

WALKABILITY FOR SENIOR PEDESTRIANS IN LILLE AND MONTREAL: WALKING IN SAFE ENVIRONMENT?

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HOW TO « MEASURE » WALKABILITY?

« Easy-to-measure » objective criterias

Quality and comfort of the actual infrastructure

Place given to pedestrians



Subjective criterias

Landscape and history

Safety perceptions



Temporal variability: seasons, day and night ambiance, etc.

Senior's distinctiveness

Slopes, holes and other artefacts on sidewalks and pavement
Benches and resting amenities

Lighting

Fear of cars/bikes

Fear of falling

Fear of meeting « bad people »

Fear of crowded sidewalks

CONTEXT AND OBJECTIVE

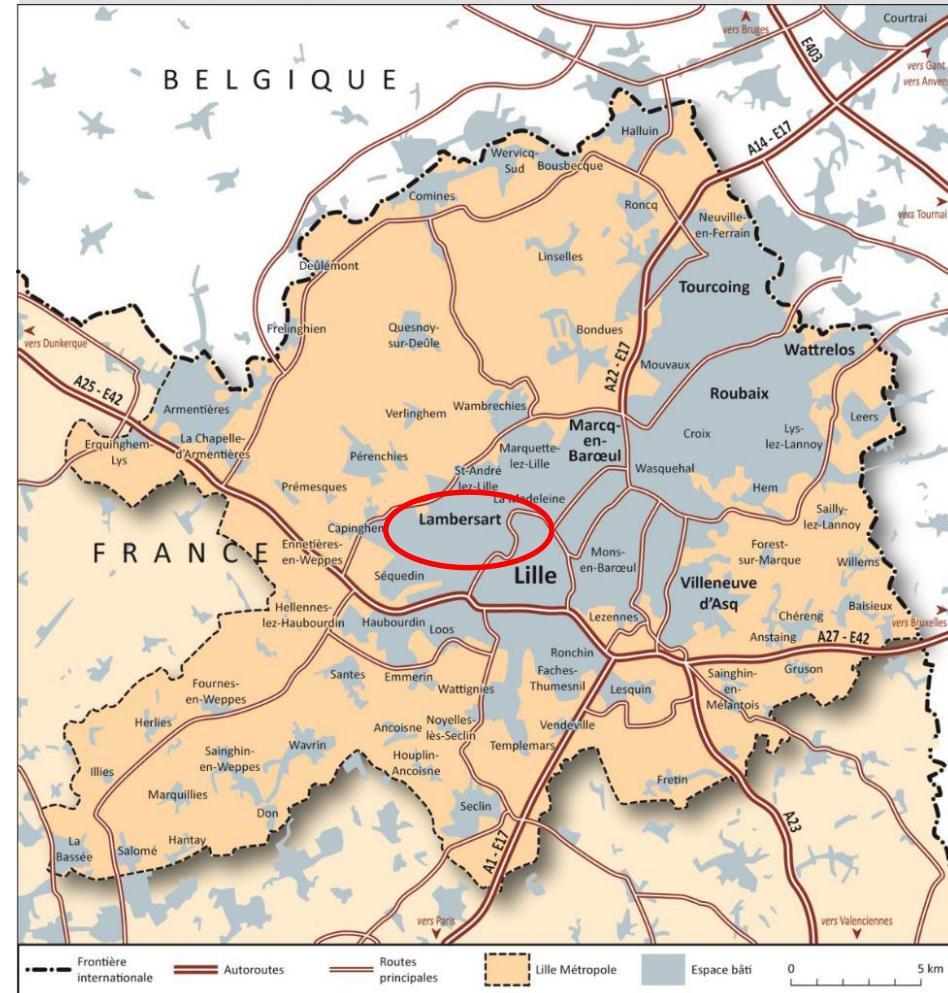
- The MAPISE project: *Marche à pied chez les séniors*
 - A multidisciplinary projects on road safety and risk perception for senior pedestrians in 3 phases
 - Walkability index, Crossing behaviours and path choice, in depth interview
- Objective: To evaluate walkability under a senior's perspective and compare it between an European and a North-American city



