



Meeting Information

Date: 3/18/19 (Meeting 006, 1st Quarter Meeting 2019)

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 (10:00-10:05 am)
- II. Introduction of SDOT Director, Sam Zimbabwe (10:05-10:20 am)
 - *Sam Zimbabwe is Director of the Seattle Department of Transportation (SDOT), where he is on a mission to deliver a high-quality transportation system for the City of Seattle. He came to SDOT from Washington, DC, where he served in senior management positions at the District Department of Transportation (DDOT) for the past 7 years, first as the Associate Director for Policy, Planning & Sustainability, and then as DDOT's first Chief Project Delivery Officer, responsible for transportation planning, capital project design and construction, traffic engineering and signals, and transit service delivery. Prior to joining DDOT, Sam was the Director of the Center for Transit-Oriented Development, a national nonprofit partnership dedicated to leveraging transit investments to preserve and create equitable communities.*
 - *He has a background in urban design and transportation planning and spent five years working for urban design and architecture firms in the San Francisco Bay Area. Sam holds a Master's degree in City Planning from University of California, Berkeley and a Bachelor's degree in Urban and Regional Studies from Cornell University.*
 - *Sam has been at SDOT for about 7-8 weeks, and is well underway as there is a lot going on with SDOT.*
 - *Question (unnamed): "Can you say some thoughts on how you plan on balancing the desires of bikers and the accessibility needs of everyone else?"*
 - *Response (Sam Zimbabwe): Sam understands the challenge and stated some success in DC where safe in-street bike facilities can reduce the number of people riding on sidewalks. He also understands the importance of reducing conflicts between bikers and pedestrians.*
 - *Question (unnamed): "So my question's about the pedestrian right-of-way in -- on sidewalks that are owned by private property owners but not particularly maintained*

by them. What you see the role of SDOT in being to ensure that private property owners are maintaining that public rights of way in a way that's accessible?"

- *Response (Sam Zimbabwe): SDOT is not responsible for private property. We will partner with SDCI and their inspection and oversight responsibilities will be part of the process. SDOT understands that we have a responsibility to make the public right-of-way safe and accessible.*
- *Question (Doug MacDonald): "Sam on this bicycle pedestrian conflict on sidewalks. It's going to be solved when the bike lanes all get solved maybe. Between now and then is the rule that bikes are just fine on sidewalks and pedestrians just have to get out of the way or make whatever accommodation? And isn't it the truth that in most American cities the notion is that you can ride your bike and if you have your bike on the sidewalk, we love your bike. But you should walk your bike on the sidewalk? Isn't that sort of the norm in most American cities and why did we get to where we are to the only city in America who's got a program for bikes green lighted to ride on sidewalks?"*
- *Response (Sam Zimbabwe): In DC, riders weren't allowed to ride bikes downtown, and that was defined on the bike maps. We may have an education issue here for bicycle use on the sidewalks. We don't want to have policy issues that may result in enforcement problems down the line. We don't want to create rules that are unenforceable. We need to have protected pedestrian space and protected bike space and reduce the conflicts between the two wherever possible.*
- *Question (TJ Maciel): "I just had one question about, we both are in wheelchairs and when it comes to snow and the sidewalks are blocked with the snow, how do we...have the access to be able to get through the sidewalks and stuff because we have a hard time with blocking of snow? And so there's no way for us to get down the sidewalks and everything with the snow."*
- *Response (Sam Zimbabwe): Snow clearance is the responsibility of the adjacent private property owner. We can do a better job of communicating that responsibility to private property owners.*
- *Response (Mike Shaw): We will be setting up additional meetings to discuss snow removal obligations, strategies, and priorities. More to come on this issue in the future.*

III. Pedestrian Wayfinding (Gabriel Seo, Aditi Kambuj, SDOT) (10:20-11:00 am)

- *SDOT is establishing the framework for an updated pedestrian wayfinding program. In 2019, we are working on the citywide strategy, design standards, and pilot project implementation to demonstrate value and evaluate public support for larger roll out.*
- *Wayfinding is how we navigate places and we're working to create information to help. We need a good wayfinding system to help people as they walk or navigate to understand the City.*
- *The Pedestrian Master Plan defines walking as a definition of walking includes mobility for all people of any age, people who use wheelchairs or other mobility devices and people with visual hearing or other impairments. The goal is for 1/3 of all trips to be made by foot by 2035.*
- *Large projects, such as Colman Dock and the new waterfront, will change the way that people move through the City. It is important to have consistent messaging that is clear*

to pedestrians. Signs and information should not be cluttered and should communicate well together, even if the signs produced by different agencies, e.g. Sound Transit.

