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SEATTLE DEPARTMENT OF TRANSPORTATION  
SDOT 2025 PEDESTRIAN ACCESS ADVISORY COMMITTEE (PAAC)  
MEETINGS #2  
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>> BELEN: Okay so we're adding two more people to the meeting.  
>> TOM: Okay, Belen, I think we can kick it off, go ahead.  
>> BELEN: Awesome, let me share my beginning slide. Oh, wait, no, first I have to share the screen. This one. Welcome, everybody, we're on our quarter two for the Seattle pedestrian access advisory committee.  
Okay I think my slide is now up. Let me just admit this person to the meeting room. And I'm just going to show you today's agenda. We're going to do welcome and introductions from 2:30:45. From 2:45 to 3:00 we'll cover highlights of our ADA program as well as our TWSI pilot updates and from 3:00 to 3:45 we'll have our transit plan survey discussion and development more so. And from 3:45:00 we'll open it up to open discussion questions and answers. And let me let in this other person and we should end around 4:00 and of course we'll be available and I'll be monitoring the chat most of the time, but if there's any

questions in between, please unmute yourself if you're joining by cell phone. And I will do my best to monitor the chat. So with that, am I doing this slide, Tom?

>> TOM: Yep.

>> BELEN: I'm glad I, I need to hide this because people's faces are in the way for me. How do I move this thing? So for the 2025 construction summary, there has been a total of 536 ramps have been installed citywide so far as of June 13th. So this is the most up to date information we have. 40 of those curb ramps are CSR ramps built by the ADA program. 241 curb ramps are built by capital projects and project development. 28 of those curb ramps are built by SDOT maintenance operations. And then 227 curb ramps through permit and construction, through like utilities, private development or other permitted capital improvements projects so, like, essentially people get permits to construct them. And I'll move to the next slide. There we go. Okay. And oh, someone's in the waiting room, one second, let me admit them. Tom if you see anyone else in the waiting room, please admit them.

>> TOM: Yeah, I'm going to, I will try to monitor that for you.

>> BELEN: Okay, thanks, because I see a little notification and I want to make sure I didn't miss anyone. Okay, everybody, and then I am going to briefly talk about our active TWSI pilot and so if you are familiar with the U District area specifically near the U District light rail station we're still looking for participants to give us their feedback for those with mobility devices and/or low vision or blind. So we'll drop a link in the chat if you would like to register and participate or if you'd like to share this opportunity with other members of the community and we can get started over the summer or as soon as possible to test out some of the treatments that are going on and if you look at the lower left photo towards the bottom you can see three people there, one in a mobility wheelchair and cane detector and two other folks. They're essentially at the drop off load zone on Brooklyn Avenue and talking to each other. And then the far-right photo, this is a photo showing an additional trapezoid treatment on Rainier Avenue South with a yellow trapezoid that's adjacent to the sidewalk and in between the small parking lot.

That is there leading up to the bus top. So again, we'll be collecting feedback on Brooklyn Avenue location and then I don't see my notes. And... excuse me one second. This is my first time presenting. This is a little nerve racking.

>> TOM: You're doing a good job.

>> BELEN: I want to say we're open to feedback on Rainier Avenue South and we are looking to collect open feedback but of course

once we coordinate with King County Metro we will, nope, now it started from the beginning of the slide.

Sorry about that. I went too far. We'll be able to do like an official survey data collection at a later date but if you have any questions regarding the Brooklyn Avenue location or the Rainier Avenue South upcoming feedback or official survey when that launches later feel free to reach out to me at

DOT\_ADAProgram@seattle.gov. Both Tom and I monitor that inbox.

>> TOM: And Belen if you can stay on that last slide just to add to that for everyone the image on the right showing a yellow trapezoid that was put in more recent than the installation at the U District. You know, we know that it's been out there and I see that Jennifer from lighthouse is on the call. We're, like Belen's saying we're soliciting feedback but that project is incomplete to the extent that, you know, very similar to the Brooklyn Avenue location we want to install a series of different tactile walking surface indicators.

Specifically, to provide guidance to and at the bus stop we had internal meetings with King County metro. We understand this is a highly utilized and important stop with folks coming to and from the lighthouse for the blind so there'll be a heavy communication aspect. We don't want to interfere with people's travel to get to and from the lighthouse but anything along the Rainier corner that use the set stop off of Rainier. So we're soliciting feedback but once we finalize the plan and in all the full treatment than we will do a very similar approach to the U dub, oh, university district location and we're just not doing that right now because it's simply a trapezoid delineator that's separating the sidewalk from the asphalt parking lot to the west of the sidewalk, so, just a little more information on that and we'll update you as we get our contractor to install that but, again, we have to finalize the plans and, you know, make sure that folks at the lighthouse, you know, and folks who use that stop are aware that there will be some minor disruptions that we want to mitigate as best as possible. Okay. So, you know, as we met at the last, you know, the Q1 PAAC meeting.

We talked about, you know, our approach to our transition plan, our ADA transition plan. There has been a slight delay in that project. So we are pushing back the survey distribution until our Q3 PAAC meeting whereas previously talk we've talked about doing a Q2 PAAC meeting item and so in that time, I have talked with other folks within the city of Seattle and SDOT about talking about the survey and using the PAAC to get feedback.

Our advisory committee is not something that you need to, you know, anybody who participates, anybody who simply joins, you know, the email distribution list and/or attends the meetings are a member of the PAAC, you know, the committee. So we wanted

to give everyone an initial chance to provide some feedback to the survey that we will then be distributing, you know, to the, you know, the greater Seattle area, residents and folks who commute into Seattle and understand things like, you know, where there are barriers to access. Where there are priorities that we need to focus on and any other improvements and modifications that we can better, you know, provide in the pedestrian right-of-way. But before we go into that, you know, just providing an update and an overview.

