

Walk Audit Quick Guide

DRCOG is requiring applicants to conduct walk audits prior to applying for Transportation Improvement Program, or TIP, funding. However, the specific format and procedures of the walk audit are flexible and can be adjusted by the sponsor to meet the needs of their individual project. The key is to get on-the-ground familiarity with a project location and the potential deficiencies existing in the current conditions. The following guide outlines some high-level considerations that applicant agencies should consider in conducting their walk audits. More information on pedestrian facility best practices can be found on DRCOG's [Sidewalk Delivery Guide](#). No formal report is needed, but you must upload your notes and a rough diagram showing the location of noted deficiencies to your TIP application.

What materials to bring?

- Measuring wheel.
- Digital level.
- High-vis vests.
- Camera (phone camera is just fine).

What data to bring?

- Crash data, previous 5 years.
- Right of way boundaries/parcel lines.

Highest priority conditions to document:

- [PROWAG](#)-compliant sidewalks.
 - At least 4-feet wide with minimum 5-foot wide passing areas every 200 feet (simplest best-practice is 5-foot continuous width).
 - Document vertical obstructions constraining the pedestrian access route (such as utility poles, furniture, trees).
 - Document sidewalk conditions that impede accessibility (such as lips and cracks greater than ½ inch, heaved or buckled sidewalk panels. It is not necessary to document every single one, but enough to estimate general length and location of where sidewalks will need full reconstruction that will need to be included in the application cost estimate versus smaller fixes like grinding or patching).
 - Continuous cross-slope greater than 1:48 (~2.1%), meaning sidewalk will need remediation/regrading.
 - Any other obstructions or constraints that will impact design and construction (such as property lines (ROW), buildings and structures, retaining walls, etc.).
- ADA curb ramps.
 - At each corner where crossing is permitted?

- At driveway crossings?
 - Tactile mat (truncated domes) at least 48 inches deep.
 - Compliant slope of 1:12 slope or less?
- At existing signals.
 - Is there an Accessible Pedestrian Signal, or APS, button for each crossing direction?
 - Is the APS button accessible from the sidewalk, especially for someone using a long white cane or wheelchair (will any pedestals need to be constructed)?

Medium priority conditions:

- Crosswalks.
 - Type – high-visibility/continental versus or transverse line.
 - Condition.
 - Which legs of the street?
 - Supportive signage, traffic controls, or markings? Will those need replacement?
- Pedestrian destinations.
 - Schools.
 - Parks.
 - Recreation centers.
 - Libraries.
 - Assisted living or 55+ facilities.
 - Retail districts.