



## Meeting Information

**Date:** 7/22/19 (Meeting 007, 2nd Quarter Meeting 2019)

**Time:** 10:00 am – 12:00 pm

**Location:** Seattle Municipal Tower, Rooms 4050/4060 (40<sup>th</sup> Floor)

**Facilitators:** SDOT ADA Program

## General: Committee Intent

The intent of the Pedestrian Access Advisory Committee (PAAC) meetings is to discuss potential accessibility issues or concerns within the Seattle public right-of-way for those living with disabilities. Finding solutions leading to better pedestrian access and prioritization for improvements is an important goal of the Committee. SDOT will strive to prioritize improvements based on Committee recommendations.

## Meeting Minutes

- I. Welcome and Introduction (10:00-10:05 am)
- II. Introduction of Ross McFarland (SDOT Sidewalk Repair Program) (10:05-10:10 am)
  - *Ross McFarland has been in the role of the Sidewalk Repair Program manager for about 6 to 7 months.*
  - *The Sidewalk Repair Program oversees the maintenance of the City's existing sidewalks. The goal is to make sidewalks safe and accessible. This can be done through full sidewalk replacement (concrete or asphalt) and preventative maintenance using asphalt shims or beveling (where higher sidewalk edges are ground down).*
  - *The program also manages enforcement of the sidewalk with private property owners that may be responsible for repairs.*
  - *The Sidewalk Repair Program will likely be back at a future PAAC meeting to go in-depth on the program and some of the initiatives they are currently focusing on.*
- III. Sidewalk Snow Removal Policies and Procedures (Darren Morgan, SDOT) (10:10-11:20 am)
  - *Darren Morgan is one of the branch division directors at the Maintenance Operations Division at SDOT.*
  - *Public messaging for the coming winter seasons typically starts in early fall. In this communication, the service levels provided around the City are described so people can know what to expect when the snow has stopped falling.*
  - *Transit streets remain SDOT's highest priority. SDOT partners with the regional transit agencies to ensure that people can move efficiently and safely throughout the City.*
  - *SDOT helps to clear snow from curb ramps, prioritizing this effort in the Central Business District.*
  - *SDOT does not snowplow residential streets. Instead, limited resources are focused on snow removal along arterials and those that are prioritized for transit access.*

- *Property owners are responsible for clearing sidewalks and driveways adjacent to their properties. SDOT works hard during the summer and fall to communicate this message to the public.*
- *During the off-season, SDOT maintains and repairs equipment, ensures that salt supplies are stocked for the upcoming season, and route and equipment planning occurs to help prepare for next winter's snow. This includes coordination with other agencies in the area (King County Metro, Sound Transit, UW, Public Schools, hospitals, etc.).*
- *SDOT dispatch and customer care can be reached at 684-ROAD.*
- *SDOT has maintenance operations operation out of the Charles St head-quarters nearby and also at the Haller Lake facility in North Seattle, Airport Way, and in West Seattle (near White Center).*
- *During snow and ice response, SDOT support staff transfers to 12-hour shifts operating 24 hours a day.*
- *Comment/Question (Anna Zivarts): "I hate to interrupt. But I think a lot of us here we want to know what you're doing differently this year from last year."*
- *SDOT uses granular salt and liquid magnesium chloride to address icy conditions on streets. SDOT also has contracts with construction companies to bring in additional resources (heavy equipment) if needed, as we did in 2019.*
- *SDOT prioritizes snow removal on its emerald and gold routes. On gold routes, the goal is to achieve bare pavement on all lanes within 12 hours of a lull in the storm. On emerald routes, the goal is to achieve bare pavement on one lane in each direction within 12 hours of a lull in the storm. Residential streets are not plowed.*
- *Staff is assigned to clearing pedestrian zones (critical curb ramps, stairways, and bridge overpasses).*
- *In 2019, SDOT worked with vendors to deploy additional forces/equipment to assist with the snow removal efforts.*
- *Question (unnamed): "How does the city decide which curb ramps are designated as critical curb ramps and when is that decision made? Is it made during the storm looking at traffic patterns or is it something that's already set that we can look a lot a map to see where pedestrian plowing is going to be happening?"*
- *SDOT's current snow and ice response plan is developed using the Pedestrian Master Plan to identify priority areas that may be along major arterials or in business districts. Areas serving medical facilities are also considered a priority.*
- *Most major cities do not have plans to remove snow from sidewalks. This is intended to be the responsibility of private property owners.*
- *Question (unnamed): "Several years ago there was a situation where there was flooding and it was extremely difficult for people who are deaf and blind. We needed to have someone come and clear that area. And who would we call if that were to happen again, particularly around the Lighthouse? Who do we call to come take care of things in an emergency?"*
- *The operation center can be reached for assistance at 684-ROAD or 684-CITY. SDOT works with other departments (SPU, SCL, Parks) when flooding occurs.*

