



AMPO GIS Working Group  
Quarterly Webinar  
July 16, 2019  
Featuring Kim Korejko

Q&A

Q: Did you inventory all sidewalks or only sidewalks along roads of certain functional classifications?

A: We inventoried all sidewalks along all public roads in our region.

Q: How have you been able to address the question, “Does Main Street have a sidewalk on right side?” Do you maintain any links or have any canned processes to help answers that question?

A: To date, no, we do not have any built-in processes to answer that question. If, after our planners and planning partners start using the data, we learn that it’s a question that’s regularly asked, we’ll look into developing a method to answer that question.

Q: To clarify, the updating of the dataset is going to be by local and sub-regional agencies – sort of crowd-sourced? How much did the consultant charge to produce the dataset?

A: Yes, we’re relying on our planners and planning partners to update the data to assist in maintaining and updating the data as new facilities are added/improved. We anticipate this project (when the region is completed) to cost ~\$400k to develop.

Q: Do you allow for the dataset to be downloaded?

A: Yes, you can find the data (not the complete region at this point in time) here:  
<https://dvrpcdvrpcgis.opendata.arcgis.com/search?groupIds=bc7d15d84d9e450bb08eb9a664b29879&q=pedestrian%20network>

Q: Is the pedestrian portal map created using ESRI products?

A: We’re using Esri feature services and vector tiling, but the remainder of the application is custom-built.

Q: Did you consider collecting ‘problem features’ like the absence of a ramp, short gaps, or sidewalk deterioration/displacement?

A: At this point in time, we needed to focus on developing an inventory that told us where facilities are present in the region. After our GIS dataset for the region is complete, we aim to develop a facilities gap type of

dataset that will allow us to identify and prioritize where pedestrian infrastructure improvement is needed in the region. Currently, our web application allows for planners to add notes to the GIS dataset, where they can keep track of problem areas. [The curb ramp dataset does have a "Status" attribute where planners can assist us in identifying absence/presence of a ramp by ground-truthing the data through our web map.]

Q: How do you handle different agencies editing the same dataset?

A: This is a challenge that we're anticipating and is a process that we expect to go through some growing pains while we learn through more about who our users are and how well they're able to use our tools to get us the data we're looking for. Currently, we think we have a good handle on who our "expert users" will be and will assume that their data inputs will override others. In the beginning of this project, though, we will need to monitor all incoming data until we accurately are able to determine if that is a good way to go.

Q: How much work was performed by staff versus consultant?

A: The inventory and web applications are being developed by consultants. Still, staff has committed significant time to managing the project, working closely with our consultant to develop the data collection methodology, QA/QC'ing the data we receive from the consultant. We've also relied on staff time to assist in developing the content and identifying needs for the Pedestrian Portal website. We've had numerous rounds of user testing for the web mapping functions as well.

Q: How much did the effort cost?

A: ~\$400k for the pedestrian facilities dataset (still in progress) and ~\$85k for the web application.

Q: Does your staff have to "approve" edits before they are permanently accepted into the system?

A: Yes, there is an approval process before any edits will be accepted then pushed to the enterprise dataset. We would like our county planning partners to assist us in this effort as well, as they're more likely to know if the data collected in their region is accurate than we will.

Q: Though you didn't include 'trails', did you include 'side paths'?

A: If there's any kind of paved surface that runs next to a public road, we include it as a sidewalk. So, there are instances where some of our "sidewalks" are really portions of trails, b/c that paved trail happens to run parallel to a public road.

Q: Did you say that WordPress was used for the portal?

A: Yes, WordPress was used to develop site for the Portal (landing page, content, contact us, etc.). The mapping applications - accessed through the Portal - were custom-built, though.

Q: Is this data going to be available for download for member governments and for the public?

A: Yes, you can find the data (not the complete region at this point in time) here:

<https://dvrpc-dvrpcgis.opendata.arcgis.com/search?groupIds=bc7d15d84d9e450bb08eb9a664b29879&q=pedestrian%20net%20work>

Q: What is the editable ability that you have through the application? What if any QC process? Are you going to go through and make sure that those edits are valid?

A: Currently you can edit attributes of existing features in the network, as well as add new features where they are missing.

DVRPC will QA/QC the edits once a month to approve/deny the changes/updates. We'll then update our GIS layers available through the Pedestrian Portal and our GIS data portal.

Q: Are users managed? Can they edit more than the data in their community? How do you handle the behind the scene with the data itself?

A: Anyone can register to edit our pedestrian network through the Pedestrian Portal. Users for the "Plan" section of the Portal, however, need to be approved by DVRPC. We are only giving access to the "Plan" section of the Portal to our planning partners, as this area is intended to be "sandbox" for improvement ideas and plans – where planning partners can collaborate in an interactive environment.

Yes, editors can edit any data in the region if they'd like.

DVRPC will QA/QC the edits once a month to approve/deny the changes/updates. We'll then update our GIS layers available through the Pedestrian Portal and our GIS data portal.

Q: Definition of sidewalk? You call it "along the road right away". How did you get to that point? Was it a conversation and how did you decide? And how did you factor in accessibility? Is it accessible to get to a transit stop by walking?

A: For our purposes, we defined a sidewalk as "a paved pedestrian path running adjacent to a public road." DVRPC's GIS analysts and Transit, Bike, Pedestrian planners worked with our consultant to arrive at this definition. We were seeking clarity to give the folks who were digitizing the data clear guidance on what data to collect or not collect. Using a paved path along a public road offered such clarity – and, we felt, defines a sidewalk well for our planning purposes.

"Accessibility" will be factored into future uses of the inventory once its developed and has not yet been defined how and in what context.

Q: What technology is behind the web portal? Is it just JavaScript or HTML?

A: The webpages are being hosted through WordPress and the mapping components use the ASP.NET Core framework.

Q: Do you have to deal with municipalities that are maintaining their own version and continuing forward like their public works department? And how do you coordinate getting updates from them?

A: Historically, DVRPC has not worked with municipalities in this capacity, so this is a new venture where we expect to experience growing pains. Right now, we're doing our best to learn who-is-doing-what. After that is established, we can work on receiving updates via regular GIS processes, if they don't wish to contribute to our dataset by using the Portal. I have reached out to consultants in our region who host GIS solutions for our municipalities. It remains to be seen how we'll work together, but we're all invested in the idea of sharing data and removing data duplication where possible.

Q: You've identified marked crosswalks that you know. If there is none marked, do you still identify them?

A: Yes, we're assuming that anyplace where a sidewalk ends at a street that there is a crosswalk. We are using an attribute to indicate if that crosswalk is marked or unmarked.

Q: Did you do inventory for all sidewalks along roads?

A: Yes, we're mapping all paved pedestrian paths running adjacent to public roads in our region.