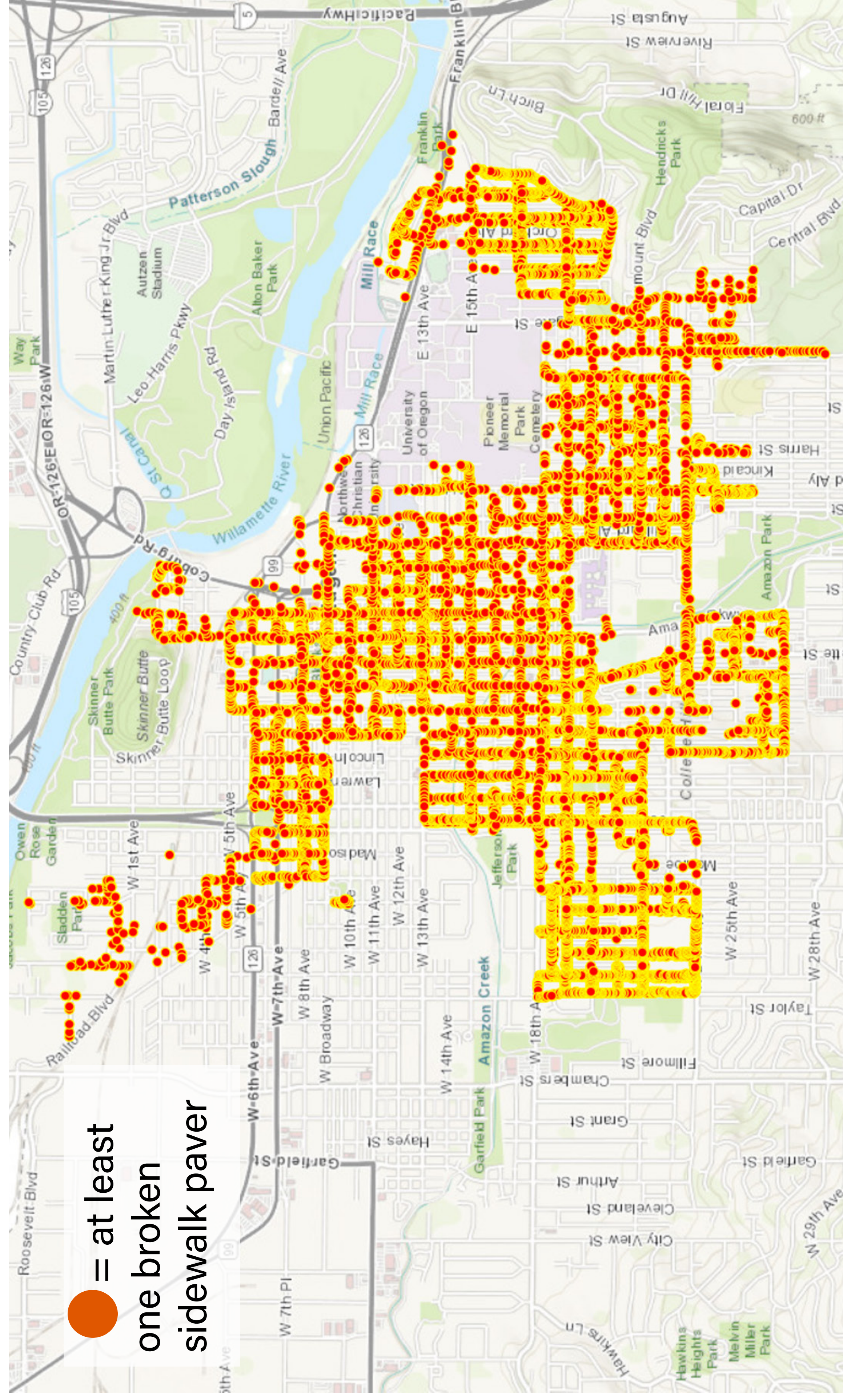


Sidewalk Inventory Findings

The Big Picture



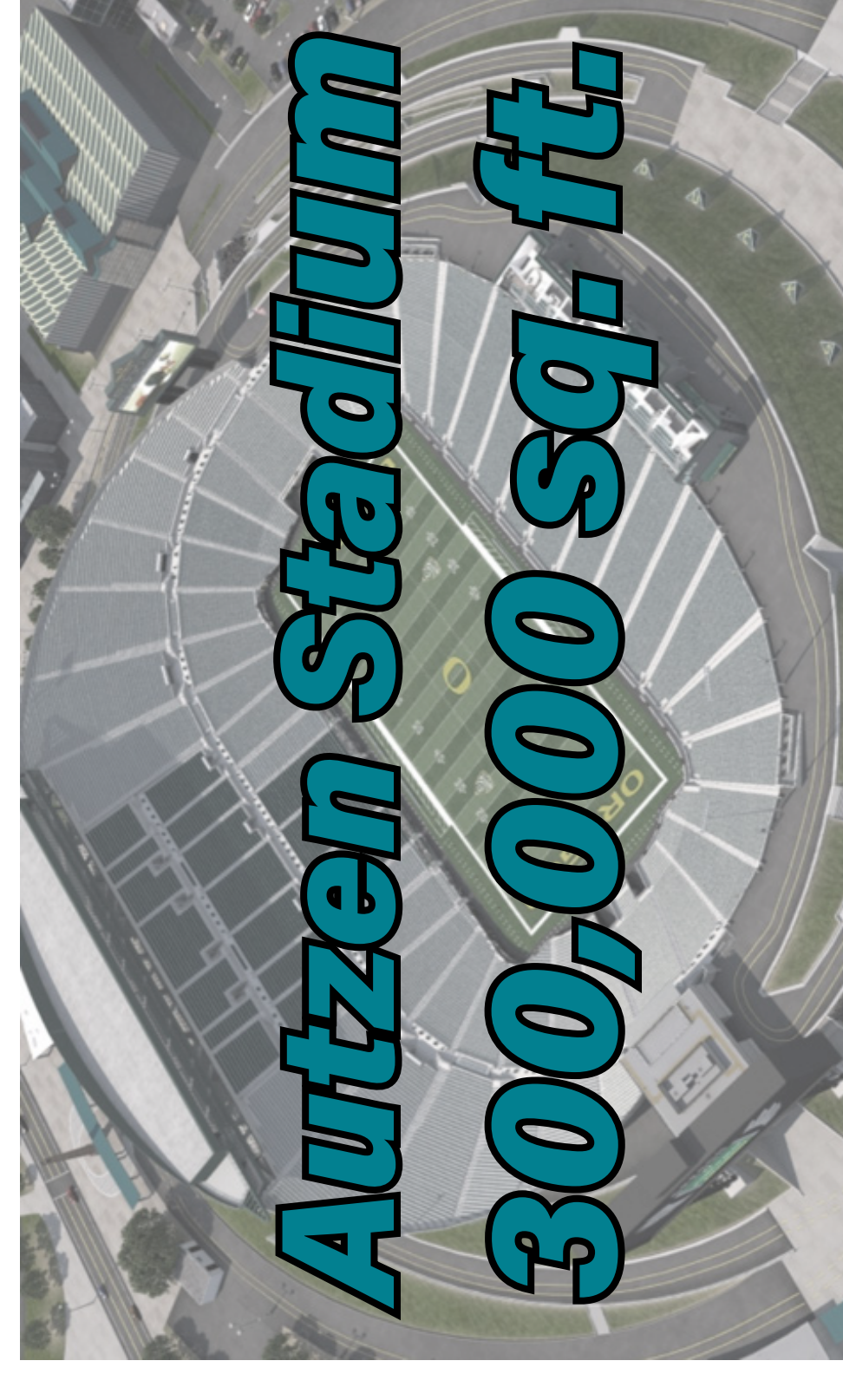
Students measured 'instances of damage' which ranged from a single cracked paver