Of just what a transition plan is. You know, that's something that being in this industry and being the ADA coordinator, you know, understand, you know what, a transition plan is, but I understand not everyone is well versed in this. And, you know, just a little, again, background that, you know, a transition plan in general and city of Seattle being a Title II entity under the Americans with Disabilities Act in state and local government and saying we need to operate our service programs and activities so they're readily accessible and usable by people with disabilities and in particular, you know, Title II regs call out that if this, if said jurisdiction has responsibility over the right-of-way, that we have to specifically include things such as sidewalks and curb ramps in our transition plan.

And there's been case law that has corroborated that with sidewalks being a program. A lot of times we talk about program access. But there's also, you know, we understand that in addition to this whole idea of program access there are barriers to access within the right-of-way, within the pedestrian right-of-way that inhibit people's free movement to certain destinations. And so, you know, we want to make sure as we're working on this transition plan that we're capturing that information.

And that we are prioritizing our resources in a way that will get the most benefit for folks, for the greatest number of people. You know, other aspects of the transition plan we talk about, not only identifying the barriers but the methods to remove said barriers and a lot of times that is our standards. However, you know, I want to recognize that the ADA is, you know, or is a, you know, standards for minimum requirements. And that we can always go above and beyond to improve and facilitate accessibility.

In seeing that we want to talk about these methods, a good example is just what Belen was talking about before, about tactile walking surface indicators this is not something except for detectable warning services at transit boarding platforms. Tap to walk indicators are not required however this is something that the city of Seattle has done even before my time

and we're continuing to improve on that and get feedback on what works and ways and, again, the methods and the locations in which we can put these TWSI treatments in aid and people who are blind or low vision or deafblind so that folks can get around the right-of-way in an accessible safe manner. Last but certainly not least part of the plan talks about public transportation as a part of this and from the regs it states that the public has to have, you know, the ability to review the transition plan after its done but we're taking a different approach and providing multiple options for folks to provide feedback and participate that I will go into in a subsequent slide and, you know, just to recap our previous transition plan was released in December 2020 and we know it's outdated not only with (video frozen) but with staff, also incomplete sections of information. It's a living document and now is the time that we need to be updating said document. Next slide, please. So the approach, as I mentioned, we really would like to collect feedback from the disability community in particular not only with this group here, also advocacy groups and other folks who operate in this sphere. Again, to identify barriers and help us, SDOT, determine priorities. You know, this involves multiple steps, you know, once we get into the survey, once we finish the survey, we get that information, that will help us in what's called the self-evaluation, so that's a precursor so a transition plan. You can't fix something if you don't know it's broken, you don't know that it's a problem. So, you know, we do a really good job in the city of Seattle with curb ramps for certain reasons, but we want to make sure that we're collecting data that's necessary to identify barriers so it's, you know, think about accessible pedestrian signals, think about accessible parking, we have standards for example, pedestrian push buttons but we could have existing push buttons that may not meet current standards and so, you know, we have to make sure that we are doing these assessments and collecting data so we know what needs to be changed. You know, and that's, again, that's the step in the process to identify through self-evaluation assessments where there are issues.

And we go into the process to incorporate different methods that we have to remove said barriers and part of this transition plan will also be prioritizing where we need to examine in some subsequent slides we'll talk about what the Title II, the ADA, and our consent decree lists with priorities and with the 2016 survey these priorities were expanded a little bit and we want to make sure we're on the right track and if we should expand even more so when we get feedback we know exactly what we need to prioritize where. And then also, you know, the transition plan is to develop these projects so if we know these barriers

exist, we know we have these priorities, these are high priority areas, you know, that the PAAC has helped determine and the survey corroborates that we can then put together projects. And then, you know, that's next steps with identifying funding to remove barriers and all that. But it's, we're not going at this alone, there's a lot of other documents and projects that we're going to be coordinating with. Specifically the Seattle Transportation Plan and the transportation levy priorities as well as partners. We recognize that while we own the right-of-way we don't operate all of the transportation services, for example, specifically transit.

It's important that we corroborate with partners and even working with their documents, we've had a couple meetings with King County metro on their transition plan development, identifying high utilized bus stops and other facilities that we need to examine because once we get outside the bus stop lighting area that is in our sphere.

Right? In our realm. And everyone, you know, who uses transit, not mobility but fixed route transit, they are a pedestrian walking or rolling to a bus stop. We want to make sure they're accessible and help coordinate with other projects, you know, and be able to provide those priorities from the ADA program. Next slide, please. So as I mentioned there's opportunities for feedback. This slide lists the five plus different opportunities starting with today's survey discussion and development so that's discussions that have been going on internally with SDOT staff we're talking here at the PAAC. We're also going to meet with the Reynoldson plaintiffs' counsel and make sure we get everything we want to capture in a public survey.

We don't want to leave any stone unturned and we want to make sure we're going in the right direction. We have a new levy, we have other new sources and we want to make sure our priorities are sound and it's based on feedback from the community. Going into the next bullet that will occur in fall of this year and our new target is to update it and provide a survey to distribute by the Q3 PAAC meeting and as we collect that data and that information and start to analyze, you know, trends and high priorities, you know, there's a lot of basic kind of questions about, you know, not only how people are getting around, where they're going, the reason for their trips, almost like a, you know, like an origin destination survey. And then from that information and understanding different, you know, focus groups, we want to, you know, go out to the community and have these focus groups with specific, you know, agencies, organizations, in 2026. To further refine our priorities and then also talk about prioritization process. As we work on

this. And then later on in 2026, you know, as we develop our prioritization methodology and that will be done again using the data we get from the survey but then putting it into a geographic information system or GIS mapping, we have a plethora of geospatial data and, you know, look at everything from the absence or presence of something to different existing conditions.

