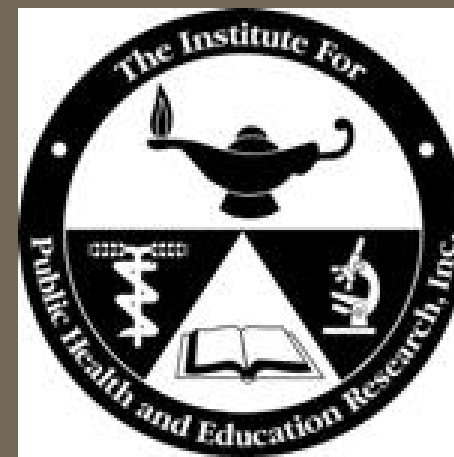


WALK

Wellness and Lifetime Knowledge



Final Report

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Geoff Shreve

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Introduction

- The purpose of the project is to create a sidewalk inventory of Seguin, TX, and a walking map that shows possible sidewalk routes to schools and other pedestrian attractors
- This project was important to conduct because the sidewalks in Seguin are severely lacking

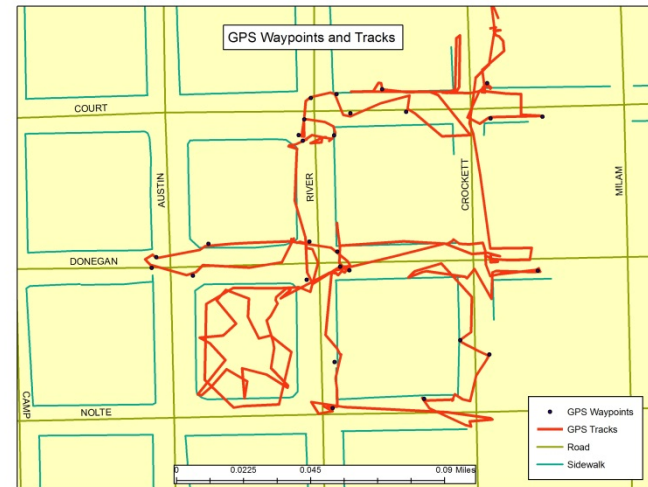
Data

- Given data sets from TIPHER :
 - Sidewalks network
 - Road network
- Created data sets:
 - Schools
 - Population centers of residential areas
 - Pedestrian attractors
 - Two different proposed sidewalks

Pilot project

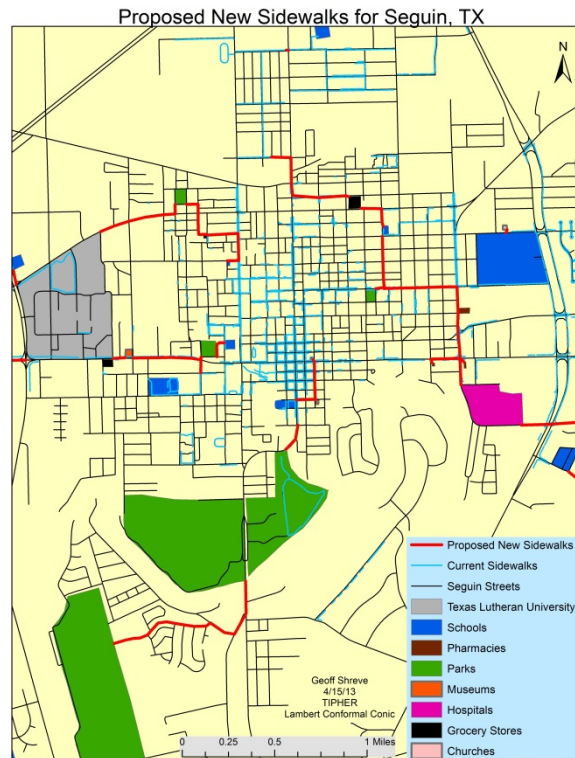
- Have a check list prepared
- Measure ramp
- Measure sidewalk width
- Mark obstructions and ramps with GPS

