

Pedestrian and Bicycle Infrastructure Network

Data Catalog

Created by

Institute for Transportation Research and Education
Bicycle and Pedestrian Program

For

North Carolina Department of Transportation
Division of Bicycle and Pedestrian Transportation

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PBIN Data Catalog

Each dataset provides a consistent set of attribute fields on existing bicycle, pedestrian, and shared-use path data for use in asset management as well as proposed data for use in planning and project development by PGI awarded communities. **Where applicable, fields or attributes marked with an asterisk (*) are required data for NCDOT Planning Grant Initiative (PGI) communities to collect and/or update as a condition of award.** PGI communities should consider including additional fields or attributes from the Data Catalog when inventorying focus areas or corridors, as identified through the plan development process.

The data catalog is broken up into three sections:

1. BICYCLE ASSETS

The **Bike_Fac_Linear** feature class includes polyline data on existing and proposed facilities such as bike lanes, bike routes, bicycle boulevards, and paved shoulders. It also includes information on surface condition, facility width, slope, and rumble strips.

The **Bike_Fac_Point** feature class includes polyline data on existing and proposed facilities such as bike parking, crossing improvement, bike boxes, bike share kiosks, and bike detection loops. It also includes information on bicycle-oriented signage and hazardous grates. It also includes information on surface condition, facility width, slope, and rumble strips.

2. PEDESTRIAN ASSETS

The **Ped_Fac_Linear** feature class includes polyline data on existing and proposed facilities such as sidewalks and other types of footpaths. It includes information on material, facility width, buffer, buffer width and slope.

The **Ped_Fac_Point** feature class includes point data on existing and proposed facilities such as crosswalks, pedestrian signals, curb extensions, and crossing islands. The data also includes signage and hazards.

3. SHARED USE ASSETS

The **SUP_Fac_Linear** feature class includes polyline data on existing and proposed shared use facilities such as greenways, trails, and mixed use paths.

The **SUP_Fac_Point** feature class includes polyline data on existing and proposed facilities such as crossing treatments for shared use paths, greenways, and trails. It also includes signage, access points and amenities for shared use facilities.

Note: Assets are those features and facilities that exist or are planned in North Carolina for walking and bicycling. While collected and stored in the PBIN as an NCDOT initiative to enhance state and regional collaboration, assets in the PBIN are not defined as being owned and/or maintained by the state.

The following table is not comprehensive but is intended to serve as a quick reference for the types of data that can be stored within each of the feature classes.

Bicycle Assets	Linear	Pedestrian Assets	Linear	Shared Use (SUP) Assets	Linear
	<p>Facility Type – bike lane, paved shoulder, shared lanes, buffered bike lane, separated bike lane, and contra-flow bike lane</p> <p>Signing and Marking – bike route, shared lane markings, bicycle boulevard, wayfinding</p> <p>Implementation – restripe, repave, reallocate, marking, widening</p> <p>Other details – facility width, rumble strips, surface condition, facility name, associated roadway</p>		<p>Facility Type – sidewalk, footpath</p> <p>Material – asphalt, concrete, gravel, brick/pavers, dirt/natural, boardwalk</p> <p>Buffer – green zone, parking/transit stop zone, bicycle zone</p> <p>Implementation – resurface, widening, restripe, reallocate, new construction</p> <p>Other details – facility width, buffer width, surface condition, slope, lighting, associated roadway</p>		<p>Facility Type – shared use path, sidepath, unimproved trail</p> <p>Material – asphalt, concrete, gravel, brick/pavers, dirt/natural, boardwalk</p> <p>Other details – surface condition, facility width, buffer width, facility name, slope, associated geographic reference</p>
	Point		Point		Point
	<p>Facility Type – bike corral, maintenance station, bike lockers, bike parking, bike share, bike detection, bike signal, bike box, other intersection treatment</p> <p>Signage – bike lane, bicycle may use full lane, right turn yield to bikes, bicycle actuate signal, etc.</p> <p>Other details – hazardous grates</p>		<p>Facility Type – marked crosswalk, mid-block crossing, rectangular rapid flashing beacon, pedestrian hybrid beacon, curb ramp, crossing island, curb extension, underpass and overpass (pedestrian-specific).</p> <p>Signage – school crossing assembly, in-street pedestrian crossing, overhead pedestrian crossing, yield here to pedestrians, etc.</p> <p>Other details – hazards, ADA compliance</p>		<p>Amenities – motor vehicle parking, bench, restroom, lockers, water fountain</p> <p>Access – trailhead, access point</p> <p>Crossing Treatment - SUP signal, bollard, underpass, overpass</p> <p>Signage – trail crossing, railroad crossing, destination and guide signs, etc.</p>

◆ BICYCLE ASSETS

Feature Class: Bike_Fac_Linear (Linear Bicycle Features)

BL-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the bicycle facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

BL-2 Plan Year = PLAN_YEAR (double)*

If the bicycle linear data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

BL-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the bicycle linear data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

BL-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

BL-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the bicycle linear data is a component of a Comprehensive Transportation Plan, enter the name of the CTP mutually adopted between the state and local area partners.

BL-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

BL-7 Existing Facility Type = EXST_FACIL (text, 30 characters)*

The inventory of existing linear bicycle facilities. Note that inventories or identification of existing facilities may be from any credible source. Where there is more than one treatment on a roadway segment such as a bike lane on an uphill and shared lane on a downhill, each should be included as a discreet linear data piece.

- **Bike Lane** - a marked lane along a portion of the roadway that has been designated for preferential or exclusive use for bicyclists via pavement markings in compliance with the MUTCD. It is intended for one-way travel in the same direction as the adjacent traffic lane.
- **Buffered Bike Lane** - a conventional bicycle lane with a designated buffer space, typically delineated by markings, that separates the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
- **Paved Shoulder** - the portion of the roadway contiguous with the travel lanes that accommodates stopped vehicles, emergency vehicles, and reduces the frequency of pavement maintenance. Shoulders, where paved and of sufficient width, may be used by bicyclists.
- **Shared Lane** - a lane of the traveled way that is open to both bicycle and motor vehicle travel where there are improvements in roadway width, signing, or marking for bicycling purposes. Shared Lanes often include improvements such as Shared Lane Markings or are designated as Bicycle Boulevards which must be indicated under the field Existing Signing and Marking. Where intended explicitly for purposes of serving as a bicycling facility, wide outside lanes should also be included in this category.