And if we don't have that we may then go out and catalog that. But that is when, you know, later on next year we'll, you know, put together a prioritization methodology and we want to get feedback from the PAAC on that prioritization methodology and probably also provide some different examples, you know, certain areas and where they rank in the priority. So we're making sure we're on the right track and then last but not least is this is the one part that they talk about in Title II that is required part and that is feedback on the transition plan itself. As we start to update all the different sections, the self evaluations, you know, where we're going to be prioritizing things, kind of that whole methodology, and different methods too then we'll have our plan. And that will be our new transition plan, our guidance document that will help us for the next three to five years. And, again I've said this before but I will reiterate. The transition plan is a living document that will always be there until there are no more barriers to accessibility and so as you can imagine that is something that needs continuous updates and so we're going to be developing a more frequent update cycle, you know, we're already at five years. And I know it's going to be, you know, two to three more years after that but we want to have a more consistent update cycle as we're, you know, again, identifying through -self-evaluation-, where there are barriers, where we need to prioritize and then develop projects that, you know, eliminate said barriers based on the priorities from the PAAC and the disability community in general. Next slide, please.

>> BELEN: Tom can you doublecheck the waiting room? I want to make sure I'm- not missing anyone.

>> TOM: I am not seeing anyone.

>> BELEN: Okay, cool, then you can proceed. Thanks.

>> TOM: I don't see anybody in the waiting some, so... okay, so in saying that, I know we have, it looks like 16 or so, many are SDOT or staff. I want to make sure this is very much interactive and I'm not talking the whole time. And that we are getting feedback I will say this if you feel more comfortable with providing feedback whether it's via email, whether it's giving me a call and talking about it, that's- all acceptable too. So before I get into these slides I will kind of go with that and say that, you know, we will give, there'll be an open

period, I think we're going -- we're going to have the closing period for comments on the survey, again, from the PAAC by July 3rd. So by close of business July 3rd, we want to make sure that we got all of the feedback so that we can incorporate any suggestions into our updated survey and then we'll do an internal review, another necessary review before we publish it, you know, in, at the Q3 PAAC meeting in the fall. With that being said.

The first kind of discussion question that I want to open it up to the room is regarding barriers and challenges. So the big question is, what existing challenges do you face when navigating the pedestrian right-of-way? Are there any common barriers we should be focusing on? Any missing or inadequate accessible features?

Barriers around certain locations that are priority to you and we'll get into priorities after the next slide. Or any unique situations or challenges and I have some additional prompts, you know, depending on our feedback but I am going to open it up and either unmute or call it out and we can... okay, in the chat Steve Lewis says there are some terrible sidewalks in the city. Yes, we recognize that. Let's kind of expand on that, Steve. And, again, I can read out the meeting chat or if you want to unmute, but is it terrible meaning the narrow widths, is it terrible because of up heaves, you know, from tree roots, is it terrible because they're just in poor condition and a lot of cracks.

>> AUDIENCE: Tree roots are the worst problem. I think tree rots and upheaves are probably the worst problem. There are some areas with cracks but, you know, unevenness and particularly where there might be a step of, you know, several... two or three centimeters where a plate is pushed up. I am a wheelchair user and that makes a big difference for me.

>> TOM: M-hm. Yeah. That's one we get feedback on and, you know, sidewalks are going to be something, you know, that I know it's related to the pedestrian access route and I completely understand, you know, your concern and, yeah, the sidewalks in bad condition. Okay. Thank you. Kind of building on that, we try to get from an origin to a destination and part of the task is to think about what challenges folks face and barriers can mean different things to different people so, you know, when we're talking about barriers, you know, we have our consent decree and we deliver at least 1,250 curb ramps a year. On average we're delivering about 50 more than that, about 1300 curb ramps a year but with regarding to challenges barriers, lack of curb ramps, lack of accessible signals, not enough accessibility parking, I know Steve mentioned sidewalks and we talked about tree roots. Are there other maintenance issues?

Things such as construction zones and development areas, signage issues? Just trying to prompt the group.

>> AUDIENCE: Marci. So there are still some areas that have narrow sidewalks where once upon a time there was a pole in the sidewalk. I can send you an example from my neighborhood but I've encountered them elsewhere. It's a narrow sidewalk so there's really not another way... really not a way to get around it. Yes, the tree roots also. Trees that overhang into the, at height where pedestrians, if you don't see the tree can hit your head on it or another part of your body. Also signs. That protrude in that way. I would say pedestrian signals definitely need more of those. I think more downtown would be great. And then into high traffic areas. Those are some of the things I can think of.

>> TOM: Thank you, Marci, that is something we will get into in the next couple of slides but I will, you know, we talk about barriers but barriers compared to where the destinations are because you made some good points. You know, Marci, you know, downtown, high traffic areas. I know I not an e-mail from David Miller talking about perimeter, periphery roads around shopping centers, you know, one of his clients having trouble accessing university village.

