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SDOT PEDESTRIAN ACCESS ADVISORY COMMITTEE Q2 MEETING
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>> TOM HEWITT: Hey. Good afternoon, everyone. My name is Tom Hewitt, and if you're here, hopefully it's for the Pedestrian Access Advisory Committee, our Quarter 2 meeting of 2026.

Before we get into the meeting, I just want to talk about, you know, our vision for SDOT and for the City of Seattle. Seattle is an equitable, vibrant, and diverse city, where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

And the values and goals include: Safety, equity, sustainability, mobility and economic development, vitality, livability, excellence, and maintenance and modernization.

So, for today's agenda, from 2:30, so now until 2:45, we'll just go over some introductions, in a second. Then, from 2:45 to 3:00, we'll provide some ADA program updates. At 3:00, or around 3:00 to about 3:30 p.m., we'll talk about our ADA Transition Plan Update and the status of that project. And then, from 3:30 to 4:00 p.m., we'll conclude with an open discussion, questions, and answers, and we will adjourn no later than 4:00 p.m.

My name is Tom Hewitt. I identify as a white male. I have a blue colored shirt on today, brown hair and blue eyes. And with me, we have Belen Herrera. Do you want to introduce yourself, Belen?

>> BELEN HERRERA: Yes. I am coming on screen. Hello, everybody. My name is Belen Herrera. Today I am wearing a green baseball cap that says "Matcha Girlie," with a green top, and I have long, black hair. I am on Tom's ADA team.

>> TOM HEWITT: Okay. So, let's get into some ADA program updates. So, first off, we want to go through so far our Q2, or Quarter 2 curb ramp construction summary. So, with our consent decree, we want to provide quarterly numbers. And in Quarter 2 of this year, we installed 349 curb ramps city-wide. And just a reminder for folks, our curb ramp construction and installs come from a variety of sources all throughout SDOT, whether it's a bigger capital project, a maintenance project, or something from a private development or utilities, so we always examine those numbers and make sure that we are providing all the curb ramps needed that we trigger for our projects to make them more accessible.

Out of those 349 curb ramps that were installed in Q2, 66 of them were our CSR -- customer service request -- curb ramps that were intaked, designed, and coordinated with our construction crews from the ADA Program. 125 curb ramps were built by Capital Projects and Project Development. These are a variety of size projects that can have anywhere from a couple to 50-plus curb ramps, so we had 125 from that group. 38 curb ramps were built by our Maintenance Operations folks. And then finally, 120 curb ramps were permitted and/or constructed through our utilities, private development, or other permitted capital improvement projects. So, that is your Seattle, City Light, public utilities, any private development that goes up that requires curb ramps, and we did 120 in Q2 of this year.

And the picture on the left just shows one of our curb ramps. That was actually a CSR that was installed, I believe last year, with some directional curb ramps and yellow detectable warning surfaces.

Our 2026 projected curb ramp summary -- which is subject to change. We are projecting 1,143 curb ramps to be completed citywide via SDOT projects, including programs and projects under similar categories, as I mentioned in the previous slide, and that includes 228 customer service request curb ramps that are coordinated and will be built by our ADA Program; 821 curb ramps that will be built by other SDOT Capital Projects -- again, varying sizes throughout the city -- and then 94 curb ramps will be built by our SDOT Maintenance Operations folks.

And this number does not account for the projects that will be completed by utilities or private development. We usually get those numbers towards the end of the year because they're on different timelines with their permitting and projects through our Street Use division. And so, historically, this effort produces, on average, from the beginning of the consent decree -- so since 2017 -- we average about 441 curb ramps annually that are permitted and/or constructed by utilities and/or private development, so we'll be expecting a similar number this year as well. And on the left, we have an image of a perpendicular curb ramp with a striped crossing the street.

In our last meeting, we did not provide updates on our APS, or accessible pedestrian signal status, so I wanted to work with our Signals team and get that information for you all. So, back in 2025, our APS projects, we only had three locations that we were able to complete. That was 26th Ave Southwest and Southwest Roxbury Street, California Ave Southwest and Southwest Alaska Street, and 15th Ave Northwest and Northwest 51st Street.

But we had a lot of projects -- because we couldn't finish them completely, and many of these did have curb ramps as well, but in 2026 -- so, earlier this year -- we did complete additional locations. Some of them were on our 2025 list that we just had to do this year, and so, those locations that were completed include: Broadway Ave East and East Thomas Street; 15th Ave Northwest and Northwest Market Street; Bellevue Ave East and East Olive Way; Elliot Ave West and West Prospect Street; MLK Jr. Way South and South McClellan Street; California Ave Southwest and Southwest Oregon Street; and 20th Ave and Dravs Street -- all projects completed this year in 2026.

