

A Brief Intro About Walking in



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2026

THE IDEA

- What Architects Think

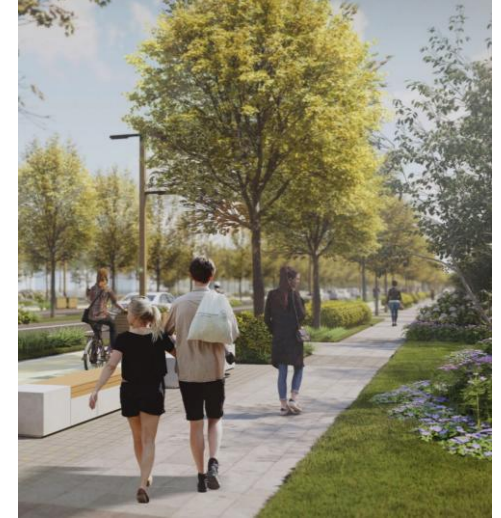
High-quality
Public Spaces



Separated Spaces,
Safer Mobility



Wide, Shaded
Pedestrian Paths



Resilient Urban
Green Corridors



Active Storefront
Spaces

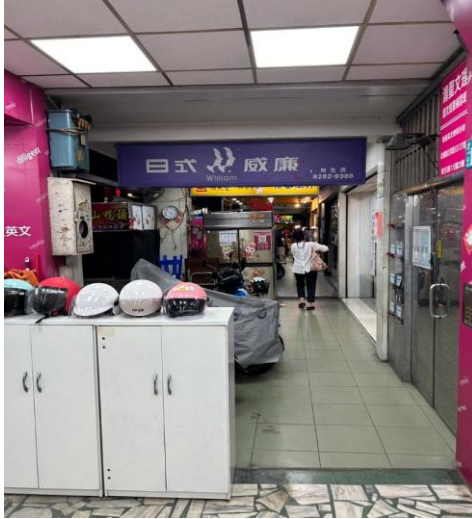


Continuous Green
Mobility Network



THE PRESENT - The Reality

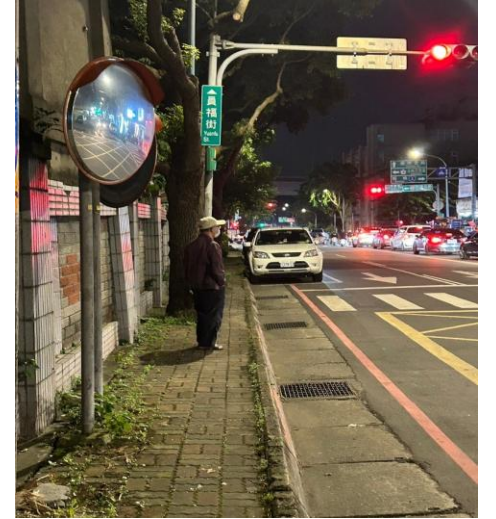
Unauthorized
