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WSDOT I-90 Judkins Park Station – Reconnecting Communities Study

Advisory Group Meeting #1

December 12, 2024

Draft Dec. 6, 2024

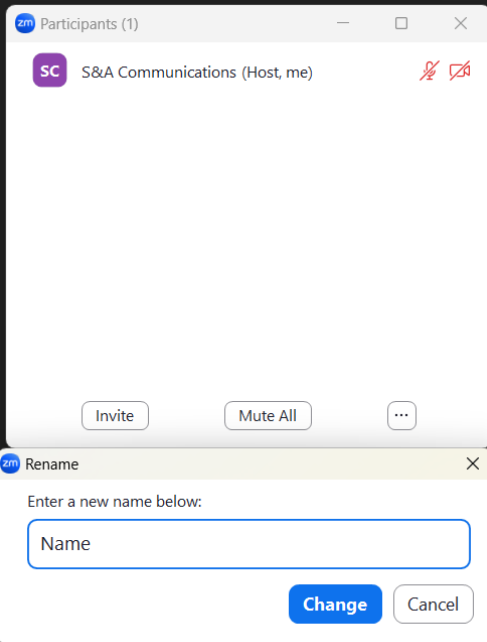
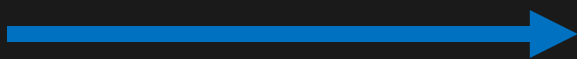
Welcome! We will begin at 6:30 p.m.

Welcome!

**Thank you for joining
the Advisory Group.**

Zoom Controls

Update your name if needed in Participants window



Mute when not speaking



Video on if possible



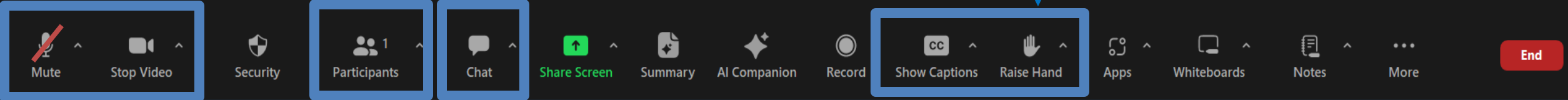
Join chat



Turn on captions here



Raise hand to speak



Introductions – The Study Team

Presenters:

Amber Stanley

WSDOT – Community Engagement Lead

Zack Howard

WSDOT – Complete Streets Lead

April Delchamps

WSDOT – Study Lead

Other Team Members:

Christina Strand

WSDOT – Traffic Lead

Craig Schoenberg

WSDOT – Traffic (Active Transportation) Lead

Eric Zackula

WSDOT – Communications Lead

John Maas

WSDOT – Environmental Lead

Kenneth Ezeokeke

WSDOT – Design Lead

Agenda

1. Introductions
2. Study overview and background
3. Community Engagement: past, present and future
4. Advisory Group Charter and operations
5. Looking ahead
6. Wrap up & next steps



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Introductions – The Study Team

