INDEX

Accelerometers, 16 Accessibility, 155–156 walkability audits on, 201-202 Active & Safe Routes to School (ASRTS), 100 Active, Safe, Sustainable Transportation (ASST), 100 Active Australia survey (AA survey), 27 Active transportation, 14, 351, 357 Ad hoc surveys of walking, 392-393 Adaptive interventions, 254–255 Aesthetics, 120-121, 194 Ageing of the Population, 192 Air pollution, 342 Air Quality Program (CMAQ), 157n1 All-cause mortality and walking, 73 American Association of Retired Persons (AARP), 194 American Planning Association, 202 American's with Disabilities Act (ADA), 197, 201 Anecdotal feedback, 104-105 Antecedents, 251 Arizona Department of Transportation, 90 Asphalt stamping, 371–372 Attitudes, 198 Australian National Health Survey, 27 Australian Time Use Survey, 30 Automobile, 351, 354-355 Automobile travel reductions, 89 additional travel time, 92-93 consumer savings and affordability, 90-91

energy consumption, 92 pollution reductions, 92 reduced chauffeuring burdens, 91 reduced crash risk, 91-92 reduced traffic and parking congestion, 89–90 road and parking facility cost savings, 90 Autonomous and connected vehicles (AVs), 153-154 Barefoot Track, 333 Barriers, 143-144, 188, 190, 195 Behavioral Risk Factor Surveillance System (BRFSS), 27 Bicycling, 355 'Biomotion' configuration, 221 Blood lipids, 67 Blood pressure, 66 **Blooming Boulevard Demonstration** Project, 304-308 Blooming Boulevards, 304–306 signage, 306 Body composition, 65 Bogotá, Colombian capital, 149–150 Bogotá city, 348 BRTS and TM in, 348-350 Bogotá's urban transformation, 282 Boulevard streets, 293-294 Built environment, 190, 193, 214, 351 and dog walking, 117 aesthetics, 120-121 destinations, 123-125 functionality, 119-120 neighbourhood built characteristics, 118-119 safety, 121-123

interventions emphasising changes to existing built environments. 260 - 261emphasising exposure to new built environments. 259 - 260maintenance, 203 and walking connectivity to built environment, land use and urban form, 140-142 countermeasures and built environment interventions, 148 - 150cross-sectional and longitudinal evidence. 142-144 economic benefits, 146–147 emerging trends, 153 environments and risk factors, 218 - 221funding and implementation, 150 - 153parks and green space, 145-146 promoting walking behaviour, 156-157 transit/public transport infrastructure, 144-145 walking and policies, 147 Bukchon-ro area, in Jongno-gu, 378-379 Bus Rapid Transit (BRT), 149-150, 348 history in Bogotá, 348–350 style system, 351 system, 6, 7, 282 Buses of High Level of Service (BHLS), 348

Cambridge in England, 148–149 Canadian School Travel Planning programme, 4 Canadian STP model, 101–102

costs and benefits of, 105-107 Capital improvement programs (CIPs), 150 'Car free' days, 155 Car-negotiating household, 52 Car-reliance, 50 Carbon emissions, 354 Cardiovascular disease (CVD), 63 Cardiovascular fitness, 64, 65 Carrall Street, 300 'Carrefour de Mobilité' in Grenoble, 175 - 181Case-by-case approach, 381 Charleston, 147 Chauffeuring, 91 Children, 214 exercise, 88 increasing AST among, 103 owning dog in, 115 socioeconomic status, 5 and young pedestrians, 215 Chinatown, 295 Chinatown Planning Meeting, 296 Ciclovía-Recreativa of Bogotá, 276 - 277length in kilometre of circuit and number of participants of, 279 main street in, 277 map of city of Bogotá, 278 to motor vehicles and open to walkers, 279-281 programme, 277-279 scalable programme, 281–284 City Council as Urban Landscape Taskforce, 298 City of Vancouver Archives, 291 City of Vancouver City Hall, 296-297 City of Vancouver Engineering Department, 306 City of Vancouver Neighbourhood Greenways, 302