Commercial Uses



Scooter
Encroachment



Insufficient
Width



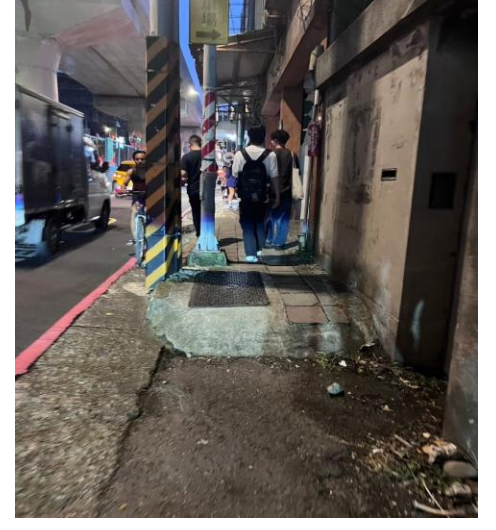
Pavement
Damage



Improper
Land-Uses



Discontinuous
Sidewalks



COMPARISON



Independent Commutes with
Safety



Vehicle-Dominated School Access

BENEFITS



Healthy

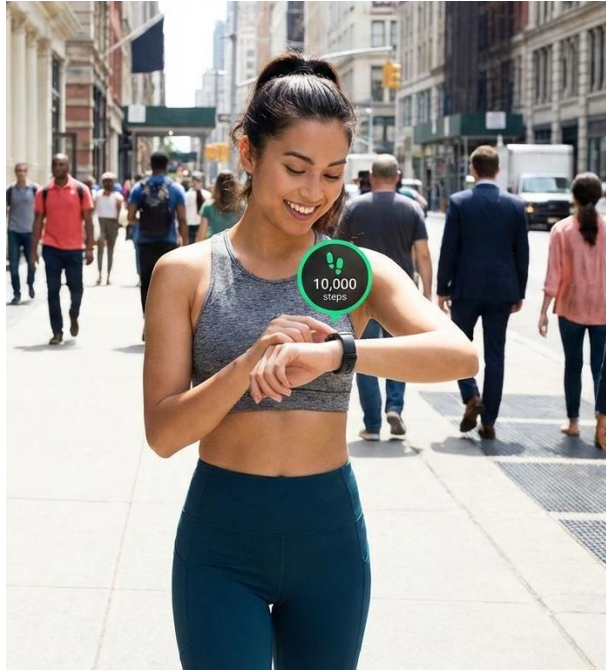


Independence



Low Carbon

CHANGES



Motivation Enhancement

+



Infrastructure Provision

=



Change of Behavior



Low-carbon

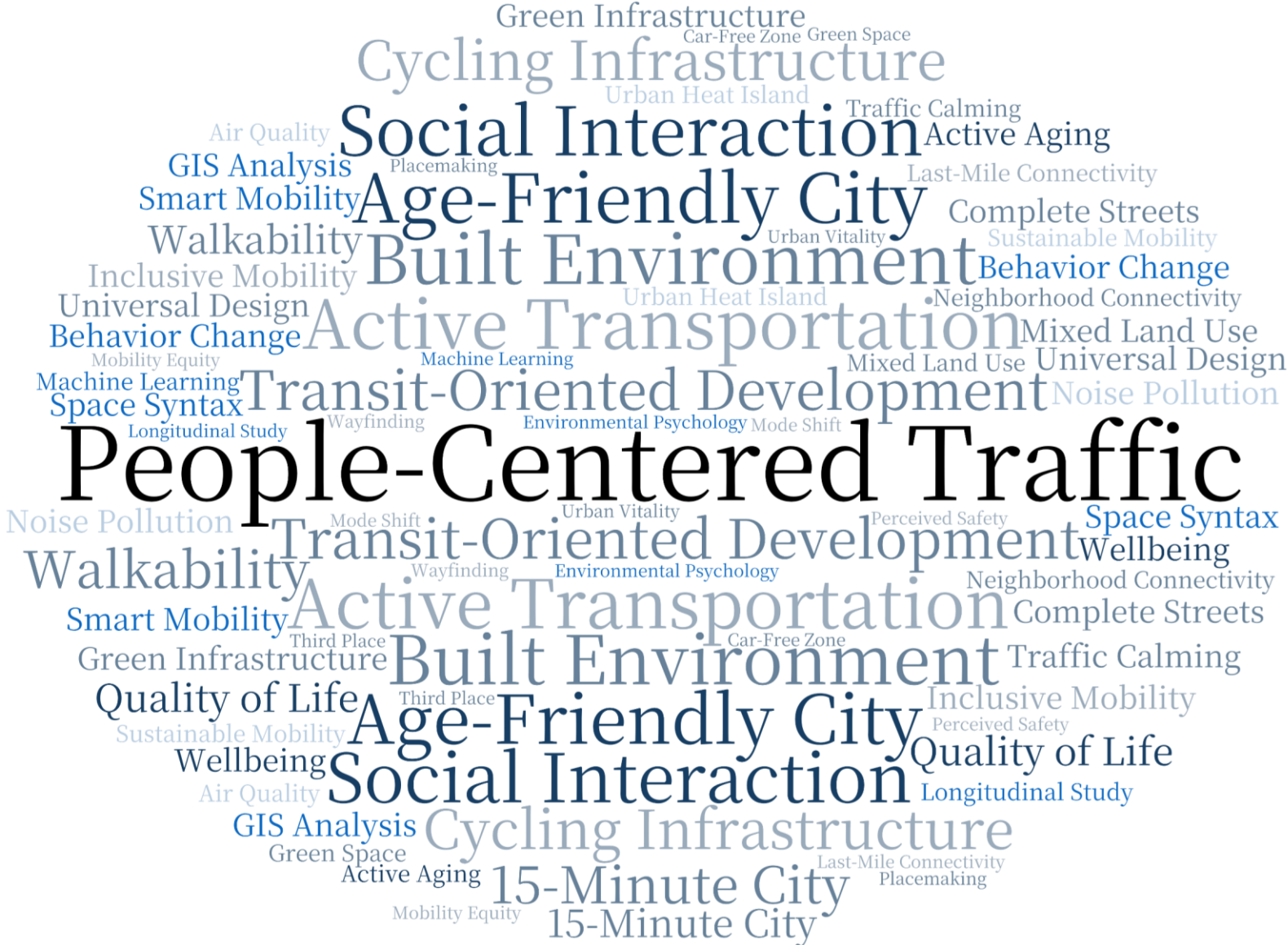


Health