- *This pedestrian wayfinding project is a result of pursuing funding from WSDOT for a transit coordination grant. In the first phase of this project, the team is developing a map-based system to strategize the expansion of a wayfinding system. The team will implement wayfinding features in two areas and collect data from users to determine future phases of the project. The pilot implementation is scheduled to be completed by July of 2019.*
- *The group is seeking feedback from different user groups to help shape the pilot project. The goal is to implement a design-for-all wayfinding system through this outreach. The group has actively coordinated with several different agencies and user groups and specifically engaged with the disabled community for feedback.*
- *The over-arching strategy for the system is based on four pillars: modal integration, systemization, design for all, and local distinction.*
- *The design team has researched and is implementing design standards and guidelines to help ensure usability for all.*
- *Signage and/or maps with raised features or lettering has been tested in other cities (Sydney, New York). The group is working to understanding best practices for tactile information as well as contrast and legibility when developing maps and other tools.*
- *Feedback from public engagement has yielded some good suggestions; e.g. indicating the direction of the slope of the street to help better plan routes. There has also been a voiced need for simple accessible maps with audible and tactile information. Contrast and appropriate sizing of characters can make maps and signs easier to use. It was also recommended that sidewalk closures be mapped as well as other issues that may be helpful when planning routes.*
- *The project team has goals of participation inclusion and inclusive design. They have received recommendations on how to do this, by prioritizing safe and accessible routes, use Braille and raised/tactile information, reducing visual clutter, and providing information on closed pedestrian routes.*
- *There will be two pilot locations for the wayfinding project: Westlake Hub (area around Westlake light rail station) and Jackson (area around Jackson link station and King Street Station). Both areas are high volume usage areas and also see many visitors to the City at these transit facilities. There are opportunities to explore the delivery of information in other languages as well, with proximity to the International District / Chinatown.*
- *Recommendations will be taken and evaluated over the next 12 months.*
- *An emphasis will be placed on the predictability of information, using consistent location and application of content. Unnecessary clutter will be removed. Safe and accessible routes will be highlighted and prioritized. Universal pictograms and alternate languages may also be applied. Content will be made highly legible through use of high color contrast. Accessible routes that are available through buildings open to the public will be highlighted. Accessible route markers could be used to identify sidewalk options with a shallower gradient (slope).*
- *Question (Sandra, Washington State Department of Services for the Blind): I'm Sandra from the Washington State Department of Services for the Blind. And I just want to say*

on the -- I don't use Braille myself but I do -- I am an orientation mobility specialist so I do teach people how to navigate the city but I find that when you have what you mentioned before, the convoluted maps that are confusing, somebody with a vision impairment asks somebody to help them and they don't even understand the map, it's harder for them to be able to use that information to get around. And so I really do think that Braille and tactile information on maps is really important. I do want to say resource the Braille authority of North America does have some studies that they made on how far things should be spaced so that people can tactilely discriminate what's where and also they talk a lot about Braille size on signage because a lot of the times -- you see it more inside buildings than outside but they make the Braille not traditional Braille size and so it's usually bigger than what people need.

- *Response (Adrian Bell): There has been some indication that people may not want to physically touch a sign or a feature. While it is understood that Braille proficiency can be variable, location of tactile features is important, most notably the height at which it is located. The team is interested in not just checking a box to say that Braille was put on a sign, but to truly understand the needs and if there may be better options available.*
- *Question/Comment (Marc Carpenter, President of the National Federation of the Blind WA): "...my name's Marcy carpenter I'm the president of the national federation of blind Washington. I would echo the concerns about -- that I've heard from a number of our members about putting your hands on Braille signs especially outdoors in public places. And I know I came across a Braille sign inside one of the elevators in the downtown transit tunnel. But again because of smells and things in the elevators, I was hesitant to lay my hand on it. So with the nonvisual Wayfinding I mean different people use different paths. Google Maps is certainly one that a lot of people use and hear a lot of people use One Bus Away. A lot of blind people use One Bus Away. And it used to have a feature that gave information about the bus stop like 50 feet from the curb, whether there was a shelter, whether there was a garbage can, lighting. It was in the beginning and it was crowd sourced so you could give feedback if you went there and it was different from that. So that's one possibility again for maybe during a test phase. Having something that's crowd sourced so people can (indiscernible)."*
- *Question/Comment (Staci Haber, King County Mobility Coalition): "I'm Stacy with the King County Mobility Coalition...My question for you is actually how it can impact the region, regional Wayfinding since most people are -- or not most people but people's journey might not start or end in Seattle. So how would you see this Wayfinding impacting places like Bellevue and South King County or north King County?"*
- *The project's funding is the transit coordination grant, which is regional, which means the project team will be working with Sound Transit and King County Metro to come up with design standards that will be applied throughout the area.*
- *Question/Comment (Anna Zivarts, Disability Rights Washington): "I would just really encourage to you make sure that the mobile integration or digital integration of this is something that you make sure is included because I think for a lot of us using our cell phones and not everyone has access to that but for a lot of us that's the most accessible format because we can control whether we're hearing information audibly or written in what font size and all of that. The beacon system you mentioned I think from my*