- *The Seattle Municipal Code identifies the owner or occupant of a private property to be responsible for snow and ice from the sidewalk adjacent to his or her property. The reference is SMC 15.48.010.*
- *Snow is prioritized by SDOT for removal at bridge overpasses, as there are no adjacent property owners and SDOT owns many of the structures.*
- *SDOT works with transit agencies and partners to help with snow and ice management around bus shelters and critical bus stops.*
- *SDOT wants to continue to work with transit partners, aims to look into enforcement options, and also intends to communicate with private property owners to indicate the roles and responsibilities of snow and ice removal.*
- *Disability Rights Washington / Rooted in Rights displayed several large images on poster-board of the mobility challenges that were assumed with the lingering snow and ice after the storms. Some of the example photographs were taken at Rainier/I-90, MLK and Rainier Beach (11 days after the snow), Rainier/Kenny at the #7 bus stop, and Rainier/Columbia, where the roadway was clear but the bus stop was not accessible.*
- *Clark Matthews at Rooted in Rights created a survey and received responses from 52 different people that shared their experiences trying to get around after the snow storms. Those stories are available at [www.RootedinRights.org/snow](http://www.RootedinRights.org/snow).*
- *It was noted that while pictures shared indicated that the snow and ice remained after 11 days, there were actually multiple snowfalls during this time. Different levels of response as well as varying snow removal carried out by private property owners leaves with mixed conditions throughout the City.*
- *Question/Comment (TJ Maciel): "Mike and I'm not sure who this could go to so maybe you could help me. You helped me with some things in the past. I appreciate it. So speaking as someone in a wheelchair, the snow was ridiculous. I do not live in the City of Seattle. I live farther south and have to commute. I was basically stuck for more than a week, not able to get anywhere. I understand what you're saying about the clearing the snow, residential area is the responsibility the homeowner. I will tell you that down south where I live I had a friend of mine come and clear what snow they could because I can't so I could get to the bus stop. Where my bus stop is is a main arterial of the city and their policy on unfortunately is to clear the roads first and they shove all the snow up on to the sidewalk right where I need to go because I cannot drive in the road. So I have not been able to talk to a representatives in my city about what to do about that. But I had to drive in the road just to try to get to the bus stop. And if it wasn't for my friend clearing the way to the bus stop, I wouldn't be able to get anywhere. I understand that's not the City of Seattle's problem. However, my second point, I noticed that while I was home -- stuck home and watching TV the mayor of the City of Seattle got on TV and she's telling everybody stay home, stay safe, don't go out if you don't have to, which is fine to keep people safe, priority No. 1. At the same time the policy of the City of Seattle when you can't go to work in the event of weather, they're sneaking vacation out your back pocket. And I tell you that sitting home and stuck in snow is not a vacation. And I'm wondering if anybody knows, are they working on some different sort of emergency days that maybe you can use or something like this? Because school -- school districts even put this in place just in case. And sitting home wasting a week of vacation -- because of this doesn't seem fair to me. And I just wondered if anybody knows if anything's being worked on."*

