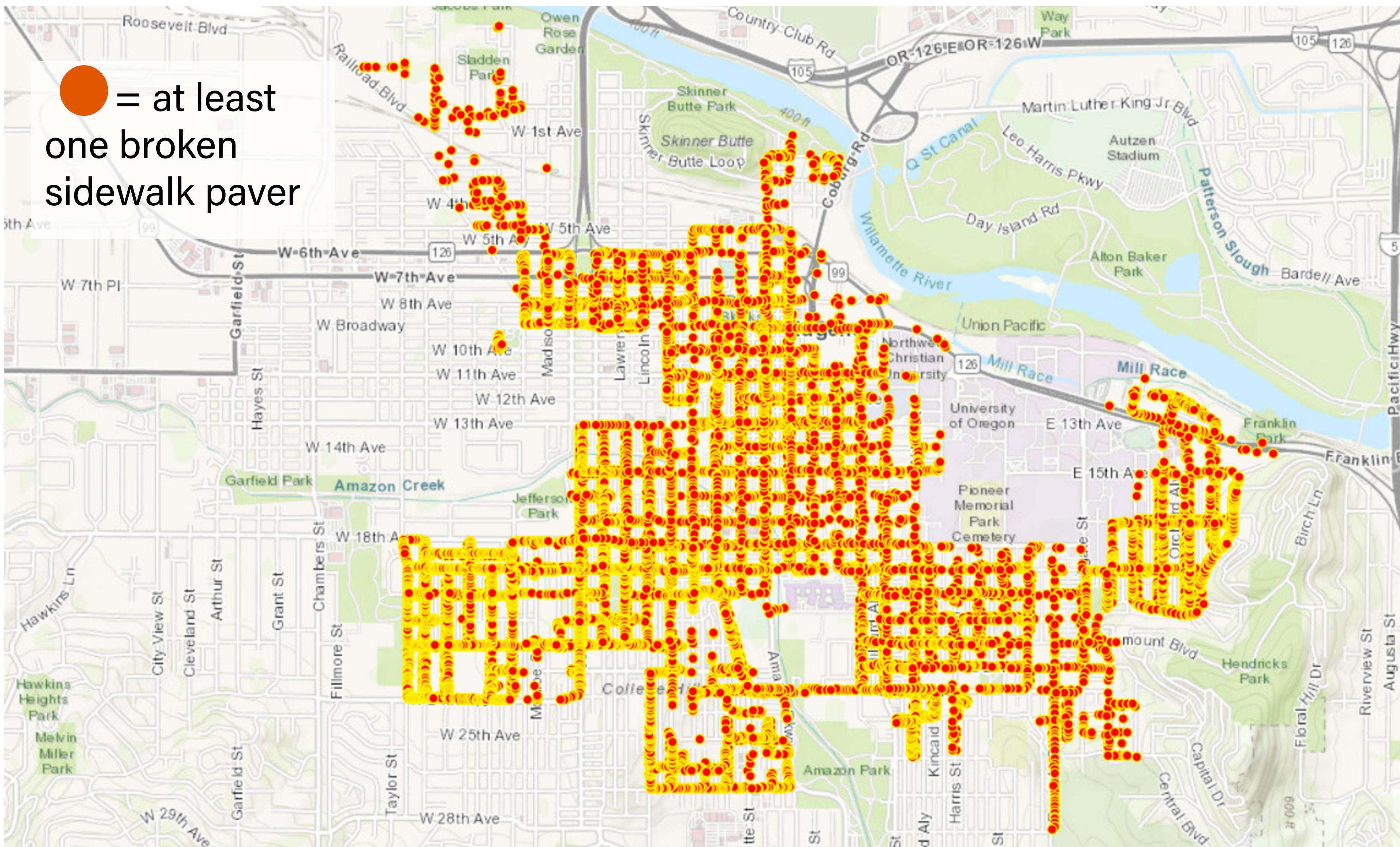