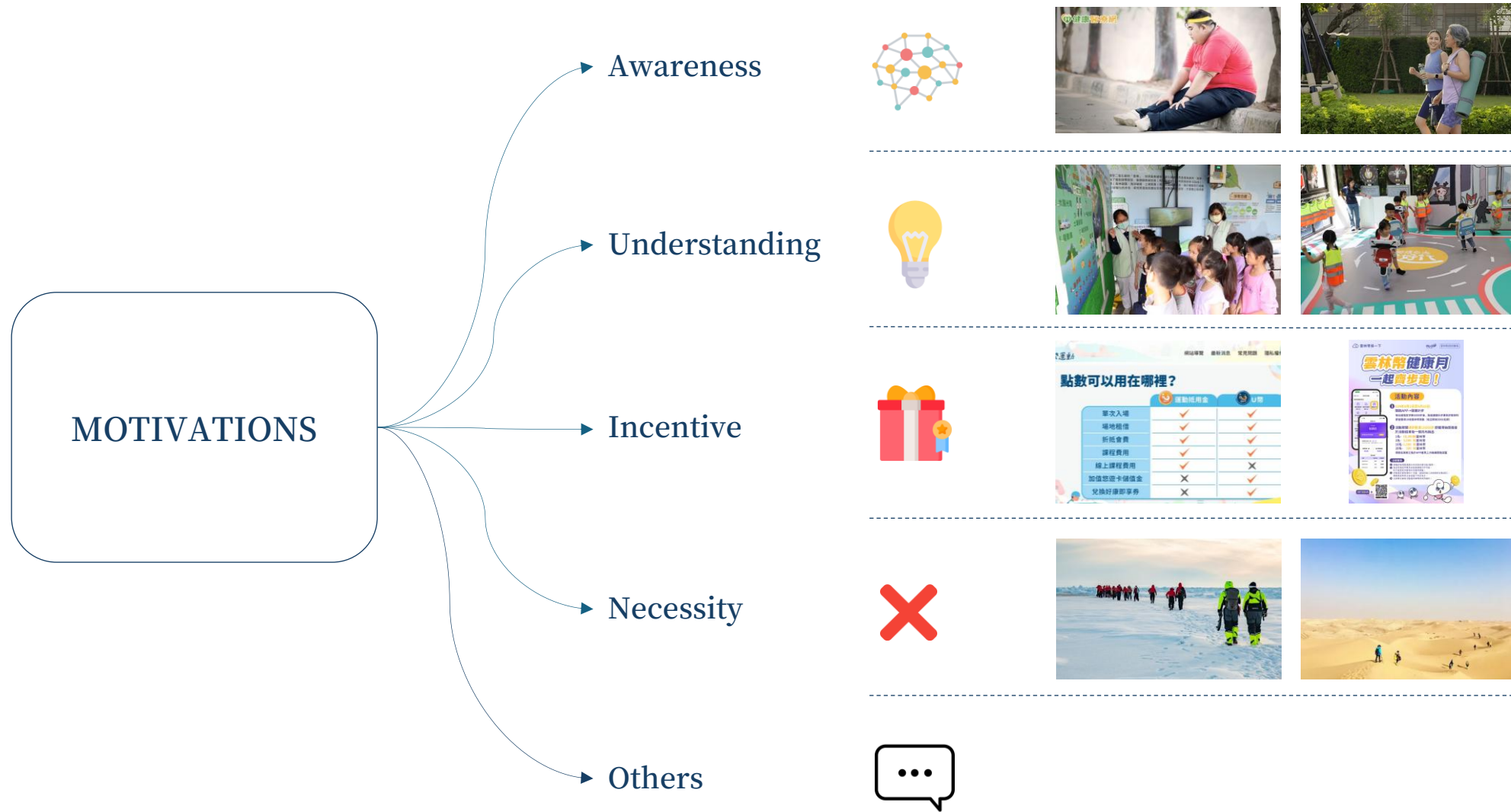


Independence

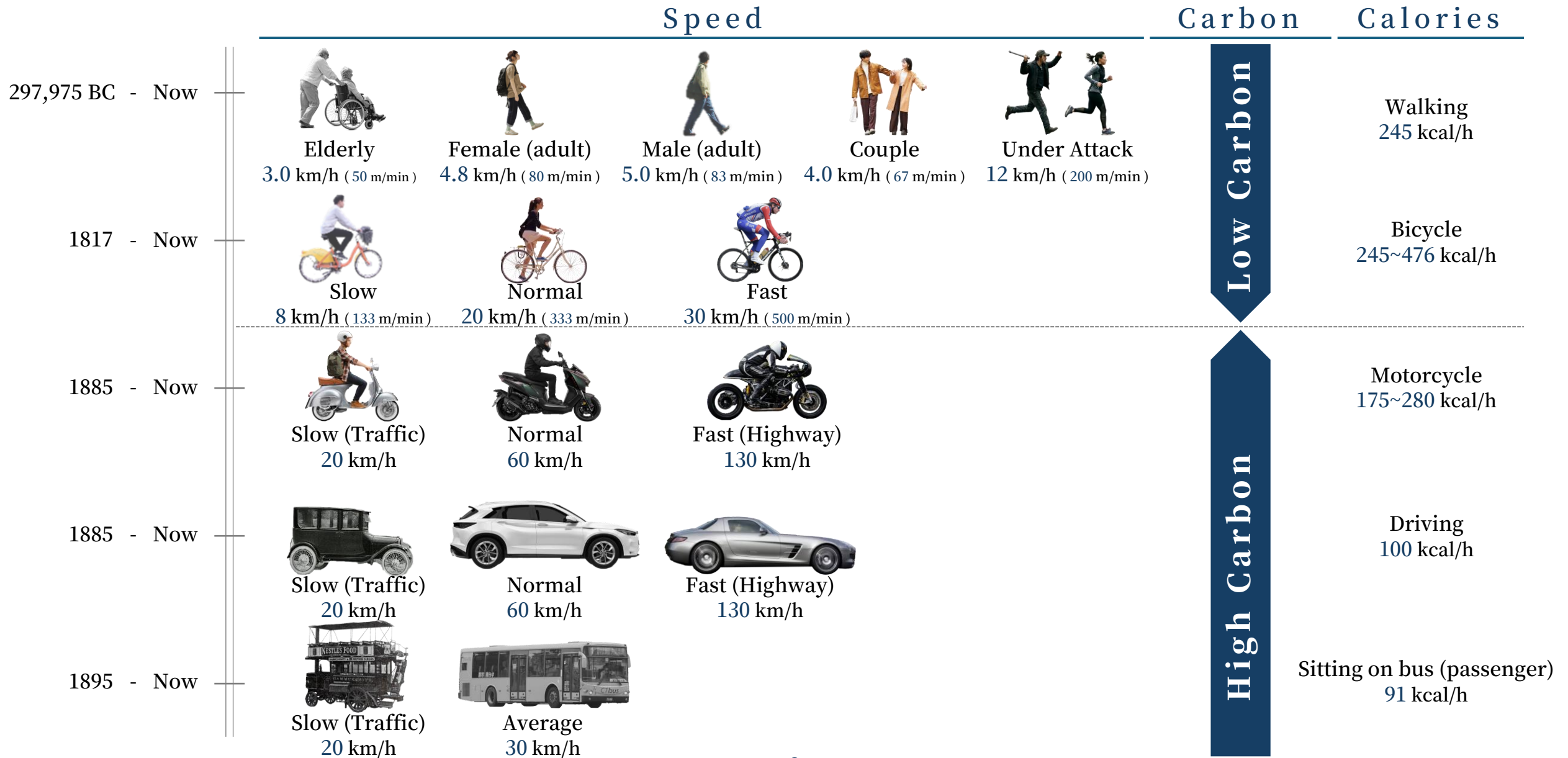
WHAT PEOPLE CARE



THE MOST IMPORTANT



PEOPLE-CENTERED DESIGN



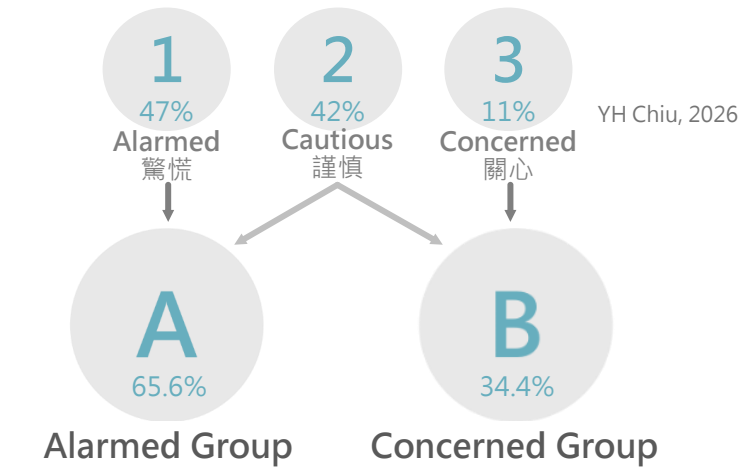
WHAT MAKES PEOPLE WALKING



WHAT MAKES PEOPLE UNWILLING TO WALK

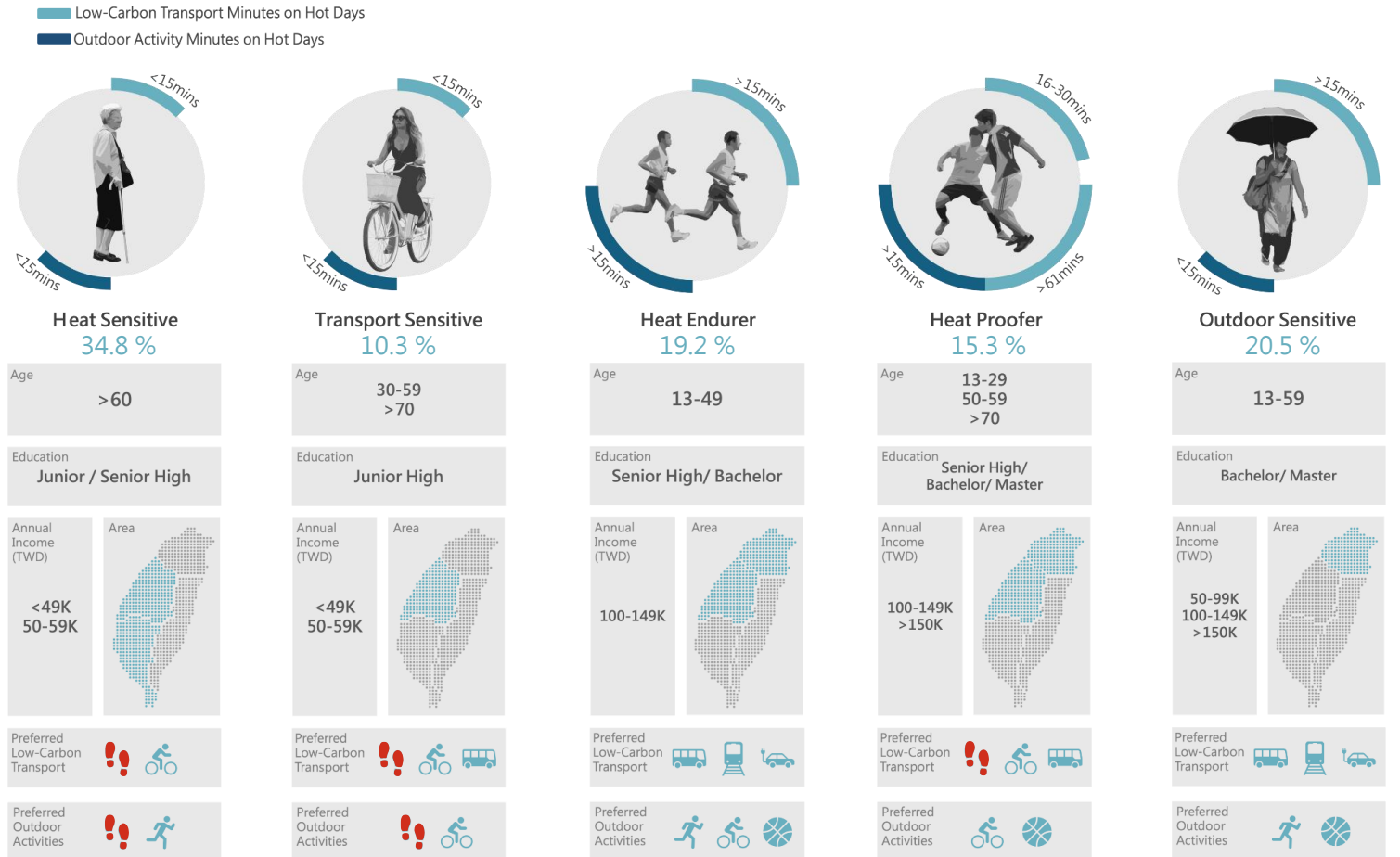


LIVING UNDER HOT CLIMATE



Alarmed Group		Concerned Group	
Age >60	Education under High School	Age <59	Education above Bachelor
Family Annual Income (TWD) <990K	Area	Family Annual Income (TWD) >1M	Area
Residential Environment Rural Mountainous Coastal		Residential Environment City	
Severity & Concern Levels of Climate Change Hazards Relatively High		Severity and Concern Levels of Climate Change Hazards Relatively Low	
Discomfort & Perceived Risk of Outdoor Walking on Hot Days Relatively High		Discomfort & Perceived Risk of Outdoor Walking on Hot Days Relatively Low	
Intentions for Outdoor Activities on Hot Days & Perceived Risks Relatively High		Intentions for Outdoor Activities on Hot Days & Perceived Risks Relatively Low	
Residential Surroundings		Residential Surroundings	
Shared Bike Station <input checked="" type="checkbox"/>	Bus Station <input checked="" type="checkbox"/>	Shared Bike Station <input checked="" type="checkbox"/>	Bus Station <input checked="" type="checkbox"/>
Park <input checked="" type="checkbox"/>	Campus Open Space <input checked="" type="checkbox"/>	Park <input checked="" type="checkbox"/>	Campus Open Space <input checked="" type="checkbox"/>