- *Mike Shaw at SDOT will look into the City's policy on snow or emergencies and employee time off.*
- *Comment (Mike Shaw): "This is Mike Shaw. I have a couple of comments. And this is my first major snowstorm in Seattle. And after spending many years in Denver and Chicago where it snows a lot more, I really think it would be good if the city could find a way to make that cultural shift or to promote that cultural shift for the people that live here because I know from my experience when it snows in Chicago, for example, everyone is out before they go to work and it's taken very seriously. And it's a chance and an opportunity to get to know your neighbors and if you know that your neighbor might be older or isn't available to shovel a sidewalk, then, you know -- you know, part of your scope of work is to go out there and shovel your neighbor's sidewalk too. And I think it's -- you know, it's taken very seriously. And it's a community developing kind of scenario and everyone helps one another out and I think that the city could use some of that. Unfortunately I just don't think it snows a lot. Aren't a lot of people here that even had snow shovels. So I saw my neighbor down the street using a garden hoe to scrape snow and ice. It may not snow here a lot, but it may be worth trying to investigate the opportunity to branch out with that imagining and promote that community awareness and involvement much.*
- *Question/Comment (unnamed): "Is there anything that SDOT is doing to create or improve coordination between the road crews and the pedestrian crews? Because both of those crews are run by the City. They're both on routes set by the city. But if a pedestrian crew comes in to clear a curb ramp and then the road crew's right behind them to pour more snow on it, it's counterproductive for everyone involved. And is there currently a coordination structure to make sure that the work that the pedestrian crew is doing to make the city more accessible is not immediately being undone by road crews?"*
- *SDOT has 24/7 snow and ice response to help mitigate the problem of snow plows pushing snow onto curb ramps. SDOT tries to coordinate equipment crew and pedestrian crews for the best results.*
- *Question/Comment (Anna Zivarts): "So we've been having some conversations with councilmembers because we understand that SDOT weather may need to be some reprioritization but there needs to be maybe more resources. Not even getting into some of the more costly solutions, but actually just doing more education for homeowners about their obligations to clear the sidewalks and how it's much easier to do on Day 1 before it freezes over. And so doing a mailer out with city -- you know, City Light or the public utilities that goes out with the bills every month, starting to think about that this fall and doing some more education to people in the city about their obligations. And then, you know, I think -- I mean while that's also important, I think we need to talk about the possibility of creating or enforcing the rule that you are supposed to be clearing your own sidewalk, especially for commercial property owners. As you can see in many of these photographs, it's commercial property owners that walked away from their obligations on commercial streets. So I understand there's equity concerns about enforcing that with homeowners, but I think we're talking about commercial owners. The city should be more aggressive in enforcing what's on the table. Another suggestion we got in some of the outreach we did was, while the city creates these gold and emerald routes for cars, if there was a similarly outlayed gold and emerald routes for pedestrians and that was made clear so people know where sidewalks should be cleared first and where to expect curb ramps to be accessible first that would help us understand, you know, and feel like there is being progress made when these storms happen."*

- *Response (Emily Burns, SDOT): "One of the things we did in 2017 we did a citywide assessment of all of the sidewalks that have -- that have fixed surfaces. And one of the things we discovered is this -- and we did it in the summer so we're not looking at the snow event. In the snow event -- this is a monumental snow event something we had not experienced in 30 years. This is a singular event. But what's going on a regular basis is we have vegetation, gravel, surface water issues along our sidewalks that make it very challenging for people to get around. And currently our policies are not punitive. There's not a ticketing structure that's typically enforced. There's letters that go out to property owners, and so we are potentially having a ten-point dialogue about how do we move into those next stages of really reinforcing the need to clear sidewalks so that everybody can access them. And that could then extend into these more singular snow events which are really critical and important, everybody can get around year-round."*
- *Response (Rodney Maxie, SDOT): "So I mean -- so your suggestion is one of the first things that we looked at. You know, we're looking at a graduated -- like Emily said, a graduated enforcement program that right now the street use policies allow us to issue citations I believe up to \$250 if you don't clear your sidewalk between -- within six hours after a storm response. So we're looking at the possibility, like you said, of having a problem where we do issue -- which we've never done in the City of Seattle. We've never issued street use citations for people and enforced the code that people have to clear their snow. And the reason being again is because these types of snowstorms, like Mike said -- and I've lived here since the '60s -- only occur every ten to 20 years. And usually even when we have five of them in one year the snow melts within 72 hours. So -- and the other -- in the City of Seattle when you talk about resources, we only have \$3 million a year that we put forward for snow and ice. The only city that we're aware of in North America that the city or government actually clears sidewalks is Toronto. And they spend \$100 million a year every snow season. And all of the comparable cities to Seattle like Boston spend somewhere between 30 and \$70 million a year. And the U.S. cities don't clear the sidewalks but they still spend 30 to \$70 million. But they have a culture, like Mike said, of everybody understanding that it snows several times within a three to six month period. And we don't quite have that here. The other thing we have here is some of the worst geography of any major city in the United States, I think only second to San Francisco. So from the perspective is -- where we would like to start is what you're saying. We would like to give residential folks warnings coming -- starting next -- we'd like to do a marketing campaign first and tell everybody and be aware you're responsible, give residential folks warnings, give businesses -- large businesses probably a citation the first time and small businesses a warning with a progressive if it's the third snowstorm and you still haven't as a small business. So we're working on that as we speak. We also got together with our partners. So that was a weakness that we found out enforcement 'cause you're asking what we're doing differently. We also found out our partners, Metro, two things happened in this particular snowstorm. One, they went to what we call a snow emergency third level that they've never ever went to. You know, we called it DEFCON 5 or something of that nature. And in that DEFCON 5 -- we never practiced that, so we did not know which bus stops were open because they're not the normal snow routes and which ones weren't. So it was very difficult for us to even help them clear the bus shelters. So we got together with Metro. From now on Metro is going to give us a list of what DEFCON 5 means and which bus stops are closed. We also found that Metro staff priority they're responsible for clearing the sidewalk around bus stops in the whole three county area but they clear the Park & Rides first. They send all of their*