to entire damaged block lengths.

12,923

Individual data points collected, totaling over...

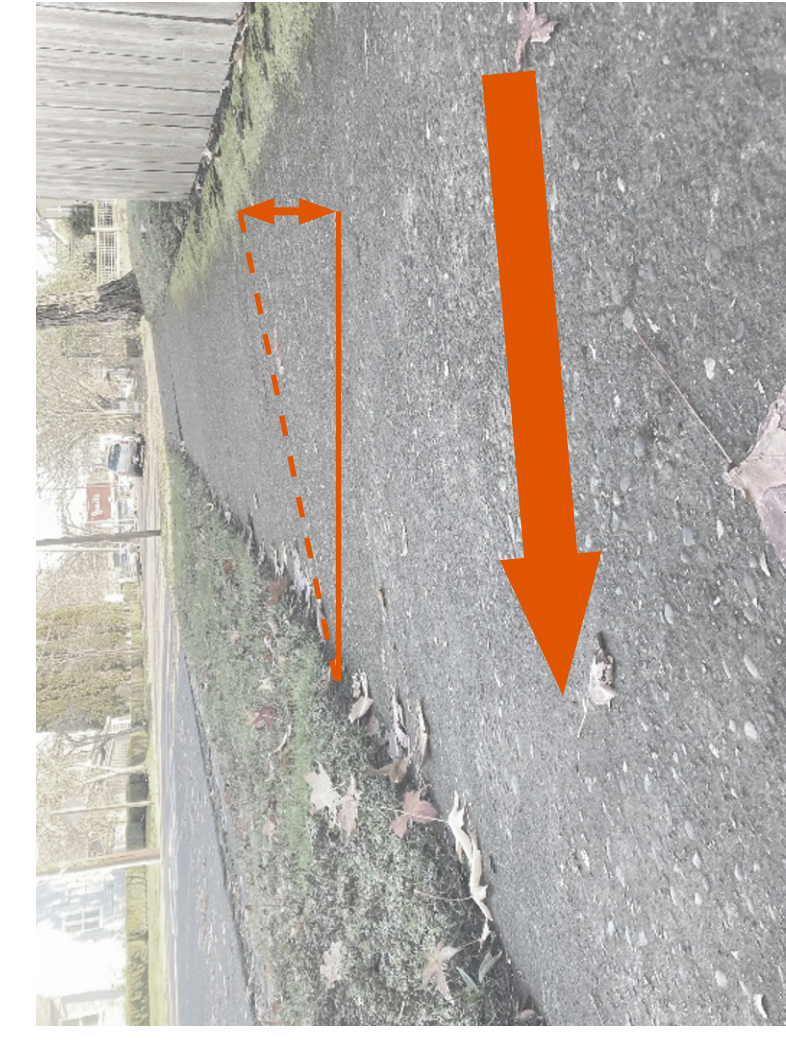
526,644

square feet of damaged sidewalk, larger than the entire areas of...



