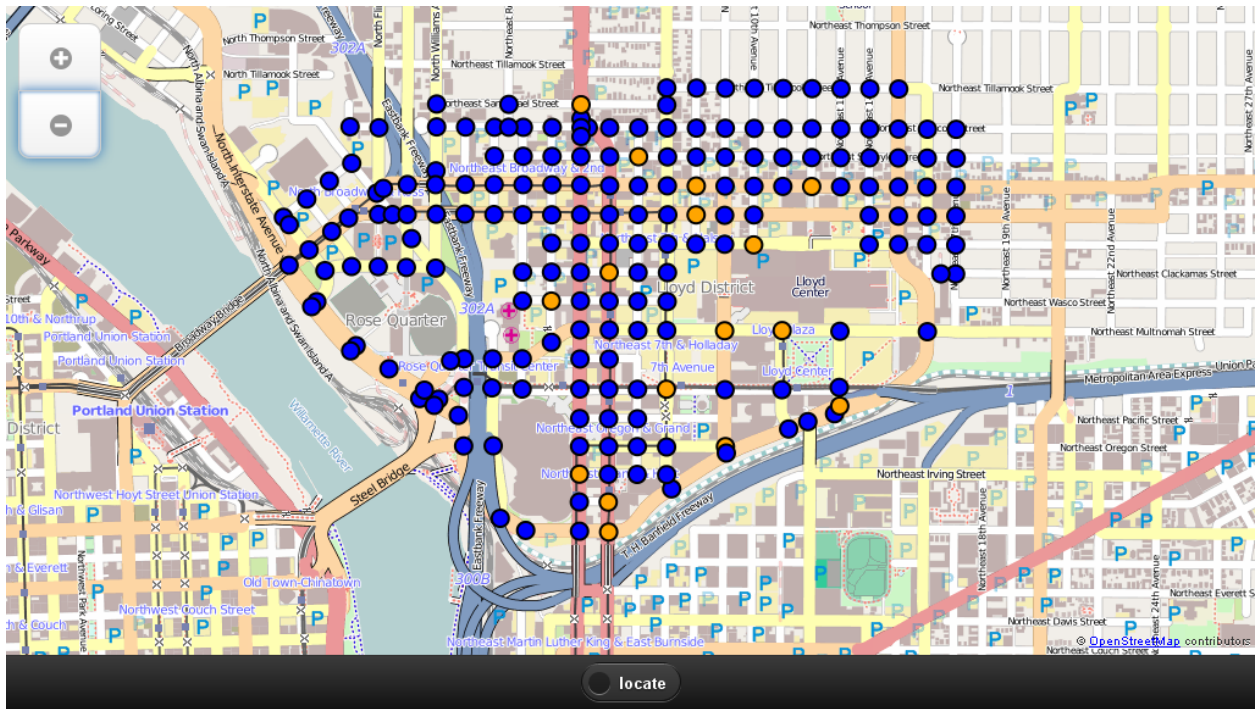


Testing the Oregon Walks GIS Jammers Mobile Curb Ramp Inventory in the Lloyd District.

Goal

To test the application for easy of use and to determine whether collected data about curb ramp condition is accurate. Results will be used to refine the application before it is scaled up for use by more people in more locations.

Location- The Lloyd District



Objectives

This test will answer these questions about the application, rbracket.github.com/Oregon-Walks-Curb-Ramp-Inventory/.

- On average, how long does it take to survey all the curb ramps in one intersection?
- Are the resulting curb ramp classifications accurate?
- Does the user interface help people orient their viewpoint so that location information is correct?
- Do printed training materials help, especially in explaining the visual ambiguity of topologically correct "T" intersections which appear as wedges?

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Tasks for GIS Jammers

- Provide training material
- Ask 10 or more people to each survey 10 different intersections in the Lloyd District.
- Clear the cartodb database before the test begins.
- Snapshot the cartodb database after the test and analyze results.
- Document findings.

