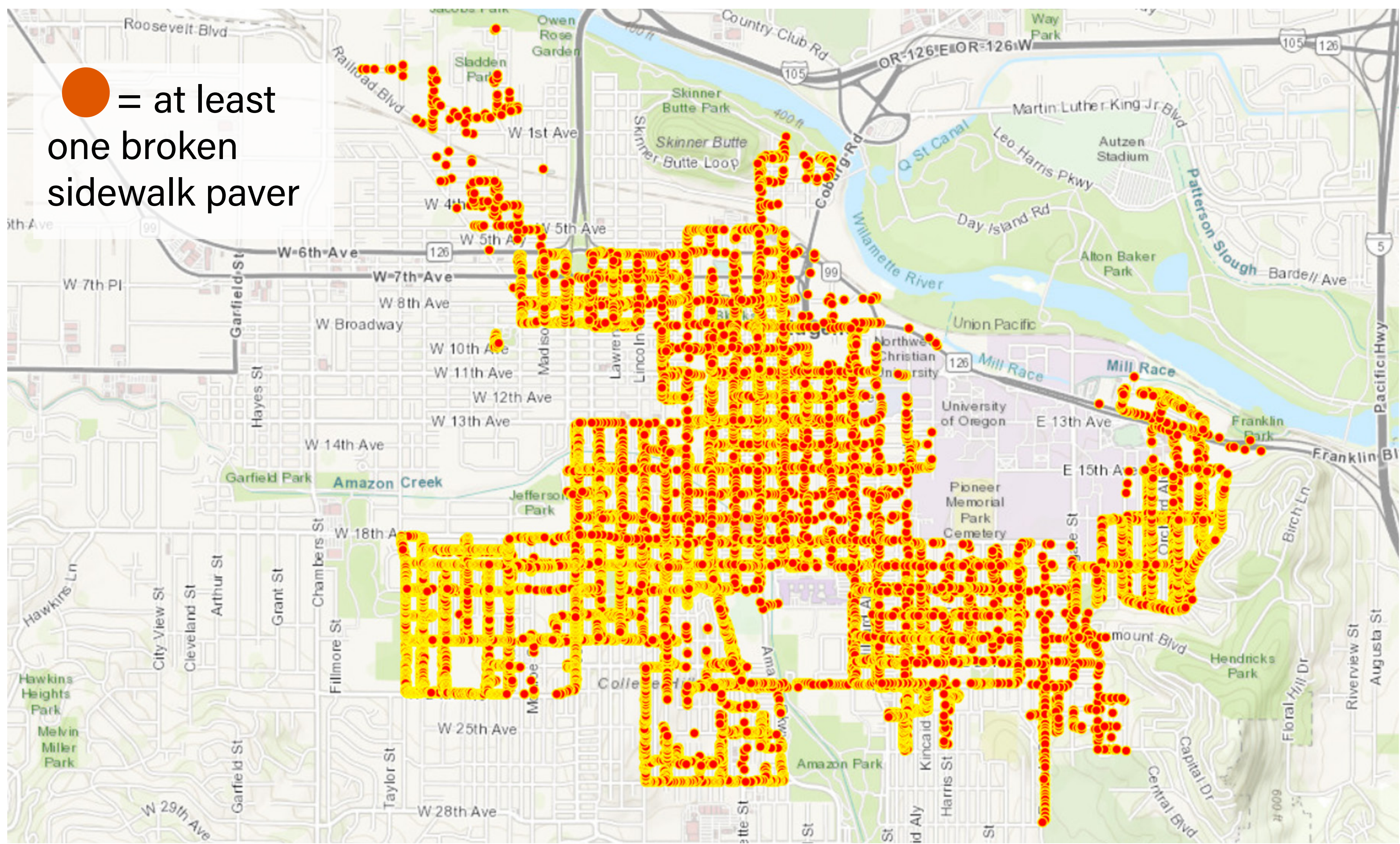


# Sidewalk Inventory Findings

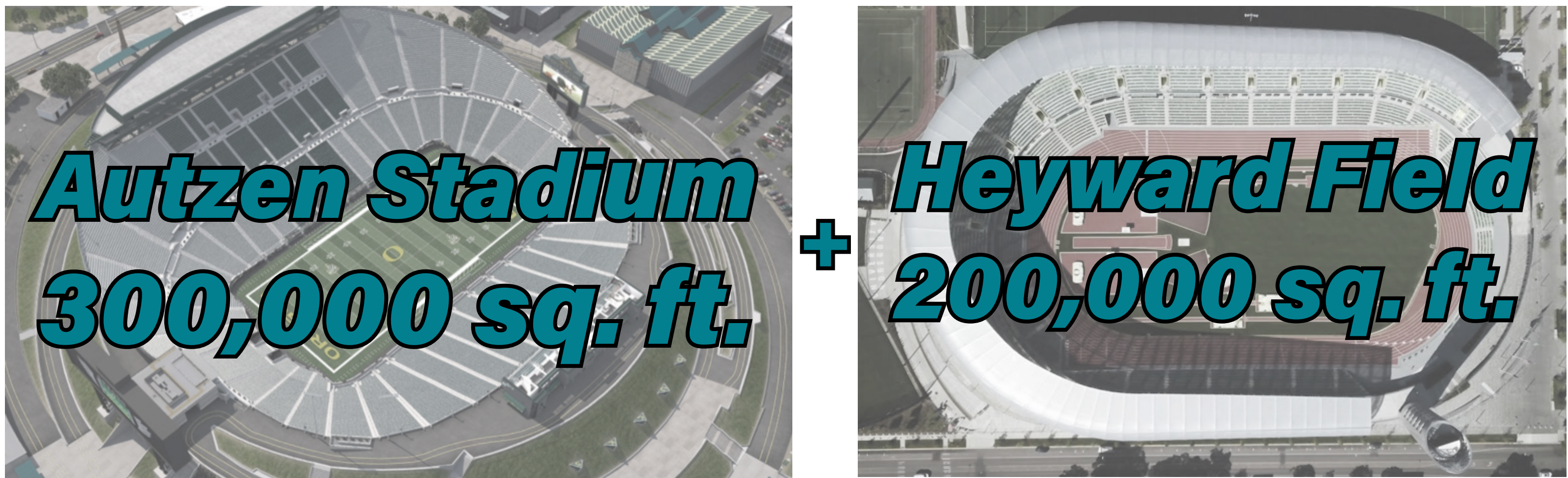
## The Big Picture



