

Positive benefits of a walkable city


10 Steps to becoming a walkable city

An example of walkable city development around the world.



Creating a walkable environment is an important component of many urban development plans. Many cities are taking more interest in the GoodWalk concept as a way to stimulate the economy, reduce use of fossil fuels, protect the environment, reduce traffic congestion, and promote health of the urban population.

HEALTH

 The walkable city helps reduce risk of obesity. (Ken R et al, 2008)

Living in a mixed-use neighborhood increases physical activity (Kondo et al, 2009)

Having public amenities in walking distance helps link the sidewalks and roads, and allows high-density living and increases walking behavior (Witten et al, 2012)

ECONOMY

 Improving sidewalks and bike paths in American cities increased retail sales by 400% (Rowe, 2013)

Prospective house buyers were willing to pay \$20,000 over the market price to live in a pedestrian-friendly neighborhood. Mark J. Epli and Charles C. Tu (1999)

Walkability and bicycle access increases the value of real estate and attracts business Tolley (2011)

In areas with low traffic volume, residents take more care of the environment and this promotes solidarity of the community Jacobs (1995)

Creative workers tend to prefer to live in a pedestrian-friendly location Collaborative Economics, 1998

SOCIAL

 Improving sidewalks improves livability of a location (Forkenbrock and Weisbrod, 2001)

welcome BIKES

1 PUT CARS IN THE PLACE

2 MIX THE USES

3 get the PARKING right

5 PROTECT the PEDESTRIAN

4 let TRANSIT work

8 plant TREES

7 SHAPE the PLACES

9 make FRIENDLY and UNIQUE (building) FACADES

10 pick your WINNERS

Bangkok Today Getting to a good-to-walk city

People face these challenges in walking in the city Can Bangkok really become a good-to-walk city?



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Promote walking in daily life as a first step for making Bangkok a good-to-walk city

2 indexes of GoodWalk

Accessibility Index (A Score)

How people can access daily life public amenities by walking

Walkability Index (W Score)

How environment and features of the city are pedestrian-friendly



3 Steps to make a GoodWalk



Conduct studies to accessible select areas which are heavily used by pedestrians as a demonstration sites

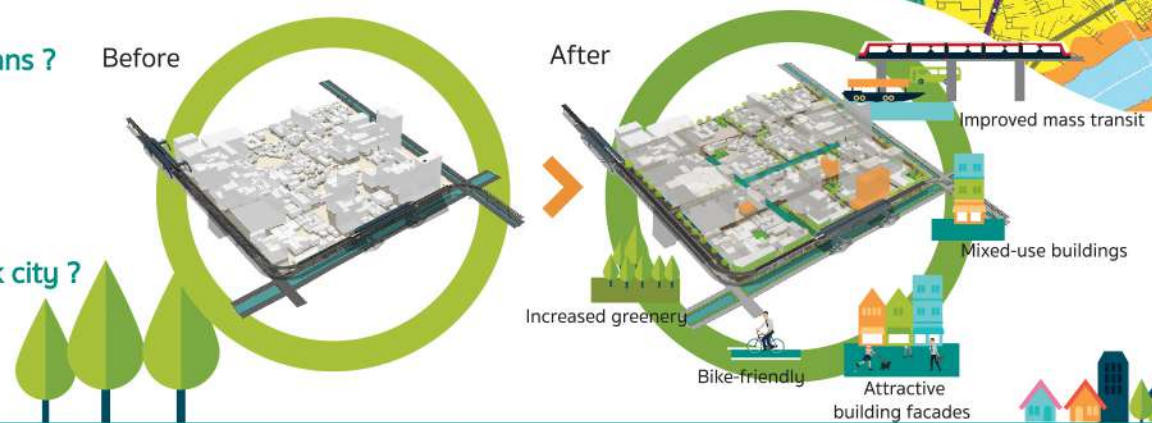
Develop indicators of walkability potential tailored to the Thai context and diverse neighborhoods as a standard for measuring

Present guidelines for design and regeneration of pilot sites in tandem with coordination with development partners to turn plans into action