And so that is something that where we're thinking about and we're aware of in building projects that access some of these facilities that folks go to. But, again, yeah, understanding barriers is that first step in the process and then, you know, again, talking about where we prioritize base and locations because, yeah, I've encountered what you're talking about with signs in the middle of sidewalks, things overhanging, that sidewalk pedestrian access, I appreciate all those comments. Okay, and I will read chat message. Okay, so this is Jennifer from the lighthouse for the blind. Lack of automated pedestrian access signals especially downtown. Near the transfer points of fixed route buses. That's a very good point. Micro-mobility. That is very much something that we have been hearing about from the PAAC and from the disability community and things that we are continuing to push, you know, the certain programs and groups to improve on. Landscaping issues. Lack of accountability for keeping sidewalks clear including from leaves and blackberry bushes, encampments on public sidewalks, thank you, Jennifer, that's also some very good points. Something else that I want to bring up to the group and something that I'm aware of in that it's all part of this and this, idea for this transition update is that it's not just about the built environment. We want to make sure, you know, there are temporary conditions if not, you know, like, again, in the spring and summertime when, you know, landscaping and foliage

starts to grow back, right? There is, we, you know, I get a majority of those requests and it's a problem.

It's how we can identify where those issues are and what are the means to address them as expeditious as possible and again, based on where we're having issues and where there are, you know, priorities that we need to make sure. So, again, thank you, thank you, Jennifer for that.

>> AUDIENCE: This is Jennifer, I have one more thing to add if I can. Another concern is the, just safety aspect. Especially again in those popular transfer points for fixed route buses or the link stations, things like that. And because there's not always other options for people with disabilities to take. Keeping in mind that not liking or not feeling safe on these public transit options is not a reasonable reason to apply for paratransit. And so making sure that all of these locations are safe for people of all abilities and disabilities to use and access.

>> TOM: Very good points, thank you, Jennifer. Yeah, and I mean, I, again, as I appreciate all these comments and absolutely spot on. You know, it's, there are, and, you know, going back on, you know, kind of why we're doing this and collecting this information, this is just a very beneficial for our program, you know, as we make policy level changes and suggestions to SDOT leadership and, you know, ultimately within the city because I see a lot of folks from other groups on the call. Such as, you know, rec and parks, our Title II office and other folks.

And so recognizing that SDOT and our transportation is really the, you know, you can use so many different analogies, the arteries, the circulatory system, the connective tissue, whatever you want to call it, but, we go across the city. Right? We are the how somebody gets to Seattle center, how somebody gets to our park, to the library, whether it is taking transit, which is using our roadways and then going from bus stop to the sidewalk, crossings, to building entrances. And so that's why, you know, all these things and so it's not always about the infrastructure. It can be a lot of time about maintenance. And these are all good points with landscaping issues, micromobility issues but then also, you know, I'm not going to kind of beat around the bush but, you know, we have encampments, we have issues with unhoused people and we want to be compassion that the but at the same time when there are folks that are blocking the public sidewalk, and we know, unhoused folks, it's, if a person who is caning goes into a person's tent, I've heard stories and some of you even told me these where, you know, people can be very irate and unwell and it's a safety situation that I want to make sure that we are doing

everything we can, you know, to support, you know, again, safe and accessible movement in our right-of-way. So good, really good stuff. Thank you, Jennifer and Steve Lewis made another comment. The streets are bad when they occur as a combination. Excellent point, Steve. That is something you know as we start to talk about priority locations, and the methods to remove said barriers, we know Pioneer Square and International District but mostly Pioneer Square is very, very, you know, challenging when it comes to areaways underneath.

And what we can or cannot construct but that doesn't mean that there's not methods to do that, you know, whether we're building out and not rebuilding sidewalk and we're kind of doing what's called a curb bulb where we bump out the curb line so we're not over an areaway and not only does that have benefits to construction, you know, not impacts areaway which is sometimes problematic.

And something is that we can't touch. I also learn that areaways are covered under historic preservation so there's another whole hurdle that we have to address. So, yeah, you know, this is all good information. I appreciate that. Okay, move before we move on we talked about that. This is something that I did want to also bring up as we're talking about barriers and challenges. You know, we mentioned the public right-of-way obviously that's our bread and butter when we're talking about, you know, our responsibility, but any other nonphysical barriers that you may encounter?

You know, I know we kind of dive into that with micromobility which is, it is a physical barrier but something that's movable but not something we're expecting folks to move themselves. But any other access to information for example? You know, talking about websites, documents, even going to meeting. I want to make sure that we're providing, you know, as best we can accessible information. There are requirements that we need to abide by. But before we move onto the next slide, I want to prompt the group with that kind of open question if there's any other nonphysical barriers that you may encounter and things that we have to, you know, consider when we're developing the survey and going to be collecting feedback.

>> AUDIENCE: Marci. So big yes with 49 exclamation marks to the micro-mobility I notice it's getting even worse again. Maybe it's summertime. More people riding and in terms of meetings, I think always ensuring that at any kind of open house, you know, where SDOT does a lot of open house meetings. We're oh, let's get feedback on X and Y. And sometimes there are consultants working on that on a particular project. I was in a meeting about Westlake Park a few months ago.

And there really needs to be a way for not to just ask for accessible materials but to have someone serve as a reader and a scribe at those meetings because oftentimes there are white boards or they make a sticky note write down your thoughts. And so making those kinds of things accessible. Not just websites. Documents.

>> TOM: M-hm. Thank you, Marci, and that's why I wanted to prompt because that was a good comment. We have so many projects and it's not always, you know, we talk about ADA projects and accessibility, you know, improvements and working with capital projects and some of our other, you know, partners, but, yeah, I mean, even just having a project that you want to know what's going on in your neighborhood, it may not be you know, Kent, but I want to make sure that we are providing information in an accessible format so that everyone is aware, right?