On the left is a picture of a non-accessible, just a regular, we call it the bulldog style push button with a sign that says "push for signal" with an arrow to the right.

In 2026 -- so the remainder of this year and beyond --

these are potential APS projects. They are subject to change based on a variety of factors, including budget and project coordination within SDOT and outside of the Department. Those locations include: 3rd Ave Northwest and Northwest Market Street; 15th Ave South and South Lucile Street; California Ave Southwest and Southwest Erskine Street/Southwest Edmunds Street; South Cloverdale Street and Renton Ave South; 4th Ave South and South Lucile Street; Boren Ave and Columbia Street; and Aurora Ave North and North 137th Street.

And the image on the left shows a fairly complex intersection with some perpendicular curb ramps, an APS push button and the post, and some signage and showing that it's on Fremont Ave North.

Additional locations for 2026 include: Rainier Ave South and 54th Ave South; California Ave Southwest and Southwest Walker Street; 35th Ave South and South Alaska Street; Rainier Ave South between South Bayview Street and McClellan Street; 26th Ave Southwest and Southwest Barton Street; Rainier Ave South and South Ferdinand Street; Rainier Ave South and South Hudson Street; Fauntleroy Way Southwest and Southwest Dawson Street; and Rainier Ave South and South Charles Street.

I see a hand raised by Alice Klein. Alice, go ahead.

>> ALICE KLEIN: Yeah, hi, Tom. Quick question about the accessible pedestrian signals on 35th and Alaska, because that is my hood. There is already APS to cross Alaska. Are you -- I'm a little bit confused because they have an APS there, so could you provide a little more context?

>> TOM HEWITT: I think it's for crossing all directions.

>> ALICE KLEIN: Even if the traffic on 35th is controlled by a stop sign?

>> TOM HEWITT: I think they're putting in a signal.

>> ALICE KLEIN: Oh, okay. All righty then.

>> TOM HEWITT: I will double-check with you, but yeah, this was one where we knew it was by your facility, and so we wanted to make sure it was fully upgraded and not just having what we call half signals. I will double-check that scope, but I'm pretty sure that's why we had that there.

>> ALICE KLEIN: Excellent! Thank you for the context. Appreciate it.

>> TOM HEWITT: Yep.

>> BELEN HERRERA: David, I see your hand. Go ahead.

>> DAVID MILLER: Hi, everyone. Compliments for Second Extension and Jackson getting installed recently. I had an event to attend at the King County Metro office and happened to walk through that intersection and found the APS installation completed, and that's been long overdue and very much wanted and also very much appreciated.

I was in Columbia City today at Rainier and Ferdinand and saw a man with a cane strut right across Ferdinand against the light, so very much looking forward to that one getting installed. There are also Deafblind residents in the neighborhood who have also been waiting for that installation, so it was nice to see that one on the list, and I've been watching for the Rainier and Charles intersection to be upgraded, as we had talked about earlier. It's nice to see that on the list, too, so appreciate this update.

>> TOM HEWITT: Thank you, David. Thank you, Alice. Thank you, David, both for the information and the kind words. Yeah, I know there was a little bit of a building moratorium during FIFA. I forgot if our crews got that in right before FIFA, the

moratorium, because I know it just ended, so I'm glad, because I know that's been on the list for a little while now, so I'm glad it's going to be benefitting folks in the community, so thank you for that.

Yes, Kiana?

>> KIANA PARKER: I'm just curious if, in your previous slide when you were talking about program installation, if you differentiate between new curb ramps and, like, replacing existing ones or damaged ones when you have those numbers. Is there a distinction?

>> TOM HEWITT: No, that's a good question. So, there's no distinction between if we have no curb ramp or if we have a noncompliant curb ramp, so an existing curb ramp is what you're talking about. If a project triggers a curb ramp and it meets the current standards, then we don't touch it, but if it doesn't meet the current standards -- you know, there were previous standards, or sometimes, like just they scoop some of the concrete out to make that sloped area -- we still count that as a new curb ramp, but we don't make a distinction between if there's -- we know the information, but we don't -- when we report these numbers, it's new curb ramp construction, whether there was an older, noncompliant curb ramp there or if there was no curb ramp there at all. So, we made that.

>> KIANA PARKER: Thanks.

>> TOM HEWITT: You're welcome. To add to that, though, we do have a maintenance category. So, sometimes -- it doesn't happen a lot, and usually it's less than -- I would say less than five, even, a couple -- but if there's maintenance on a curb ramp, if an aspect of the curb ramp was falling, typically, we'll rebuild it.

But also, like if the detectable warning's failing for whatever reason, sometimes we'll do maintenance on a curb ramp, and that's not a full reconstruction, and those are kept separately because it's more of a maintenance aspect, but again, like I said, that's usually maybe one or two, three a year, even if that.