City of Vancouver's Transportation Plan. 296 CityPlan, 297-298 Citywide greenways, 298–299, 300 Civic engagement and policymaking, 262 - 263College Alumni Questionnaire (CAQ), 28 Commercial activity trackers, 21 Community cohesion, 89 Community-level interventions, 257 built environment, 259-261 social environment, 257-259 Complete Streets, 147–148, 199 policies, 204, 262 See also Green Streets Conceptual model of sustainable walking interventions, 251-253 Context-rich framework, 172 Contract Carousel, 350 Conventional Development, 259 Conventional Tobit model, 52 Convertible trips, 51 Copenhagenize Index, 391 Coronary heart disease, 62 Cost-benefit methodology, 106 Countermeasures and built environment interventions, 148 Cambridge in England, 148–149 Latin American leaders in urban innovation, 149-150 C-reactive protein (CRP), 67 Cross-sectional studies, 68 Cultural implications, 355 Cultural shift, 222-223 Curitiba, Brazilian city, 149-150 Cut-points, 16

Demographic changes, 390 Density, 142, 218–220 Dependence on walking, 389–391 Derived demand. 29 Destinations, 123–125, 142 Dialogue marketing, 337 Diaries for walking assessment, 28 conventional threshold for exercise duration. 28 derived demand, 29 time use diaries, 30 Diary-based travel surveys, 392 Direct objective measures of activity, 15 Direct subjective methods, 16, 23 CAQ, 28 physical activity and public health, 23 sample of questions, 24-26surveillance questionnaires, 27 See also Indirect objective methods Disability, 189-190 Disabled pedestrians, 216-217 Distracted pedestrians, 217-218 Diversity, 142 'Dividend' effect, 147 Dog walking, 114 factors associated with, 116-117 implications for dog walking practice and policy, 127-129 for dog walking research, 127 as mechanism for improving health, 115-116 physical activity among dog owners and non-owners, 114 physical and policy environmental factors, 126 relationship between built and policy environment, 117 - 125Dog-friendly destinations, 124 Dogs, 115-116 control policies, 123 faeces, 121

parks, 124 Double-hurdle model, 52, 54 Driverless/autonomous vehicles, 153

Echirolles, 175-176 Economic development, 93-94 Economic value of walking economic impacts, 86 benefits by automobile travel reductions, 89-93 benefits from increased walking activity, 88-89 compact communities, 93-94 impacts from improving walkability, 86-88 pedestrian environments, 82 scope of impacts generally considered and overlooked, 83 transportation planning process, 82 - 83walkability benefits and costs, 84 economic impacts, 83-86 walking, 82 Endothelial dysfunction, 66 Energy consumption, 92 Engineering, Education, Enforcement, Encouragement, Evaluation (5 E's), 102 Environment, 190 benefits, 198-199 design, 143 externalities, 2 factors, 190 modifications to support walking, 193 attitudes and support and relationships, 198 natural environment and human-made changes, 194-196

services, systems, and policies, 196-198 Equity, 155-156 Exercise, 68-69, 250 'Eyes on the street', 89, 318 Facility costs, 88 Fatal pedestrian collisions, 200-221 Fatality Analysis Reporting System database, 221 Filtered permeability, 148 Finance, 156 **Finnish Diabetes Prevention** Programme, 69, 74 Fitbit One, 21 Fitbit Zip, 21 Follow-up studies, 12 Footpath Width Priorities Transportation 2040 Plan, 312 Framing policy, 3 Free-living conditions, issues related to walking measurement in, 31 - 32Freiburg in Germany, 145-146 Functionality, 119-120 Funding, 358 Future of walking, 388, 394-396 characteristics of visions, 395 dependence on walking, 389-391 types of walking, 391-393 walking focussed environments, 393 - 394Gaebong-ro 3rd street, 371–372

Gender roles, 215–216 General ambulation, 15 Global Positioning Systems (GPS), 22 Global warming, 354 Glucose metabolism, 68–69 Green space, 145–146 Green Streets, 304

enhancing walkability through, 308 signage, 309 See also Complete Streets Green Streets Corner Bulge and Traffic Circle, 310 Greenhouse gases (GHGs), 354 emissions, 107 Greenways development, 298–299 Greenways plan, 299-300 Growing population, 191–192 Habitability, 182-184 Haemostatic factors, 67–68 Hampline, The, 156 HDL cholesterol, 67 Health, indirect impacts of safe walking environments on, 221 - 222Health benefits of walking, 61 all-cause mortality and walking, 73

avoidance of mortality and morbidity, 72-73 and coronary heart disease, 62 early intervention studies, 63 future research directions, 75 mental health benefits of walking, 70 - 72physical health benefits of walking, 64 - 70PubMed US National Library of Medicine, 63 risks of walking, 74-75 walking and specific diseases, 73-74 Health Economic Assessment Tool (HEAT), 89 Health Insurance Plan questionnaire (HIP questionnaire), 27 Health-enhancing walking (HEW), 29