We identified over 56,000 linear feet (over ten miles!) of ADA non-compliant sidewalk, which is like a broken sidewalk stretching all the way from the EMU to the airport!

Most pavers surveyed were ADA non-compliant in at least one dimension, including passable width, slope, uplift and/or gaps between pavers, and uneven surface conditions.



Cross Slope is perpendicular to direction of travel.



Running Slope, or grade, is in the direction of travel.



Uplift is a height difference where two pavers meet.

Over 50% of the sidewalks surveyed were ADA Non-Compliant in some way



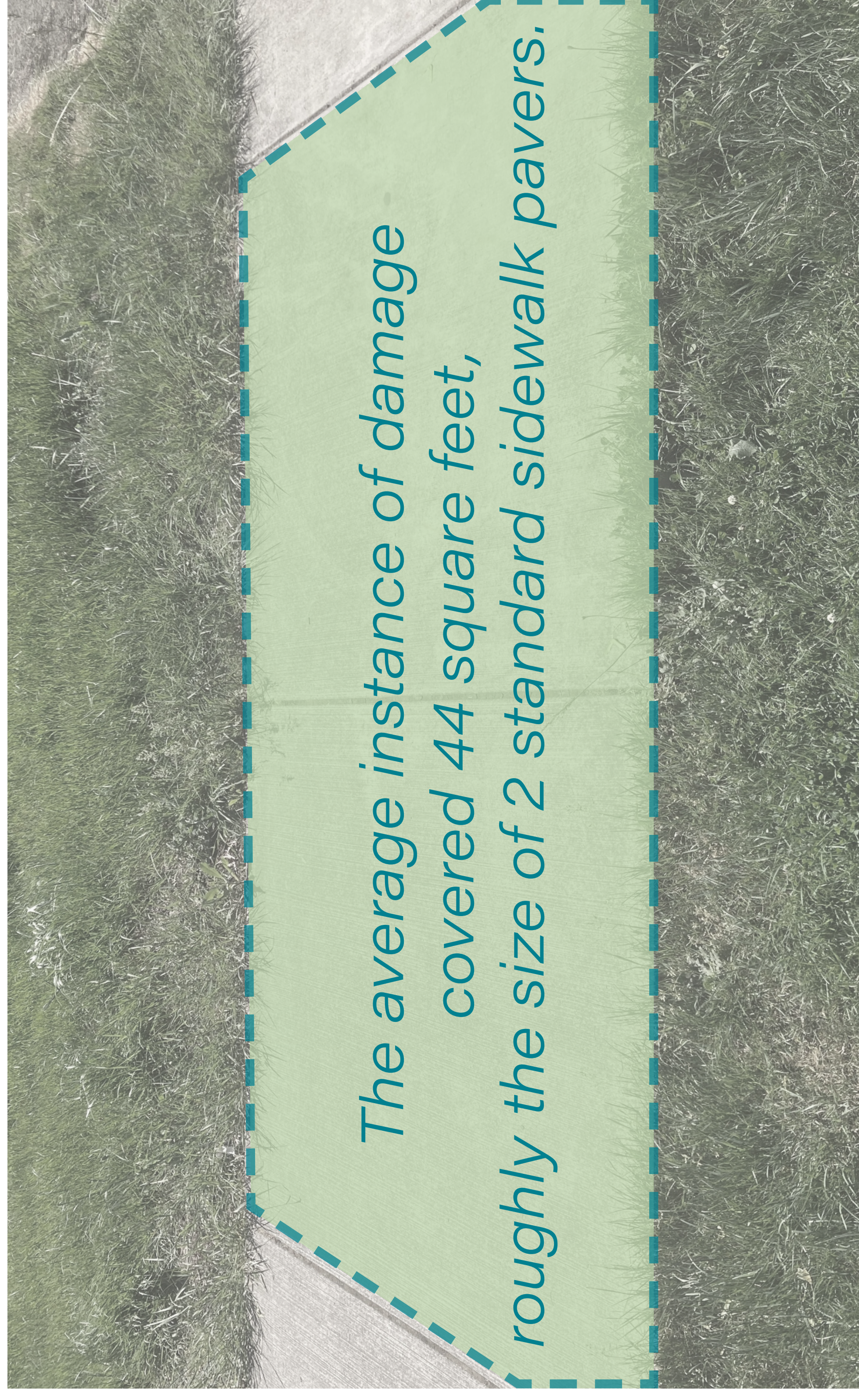
The green bar above represent square footage that is "Perfect/Very Good," "Good," or "Moderate" and is otherwise ADA compliant.