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

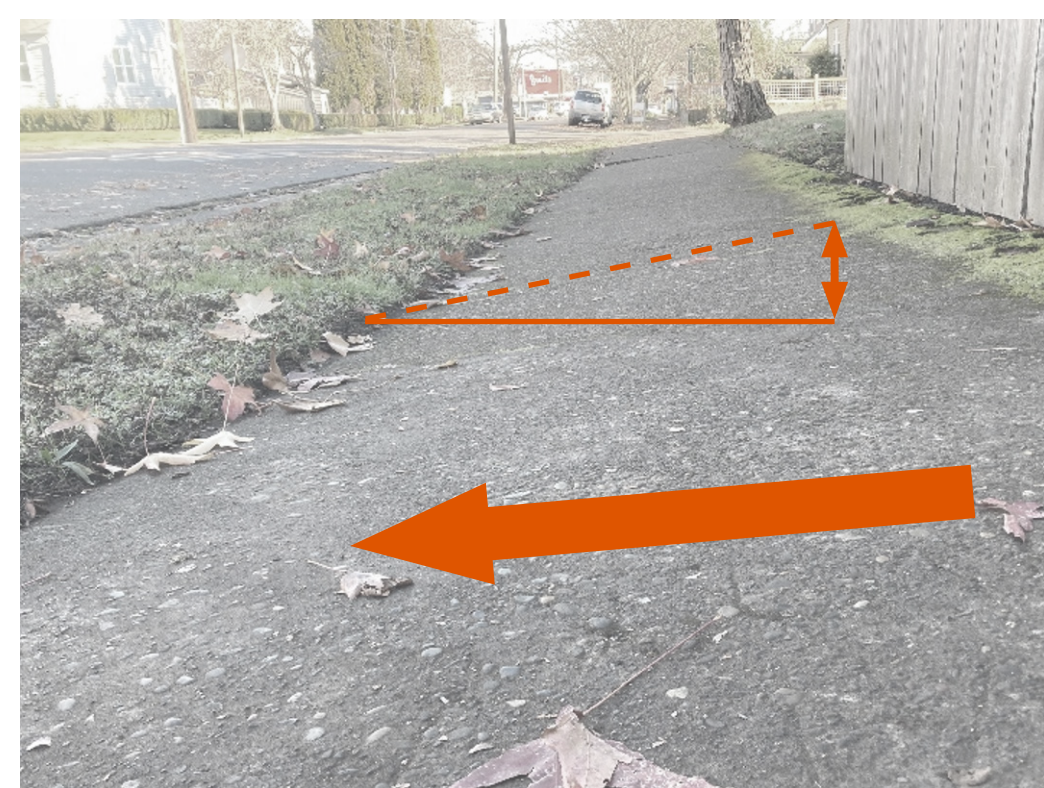
**12,923** Individual data points collected, totaling over...