- experience is a low vision person that would be the most helpful rather than trying to make a sign that's going to work for everyone. Allowing us to sort of personalize that through our mobile devices.”
- *Question/Comment (Maureen, Washington State Department of Services for the Blind): “...But on the APS, I ran across an issue the other day where I was working one route, the new route for the buses that are coming out of the tunnel. And we walked around for two hours and could not find a way where my customer was not crossing rather -- there was an unsafe crossing everywhere they went and a lot of it because it was severely -- they're offset intersections. So quick comment. I wonder if -- and I know some of the APS are programmable. If there's way to say that when you hold that button and it gives you that information to say this is offset to 20 degrees to the left or something. That's just a thought I had because honestly it was just -- it was very frustrating...The other thing is I think the beacon system is great. I know that's very complicated you have to put them everywhere and where do you put them and how to access them but that is good when it works for feedback. And the other would be again probably quite expensive but tactile strips to follow. I know they're doing a much better job of having a better -- a more readable one, I'm sorry more recognizable one in the new transit. I like the way you have those photos because open spaces are -- the landmarks that's a great idea that you have for some sort of a tactile landmark whether a Wayfinding strip or something because open spaces can be very just subjective. What people use for landmarks. But tactile strips are great anywhere. You can recognize them between the sidewalk and the open space or just something to follow so tactile strips. Anything raised. Anything recognizable with a cane for blind or deaf blind is important...” “Locating a sign, locating a door, a bus stop, maybe a line of the corner to where the stop is. Signs are -- it a big nut to crack so I won't necessarily do signs but maybe yeah from a corner to a sign or a bus stop or from a bus stop to the sign. Something, of course, it's going to have to be public education that's what it's for but yeah I mean tactile is really important.”*
 - *Response (Adrian Bell): “I just wanted to ask one supplementary comment to a question about digital integration. And I suppose a big question is: Does the city try and build it's own application from this? Which everyone then uses which is the Seattle accessibility app. We'll call it that or -- and this is our recommendation – do you provide a core system of information references, designs, that anyone can share in order that our applications that are built work to that. Because cities don't traditionally build apps. They're expensive and difficult to manage. And there's always somebody out there who can do digital integration better. But at the same time if you allow the tech community to come up with solutions then you -- obviously you can't necessarily direct what they come up with. So I think our experience is as the comment was made, a lot of people use apps that suit their personal needs and there are a lot of applications out there and they are nonvisual, audible,...or whatever right through to building physically guided by someone on the other end of your phone.”*
 - *Question/Comment (Marci Carpenter): “Just one other thing. We have to I think everyone needs to be careful about saying tactile strips are the answer to a lot of things because if I'm in place a tactile strip means X but then in another environment the tactile strip means Y and another one it means Z it gets really confusing so I tend to start ignoring them.”*