Autzen Stadium and Hayward Field images courtesy UO (via UO Athletics; Around the O). Figures Courtesy UO Facilities Services. All other figures/images original.

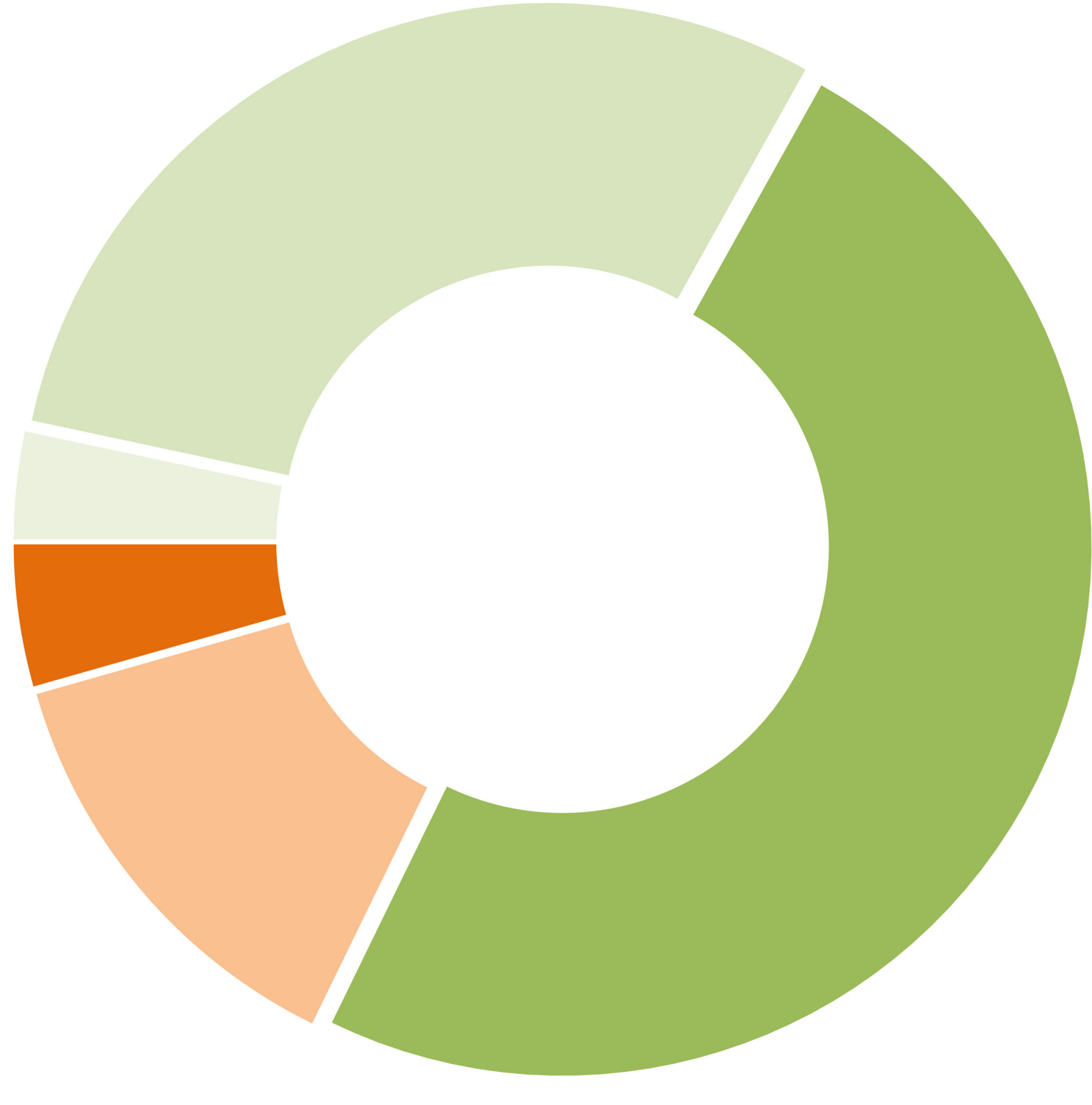
Sidewalks Inventory Findings

The Nitty Gritty

In general, the **EXTENT** of the damage increased as the **SEVERITY** of the damage increased. This tells us that small issues effecting individual pavers could become larger issues effecting a larger area as the pavers deteriorate.