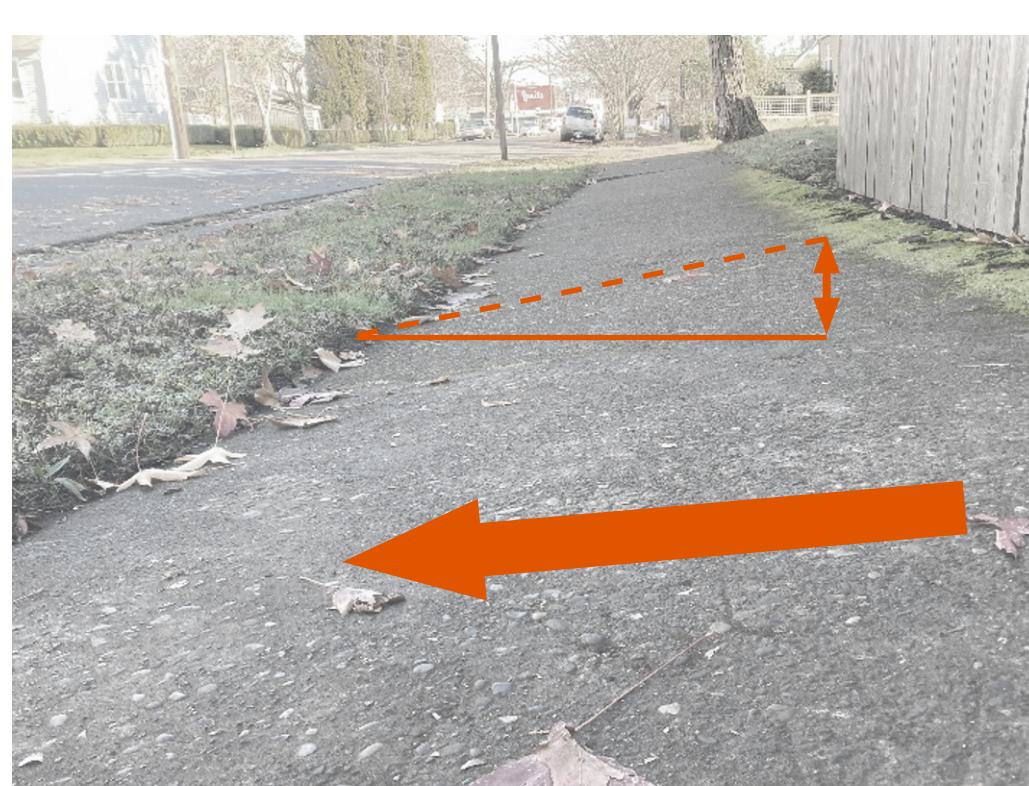