Alex Atchison

Consultant

Fred Young

Consultant

Scott Sawyer

Consultant

Darcy Edmunds

Consultant

Randi Eseltine

Consultant

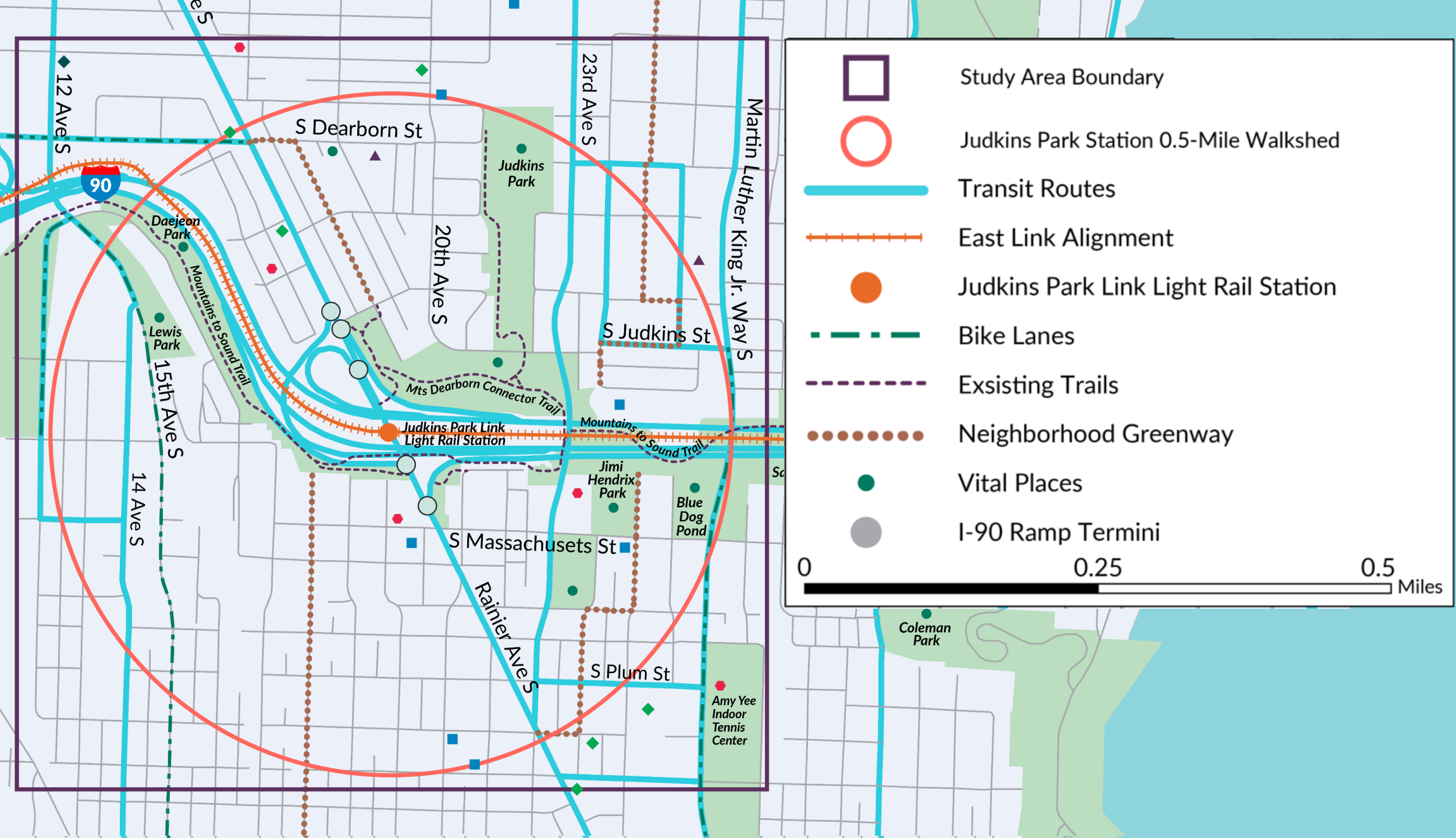
Overview, Background and Process

Study Goals



Image: Map of the Judkins Park area with the I-90 ramp endpoints, or “termini,” shown as blue dots.

- 1. Identify and recommend changes** to the I-90 ramps at Rainier Avenue South to improve safe travel for all and increase access to the future Judkins Park Link light rail station and community destinations.
- 2. Increase connectivity** in the neighborhood for those who ride public transit, walk, bike and roll.