There's no discrimination that, you know somebody goes to a meeting and they can't participate and I know we have, you know, you know requests where to... for example American Sign Language interpreter or, you know, a raised letter braille documents for folks, but that is something that, you know, we're working internally to make sure that everyone who conducts a meeting has these things available and if it's an open house let's have these open formats or a reader or a scribe so when they're doing stuff on a white board or putting sticky notes like you mentioned folks know what's going on for folks who are unable to read on the white board and whatnot so, yep. Thank you.

>> AUDIENCE: Marci, I had one other thing. If anyone is in SDOT around the community task force, I worked a lot with SDOT on making materials that included graphs and photos and, you know, all kinds of things accessible. So it wasn't simple alt text all the time. Because you have to be able to read a graph or read a table in the right direction so those folks were very helpful in that.

>> TOM: Okay. And I remember we had a conversation about this. I may ping you and ask a little more but also I can ask around internally, folks who are around because, yeah if a lot of that stuff has already been done I want to make sure we emulate that elsewhere, so that's a good point, thank you yes, Jennifer, I see your hand is up.

>> AUDIENCE: Jennifer. Yeah, I think, I don't necessarily have a perfect solution but more education, or more access for folks to find out who to contact or where to file a complaint or something. I find at least working in the community I work with I will say oh, I'm reporting this, you know, scooter on the sidewalk or a broken APS and people are like, wait, how do you do that? Or I get a lot of people that just e-mail me to report

it to me and, or they email me to ask who to contact and I do know like sometimes it's hard for me to find whether it's a specific project like a construction project that SDOT is doing or someone else. It's not always. But just making sure that it's easily able to be found but making sure people are aware of how to make reports. If they want to or how to contact someone if they have questions or participate- in these types of surveys and meetings and things like that.

>> TOM: Thank you I appreciate that. That's a good comment. I will make a small plug for the program's website. We did update our website so we plan on providing additional pages. I know it doesn't directly address your question, Jennifer, but these are all good suggestions that we can examine if our program has a role or if it's the bigger SDOT thing. If it's an ADA related issue I have no problem with putting more information on our page to then redirect somebody to go to a specific group or email or however that might be but we'll think about that internally but that's really good, good feedback, thank you. Okay Belen, you can go to the next slide, please. Okay as I mentioned earlier, you know, now we're- going to go, you know, talk about the priority destinations. I wanted to put this table up which is a comparison between the Title II/consent decree and the survey locations. So, they have a ranking and there's six categories under Title II and consent decree and the number one is government offices followed by schools. Then assisted facilities and other facilities. Number four is places of public accommodation such as commercial or business zones. Number five is facilities containing employers. Then number six is residential neighborhoods. And, again, this is taking straight out of the Title II regs, you know, the ADA Title II regs, you know, federal regulations and so that is -those are some big categories. And it's a little daunting to prioritize those locations. Government offices, schools, libraries? Is that government facility? Is that community centers? You know, there's obviously, you know, like Seattle Municipal Tower is part of a government office but it's- like a wide range. Transportation corridors are even more of a greater range. It doesn't say frequent transit it doesn't say, you know, bus transit or light rail, it's just transportation corridors, that can literally be arterial streets or any corridor that has transportation services which include vehicles. That's kind of the categories that we're working on, working with from Title II and what the consent decree states can copying from the Title II regs. Then we have our 2016 survey and it was a public survey with 354 respondents so that's the number I'm shooting for as we get our new survey. As we looked at this information back, you know, we're talking nine years

ago, there was some categories that were expanded. But the rankings are also different so I'm going to read through the rankings and then I'll do some kind of comparisons for folks and we can talk about this before we go on into the priority locations. But number one was transit facilities. That's listed very high in our priorities. Then number two, medical facilities. Residential. Four, public buildings which include schools, libraries and community centers. Number five is senior living facilities. Number six, state and local government office buildings. Number seven, office buildings, retail and shopping centers. And lastly number eight, parks. So again, we have two more categories. And there's some contrast. So, for example, transit facilities are number one whereas it's number two in the regs. One of the biggest jumps is the residential neighborhoods. That is number six, the lowest ranking under our title two regs but number three within the survey. And so, you know, making a note that our customer service request program our CSR curb program in particular that addresses the inquiries and requests by people, you know, in the disability community for curb ramps. But outside of curb ramps that's really all we're focusing on right now from our program. But working with our sidewalks and other programs and other projects, we want to understand through the survey if, you know, this ranking is still applicable or if things change. Also, you know, we have things such as public buildings and that came in at number four which is the same as the number four in the Title II. You know, requirements. Under places of public accommodation, but different than the government offices facilities in schools. So, you know, public buildings, schools, libraries, community centers. But, you know, as we start talking about these locations, does it make sense for us to parse out those? Not everyone, you know, cares about schools per se. And so should we be focusing on schools? We have a safe routes to school program. But what about libraries? What about community centers? Customer service centers? We have six to nine mini city halls within the city of Seattle that's something we want to prioritize those locations. There's not many of them and they provide a plethora of amenities to the community. Different programs and activities across the board. And so between community centers and customer service centers, you know, are those high priorities that we need to focus on? So before I move onto the next slide, you know, just thinking about, should we kind of parse out even more so the locations? And be able to rank them? And when we parse out locations is it particular locations? Corridors? Neighborhoods? In our last discussion we talked about I heard downtown. I heard International District and Pioneer Square.

You know, we heard transfer locations. You know, so those are kind of different.