- **Separated Bike Lane** - an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Also known as a Cycle Track or Protected Bike Lane.
- **Contra-flow Bike Lane** - Bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. (NACTO Urban Bikeway Design Guide, 2011)
- **Other** - A facility that does not fall under an existing value.

BL-8 Existing Signing and Marking = EXST_SIGN (text, 30 characters)*

Signing and marking whose primary purpose is to distinguish a facility for bicycling or indicate bicycling routes. Bikeway markings represent any device applied onto the pavement surface and intended to designate a specific right-of-way, direction, potential conflict area, or route option. Connector routes should be classified as bike routes.

- **Bike Route** - a segment of road identified as a path of travel for bicyclists between destinations which may have directional and informational Signage and Markings. Routes may exist at the national, state, county and local level.
- **Wayfinding** - comprehensive Signage and/or Markings to guide travelers to their destinations along preferred routes by providing information such as distances or times to reach key destinations or areas.
- **Bicycle Boulevard** - a segment of street, or series of contiguous street segments, that has been modified to accommodate through-bicycle traffic and minimize through- motor traffic. There are a variety of facilities that can be used to designate a boulevard including: Signage, Shared Lane Markings, partial- or full-street closures, mini-circles, and other streetscape improvements. Also known as a Neighborhood Greenway.
- **Shared Lane Markings** - a pavement marking symbol used to indicate a Shared Lane environment for bicycles and motor vehicles. The markings help assist with bicyclists' positioning and direction of travel on the roadway, can indicate a preferred bicycling route, and alert motorists of a bicyclist's likely location on the roadway. Also known as Sharrows.

BL-9 Existing Facility Name: Local = EXST_NAME (text, 50 characters)*

The name of the existing signed facility, used for local designations. This is the local name of the bike route, way-finding route or bicycle boulevard. A single route segment may have multiple designations (local, county, state, and national).

BL-10 Existing Facility Name: County = EXST_NAME2 (text, 50 character)*

Name of the existing signed facility, used for county-wide designations. This is the name of the county bike route or way-finding route. A single route segment may have multiple designations (local, county, state, and national).

BL-11 Existing Facility Name: State = EXST_NAME3 (text, 50 characters)*

Name of the existing signed facility, used for statewide designations. This is the name of the state bike route or way-finding route. A single route segment may have multiple designations (local, county, state, and national).

BL-12 Existing Facility Name: National = EXST_NAME4 (text, 50 character)*

Name of the existing signed facility, used for national designations. This is the name of the national bike route or way-finding route. A single route segment may have multiple designations (local, county, state, and national).

BL-13 Surface Condition = COND_BIKE (text, 30 characters)

Subjective score for surface condition of existing facilities.

- **Good** - Sound Surface Condition
- **Needs Improvement** - Facility has a surface feature that needs to be addressed

BL-14 Facility Width = WIDTH (short integer, precision 3)*

Width of the bicycle facility for the majority of a segment. For Bike Lane, Shoulder, Buffered Bike Lane, and Contra-flow Bike Lanes, width is measured from the outermost motor vehicle travel lane to the edge of pavement or boundary of parking lane. The gutter pan on an urban street is not considered part of a bicycle facility. For buffered bike lanes and contra-flow bicycle lanes, the buffer is included in the width if considered by the jurisdiction as a part of the bicycling facility. For Wide Outside Lane and lanes with shared lane markings width is measured as the width of the shared travel lane.

BL-15 Rumble Strips = RMBL_STRP (text, 30 characters)

Indicate the presence or absence of rumble strips along a street segment, and whether the strips are continuous or spaced for bicyclists to cross.

- **None** – not present
- **Continuous** - present, without gaps
- **Spaced** – present, with gaps

BL-16 Proposed Facility Type = PROP_FACIL (text, 30 characters)*

The inventory of proposed or planned bicycling facilities. This list may not be exhaustive of facilities proposed in future plans. Only governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved should include data on proposed facilities. Where there is more than one treatment on a roadway segment such as a bike lane on an uphill and shared lane on a downhill, each should be included as a discreet linear data piece.

- **Bike Lane** – a marked lane along a portion of the roadway that has been designated for preferential or exclusive use for bicyclists via pavement markings in compliance with the MUTCD. It is intended for one-way travel in the same direction as the adjacent traffic lane.
- **Buffered Bike Lane** - a conventional bicycle lane with a designated buffer space, typically delineated by markings, that separates the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
- **Paved Shoulder** - the portion of the roadway contiguous with the travel lanes that accommodates stopped vehicles, emergency vehicles, and reduces the frequency of pavement maintenance. Shoulders, where paved and of sufficient width, may be used by bicyclists.
- **Shared Lane** - A lane of the traveled way that is open to both bicycle and motor vehicle travel where there are improvements in roadway width, signing, or marking for bicycling purposes. Shared Lanes often include improvements such as Shared Lane Markings or are designated as Bicycle Boulevards which must be indicated under the field Proposed Signing and Marking. Where intended explicitly for purposes of serving as a bicycling facility, wide outside lanes should also be included in this category.
- **Separated Bike Lane** - an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. Also known as a Cycle Track or Protected Bike Lane.
- **Contra-flow Bike Lane** - Bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. (NACTO Urban Bikeway Design Guide, 2011)

- **Improvement – unspecified** - Recommend change to description to read: A proposed improvement to the bicycling environment indicating a new or upgraded bicycling facility is desired but is not yet specified, typically from plan or study level information.

BL-17 Implementation Method = IMPL_MTHD (text, 30 characters)

The method of implementation identified to install proposed or planned facilities, or to generally improve a roadway segment for bicycling.