Study Area Boundary



Judkins Park Station 0.5-Mile Walkshed



Transit Routes



East Link Alignment



Judkins Park Link Light Rail Station



Bike Lanes



Existing Trails



Neighborhood Greenway



Vital Places



I-90 Ramp Termini

0

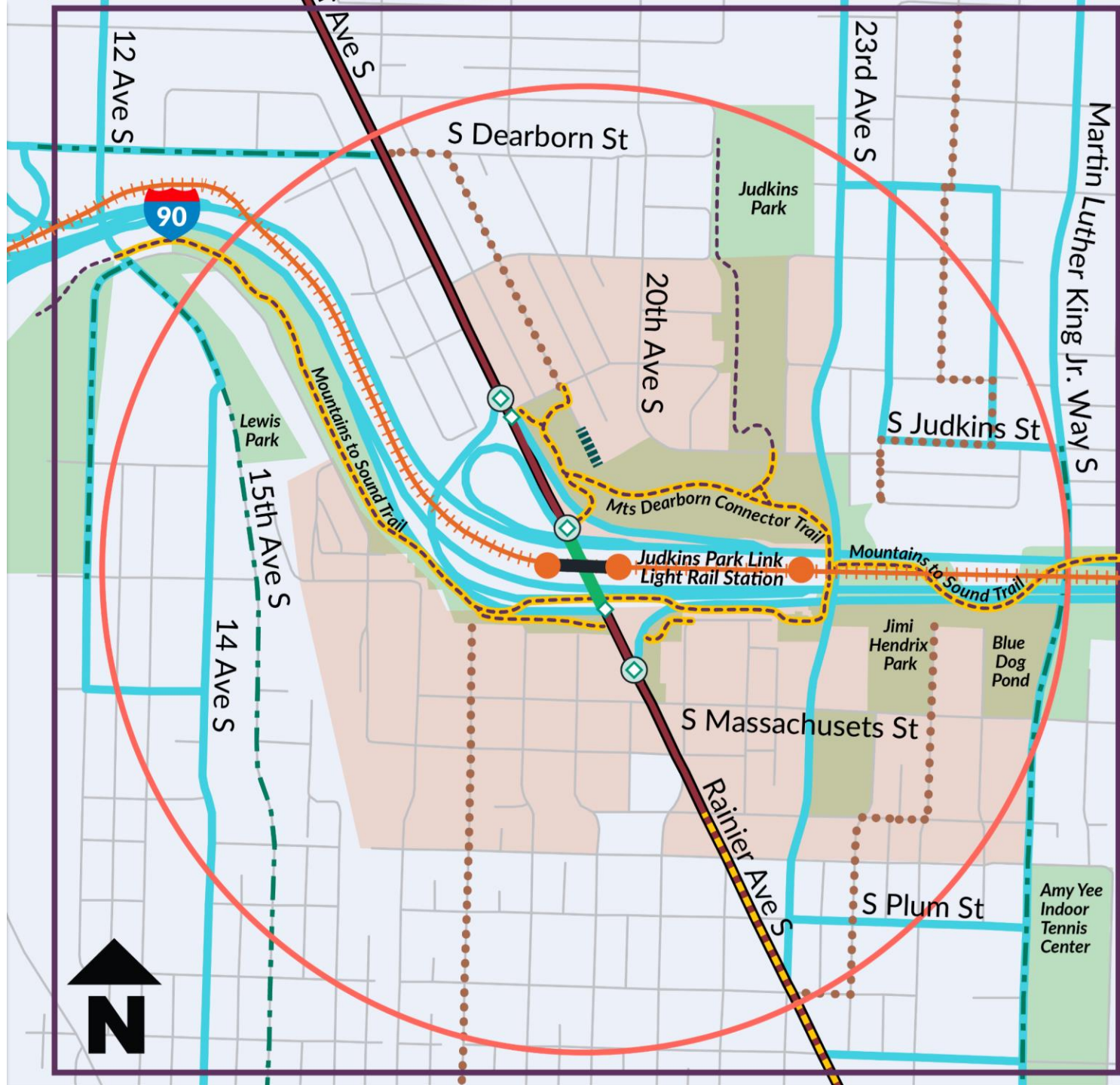
0.25

0.5

Miles

Timeline





Legend

- Study Area Boundary
- Judkins Park Station 0.5-Mile Walkshed
- Existing Trails
- Neighborhood Greenway
- Transit Routes
- Bike Lanes

Recent and Planned Projects

King County Metro

- Planned for RapidRide R

Sound Transit

- Planned East Link Alignment
- Judkins Park Station Entry
- Planned Judkins Park Station Pedestrian Bridge
- Planned Rainier Avenue South Buffered Bike Lanes

Seattle Parks and Recreation

- New Judkins Park Trail Lighting
- New Hiawatha Stairway Connection

Seattle Department of Transportation

- Ramps Near-term Improvement
- Proposed Judkins Park Station Area Curbspace Changes
- Planned Rainier Avenue South Northbound Bus Lane
- Planned for Reconstruction and Paving