# Sidewalk Inventory Findings The Big Picture



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.

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...*



**Autzen Stadium**  
**300,000 sq. ft.**



**Heyward Field**  
**200,000 sq. ft.**

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.

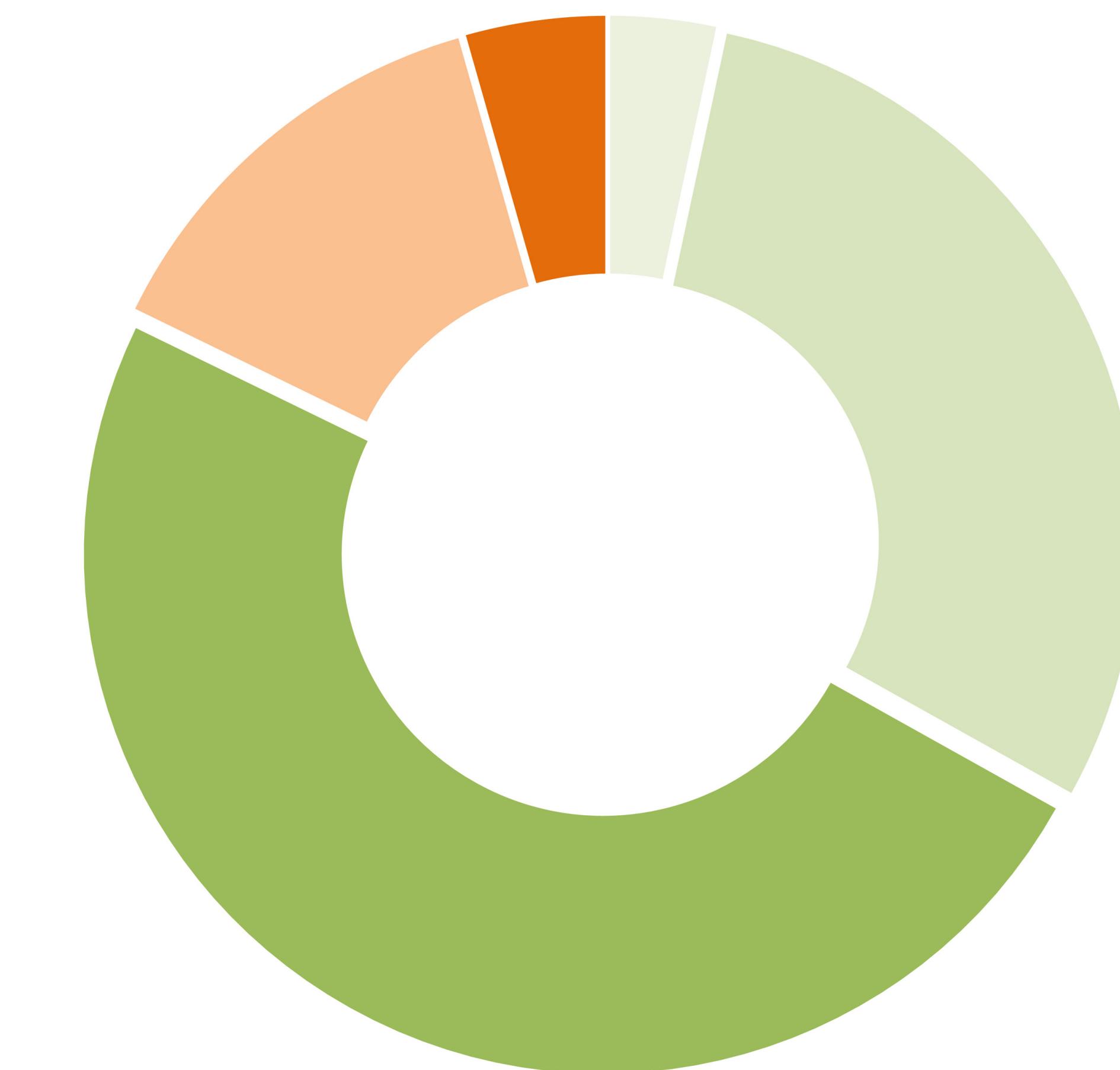
Autzen Stadium and Hayward Field images courtesy UO (via UO Athletics; Around the O). Figures Courtesy UO Facilities Services. All other figures/images original.