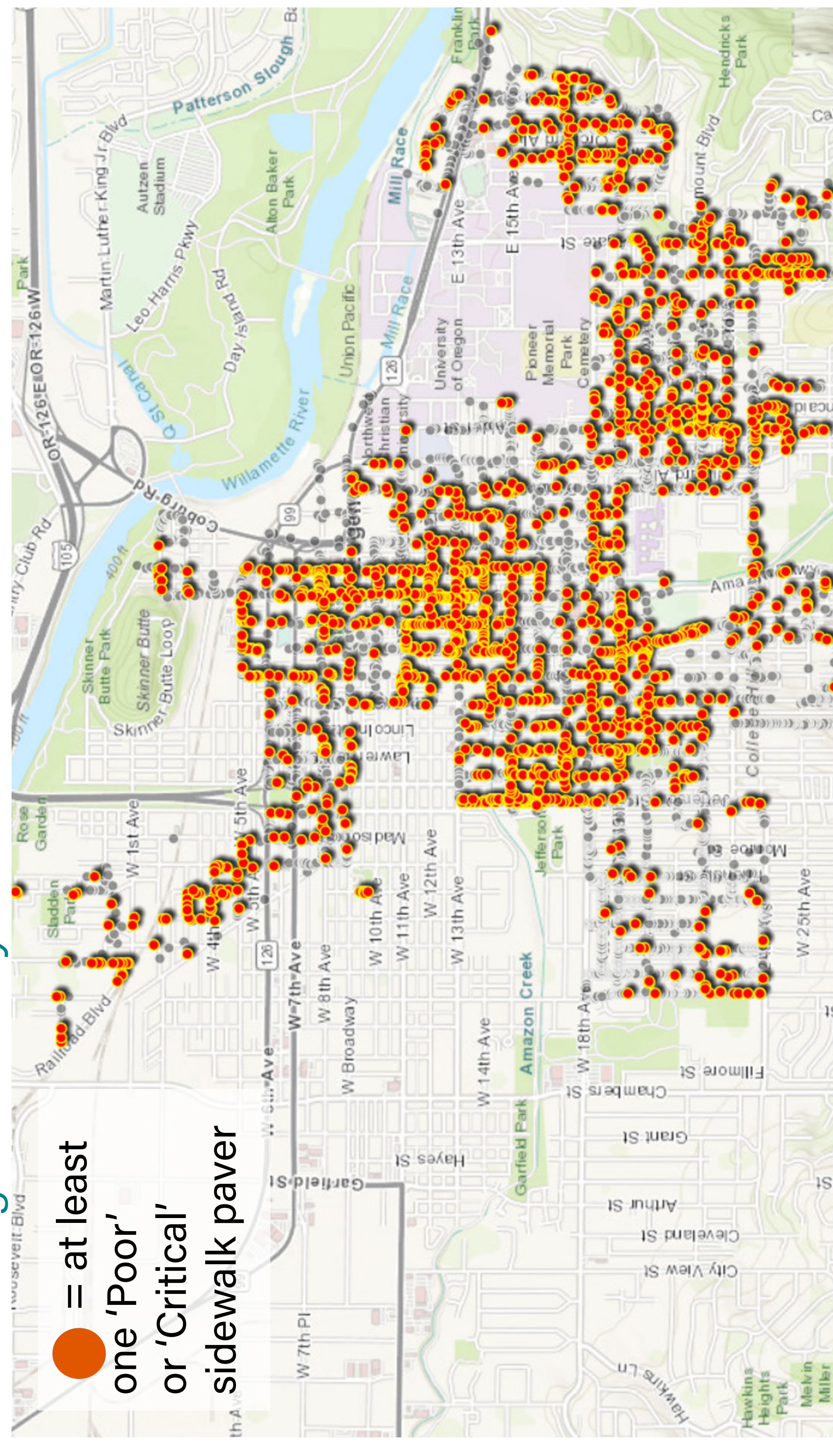


Approximately **50%** of recorded Square Footage was assessed as 'Moderate'