Washington Department of Transportation

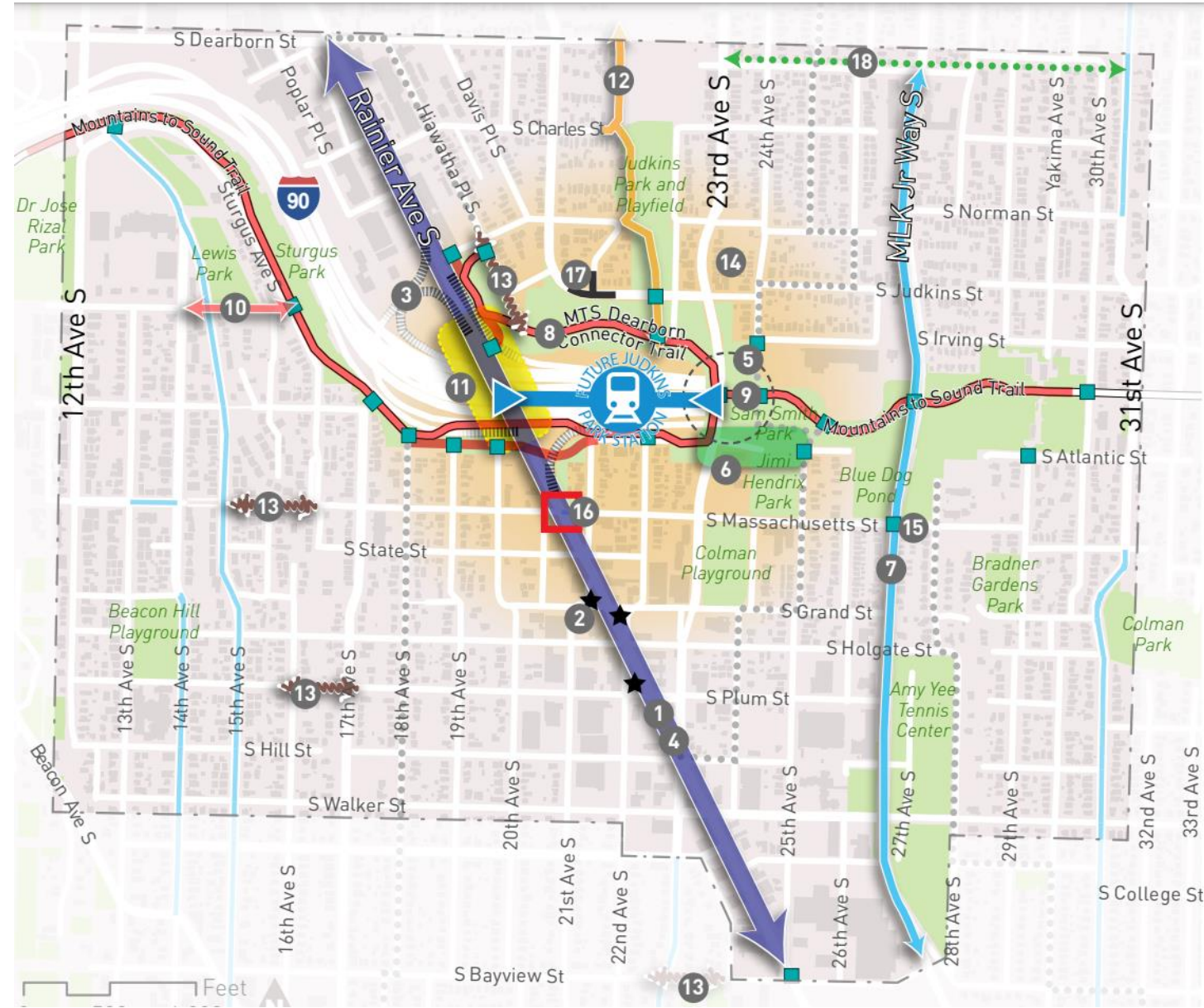
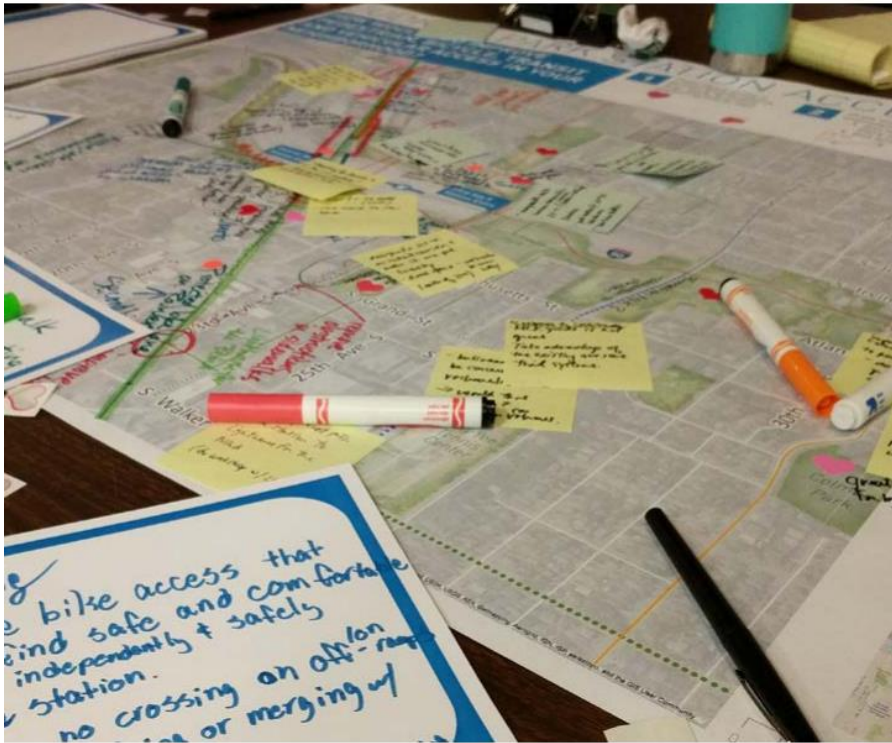
- WSDOT Improvements

