



## Meeting Information

**Date:** 03/12/2018 (Meeting 002, 1st Quarter 2018)

**Time:** 10:00 am – 12:00 pm

**Location:** Seattle Municipal Tower, Rooms 4050/4060 (40<sup>th</sup> 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)
  - *To save time, introductions of individual attendees was omitted. The room was near capacity.*
  - *The meeting agenda was reviewed.*
  - *It was noted that a directory of Committee attendees has been produced and can be shared if the group would like to proceed with this.*
  - *In addition to the member/attendee directory, a log has been produced to record issues for the Committee to discuss. This log can be used to track progress on issues identified. Issues can be identified at PAAC meetings or sent to M. Shaw.*
- II. Curb Ramp Construction Reporting and Prioritization (10:10-10:50 am)
  - *Every PAAC meeting will have at least a portion dedicated to discussion of curb ramps. We realize that there are other important items to discuss, but curb ramps are a focus of the SDOT ADA Program.*
  - *It is likely that the first quarter meeting of each year, the Committee meeting will focus on curb ramp reporting from the previous construction year and planned improvements and priorities.*
  - 2017 Annual Reporting
    - *A map of Seattle, with small green dots representing curb ramps installed (in 2017), was reviewed. Significant areas of improvement were identified (Delridge; Highland Park; West Seattle; SODO; Central District; East Queen Anne; North Queen Anne; Wedgwood; Northgate; Matthews Beach; Broadview; and the Downtown/Pioneer Square/Capitol Hill areas).*
  - 2018 Progress Report
    - *A similar map was used to indicate projections for 2018 curb ramp construction. SDOT estimates that approximately 1,500 curb ramps will be constructed in 2018 in various areas throughout the City. Areas of concentrated curb ramp*

*construction were discussed (Downtown/Pioneer Square; areas surrounding Rainier View Elementary School; Arbor Heights; Beacon Hill; Seward Park; Columbia City; West Seattle; Capitol Hill; U-District; Ballard; Wedgwood; Greenwood; Lake City; and Broadview).*

- 2019 Prioritization (ADA Program)
  - *The ADA Program has a goal of improving curb ramps specifically to increase access for people with disabilities; the Program wants to rely on help from the Committee to review proposed priorities.*
  - *The priorities for 2019 are already set (it takes quite some time to prioritize, plan, design, and construct curb ramps).*
  - *2019 prioritization of curb ramps (for only the SDOT ADA Program) started back at the end of 2016 with a public outreach meeting accompanied by an online survey. The survey results, including responses from approximately 350 people, help the City decide what types of facilities to prioritize.*
  - *In addition to the online survey, an internal meeting with people from different city departments met to further the prioritization of curb ramps in locations that are not currently planned to be improved as a part of other capital projects.*
  - *The prioritized curb ramps identified include improvements to the Downtown/Pioneer Square/International District as well as improvements that will increase access to many different types of facilities (healthcare, transit, emergency shelters, senior living centers, and homeless shelters). The selected ramp locations include several areas within the City (Beacon Hill near the Veteran's Hospital; First hill near Swedish Hospital; Laurelhurst near Children's Hospital; Ballard in the medical campus; Broadview near the Northwest Hospital; Delridge, West Seattle, Beacon Hill, Wedgwood, and Greenwood for access to transit facilities; area near High Point, Rainier, Miller, Queen Anne, and Ballard Community Centers; areas near the Abused Deaf Women's Advocacy Center and Mary's Place north on the north end of Seattle).*
  - *D. Wood (Bremerton ADA) notes that Bremerton surveyed their curb ramps and show ramp locations on a map with colors indicating curb ramp condition, like the map that Seattle has produced.*
  - *The SDOT ADA Program is prioritizing locations where curb ramps are missing altogether, rather than rebuilding existing ramps, as there is some level of access provided.*
  - *D. Miller (Seattle Lighthouse for the Blind) notes that the curb ramp improvements are great, but there is a need to also upgrade and expand the network of Accessible Pedestrian Signals (APS) as well. M. Shaw explains that the APS devices, that provide audible, tactile, and vibrational information for those with vision and/or hearing loss, are important additions and that SDOT wants to coordinate efforts and install APS when curb ramps are built. There is a long list of customer service requests for APS devices in the queue, and we will need help from the PAAC Committee to help prioritize these locations.*
  - *APS and/or curb ramp requests that are requested go to a log that can be tracked or prioritized. There currently is a significant backlog of both APS and curb ramp requests. When requests come in, SDOT notifies the requestor that*

*the request has been received and when the approximate date of installation may be due to the backlog of requests.*