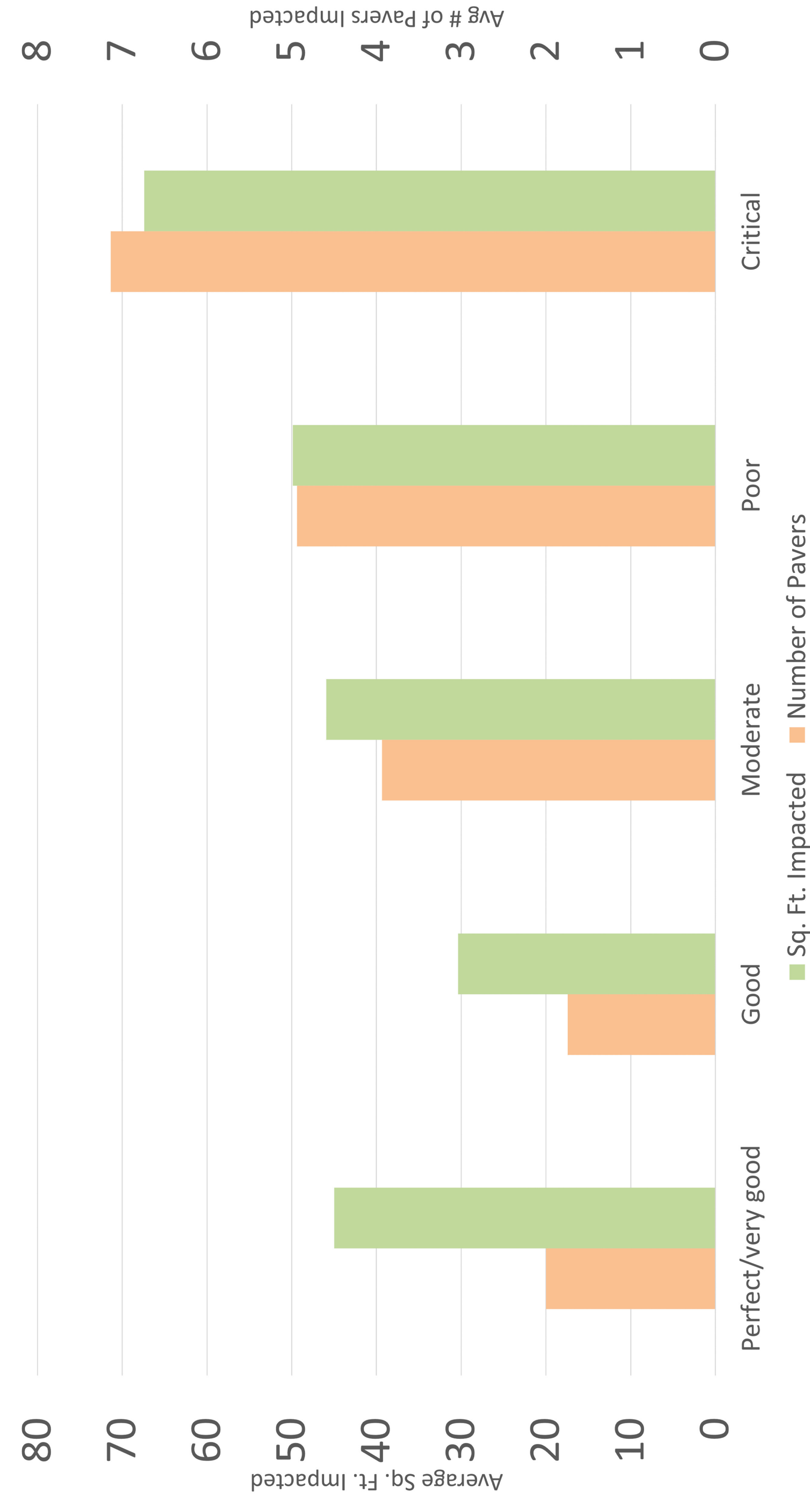


■ Perfect/Very Good
 ■ Good
 ■ Moderate
 ■ Poor
 ■ Critical

...But 'Poor' and 'Critical' pavers, some indicating severe damage, can be found throughout the city.