- maintenance staffing to clear the Park & Rides. And after all Park & Rides are clear, then they come back and do -- we found that to be unacceptable. So what we are going to do is offer a partnership where in snowstorms we find the routes of the bus stops that are open and together in real-time we keep these bus stops clear. So those are two big changes. In our third change -- you know, we have 34,000 blocks of sidewalks. In our third change, like we said, in residential -- what we are going to do is offer emergency services for elderly and anybody who's disabled. And we're going to try to work with the department of neighbors and pre-identify all of those residential homes where that takes place. We are going to create a volunteer program along with some city resources so that we can have young high school folks volunteer to go clear off the sidewalk in front of those houses and the walkways or try to clear those walkways to bus stops. So I think that's three changes. Or four? So those are the things, like I said, that we're doing in the preplanning. Now where we need your help is we're going to get pushback from businesses when they realize that they're going to start receiving citations for not correcting to be reasonable. We're probably not going to say, you know, within six hours of the last snow. We're probably going to give them more like a 12 hour period between the last snow..."*
- *(Response, continued, Rodney Maxie: "...but just saying, just like we want to solve these problems directly with good data and information and as partners, we need good data out there during that time period from the first week of February through February 15<sup>th</sup> it snowed four times. Okay? And in that same time period normally we have 30 people out doing sidewalks for the entire city. We called in help from every department and we sent 300 people out to do sidewalks for seven days. We rented 15 pieces of additional equipment, skidsteers, nine skidsteers, and we put plows on nine backhoes and four front loaders which we used. So for -- we went \$4 million over our snow budget. And that's life. We're not complaining about that. That's the way that that goes down. But just saying for perspective, like I said, when we're partners and lobbying together, remember that if we were to try to do this without the adjacent property owners, you're looking at probably \$100 million a snow season, which -- something else has to give in the city budget. If we were to try to provide better services and do residential, it would be \$26 million capital investment for new equipment and we would have to put the 300 additional people that we added on normal payroll. But I think the sweet spot is enforcement, is education, enforcement, and coming back partnering with Metro, partnering with other partners, the school district, et cetera."*
  - *Question/Comment (Chris Loomis): "I've had a lot of experience being in my neighborhood for the last 12 years and experienced traveling on Rainier Avenue and 23<sup>rd</sup> in that area. And that whole time that I have lived in that area and worked at the Lighthouse they've never cleared the sidewalks. There's been no type of maintenance and we've had to basically just kind of hike our way through these snowbanks. And often the streets are plowed but the snow is all disbursed to the sidewalks. And I think last year was the first time -- last year there was absolutely no enforcement done. People were just leaving all the snow on the sidewalks. And we really need to work on how to improve this issue because again I've seen over the years in that particular area of Rainier and 23<sup>rd</sup> and where it splits at the hill. And they've just added a new sidewalk crossing. And as someone who uses a cane, we can't -- I'm not able to feel the textured pavement in order to know where to go. And also to go up the hills from Rainier up 23<sup>rd</sup> our hilltop. Those are extremely dangerous because there's also vegetation. There's trees that are dropping the snow and blocking people's trans- -- blocking our routes. So we really need more improvement in those areas because it's very dangerous. If we were to -- potential*