- *Scoping for curb ramp requests require the engineers to understand the request and to assess the curb ramp inventory along the route being requested. Requests for APS are more straight-forward when scoping out planned improvements; the engineer only needs to verify that the requested intersection for APS addition is a signalized intersection (APS cannot be installed where there are no existing traffic signals).*
- *Curb ramp and APS installations as a part of SDOT projects are prioritized in several different ways. Capital projects are planned based on multi-modal transportation needs (pedestrian, bicycle, transit, vehicle, or general infrastructure needs for improvement). SDOT ADA Program improvements are based on needs of people living with disabilities.*
- *The [Seattle Accessible Route Planner](#) map is a tool that can help people living with disabilities plan their intended routes, to see where curb ramps (or other important pedestrian features) are available and where they may not be.*
- *There are options available for more complex assessments of curb ramps and sidewalks, including the use of Segways and ATVs. Seattle has concluded most of all sidewalk and curb ramp assessments.*
- *L. Stenning notes that many of the sidewalks in Pioneer Square are built above hollow areaways, and the cost for improvement may play into the prioritization. She is interested in knowing the locations planned for improvement in the area. M. Shaw to work with L. Stenning offline to further this discussion.*
- *SDOT has been working on creating a map that indicates planned and constructed curb ramp locations; this map is not yet public but may be made available to the public in the future. The [DOT maps](#) application is currently available to the public with information about our curb ramp and sidewalk assets.*
- **Prioritizing Curb Ramps in the Future**
  - *The SDOT ADA Program proposes to continue to prioritize curb ramps in locations where access is important to people living with disabilities, including healthcare facilities and senior centers. There also seems to be a need to increase access in areas that may have been historically underserved, including areas where there are higher concentrations of people living with disabilities, people of color, and lower income families.*
  - *With curb ramp data and census information, SDOT can identify areas that may need improvements. A “buffer analysis” can be performed using GIS maps and available data. A facility of importance, like a hospital or a senior center, can be identified and we can virtually draw a circle around the facility to find out what sidewalks nearby may be missing curb ramps. SDOT has performed a buffer analysis, using a ¼ mile circle, around all priority facilities to understand where important curb ramps may be missing.*
  - *After looking at the entire city and determining where priority facilities are and where curb ramps may be needed, we can review against other considerations to find out where to start.*

- *First, we reviewed the buffer analysis with a census map overlay indicating high concentrations of people living with disabilities. The map shown indicates higher concentrations of people living with disabilities downtown, the Mt. Baker area, and High Point/Delridge area.*
- *Next, SDOT reviewed a map overlay where people of color are living in Seattle. District 2 in the southeast part of the City shows high concentrations of people of color.*
- *Finally, SDOT reviewed a map overlay where there are communities of lower income families; again, District 2 seems to indicate the highest levels of concentration for these populations. Other areas of consideration are downtown and the Central District.*
- *With these analyses complete, the SDOT ADA Program proposes that focusing efforts in District 2 would seemingly be a great starting point in helping to deliver needed access improvements in an equitable way. SDOT has identified areas in District 2 to focus on for 2020 and moving beyond.*
- *In addition to the analyses that SDOT has completed, there is also a recognized need to hear from the public, including this Committee. At this point, the room was opened for comments, questions, and concerns:*
  - *Comment: we should not only look at access to healthcare, but also shopping centers and places where people need to get to every day to improve quality of life.*
  - *Response: M. Shaw notes that this is a great recommendation, and this is the kind of commentary we need to prioritize access improvements.*
  - *Comment: APS has been requested at the intersection of 5<sup>th</sup> and Jackson and nothing has been done. This is very frustrating. The need for APS at this location is important, and some have been waiting for a long time.*
  - *Response: M. Shaw notes that the ADA Program is aware of the request for APS at 5<sup>th</sup> and Jackson, and that we are currently working on a solution. SDOT believes that APS will be installed this year. The problem is that the transit island is constructed over the light rail tunnel, and it is difficult to get electrical conduit where it needs to be to serve the APS devices. SDOT is working on new, wireless technology that may allow for APS to be installed at this location without having to deal with the structural limitations and conduit installation.*
  - *Comment: Access to grocery stores, pharmacies, and shopping centers should be considered as well as access to light rail stations.*
  - *Comment: In the U-District, particularly at 15<sup>th</sup> and Campus Way, there is an all-way pedestrian crossing that is difficult to use for people with no vision (and there is no APS).*
  - *Comment: We need to consider parallel improvements and coordination that more completely fulfil access needs. For example, when a light rail station goes in, APS needs to be installed near the station entrance when the station opens.*
  - *Comment: The curb ramp at 2<sup>nd</sup> and James still has not been addressed; people must use the wrong crosswalk to cross the street. There may be a*

*vault or something that does not allow for curb ramp construction. The crossing is very dangerous. M. Shaw to follow up with this.*

- *Any additional recommendations should be sent to Mike Shaw (Michael.shaw@Seattle.gov).*