# 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.

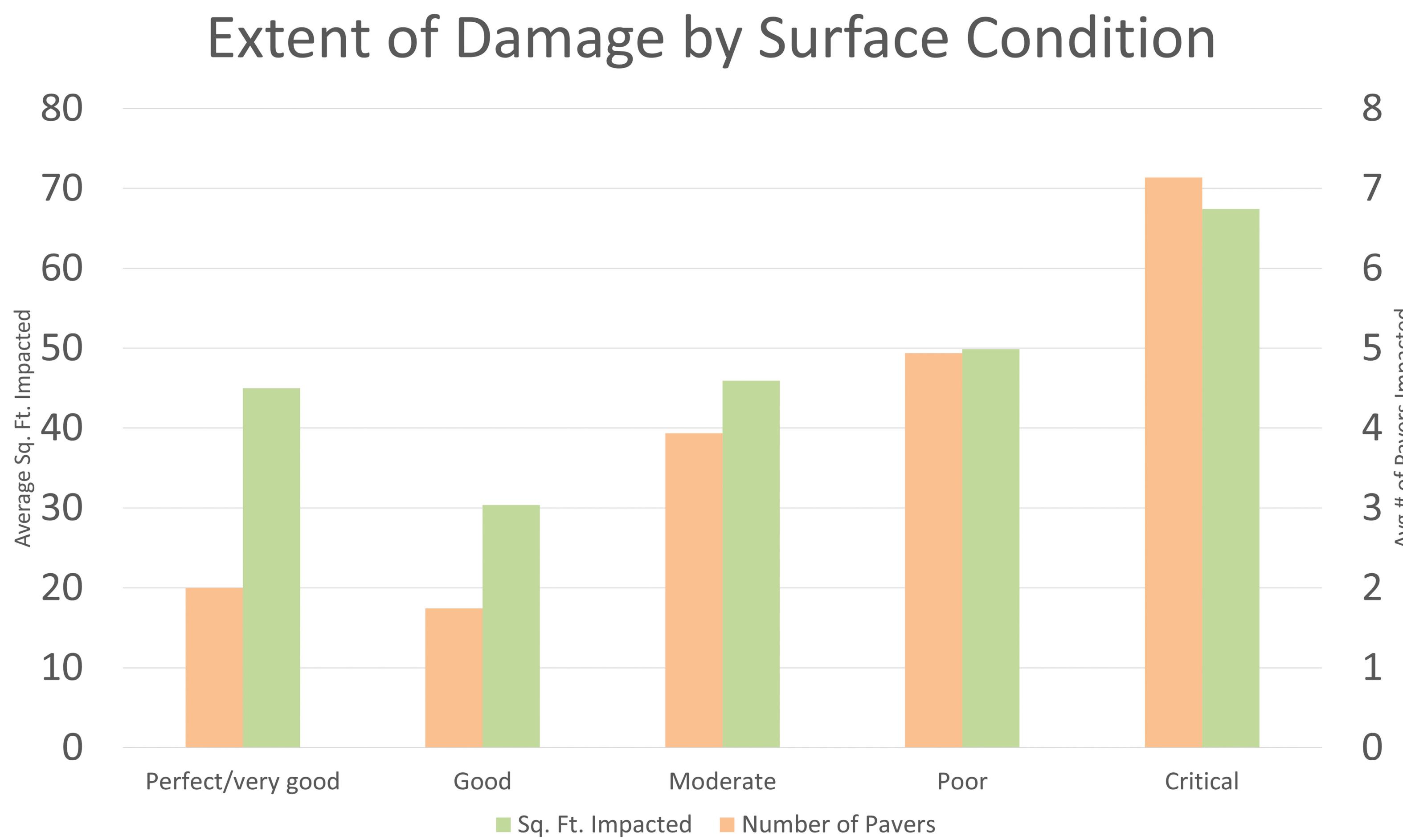
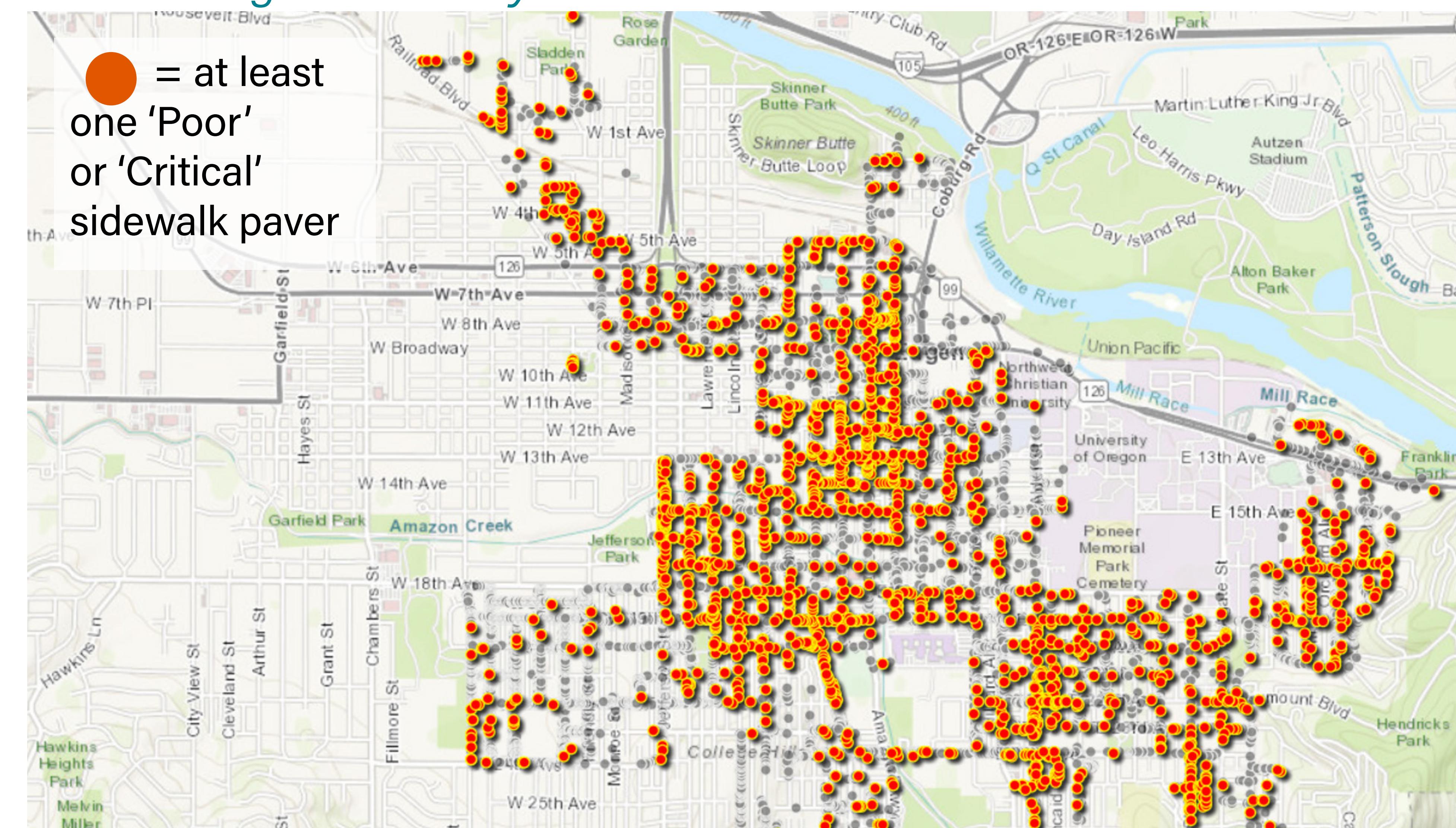