Ones like near area neighborhoods, others is just transportation quote up quote. Our next survey discussion question point is regarding priority destinations and locations. And so how should we prioritize resources to access locations and priority destinations? So what are these destinations? You know, are there specific intersections or corridors that we should focus on? Versus neighborhoods and other designated areas? Again, like we heard, downtown, Pioneer Square, International District and like I mentioned before, you know, we're going to be coordinating with other partners on improvements, but the intent of this whole effort is so that we can get the most bang for our buck if you would. And where we don't have programs and projects that are removing these barriers to accessibility, that our program can come in and develop projects and, you know, go after funding opportunities and partnerships so that we can prioritize these locations because we do get frequent requests from other program owners to ask us is this an ADA priority area? And right now we can make a cursory subjective determination to say it's an ADA priority area or not but we want to make that a little bit more systematic if you would. Again, using GIS information and stuff like that. So kind of opening it up to the group and also some prompts, you know, I recognize and as I'm sitting here with my staff and many of you, you know, joining us online, you know, COVID and just technology in general has changed a lot. You know, just thinking about this hybrid meeting but there are still places and things people need to do in person. So from all the list that I've talked about, you know, are we in the general area? Should we expand our thinking of these places people want to go? I talked about the projects improving access such as community service centers, kind of opening it up to the group now. You know, where are these priority locations? Is it a mixture of both. We have some survey questions that go into details that provide ranking but also allow you to put in intersections or, you know, corridors, you know this location between here and here is important. And so we can slice and dice this up however and just want to open it up to the group. Where are your priority locations and what should we be focusing our priorities on?

>> AUDIENCE: Marci. You know, transit corridors, transit facilities is a big one. Is huge I would say for me that's almost number one.

You know, for some people, access to medical facilities is really high on their list. But for other people with sensory disabilities who don't require any medical care on an ongoing basis those aren't as important their employer might be or their

day care for disabled parents to be able to get to day care centers. And then I think shopping and government offices and shopping centers and I think the more you design questions to give people a couple different ways as you illustrated as you were making that last comment a couple different way to answer questions because some people will look at choices and think, I don't know what to write or that doesn't apply or my choice isn't there. So I think the more you can provide people with different ways to answer a question the better.

>> TOM: That's a really good point. The survey is anonymous but we want to ask what are the trip purposes. We do want to ask in general about the person's disability because that goes back to our whole conversation about focus groups and understanding that different folks have different needs. And I don't want to slate certain, you know, the needs of one group of folks versus the needs of another. That's something we want to make sure we're removing barriers and improving access to these locations and that's why it's important because getting this data back will help us in, again, prioritizing these projects and having that information so that we can tell the powers that be, you know, this is important, right? I would like to think my voice has weight. It just, I may be loud but, you know, but there are decision makers above me where I need to say we need to prioritize these things and it doesn't mean that a lower priority location is not going to get any projects it just means that as we have resources as we coordinate it may be a smaller project versus a capital project and how we deliver upon those improvements. I appreciate the feedback on the different ways people can answer these questions. Some folks may say a neighborhood. Some folks may want a particular intersection and make improvements. It's our job, you know, to kind of sift through all of that information, provide questions that are not confusing and so that we can then, you know, dive into the data and, again, follow up with focus groups, really get to the essence of the issue, how we can address that and then talk reasonably about, you know, when we can do this because I want to coordinate with other projects as much as possible. And that's really -- I know in SDOT that's a big discussion about coordinating so if we have crews out there doing a big capital project.

If we have a big capital project let's say in my neighborhood they're doing a repaving but for example, you know, Ballard library is four or five blocks off of that.

If folks are using transit on 15 at the, the D line, it makes sense for us to provide an accessible route to the library to the post office, to things like that. Even it's not in that project scope it's a way to add to it so we have crews that are

out there and they can make those improvements while they're out there, so that while we do have the transit improvements it's transit improvements to the library, to the post office, things like that. It's a good comment. Thank you for that. Just bringing down some notes.

>> AUDIENCE: Jennifer here. I am curious if the survey has anything, like if it's a rank system does it matter the time of year it is? If it's due to weather people need to access something else in particular more in winter for example or especially, I was thinking, summer, when kids are out of school. Do they need to access different areas during that time? And also, like when the survey is given out or when people are answering the survey they're thinking of the situation as it is at that time. So making sure that people are thinking of like other times as well not just, like, exactly the moment that they're thinking about and also, you know, I think it's obvious to me at least that transit is high on the list because if they can get to these transit locations they can get to more places especially Seattle's not a very walkable city at least as far as like the spacing good and the size blah blah, whatever. And I'm also curious if the survey will allow people to either not rank some things or to choose multiple as number one like maybe they think medical services and schools, for example, are like number one because they have regular care and they also need to get their kid to school or something. And maybe they don't care about one thing and ranking it as number eight, for example, might not actually even apply to them and it kind of gives a different meaning if they don't rank it at all versus a given number. I don't know if that really matters in data but just something I was thinking about.

>> TOM: Thank you, Jennifer and that's a comment that Belen and I were talking about as we develop the survey, finalize it and that's in the coming month or so.

Yeah. Like, the rank order stuff is, I think you hit that point. Because we were talking about the same thing. Some folks may have, you know, have a lower ranking of stuff. Some folks may not even care and so they don't even want to range it and that's on our end. We're examining our capacities and capabilities.

You can have really good, you know, questions but how they're worded and how they're, you know, kind of come out can confuse people. And so we want to make sure that doesn't happen. But, yeah, we will take that into consideration because, yeah, it's... it may not be a ranking 1-10. It may be a couple ones, a two and three and nothing else we will see how to develop the survey. That's a good comment. Thank you.