- **Restripe** - adjustment in the lateral placement of existing travel lanes to reallocate roadway space for bicyclists or create a greater buffer width between motor vehicle lanes and existing or proposed pedestrian facilities. This adjustment does not remove or add any travel lanes for motor vehicles
- **Repave** - proposed implementation method to improve a facility for bicyclists by capitalizing on the routine paving or resurfacing maintenance schedule.
- **Reallocate** - a technique to modify the number or width of travel lanes to achieve systemic improvements. Variants of reallocation include 4-to-3 lane conversion, lane reduction, road diet, or reconfiguration
- **Marking** – as a proposed implementation method, marking means striping or painting facilities such as shared lane markings or bicycle lanes without any need for additional improvements or adjustments to the roadway. They are intended to provide information, guidance, regulation, or warnings to road users.
- **Widening** – increasing the width of the paved portion of the roadway to specifically improve the roadway segment for a bicycling facility.

BL-18 Proposed Signing and Marking = PROP_SIGN (text, 30 characters)*

Proposed signing and marking whose primary purpose is to distinguish a facility for bicycling or indicate bicycling routes. Bikeway markings represent any device applied onto the pavement surface and intended to designate a specific right-of-way, direction, potential conflict area, or route option. Connector routes should be classified as bike routes.

- **Bike Route** - a segment of road identified as a path of travel for bicyclists between destinations which may have directional and informational Signage and Markings. Routes may exist at the national, state, county and local level.
- **Wayfinding** - comprehensive Signage and/or Markings to guide travelers to their destinations along preferred routes by providing information such as distances or times to reach key destinations or areas.
- **Bicycle Boulevard** - a segment of street, or series of contiguous street segments, that has been modified to accommodate through-bicycle traffic and minimize through- motor traffic. There are a variety of facilities that can be used to designate a boulevard including: Signage, Shared Lane Markings, partial- or full-street closures, mini-circles, and other streetscape improvements. Also known as a Neighborhood Greenway.
- **Shared Lane Markings** - a pavement marking symbol used to indicate a Shared Lane environment for bicycles and motor vehicles. The markings help assist with bicyclists' positioning and direction of travel on the roadway, can indicate a preferred bicycling route, and alert motorists of a bicyclist's likely location on the roadway. Also known as Sharrows.
- **Signing Marking Unspecified** - proposed signing or marking that is unspecified, typically plan or study level information.

BL-19 Proposed Facility Name = PROP_NAME (text, 50 characters)

The name of the proposed signed facility. The official name of the bike route, wayfinding or bicycle boulevard identified in the Proposed Signed Facility field.

BL-20 Roadway = RDWY_BIKE (text, 30 characters)*

Name of roadway associated with the bicycle facility, where available. Allows for identification of exact roadway segment the bicycle facility corresponds to, even in cases of lack of congruence with roadway shapefiles.

BL-21 Cardinal Direction = CARD_DIRCT (text, 30 characters)*

Location detail for existing or proposed linear features that may be on one or more sides of a segment. This must be included where more clarification about the placement or position of the facility on the roadway is necessary.

- **North** – North side of the roadway
- **South** - South side of the roadway
- **East** – East side of the roadway
- **West** – West side of the roadway
- **Both** – Both sides of the roadway

◆ BICYCLE ASSETS

Feature Class: Bicycle_Fac_Point (Point Bicycle Features)

BP-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the bicycle facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

BP-2 Plan Year = PLAN_YEAR (double)*

If the bicycle point data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

BP-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the bicycle point data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

BP-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

BP-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the bicycle point data is a component of a Comprehensive Transportation Plan, enter the name of the CTP mutually adopted between the state and local area partners.

BP-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

BP-7 Existing Feature Type = EXST_FACIL (text, 30 characters)*

The inventory of existing point bicycle facilities. Note that inventories or identification of existing facilities may be from any credible source. If multiple features are in one location, each feature should be an individual data point.

- **Bike Corral** – A large rack designed for parking multiple bicycles in high-demand areas, usually in the space provided for one or two parked cars.
- **Bike Maintenance Station** - a stand, kiosk or repair station provided to the public for self-service bicycle maintenance.
- **Bike Lockers** - a secure bicycle storage container with a capacity to store one to two bicycles each. Typically a series of lockers are clustered in a designated area to provide longer-term parking.
- **Bike Parking** - a rack or object provided specifically for the purpose of supporting an enabling a bicycle to be secured when not in use.
- **Bike Share** - a service in which a fleet of bicycles are made available for shared use by the public
- **Bike Detection** – detection at intersections designed to accommodate bicyclists either actively or passively. Active detection requires the bicyclist to activate the signal phase through a pushbutton.
- **Bike Signal** - a traffic control device that assigns right-of-way to bicyclists and controls bicycle movements in mixed traffic to reduce conflict with motor vehicles and/or pedestrians.

- **Bike Box** – a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase (NACTO Urban Bikeway Design Guide, 2011)
- **Other Intersection Treatment** - any intersection treatment not already enumerated, including but not limited to two-stage turn queue boxes intersection crossing markings, and combined bike lane/turn lane

BP-8 Existing Signage = EXST_SIGN (text, 80 characters)

Existing signage with messaging specifically to bicyclists or to motorists about bicycle use.

Signage from Chapter 9. Traffic Control For Bicycle Facilities (MUTCD, 2009)

- **Bike Lane** (R3-17)
- **Bike Lane Ahead/Ends** (R3-17a, R3-17b)
- **No Parking – Bike Lane** (R7-9 or R7-9a)
- **Bicycle May Use Full Lane** (R4-11)
- **Right Turn Yield to Bikes** (R4-4)
- **Bicycle Route** (M1-8, M1-9)
- **Bicyclists Use Pedestrian Signal** (R9-5)
- **Bicyclists Yield to Pedestrians** (R9-6)
- **Bicycle Actuate Signal** (R9-5, R10-22, R10-24, R10-26)
- **Share the Road** (W16-1)
- **Bicycle Destination and Guide Sign - unspecified**
- **Bicycle Warning - unspecified**
- **Bicycle Regulatory –unspecified**

BP-9 Hazardous Grate = HZRD_GRATE (text, 30 characters)

Existing grate in a roadway that is a hazard to bicyclists.