0 0.25 0.5 Miles



Planning Context

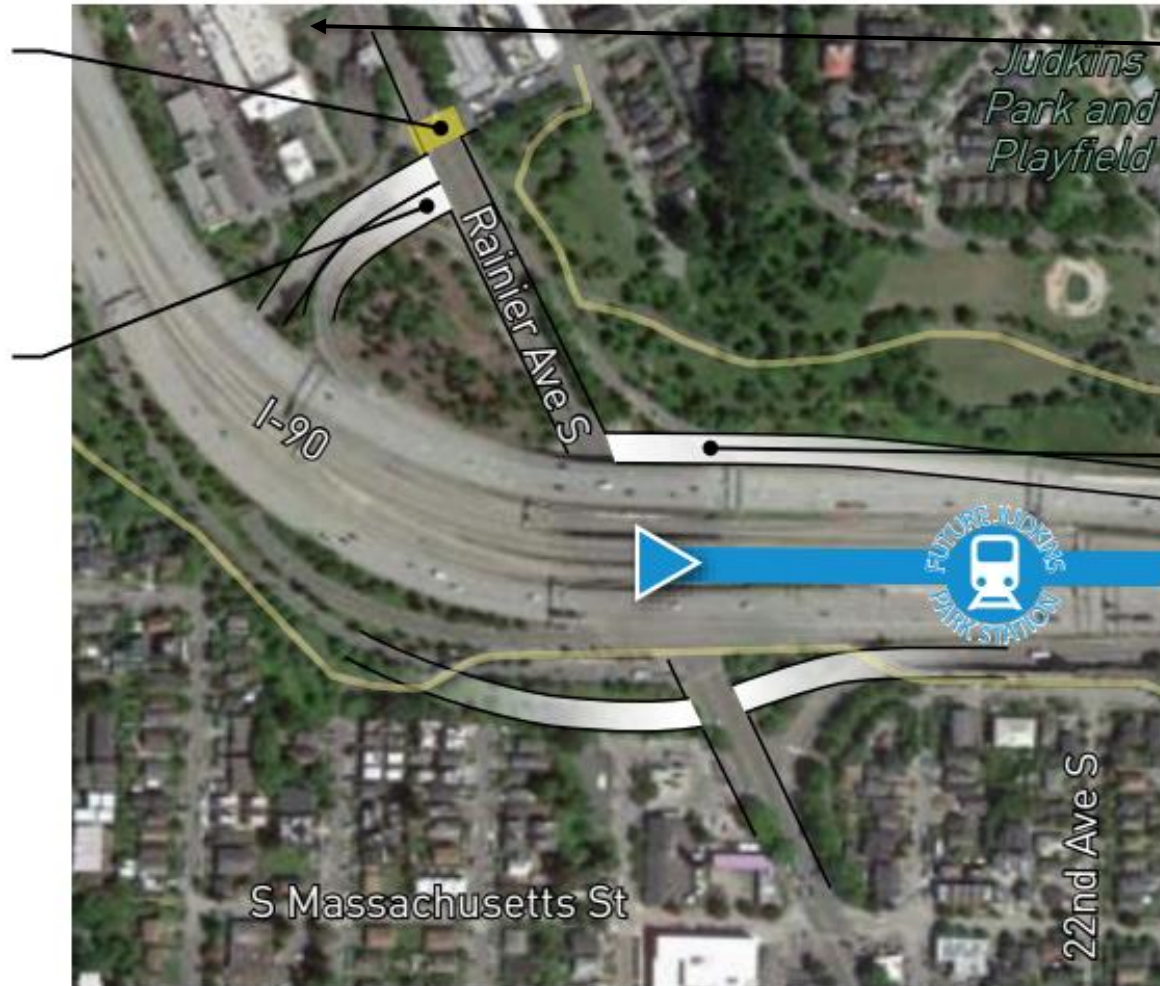
JUDKINS PARK STATION ACCESS STUDY



Judkins Park Station Access Study: I-90 Long-Term Goal

Add pedestrian crossings.

Consider allowing left turns so that the ramp in the northeast quadrant can be removed.

