



Meeting Information

Date: 07/23/2018 (Meeting 003, 2nd Quarter 2018)

Time: 10:00 am – 12:00 pm

Location: Seattle Municipal Tower, Rooms 4050/4060 (40th Floor)

Facilitators: SDOT ADA Program

General: Committee Intent

The intent of the Pedestrian Access Advisory Committee (PAAC) meetings is to discuss potential accessibility issues or concerns within the Seattle public right-of-way for those living with disabilities. Finding solutions leading to better pedestrian access and prioritization for improvements is an important goal of the Committee. SDOT will strive to prioritize improvements based on Committee recommendations.

Meeting Minutes

- I. Welcome and Introduction (10:00-10:10 am)
 - *In addition to pedestrian access issues, Mike Shaw informed the group of an upcoming event that will include the discussion of accessibility issues at the renovated Seattle Center Arena. Volunteers should reach out to Mike Shaw if interested in participating.*
 - *The meeting agenda was reviewed.*
- II. Bike Share Program Update (10:10-10:25 am)
 - *Brian Camozzi provided an update on the bike share program.*
 - *The public was engaged to provide input on accessibility concerns with the bike share program. This outreach included an online survey and a meeting with people living with disabilities. The bike share program understands that bike parking and blocked sidewalks remains a big concern.*
 - *Bike share permit applicants must renew their permits annually. SDOT can monitor improvements made. SDOT wants to make sure that the program improves over time.*
 - *SDOT has made five recommendations: (1) maintain an active compliance and enforcement program; (2) use permit fees to create bike share parking program to understand where bikes should/should not be; (3) align the program with the City's equity requirements, including people with access concerns; (4) equitable distribution of bikes made available in all areas; (5) adjust the permit fees to an annual fee with no cost to the City.*
 - *It can take a long time for misplaced bikes to be moved where they block the sidewalk or access. All vendors will be required to provide a parking and rider education plan. There will be 3rd party audits addressing issues like parking, device maintenance, and data collection. There will be penalties for blocking the sidewalks.*
 - *There are places where bike parking is not clear and there may be a need to designate areas for parking; during the pilot, five bike parking boxes were painted in Ballard.*
 - *There currently is no awareness of police citations of individual bikes, but it will be investigated further. Bikes have ID numbers that make tracking possible.*

- *SDOT is pushing for an equitable bike share program. This includes low-income rental plans for people without smartphones or bank accounts. There may also be options to increase opportunities for people not comfortable or able to ride a traditional bicycle.*
- *The pilot program saw up to about 10,000 bikes in Seattle with three bike share companies. The overall fleet cap may be raised up to 20,000 citywide, and attention will be paid to make sure the bikes are spread out throughout the city and in all communities/neighborhoods.*
- *Fees that are paid by bike share companies go to staff time, data collection, compliance audits, continuing outreach, and adaptive cycle sharing.*
- *The fee schedule will be reviewed with City Council on Monday (7/30/18) for approval.*
- *Question/Comment (Doug MacDonald): Are the parking penalties based on audit, and not by occurrence?*
 - *Response: We are not abandoning the complaint access requirement. Penalties will be assessed if a response is not made within a certain amount of time.*
- *Question/Comment (Angela Theriault): Can GPS target where bikes are located when parked?*
 - *Response: Each bike has a GPS location for tracking, but it isn't accurate enough to determine if a bike is parked on the sidewalk or improperly parked.*
- *Question/Comment (Unnamed): Is the plan to keep the same number of bikes available at all times?*
 - *Response: The vendors have an ability to distribute their bikes and adjust the number of bikes that are available.*
- *Question/Comment (Chris Loomis): There are more bicycles in the pedestrian areas and it is not clear how to get past them. Something needs to be done because there could be injuries or liabilities. The safety of pedestrians and others in the community is not being made a priority.*
 - *Response: There have been 1.4 million trips made on the bicycles that has improved mobility but there remains the challenge of not obstructing people from where they need to go. The program is trying to improve rider education and using data to find out where the problems are recurring.*

