MOBILIZE Street-design workshop
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Walking and personal safety: “until when do you feel safe in the city?”
How the majority travels
Spaces to meet your friends?

Parking

Walking?

Cycling?

Street vending?
Footpath design: The zone system

At least 2 m of clear width for walking
Physically separated from mixed traffic

Minimum clear width of 2 m

Smooth surface material
Being run over by a vehicle going at

- **80 km/h** is equivalent to falling from a 8th floor
- **65 km/h** 5th floor
- **50 km/h** 3rd floor
- **30 km/h** 1st floor

*Fuente: OECD, 2008*
- Not accessible to persons with disabilities
- Dangerous at night (and maybe during the daytime too!)
- Elevators and escalators are expensive and break
- They usually obstruct the footpath
Analysis of crash data in Nairobi

• Foot overbridges are not preventing pedestrian deaths at crossing locations

Source: AccidentsKE
Why people don’t use foot bridges
Pedestrian refuges

Pedestrian Refuge Islands

Median Tips

Median Cut-Throughs

Source: NACTO global street design guide
Changing intersections

Corner Alignments

Bulb-Outs

Slip Lane Removal

Source: NACTO global street design guide
Turning radius

45 km/h
Slower vehicle speeds

Shorter crossing distance
Direct crossings follow pedestrian desire lines
Continuous raised footpath through intersection

Pune
Exercise and action plan
Walking exercise

• Selected junction: Ohio x Bibi Titi

• In the map use markers:
  • Green: good conditions
  • Yellow: can improve, generally ok
  • Red: Must rebuild / redesign

In order for these three situations to happen without a risk:

• Moving in a wheelchair
• Walking while pushing a stroller
• Carrying eggs on a bicycle
Asante!