>> KIANA PARKER: -- (off microphone) program on Ferdinand and Rainier -- street has been designated. Do you know the status of that particular curb ramp?

>> TOM HEWITT: No, no. You said on Rainier and Ferdinand?

>> KIANA PARKER: Yeah. I mean, there's one there, it's just not very good.

>> TOM HEWITT: Okay. I can follow up. I know I worked with the People Streets Public Spaces, like for the Festival Street Fair and we were looking at existing conditions. I just don't know if they upgraded. So --

>> KIANA PARKER: I remember being part of those conversations, but I wasn't sure if that was going to be part --

>> TOM HEWITT: No, thank you for that info. I can follow up on that. Okay. So, that concludes some of the updates I wanted to provide the committee with for APS and curb ramps.

One other update I wanted to provide you all with was that we are currently in the process -- SDOT -- of updating our Right-of-Way Improvements Manual -- AKA, Streets Illustrated. It's our right-of-way design guidance, if you would, and design standards. And so, this is a great opportunity for SDOT and the ADA Program to be able to incorporate elements of the Public Rights-of-Way Accessible Guidelines and memorialize a lot of our existing policies and technical guidance into one location.

Currently, we do have a Section 3.14 called "Access

Criteria" in Streets Illustrated that needs to be updated. Let's just put it that way. It's lacking in some critical areas. And so, we're working internally on these updates to improve these design best practices, guidance, and other technical aspects of accessibility, and we're coordinating with a variety of other programs on various elements.

You know, that is one thing -- the ADA Program, we act as subject matter experts for accessibility and the standards, but we don't own the infrastructure; we don't own the programs that a lot of these updates occur on. So, for example, curbside management deals with accessible parking and passenger loading. You know, we have a whole pedestrian team that focuses on sidewalks, for example. We have within our Transportation Operations division, deals with signals, and we have a signals team that puts in accessible pedestrian signals that we coordinate with. So, you know, all these different groups, we work together on, and so, we want to be able to update this Seattle Streets Illustrated to, you know, showcase the latest and best design for accessible and universally designed streets. So, yeah, I just wanted to let folks know, we're working on this update now. It's including things, like I mentioned, curb ramps, sidewalks, crossing and APS, as well as parking and passenger loading.

And so, I know the next set of slides, we'll be talking about our Transition Plan Update and the survey as kind of a connection with the Streets Illustrated update, we're going to be having a little bit of a crossover with the data we get in the Transition Plan Update Survey and other elements we should be focusing on when it comes to design best practices, based on the responses we're getting in the survey. So, we're working internally.

This update is slated to be completed by the end of this year and adopted in early 2027, and then there will be other additional updates in 2027 and 2028 as well, things that we may not be, you know, may not be ready for the bright lights yet, but we want to make sure that we're working towards developing these standards so we have consistency.

You know, that's something that I know I talk a lot with you all about, about consistency in design, consistency in layouts, materials, you know, application of textures, of materials, directionality, for example, with curb ramps, and APS, you know, plates, in a document. And since Streets Illustrated is governed by a Director's Rule, so it is city requirement, city law, so that you know, we'll be able to have more of a systematic way to be improving how we improve accessibility. So, that's just something.

There's a website listed on the screen, and one of the screen grabs is the splash page, if you would, for Seattle Streets Illustrated. So, if you have any questions, want to know more about the updates or anything that we're working on within this update, please feel free to reach out, but it's an exciting project that we're working on that I wanted to share with the committee.

>> Can I ask a question? These Streets Illustrated updates. I know that you guys do a lot of work with sidewalks, and I'm just wondering if you guys are planning any updates around, like, the pedestrian clearance for sidewalks around (off microphone) --

And the reason why I'm asking is because a lot of times what ends up happening is SDOT will look through outdoor dining

furniture on sidewalks that are near lateral (?) stations that create really unfortunate bottlenecks to, like, entering and exiting a station. New District Station is a great example of what I'm talking about.

I say that because the clearance I think is only 6 feet, and I think it should be wider than that, and I think there's space to make it wider than that, if the furniture (?) was smaller.

>> TOM HEWITT: Okay. No, that's good to know. The 6 feet -- it all varies, and that's our minimum -- 5 or 6 feet is our minimum for our sidewalk, but when we're talking about, you know, places with a lot of pedestrians --

>> There is a lot of pedestrians that use that station, and because of the outdoor furniture that's there, it's basically taken up a lot of the sidewalk that I feel like pedestrians need to be able to safely travel to this station. So, like, coming from, like, 15th or University Way, if you try to enter the station from the east, it gets really bottlenecked before you actually get into the station (?) space.