III. City of Seattle Sidewalk Condition Assessment (10:25-11:10 am)

- *Emily Burns from the SDOT Asset Management Program, who served as the project manager of the sidewalk condition assessment, spoke to the Committee about the project.*
- *Interns were hired to collect information on the sidewalks in Seattle. They had the opportunity to learn what it may be like for someone living with a disability, using a wheelchair or walker, or having challenges getting through the City based on the condition of the sidewalks. Using interns, the assessment was completed under budget and ahead of schedule.*
- *Observations were made like vertical differences (uplift) on the sidewalk, obstructions that reduce the sidewalk width to less than 36", and vegetation issues making it difficult to traverse particular areas.*
- *The information collected was used to update sidewalk conditions on SDOT maps, including the [Seattle Accessible Route Planner](#).*
- *The interns used iPad devices to collect the information.*
- *City Council approved and funded this assessment with a \$400,000 budget allotment.*
- *SDOT reviewed different types of assessment models to collect information, e.g. assessments performed in San Diego, CA, and Clayton CO, MO. SDOT opted to use the intern model for ease of use with the existing database, a cheaper cost, and to help the interns develop soft skills.*

- *The assessment resulted in the collection of about 156,000 points of data collected on more than 2,300 miles of sidewalk. SDOT is working on a final report, following an initial presentation to the Pedestrian Advisory Board, and intends to keep data current and accurate as conditions are corrected.*
- *Question/Comment (Chris Loomis): The new ramp at 7th and Virginia doesn't give a good indication of where to cross in the area; a textured ramp is needed to know where the safe place to cross is.*
 - *Response: The question regarding our urban design will be passed on to the ADA Coordinator for a comprehensive response.*
- *The assessment and the data collected will be used to help prioritize sidewalk repairs; SDOT is currently recommending additional funding for these repairs.*
- *Over 34,000 blocks of sidewalk were assessed, and the primary observation was the height differences in sections of sidewalk.*
- *The assessment allows SDOT to see areas of concentration or density of issues.*
- *Question/Comment (Unnamed): There is an issue on 18th and 19th and Madison that is heavily used by deaf and deaf-blind individuals that may be a priority. Can you check into that area?*
 - *Response: We will talk a bit about our maintenance efforts where there may be access needs in priority areas, for example where there are hospitals or aging/disability services that people need to get to.*
- *The Seattle Pedestrian Advisory Board was supportive of this effort and SDOT received an additional \$2 million dollars to do repair and mitigation work. Detailed information is available that indicates where these improvements have been made. People should contact SDOT if there are any difficulties accessing this information.*
- *Many of the sidewalk conditions observed involve trees and tree roots; it is helpful to know information about the trees. The tree owner may be responsible to repair the sidewalk, so it is important for SDOT to let businesses and private property owners know about these issues.*
- *This year, SDOT was able to quickly mobilize maintenance crews as a part of a "sidewalk blitz." Areas with sidewalk uplift density near important facilities (e.g. government facilities, transit access, senior housing, etc.) were prioritized to increase access. Over 2,700 asphalt "shims" were installed to level out the sidewalk uplift conditions. In 2017, we shimmed 1000 areas total based primarily on customer response.*
- *Question/Comment (Chris Loomis): The whole sidewalk should be removed and a new one put down that is more stable and won't allow for the elevation changes found on the old sidewalks.*
 - *Response: Some of these sidewalks are older and different construction methods were used. Older sidewalks may not have reinforcement or rebar. There are 155,000 issues that were observed. SDOT estimates that it may cost between \$500 million and \$1.33 billion to permanently repair all these sidewalks. SDOT currently has a levy budget of \$930 million for the 9-year program; the annual sidewalk repair budget is only \$1.7 million, which includes labor. In 2018 we received an additional \$2 million and we are asking for additional budget for 2019. This doesn't begin to scratch the surface, but SDOT is prioritizing where permanent repairs will occur.*
- *The sidewalk repair program has been designed so that the crews feel invested in the improvements and excited about their work. We measure our performance, and this can also help to feel like a difference is made with these efforts.*
- *Sue Byers from the SDOT Maintenance Operations Division talks about the sidewalk repair program efforts.*