METHODS



STUDY AREAS: LILLE, FRANCE



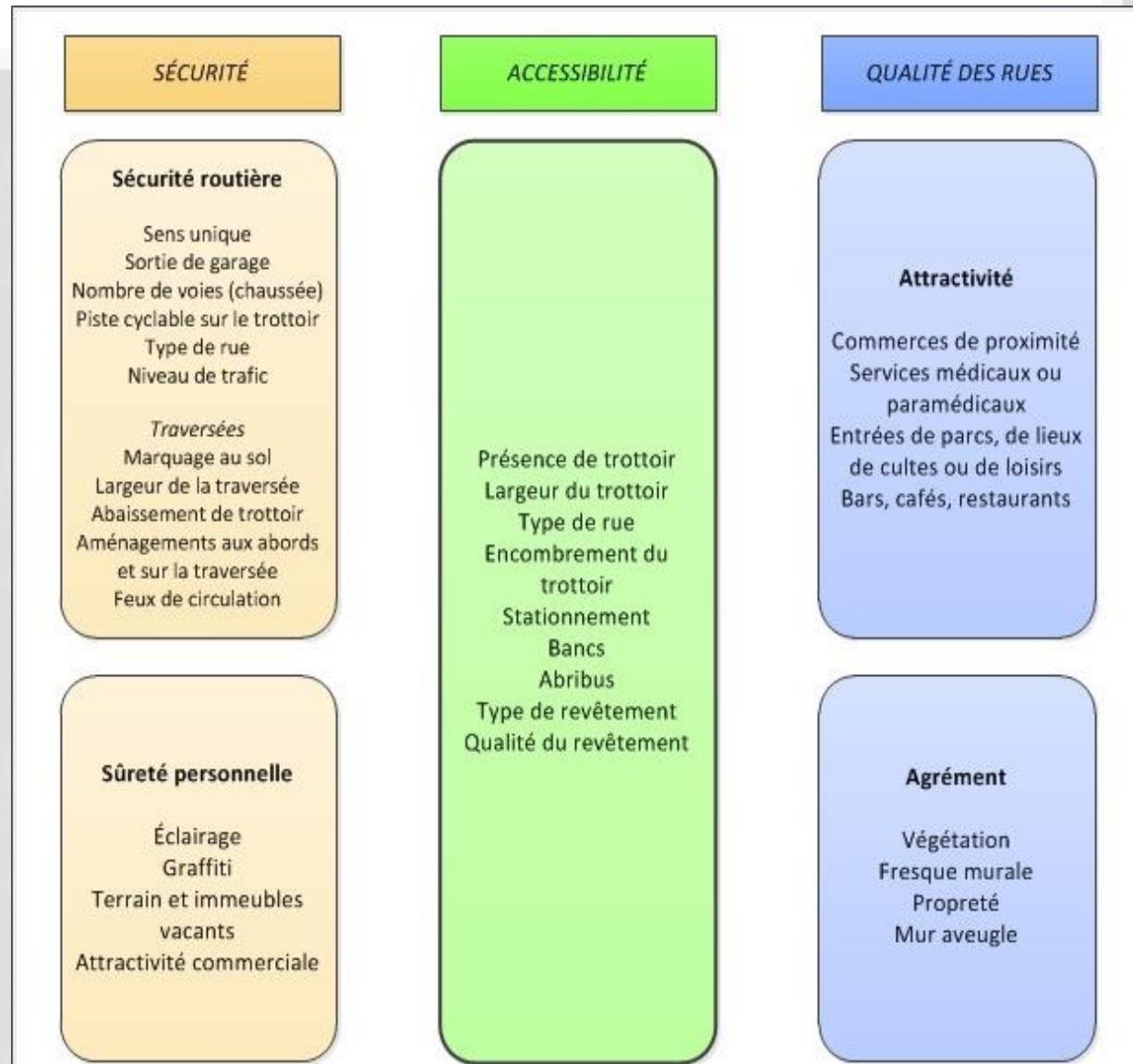
STUDY AREAS: MONTRÉAL, CANADA



WALKABILITY INDEX

3-component grid:
Safety
Accessibility
Attractiveness

More points =
better walkability



RESULTS



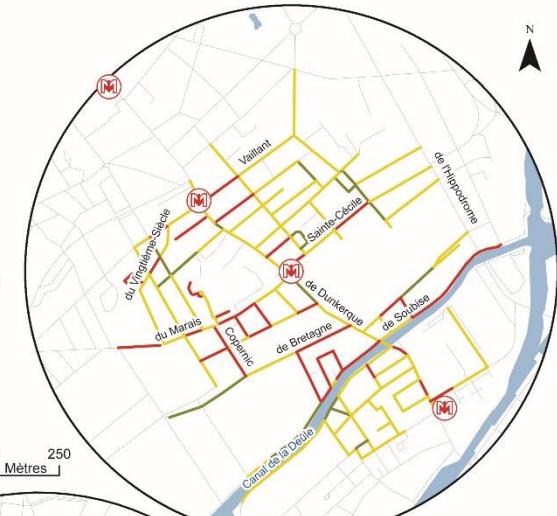
WALKABILITY INDEX

Lomme/Verdun

Wazemmes/Rosemont

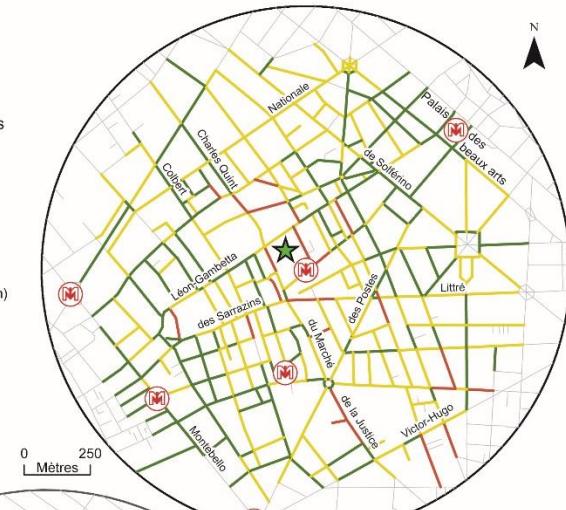
Lille
Lomme-Lambersart

Station métro
Zone d'étude (1km)