>> TOM HEWITT: Okay. No, that's a good observation. So, a couple of things. A couple initial thoughts with that. One, within Streets Illustrated, I know we have sidewalk width, you know. So, downtown, I want to say it's 16 feet is like the minimum, or 12 feet. It's like something much wider. And I feel like urban districts, urban precincts -- I forget what they call them --

>> Urban villages?

>> TOM HEWITT: Urban villages, thank you. Like University area should have a wider sidewalk, but there's a lot of existing conditions that, at the time, it's difficult. But you bring up a good point, because it's kind of like the built environment side and the operations side, because the operations, like if they're going to be doing outdoor dining -- which, if it's that narrow, maybe we need to rethink that in the beginning.

>> I think there's plenty of space. I think the tables that they chose are just too long for the space that they have. Like, if they had just chosen square tables instead of long, rectangular tables, you'd have more pedestrian clearance.

>> TOM HEWITT: Yeah.

>> So, I think part of it is just, like, choice around (?) station entrances. You can't have like really long tables if you only have this much pedestrian space.

>> TOM HEWITT: No, that's a good point. I could look into it. We could talk more about that, because --

>> Yeah. It's a good thing to keep an eye out for.

>> TOM HEWITT: Yeah. And it makes sense. I mean, being around places where there are a lot of pedestrians and a lot of activity, you don't want to create these bottlenecks, so. But I know, especially with the outdoor dining and tables, the things that are moveable are always the most problematic because tables can shift over. Even chairs can be put on the ends of tables, so you're not talking about the end of the table -- it's the end of the table, plus the chair. And if people don't clean up, you know, servers don't put the chairs back in a timely fashion, that could be a barrier, you know, for folks in the sidewalk.

>> Or the outdoor dining cafes take up the flattest part of the sidewalk.

>> TOM HEWITT: That, too, yeah.

>> The best part of the sidewalk. And what's left over --

>> TOM HEWITT: That's a good point. That's a good point.

Thank you. Okay. Okay. So, next we have Belen, who can provide an update on our ADA Transition Plan.

>> I think you have to turn off your speaker.

>> BELEN HERRERA: Okay. Can people hear without any issues? Sweet. All right. So, I'm going to talk about the SDOT ADA Transition Plan Update. For folks who have not heard, we -- SDOT -- have kicked off the ADA Transition Plan Project starting in May of 2026, earlier this year. This is essentially a three-year project with future update cycles, so this is not the end; it's just one iteration.

A couple of basics to understand, if this is your first time hearing about the ADA Transition Plan. The basic information is that it is a -- that 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 itself needs to identify barriers to access and detail the methods to remove said barriers. It also requires public participation to be a part of the transition plan process and implementation.

And there are two photos on the right-hand side, where the top photo is showcasing a group of folks watching two people take some measurements at an audible push button, and the bottom-right photo is showcasing a pair of folks taking some measurements at a curb ramp. Next slide.

So, if you would like to see and check out, kind of be updated for the life of this project, we have our ADA Transition Plan web page, and that's when we will be providing regular updates, very clear opportunities for engagement. For example, on our current web page, you can find links to our online survey that also kicked off in May, and that is available in English, Chinese (Traditional), Somali, Spanish, and Vietnamese. Next slide.

And these are just in general, the 2026 SDOT Spring Tabling Events that just passed, where SDOT and our ADA Program provided information. For example, we were at U District Street Fair. One second as I let Emily into the room. Thank you.

We were at the U District Street Fair on May 16th through the 17th. I personally attended the Here and Now Resource Fair, which was in Kent on May 31st, 2026, which is actually the photo on the right-hand side, where you can see a variety of folks in their wheelchairs or mobility devices attending the various resources and vendors at the event inside a gymnasium.

We also had a presence at the Fremont Solstice Parade on June 20th through the 21st. Unfortunately, the Beacon Ave Arts Fair had to be rescheduled, so please keep an eye out for when you may see that event rescheduled, and then SDOT will hopefully be present there. Next.

I wanted to give a little bit more information about our online survey that's available. Again, we released the survey back in May, and it's going to be open through mid-September, specifically September 15th. The survey's going to help us determine where SDOT should prioritize our efforts to assess barriers, identify accessibility issues, and rank priorities. And as a reminder, our survey is currently available in English, Chinese (Traditional), Somali, Spanish, and Vietnamese. And of course, if there are additional alternative formats that need be, like large print, or if you need a printed version, you can also contact us through our email.

At the beginning of June, the Department of Neighborhoods Community Liaisons are also helping us collect these surveys in person to help gain feedback from our neighborhoods and underrepresented community members. Next slide. Oh, wait, sorry, I forgot to talk about the photo that was actually on that slide. Back. Sorry. On the right-hand side, it's a couple of folks -- me, our ADA Coordinator, Tom, and one of our other colleagues tabling -- do you remember what that event was? Do you remember what event that was? I think that was like a couple years ago when Arman first started. Yeah, Magnuson Park hangar. Next slide.