Tasks for People doing the Inspections

- Have a mobile phone or a tablet with wifi and location services.
- Read two pages of training material
- Carry a cheat-sheet card.
- Survey 10 intersections which have not been surveyed.
- Provide feedback by answering 3-10 questions.
- Optionally share an email address with the GIS Jammers.

Challenges

- To have the application tested on a variety of mobile phones and tables.
- To have sufficient data to test analyze accuracy.
- To survey easy and complicated intersections, as well as ramps of varying conditions.
- Because the test is informal, we may find that it is inconvenient to get a good sample surveyed intersections.
- Because we are not logging the database transactions, we will not see that people interpret intersections differently.

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Training

Why do this? To built a routable walkway network to jumpstart routing services for wheelchair-pedestrians. Accessibility and wheelchair capability can be used in transportation system analysis.

Where to stand? Orient screen and your location so that you are facing north and your view resembles the view on the screen. Note and double check crossing description on the screen.

What to expect from the application. There are two screens, one to select an intersection, one to add curb ramp information at an intersection.

How to rate curb ramps

Good - Sloped, aligned with crosswalk, no potential drainage problems, tactile bumps. No significant surface damage. [add pictures]

So-so Sloped, Not aligned with crosswalk, potential drainage problems, No tactile bumps. No significant surface damage. [add pictures]

Bad No slope, significant surface damage

How to get help

From the Corner screen reset by selecting do-nothing

From the Intersection screen, reload the page

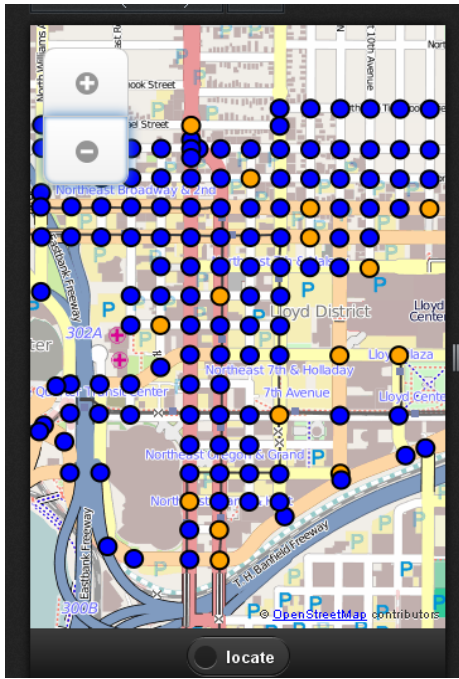
Call Katie, 503-780-9034.

Make a note of what is not working, share with Katie. (It could be a problem with the application)

Wait 30 seconds for the screen to update- it might be a slow network. Note where and when this happens and if it happens consistently.

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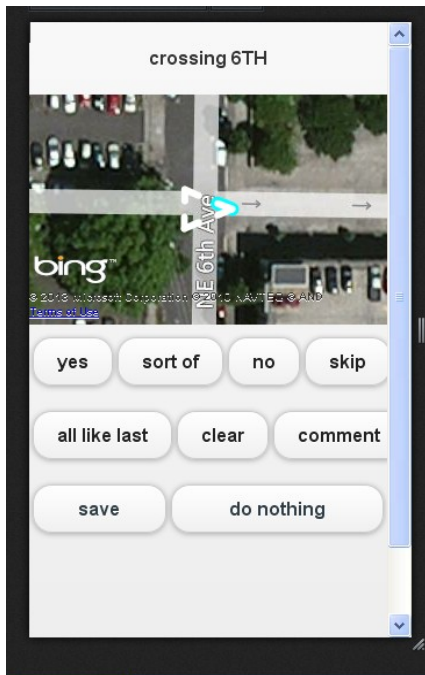
Screen 1- Intersection Finder



Blue dots no inspected
Orange dots- inspected

[possibly change Inspected Icon to a triangle]

Screen 2 –Corners- no data entered



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