Healthy Neighbourhood Discovery Tool, 262 Heckman's sample selection model, 52 Highway Safety Improvement Program (HSIP), 157n1 Household Travel Survey (HTS), 3, 44, 47, 239 dataset. 52 Household-based travel survey, 392 Hover boards, 389 Hub for Action on School **Transportation Emissions** (HASTE), 110 Human-made changes, 194–196 Hybrid Development, 259 Immune function markers, 67-68 'In-between-mile' approach, 173-175 Incidental and Planned Exercise questionnaire (IPEQ), 23 Incidental walking. See Secondary purpose walking Indirect objective methods, 16 accelerometers, 16 commercial activity trackers, 21 GPS, 22 pedometers, 16-17 See also Direct subjective methods Individual-level analysis, 29 Individual-level interventions, 253 adaptive interventions, 254–255 powerful consequences to sustain walking, 256 technology applications, 253-254 Inflammatory markers, 67-68 Information and communication technologies (ICTs), 337 Inner street pavement, 378 Innovation incubator of walkability, 296 - 297Institute for Transportation and Development (ITDP), 283 Institutional introduction of the Pedestrian Priority Street in Korea, 368-370

Integrated Transportation System (SITP), 356 feeder system, 358 Intelligent Energy Europe programme (IEE programme), 336-337 Intensity, 142 'Intensively adaptive' interventions, 254 Interleukin-6 (IL-6), 67, 68 International Classification of Functioning (ICF), 189 International Council for Local **Environmental Initiatives** (ICLEI), 244 International Physical Activity Questionnaire (IPAQ), 27 International Walking Data Standard, 393 Interurban Railway electric streetcar tracks, 292 Interventions, 389 adaptive, 254-255 community-level, 257-261 emphasising behaviour change in existing social networks, 258-259 emphasising exposure to new social networks, 257-258 individual-level, 253-256 intensively adaptive, 254 multi-level, 261-263 policy, 261-263 static, 254 step-by-step walking, 31 studies, 70 Intoxicated pedestrians, 217-218 Intra-class correlation (ICC), 27 Kennedy, Jacky, 100-101 Kingdon's policy streams, 237

Korea, pedestrian death rate,

366

Land use, connectivity to, 140 - 142Latin America, 348, 357 LDL cholesterol, 67 Leadership in Energy and **Environmental Design** (LEED), 313 Leashing policies, 123 Leisure patterns, 390 Leisure time physical activity type, 14 Level-of-Service (LOS), 86 Lifestyle approach, 12 Liveable Development, 259 Liveable Green Network, 243 Local tax measures, 150 Log-likelihood function values, 52 Machine learning, 32 Male pedestrians, 215-216 Mall walking, 195 MAPS3, 168-169 Measurement reactivity, 264-265 Medical model, 189 Mental health benefits of walking, 70 intervention studies, 70 mental health problems, 72 treatment for depression, 72 walking study, 71 See also Physical health benefits of walking Metabolic Equivalent of Task (MET), 73 Metabolic equivalents (METs), 16 Metropolitan planning organisations (MPOs), 157n1 Metropolitan scale, walking at, 169-171 Microscale attributes, 260, 261 Ministry of Land, Infrastructure and Transport of Korean government (MoLIT), 368 Mitchell Hepburn Public School, 107 - 108

Index

Mobility Agency, 331 basic, 87 Mobility Agency for Vienna, 326 - 327Modal split of walking, 320-321 Model city for walking and cycling, 148 Modelling of walking time, 3 Motorcycles, 355 Motorised traffic, 396 Multi-disciplinary approach, 2 Multi-level interventions civic engagement and policymaking, 262-263 effects of walking-related policies, 261 Multimodal city, 168-170 'Multiple Stream' theory, 235, 237, 238 Multisectoral community programme, 276 Musculoskeletal health and fitness, 69 - 70Myeonmok-ro 48th street, 372–373, 374

