

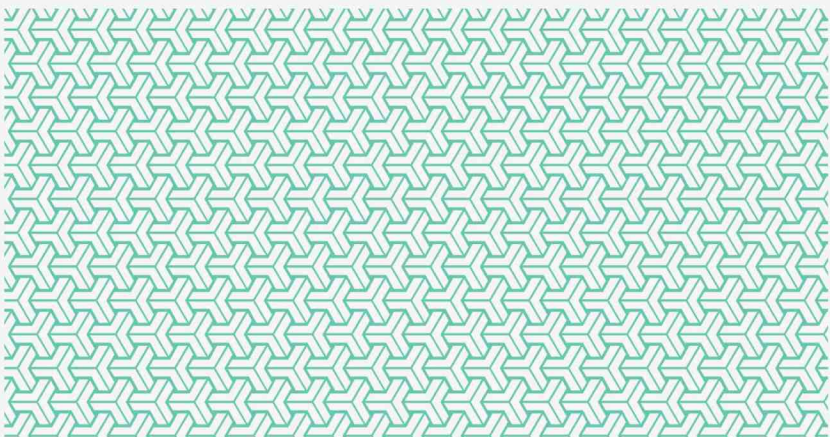
2019년 보행환경개선지구사업의 성과 및 효과평가 연구 - 행정안전부 및 서울시 사업 대상지를 중심으로 -

A Study on the Performance and Effectiveness Evaluation of the 2019 Pedestrian Environment Improvement Projects

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영문요약



In 2012, the “Pedestrian Safety and Convenience Enhancement Act” was established to create a pleasant walking environment where pedestrians can walk safely and conveniently, and in this regard, a legal basis for designation and implementation of pedestrian environment improvement districts was established. Since then, the central government and local governments have established various pedestrian-related policies and plans, and are pursuing projects to improve the pedestrian environment. Although enormous budgets have been invested in related projects, it cannot be said that the monitoring and objective evaluation and analysis of the project's performance are systematically conducted. Therefore, this study aims to verify the effectiveness of related policies by evaluating the performance and effectiveness of actual projects for the 2019 Ministry of Public Administration and Security's Safe Pedestrian Environment Project and the Seoul Pedestrian Environment Improvement District Project. In addition, it is intended to suggest directions for improvement of the relevant legal system and desirable directions.

The basic goals of the pedestrian environment improvement district can be summarized as improving safety, convenience of mobility, accessibility, convenience, comfort, and place, and overall improvement of the pedestrian environment. Considering the six types classified by the Ministry of Public Administration and Security (safe living district, walking-inducing district, rural center district, mobility handicapped district, public transportation district, traditional culture district) and road and regional characteristics, the detailed direction of the project is set and the plan is established.

The domestic pedestrian environment improvement project includes the pedestrian environment improvement district project promoted by the Ministry of Public Administration and Security as part of the safe pedestrian environment project and the pedestrian environment improvement district project in Seoul, which is the only local government to promote it as its own project. The outline and current status of each project were reviewed and organized, and related to this, the pedestrian environment improvement projects promoted by overseas cities were reviewed. The policies and projects promoted in New York, Denmark, Auckland, New Zealand, and London to improve the pedestrian environment were reviewed.

Afterwards, an empirical analysis was conducted on the actual pedestrian environment improvement district project promoted by the Ministry of Public Administration and Security and the Seoul Metropolitan Government in 2019.

Through field surveys and questionnaires, comparative analysis before and after the project, user perception survey, and satisfaction survey were conducted. Though the pedestrian environment was improved, and the effect of the project was evident after the project, the limitations of the project also existed. In the process of project promotion, there were limitations in applicable design techniques and operational strategies due to the lack of understanding of the intention and purpose of the project, expertise, etc. In order to promote an efficient and effective project, it is necessary to continuously educate working-level personnel and strengthen the evaluation of the project.

Keywords :

Pedestrian Environment Improvement District, Pedestrian Safety and Convenience Promotion Act, Pedestrian Environment Improvement Project