE?

E.g., too much conviviality => lower score after some level?
7. QUESTIONS REMAIN?

- How to avoid all sources of uncertainty?
- How much “walkable” is enough, when planning?
  Benchmarking => how to define benchmarks?
- Can we use walkability scores to predict demand?
  Can walkability scores be a measure of impedance?
  What about “cumulative impedance” over a route?
7. TECHNOLOGY CAN HELP: WALKBOT PROJECT
PROBLEMS AND CHALLENGES

• **Big amount of data collection**
  Pedestrian network configuration, network quality, network accessibility.
  The common way of doing it is manually, with visual scanning and street audits.

• **Automatic or semi-automatic pedestrian network scanners?**
  Allow for wider and faster data collection
  Potentially more objective and more reliable.
WALKBOT: SEMI-AUTOMATIC DATA COLLECTION

Detailed mapping:
- Sidewalks
- Pedestrian crossings

Walkability indicators:
- Sidewalk width
- Slope
- Obstacles
- Steps
- Risk of slipping (granularity)
- Pavement quality (irregularities, wholes)

*Sensor Box*
- Imagery recognition
- Scan laser 3D
- GPS + IMU
- Urban vehicle (mono-wheeler, 2 wheeler, cart, Segway, etc.)

Mapping (digitizing pedestrian network) + Walkability indicators

WALKBOT project
Thales Innovation Challenge – 1st Ed.

Research team - IST:
- Civil Eng. (CERiS)
  - Paulo Cambra
  - Filipe Moura
  - Alexandre Gonçalves
- Robotics (ISR)
  - Miguel Costa
  - Manuel Marques
FIRST TESTS AND RESULTS

• **Effective width:**
  - Automatic detection up to 5m distance,
  - Error +/- 5cm (2 in.)

• **Risk of slipping:**
  - Automatic detection of irregularities, wholes, bumps.
WALKBOT: HOW IT “SHOULD” WORK IN THE END
WALKBOT: PUTTING IT INTO PRACTICE

• Crowd sourcing
  • Involving agents that walk (circulate) regularly in the built environment
• Automated vehicle?
QUESTIONS?

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