And we're just going to kind of give an early snapshot of kind of the surveys so far we have collected, and this is the snapshot that was taken when I pulled it on July 9th. So far at that point, we had 208 English surveys, four Somali and one Chinese. And we're just going to give, again, snapshot of surveys at that point.

The majority of the respondents have been from community members. We had 175 out of 208 who work full time; 101 out of 208 responses.

We do have a wide range of ages completing the online survey from 18 years or younger -- 8 responses -- through 75-plus years with 15 responses, with the biggest group being 35 to 44 years old with 57 responses. A majority of the respondents have been indicating they have a mobility disability with 139 responses. Next slide.

And we're talking about trends from survey responses continued. So, folks have indicated that the two locations they would like to visit but cannot due to barriers include: The parks and recreations sites, which is roughly around 18%, with 99 responses out of 208; and retail and shopping, such as grocery stores, bars and restaurants, at 21% with 108 responses out of 208.

Folks have ranked that close proximity to a transit stop or station -- whether that is a bus or light rail -- as their number one high-priority criteria for replacing curb ramps, with 21%, with 44 responses for that choice. Next slide.

Here are the top two reasons of priority locations that folks have indicated they cannot access due to barriers were: A, sidewalks noncompliant or damaged, 18% with 134 responses out of 208; and missing curb ramps, also at 18%, with 134 responses out of 208. Folks have also indicated that curb ramps not aligned well with the crosswalks are the biggest reason it's difficult to navigate the public right-of-way at 19% with 144 responses for this reason.

The top three choices in order of importance, the City should consider future ADA projects are: Missing curb ramps; sidewalks noncompliant or damaged; and missing sidewalks.

As we continue the trends in the surveys, top two concerns to address access are: Sidewalks that are uneven, narrow, sloped or upended by tree roots, at 28%, with 43 responses, and crossings without curb ramps at 34% with 51 responses. The largest accessibility challenge with temporary pedestrian access routes during construction were indicated that it is generally non-accessible, indicating missing sidewalks and no temporary curb ramps, at 36% with 163 responses out of 208. And then, folks have also indicated that accessibility challenges with curbside drop-off top response has been the lack of convenient drop-off and pickup locations, at 27% with 138 responses.

So, that is just a brief snapshot. There are additional

open comments that we will categorize once the survey closes. Again, that will be on September 15th, and we'll be able to share more information once the survey closes and our team does an analysis on those open comments. There's just a general, if not icon on the right. That's a picture of books. Whoops.

So, we're going to be continuing collecting feedback, and you know, we're working again with the Department of Neighborhoods Community Liaisons. They will be in community with collecting additional surveys, roughly through the end of summer. We also have our information shared at our public libraries, parks and rec facilities and customer service facilities. We'll continue tabling events. We'll continue attending community meetings. And of course, we are open to suggestions for additional community meetings or community events that you can feel free to suggest now or you can reach out to us at our email, and we'll check our staff capacity, if we're able to attend.

Tom, is there anything else you would like to add?

>> TOM HEWITT: No.

>> BELEN HERRERA: Okay. All right, next slide. And this is just a general, our timeline for the life of the project, again, for roughly three years. This timeline is showing you the different phases. We're roughly breaking this up into three phases, where Phase I is through spring of 2026 through summer 2026, and that's where we're asking folks to tell us what their barriers are. Then we'll move into Phase II in fall of 2026 through the following fall of 2027, where we will be co-creating and providing feedback on the updated criteria for the ADA Program.

Then, Phase III is broken down, roughly from fall of 2027 through spring of 2028, where the public will do a public review of the ADA Transition Plan Update. And then, we roughly will wrap up the project in 2028, where we'll have a final round of open comments. And throughout the life of the project, we hope to have our Department of Neighborhoods Community Liaisons' support throughout the Transition Plan Update. All right, and that's it.

>> TOM HEWITT: Thank you, Belen. This is Tom. Yeah, just to add to that. Again, we've been talking a lot about our Transition Plan Update. And you know, we're getting some really great feedback from that survey. You know, we're still going to be pushing to get more responses, but we really are going to, and can use this data to make informed decisions.

As cliché as it is, you know, when you talk to leadership, it's about making data-driven decisions. You know, we can say it's the right thing to do, but to have our backing from the community in priority locations, barriers that folks are facing, and in a format that we could then provide this information is very helpful. So, I appreciate everyone who has filled out the survey already.