**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.



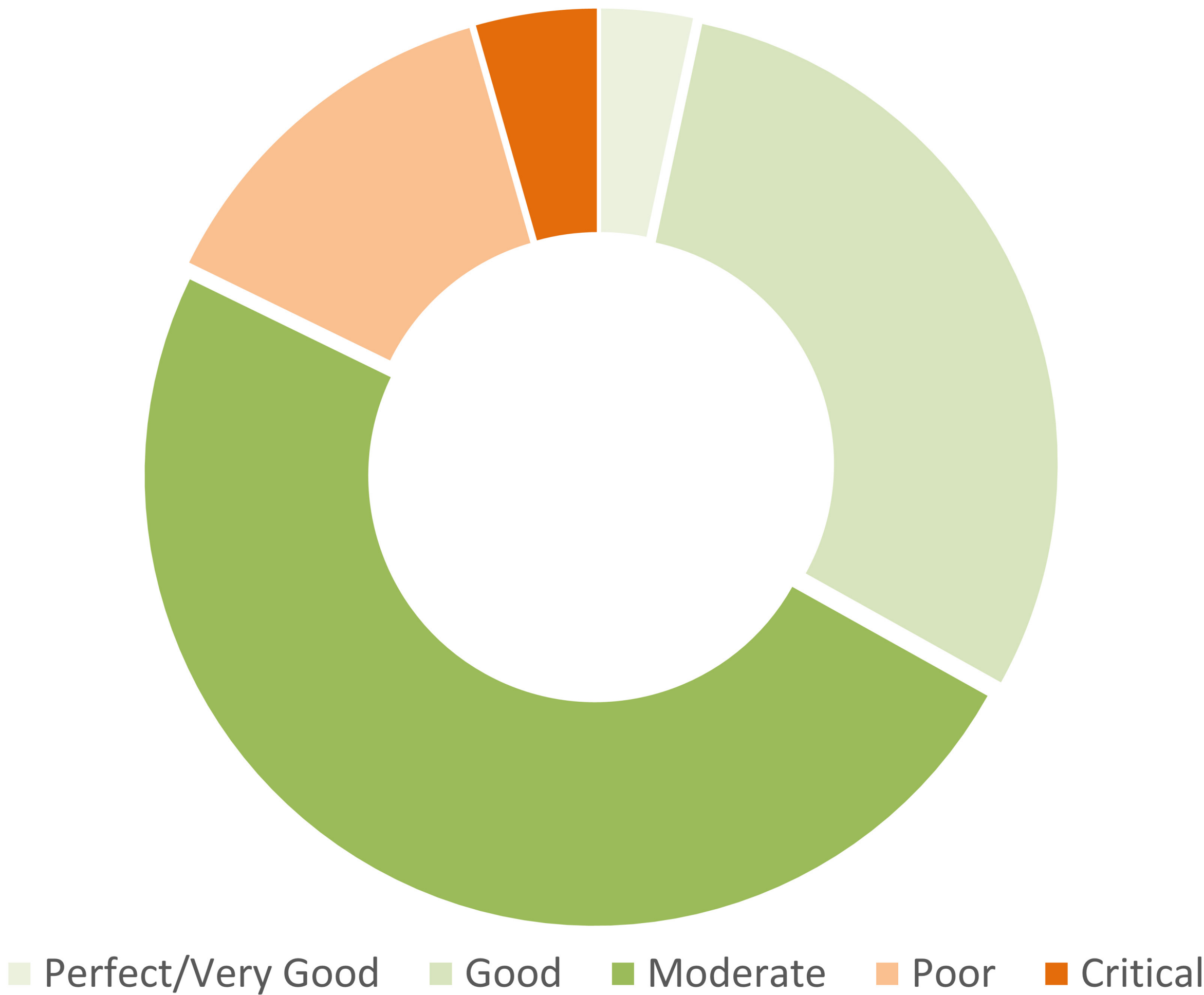
# Sidewalks Inventory Findings

## The Nitty Gritty