FID	LOCATION	TYPE	FID
0	E. Court at N. Crockett	ramp	0
1	E. Court at N. Crockett	ramp	1
2	E. Court btwn N. Milam and N. Crockett	obstruction	2
3	E. Court btwn N. River and N. Crockett	obstruction	3
4	E. Court btwn N. River and N. Crockett	obstruction	4
5	<Null>	<Null>	<Null>
6	E. Court at N. River	ramp	6
7	E. Court at N. River	ramp	7
8	E. Court at N. River	ramp	8
9	E. Court at N. River	ramp	9
10	E. Court at N. River	ramp	10
11	E. Court at N. River	ramp	11
12	S. River at E. Donegan	ramp	12
13	S. River at E. Donegan	ramp	13
14	S. River at E. Donegan	obstruction	14
15	S. River at E. Donegan	ramp	15
16	S. River at E. Donegan	ramp	16
17	E. Donegan at S. Austin	ramp	17
18	E. Donegan at S. Austin	ramp	18
19	E. Donegan at S. Austin	ramp	19
20	W. Donegan at S. Austin	ramp	20
21	E. Donegan btwn S. Crockett and S. Milam	obstruction	21
22	S. Crockett btwn D. Donegan and E. Nolte	obstruction	22
23	S. Crockett btwn D. Donegan and E. Nolte	obstruction	23
24	E. Nolte btwn S. River and S. Crockett	obstruction	24
25	S. River and E. Nolte	ramp	25
26	N. River btwn E. Nolte and E. Donegan	obstruction	26