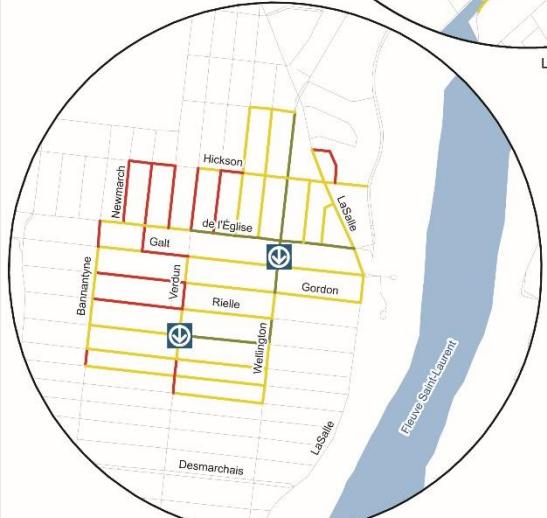
Lille
Gambetta-Wazemmes

Marché public
Station métro
Zone d'étude (1km)



Montréal
Verdun

Marchabilité
Bonne (green)
Moyen (yellow)
Faible (red)

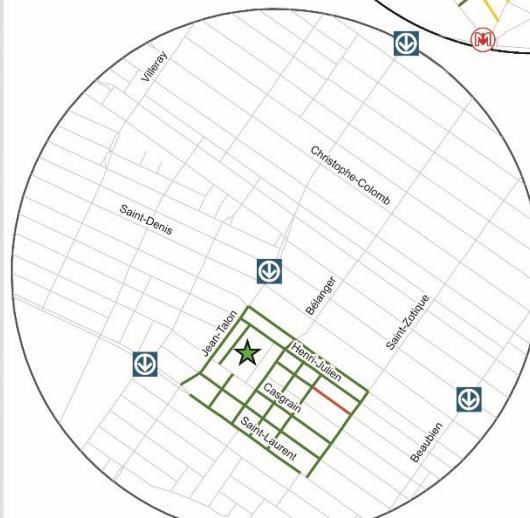


Sources : Adresses Québec, 2012;
Communauté Métropolitaine de Montréal, 2012

Laboratoire d'Analyse Spatiale et d'Économie Régionale, 2015

Montréal
Rosemont-Petite-Patrie

Marchabilité
Bonne (green)
Moyen (yellow)
Faible (red)



Sources : Adresses Québec, 2012;
Communauté Métropolitaine de Montréal, 2012

Laboratoire d'Analyse Spatiale et d'Économie Régionale, 2015

WHAT IS THE ENVIRONMENT FACED BY SENIOR PEDESTRIANS IN LILLE?



WHAT IS THE ENVIRONMENT FACED BY SENIOR PEDESTRIANS IN MTL?



SAFETY IN BOTH CITIES (ANOVA)

Indicateurs		Wazemmes	Rosemont	Lomme	Verdun
Sécurité routière	moyenne	19,7	23,0	22,6	24,6
	médiane	20,7	23,0	23,0	25,0
	min	10	18	10	14
	max	27	29	32	34
Sûreté personnelle	moyenne	3,4	6,9	5,2	4,1
	médiane	4,0	7,0	5,0	4,0
	min	0	3	3	-2
	max	8	11	8	10

ACCESSIBILITY IN BOTH CITIES (ANOVA)

Indicateurs		Wazemmes	Rosemont	Lomme	Verdun
Accessibilité	moyenne	26,7	30,2	26,3	26,5
	médiane	27,0	31,0	27,0	25,5
	min	10	21	13	17
	max	38	37	38	36

ATTRACTIVENESS IN BOTH CITIES (ANOVA)

Indicateurs		Wazemmes	Rosemont	Lomme	Verdun
Attractivité	moyenne	0,6	0,4	1,4	0,2
	médiane	0	0	0,0	0,0
	min	0	0	0	0
	max	6	3	6	3
Agrément	moyenne	5,4	8,0	6,1	5,3
	médiane	5,0	8,0	6,0	5,0
	min	0	2	2	2
	max	14	10	11	8

CONCLUSIONS/FURTHER STUDY

- Need to adjust usual walkability index items to take into consideration elderly needs and perceptions
 - Very little continuity in walkability results from one street segment to the other
 - Montreal is better-off on many aspects of walkability
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- More data to analyse (non-participatory pedestrian « follow-up »): do they walk where it's best?
 - Preliminary results say NO!

Thank you!

Questions?

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Projet PREDIT – MAPISE (2011-2014)