Appendix B: SIDEWALK INVENTORY

Conduct a Sidewalk Inventory

Due to the wide geographical differences of the region, there will not be a one-size-fits-all formula for conducting an inventory of the region's sidewalk needs. However, to develop a list of priority areas most projects will follow these steps:

1. Conduct an inventory of sidewalk segments on Arterial, Major Collector and Neighborhood Collector Streets.
2. Score and rank the demand for any missing segments according to population density and frequency of use.
3. List the sidewalk projects.
4. Plan to address shortcomings in the sidewalk network by developing cost estimates for projects.
5. Identify sources of funding.
6. Develop an implementation schedule.
7. Compile data on a regional scale.

A regional sidewalk inventory requires the involvement of community volunteers as well as professional staff. Arranging the region's needs into a clear, systematic list of priorities requires scoring and ranking of streets and roads within the region. The variety of types of street networks present within the region will result in differing strategies for rural and urban areas. Municipalities will participate to the extent that local funding and demand require action for sidewalk safety. To execute this on a regional scale, staff in the 43 municipalities needs to divide the streets within their individual jurisdictions into priority zones for teams of volunteers to survey.

To survey a street, volunteers need to walk the street and collect data on a standardized collection form (included at the end of this Appendix). Both sides of the street need to be surveyed. A minimum street segment needs to be agreed upon for the region. While urban areas can rely on using a block system, rural areas might measure their street segments in quarter mile sections. During the community survey process, special attention is needed to note gaps in the pedestrian network. This includes entire links of missing sidewalk, entire sections of missing sidewalk or partial sections of missing sidewalk.

Scoring

Due to the region's continuing expansion into rural areas, where sidewalks are less present, the greatest need for sidewalk infrastructure will most likely occur within developing rural areas. An objective scoring system is needed to rank necessity for sidewalk enhancements. Priority should be given to the following areas:

- Schools
- Parks
- Churches/Places of Worship
- Shops/Malls
- Town Halls
- Other Municipal Buildings

Further points should be given to streets that are located in densely populated areas (according to local needs) where walking as a form of transportation is likely to occur:

- High Density Areas
- Downtowns
- Town/Village Centers
- School Walking Routes
- Transit Routes

Relevance of Street Type

The amount of street traffic and overall risk to pedestrians will also need to be assessed when ranking the need for sidewalks. Points are awarded according to the street classification of a proposed sidewalk enhancement. Street attributes such as vehicle volume and posted speed are used to assess the need for pedestrian accommodation as two key factors in determining the quality of the walking experience. Large vehicular volume and high vehicular speeds, when combined, could make walking alongside them an unpleasant and dangerous experience. Areas of priority for pedestrian sidewalk installation alongside roadways are:

1. Arterial
2. Major Collector
3. Neighborhood Collector
4. Local Collector

Special Considerations

Bikes lanes and Shoulders

Bike lanes and paved shoulders can provide pedestrians with a margin of safety compared to having no designated walking space. Streets without either a bike lane or a shoulder should receive higher priority than those with either a bike lane or a shoulder.

Filling Gaps in the network

Providing a long unbroken chain of sidewalks should be given priority in budgeting project spending. This is important especially at locations where a small investment allows for completing missing links and result in a connected stretch of sidewalk.

Absence of sidewalks from both sides of the street

A street without sidewalks on either side of the right of way should receive extra weight to increase its overall priority rank. This is especially recommended when it is located along the travel path of the above priority areas. A street without pedestrian accommodation on either side of the road is more dangerous than a street with a sidewalk on one side or both sides of the road due to lacking a viable pedestrian facility.

Mapping

Finally, a map of missing sidewalk segments with corresponding visualization of priority areas should be produced to help focus the efforts in filling the gaps in the pedestrian sidewalk infrastructure network. Maps should display surveyed routes and highlight identified priority areas to show the proximity of a project to key community elements using buffer zone analysis.

Sample Sidewalk Inventory Form

Please Enter one form for each unit, containing Information according to standard unit for either Urban (block) or Rural (1/4 mile)

Street Name:_____
Your Name:_____

Starting Cross Street:_____
Ending Cross Street:_____

Side of Street: __N __S __E __W

Presence of Sidewalk: __present __partial __missing

Location(s) of missing/partial sections (street address):

_____

_____

Width of Sidewalk (including curb): _____feet

Sidewalk Type: ___at grade (no curb) ___ raised with a curb

Buffer of vegetation between sidewalk and street: __yes __no

If no sidewalk, please identify shoulder type:
__none __gravel/grass __paved __bike lane

Curb Cuts at Intersections: __present __missing

If missing, which corner? __NE __NW __SE __SW

Storm Drain Conditions: __clear __clogged

Storm Grate Type: __wide slots parallel to street __narrow slots at angle

Does anything block the sidewalk
(describe location, street address or other identifying landmarks):

_____