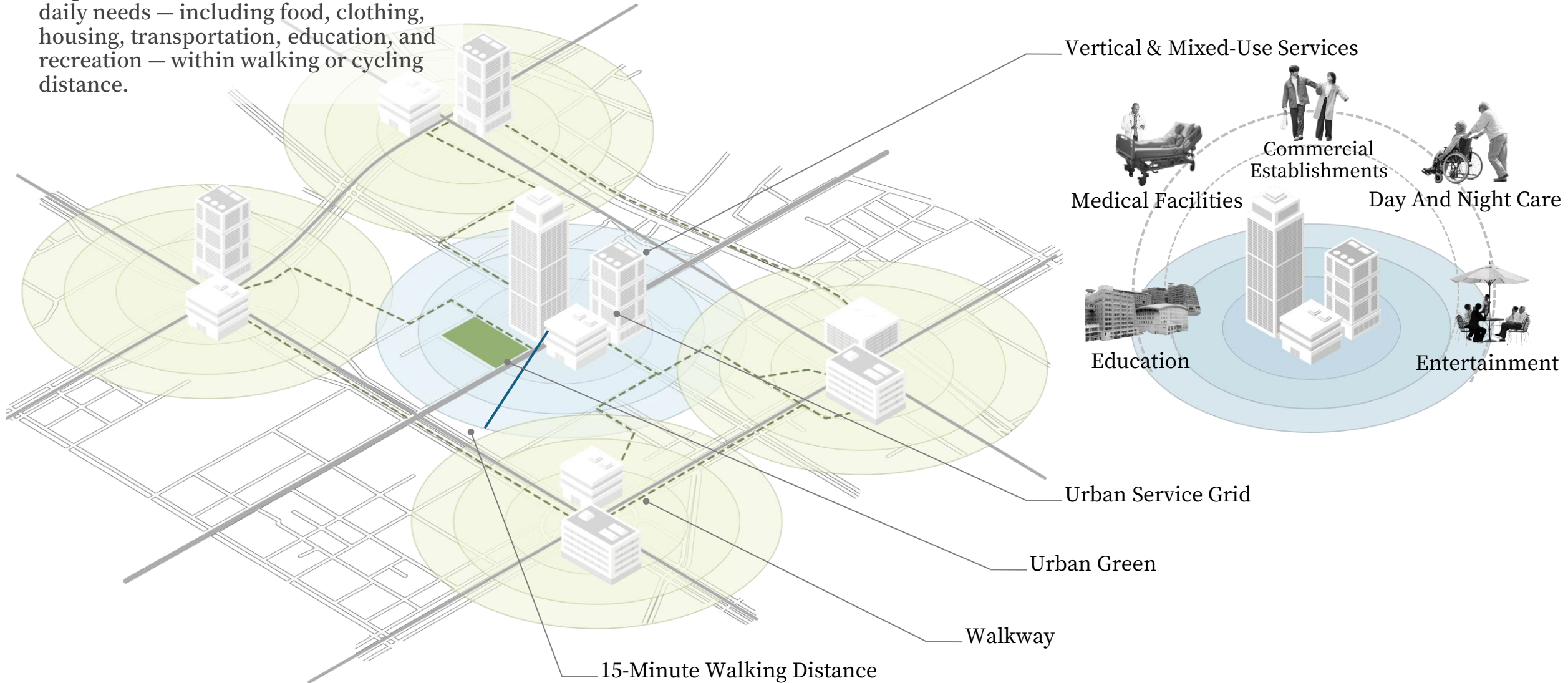
Phase 2



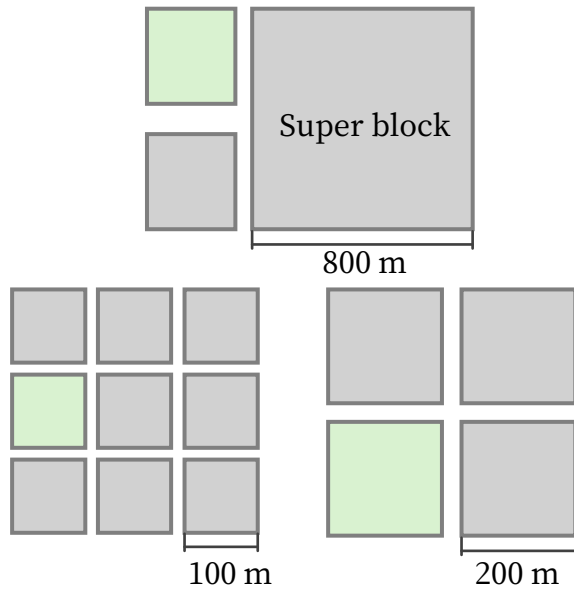
Phase 1

15-MINUTE CITY

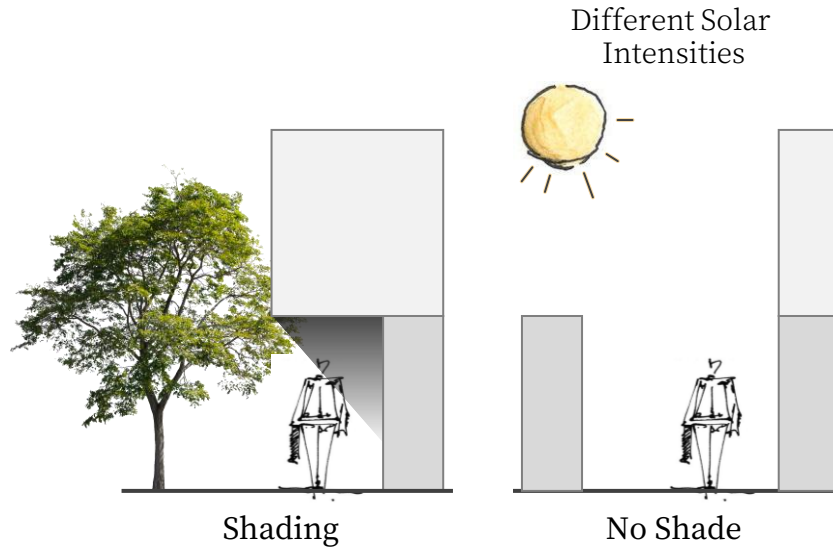
A urban concept where residents of any neighborhood can access most of their daily needs — including food, clothing, housing, transportation, education, and recreation — within walking or cycling distance.