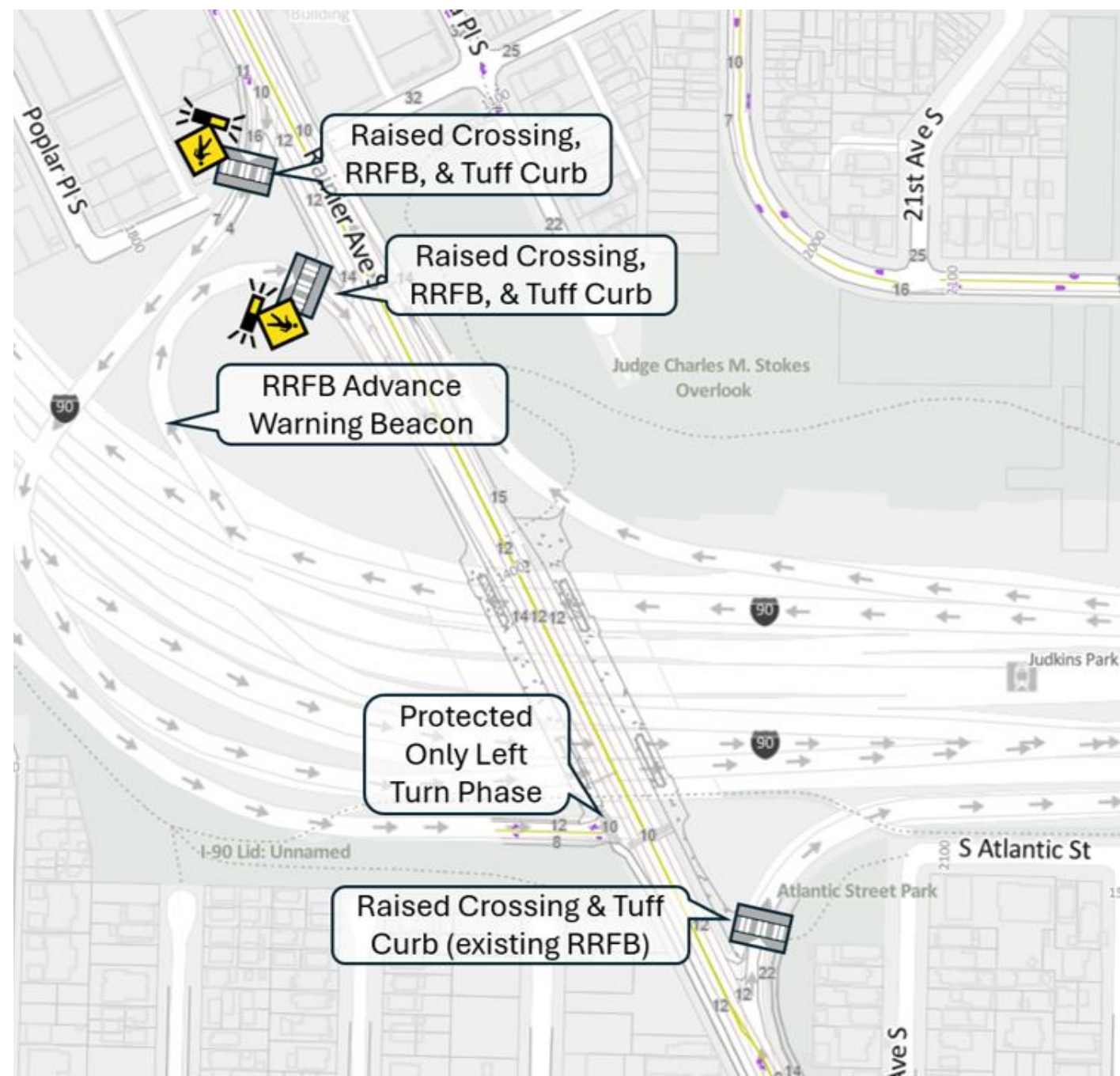


In the NE quadrant of Rainier Ave S and I-90, consider allowing development to activate the area and could help partially fund the intersection improvements.

Either T-up or consider closing this ramp and allowing development, which could help pay for these improvements.

SDOT Near-term improvements

- Partnership between WSDOT and City of Seattle
- **3 raised crossings** of the on/off-ramps at I-90
- Crossings will include **pedestrian-activated rapid flashing beacons**
- **Protected left-turn phase**



Study process

I-90 Judkins Park Station – Reconnecting Communities Study



Complete Streets



Various modes of travel near the Judkins Park Station.

WSDOT's Complete Streets policy creates and maintains safe streets for everyone.

The goal: Streets should be designed for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, including freight.

Priorities: safety and mobility

5-minute break

Community Engagement

Community feedback will guide WSDOT in:

- Identifying community transportation concerns and preferences
- Deciding how to measure benefits and impacts
- Developing, assessing, refining and selecting alternatives





Community Engagement: past, present and future

- ✓ Participated in one (1) walking tour
- ✓ Facilitated three (3) listening sessions
- ✓ Launched one (1) online survey
- Advisory Group – in progress
- Online open house and other opportunities – upcoming

Learnings from Walk and Roll Tour – Oct. 1

Hosted by Seattle Neighborhood Greenways

Concerns and Needs:

- Pedestrian crossings on ramps.
- Out-of-direction travel for safer routes, impacting time and convenience.
- Safety concerns for children, with limited walking space.
- Challenges for people with limited mobility: crossing times, uneven sidewalks, and narrow pathways.



WSDOT's learnings:

Continue collaboration with the community.

Explore innovative solutions to optimize pedestrian and cyclist experience.

Prioritize safety improvements and accessibility enhancements.

Learnings from Online Survey

944
Responses

Summary: Residents and community members view the area as unsafe and dangerous for non-drivers.

Concerns:



Safety



Vehicle traffic



Transportation options



On-ramps and off-ramps



Unsafe pedestrian experience



Transit



Unsafe cyclist experience



Personal security

Learnings from listening sessions

8

Attendees

3

Listening sessions

Community engagement suggestions:

- Involve the community
- Diverse outreach
- Collaborate
- Plan for the future

Concerns:

- Pedestrian Safety
- Cyclist Safety
- Noise Pollution
- Accessibility
- Environmental justice

Desired

improvements:

- Infrastructure improvements
- Traffic calming
- Transit and accessibility

Discussion:

Identifying community transportation concerns and preferences

The Advisory Group Charter

The Advisory Group Charter outlines the purpose, goals and expectations of the group. It serves as a guiding document to ensure effective collaboration and discussion.

What is your feedback?



Image: Two people riding bikes on the I-90 bike path with trees.

Discussion: Questions and feedback about the Advisory Group Charter?

Input needed: meeting times/days

WSDOT will schedule upcoming meetings for the Advisory Group with your preferences in mind. Each meeting will generally be about 2 hours.