For those of you who haven't, please do so. Please share it far and wide. Whether folks live in Seattle, whether they visit the city, you know, they work in the city, we want to get that feedback, because even just some of the examples that Belen mentioned, you know, we've already started looking into some possible improvements and resolutions, even with this initial data collection phase with the survey. So, it's going to be a couple more years until we finish it, so we want to make sure we're updating the pack with these updates and information so that you guys can all be in the loop as we close this chapter in

the Transition Plan Update. And like Belen said, provide major updates every three to five years in a cycle until we don't have any more barriers in our public right-of-way, so.

>> BELEN HERRERA: And I've dropped the link to our project web page in the chat for those who need it.

>> TOM HEWITT: Awesome. Thank you, Belen. Okay. Well, that concludes all the information dissemination that we have, so yeah, we'll open it up to the committee and folks who are here.

Again, keep in mind, when I say "committee," anybody who joins is part of the committee. You don't have to have a special, you know, any special credentials or anything. So, whether you come once a year, whether you are here every, you know, quarterly, and some, you're always part of the PAAC. Go ahead, David. Oh. Yep. Hold on one second. Let me turn my speaker back on.

>> DAVID MILLER: And now my speaker is on. I was talking without a speaker for just a moment. Just wanted to bring up a few things.

>> TOM HEWITT: Okay. Now I can hear you, David. Thank you.

>> DAVID MILLER: Thank you. Follow-up to some past efforts that I've been engaged with. I want to add, at the beginning, there is a sidewalk that's completely buckled at 26th and Union that I reported to fix it several years ago and have not seen any action there. There's a Deafblind person who lives within a block of that location. There's about a 4 or 5-inch drop where the sidewalk has collapsed. Nobody in a wheelchair could ever use that sidewalk to get -- they'd have to go around it, for sure.

I had a harrowing experience down on Rainier at the bus stop this week. I was working with a Deafblind person at the bus stop, and I was just about to step back, and two Lime bikes went flying by, and if I had stepped back one second earlier, I would have been involved in an accident. Along Rainier Avenue on the sidewalk, I'm regularly seeing micromobility users making use of the sidewalk as their personal highway, and I find it very dangerous for people in my neighborhood, and I have a serious concern about that. We have all these great cycle tracks that have been installed, and yet, people are still using the sidewalks.

Rainier Avenue is a difficult spot because of the arterial and all the traffic, and also the bus lanes that occupy most of the street space, so from that perspective, I can understand why people would be using the sidewalk, but it feels like micromobility users think sidewalks are their space, and I don't think that is correct, so that's a persistent problem, and I see it all over the city, but I had a very close call recently last week where I was almost involved in an accident.

I wanted to ask about the process for upgrading the micromobility corrals at link stations and whether or not we're going to see the detectable edges at some point. I've done quite a few surveys at different stations, U District Station is one example where the micromobility corrals could very much benefit from detectable edges, especially at the south entrance on 43rd.

And then also, wondering about the process for the concerns that I had for the Brooklyn entrance, or exit, and the tactile warning indicators that probably should be extended across the gap that separates the very entrance of that station to the

cycle track. It would be nice to see that work done. So, where are things with the detectable edges in terms of the corrals, and will we be seeing those any time soon?

There were some proposed sites for that at the Judkins Park Station on 23rd as well as on the east side, and I was hoping for some kind of update on that. Maybe this isn't the location to get that, but I just wanted to bring it up. Should I wait for a comment or do you want me to go on to --

>> TOM HEWITT: No, I can comment. I was just letting you finish your comment. Yeah, I mean, I just got back from almost a three-week vacation, so I've been out for a little bit. There was also that moratorium on any type of construction projects downtown.

So, ironically enough, one of the project managers -- or the project manager for those tactile corrals for micromobility downtown -- the locations we identified when we've communicated before -- and when you were working with Kim Pearson -- we're trying to figure out times now to install it. So, that just was put on hiatus because nobody was allowed to do anything during FIFA, you know, for this past month, so that should be coming up. And I have to look at calendars and schedule days so I can go out there with crews, so I'd be happy to let you know, David, you know, what that timeline looks like.

I'm sorry that you had that close call with the mobility user on the sidewalk on Rainier, but yeah, you addressed it where, you know, folks -- because they're not going to be going in the vehicular travel lane -- folks take it upon themselves to go on the sidewalk. So, not acceptable. There is a bigger Rainier Ave South project that they've been doing some visioning, some scoping. I know that's a long ways away, but there is talks about how we can improve that corridor for all users, so that was just something. I could provide you with more information on that project.

And then the U District connection. That is something else that has been on our list, and now that I'm back from leave this summer, we can address that gap, because I know that's been there for a while. There was a private development that went in, put in the four-bar treatment. We on the north end had the trapezoid treatment, and there is a gap, so we can discuss options, but yes, we want to address that connection of those materials because of the importance of the U District light rail station and access and making sure we're providing those tactile cues for folks.