- *Question/Comment (Donna Smith, Sound Transit): "So this is Donna Smith I'm from Sound Transit. And we are working with you guys on a number of these things so look forward to continuing that. Some of the information that's been shared about Braille signage and tactile Wayfinding I agree it's a difficult situation to try to untangle. One of the issues that we're working with on tactile Wayfinding in our stations is when is it too much so that you really don't know which one to follow anymore because there's so many? So I think perhaps where we're headed is some combination of tactile Wayfinding particularly to stay located in or to stay oriented in wide open spaces where there aren't any other landmarks to follow. And then perhaps beaconing for information that starts to be information that you need to have but you don't necessarily need to walk to it to get it. And so -- and then the other thing I wanted to say had to do with Braille signage. I have no problem any time I'm out in the public and I have to touch things for many reasons, you know handrails, whatever, I'm going to be washing my hands when I get done with that anyway so I don't mind risking a public sign to look for Braille if I know it's going to have Braille on it. So if it's going to provide me information that I need I'm happy to go stick my hands on it and read it. So when you're testing this one of the things you might want to think about is that would be perhaps one of the uses of either a beacon location to indicate that you have Braille signage or tactile Wayfinding strips that would take you to the signs that have Braille on them so that you know to follow them in that situation. But there's a big learning curve for all of us who have been using skills for a long time to integrate these new things into it. So don't -- I would urge you not to be limited by what perhaps we think our preferences are now and build towards what might be useful for people a whole lot younger who can use these things better than we can to move forward and have it better for the future."*
- *Comment/Response (Emily Burns, SDOT): "I just wanted to weigh in on the discussion around the digital aspect of how we get our data and it seems like there doesn't have to be a decision between this or that. I think the city will continue to produce a number of maps that utilize it's asset data because we've spent a lot of time and energy inventorying what we have and making sure that data is something that's valuable that people can use and one of the ways we can do this to do both is to make sure that we specify the types of things that will accept as a city we can put our stamp on just saying you know this is where you're getting your data from and then we can say here's the data quality and here's how much we can trust that data quality through our open data site..."*
- *Comment/Response (Mike Shaw): The messaging on SDOT's APS devices is customizable, but we follow the requirements identified in the Manual on Uniform Traffic Control Devices to ensure that messaging is consistent. If customized messages are desired, people can contact Mike Shaw and he can help raise the discussion with SDOT's traffic engineers.*

IV. **Bike Share Program Update (Joel Miller, SDOT) (11:00-11:30 am)**

- *Joel Miller (SDOT), will provided an update on the bike share program.*
- *The bike share program has grown from where it started a few years ago with Pronto, which is a dock based bike share system. With this type of system, a user would rent a*

bike from and return it to a dock. This system had about 500 bikes and 50 docks, but the usage wasn't high and was gone in Seattle by the spring of 2017.

- In July of 2017, SDOT launched a pilot for free-floating bike share, meaning you could rent any bike out on the street from an app on your phone. The intention was that these bikes would be parked in the furniture zone, or not in a way that blocked the sidewalk.*
- As issuers of permits to the bike vendors, SDOT aims to maintain an active role to ensure that the bike companies are following the rules. Operations can be regulated or fees can be imposed on the bike share companies, if necessary.*
- During the pilot of the free-floating bike share, there were certain neighborhoods or areas of the City where the bikes were being utilized more. In order to address equity and distribution needs, it was determined that more bikes on the street could be a solution.*
- The pilot revealed that many bikes were not being parked correctly. The response time of 2 hours to relocate bikes blocking access was an identified concern.*
- The pilot program resulted in about 10,000 bikes; permits this year for bike share companies will allow for up to 20,000 bikes. Currently, there are about 5,500 bikes out on the streets.*
- Moving forward, there will be bikes that are free-floating and bikes that require the user to lock the bike to something, using a cable (or other device) that is attached to the bike. All bikes moving forward are likely to be electric assist bikes, with speeds capable of up to 15 mph.*
- The free-floating system has shown more use than the docked bike share system.*
- Usage in the center city has been good, but usage in the far reaches of the city (far north and far south, in particular).*
- SDOT is working to make sure that there are options for bike share for lower income communities. Pre-paid options are being made available for those that don't have good access to cell phones or banking.*
- SDOT is proactively reviewing bike parking behaviors to assist with monitoring of the program. The goal is to make sure that route blockages are identified and that solutions are being discussed to help avoid these issues. There currently is an allowance of 3% of the bikes to be parked incorrectly, with goals to reduce that percentage. There may be fleet reductions if the companies cannot assist in ensuring that bikes are not parked in a way that blocks pedestrian access. Reduction of fleet sizes as a measure of enforcement is believed to be an efficient enforcement strategy as these bike share companies may be well funded and do not substantially feel the impact of waged fines or fees.*
- There will also be fleet reduction enforcement practices in places where bikes block the minimum required clearances for access (ADA). Each of these infractions could lead to fleet reductions of 20 bikes.*
- The program is also working to better educate riders on how to park bikes in a way that does not impede or block access. SDOT is currently working with Rooted in Rights on ways to get that messaging out.*
- The bike share program is also pushing for access to bikes for differently abled persons, partnering with Outdoors for All. The goal is to provide alternative biking options for*

people using adaptive bikes or other methods to increase ridership for all types of users (recumbent bikes, hand-operated bikes, etc.).