>> AUDIENCE: One other thing to add is the... I don't know that

you necessarily need it in the survey, but just keeping in mind that whatever situation the person is in, at the time that they're filling out the surveys also important. You'll have some people that are trying to survive and so their focus is probably government buildings and work and medical facilities and that sort of thing and, you know, then you get to, you know, parks is at the bottom because that's kind of like the last thing you get to access if, like you're, anyways, but keeping in mind like what situations the people are in and making sure that the survey reaches like I don't know, larger groups of people. That are in different situations.

>> TOM: That's a good point. Thank you. We have in the survey we have a couple examples of, you know, like in your response for the previous question on ranking, you know, let us know why you're visiting the top three destinations, for example. And so, you know, things are, you know, employment or business, education or personal enrichment. You know, resource access or errands, exercise or relaxation, personal enjoyment, attending events, social opportunities, medical tasks or appointments. We're starting to get to that point but I think having that connection between the rankings and priorities and kind of the reasons. I think that's important and I want our team to examine that to make sure that, because, yeah, you're right if someone's having a bad day or week with the survey and they're not even thinking about, you know, exercise or personal enjoyment or something like that. They're just, you know, they're doing their thing and, you know, they're frustrated with whatever conditions are existing and it may not be the bigger picture. Something else you mentioned which I want to take into consideration about the different seasons and weather impacts. You know, that's something I will say that we can and I hope to use this data to help us refine not only the priority destinations for removing physical barriers, lack of sidewalks, curb ramps, APS and the like but also to help us prioritize, for example, snow and ice removal in the wintertime. Or if there's issues with, you know, the sandwich boards and signage along, you know, Ballard Avenue or something. You know where there's businesses.

And this may be a summer thing versus a winter thing with the snow and ice. There's a lot I hope to get out of this survey and the subsequent prioritization. But I appreciate that comment about the different seasons and weather impacts and seasonal bias, thank you. Okay. I think we can move onto the next slide. This is the last survey discussion prompt that I want to bring up and I mentioned earlier in the presentation about, you know, we have the barriers, you know, we want to identify and really understand the barriers to access and

barriers within our right-of-way. And then we talk about the priority locations and destinations and we got some good feedback but then here's this other aspect that I mentioned about just methods to remove barriers and as we're approaching this transition plan I want to make sure that we go beyond the minimums of the methods of accessibility and understand and this is the question, is there anything we should focus onto achieve true universal design for all users who walk and roll in the right-of-way there were questions of should we prioritize curb ramps along steep slopes. I don't know if I like that question because I understand the intent of that. If a street is 15% sloped upgrade are folks going to be going up that street or going a different direction and taking an alternate route that may not be as steep. That got me thinking not only about steep slopes and existing curb ramp priorities, but also talking about our tactile walking surface indicators. I'd like to include questions about the methods and going beyond the minimums. So, you know, as we expand on our TWSI our tactile walking surface indicator pilot project.

And develop policy and guidance practices these are that I will bring to future PAAC meetings and it will probably be part of that process.

Also part of that is understanding where we should be doing this. You know, the, the Rainier location's a good example in working with metro projects along 3rd Avenue. Putting in the sidewalk tactile indicators. People going from, for example, 3rd Avenue. People going from the bus stop to the light rail lines to facilitate that movement.

Providing better access and legibility, you know, in, you know, wider pedestrianized areas to transit access. I know we're hearing about transit access a lot but also accessibility along shared streets and pedestrianized streets we want to make sure we're creating guidelines and standards that benefit all users. So, with the shared street you're not going to have curb ramps so people using mobility devices may find it easier to navigate. But people with vision disabilities may have a harder time. You know, understanding you know where there are crossings if there are crossings versus it being a pedestrian street and people crossing wherever is that something we should assume or should we have other means to indicate where folks should be going and where crossings are and stuff like that so yeah, kind of some other prompts. Any APS best practices? Really going beyond the minimums and before I open it up talking about curb ramps for example, you know, we have in our standards, you know, we require two curb ramps per corner. Our best practice is to have them be directional curb ramps I just got out after a meeting earlier about this fact and you know directional curb ramps, two

curb ramps per corner are requirement not only under our standards but also under the guidelines but we don't always have to put in directional curb ramps but working with Marci and other people in the blind and low vision community, those are very helpful if not extremely important as you're lining up that approach. In areas where we don't have directional curb ramps there have been some tests, you know, before my time by putting in tactile surfaces at the landing or adjacent to the landing of a curb ramp that helps a person who is blind or low vision align properly with a crossing. We have the APS. You know we have the push button pedestal and locations. Using those together to really facilitate crossing improvements, you know, and crossing directionality I will end there but is there anything else we should focus on?

We talk about curb ramps, sidewalks, anything we can improve on our methods to ADA accessibility?

>> BELEN: Jennifer wrote in the comment just do directional curb ramps.

>> TOM: Thank you Belen and Jennifer. And I know this is kind of a really a catch all category. You know, but just be aware, you know, as we put the survey together this isn't going to be the end all be all, you know, it's just a way that we can prioritize you know all the different aspects of the right-of-way and understand where we need to collect information and what we need to do to improve on accessibility in the public right-of-way but just know, you know, as we go through this whole process, you know, I, it's my intention as we're developing policy and technical guidance to go to the PAAC and present this. So, it's not like we're going to be putting survey questions out there and do that thing. We're always pushing, my team and I are always pushing for curb ramps in all designs. Unfortunately, we don't have the ability to dictate to every designer, you know, our preference but we're working on that. So that's where it is, it's a difference between a standard and a best practice. And then also something to note that, you know, we have a lot of existing conditions in the city of Seattle like Steve mentioned earlier where we have, you know, barriers and we may need to design some of these pedestrian features to the maximum extent feasible which is allowed under the ADA for all alterations and pretty much everything we do in the city of Seattle is an alteration because we're not constructing in an open field in Kansas. Nothing against people from Kansas.