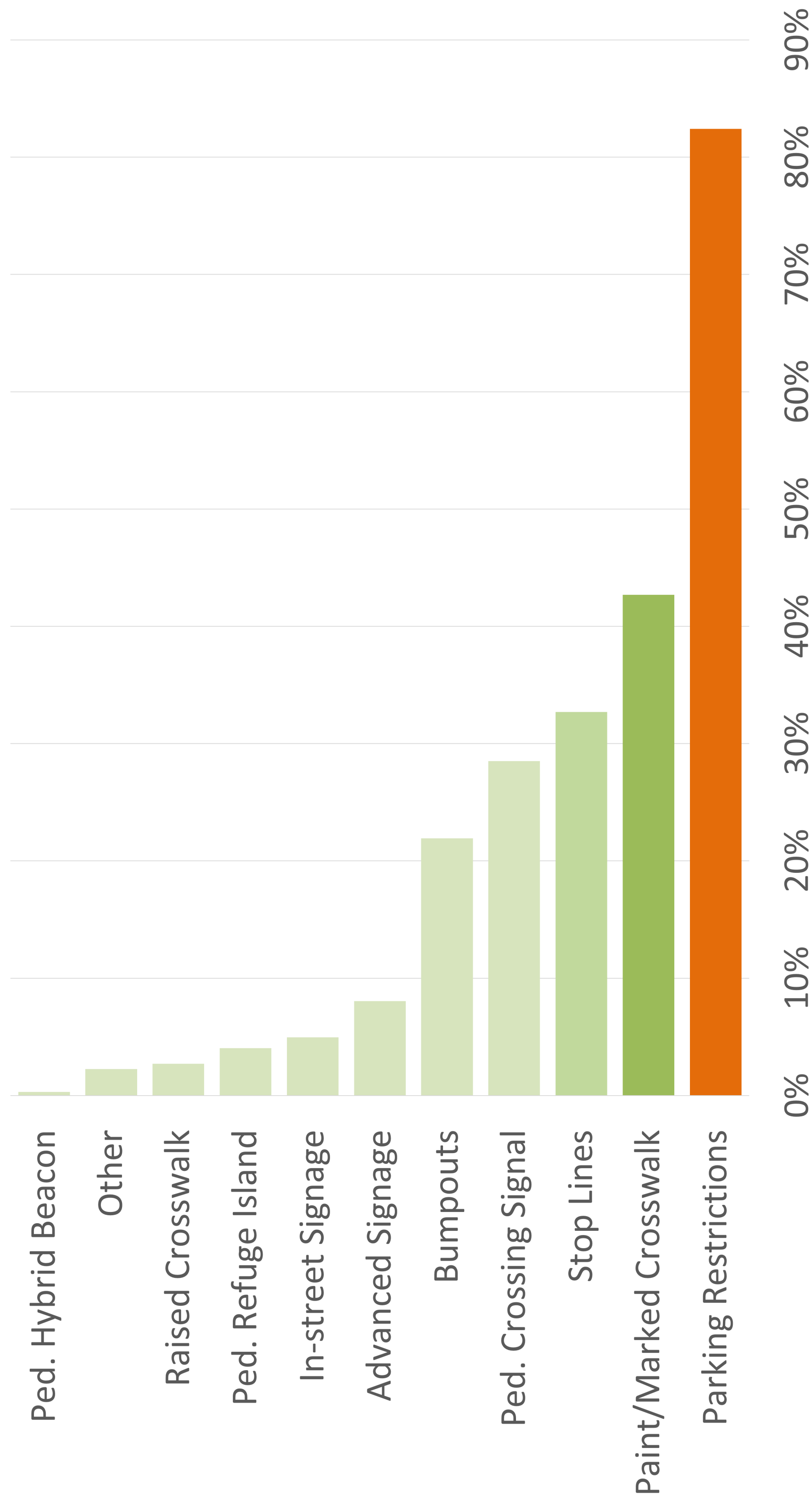
Extent of Damage by Surface Condition



Crossing Treatment Findings

Across 1,291 observations, we found over 200 unique crossing treatment combinations!

This Crossing Treatment appears X% of the Time...

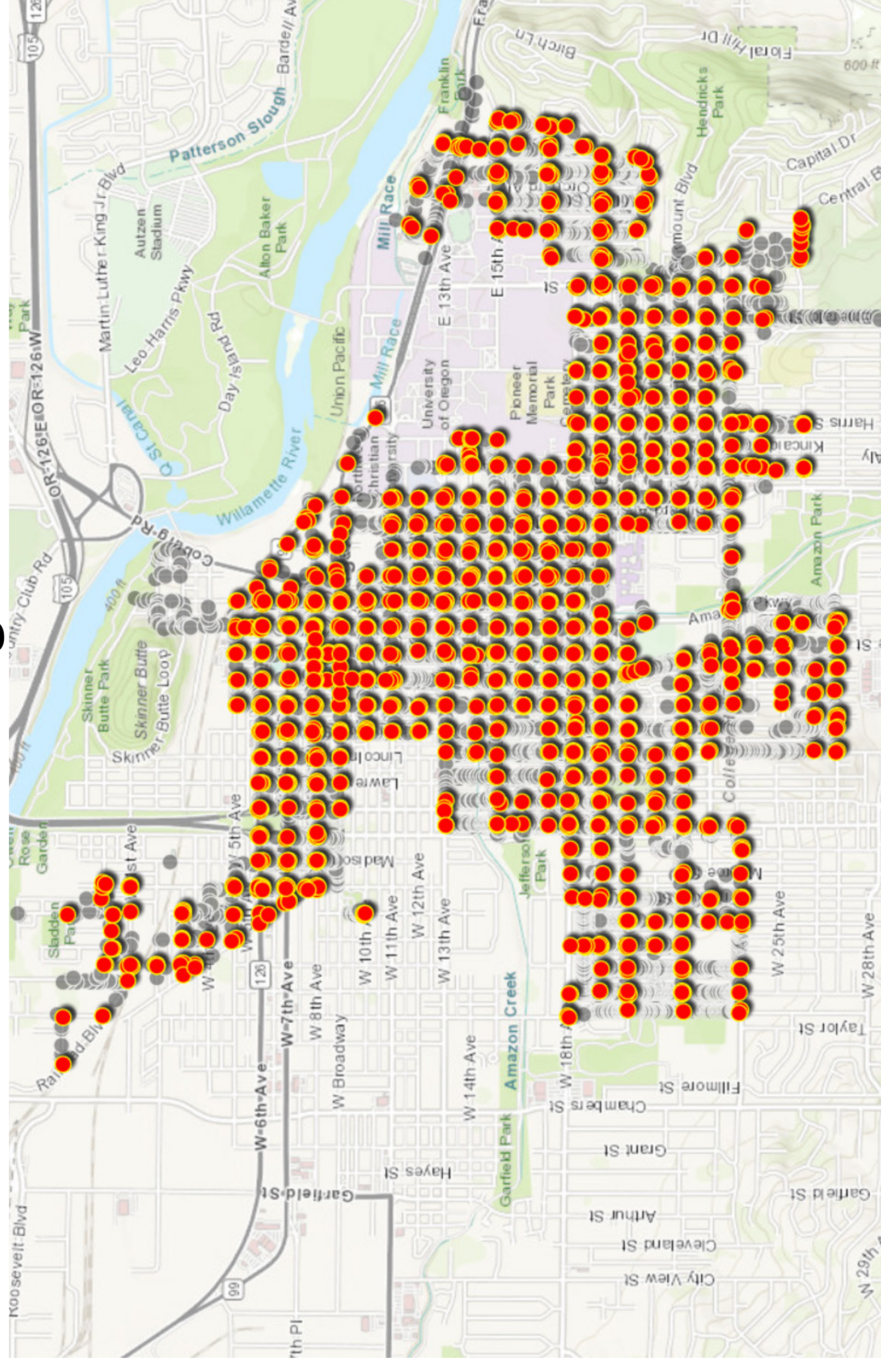


The yellow line at left is a **Parking Restriction on Crosswalk** approach and is the only thing protecting the crosswalk for you to cross while visible to drivers!