- **Yes** – Presence of hazard
- **No** – Absence of hazard

BP-10 Proposed Feature Type =PROP_FACIL (text, 50 characters)*

Proposed or planned point bicycle features. These improvements must come from an adopted plan or from a professional report (feasibility study, corridor study, etc.) generated with involvement of a governmental entity.

- **Bike Corral** – a large rack designed for parking multiple bicycles in high-demand areas, usually in the space provided for one or two parked cars.
- **Bike Maintenance Station** - a stand, kiosk or repair station provided to the public for self-service bicycle maintenance.
- **Bike Lockers** - a secure bicycle storage container with a capacity to store one to two bicycles each. Typically a series of lockers are clustered in a designated area to provide longer-term parking.
- **Bike Parking** - a rack or object provided specifically for the purpose of supporting an enabling a bicycle to be secured when not in use.
- **Bike Share** - a service in which a fleet of bicycles are made available for shared use by the public
- **Bike Detection** - detection at intersections designed to accommodate bicyclists either actively or passively. Active detection requires the bicyclist to activate the signal phase through a pushbutton.
- **Bike Signal** – a traffic control device that assigns right-of-way to bicyclists and controls bicycle movements in mixed traffic to reduce conflict with motor vehicles and/or pedestrians.

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- **Bike Box** – a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase (NACTO Urban Bikeway Design Guide, 2011)
 - **Other Intersection Treatment** - any intersection treatment not already enumerated, including but not limited to two-stage turn queue boxes intersection crossing markings, and combined bike lane/turn lane.
 - **Crossing Improvement – unspecified** - a location identified for a crossing improvement for which the specific treatment(s) has yet to be determined (typically from plan level data).
 - **Grade Separated Crossing – unspecified** - a facility, such as an overpass, underpass, skywalk, or tunnel that allows pedestrians, bicyclists, and motor vehicles to cross each other at different levels to avoid conflicts and improve free flow of each mode. The specific facility is yet to be determined (typically from plan level data).

BP-11 Proposed Signage = PROP_SIGN (text, 80 characters)

Proposed signage with messaging specifically to bicyclists or to motorists about bicycle use. Signage from Chapter 9. Traffic Control For Bicycle Facilities (MUTCD, 2009)

- **Bike Lane** (R3-17)
- **Bike Lane Ahead/Ends** (R3-17a, R3-17b)
- **No Parking – Bike Lane** (R7-9 or R7-9a)
- **Bicycle May Use Full Lane** (R4-11)
- **Right Turn Yield to Bikes** (R4-4)
- **Bicycle Route** (M1-8, M1-9)
- **Bicyclists Use Pedestrian Signal** (R9-5)
- **Bicyclists Yield to Pedestrians** (R9-6)
- **Bicycle Actuate Signal** (R9-5, R10-22, R10-24, R10-26)
- **Share the Road** (W16-1)
- **Bicycle Destination and Guide Sign - unspecified**
- **Bicycle Warning - unspecified**
- **Bicycle Regulatory - unspecified**

BP-12 Roadway = RDWY_BIKE (text, 50 characters)*

Name of roadway associated with the bicycle feature, where available. Allows for identification of exact roadway segment, especially in cases of lack of congruence with roadway shapefiles.

◆ PEDESTRIAN ASSETS

Feature Class: Ped_Fac_Linear (Linear Pedestrian Features)

PL-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the pedestrian facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

PL-2 Plan Year = PLAN_YEAR* (double)*

If the pedestrian linear data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

PL-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the pedestrian linear data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

PL-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

PL-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the pedestrian linear data is a component of a Comprehensive Transportation Plan, enter the name of the CTP mutually adopted between the state and local area partners.

PL-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

PL-7 Existing Facility Type = EXST_FACIL* (text, 30 characters)

Inventory of existing pedestrian linear facilities. Note that inventories or identification of existing facilities may be from any credible source. (Sidepaths are characterized under the Shared-Use Path linear layer.)

- **Sidewalk** - the portion of a street or highway right of way, beyond the curb or edge of roadway pavement that is paved or improved and intended for use by pedestrians.
- **Footpath** - an unpaved travel way formed naturally by pedestrian use, often due to the lack of pedestrian facilities. Also known as Goat Paths or Desire Lines. This category may also include single track trails or hiking trails intended exclusively for pedestrian use.

PL-8 Material = MATERIAL* (text, 30 characters)

Surface material of the pedestrian facility.

- **Asphalt** – Asphalt surface
- **Concrete** – Concrete surface
- **Gravel** – Gravel or crushed stone surface
- **Brick/Pavers** – Bricks or pavers aligned to make a walkway surface
- **Dirt/Natural** – A natural or dirt surface, unpaved.
- **Boardwalk** – A boarded path used to construct a walkway surface
- **Other** – Any other value not listed

PL-9 Surface Condition = COND_PED (text, 30 characters)

Subjective score for surface condition of existing facility along a pedestrian route.

- **Good** - smooth, slip-resistant surface that is ADA compliant with no cross-slope, heaving or tripping hazards for the majority of the segment.
- **Needs Improvement** - surface with cross-slope problems, deterioration, degradation, or tripping hazards that result in non-compliance with ADA for the majority of the segment.

PL-10 Facility Width = WIDTH* (double)

Width of pedestrian facility in feet.

PL-11 Buffer = BUFFER (text, 30 characters)

A strip of land that separates the sidewalk, or other facilities, from the street to improve the active traveler's level of comfort. A buffer can be comprised of one or multiple zones including the Green Zone, Bicycle Zone, Parking/Transit Stop Zone or a combination thereof. Typical elements that contribute to creating a buffer include landscaping strips, parked cars and/or bicycle lanes.