- that someone could fall into the busy street because it's so icy. And there's -- on Rainier Avenue there's a lot of large vehicles, trucks and so forth, that pull over and park against the curb. And they close off the curb cuts. And we really need more support in that area for deaf and deaf-blind individuals, particularly around the area of the Lighthouse, Rainier and 23<sup>rd</sup>."*
- *Question/Comment (Mae Lynn): "Yes, my name is Mae Lynn. And there were two things I wanted to share with you about my experience in the last snow. I was in West Seattle and I got the 125 to downtown which is my regular route. And unfortunately that bus was not running so instead I had to take the 128. It went through West Seattle at the Alaska Junction. And I got on at the Junction and when I got off at my stop, there was so much snow that I could not actually even walk away from the bus. I had to get back on the bus and go to the next stop so that I -- the place that was cleared so I could actually make my way off the bus. So thankfully the area of the Alaska Junction was cleared and I was able to make my transfer and get to work. But those different sidewalks are not really even close to homes or businesses. So I don't know who it is that's responsible for clearing those areas. I left work early to get home during the event and ended up taking a bus from the Lighthouse for the Blind through downtown and I got on the rapid ride, the C route back to West Seattle which meant I had to do a transfer to 128. And when I got back to my home stop, the bus had to -- it had to stop in the middle of the road because all of the bus stops had been snowed over. I also use a cane. But I had to use it to try to get my balance to try to figure out how to get from the bus which was in the middle of the street over to the sidewalk. Thankfully someone was willing to guide me. So it was an extremely challenging event and -- with the snow blocking the road and sidewalks and curbs."*
  - *Response (Rodney Maxie): "We did -- we met with -- we met with the head of Metro. We met with Dow Constantine in the mayor's office and our emergency management folks to go over that. We found that to be somewhat of a problem, like I said, with the pedestrian. To Darren's point which hopefully you saw during the duration of those successive storms we did -- we made it a point to have supervisors going out and tell plow operators to go in and make sure they plow out to the bus stop. Unfortunately -- and we apologize for that -- we had a -- because of the duration of multiple storms we had a lot of new plow drivers so we had to kind of train as we go. We trained a lot of SPU employees to drive plows and Parks employees to drive plows in that event. So that is something that we want to emphasize, the plow driver should go to every bus stop and open up that area. You also may have seen that we did deploy skidsteers in many cases I think before the fourth storm to do that, as well, to clear out those areas. We'd like to say in Seattle it's not just the -- it's not really about the snow as much as it is about the freezing weather and the terrain. You know, half an inch of ice with below freezing weather is treacherous to everyone, pedestrians, cyclists, and vehicles."*
  - *Question/Comment (Karen Tannon): "My name is Karen Tannon, and I live in North Seattle. When I try to get to the sidewalk I wasn't able to get up onto the sidewalk. But then I got to a curb cut, and I should have been able to get through there. But it forced me out into the street. And -- which is extremely dangerous. So I didn't want to do that. So instead I had to pretty much hike up over the big pile of snow in order to get to my home safely. And it was very dangerous. I realize this is a funding issue. And you need to plan for your budgets. You can't always foresee what is going to happen. Seattle we have snow one year and not the next. But you would hope that those funds could be carried over so if we have a year where they're not used that those funds could be used to prepare staff and train staff for these types of*

incidents.”

- *Question/Comment (Clark Matthews): “I notice -- I was encouraged to hear about the stepping up the education and enforcement efforts. One question I had part of the code of 15.48.010 is there any mention about widths of the path the residents need to clear? Emily or Mike, are you aware of anything more specific than what I've copied from 15.48? Someone actually does bother to shovel their sidewalk but it's only about a 12-inch wide foot path which is like –*
- *Response (Mike Shaw): “I don't think there is a width identified. It should be a minimum 36 inches so that's something that we probably need to look into. At least make some recommendations.”*
- *Comment (Rodney Maxie): “And I think I just want to leave that this is a customer-service issue across the board. And it's all access issue for every -- all skills and abilities, you know, across the board. And I think the difference is, if climate change is going to mean that it's going to snow more in Seattle and in the particular environment we have, then we want to reassure you that we will advocate for the prospective budget increases that are necessary so that we can provide these services. The challenge here for us again is that no city in North America really provides the services of cleaning sidewalk and especially no city where it snows on a regular basis so we're coming into uncharted territory. We've led the way in Seattle in so many different ways. I want you to know that we're willing to lead the way again. And I think that the thing that I have to say to our partners, City Light, Metro Parks, many of them, they sent hundreds of employees and hundreds of drivers for the first time in the city's history to come help us clear sidewalks around schools and hospitals and other things. So I think one thing that this has done is this has finally had the tipping point of helping us create this overall giant city and multiple municipality response as we did help other cities, as well. As opposed to, you know, the small and kind of the culture of well it hardly ever does that so everybody, business and public will just wait until it melts. So we want to thank you for bringing that -- these concerns to our attention.”*