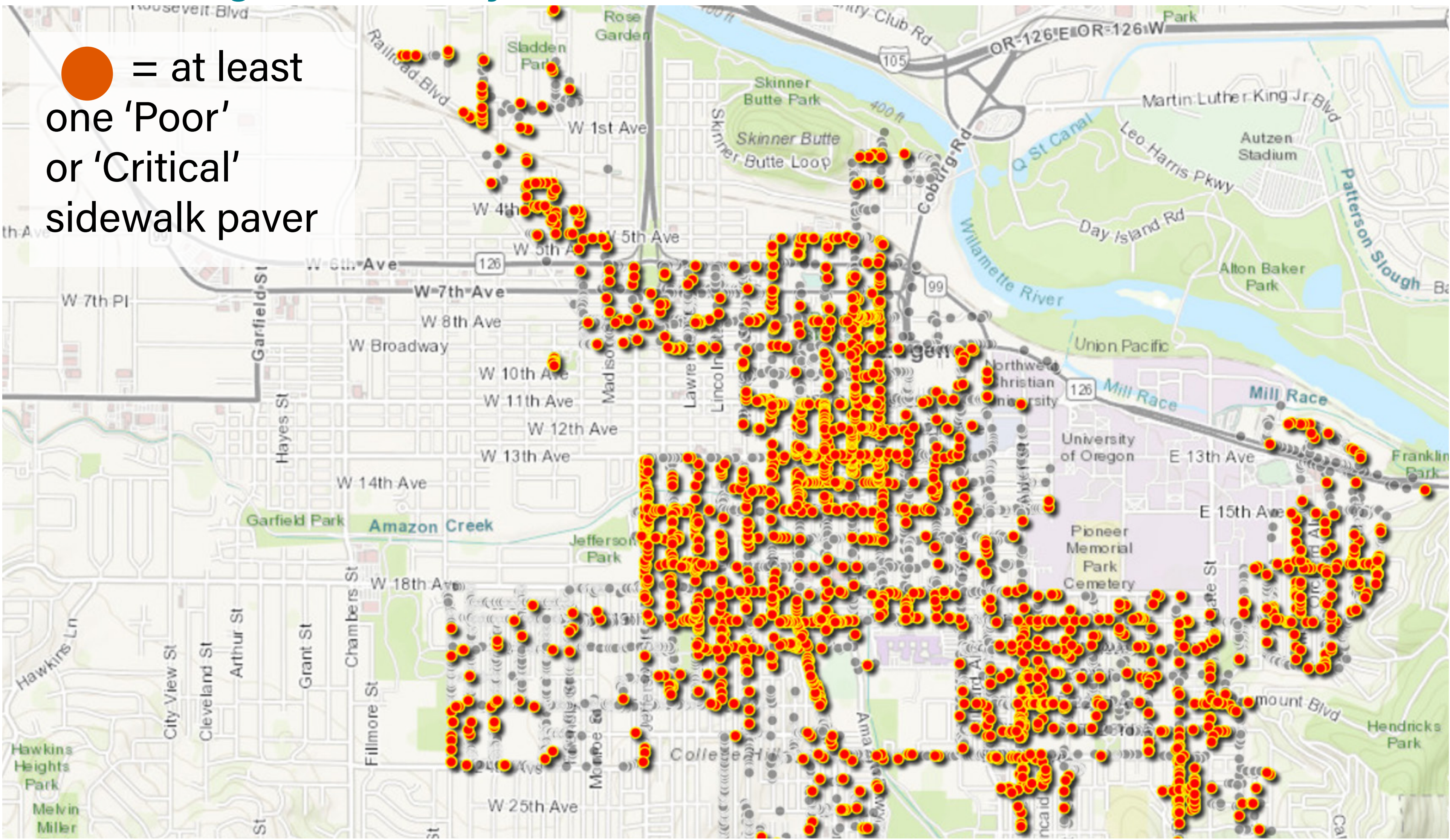
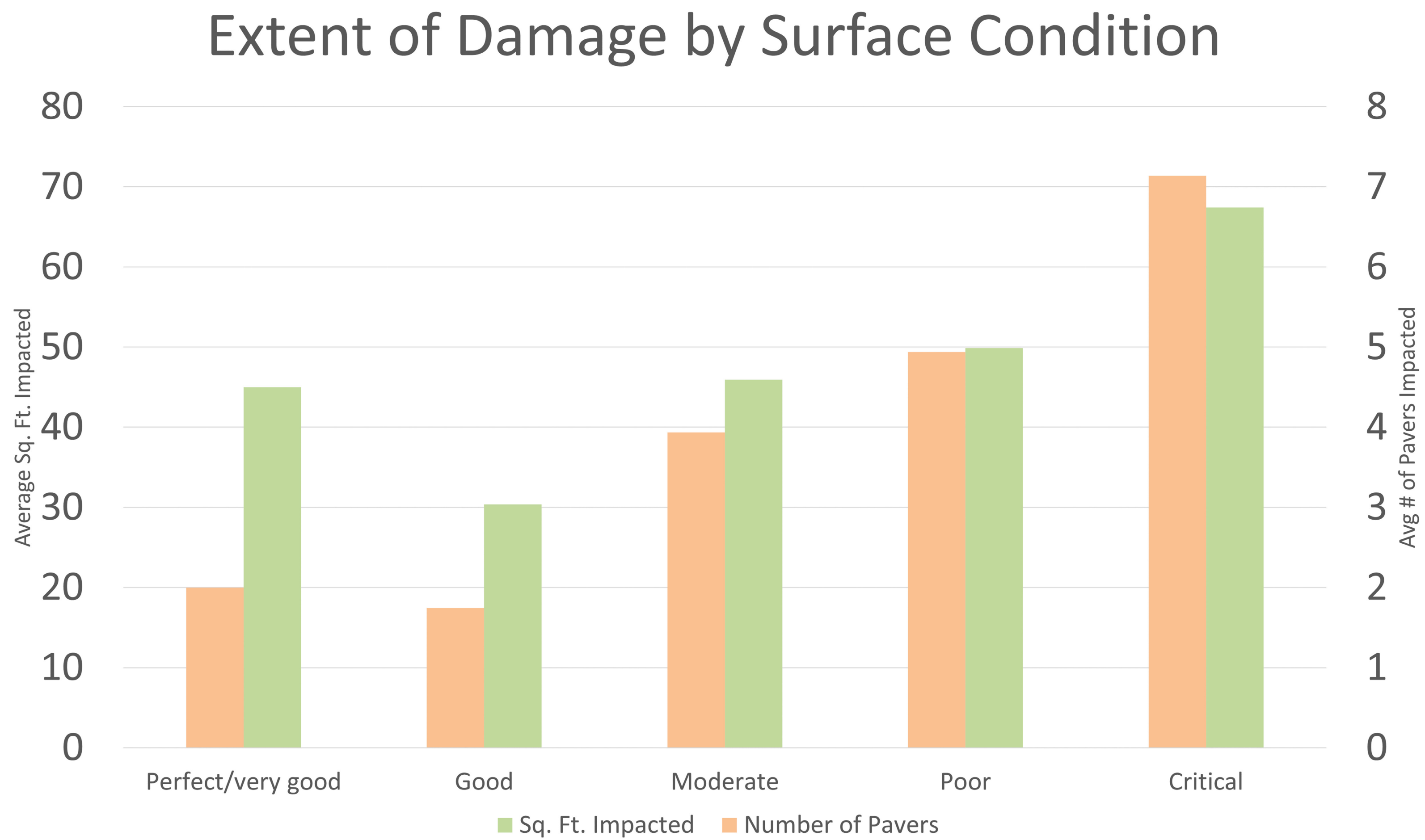
In general, the **EXTENT** of the damage increased as the **SEVERITY** of the damage increased. This tells us that **small** issues effecting individual pavers **could become** larger issues effecting a larger area as the pavers deteriorate.