Approximately **50%** of recorded Square Footage was assessed as '**Moderate**'



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

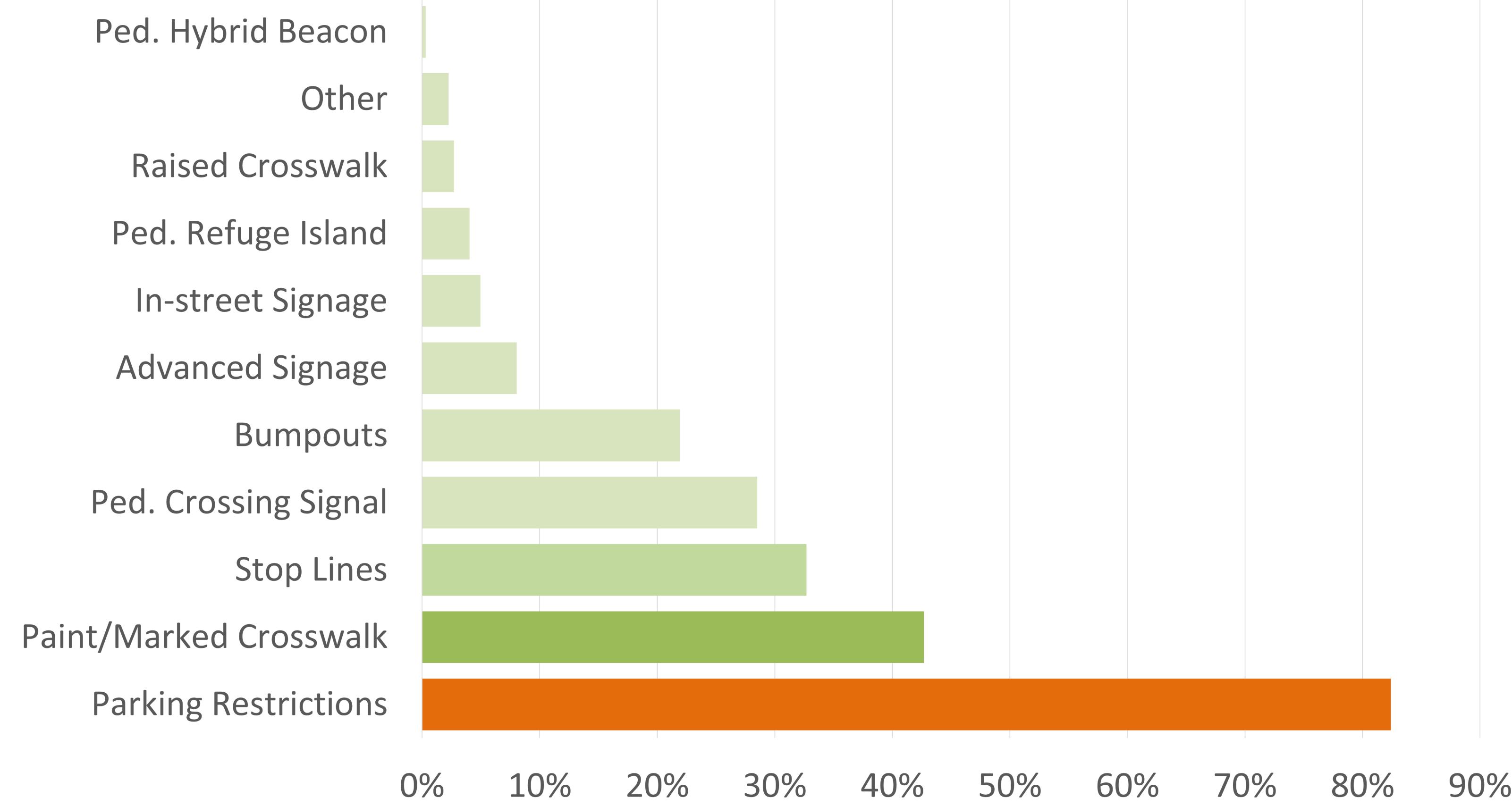
...But '**Poor**' and '**Critical**' pavers, some indicating severe damage, can be found **throughout** the city.