- **Green Zone** – a landscaped area between the street pavement and the accessible pedestrian route. In a high-density urban area, a green zone may be hardscaped with trees in planters. This zone may include features such as landscaping, signs, benches, fire hydrants, and utility poles. Also known as a planting strip or curb strip.
- **Parking/Transit Stop Zone** – a section of the public right of way that allows for parking motor vehicles. The parking zone is typically an 8 to 10-foot wide paved section allowing for parallel parking adjacent to traffic flow. It may also contain areas that are used for a bus pullout, where appropriate.
- **Bicycle Zone** – an area in the public right of way reserved for bicycling facilities. To be included in the buffer, it must provide spatial separation between the pedestrian zone and the motor vehicle zone.
- **None** – indicates no buffer is present

PL-12 Buffer Width = BFFER_WDTH (double)

Buffer width, in feet, as measured from edge of the closest motor vehicle travel lane to the effective pedestrian route.

PL-13 Slope = SLOPE_PED (float, precision 4, scale 2)

Running slope of the pedestrian facility. Use positive whole integers. Identifies pedestrian linear facilities with running slopes greater than 5% (ADA compliance threshold) for the majority of the line segment.

PL-14 Proposed Facility Type = PROP_FACIL* (text, 30 characters)

Proposed or planned pedestrian facilities. This list may not be exhaustive of facilities proposed in future plans. Only governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved should include data on proposed facilities.

- **Sidewalk** - The portion of a street or highway right of way, beyond the curb or edge of roadway pavement that is paved or improved and intended for use by pedestrians.
- **Footpath** - An unpaved travel way formed naturally by pedestrian use, often due to the lack of pedestrian facilities. Also known as Goat Paths or Desire Lines. This category may also include single track trails or hiking trails intended exclusively for pedestrian use.
- **Improvement - unspecified** - A proposed improvement to the pedestrian environment indicating a new or upgraded pedestrian facility is desired but is not yet specified, typically from plan or study level information

PL-15 Implementation Method = IMPL_MTHD (text, 30 characters)

Method of implementation identified to install proposed or planned facilities, or to generally improve a roadway segment for pedestrians.

- **Resurface** – a proposed implementation method to improve a facility for pedestrians to occur the next time the roadway segment is scheduled to be resurfaced. Resurfacing beyond routine maintenance (i.e. Repaving) is considered an alteration and therefore requires upgrading curb ramps and crosswalks for ADA compliance.
- **Widening** - increasing the width of the paved portion of the roadway to specifically improve the roadway segment for a pedestrian facility
- **Restripe** - adjustment in the lateral placement of existing travel lanes to reallocate roadway space for pedestrians or create a greater buffer width between motor vehicle lanes and existing or proposed pedestrian facilities. This adjustment does not remove or add any travel lanes for motor vehicles
- **Reallocate** - a technique to modify the number or width of travel lanes to achieve systemic improvements. Variants of reallocation include 4-to-3 lane conversion, lane reduction, road diet, or reconfiguration
- **New Construction** - addition of a pedestrian facility along an existing roadway as an independent project where the travel lanes or width of the road are not changed for the improvement to occur.

PL-16 Existing Pedestrian Lighting = EXST_LIGHT (text, 30 characters)

Inventory of existing pedestrian-scale lighting for the majority of the segment.

- **Yes** – presence of pedestrian-scale lighting
- **No** – absence of pedestrian-scale lighting

PL-17 Proposed Pedestrian Lighting = PROP_LIGHT (text, 30 characters)

Location where pedestrian-scale lighting is proposed along the majority of the segment.

- **Yes** – Proposed pedestrian scale lighting
- **No** – No proposed lighting

PL-18 Roadway = RDWY_PED* (text, 50 characters)

Name of roadway associated with the pedestrian facility, where available. Allows for identification of exact roadway segment, especially in cases of lack of congruence with roadway shapefiles.

PL-19 Cardinal Direction = CARD_DIRCT* (text, 30 characters)

Location detail for existing or proposed linear features that may be on one or more sides of a segment. This must be included where more clarification about the placement or position of the facility on the roadway is necessary.

- **North** – North side of the roadway
- **South** - South side of the roadway
- **East** – East side of the roadway
- **West** – West side of the roadway
- **Both** – Both sides of the roadway

PL-20 Existing Facility Name = EXST_NAME (text, 50 characters)

The primary name for the existing pedestrian facility.

PL-21 Proposed Facility Name = PROP_NAME (text, 50 characters)

The primary name for the proposed pedestrian facility.

◆ PEDESTRIAN ASSETS

Feature Class: Ped_Fac_Point (Point Pedestrian Features)

PP-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the pedestrian facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

PP-2 Plan Year = PLAN_YEAR* (double, precision 4)*

If the pedestrian point data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

PP-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the pedestrian point data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

PP-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

PP-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the pedestrian point data is a component of a Comprehensive Transportation Plan, enter the name of the CTP mutually adopted between the state and local area partners.

PP-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

PP-7 Existing Facility = EXST_FACIL (text, 50 characters)

Inventory of existing pedestrian point features. Note that inventories or identification of existing facilities may be from any credible source. The variables given are not exhaustive and may not include new innovations.

- **Marked Crosswalk*** - the portion of the roadway for pedestrians to use in crossing the street, designated with markings to illustrate and clarify the crossing location
- **Mid-block Crossing***- a marked crosswalk that occurs in a location other than an intersection.
- **Pedestrian Signal*** - a signal head providing special types of traffic signal indications exclusively intended for controlling pedestrian traffic
- **Rectangular Rapid Flashing Beacon*** - a warning beacon activated by a pedestrian at an uncontrolled crossing location which uses an irregular flash pattern to signal drivers of a pedestrian's presence and desire to cross.
- **Pedestrian Hybrid Beacon*** - a pedestrian-activated device used to warn and control traffic at an unsignalized location to assist pedestrians in crossing at a marked Crosswalk. This was previously referred to as "High- intensity Activated crossWALK," or "HAWK" signal.
- **Curb Ramp** – a combined ramp and landing to accomplish a change in level at a curb between the sidewalk and the street. This element provides a transitional access between elevations for pedestrians using wheelchairs, strollers or other devices with wheels, and must comply with ADA Standards.