III. **New Curb Ramp Installation Requirements for Developments in Seattle (10:50-11:10 am)**

- o *There are proposed land use code changes in the works that will require, if approved by Council, developers to install curb ramps if they are required to install sidewalks at corner lots.*
- o *The current land use code is silent on curb ramp obligations; our goal is to permit developers no longer to install curb ramps up to the corners of an intersection and omit curb ramps. We want to complete the pedestrian access network.*
- o *The proposed changes are to be reviewed by Council in the third quarter of 2018.*
- o *Question: Can we require developments to install APS, like we propose for curb ramps?*
- o *Response: M. Shaw notes that requirements are based on the scope of work for a project. Private developments are, in many cases, removing and replacing sidewalk. This requires them to put sidewalks, and hopefully curb ramps, back in to the current standard. Most of these projects are not impacting existing traffic signals or are in residential areas where there are no traffic signals. This will make it difficult to levy any kind of obligation to install APS.*
- o *Question: If a developer is relying on parking reduction code provisions for frequent transit access, and the corridor goes by the development, why doesn't the City require the development to install curb ramps at the end of the block (if they do not currently exist)?*
- o *Response: M. Shaw notes that this sounds like a great idea, but there are currently no proposed changes to the code that would require a mid-block development to install curb ramps at the corners. M. Shaw will review this idea with the code change team.*

IV. **Bike Share Program and Concerns of the Disabled Community (11:10-11:50 am)**

- o *Joel Miller, from the Transit Mobility Division at SDOT, stopped by to talk about the dockless bike share program.*
- o *Seattle has moved from a dock-based bike share program, that was not very successful, to a dockless (or free-floating) system pilot. The program is a pilot to try what may be a good idea, but also to identify potential concerns and make improvements as needed.*
- o *The program has an online survey to provide feedback and had a public outreach meeting to get feedback from the disability community last week.*
- o *Three companies were given one-year permits, and data has been collected from the commencement in July of 2018 through December.*
- o *Data indicates that there is high ridership (almost 470,000 trips) in the first six months. There are about 10,000 bikes in Seattle now.*
- o *Bike parking has been one of the biggest challenges. It is preferred that bikes be parked out of the sidewalk and in the furniture zone, for example between street trees, garbage cans, newspaper boxes, etc.*



- *Comment: Bikes are often in the way at the intersection of 4<sup>th</sup> and Jackson, near the number 7 bus stop.*
- *SDOT is working with the bike share companies to improve bike parking and removal of bikes that are blocking access. It is understood that the 2-hour allowance that the companies must relocate a bike is not helpful for a person that can not navigate around a bike or physically move a bike.*
- *Bike parking and clutter are recognized as an access issue; data shows that bikes are generally parked in the right locations 70% of the time. However, with 10,000 bikes out there, there is a significant problem.*
- *Potential bike parking solutions could be designated parking areas, on-street bike corrals, or bikes that are otherwise located away from the pedestrian path.*
- *SDOT is looking into a centralized reporting system that allows people to report bike parking issues (or other) to one location, no matter how many bike share companies are in operation. The bike share companies need to be able to respond quicker to relocate bikes. There should also be more education for the users to understand where to park the bikes so that access is not disturbed.*
- *SDOT is also looking into several adaptive bicycle options, including tricycles, upright tricycles, recumbent bikes, tandem bikes, and other options to make bike share more available to people of different abilities.*
- *Question: what happens to the profits from the program, do they go back to the companies or the City of Seattle?*
- *Response: the bike share companies receive any profits except for administrative costs due back to the City.*
- *Comment: E-bikes are riding on the sidewalk; this is, in fact illegal in the state of Washington. This needs to be addressed and enforced by the police department.*
- *Comment: I use the bikes and find them very useful; we need to find a way to keep the program but also address the access needs.*

V. Next Steps and Priority Topics (11:50-12:00 pm)

- *At the next meeting, we will discuss APS and prioritization of new installations. We will also talk about the sidewalk assessment program and the results of the assessment. We would also like to talk about new detectible directional guidance strips that are beginning to show up in different areas of the City.*
- *Comment: We need to have an update at each meeting from the bike share program.*
- *Comment: We should talk about solid waste containers.*

VI. Adjourn (12:00 pm)

Action Items:

- *M. Shaw to work with L. Stenning on planned sidewalk/curb ramp improvements in Pioneer Square.*
- *M. Shaw to review the intersection of 2<sup>nd</sup> and James to understand the problem with the existing curb ramps, curb ramp alignment and/or crosswalks. Will work with M. Macias on the ADA Program to evaluate. Note: location may be 2<sup>nd</sup> and Cherry.*
- *M. Shaw will review this idea (requiring mid-block developments located in frequent transit access areas to install curb ramps at the ends of the block) with the code change team.*

- *M. Shaw to coordinate with the bike share program to provide an update at the next PAAC meeting.*
- *M. Shaw to add "solid waste containers" to the issues log.*