But, you know, we have a lot and a lot to deal with, with topography, with existing space. I know Marcie mentioned about poles in the middle of sidewalks and there are ways that we can address that but it's not necessarily a simple or

straightforward thing. You know, and I may get in trouble but things such as taking parking spaces away and expanding the pedestrian, you know, environment. Things like that. They do that in other cities and so I want to use this opportunity not only with the survey but also just the PAAC in general to get that feedback because then I can go to senior leadership and tell them this is kind of what we want to do and what the PAAC is corroborating onto improve the pedestrian environment and that might require taking away parking or removing trees if they cause such a, you know, upheave situation that it's impassable. But, yeah, again, I understand this is a catchall so I won't, you know, belabor the point if nobody has any additional comments but I'll kind of give folks another second or two. Okay, and I -- go ahead.

>> AUDIENCE: Sorry, does this include anything about lighting?

>> TOM: No. Thank you, Amara, I mean, that's a really good point and we can. I mean, lighting, safety, in that respect, but please, go ahead.

>> AUDIENCE: That was my question if lighting had been considered. I think lighting is important to have from kind of like a weather standpoint too especially when the, it stays pretty dark out during certain parts of the year.

>> TOM: M-hm.

>> AUDIENCE: So I think for me personally I think smaller, like, obstacles are easier to just I guess see when riding the bus or even just taking a walk, even short walks I think lighting could be used, I'm sorry if you want specific locations.

>> TOM: No, it's okay. If you have any specific locations, feel free to reach out, you know, it's, as we're developing this survey, as we're updating the transition plan I want to, I said this before but I want to leave no stone unturned and how we can coordinate with other groups. Lighting is not something that we necessarily get into. I know one of the, one of our teammates in the ADA program used to deal with lighting a lot so they're probably happy to hear about that. To piggyback on Jennifer's point about seasons and weather and like you said, we have, you know, in the winter season, there's not a lot of daylight. So that really exaggerates any minor discontinuity in the sidewalk that can turn into a big issue for folks. So, yeah, that's a good point.

>> AUDIENCE: I think the area that does it well is the stadium rail station. I think a lot of public transportation intersects right there. There's like the 101, the 150 go there. And it's right near the T-Mobile Park and the light rail so I feel like there's already a lot of good lighting there, especially like, it takes you across the street both ways.

Obviously because of the stadium.

>> TOM: Mhm.

>> AUDIENCE: The path is well lit and I think, you know, I definitely appreciate it because it stays well-lit kind of all hours of the night as well. Especially coming and going from Kent. I... I think that's an example of like a pretty accessible area. In my opinion.

>> TOM: Okay. No, thank you for that. Yeah, if, again, I'm not a, you know, a lighting, pedestrian lighting expert but from my knowledge with urban design and accessible design there are different types of lighting but that is something we can examine. You know, kind of best practices when it comes to accessibility and, you know, different lighting conditions. So I really appreciate that comment. That's something that's not something that we would have directly thought about but I really do appreciate your feedback on that.

>> BELEN: Hey, Tom, how are we doing on time?

>> TOM: We got nine minutes and that's really, I mean, you can go to the next slide and then you can close it up Belen, go for it.

>> BELEN: Great. So thanks everybody for a very robust discussion. I appreciate everyone's feedback on the comments taking the time to speak up. So we recognize that our time 2:30 is not always accessible to everybody so we would still like to hear from folks as we finalize our transition plan survey. We have plans to wrap up the survey in July before finalizing it later this summer. We're going to provide an opportunity to provide additional comments and feedback until Thursday, July 3rd. Which I think is two weeks from this Thursday. Let me just doublecheck on my calendar.

>> TOM: I believe so. Yes. Yep.

>> BELEN: So we'll be sending out the presentation as well as our closed caption notes once we receive them and send out to the PAAC email distribution list and feel free to also send out the StreamText and PowerPoint presentation with your colleagues and friends who would also like to provide some input on the survey development. And just want to point that out but I got distracted by the comment. Let me quickly wrap this up and I will read Emily's comment to the team. So just keep an eye out for that email. And again, you can provide any feedback of comments to our DOT email. Our next meeting will be Tuesday, September 23rd, 2025. We'll be able to post the agenda ahead of time. And this is our usual closing out slide. Minor changes now we have a QR code to our updated website. So feel free to check out our updated website. Hopefully it's a lot more accessible and easier to navigate. With that I will now read Emily's comment.

>> TOM: I can read it and thank you Emily for that because I just clicked on the link. Just a plug the friends of Waterfront Park are hosting a Seattle Disability Arts Festival it's on Pier 62 or at Pier 62 on Saturday July 12th from 125 p.m. It is a free event.

And it's the first ever disability arts festival a day of music dance, visual art, spoken word, clowning and even a pageant decorating mobility devices and all are welcome. That's the Seattle Disability Arts Festival Saturday July 12th, from 12-5 p.m. A free event being held at Pier 62 downtown so thank you, Emily.

And with that, yeah, the PAAC meeting's adjourned. Thank you, all, again. I want to echo what Belen said. We really appreciate all the comments and, yep, we'll check back in about just a little less than a week we'll try to get that, the transcription and the copy of the presentation on our website as soon as we can. So that if you want to review anything and, again, thanks again for your comments and have a great day.

>> AUDIENCE: Thanks.

>> TOM: Thanks, bye.

>> BELEN: Let me hit the stop recording button.

>> AUDIENCE: Thank you.

>> BELEN: Thank you.