5 myths about walking in Bangkok

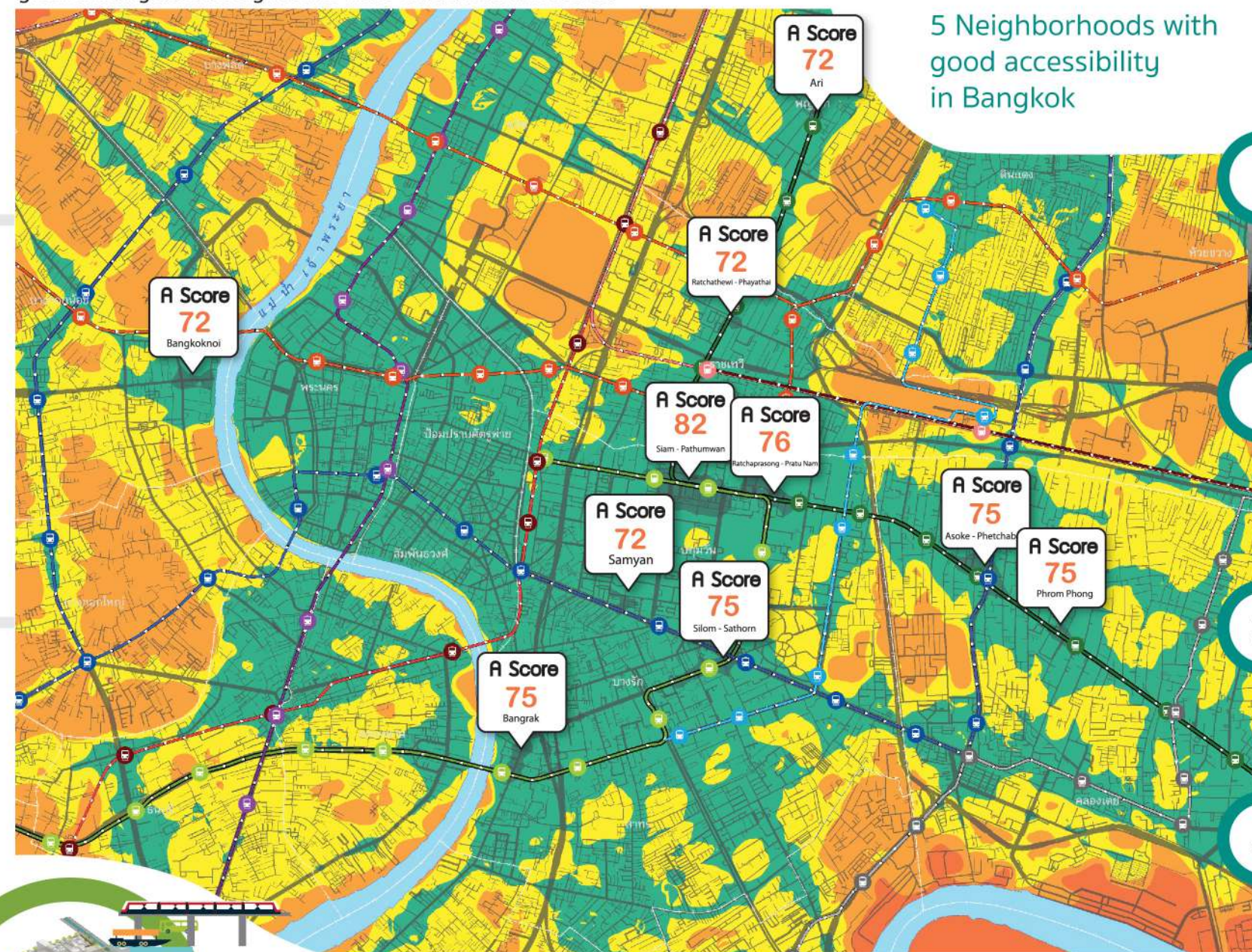
- 1 Bangkokians don't walk ?**
Not true: The project surveys found that Bangkokians are willing to walk up to **800 meters (10 minutes)** to reach a destination
- 2 Street vendors obstruct pedestrians ?**
Not true. The street vendors and carts are not the root cause of unwalkability in Bangkok. The problem is poor management of mixed-use areas.
- 3 Bangkok gives equal importance to cars and pedestrians ?**
Not true. Investment and resources go more to the car traffic infrastructure than to sidewalks.
- 4 The BTS does not encourage people to walk more ?**
Not true: People who switched from cars to using the BTS doubled their distance of walking (**500 meters on average**)
- 5 With its heat, Bangkok could never be a good-to-walk city ?**
Not true. There are many cities in the tropics as hot as Bangkok which are good - to - walk Cities ; Such as Singapore, Curitiba (Brazil)

Model of transformation into a good-to-walk city



Goodwalk Accessibility Index Map of Bangkok

This map shows A scores (GoodWalk Accessibility Index) for green shading denotes high scores while red denotes low scores.



5 Neighborhoods with good accessibility in Bangkok

- 1 Siam - Pathumwan** A Score 82
- 2 Ratchaprasong Pratu Nam** A Score 76
- 3 Silom - Sathorn** A Score 75
- 4 Asoke - Phetchaburi** A Score 75
- 5 Phrom Phong** A Score 75

Accessibility to Public Aminites



Next steps of GoodWalk



9 Areas with GoodWalk potential In Bangkok

- Central business districts
- Commercial office complexes
- Commercial clusters along mass Transit
- Transit node areas
- Tourist attractions
- University complexes
- Suburban commercial centers
- Other commercial centers
- Residential Areas