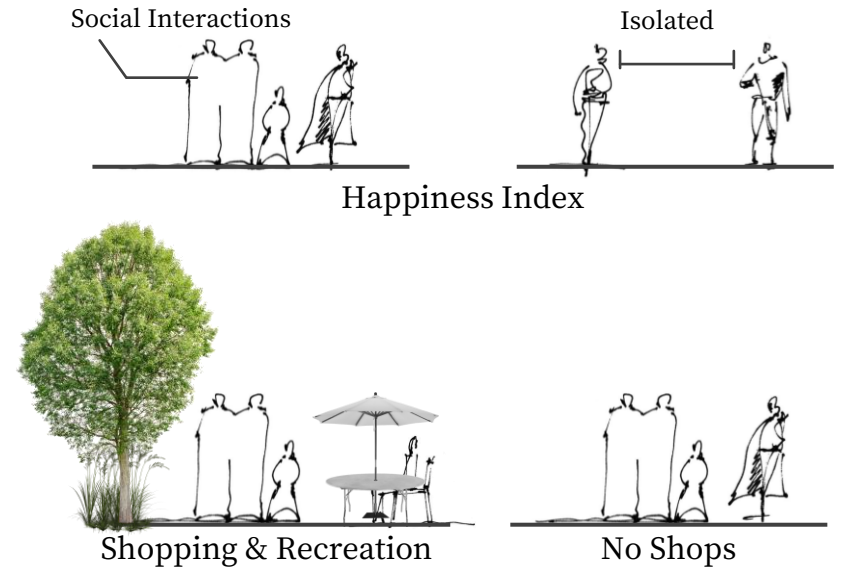
AN EXPERIMENT FOR WALKING ENVIRONMENTS



Proper Distance

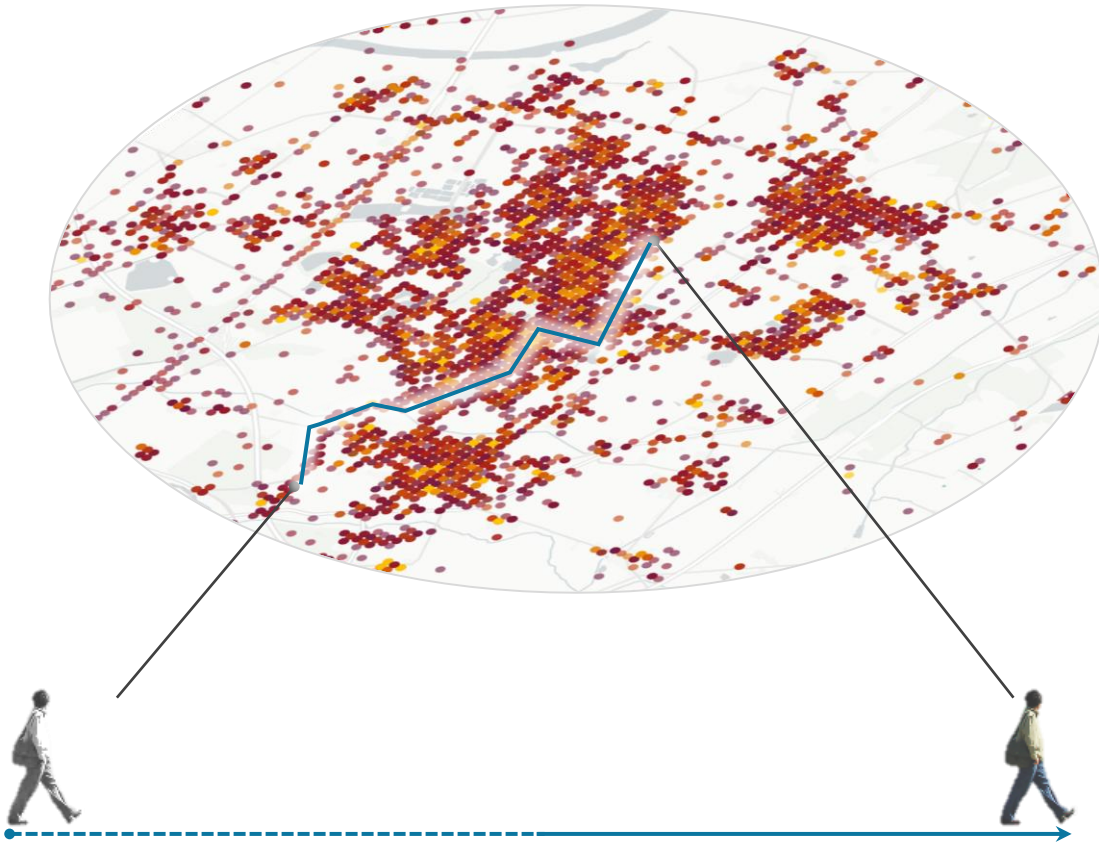


Comfort Level



Happiness / Attractions Intensity

DISTANCE OR ACCESSIBILITY



Data Analysis :

- **POI Analysis** Frequently visited locations & facilities
- **Temporal Analysis** Activity patterns & temporal distribution
- **Route Analysis** Activity hotspots & popular movement corridors

Urban Planning :

- **Facility Optimization** Allocate medical, care & recreational facilities based on hotspots
- **Transportation Improvement** Optimize transit routes & barrier-free infrastructure
- **Time-Based Services** Tailor service availability to activity patterns

POLICY IN TAIWAN

Intro:

With the global shift toward people-centered planning, street design increasingly emphasizes equitable road space and diverse user needs. Inspired by the Complete Streets movement, cities worldwide are advancing accessibility, safety, and inclusivity in urban environments.

Training Aims:

To train professional seed instructors

To promote people-centered street and accessibility concepts

To foster inclusive and equitable street environments

1

Empower Education

2

Innovative Thinking

3

Strengthen Expertise

4

Public Participation

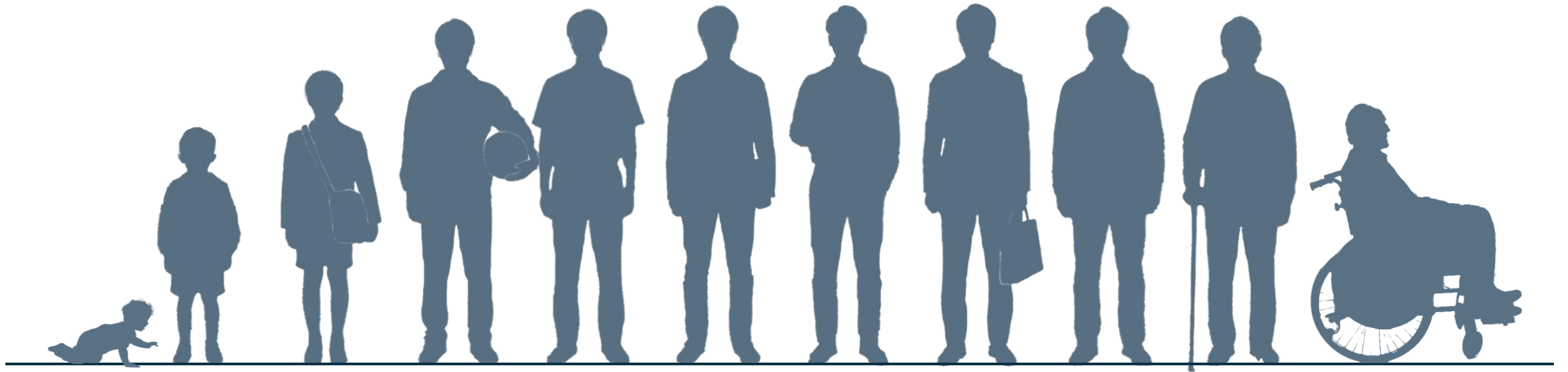


POLICY IN TAIWAN

This initiative promotes people-centered street principles by introducing both theoretical foundations and international best practices in people-centered urban improvements.

Core Components of the Course Design:





Walking for the whole life