



# Microscale Audit of Pedestrian Streetscapes (MAPS), Mini Version

## Training Manual & Picture Guide

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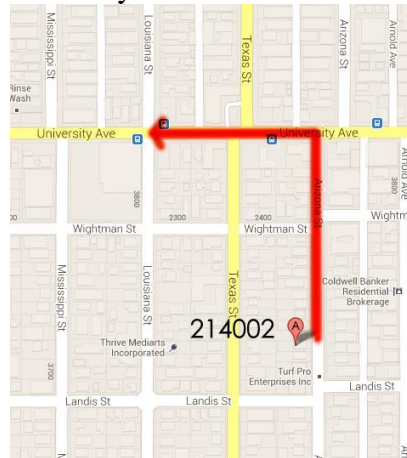
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# I. Field Procedures

MAPS-Mini can be completed by using one of two methods: route-level or segment-level data collection. **Route-level data collection** is a survey of the neighborhood environment between a participant's home and a pre-designated ending destination, and should be used when scores will be calculated at address-level. The route begins on the neighborhood street nearest to a participant's home. In an apartment or condo complex, the rater will begin at the entrance to the complex on the main street. He/ she is not required to enter the grounds to locate the participant apartment/ condo unless necessary to identify the main entrance for the grounds. The number of segments and crossings per route will vary.



A participant route will almost always start with a segment at the participant's house. When there is no sidewalk on the participant's side of the street, but there is one on the other side of the street, the route will start with a crossing.

**Segment-level data collection** is completed block-by-block, and is an effective way to canvas an area. Each segment in the area is completed, flanked by a crossing on either side (see example below), until the desired area is complete.



## II. Survey Field Guide

### 1. Is this primarily a residential or commercial segment?

- Residential (0)
- Commercial (1)

Decide whether the segment ***predominantly*** consists of residential housing or commercial buildings. If the segment is evenly split, choose 'commercial'.

### 2. How many public parks are present? (includes Dog parks, Equestrian trails)

- 0 (0)
- 1 (1)
- 2 or more (2)

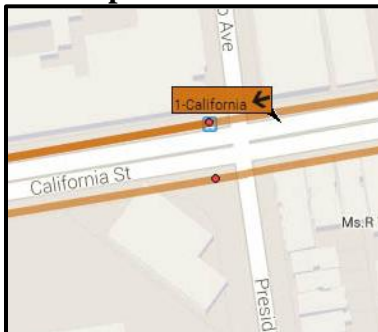


A public park should only be counted if they can be accessed along the route walked. Do not count parks beyond the route even if they can be seen from the route.

### 3. How many public transit stops are present?

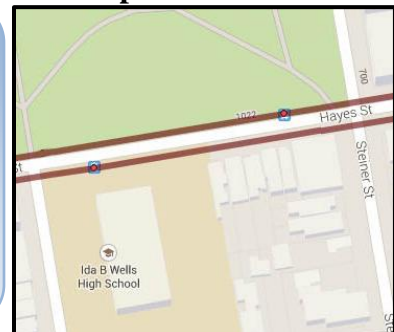
- 0 (0)
- 1 (1)
- 2 or more (2)

#### One stop



Transit stops located across the street from each other may be counted as '1' stop, as long as they service the same transit line. If the stops are far enough away that a transit user could not quickly run across the street to catch a bus, count '2'.

#### Two stops



**4. Are there any benches or places to sit (excluding bus stop benches)?**

- Yes (1)
- No (0)



Tables or benches outside of restaurants/cafés (see picture) do not count as a places to sit. These must be public seating areas.

**5. Are street lights installed?**

- None (0)
- Some (1)
- Ample (2)

**None**



**Some** (e.g., overhead street lights on utility poles with wide spacing)



**Ample** (e.g., regularly spaced pedestrian lamp posts)



**6. Are the buildings well maintained?**

- 0-99% (0)
- 100% (1)

**0-99% of buildings well maintained**  
(one or more buildings like this)



Buildings do not need to be brand new to get a 100% rating. They just need to be well kept and maintained.

**100% of buildings well maintained**



**7. Is graffiti/tagging present (do not include murals)?**

- Yes (0)
- No (1)



**8. Is a sidewalk present?**

- Yes (1)
- No (0)

A sidewalk need not be nicely paved walking path. As long as it is paved, asphalt or concrete; it will count as a sidewalk. Count any sidewalk along a segment, whether short or long.

**9. Are there poorly maintained sections of the sidewalk that constitute major trip hazards? (e.g., heaves, misalignment, cracks, overgrowth)**

- Yes (or no sidewalk present) (0)
- No (1)

**Examples of major trip hazards**

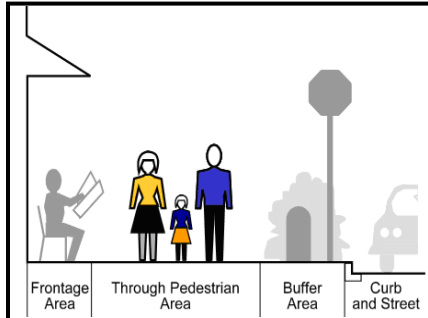


**Major Trip Hazard:** An increased likelihood of tripping due to a raising or lowering in the walkway. A hazard could be due to plants, tree roots, or general erosion. A major trip hazard would require pedestrians to look down to avoid tripping.

## 10. Is a buffer present?

- Yes (1)
- No/no sidewalk present (0)

### Buffer



### No Buffer



**Buffer:** Separates vehicular and pedestrian zones parallel to the edge of paved roads. They often occupy space between traffic lanes and walking paths that is not intended for either vehicle traffic or walkers. Any buffer on a segment, no matter how long, will be counted.

### Grass Buffer



### Tree Buffer



### Shrub Buffer



- Tree plantings, telephone poles or parking meters should not be considered as a buffer if there is, on average, more than 20 feet between them along the street segment.
- A bike lane does not count as a buffer.
- Brick alone next to a sidewalk would not be counted as a buffer because it is not inhibiting cars from coming onto the sidewalk.

**11. What percentage of the length of the sidewalk/walkway is covered by trees, awnings or other overhead coverage?**

- 0-25% / no sidewalk/walkway (0)
- 26-75% (1)
- 76-100% (2)

**0-25% coverage**



**26-75% coverage**



**76-100% coverage**



"Coverage" is the percent of the length of walkway covered by trees, awnings, or other structures providing shade. It need not cover the entire width of the sidewalk. Depending on the time of the year, trees may lose their leaves, so make sure to visualize the trees with their full foliage, in the middle of the day.

**12. Is there a bike lane?**

- Yes, painted bike lane (1)
- Yes, bike lane separated from traffic with physical barrier (2)
- No (0)

**Painted bike lane**



**Bike lane separated from traffic**



**13. Is a pedestrian walk signal present?**

- Yes (1)
- No (0)



**Pedestrian walk signals:** Some indication for pedestrians to know when to walk or don't walk.

**14. Is there a ramp at the pre-crossing curb?**

- Yes (1)
- No (0)

Even if there is no marked crosswalk, there is still a crossing

**No ramp**



**Ramp**



**15. Is there a marked crosswalk?**

- Yes (1)
- No (0)

**Marked crosswalk:** A crosswalk is a designated point on a road at which some means are employed to assist pedestrians wishing to cross. They are designed to keep pedestrians together where they can be seen by motorists, and where they can cross most safely with the flow of vehicular traffic. Pedestrian crossings are often at intersections, but may also be at other points on busy roads that would otherwise be perilous to attempt to cross.