'Other' crossing protections included bollards, temporary diverters, bike infrastructure and traffic calming devices.

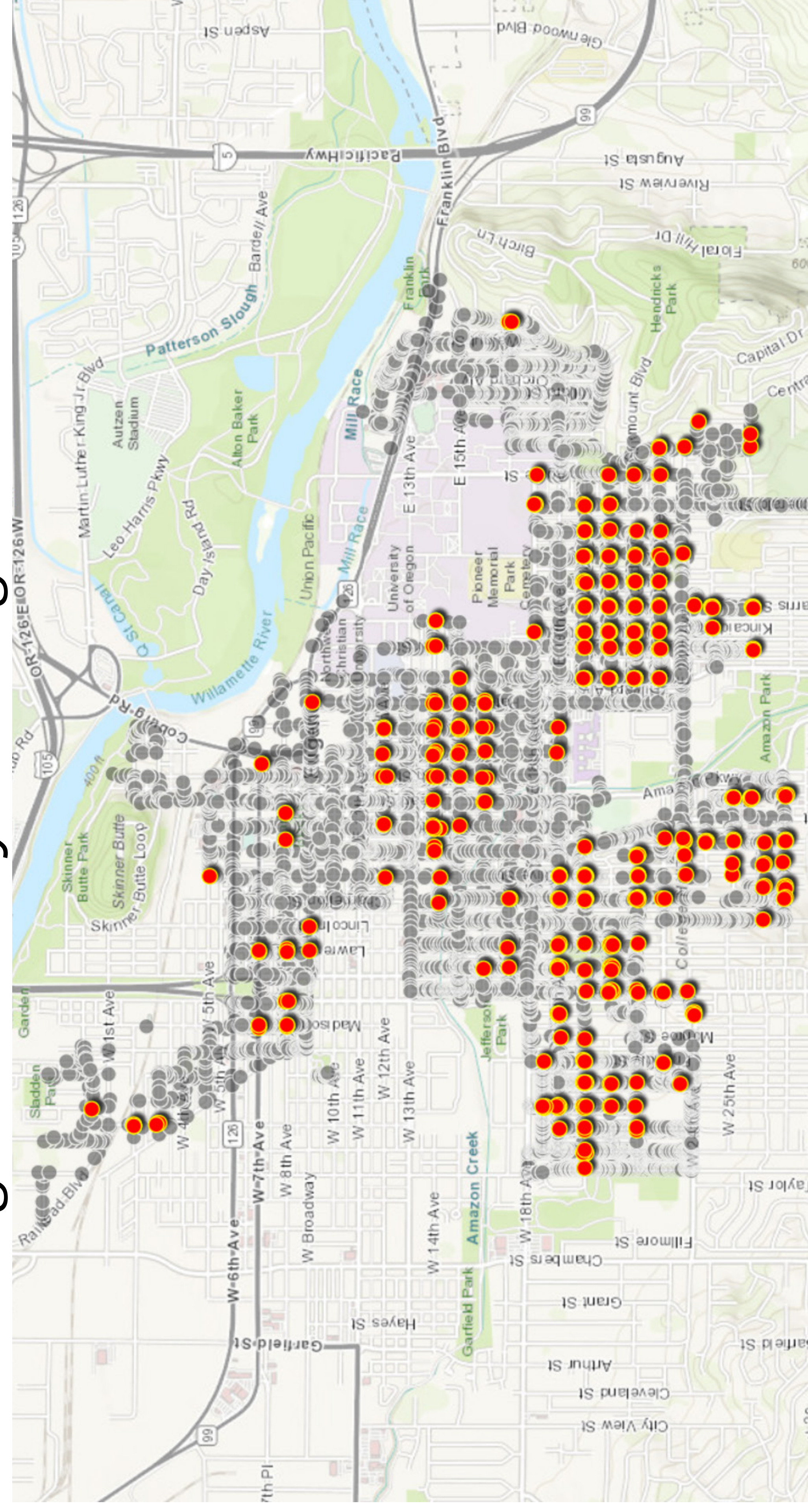
For more info about pro-pedestrian and bike infrastructure, check out our friends on the [Neighborhood Greenways](#) project!

At Least One Crossing Treatment



Of the area surveyed, many curb cuts had **SOME** kind of treatment to protect or otherwise encourage pedestrian crossings, however...

Crossings With Only Parking Restrictions



Over 300 crossings had **ONLY** Parking Restrictions, meaning no signage, stop lines, or crosswalk paint, including across busy roads like Patterson & Hillyard.