- *Question/Comment (Unnamed): Sometimes it takes a long time for sidewalks to be repaired, and this can be a dangerous hazard for people who are unable to see. For example, 25th down to Rainier there are many panels that are uneven. Maybe tar or some sort of emergency remedy could be used so that people won't be injured before the sidewalks are completely repaired.*
 - *Response: SDOT has been using asphalt for these repairs, but to completely fix would cost over \$1 billion. SDOT crews did over 2,000 sidewalk make-safe repairs in three weeks, but there are 92,000 uplifts throughout the City with trees continuing to grow and impact sidewalks.*
- *SDOT is organizing the repairs in concentrated areas by looking at city grids and sidewalk assessment data to maximize crew efficiency.*
- *SDOT has achieved about 45% of the sidewalk repair goal so far this year, having repaired seven block faces.*
- *There may be other opportunities to fix more sidewalks, partnering with internal and external partners. If other capital projects fix sidewalks, it allows the City crews to work on other projects. City crew work can be expensive, because they are given sidewalks with very bad uplifts; tree specialists have to be hired and these can be very expensive fixes.*
- *The City also has a tree canopy policy that sometimes works against the sidewalk improvement efforts. SDOT is constantly trying to work those issues.*
- *Question/Comment (Mae Lin): Water pools on the sidewalks, and it is difficult for me to see the water.*
 - *We don't have an elegant solution for that; there are at least 160 known ground water seeps in the City and we don't have a way to capture this naturally occurring issue. We try to identify the low spot and repair the areas where we can. Let SDOT know if you are aware of certain areas that are problematic.*
- *Question/Comment (David Miller): Ponding problems are also freezing problems in the winter. These can be particularly problematic near agencies that many of us work. This can be a real hazard for people.*
- *Question/Comment (Unnamed): Water can freeze into ice on Walker Street due to often flooding. This area is in need of repair because the sidewalk dips and water pools in one particular area.*
- *SDOT tries to shim or make improvements to get rid of the low spots if possible. SDOT should be contacted at 684-ROAD or Find-It, Fix-it with these locations. Contact Sue Byers or Emily Burns for more information about this project or the Sidewalk Repair Program.*

IV. Accessible Pedestrian Signal (APS) Prioritization (11:10-11:50 am)

- *Mike Shaw leads the APS prioritization discussion.*
- *Some pedestrians need Accessible Pedestrian Signals, or APS, to cross the street safely and independently.*
- *Any time SDOT installs a new traffic signal, it is equipped with APS. However, the City does not install many new signals so SDOT takes requests for APS devices to be installed at existing signalized intersections. Requests can be made directly to Mike Shaw.*
- *Currently, SDOT has about 45 intersections requested for APS improvements. Because APS devices are provided at signalized intersections that potentially impact many people, SDOT is requesting public feedback on how to prioritize APS installation locations.*
- *Before the list of requested APS locations was reviewed, SDOT passed around a tactile sign that will be installed as a part of a pilot program next year. This sign includes raised features that include the configuration of the intersection, raised bumps where the crosswalk is, and information in Braille. The sign was passed around the room during the APS discussion.*