IV. NE 43<sup>rd</sup> St Improvements Project (Belen Herrera, Peter Trinh, SDOT) (11:20 am - 12:00 pm)

- *Belen and Peter presented the scope of work for the project and was looking for feedback to assist with particulars of the design.*
- *The project has a total budget of \$3.16 million dollars that comes from the transportation operating fund. The project focuses on a pedestrian rebuild of NE 43<sup>rd</sup> (between Brooklyn and 12<sup>th</sup> Ave NE).*
- *Currently there are bus stops on the northwest and southeast corners of University Way and NE 43<sup>rd</sup>. Access to transit, including light-rail, remains a priority for the project.*
- *SDOT proposed 4 alternatives to the community and area stakeholders. An ADA focus group was held on February 19<sup>th</sup>. A second focus group occurred a month ago at the 30% design phase. Some of the feedback included: designated bike lanes; a tactile or detectable edge between the sidewalk and street; a solution that works for wayfinding for those with guide dogs; sidewalks should be well lit and predicable; drop-offs should be near the transit station and accessible.*
- *The four design alternatives presented include the following considerations: safety and health, access and curb space, connectivity and mobility, implementation, equity, community and stakeholder input.*
- *The next public meeting will be on August 13<sup>th</sup>.*



- *The project design should be complete by winter of 2019, with 2020 for advertisement and construction in the summer.*
- *Design options include variations of sidewalk, bike lane, a bio-swale filtration system, roadway, a rain garden, and the furniture zone.*
- *SDOT is working with different user groups to ensure accommodation for all: pedestrians, cyclists, and people of varying abilities.*
- *Permeable paver units, proposed to be used in the furniture zone (not the main pedestrian route), may be used to help with storm-water treatment. A sample of one of the proposed paver units was passed around for all to see/feel.*
- *Question/Comment (Ross McFarland): "Are the permeable pavers only going to be in the furniture zone, not the walkable paths?"*
- *Response (Peter Trinh): "Yes, correct."*
- *Question/Comment (unnamed): "What is the surface underneath the permeable? A good example of pavers that we've had issues with are around the transit tunnel, Third Avenue, Pike, Pine, which creates an uneven surface when we have a water intrusion damage, trucks drive in that area for whatever reason, and we have any settlement. And I'm just curious about the underlaying design that will potentially maintain a flat and level surface given that it is a furniture zone and people will likely be using it in addition to -- I understand there might be a transit facility right -- it's or transit lane that's going through there. Will there be bus stops where people will be getting off and on?"*
- *Response (Peter Trinh): "As for what the material is underneath, we have a drainage engineer onboard on the project working that out. They're going to work with the manufacturer, see what is best to keep this the most level. But the material underneath will allow for percolation of stormwater into the rain garden. So the design is still not final yet, but we do have the drainage engineer that will work that out. And I can elaborate a little bit more on the bus stops. Metro has their own capital improvements project and we are working with them to facilitate that transit connection on Northeast 43<sup>rd</sup> turning left on 15<sup>th</sup> Avenue. And as far as the actual bus shelter/stop location, it would actually be right in front of the light rail station. It's already in their 100 percent stip approved plans at the intersection of Brooklyn and Northeast 43<sup>rd</sup> on Northeast 43<sup>rd</sup> for the bus stops. So it's just barely outside of our project scope but Sound Transit and Metro will be building that infrastructure."*
- *Question/Comment (unnamed): "I know that not everything's been figured out with the subsurface yet. But do you know yet what options are being considered with anchoring the pavers to make sure they're not coming up out of the sidewalk in the furniture zone? Because missing bricks can be a big issue with brick paved sidewalks that I've encountered, especially at the University of Washington. So I'd like to hear about what anchoring methods are being considered so that the bricks stay in the sidewalk instead of popping out."*
- *Response (Peter Trinh): "We're very aware of that issue. And when we decided to include this as part of the design, that was one factor that we wanted to make sure is figured out. There are various methods, when we talked to the manufacturer, including having some sort of wire or mesh netting underneath that kind of holds everything together in one piece so that they're not all just single paver blocks that they can be kind of installed together in larger pieces and that way they are less moveable and don't fluctuate as much. But we're -- that's definitely a big concern of the project team and we'll work to make sure that they are as stable as possible."*