National Association of City Traffic Officials (NACTO), 223 National Household Travel Survey (NHTS), 144 National Institute of Clinical Health and Excellence (NICE), 64 National Travel Survey (NTS), 392 Natural environment, 194-196 Nearness dynamics, 170, 182-183 Neighbourhood built characteristics, 118-119 environment, 118 Greenways, 300 walkability, 119-120

watch, 122 Network of Ciclovías of Colombia (RECOVIAS), 284 New South Wales (NSW), 3, 43, 235 Government Department of Premier and Cabinet, 237 Government policy makers, 241 walking target and walking strategy development, 238 New York City, 152 New York City Department of Transportation (NYCDOT), 94 1997 City of Vancouver Transportation Plan, 297 1997 Transportation Plan, 297 - 298Non-communicable diseases (NCDs), 169 Nonmotorized Transportation Pilot Program, 85 Norwegian Public Roads Administration (NPRA), 169 Nule Group, 350

Observation camera on PPS, 375 Observational methods, 30 Older adults, 214 with disabilities, 191 pedestrians, 216 Olympic Village, 312–313 Ontario Street Greenway, 299 Public Art, 300 Openspace Preservation, 93 Operating fund, 150 Option value, 87 'Our Voice' process, 262 Outdoor City Strategy, 169

Paffenbarger questionnaire. See College Alumni Questionnaire (CAQ) Pan American Health Organization (PAHO), 283 Parks, 124-125, 145 Particularly walking, 192, 348 Pedestrian characteristics risk, factors of. 214 children and young pedestrians, 215 disabled pedestrians, 216-217 distracted pedestrians, 217-218 intoxicated pedestrians, 217-218 male pedestrians and gender roles, 215 - 216older adult pedestrians, 216 SES, 217 Pedestrian infrastructure, 5 and roadway design, 220 in Vienna, 323 Pedestrian Priority Streets (PPS), 7, 366.368 Bukchon-ro in Jongno-gu, 378 - 379evaluation. 373 observation, 373-375 survey, 375-377 follow on projects, 377-378 Gaebong-ro 3rd street, 371-372 guideline of, 369 implications, 381-383 institutional introduction of PPS in Korea, 368-370 site location of PPS Project, 370, 378 taming urban streetscape of Seoul, 366 - 368Pedestrian safety conceptual framework, 212-214 cultural and societal shifts, 222 - 223indirect impacts of safe walking environments on health. 221-222 risk factors of pedestrian characteristics, 214-218

walking environments and risk factors. 218-221 Pedestrians convenience, safety, and comfort, 86 - 87environments. 82 improvements, 90 information pillars for, 326 pedestrian number per unit of time, 22 Streetscape, 145 zones. 146 Pedometers, 16-17, 20 Peñalosa, Enrique (current mayor of Bogotá city), 349 People with disabilities, 191 in planning process, 202–203 Personal Activity Location Measurement System (PALMS), 22 Personalised Travel Planning (PTP), 337 Physical activity (PA), 42, 72, 234, 276, 277, 280, 348, 351, 352, 353 among dog owners and nonowners, 114 formation, 120 Physical Activity for People with Disability (PAD), 190 Physical environmental factors, 126 Physical health benefits of walking, 64 blood lipids, 67 blood pressure, 66 body composition, 65 cardiovascular fitness, 65 glucose metabolism, 68–69 haemostatic factors, 67-68 immune function markers, 67-68inflammatory markers, 67-68 musculoskeletal health and fitness, 69 - 70vascular function, 66