# Crossing Treatment Findings

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

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

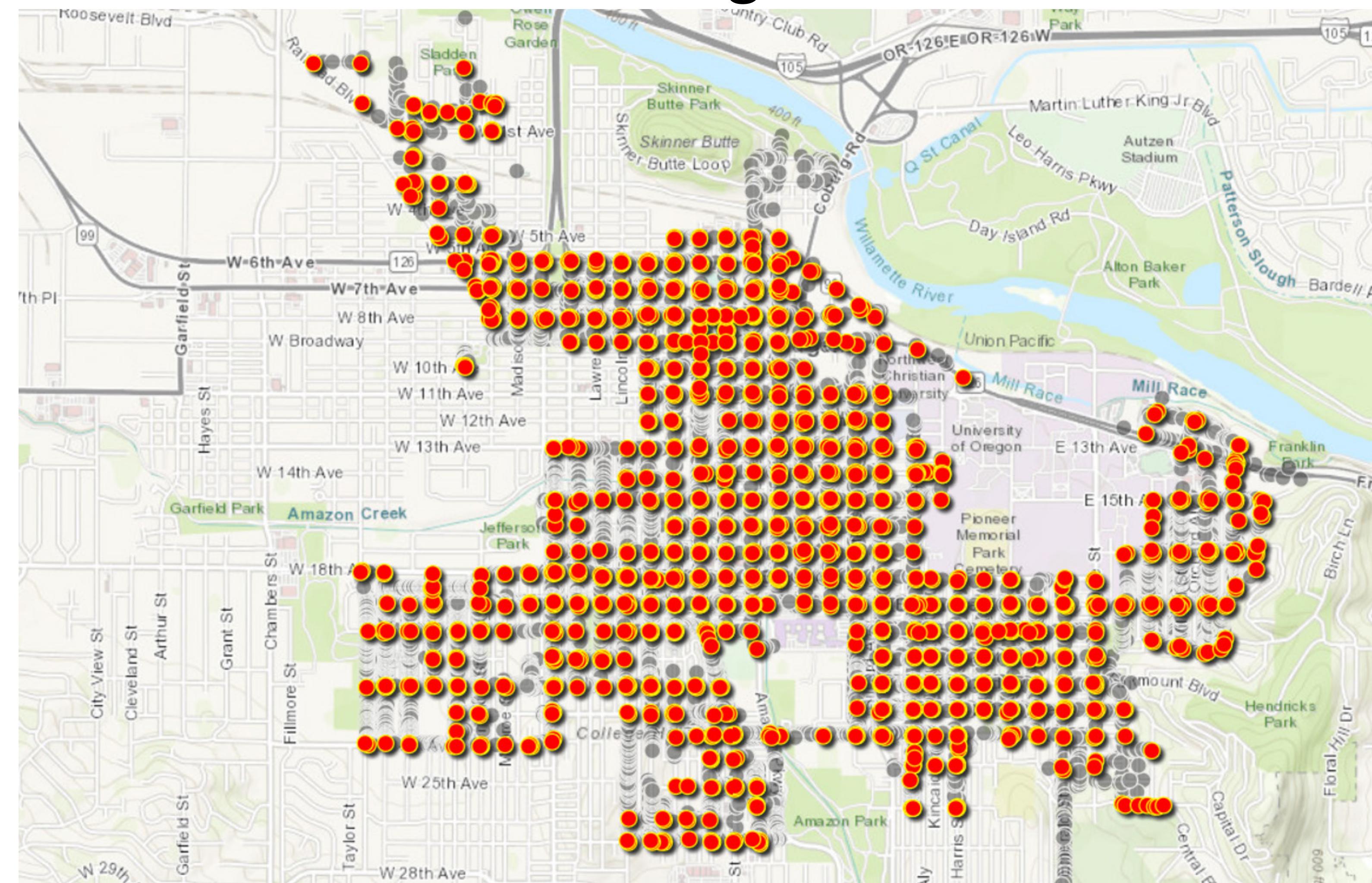


The yellow line at left is a **Parking Restriction on Crosswalk approach** and is the only thing protecting the crosswalk for you to cross while visible to drivers!