- Questions for the bike share program can be directed to Joel Miller at Joel.Miller@Seattle.gov.)
- Question/Comment (Marci Carpenter): *“So I appreciate the work that you've done and I appreciate the invitation to the upcoming meeting. I just have to say that the last summer members of the National Federation of the Blind that went to city council and raised the concerns about bike – walking bikes and the parking issues and enforcement of parking. We had some specific ideas which we would have been happy to talk with staff about and some give-and-take on that. I just have to say as users, it's a people impacted, pedestrians impacted not bike users but as pedestrians impacted by this we were not consulted at all while these policies were developed. I think that some mobility instructors were consulted that's great and those are good people. But it -- like my – if people wanted to have a policy about wheelchairs and you raised a concern and then they never came to you while they develop new policies, that wouldn't be good. And so we're just putting on the record we're not happy.”*
- Response (Joel Miller): *Joel acknowledged the situation and the lack of communication and hopes to move forward with a renewal of these conversations.*
- Question (unnamed): *“I'm not really sure what the current policy is about parking on the grass in a residential neighborhood. But I know myself if my choice is park on the grass or block the sidewalk I'm parking on the grass. So if you can clarify that so that people know it's okay to park on the grass in a residential neighborhood...”*
- Response (Joel Miller): *You are not technically allowed to park on the grass, but it's viewed as an infraction that is not as critical as a sidewalk blockage.*
- Question/Comment (Doug MacDonald): *“Joel I just heard you say that monthly data reports were posted on your website...I go to your website every day or once a week. I have to file a public disclosure request to you to get data, the most recent data I've been able to leverage out of you is through the end of January, beginning of February. I'm on this website right now. I don't see any monthly data report for February or January or December. And one of the key issues in the data report is how many people are using these bikes. And from the material you sent me it looks to me like there were no more than 5,000 users of these bikes in many of the months so far under bike share 2.0. If you've got 5,000 people who are the mobility beneficiaries, 5,000 people who have biked in the month and the population is 750,000 people that means that the mobility benefit is being conferred on fewer than people that live in the city. Meanwhile the sidewalks with blocked for all the rest of us. And I don't understand the equity discussion that says this is a great successful mobility if it's being used that little. And maybe it will grow over the summer. That will be great and there will be four times many bikes as now so maybe 10,000 bikes as now which was one day last year. That's not a big mobility benefit. To say this is a smashing success. Would actually urge you to put out some numbers so people can say that's great. I saw six of them on my sidewalk. I would like to get you to be more transparent about your data.”*
- Response (Joel Miller): *The bottom of the webpage shows a current monthly data report (Joel will double check the website to confirm).*

- *Question (unnamed): “You've talked a lot about education over parking. But if you're going to have more electric assist bikes, is there going to be education for riding? Like when you can actually do the electric 15 miles an hour?”*
- *Response (Joel Miller): The electric assist bikes are class one under state law and are treated, for the most part, like a typical bicycle. Riders are expected to ride safely and responsibly and to yield to pedestrians when riding on the sidewalk. The state allowed maximum of 20 mph for electric assist bikes was reduced to 15 mph for use in Seattle.*