See also Mental health benefits of walking Physical inactivity, 42 Planning walkable environments, 199 - 201Planning walking environments benefits of environments, 198-199 Brian case, 188–189 disability, 189-190 environmental modifications to support walking, 193-198 growing population, 191–192 people with disabilities in planning process, 202-203 planning for maintenance, 203 - 204planning walkable environments, 199 - 201U.S. Surgeon General, 202 walkability audits on accessibility, 201 - 202walking, 190-191 Plasminogen activator inhibitor-1 (PAI-1), 67 Pleasure Drives, 293–294 Policies. 196-198 decision makers, 245 development process, 235-236 theories, 236 entrepreneurs, 236, 237, 238, 240-241, 244 interventions civic engagement and policymaking, 262-263 effects of walking-related policies, 261 makers, 236 stream, 236-237, 240-241 window, 235, 237, 242-244 Policy environment and dog walking, 117 aesthetics, 120-121 destinations, 123-125

functionality, 119-120 neighbourhood built characteristics, 118-119 safety, 121-123 factors, 126 Politics stream, 236-237, 241-242 Pollution reductions, 92 Premier's Council for Active Living (PCAL), 235, 237 Primary purpose walking, 14 Privatisation, 156 Problem stream, 236–237, 237–240 Pseudo nodes, 53 Public fitness and health, 88-89 Public health, 140, 145, 235, 281 - 282, 283conceptual framework, 212-214 cultural and societal shifts, 222 - 223indirect impacts of safe walking environments, 221–222 researchers, 2, 236 risk factors of pedestrian characteristics, 214–218 walking environments and risk factors, 218-221 Public infrastructure and services, 93 Public spaces, 124 Public transport (PT), 170-171 infrastructure and walking, 144 - 145adding value to travel experience, 171–172 *Carrefour de Mobilité* in Grenoble, 175-181 expanding reach of walking at metropolitan scale, 169 - 171habitability, next disruptive paradigm, 182 'in-between-mile' approach, 173-175 walking as 'default' mode in city, 182-184

walking at core of multimodal city, 168-170 networks, 183-184 operators, 171-172 promotion policies, 182 trips, 51, 352 Radio-frequency identification (RFID), 22 Randomised controlled trials (RCTs), 65 Red de Ciclovías Recreativas de las Américas (CRA), 283 Regional development, 218–220 Regionalism, 156 Rehabilitation Act, 197 Reinforcer. 265n1 RESIDE study, 143, 259 Residual landscape, 356 Resource adequacy, 240 Respondents, 52 Retrofitting traditional streets, 366 evaluation of PPS, 373 observation. 373-375 survey, 375-377 follow on projects, 377-378 guideline of, 369 implications, 381-383 institutional introduction of PPS in Korea, 368-370 taming urban streetscape of Seoul, 366 - 368Road link density, 53 Safe Healthy Active People Everywhere (SHAPE), 110 Safe Routes to School, 101

Safe walking environments, 214 indirect impacts, 221–222 Safety, 121–123 from traffic, 5

See also Pedestrian safety Salt Lake City Department of Transportation (SLCDOT), 88 School Travel Planning (STP), 100 anecdotal feedback, 104-105 Canadian STP Model, 101–102, 105 - 107implementation, 107-110 Jacky Kennedy, 100-101 modal shift from vehicular transport to active travel. 103 tools, resources and Canadian partners, 110 School Zone, 367 Seasonality, 263–264 Secondary purpose walking, 14, 15 Segways, 389 Self-selection. 264–265 SenseCam, 22, 30 Sensor technology, 176–177 Seoul's streets work, 366 See also Pedestrian priority street (PPSs) Services, 196–198 Shared autonomous vehicle (SAV), 154 Signage scheme, 372 Signal-based traffic system, 370 Single-item walking question, 28 Skateboards/skates, 389 Smart Growth, 93 Smartmat. 22 Smartphone applications, 21 Social ecological models, 117, 222 Social environment correlates of dog walking, 116 interventions emphasising behaviour change in existing social networks, 258 - 259exposure to new social networks, 257–258

Index

Social equity objectives, 87 Social factors, 190 Social implications, 355 Social marketing public health messaging, 41, 43 literature context, 43 average walking time per person per day, 45 factors, 47 PA, 44 utilitarian walking, 46 PA, 42 Sydney, NSW, Australia case study, 47-57 Social networks interventions emphasising behaviour change in existing, 258-259 interventions emphasising exposure to new, 257 - 258Socially framed app, 255 Societal shift, 222-223 Society walking, 390 Socio-economic status (SES), 217 Sprawl developments, 141 State Government policy makers, 244 walking, 235 Static interventions, 254 Step-by-Step walking intervention, 31 Strategy Paper Pedestrian Traffic, 319, 341 Street design, 146-147 Street-car, 146 Streetcar, 292, 293 Streetlife Festival, 334 Streets, 366 Strolling promenades, 324–325 Substantial agreement, 30 Suburban developments, 141 Sufficient and health-enhancing walking (SufHEW), 29 Sufficient walking (SufW), 29

