

**Seattle Department of Transportation**  
**Pedestrian Access Advisory Committee Quarter 3 Meeting**  
**March 18, 2025 – 2:00 to 3:30 pm**

**Title Slide 1: Introduction**

- Introduction slide titled Pedestrian Access Advisory Committee Meeting in 2025

**Slide 2: Agenda**

- 2:30 to 2:40 pm: Welcome and Introductions
- 2:40 to 2:50 pm: ADA Program and TWSI Pilot Updates
- 2:50 to 3:10 pm: SDOT ADA Transition Plan Update
- 3:10 to 3:30 pm: Shared Mobility Program Updates
- 3:30 to 4:00 pm: Open discussion, questions, and answers
- 4:00 pm: Adjourn

**Slide 3: 2024 Preliminary Curb Ramp Construction Summary**

- 1,806 curb ramps have been installed citywide in 2024
  - 156 CSR curb ramps built by ADA Program
  - 268 curb ramps from the ADA Program's Transition Plan efforts
  - 641 curb ramps built by Capital Projects and Project Development
  - 119 curb ramps built by SDOT Maintenance Operations
  - 622 curb ramps permitted and constructed through utilities, private development, or other permitted capital improvements projects

**Slide 4: 2025 Project Curb Ramp Summary (subject to change)**

- 695 curb ramps projected to be completed citywide in 2025 via SDOT projects, including the following programs/projects:
  - 204 CSR curb ramps built by ADA Program
  - 373 curb ramps built by other SDOT Capital Projects
  - 118 curb ramps built by SDOT Maintenance Operations

- The overall projected amount of curb ramps does not include projects that will be completed by utilities or private development

#### Slide 5: 2024 APS Installation Locations

- 15th Ave NW and NW 83rd
- NE 125th St and 33rd Ave NE
- Pinehurst Way NE and NE 117th
- Rainier Ave S and S Rose St
- N 130th St and Meridian Ave N
- 15th Ave NW and NW Market St
- N 130th and Stone Ave N
- Elliott Ave and Broad St
- NE 130th St and 1st Ave N
- 4th Ave N and Broad St
- 9th Ave N and Mercer St
- Western Ave and Broad St
- Images:
  - Image on right is a typical accessible pedestrian signal pushbutton.

#### Slide 6: 2025 Planned APS Installation Locations

- Boren Ave and Columbia St
- 15<sup>th</sup> Ave NW and NW 51<sup>st</sup> St
- Aurora Ave N and 137th St
- 35th & Alaska St (East Leg Crossing)
- 25th Ave NE and NE 145th St
- Fremont Ave N and N 105th
- E Thomas St & Broadway
- Bellevue Ave E & E Olive Way
- Image:
  - Image on right is a typical accessible pedestrian signal pushbutton.

## Slide 7: Tactile Walking Surface Indicator (TWSI) Pilot Project

- Introduce third TWSI tactile walking surface to SDOT accessible wayfinding toolbox known as a tactile warning delineator (TWD), a trapezoid shaped pedestrian surface treatment that acts as a rollable, yet cane detectable, edge treatment.
- Focus initial pilot of inclusion of TWD treatment in specific site context where there is a mix of modes with parallel and/or perpendicular crossing movements.
- Potential to add other tactile treatments, specifically tactile directional indicators (TDI), which are the truncated parallel bar treatments that can vary from 2-bars and six inches to 4-bar treatments 12 inches in width, to provide additional guidance at intersections and crossings.
- Image:
  - Sidewalk and black asphalt bike lane with white delineators, a trapezoid shape on the edge of the bike lane curving to the right and a 4-bar surface treatment splitting off coming towards the camera

## Slide 8: TWSI Pilot Location at Brooklyn Ave NE

- Installed Summer 2025
- Included all three TWSI surface treatments
- Testing included pre-determined steps and movements to capture interaction with the three surfaces in multiple directions
- Four individuals have participated in the pilot testing to date
- Resuming testing this spring and will continue through the summer
- Image:
  - A group of three people; one standing holding a tablet facing a second person who is in a wheelchair holding a white cane, with the third person kneeling holding a piece of paper. The group is situated over various tactile treatments on the sidewalk including a blue 4-bar strip on the edge of the roadway, a white trapezoid tactile treatment, and a yellow truncated dome treatment.

## Slide 9: TWSI Pilot Project Next Steps

- Set up and test additional pilot locations

- Rainier Ave S and 23rd Ave S
- NE 65th St under Interstate 5
- Complete pilot testing and review feedback
- Develop recommendations for TWSI applications in different situations
- Determine installation processes and products
- Develop TWD standard and specification to include into 2026 Citywide Standards update
- Image:
  - A person facing away from the camera and towards another person who is sitting in a wheelchair holding a white cane next to an accessible pedestrian signal pushbutton.

## Slide 10: ADA Transition Plan Update

- ADA Transition Plan Basics
  - A public entity shall operate services, programs, or activities so that [they] are readily accessible to and usable by individuals with disabilities
  - The pedestrian right-of-way, specifically sidewalks, is a program subject to program access
  - The plan needs to identify barriers to access and detail methods to remove said barriers
  - Requires public participation to be a part of the transition plan process and implementation
- Status of Current SDOT ADA Transition Plan
  - Released December 2020
  - Outdated information, staff, and guiding policies
  - Incomplete sections and missing information

## Slide 11: ADA Transition Plan Structure and Approach

- Approach to Update
  - Collect feedback from the disability community (PAAC, advocacy groups, etc.) to identify barriers and help SDOT determine priorities

- Develop additional self-evaluations based on issues and feedback
- Develop prioritization methodology and coordinate with existing SDOT programs
- Develop projects and identify funding to fill gaps in barrier removal
- Relationship to Other Documents, Projects, and Initiatives
  - Overlay to Seattle Transportation Plan (STP) and Transportation Levy priorities
  - Coordination with partners (i.e. King County Metro Transition Plan)

#### Slide 12: ADA Transition Plan – Survey and Feedback

- Public feedback is critical in a successful, meaningful ADA Transition Plan!
- SDOT ADA Program will be releasing a survey in June at the Q2 PAAC meeting
  - Survey to determine where SDOT should focus efforts to assess barriers, identify accessibility issues, and rank priorities
- Project website will provide survey link to the public
  - Remain open until early Fall (depending on response rate)
- Other opportunities to provide feedback:
  - Focus groups to discuss specific priorities based on identified barriers and needs
  - Review of Prioritization Methodology
  - Review of Final Draft of Transition Plan

#### Slide 13: ADA Transition Plan Timeline (2025 to 2026)

- 2025
  - Public survey and feedback from specific stakeholder groups (PAAC, SDC, disability orgs)
  - Draft prioritization process
  - Set up self-assessment evaluations of ADA facilities in the public right-of-way
- 2026
  - Finalize prioritization and GIS analysis
  - Continue self-evaluation efforts
  - Modifications and updates to transition plan sections

## Slide 14: ADA Transition Plan Timeline (2027 to 2028)

- 2027
  - Continue self-evaluation efforts
  - Finalize prioritization methodology and identify accessibility gaps and potential projects
  - Develop final draft of updated Transition Plan for public review and comment
  - Review comments and make plan adjustments
- 2028
  - Publish SDOT Transition Plan Update
  - Establish plan update cycle and website to track progress

## Slide 15: Open Forum Discussion and Questions

- Open Forum Discussion and Questions

## Slide 16: Next Meeting: Tuesday, June 17, 2025 2:30 – 4:00 PM

## Slide 17: Closing Thank You slide

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