- **Crossing Island*** – a raised island at intersection or mid-block crossing location that helps protect crossing pedestrians from motor vehicles and provides a place of refuge. Also known as a pedestrian refuge island.
- **Curb Extension** - an extension of sidewalk, landscape area, or curb line into the roadway that reduces the crossing distance and enhances visibility for pedestrians and may reduce traffic spread
- **Pedestrian Underpass***- a structure or bridge that crosses under a roadway, barrier, or natural feature specific to pedestrian use
- **Pedestrian Overpass***- a structure or bridge that crosses over a roadway, barrier, or natural feature specific to pedestrian use

PP-8 Existing Signage = EXST_SIGN (text, 80 characters)

Existing signage with messaging specifically to pedestrians or to motorists about pedestrian activity. Signage from MUTCD, 2009.

- **School Advance Crossing Assembly**
- **School Crossing Sign Assembly**
- **Pedestrian Traffic** (W11-2)
- **In-Street Pedestrian/School Crossing** (R1-6, R1-6b)
- **Overhead Pedestrian Crossing** (R1-9)
- **Turning Vehicles Yield to Pedestrians** (R10-15, R10-15R, R10-15L)
- **Yield Here to Pedestrians** (R1-5L, R1-5R, R1-5aL, R1-5aR)
- **Push Button Signage** (R10-3 through R10-26)
- **No Pedestrian Crossing** (R9-3, R9-3a)
- **Handicapped** (W11-9)
- **School Bus Stop Ahead** (S3-1)
- **Pedestrian Destination and Guide Sign - unspecified**
- **Pedestrian Warning - unspecified**
- **Pedestrian Regulatory - unspecified**

PP-9 Hazards = HAZARD (text, 30 characters)

Inventory of pedestrian point hazards.

- **Poor lighting** – area requires pedestrian lighting improvements
- **Poor drainage** – area requires drainage improvements
- **Obstacle** - any physical impediment or protrusion that is within, blocks or infringes on the accessible pedestrian route. Examples may include utilities structures (poles, cabinets, hydrants, etc.), improperly placed street furniture or trees, improperly placed signage, etc.

PP-10 ADA (binary) = ADA_PED (double)

ADA compliance is denoted by "1"; non-compliance is denoted by "0". Define Curb Ramp as "compliant" when slope, cross-slope, material and flares (if present) comply with PROWAG; truncated domes, or other acceptable detectable warnings, in contrasting color are present; and ramp is located and oriented to head pedestrians in the correct direction for the crossing. Define Pedestrian Signal as "compliant" when APS is present; any pushbuttons are oriented in the direction of travel for the crossing; and the signal timing is correctly calculated per the current MUTCD. This definition is not exhaustive of details that may qualify a pedestrian point feature as ADA compliant.

PP-11 Proposed Facility Type = PROP_FACIL* (text, 50 characters)

Proposed or planned point pedestrian features. These improvements must come from an adopted plan or from a professional report (feasibility study, corridor study, etc.) generated with involvement of a governmental entity. The variables may not be exhaustive of future plans.

- **Marked Crosswalk** - the portion of the roadway for pedestrians to use in crossing the street, designated with markings to illustrate and clarify the crossing location
- **Mid-block Crossing** – a marked crosswalk that occurs in a location other than an intersection.
- **Pedestrian Signal** - a signal head providing special types of traffic signal indications exclusively intended for controlling pedestrian traffic
- **Rectangular Rapid Flashing Beacon** - a warning beacon activated by a pedestrian at an uncontrolled crossing location which uses an irregular flash pattern to signal drivers of a pedestrian's presence and desire to cross.
- **Pedestrian Hybrid Beacon** - a pedestrian-activated device used to warn and control traffic at an unsignalized location to assist pedestrians in crossing at a marked Crosswalk. This was previously referred to as "High- intensity Activated crossWALK," or "HAWK" signal.
- **Curb Ramp** – a combined ramp and landing to accomplish a change in level at a curb between the sidewalk and the street. This element provides a transitional access between elevations for pedestrians using wheelchairs, strollers or other devices with wheels, and must comply with ADA Standards.
- **Crossing Island** – a raised island at intersection or mid-block crossing location that helps protect crossing pedestrians from motor vehicles and provides a place of refuge. Also known as a pedestrian refuge island.
- **Curb Extension** - an extension of sidewalk, landscape area, or curb line into the roadway that reduces the crossing distance and enhances visibility for pedestrians and may reduce traffic spread
- **Pedestrian Underpass**- a structure or bridge that crosses under a roadway, barrier, or natural feature specific to pedestrian use
- **Pedestrian Overpass**- a structure or bridge that crosses over a roadway, barrier, or natural feature specific to pedestrian use
- **Grade Separation – unspecified** – a facility, such as an overpass, underpass, skywalk, or tunnel that allows pedestrians to avoid conflicts.
- **Crossing Improvement – unspecified** – indicates the need for proposed improvements to pedestrian crossing environment, typically planning level data

PP-12 Proposed Improvement Type = IMPROVEMNT* (text, 30 characters)

Proposed planning level improvements to existing pedestrian point features. The variables given are not exhaustive and may not include new innovations.

- **High-Visibility Crosswalk** – marking a crosswalk with diagonal or longitudinal lines parallel to traffic flow, such as the ladder, continental or bar pair marking pattern.
- **Curb Ramp Upgrade** - an improvement made to an existing ramp without relocating it to bring it into compliance, such as adding detectable warnings, or adjusting the slope.
- **Curb Radii Tightening** - an improvement to the curb radius to improve the environment for pedestrians. This may include general pedestrian facility improvements at the corner, such as installing or moving curb ramps or installing, moving and/or upgrading crosswalks.