V. Sidewalk Café Legislation Overview (Ellie Smith, Alyse Nelson, SDOT) (11:30 am -12:00 pm)

- *Alyse Nelson and Ellie Smith are from Street Use's Public Space Management group, which permits short-term and long-term uses of the right-of-way. They discussed proposed changes to the sidewalk café program.*
- *SDOT's mission is to deliver a high quality transportation system to Seattle. SDOT's vision is for connected people, places, and products. The sidewalk café program can help deliver on our core values to create safe, interconnected, vibrant, and innovative spaces for all. Streets can be activated to ensure mobility and safety as well as creating vibrant public spaces.*
- *Currently, there are 371 permitted sidewalk cafes spread throughout the City in 29 urban centers and villages and areas outside of these areas (25% are in urban villages, 59% in urban centers, and 17% outside of these areas). Of the sidewalk cafes, 35% exist within the downtown core.*
- *SDOT began permitting sidewalk cafes in 2008; prior to that, they were permitted by DPD, now known as SDCI (Seattle Department of Construction and Inspections). There haven't been any amendments to the program since 2011.*
- *One of the opportunities with the current sidewalk café program expansion is to allow cafes to be site where they were not formerly allowed. Current rules require a 50' buffer from single family and low rise residential zoning. Proposed revisions will remove this required buffer, which will open up opportunities for other food service businesses to include sidewalk cafes. Legislation will require to be passed for changes to go into effect.*
- *Another potential change is to formalize pilot programs that have been in place since 2016, including fence-free cafes and streateries. These layouts allow for sidewalk cafes in constrained sidewalk conditions.*
- *The sidewalk café program is also looking at opportunities to update their (design) standards. The proposed change is to implement a pedestrian straight path (rather than pedestrian visual corridor) that will help minimize the “zig-zagging” that a pedestrian has to perform to bypass sidewalk cafes while using the public sidewalk. This straight path would be required to be 3' minimum in width, and would be a 25' length applied from either end of the café.*
- *Changes to the sidewalk café program are intended to align with the goals of the Pedestrian Master Plan, to make Seattle the most walkable and accessible city in the nation. Changes to the design standards for sidewalk cafes will guarantee adequate space for access and pedestrian use.*
- *Standards and requirements for the sidewalk are identified in Streets Illustrated. The program is looking to increase the pedestrian clear zones required next to the sidewalk*

- cafes, increasing the minimum from 6' to 8' adjacent to cafes. In neighborhood commercial districts, the minimum pedestrian clear zone will be 6'.*
- When reviewing permits for sidewalk cafes, the program looks to ensure that the minimum sidewalk width is provided as well as cane detectability as required under Title II of the Americans with Disabilities Act (ADA). The applicant also has an obligation to provide access with their space as required under Title III of the ADA.*
 - The fence-free sidewalk café pilot has been ongoing for a couple of years, and one thing that will be required for these types of applications are diverters on either end of the space to help with cane detectability as these diverters bookend the spaces on each end to make them more identifiable to pedestrians. Furnishing requirements will help to ensure that chairs and other items do not spill into the pedestrian zone.*
 - New design standards will be required to be adhered to when restaurants apply or reapply for sidewalk café permits.*
 - Currently the drafted ordinance and director's rule for sidewalk cafes are under internal review. The next step will include posting the ordinance and director's rule for public comment and feedback.*
 - Question (unnamed): "With respect to your pedestrian right-of-way you're talking about has to be a particular width, in terms of obstructions to the sidewalk, are -- does the -- does that allow businesses to put sandwich boards in the right-of-way? And is there any regulations on the size of that? Or are they not allowed to do that?"*
 - Response: A-frame signs are not allowed to be located in a way that would restrict the pedestrian clear zone. There are not permits required for these types of signs.*
 - Question (unnamed): "And what's the frequency that you guys actually -- I'm just curious -- to the degree that you actually deny permits for this kind of thing. Does that happen that often?"*
 - Response: Through the permitting process, people can come to the permit counter and receive coaching to ensure that their permits will be approved. Permit denials do not occur frequently.*
 - Question (Mike Shaw): I have a quick question for one of the issues that comes across my table a lot, is that the permitted café looks okay on paper, things migrate in real-time and one of the things that I see a lot is you know umbrellas tend to be opened and moved follow the sun and a lot of times those umbrellas stick out in a way that are potentially hazardous to people with low vision or no vision. So what do we do -- who do we contact if there's an issue like that?"*
 - Response: SDOT's public space management team can be contacted when obstructions block the pedestrian route (publicspace@seattle.gov). The group is also looking at disallowing umbrellas for fence-free café options.*
 - Question (unnamed): "Can you talk a little more about your review process in terms of what you actually require. Are the businesses required to submit pictures or dimensions on paper?"*
 - Response: Permit applicants must submit an application and site plan that shows where the sidewalk will be located in relationship to the sidewalk. The sites are reviewed and public notice is provided on the website and on location. Potential issues with the design are discussed with the applicant so that problems are resolved.*

VI. Adjourn (12:00 pm)

- *Our next PAAC meeting will include a discussion on snow removal priorities and processes in Seattle.*
- *We also want to discuss some other important topics, such as accessible parking and Accessible Pedestrian Signals.*

Action Items: N/A