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



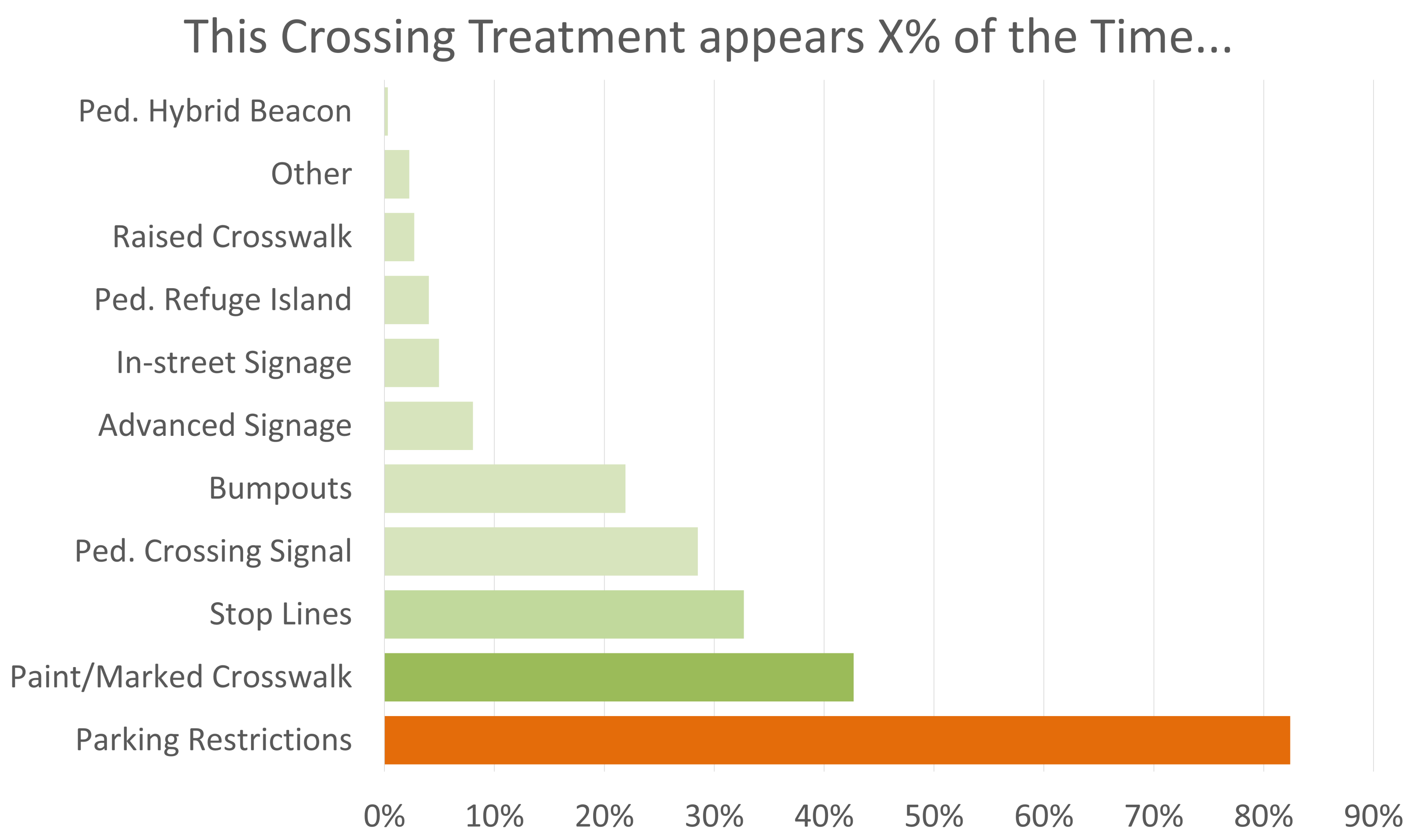
...But **'Poor'** and **'Critical'** pavers, some indicating severe damage, can be found throughout the city.