PP-13 Proposed Signage = PROP_SIGN (text, 80 characters)

Proposed signage with messaging specifically to pedestrians or to motorists about pedestrian activity

- **School Advance Crossing Assembly**
- **School Crossing Sign Assembly**

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- **Pedestrian Traffic** (W11-2)
 - **In-Street Pedestrian/School Crossing** (R1-6, R1-6b)
 - **Overhead Pedestrian Crossing** (R1-9)
 - **Turning Vehicles Yield to Pedestrians** (R10-15, R10-15R, R10-15L)
 - **Yield Here to Pedestrians** (R1-5L, R1-5R, R1-5aL, R1-5aR)
 - **Push Button Signage** (R10-3 through R10-26)
 - **No Pedestrian Crossing** (R9-3, R9-3a)
 - **Handicapped** (W11-9)
 - **School Bus Stop Ahead** (S3-1)
 - **Pedestrian Destination and Guide Sign - unspecified**
 - **Pedestrian Warning - unspecified**
 - **Pedestrian Regulatory - unspecified**

PP-14 Roadway = RDWY_PED* (text, 50 characters)

Name of roadway associated with the pedestrian feature, where available. Allows for identification of exact roadway segment the bicycle facility corresponds to, even in cases of lack of congruence with roadway shapefiles.

◆ SHARED USE ASSETS

Feature Class: SUP_Fac_Linear (Linear Shared Use Features)

SL-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the shared use facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

SL-2 Plan Year = PLAN_YEAR* (double)*

If the shared use path linear data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

SL-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the SUP linear data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

SL-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

SL-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the SUP linear data is a component of a Comprehensive Transportation Plan, enter the name of the CTP mutually adopted between the state and local area partners.

SL-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

SL-7 Existing Facility Type = EXST_FACIL* (text, 50 characters)

Inventory of existing shared use path linear facilities.

- **Shared Use Path** - a facility, which should be designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or a physical barrier or within an independent-right-of-way. Also known as a Multi-Use Trail or Greenway.
- **Sidepath** - a specific type of shared use path facility that is physically separated from the road but located within the roadway right of way.
- **Unimproved Trail** - an unpaved/unimproved off-road facility, open for bicyclist and pedestrian use, which is not required to meet ADA Standards. This includes any single track trail or path for bicycle and pedestrian use that is not ADA compliant.

SL-8 Existing Facility Name = EXST_NAME* (text, 50 characters)

The official name of the shared use path. National designated facilities should always be listed as the primary facility name. State, regional, county and local names listed for the secondary name.

SL-9 Existing Facility Secondary Name = EXST_NAME2* (text, 50 character)

The secondary name of the existing signed facility used in cases where a segment may represent two named facilities, like a designated national trail as well as a regional trail. Facilities should list

the primary facility name followed by regional, county or local names as the secondary name in this field.

SL-10 Material = MATERIAL* (text, 30 characters)

Surface material of the SUP facility. Other materials may include rubber paths, wood composites, or stone.

- **Asphalt** – Asphalt surface
- **Concrete** – Concrete surface
- **Gravel** – Gravel or crushed stone surface
- **Brick/Pavers** – Bricks or pavers aligned to make a walkway surface
- **Dirt/Natural** – A natural or dirt surface, unpaved.
- **Boardwalk** – A boarded path used to construct a walkway surface
- **Other** – Any other value not listed

SL-11 Surface Condition = COND_SUP (text, 30 characters)

Subjective score for surface condition of existing facilities.

- **Good** – sound surface condition.
- **Needs Improvement** - facility has a surface feature that needs to be addressed (may include problems like hazardous grates or drainage problems).

SL-12 Width = WIDTH* (short integer, precision 3)

Width of the shared use path facility, in feet.

SL-13 Buffer Width = BUFR_WIDTH* (long integer, precision 4)

Width of path buffer, in feet, as measured from the edge of the closest motor vehicle travel lane to the adjacent edge of the shared use path. Note that this field only applies to sidepaths.

SL-14 Slope = SLOPE_SUP (float, precision 4, scale 2)

Running slope of the shared use path using a positive whole integer. Identifies shared use paths with slopes greater than 5% (ADA compliance threshold) for the majority of the line segment.

SL-15 Proposed Facility Type = PROP_FACIL* (text, 50 characters)

Proposed or planned shared use path facilities. This list may not be exhaustive of facilities proposed in future plans. Only governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved should include data on proposed facilities.

- **Shared Use Path** - A facility, which should be designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or a physical barrier or within an independent-right-of-way. Also known as a Multi-Use Trail or Greenway.
- **Sidepath** - A specific type of shared use path facility that is physically separated from the road but located within the roadway right of way.
- **Unimproved Trail** - An unpaved/unimproved off-road facility, open for bicyclist and pedestrian use, which is not required to meet ADA Standards. This includes any single track trail or path for bicycle and pedestrian use that is not ADA compliant.
- **Shared Use Improvement – unspecified** - A proposed improvement to the bicycling and walking environment indicating a new or upgraded shared use path facility is desired but is not yet specified, typically from plan or study level information.

SL-16 Proposed Facility Name = PROP_NAME (text, 50 characters)

The primary name of the proposed shared use path.

SL-17 Proposed Facility Secondary Name = PROP_NAME2 (text, 50 characters)

The secondary name of the facility used in cases where a segment may represent two named facilities, like a designated national trail as well as a regional trail.

SL-18 Geographic Reference = GEO_NAME* (text, 50 characters)

Name of associated roadway, waterway, ridgeline or other geographic feature along which the SUP generally aligns. This field is used to ensure that integrated shared use paths are tied to the correct linear points of reference.

◆ SHARED USE ASSETS

Feature Class: SUP_Fac_Point (Point Shared Use Features)

SP-1 Entity = ENTITY (text, 50 characters)*

For existing facilities, use the credible entity, agency, or organization who is responsible for the collection, storage or maintenance of the shared use facility data being submitted. For proposed facilities, enter data only from governmental agencies with adopted plans, or entities reporting on professional studies (corridor, feasibility, etc.) where the locality was involved.

SP-2 Plan Year = PLAN_YEAR* (short integer, precision 4)*

If the shared use path point data is taken from an adopted plan, enter the date in year format in which the plan was adopted.