Just lastly, to confirm, David, you said the sidewalk with the buckling issue is at 25th and Union? Was that correct?

>> DAVID MILLER: 26th and Union.

>> TOM HEWITT: Okay, thank you.

>> DAVID MILLER: It's just a block west of MLK.

>> TOM HEWITT: Okay.

>> DAVID MILLER: Yeah. Very large big-leaf maple there pushing up the concrete, for years.

The last thing I wanted to ask about -- and this is a discussion that went on for a while, and then it seemed to stop, and it had to do with an access paratransit pickup/drop-off location at the King Street Station, the Sounder Station, actually. An elevator. One of our employees had been involved in an accident, and he decided he was not going to take a bus ever again, so he was trying to get to work by Paratransit, and he would get there at 6:00 a.m. and was regularly being overlooked or not found by Paratransit and left there for

lengthy periods of time.

The issues that we discussed there was trying to improve the pedestrian access connection between the Sounder Station at that elevator and the Amtrak station, because there really isn't a continuous sidewalk that's cane detectable. And once John retired, I kind of noticed that the meetings came to an end, and I'm wondering if that is still alive or if we can reinvigorate that process, because I think that would be a very important connection to complete.

>> TOM HEWITT: Okay, yep. I know the exact spot you're talking about. And yeah, I know we had some meetings to talk about options.

One of the things that -- I have to confirm this -- but one of the issues was that SDOT didn't own that right-of-way there, and it was like another utility company that owned it, because I remember looking into the parcel data, because if it was one of our -- you know, if it was a sidewalk, you know, or an extension of our right-of-way, we have a little bit more play to be able to do something, but I will circle back with you on that, because yeah, that did kind of just end. But I know from our end, I think there were some issues because it wasn't our property, so it would be more of a coordination with the parcel owners, because our, I think SDOT's -- because we own King Street Station, but it doesn't dip into that kind of cul-de-sac area that you're mentioning that folks get dropped off.

>> DAVID MILLER: Emily, who was the person who usually ran those meetings, is now Sound Transit ADA Coordinator, and I'm in fairly regular contact with her, so I might send her an email message just to prompt her to see if that's something that she still has some stake in moving forward with.

>> TOM HEWITT: Yeah, and I could follow up with you on that. Thank you, David.

>> DAVID MILLER: Thank you. And by the way, I very much appreciate all the work that SDOT does. SDOT does amazing work in my neighborhood of Ballard. I've seen some incredible improvements along Leery Way, and I appreciate everything you do.

>> TOM HEWITT: Well, thank you, David. I appreciate those kind words. Yep, Kiana.

>> KIANA PARKER: Um, and I'm sure there's probably some private property considerations in your answer. But when I think about just watching people shop, like going to and from the grocery store, one of the things I notice is most of the grocery stores -- particularly in the Rainier Valley -- are very, very busy streets that are sometimes flat -- four, five, six lanes that you have to go across. And I'm just -- and I watch these people, and I think about the distance between the front door of the grocery store to where they actually have to walk to get back to the bus stop to get to wherever they're going.

And I'm just throwing it out there -- has there ever been any conversation between SDOT, Metro, and maybe the property owners of some of these big shopping centers to see if, like, the buses could actually -- if there was a way to route buses into the shopping centers so that people don't have to carry their shopping (?) so far?

(off microphone)

I've seen it done in Florida, and I'm just wondering whether we can start having some of those conversations, because it's a lot.

I see the same problem in Federal Way with (?) station opening. There's a mall right across the street, but it's actually a long distance to carry your shopping back to the (?) just because of the way the transit is routed. And so, I'm just -- have we ever attempted to have those kinds of conversations?

>> TOM HEWITT: That's a good question. I'm going to give you my SDOT opinion. I'm going to take off that hat and I'm going to give you my other opinion.

>> KIANA PARKER: Yay!

>> TOM HEWITT: So, SDOT opinion. Unfortunately, SDOT-related, we're only within the right-of-way. So, like, we can provide the sidewalk connection for the existing bus stop and the curb ramps and APS and all the crossings and stuff, but yeah, what you're getting into is more SDCI and our Land Use Code, and you know, how development occurs, because a lot of these bigger grocery stores, they're pushed back because of parking minimums. You have newer development now that's closer to the right-of-way line, and the parking's in the back or the parking's contained, but a lot of these older development styles, especially I think in like the '70s and stuff, is you know, obviously '50s-'70s auto-dominant and you have like these sea of parking lots, so there's not much SDOT can do.