- *Question/Comment (Unnamed): Can the sign only be used at locations that have APS?*
 - *Response: It could be used at intersections with or without APS. The SDOT pilot program will use the sign at an intersection with APS. SDOT wants to see how the sign works for people. New York City and San Francisco are also trying the sign out.*
- *Question/Comment (Chris Loomis): Does the sign say that I'm at the corner of Madison and 18th Street, or what is it actually saying on the sign?*
 - *Response: There is information on the sign in Braille that indicates the location. The sign also has information on where you are standing at the intersection and the geometry or shape of the intersection.*
- *Question/Comment (Mae Lin): There are many things on a pole and I can't distinguish which is the APS. Sometimes it is hard to locate them.*
 - *Response: SDOT tries to locate the buttons consistently and in a predictable location. Sometimes there is competing infrastructure at the corner as well as newspaper boxes and trash cans. SDOT understands the problem and is working hard to put the pushbuttons in the best location possible.*
- *Question/Comment (Chris Loomis): Is there any indication on a poll on the direction you can cross where you are standing?*
 - *Response: One of the requirements of the APS device is that it has a raised, tactile arrow on the face of the button. This button is required to be parallel and directly in line with the crossing intended.*
- *Question/Comment (Chris Loomis): The pushbuttons on 4th and 5th work pretty well, but there are not any on 2nd Avenue. Jackson and 5th needs improvement. Sometimes the buttons are on a giant-sized pole and this can throw people off looking for the pushbutton.*
 - *Response: SDOT just installed APS on 5th and Jackson as it was one of the requested locations. One of the challenges is getting the hardware in without tearing up the sidewalk. Sometimes we have to use existing utility poles to install the pushbuttons. When we tear up the sidewalk, there can be other obligations under the ADA to rebuild curb ramps, which can dramatically increase the cost.*
- *Mike Shaw reviewed the requested APS location on 3 maps (north, central, and south Seattle). Refer to the list at the end of this document for all current requested APS locations.*
- *SDOT has suggested some priority locations from the current request list based on access to transit facilities, hospitals, or facilities for the blind or deaf-blind.*
- *In the north part of Seattle, Roosevelt Ave NE and NE 65th could be good with light rail on the way. Montlake Blvd NE and NE Pacific St is close to transit and medical facilities on the U-dub campus.*
- *Question (Marci Carpenter): Can these locations be put in a list and e-mailed to us?*
 - *Response: Yes, we can do that.*
- *SDOT did not previously install APS signals downtown because these signals are pre-timed, meaning there is no need for a pedestrian to actuate a signal by pushing a button. Engineers at SDOT now understand the importance of APS and we have begun to install APS devices in pre-timed areas.*
- *Question/Comment (Chris Loomis): There needs to be APS at 2nd Ave and 4th Ave on Jackson. Please add these to the list if they are not on there.*
- *Question/Comment (TJ Maciel): Are there still plans to look at 2nd and Cherry for the curb cut?*
 - *Response: Yes, we need to talk about it. Mike Shaw will follow up with TJ on this location.*

- *SDOT recommended the following locations for priority in the central part of Seattle: 1st, 2nd, and 3rd on Pike and Pine due to transit access and high pedestrian volumes; 4th and Cherry, James, Jefferson, and Jackson; 2nd and Jackson; Denny and Bellevue near the Talking Book and Braille Library; Madison and Summit and Columbia and 12th near a number of medical facilities.*
- *Question/Comment (David Miller): 9th and Stewart provides access to the street car.*
- *In the south area of Seattle, SDOT recommends: 15th Ave S and Beacon that serves the light rail; multiple requests in West Seattle.*
- *Question/Comment (Marci Carpenter): The California and Alaska area would be an interesting place for the tactile sign because that is an all-stop, all-ways cross.*
- *Question/Comment (David Miller): There are several locations listed previously that did not include three previously requested locations: 12th and Jackson, 12th and King, and 12th and Weller.*
 - *Response: Thank you, we will make sure those locations are added to the request list.*
- *SDOT asked for recommendations from the group; the SDOT ADA Program has a goal of installing 5 to 10 APS locations from the request list each year.*
- *Question/Comment (Chris Loomis): Of those locations listed, I'm not sure you got 4th and 2nd and Jackson.*
 - *Response: Yes, those are on the list.*
- *Question/Comment (Angela Theriault): Are we taking a first priority from each of the areas (north, central, and south)? There are 45 requests, how will you prioritize?*
 - *SDOT would prioritize based on proximity to important facilities or destinations, for example good access to transit. There would be an effort to disperse these improvements citywide. Locations like downtown may be determined to be most important, as revealed through community engagement.*
- *Question/Comment (John Romish): We need APS on Bothell Way and 145th to cross over state route 522.*
 - *Response: There is a history on this location, and we understand it has been on the request list for over two years. There is some question as to which DOT has jurisdiction at this location, SDOT or WSDOT. Mike Shaw will look into this.*
- *Question/Comment (Sandra Rodriguez): When I submit requests for my students, I get an e-mail that the APS will be put in place within one year. Some of these requests were made two years ago or more. Does this mean that because of prioritization, the others will not be addressed?*
 - *Response: The goal is to address all of the requested locations on the list, over time. The ADA Program is only funded for about 5-10 intersections per year, but there will be other opportunities through larger SDOT projects. The e-mail response that has been received is not a response that the program makes; SDOT does not guarantee that APS devices will be installed within one year.*
- *Question/Comment (Chris Loomis): Some of the APS are located where there are older curb ramps with the tactile cue worn out. It needs to be easy to identify the ramp to make the crossing safe.*
 - *Response: Over time, SDOT wants to improve all of the older curb ramps and build curb ramps where they don't exist.*
- *Question/Comment (David Miller): Many of the locations have been requested by deaf-blind folks, and a lot of these are important to install. I hope they are installed soon, as some people have been waiting a long time for these improvements.*
 - *Response: SDOT understands the importance of these devices so people can get around independently. We have a goal of getting APS everywhere.*