SP-3 Plan Name = PLAN_NAME (text, 50 characters)*

If the SUP point data was adopted from a plan, enter the name of the locally adopted plan for which the data was created or compiled.

SP-4 Collection Year = COLCT_YEAR* (short integer, precision 4)*

The date, in year format, when the data was most recently collected and/or updated.

SP-5 Comprehensive Transportation Plan Name = CTP_NAME (text, 50 characters)*

If the SUP point data is a component of from a Comprehensive Transportation Plan, enter the name of the CTP plan from which the data was mutually adopted between the state and local area partners.

SP-6 Integration Year = INT_YEAR (short integer, precision 4)

The date, in year format, when the data was added to the PBIN.

SP-7 Existing Amenities = EXST_AMEN (text, 30 characters)

Inventory of existing amenities related to shared use path facilities. If multiple features are in one location, each feature should be an individual data point. Points generally specific to bicycling amenities such as bike parking and bike share stations and are found within the Bicycling Point layer to avoid duplication in collecting, recording, and inputting data.

- **Motor Vehicle Parking** - a parking lot or other designated parking area for motorized vehicles
- **Seating** – benches or tables for users of the shared use path
- **Restroom** – a place equipped with lavatories for public use
- **Lockers** – a place to securely store items on a temporary basis
- **Water Fountain** – a public source to obtain drinking water
- **Kiosk** – a free-standing structure often used for displaying maps and pertinent information related to use of the path

SP-8 Existing Access Point = EXST_ACCES* (text, 30 characters)

Inventory of existing access point to shared use path facility. Note that existing access point may serve bicyclists, pedestrians, or both, but that it is a feature specifically linked to a shared use path.

- **Trailhead** – a trailhead is the primary access point to a Shared Use Path. It may have parking and other amenities at the terminus.

- **Access point** – locations other than at-grade street intersections where a bicyclist or pedestrian can enter or exit a Shared Use Path.

SP-9 Existing Crossing Treatment = EXST_TRTMT (text, 50 characters)

Inventory of point data for existing crossing treatments or features related to a shared use path facility. Points generally specific to pedestrian facilities (i.e. crosswalks and crossing islands) are found within the Pedestrian Point layer and points generally specific to bicycling facilities (i.e. bike detection) are found in the bicycling point layer to avoid duplication in collecting, recording, and inputting data.

- **SUP Signal*** - a signal head providing special types of traffic signal indications exclusively intended for controlling shared use path traffic
- **Bollard** - Short, vertical posts used to prevent motor vehicle traffic from entering a shared use path facility and limit motor vehicle access along bicycle boulevards or used for physical demarcation. Bollards used for entry control should meet path users safety and mobility needs.
- **Shared Use Underpass*** - a structure or bridge that crosses under a roadway, barrier, or natural feature intended for shared use by bicyclists, pedestrians and other non-motorized users
- **Shared Use Overpass*** - a structure or bridge that crosses over a roadway, barrier, or natural feature intended for shared use by bicyclists, pedestrians and other non-motorized users

SP-10 Existing Signage = EXST_SIGN (text, 80 characters)

Existing signage with messaging oriented to shared use path users or to motorists regarding a shared use path.

- **Trail Crossing** (W11-15P or W11-15a)
- **Railroad Crossing Signage**
- **Destination and Guide Sign - unspecified**
- **Warning Sign - unspecified**
- **Regulatory Sign - unspecified**

SP-11 Proposed Amenities = PROP_AMEN (text, 30 characters)

Inventory of point data for proposed amenities related to shared use path facilities. If multiple features are in one location, each feature should be an individual data point. Points generally specific to bicycling amenities such as bike parking and bike share stations and are found within the Bicycling Point layer to avoid duplication in collecting, recording, and inputting data.

- **Motor Vehicle Parking** - a parking lot or other designated parking area for motorized vehicles
- **Seating** – benches or tables for users of the shared use path
- **Restroom** – a place equipped with lavatories for public use
- **Lockers** – a place to securely store items on a temporary basis
- **Water Fountain** – a public source to obtain drinking water
- **Kiosk** – a free-standing structure often used for displaying maps and pertinent information related to use of the path

SP-12 Proposed Access Point = PROP_ACCES* (text, 30 characters)

Inventory of proposed access point data on shared use path facilities. Note that proposed access points may serve bicyclists, pedestrians, or both, but that it is a feature specifically linked to a shared use path.

- **Trailhead** – a trailhead is the primary access point to a Shared Use Path. It may have parking and other amenities at the terminus.

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- **Access point** – locations other than at-grade street intersections where a bicyclist or pedestrian can enter or exit a Shared Use Path.

SP-13 Proposed Crossing Treatment = PROP_TRTMT* (text, 50 characters)

Proposed or planned crossing treatments or features related to a shared use path facility. Points generally specific to pedestrian facilities (i.e. crosswalks and crossing islands) are found within the Pedestrian Point layer and points generally specific to bicycling facilities (i.e. bike detection) are found in the bicycling point layer to avoid duplication in collecting, recording, and inputting data.

- **SUP Signal** - a signal head providing special types of traffic signal indications exclusively intended for controlling shared use path traffic
- **Bollard** - Short, vertical posts used to prevent motor vehicle traffic from entering a shared use path facility and limit motor vehicle access along bicycle boulevards or used for physical demarcation. Bollards used for entry control should meet path users safety and mobility needs.
- **Shared Use Underpass** - a structure or bridge that crosses under a roadway, barrier, or natural feature intended for shared use by bicyclists, pedestrians and other non-motorized users
- **Shared Use Overpass** - a structure or bridge that crosses over a roadway, barrier, or natural feature intended for shared use by bicyclists, pedestrians and other non-motorized users

SP-14 Proposed Signage = PROP_SIGN (text, 80 characters)

Proposed signage with messaging specifically for shared use path users or to motorists regarding a shared use path.

- **Trail Crossing** (W11-15P or W11-15a)
- **Railroad Crossing Signage**
- **Destination and Guide Sign - unspecified**
- **Warning Sign - unspecified**
- **Regulatory Sign – unspecified**