# Crossing Treatment Findings

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

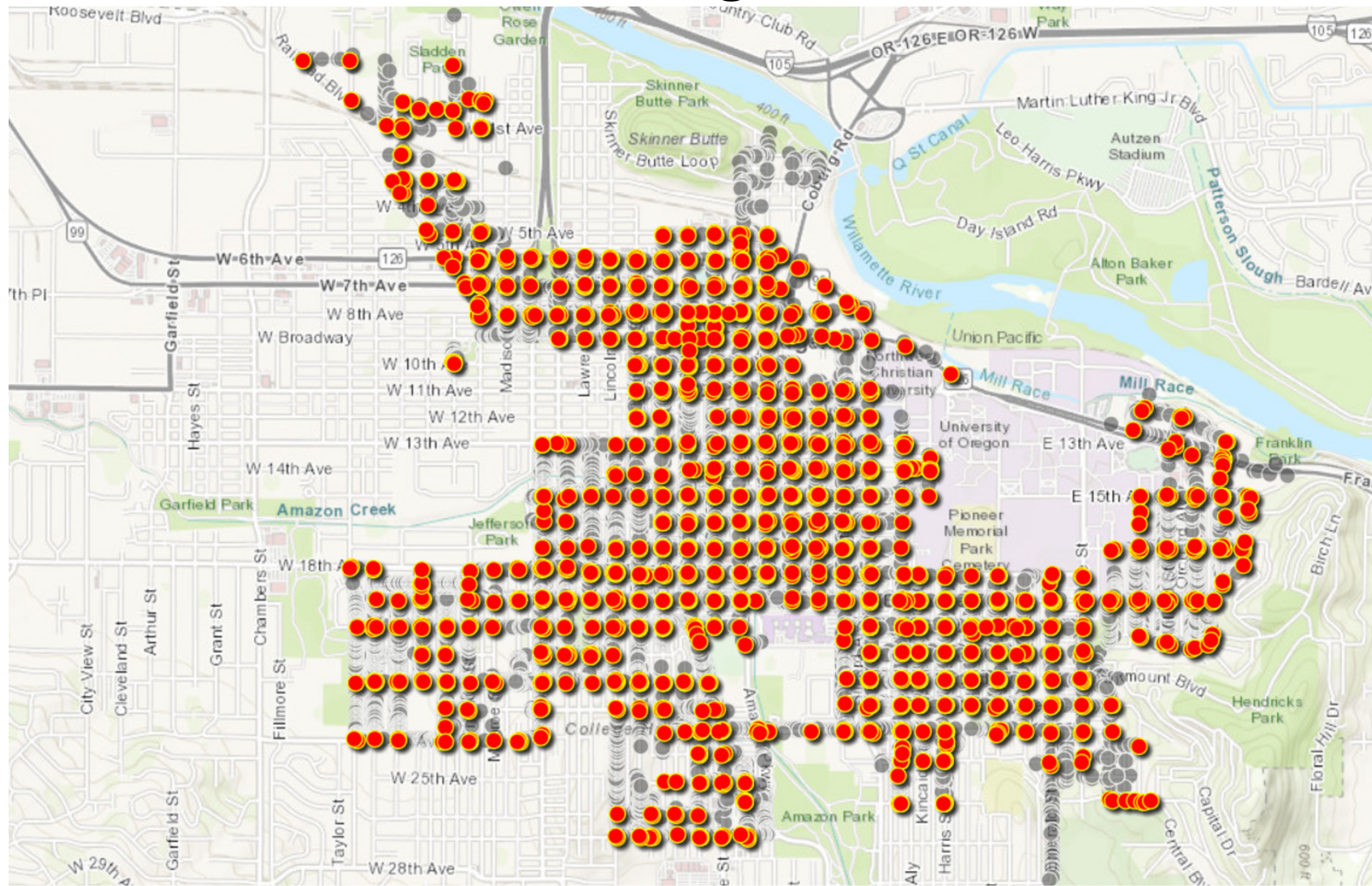


The yellow line at left is a **Parking Restriction on Crosswalk approach** and is the only thing protecting the crosswalk for you to cross while visible to drivers!