- *Question/Comment (Rodney Maxie): "Well, I just wanted to make sure that you guys have an alternate design for the permeable pavement 'cause that's not something that -- usually when we put a bioswale in we don't have permeable pavement on that same corridor."*
- *Response (Peter Trinh): "So currently we are in finalizing that MOA between SPU and SDOT regarding the maintenance for the bioretention and I think it's also in that MOA to do the rain garden, as well...we always have those agreements but those -- the pavement would be the responsibility of SDOT so we have to talk further 'cause you have two drainage systems there. We need to make sure we really the paving engineers and the folks revisit that...So we are still in the communications with the U District task force that's in the community. And they've already reached out to us to say how can they help in terms of maintenance. They already do basic tree maintenance along 15<sup>th</sup> Avenue. And we're going to see if they would be willing to also facilitate maintenance on Northeast 43<sup>rd</sup> for the permeable pavers. But they said that the technology might be somewhat challenging. So we're still talking about it...but as far as internal. Internally, like I said, as the -- either way, these guys are the asset owners, so they have to make the final decision...we won't go to construction until we have an agreement on maintenance."*
- *Question/Comment (David Miller): "There was no mention of accessible pedestrian signals in your list. So just want to ask the question. Will that be included as a part of the project, accessible pedestrian signals for the traffic lights?"*
- *Response (Peter Trinh): "Yes, accessible signals will be installed at the intersection of University and Northeast 43<sup>rd</sup> as well as at 15<sup>th</sup> and Northeast 43<sup>rd</sup> as parts of this project."*
- *Question/Comment (Angela Theriault): I'm wondering, have you finished with the waterfront? There's some wayfinding there. There's some -- there's some -- two different patterns. There's one that's rough with kind of lines on it. Its important that you have a differentiation in those textures. So there's some waterfront accessibility that might need things done. There's some good examples of there."*
- *Response (Peter Trinh): "Thank you for that reference. We have not finished the waterfront. But I can check in to see who is putting in that wayfinding and talk with them to see what has been successful. Or what has been implemented...and then we're just kind of opening the floor to any other general comments and feedback for our project, maybe some other elements we have not considered in our project so that way we can make sure that this project area is fully accessible and useable for everyone."*
- *Question/Comment (unnamed): "I was wondering, what is the lighting going to look like at night? Is it going to be overhead lighting in in streetlighting?"*
- *Response (Peter Trinh): "There will be both pedestrian lighting as well as roadway lighting. The pedestrian lighting will be along the edge of the sidewalk at about 16 feet high."*
- *There were additional questions/comments made that were unrelated to the project and were directed to the SDOT ADA Coordinator, Mike Shaw.*

V. Adjourn (12:00 pm)

- *Mike Shaw asked the audience to weigh in on proposed topics for future meetings.*
- *Comment (David Miller): "Pike/Pine renaissance projects, waterfront Capitol Hill along Pike and Pine."*
- *Comment (unnamed): "I have a suggestion for an agenda item. So I'm on the SDOT*

- blog that there's a new policy on leading pedestrian intervals and I think we need to talk about how that affects people that are blind or have vision impairments because there should be a bridge in gap between the APS policy and the LPI policy."*
- *Response (Mike Shaw): "I know we've got a couple of requests for traffic related items such as crosswalk timing, blocking the box, and then there will be pedestrian interval, as well. So maybe we can plan to get our traffic engineers in here and kind of go over that, all of those items together. That would be helpful. Thank you."*

**Action Items:**

- *Mike Shaw at SDOT will look into the City's policy on snow or emergencies and employee time off.*