But now taking that hat off and putting on my former -- I used to live in Florida. I worked in transit. It's really between King County Metro and the property owner because they have to get agreements and they have to have rights to pretty much operate commercially on their property. And so, yeah, I've seen it, too, in Florida, where you can have a stop literally, you know, right at the edge of where the entrance/exit is for a grocery store.

You have to make sure that there's enough turning space, you know. Then you're talking about vehicular movement and what's called auto turn, where you can pretty much simulate if a bus can make a turn. Then you add to the fact that Metro has a lot of articulated coaches, the accordion buses, which, yes, they have a good turning radius, but that's a big vehicle that's going through a parking lot. So, then, building owners might not want a big bus to be going through their lot when other people are crossing to get to their cars. I'm just -- conceptually, I hear you. I completely understand. And again, I've seen it happen in other places, but that would be a discussion with King County Metro to see, you know, to determine if they could do that at certain locations, and it would probably be on a case-by-case basis.

>> KIANA PARKER: It wouldn't even have to be just a bus, but even if it was something to connect people from the shopping center to, you know. I'm just trying to think of ways to make it easier because it is a really far distance just to walk, and it's even further if you have to actually carry something. I ride the subway enough to see people, like, struggling just to carry their stuff back to the bus stop.

>> TOM HEWITT: Yeah. And on top of that -- I mean, you're absolutely right -- on top of that, it's a lot of these older parking lots don't even have like a safe pathway to get, so it's not only is it the distance that you're talking about; it's you're going through a sea of parking, you know. If somebody's walking/rolling from, you know, within the parking lot, without having a specific pathway.

And again, there are standards and design guidelines now,

but these are things that were built, you know, 50 years ago, 70 years ago.

>> KIANA PARKER: Before I was born.

>> TOM HEWITT: And so, you know, for us to -- like, it's a great idea, but yeah, that would be a Metro thing for them to coordinate with, because even if it's not, like, maybe going through like the main entryway, but like to pull up on the side, somehow, so it's closer to the entrance -- yes, in theory, great idea, but that would be more of a Metro discussion with the developer or the property owner to get the buses on those, because --

Oh, here was the last thing and I'll be done with this, because believe me, I've dealt with this a lot. The property owners don't like because the coaches rip up the parking lots, so then they make the transit agency have some agreement so that if they're going to be ripping up the asphalt or the parking lot, then they've got to pay for it. So, that's something else. I mean, buses are heavy.

>> KIANA PARKER: Yeah, they are.

>> TOM HEWITT: So, anyway, yeah, these are all good points, but yeah, that's going to be the pushback you're going to get from metro about agreements and --

>> KIANA PARKER: Thanks for the heads-up.

>> TOM HEWITT: No problem. Because yeah, no, a lot of times there's stuff that makes sense, but then you start to dig into it, and it's like, oh, man, like --

>> KIANA PARKER: So many things.

>> TOM HEWITT: Yeah, no, but good point. Yeah, go on.

>> David Miller has his hand up.

>> TOM HEWITT: Yes, David.

>> DAVID MILLER: Just to add a comment to that conversation. I've spent time at the Federal Way Station, and the Commons is very much inaccessible to that transit location. I can't imagine teaching a Deafblind person to go to the shopping mall from that station, unless there was a shuttle that circulated from the station through the shopping mall and dropped people off at various locations along the way. I don't think that would be a difficult thing for King County Metro to do. I think they should do it. We have Metro Flex, smaller vehicles that could be used to circulate shoppers in and out of the mall.

>> TOM HEWITT: Mm-hmm.

>> KIANA PARKER: Even if you're not Deafblind, if you have to cross like five --

>> DAVID MILLER: It would be for anyone. The traffic density is not pedestrian friendly down there at the Commons, and there's a lot of development that's probably pending that's going to go on around that station because there really isn't much there except for parking lots or parking space, the transit facility, and the station itself.

>> TOM HEWITT: It's all good comments. I appreciate that. Okay. Any other comments/questions? Thoughts, topics? Okay.

Since I'm not hearing or seeing any feedback from folks, that will conclude our PAAC Meeting for Q2 of this year. Thank you all for attending. I really appreciate the feedback and all of the comments. This really helps us as we're talking internally, coordinating with other programs and projects and just trying to make it easier for folks to get around, you know, the City of Seattle and the area.

Our next meeting for the Pedestrian Access Advisory

Committee will be Tuesday, October 27th, at 2:30 to 4:00 p.m. Most likely, we will still be in the same room in Seattle Municipal Tower, and also the remote option, as always.

Other than that, if you don't have any other comments or questions, I hope everyone has a good rest of your day. You know how to reach out to us. And otherwise, we will hear from you, see you in October. Okay. Thanks, everyone. Have a good rest of your day.

(Session concluded at 3:33 p.m. PT)

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