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

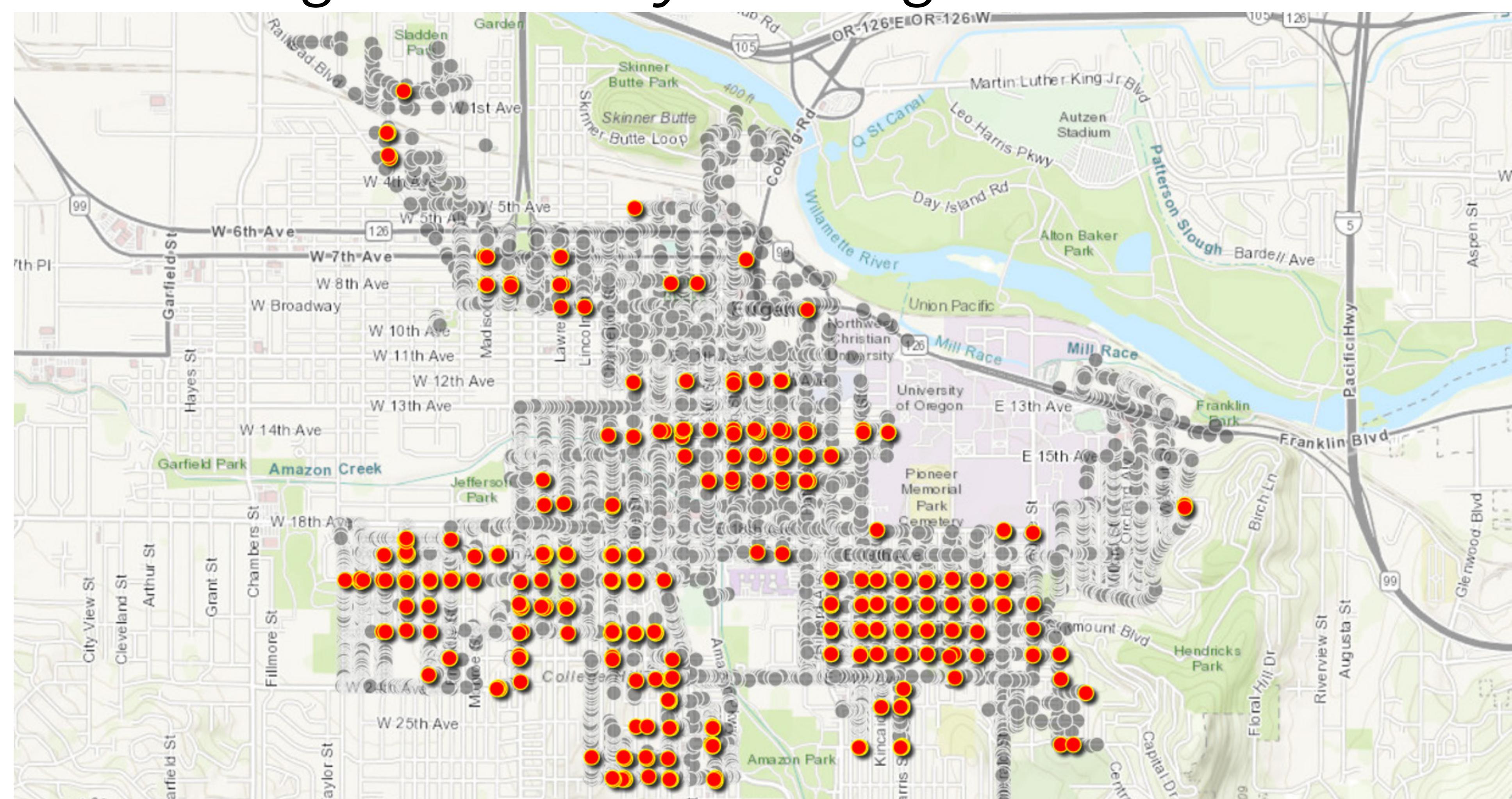
For more info about **pro-pedestrian and bike infrastructure**, check out our friends on the [Neighborhood Greenways project](#)!

## 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.