- *Question/Comment (Chris Loomis): The APS is needed for us to get around independently, especially in the area around the Lighthouse on Rainier with the construction going on.*
 - *Response: SDOT is aware of the needs on 23rd (and near the Lighthouse). Every two weeks, the ADA Program reviews the construction site on 23rd to make sure that it is accessible and that there are not protruding objects or hazards to people with low or no vision.*
- V. Next Steps and Priority Topics (11:50-12:00 pm)
- *Tentative topics for next time include the Access Map discussion from the Taskar Center at U-dub as well as waste receptacles on sidewalks. We would also like to show some videos taken that demonstrate sidewalk conditions in Seattle.*
- VI. Adjourn (12:00 pm)

Action Items:

1. *Mike Shaw to review the intersection of 7th and Virginia to determine any potential access issues or curb ramp orientation concerns. Will coordinate and respond to Chris Loomis and David Miller.*
2. *ADA Program to add the requested APS locations to the queue and distribute to the Committee.*
3. *Mike Shaw to discuss the curb ramp and underground areaway at 2nd and Cherry with TJ Maciel.*
4. *Mike Shaw to follow up with WSDOT on Bothell Way and 145th and Lake City Way and 145th to determine who has jurisdiction, and if APS can be installed in these locations.*

Current Requested APS Locations

(included those added at PAAC meeting on 7/23/2018)

SW AVALON WAY & 35TH AVE SW
ALASKA & 42ND AVE
CALIFORNIA AVE SW & SW ALASKA ST
CALIFORNIA AVE SW & SW OREGON ST
CALIFORNIA AVE SW & SW EDMUNDS ST
BEACON AVE S & 15TH AVE S
BEACON AVE S & S COLUMBIAN WAY
12TH AVE & E COLUMBIA ST
S JACKSON ST & MAYNARD AVE S
NE 130TH ST & LAKE CITY WAY NE
4TH AVE & CHERRY ST
4TH AVE & JAMES ST
4TH AVE & JEFFERSON ST
15TH AVE S & BEACON AVE S
2ND AVE EXT S & S JACKSON ST
EASTLAKE AVE E & E GARFIELD ST
MONTLAKE BLVD NE & NE PACIFIC ST
15TH AVE NE & NE 143RD ST
25TH AVE NE & NE 55TH ST
26TH AVE SW & SW BARTON ST
3RD AVE NE & NE NORTHGATE WAY
9TH AVE & WESTLAKE AVE
FREMONT AVE N & N 36TH ST
MADISON AVE E & SUMMIT ST
RAINIER AVE S & S CHARLESTOWN ST
RAINIER AVE S & S DEARBORN ST
ROOSEVELT WAY NE & NE 65TH ST
BROADWAY & PIKE
BROADWAY & PINE
GREENWOOD AVE N & N 105TH ST
35TH AVE NE & NE 70TH ST
E DENNY WAY & BELLEVUE AVE E
BROADWAY & E REPUBLICAN ST
4TH AVE S & S JACKSON ST
9TH AVE & STEWART ST
15TH AVE NW & NW 75TH ST
15TH AVE NW & HOLMAN RD NW
1ST, 2ND, 3RD AND PIKE ST
1ST, 2ND, 3RD AND PINE ST
RAINIER AVE S & S BRANDON ST
12TH AVE S & S JACKSON ST
7TH AVE & VIRGINIA ST
12TH AVE S & S KING ST
12TH AVE S & S WELLER ST
BOTHELL WAY NE & NE 145TH ST
19th AVE & E MADISON ST
WESTLAKE AVE N AND THOMAS ST

WESTLAKE AVE N AND HARRISON ST
7TH AVE S AND S JACKSON ST
5TH AVE S AND S WELLER ST
LAKE CITY WAY AND 145TH AVE N