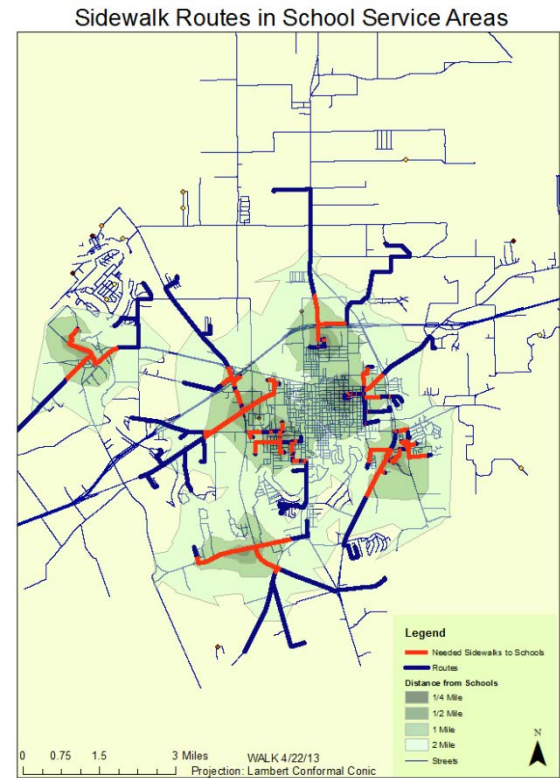


Results

- Ended with two main models:
 - Basic
 - Detailed



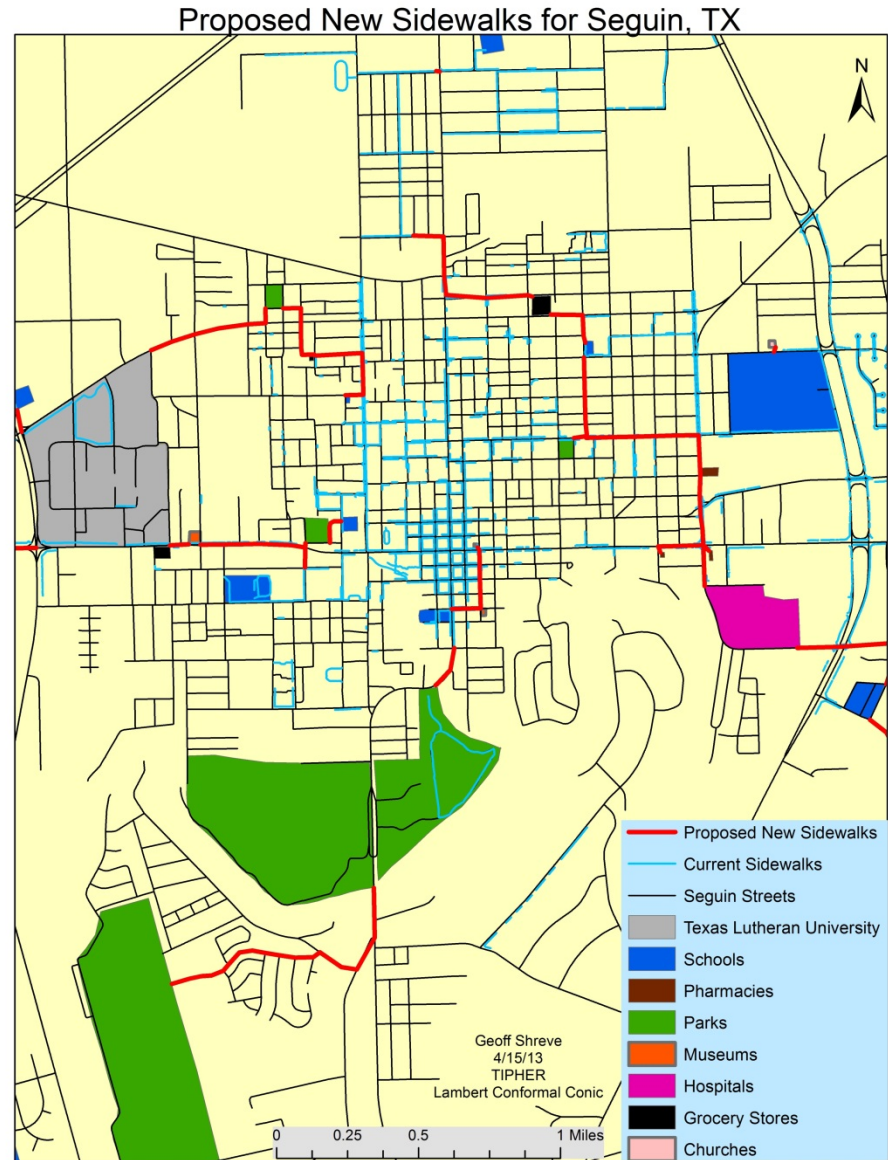
Basic



Detailed

Basic Model

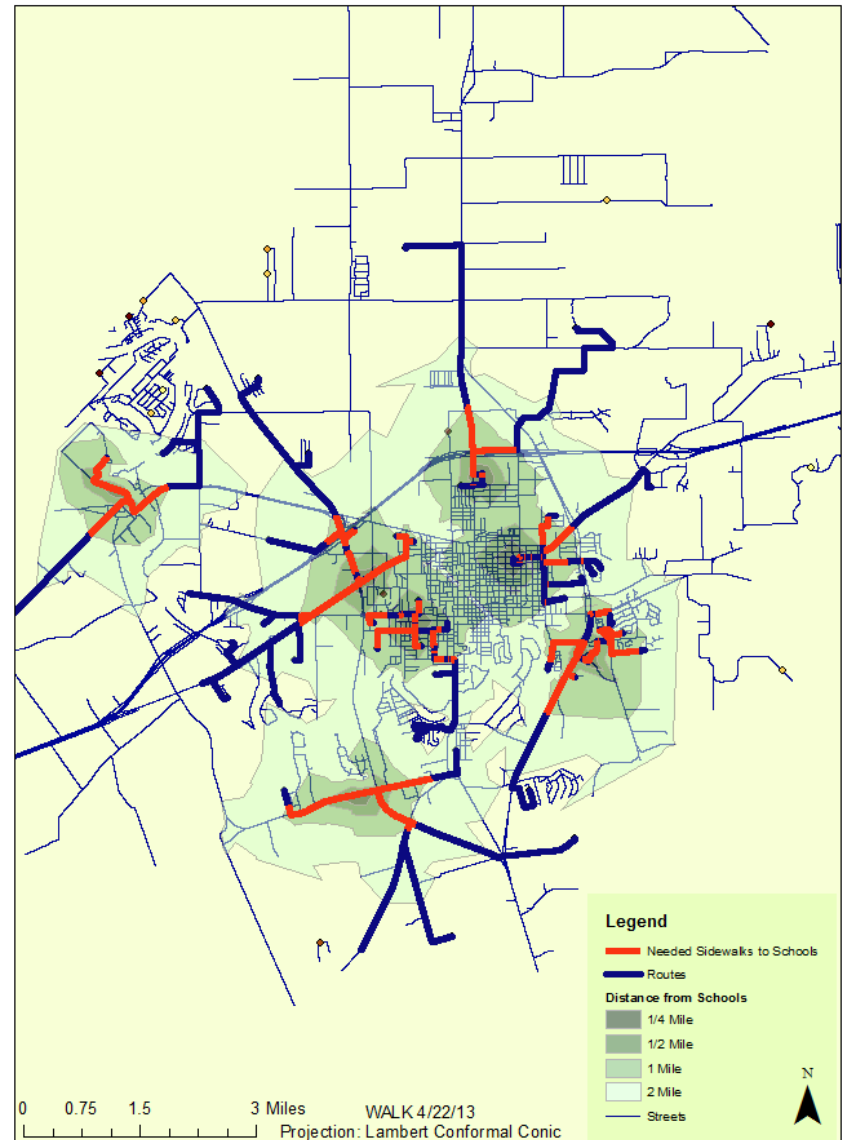
- 9 miles of proposed sidewalks
- Focused on pedestrian attractors and the downtown district



Detailed Model

- Proposed 35 miles of sidewalks
- Focused on schools and residential areas

Sidewalk Routes in School Service Areas



Discussion

- The analysis on the network did not take in consideration of major highways or high volume roads.
- Due to the type of error identified by the methods used, more time should be spent to correct the sidewalk network
- Our main limitations were time and number of group members

Conclusion

- The project was a challenge
- The data was not perfect
- Allowed creative methods to be explored
- To state that the solution found is absolute and solves it with 100 % satisfaction is a false statement