

Appendix 5. Durham Pedestrian Path Inventory Field Guide

The Pedestrian Inventory was completed during the period from August, 2005 to January, 2006. Each and every hard-surface sidewalk and pedestrian trail (on-road and off-road) was inventoried to sub-meter accuracy using Global Positioning System technology in the field. Geotek Mapping, a private surveying firm, performed this task.

For each line segment recorded by the survey parties, attributes were assigned that described the condition and characteristics of the pedestrian pathway. The following is a description of each attribute that is contained in the geographic information system (GIS) databases. In addition to this dataset, photographic records were taken at each intersection in the City of Durham and geolocated to specific points on a digital map that can be used by staff to examine actual conditions during reassessments.

### Sidewalk Codes

**Curb** – This indicates the presence of curb and gutter adjacent to the walkway.

**Width** – This is an indicator as to the width of the walking path. This measurement is rounded to then nearest foot. If the width is generally uniform but meanders a bit then you should use the typical average width for that line segment. If the walk has a varying width then you should choose “variable as the width.

**Material** – This indicates the material that composes the walking path.

**General Condition** – This is an indicator as to the condition of the path. There are only two options. 1. Good 2. Other.

This is an indicator as to the presence of Cracking, Faulting or Surface wear. “Good” indicates that none of these attributes are present.

If the feature has the General Condition identified as “Other” then either Cracking, Faulting or Surface wear will be present on the line segment.

**Cracking** – This is a general indicator as to the presence of cracks in the walkway. This is NOT an exact measurement determined scientifically by measuring the details of the walkway, but is rather a field technician’s judgment call based on a brief visual inspection.

This judgment is determined by estimating the density and amount of cracks, in a given line segment. It is NOT a determination of the size or magnitude of any individual sidewalk crack. This evaluation is reported by indicating None, Light, Moderate and Severe.

None – Indicates the absence of visible cracking on the surface of the walkway.

Light – Indicates the presence of light cracking. More specifically, this attribute description ranges from a single crack in the walkway segment to forty-five percent of the segment being covered in cracks.

Moderate - Indicates the presence of moderate cracking. More specifically, this attribute description ranges from forty-five percent to eighty percent of the walkway being covered with cracks.

Severe - Indicates the presence of severe cracking. More specifically, this attribute description ranges from eighty percent to one hundred percent of the walkway being covered with cracks.

**Faulting** – This is a general indicator as to the presence of ground faulting in the walkway. A fault can be described as a depression in the ground or ground settle underneath a walkway. This is NOT an exact measurement determined by counting the number of faults in the walkway, but is rather a field technician’s judgment call based on a brief visual inspection.

This judgment is determined by estimating the density and amount of ground faults, in a given line segment. It is NOT a determination of the size or magnitude of any individual sidewalk ground fault. This evaluation is reported by indicating None, Light, Moderate and Severe.

None – Indicates the absence of visible faulting of the walkway.

Light – Indicates the presence of light faulting. More specifically, this attribute description ranges from a single fault in the walkway segment to forty-five percent of the segment being covered in ground faults.

Moderate - Indicates the presence of moderate ground fault. More specifically, this attribute description ranges from forty-five percent to eighty percent of the walkway being covered with ground faults.

Severe - Indicates the presence of severe ground faulting. More specifically, this attribute description ranges from eighty percent to one hundred percent of the walkway being covered with ground faults.

**Surface Wear** – This is a general indicator as to the presence of surface wear in the walkway. This is NOT an exact measurement determined scientifically by measuring the details of the walkway, but is rather a field technician’s judgment call based on a brief visual inspection.

This judgment is determined by estimating the density and amount of surface wear, in a given line segment. It is NOT a determination of the size or magnitude of any individual area of surface wear. This evaluation is reported by indicating None, Light, Moderate and Severe.

None – Indicates the absence of visible surface wear on the surface of the walkway.

Light – Indicates the presence of light surface wear. More specifically, this attribute description ranges from a single area of surface wear on the walkway segment to forty-five percent of the segment being covered in cracks.

Moderate - Indicates the presence of moderate surface wear. More specifically, this attribute description ranges from forty-five percent to eighty percent of the walkway being covered with areas of surface wear.

Severe - Indicates the presence of severe surface wear. More specifically, this attribute description ranges from eighty percent to one hundred percent of the walkway being covered with areas of surface wear.

**Traffic Volume** – This is an indicator as to the traffic volume of the roadway closest to the walkway, as observed and estimated by the field technician at the time of the data collection.

**Handicap Ramp** – This attribute indicates the presence or absence of a handicap ramp on the end of the walkway line segment.

This is accomplished through a marriage of the street addresses and a set of four codes. The codes are based on the direction of the street addresses. The beginning and end of the pathway line segment is determined by moving forward and going UP with the addresses.

In the case where a segment is not parallel with a public road, such as park trails, the “beginning” is the far east end and the “end” is the far west.

Code One – A ramp exist on both ends

Code Two – A ramp exist on the beginning but not on the end

Code Three – A ramp exist on the end but not the beginning

Code Four – No ramp exist on either end

**Handicap Access** – In many cases a particular line code might indicate the absence of a handicap ramp on one end or the other or even both.

These segments might still be handicap accessible. The purpose of this attribute is to identify of the handicap accessibility of any given segment, regardless of the handicap ramp codes.

If even one single end of the walkway is handicap accessible then the segment should be attributed as “Yes” Handicap Accessible.

If neither end of the pathway line segment is handicap accessible then it should be attributed as “No” Handicap Accessible.

### **Obstructions Codes**

**Obstruction** – This indicates the presence of any permanent obstruction blocking or partially blocking the walkway.

The obstruction is recorded as a point feature. The attribute is the “type” of obstruction.

### Safety Hazard Codes

**Safety Hazard** – This indicates the presence of a safety hazard within the walkway.

This safety hazard is recorded as a point feature. The attribute is the “type” of safety hazard (e.g., tree, utility feature, etc.).



**FAULTING**



**CRACKING**



**SURFACE WEAR**



**OBSTRUCTION**



**SAFETY HAZARD**