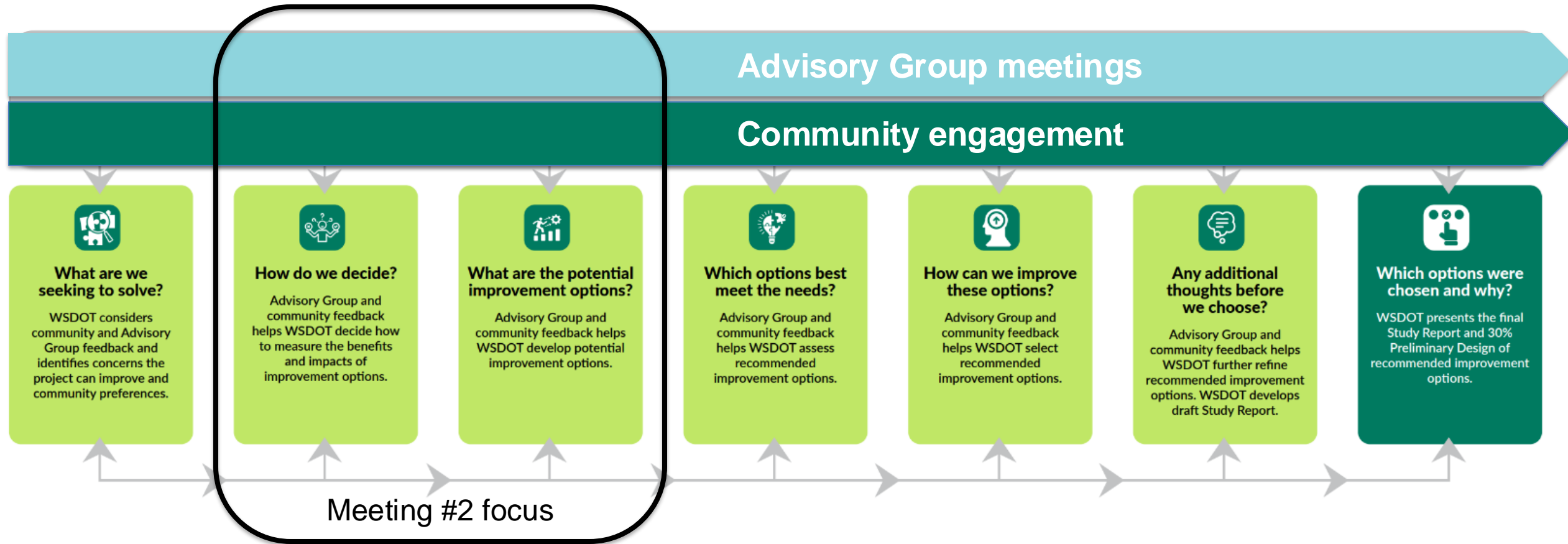
Ideal meeting time?

- What is your preferred time of day for meetings?
- What is your preferred day of the week for meetings?

ACTION: Amber will send a follow up email to gather your preferences.

Study process

I-90 Judkins Park Station – Reconnecting Communities Study



Orientation: Existing Ramps



Access Study: I-90 Long-Term Goal #1

Identify and recommend changes to the I-90 ramps at Rainier Avenue South to improve safe travel and access.