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

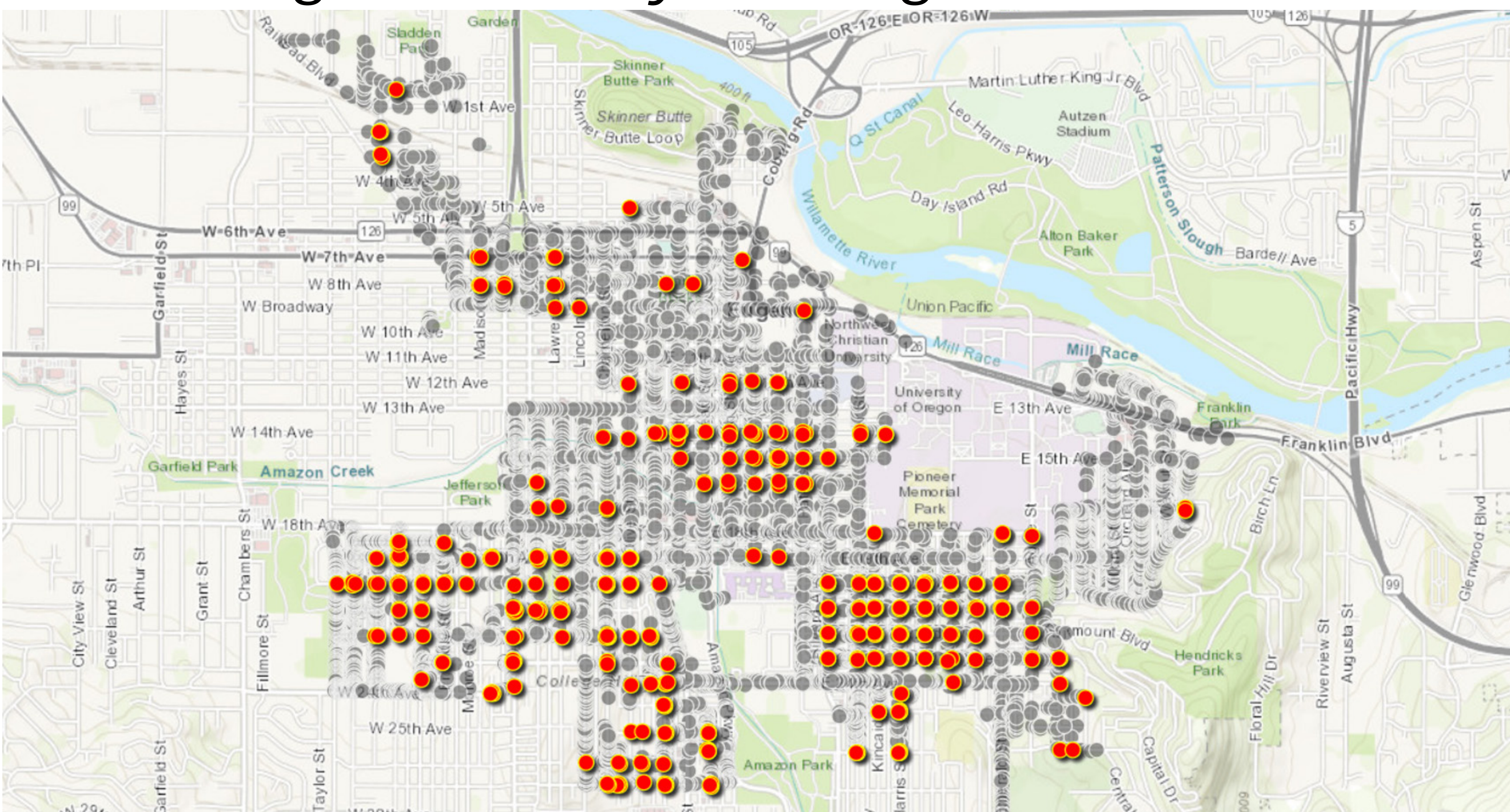
For more info about **pro-pedestrian and bike infrastructure**, check out our friends on the **Neighborhood Greenways project!**

## 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**.