Sunday Streets, 284 Support and relationships, 198 Surface subways, 348 Surface Transportation Program (STP), 157n1 Surveillance questionnaires, 27 Sustain walking, powerful consequences to, 256 Sustainability, 117-118, 263 Sustainable Sydney (2030), 243 Sustainable transportation, 281–282, 283 Sydney, NSW, Australia, 47 cumulative distribution of average walk time, 51 cumulative distribution of time spent, 49 descriptive statistics of sample living, 53 double-hurdle model, 52, 54 households, 57 impacts of explanatory variables, 56 modal share and proportion of activities, 50 probability of positive walking time. 54 PT trips, 51 Sydney HTS, 47 Sydneysiders, 48 tour-based analysis, 50 Sydney Greater Metropolitan Area (GMA), 48 Sydney's Walking Future, 243 Sydneysiders, 48, 51 Systems, 196-198 Taming urban streetscape of Seoul, 366-368 Target groups, Vienna, 337-338 Taxonomy of walking, 13–15 Technical feasibility, 240

Thematic Concept for Mobility, 319

'This city is going on a diet', 168 'Till the Cows Come Home', 300, 301 Time use diaries, 30 Tissue plasminogen activator (tPA), 67 Tour-based analysis, 50 Traffic calming measures, 5 Traffic speeds, 220-221 Traffic volumes, 220-221 Train commuters, 144–145 Transit, 293-294 transport infrastructure, 144-145 TransMilenio (TM), 348 in Bogotá, 348-350 environmental implications, 354-355 improving TM infrastructure and accommodating passengers, 358-359 limitations and shortcomings of, 356 - 358Peñalosa, Enrique, 349 social and cultural implications, 355 TM influence on walking, 351-354 Transport Canada (TC), 90 Transport(ation), 351 and health, 1, 2 mode, 388 physical activity, 196 technologies, 352 Transportation 2040 Plan, 311 **Transportation Alternatives Program** (TAP), 157*n*1 Travel-related walking, 14-15 Triaxial accelerometers, 16 Trips, 389 Tumor necrosis factor- α (TNF- α), 67 Tupper Neighbourhood Greenway, 300-304 Tupper Students' Action Team (TSAT), 303

Type 2 diabetes, 69, 74 UK Department for Transport (DfT), 86 Urban Development Plan, 2025, 319 Urban form, connectivity to, 140 - 142Urban landscape taskforce, 298–299 Urban planning, 117-118, 351 Urban sprawl, 218-220 US Centers for Disease Control (CDC), 88, 283 User enjoyment, walking, 88 US Federal Highway Administration (FHWA), 85 U.S. Surgeon General, 202 Utilitarian walking, 15, 46 Value acceptability, 240 Vancouver, 290 Bartholomew Plan, 293-294 **Blooming Boulevard** Demonstration Project, 304 - 308Blooming Boulevards, 304 in Canada, 6 City of Vancouver Archives, 291 City of Vancouver City Hall, 296-297 CityPlan, 297-298 development of greenways, 298 - 299enhancing walkability through Green Streets, 308 Green Streets, 304 greenways plan, 299-300 Neighbourhood Greenways, 300 1997 Transportation Plan, 297 - 298Stanley Park, 290 synthesis of walkability approaches, 312-313

Tupper Neighbourhood Greenway, 300-304 20th century, 292-293 urban landscape taskforce, 298-299 walkability and, 308-312 walkable, three 20th century decisions, 294-296 Walking in Olympic Plaza Near Myfanwy McLeod's Birds, 314 Vancouverites, 292 Vascular endothelium, 66 Vascular function, 66 Vehicle miles travelled (VMT), 219 Vienna, walking in embracing active travel, 336 face-to-face interviews in calm situations. 338 tailored approach, 337-338 Viennese SWITCH Campaign, 338 - 340information pillars for pedestrians, 326 liveable city and hidden treasure, 318 - 319modal split of walking, 320-321 pedestrian infrastructure in Vienna, 323 policies for walking, 319-320 research about walking motivating people to walk, 322 people from walking, 322-323 streets for people, 323-324 strolling promenades, 324-325 urban lifestyle-long-term communication and awareness, 326-327 walking and health, 340-342 'Year of Walking', 327, 328-336 Vienna City Route Network, 319 Vienna Walking App, 328, 331 Vienna Walking Map, 330