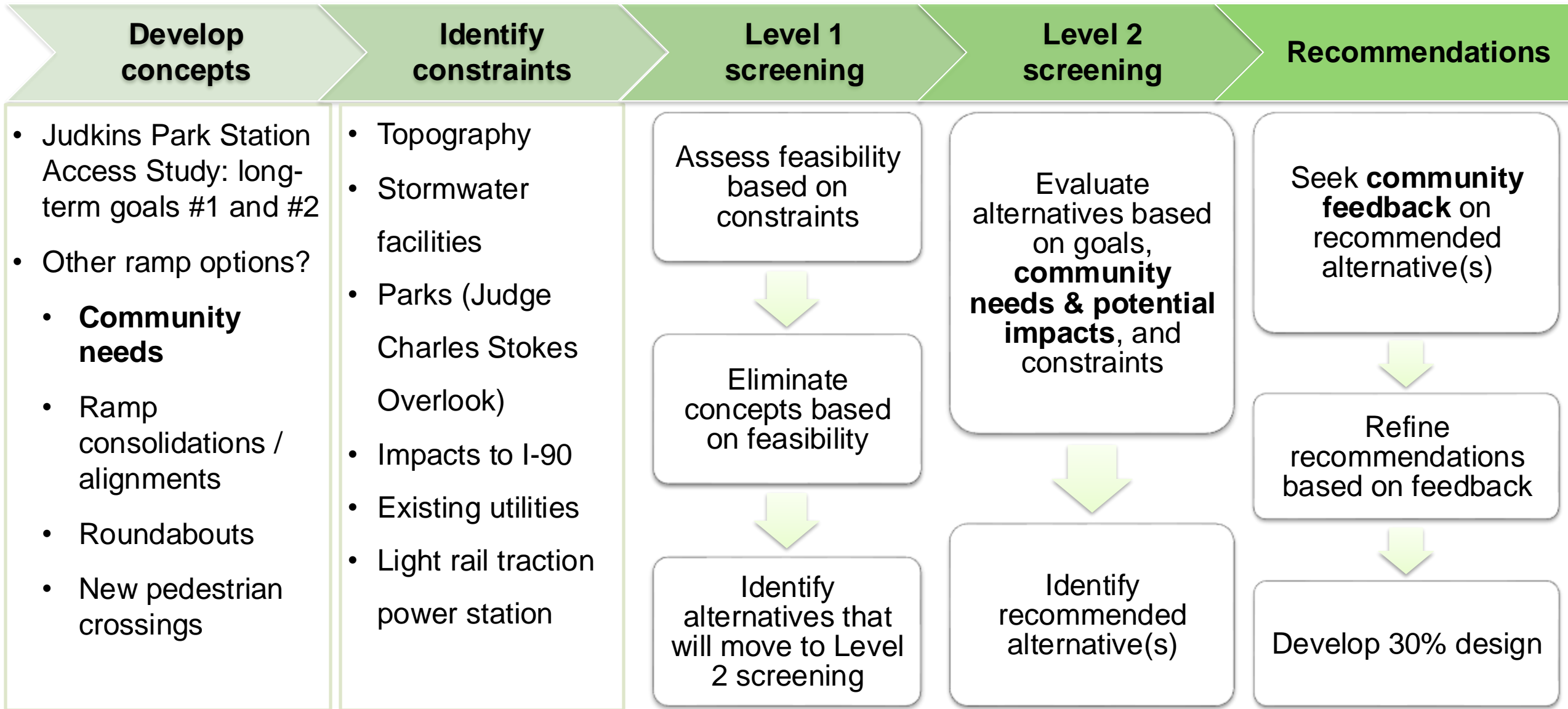


Access Study: I-90 Long-Term Goal #2

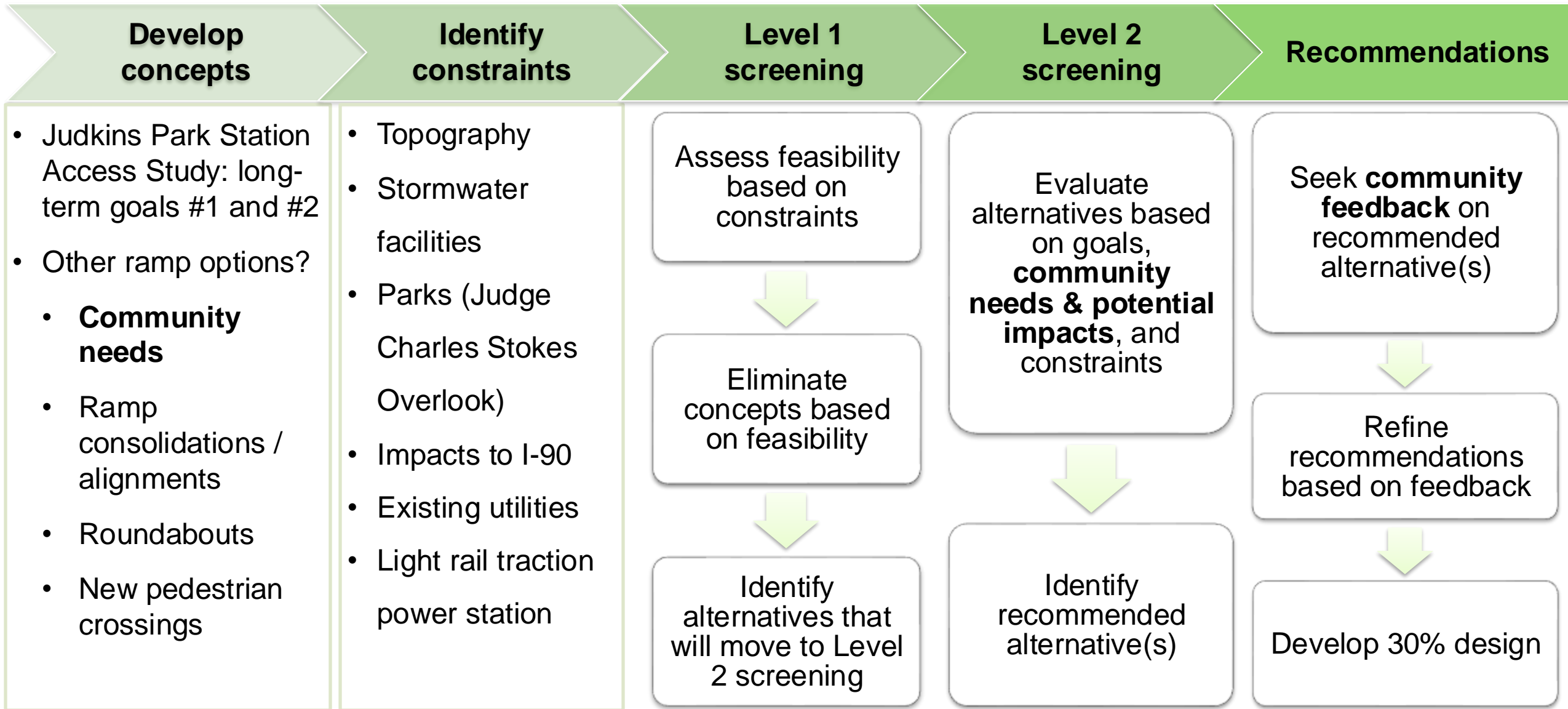
Increase connectivity in the neighborhood for those who ride public transit, walk, bike and roll.



Ramp Study Process



Questions or comments?



Wrap-up & next steps

- ❑ **Action:** Fill out the follow-up poll about meeting times.
Look for upcoming meeting invitations.
- ❑ **Action:** Send final input about the Charter by Friday, Dec 20.
- ❑ **Action:** Review, approve and/or give feedback on meeting notes once they are sent out.
- ❑ **Action:** Share what you learned with your community
- ❑ Compensation to follow *(for those who requested)*



Stay connected



Sign-up for Seattle Area News for study email updates:

<https://public.govdelivery.com/accounts/WADOT/subscriber/new>



Learn more about the study at our website:

<https://wsdot.wa.gov/construction-planning/search-projects/i-90-judkins-park-station-reconnecting-communities>



Thank you for joining us today!

See you next time!

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April Delchamps

Study Lead

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April.Delchamps@wsdot.wa.gov