Viennese SWITCH Campaign, 338–340 Visibility, 220–221 Vision Zero, 153, 223 policies, 153 programmes, 155–156 Visioning approach, 393–394 characteristics of visions, 395 Visions 2030 project, 393 von Willebrand factor antigen (vWF), 68

Walk-friendly environment, 173 - 174Walk21 International Conference on Walking and Liveable Communities, 243 Walkability, 82, 83, 142, 175, 304-308, 366 approach synthesis, 312-313 audits on accessibility, 201-202 benefits and costs, 84 cluster, 175 clear signage, 181 Echirolles, 175-176 hot summer days, 180 parklet, 179 sensor technology, 176–177 train station, 177-178 upper deck platform, 178 economic impacts, 83-86 enhancement through Green Streets, 308 impacts from improving, 86 basic mobility, 87 facility costs, 88 pedestrian convenience, safety, and comfort, 86-87 property value and business activity, 87-88 innovation incubator, 296-297 and Vancouver, 308-312 Walkable Communities, 202

Walking, 3, 61, 62, 114, 122, 190-191, 212-213, 214, 222, 234, 388, 396 assessment methods, 15–16 behaviour, 156-157 Café. 332 Calendar, 332 Communities, 202 as 'default' mode in city, 182-184 environments, 214, 221 density, regional development and urban sprawl. 218-220 pedestrian infrastructure and roadway design, 220 and risk factors in built environment. 218 traffic volumes, traffic speeds and visibility, 220-221 future, 388, 394-396 characteristics of visions. 395 dependence on walking, 389-391 types, 391-393 walking focussed environments, 393 - 394health and economic benefits. 3 objective and self-report measures, 2 - 3policies for, 319-320 TM influence on, 351-354 walking-related policies effects, 261 Wheel of Fortune, 333 See also School Travel Planning (STP) Walking interventions, 250 for adults. 251 community-level interventions, 257 - 261conceptual model of, 251–253 individual-level interventions. 253-256 methodological considerations baseline scores, 264

measurement, 263 seasonality, 263-264 self-selection and measurement reactivity, 264-265 policy and multi-level interventions, 261-263 Walking measurement, 11 behavioural research on physical activity, 12 combined methods to strengthening, 30–31 diaries for walking assessment, 28 - 30direct subjective methods of walking assessment, 23-28 emerging research areas in physical activity and, 32 indirect objective methods for assessing walking behavior, 16 - 23instruments, 17–19 issues related to walking measurement in free-living conditions, 31 - 32observational methods, 30 taxonomy of walking, 13-15 walking assessment methods, 15 - 16Walking policy case study, 237, 238 development process, 244 entrepreneurs, 245 NSW, 235 physical activity, 234 politics stream, 241-242 problem stream, 237-240 research evidence, 236-237 stream, 240-241 window, 242–244 Walkscore Index. 88 WalkScore[™], 142 Wayfinding, 197–198 Whitehall Study, 23

Index

Windsor Castle on Windsor Street, 300 Windsor Street effectiveness, 308 Public Art, 307 in Vancouver, 304 Word pictures, 2 World Health Organisation (WHO), 42, 189, 212, 216, 283 Worldwide vehicle fleet, 154 'Year of Walking', 327, 328, 329 Barefoot Track', 333

Barefoot Track', 333 Mobility Agency, 331 1 map-100 pens-1,000 ways, 334, 335 people at big events, 332-333 Streetlife Festival, 334 in 'Urban Village', 334 Vienna Walking App, 328, 331 Vienna Walking Map, 330 Walking Café, 332 Walking Calendar, 332 'Year of Walking 2015' Campaign-evaluation, 334, 336 Young pedestrians, 215

Zoning, 153, 156, 295