WSDOT I-90 Judkins Park Station – Reconnecting Communities Study

Advisory Group Meeting #6

August 20, 2026

Welcome! **Thank you** for your time today. We will begin at 5:00 p.m.

Group guidelines

Mute when not speaking.

Raise your hand or write in the chat with questions or comments.

- **We will stop along the way for questions and comments.**

Active participation.

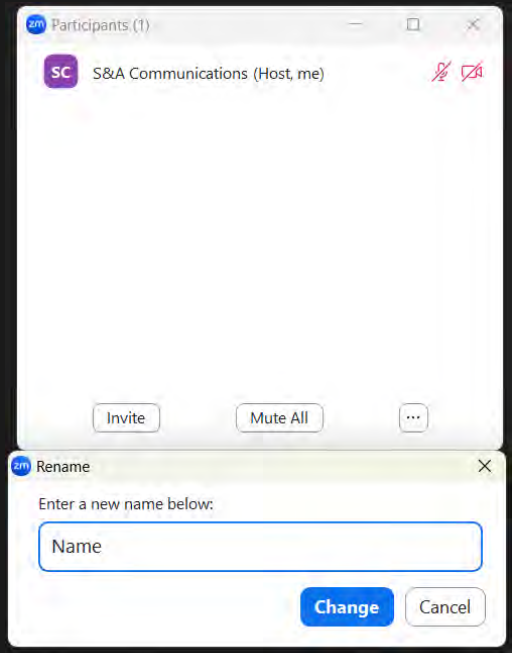
Encourage the participation of others by listening.

Be Respectful.

Amber Stanley: amber.stanley@wsdot.wa.gov

Zoom controls

Update your name if needed in Participants window



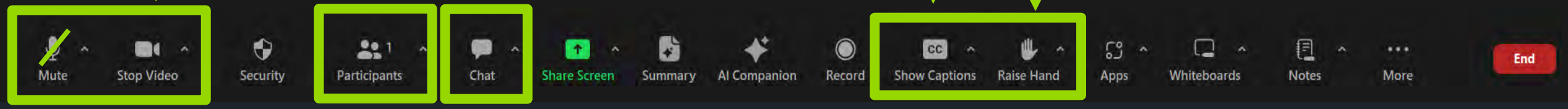
Mute when not speaking

Video on if possible

Join chat

Turn on captions here

Raise hand to speak



Agenda

- Welcome and introductions
- Orientation and study recap
- Speed data updates and Q&A
- Early intersection graphics and reactions
- Community engagement moving forward
- Next steps and wrap-up

Introductions – Advisory Group

Abhay Gupta
The Bikery

Alex Cooley
Community member

Alison Miller
Seattle Office of Planning & Community Development (OPCD)

Anna Zivarts
Nondrivers Alliance

Betsey McLaughlin
Sound Transit

Caylen Beaty
Seattle Department of Transportation (SDOT)

David Miller
Lighthouse for the Blind

Dante Rhodes
Thurgood Marshall Elementary School

Flora Tempel
Mt. Baker Hub Alliance

Frances Tung
Community member

KL Shannon
Whose Streets? Our Streets!

Lluvia Ellison-Morales
King County Metro

Margaret McCauley
School Safety Traffic Committee

Matthew Wilson Duval
YMCA Social Impact Center

Michael Gillespie
community member

Nora Weiss
Atlantic Street Center

Oleg Dusaev
Stellina Homeowners Association

Phelana Pang
Seattle Girls' School

Rachel Banner
Seattle Parks & Recreation

Ryan Young
Stewart Lumber & Hardware Co.

Simon Knaphus
Beacon Hill Council Seattle

Sofia Mastikhina
King County Metro

Stacy Turner
Hamlin Robinson School

Weng-Ching Cheung
Sound Transit

Introductions – the study team

Amber Stanley/Brett Rannow
WSDOT – Community Engagement Lead

April Delchamps
WSDOT – Study Lead

Christina Strand
WSDOT – Traffic Lead

Craig Schoenberg
WSDOT – Traffic (Active Transportation) Lead

Eric Zackula
WSDOT – Communications Lead

Kenneth Ezeokeke
WSDOT – Design Lead

Seana Fournier
WSDOT – Environmental Lead

Zack Howard
WSDOT – Complete Streets Lead

Alex Atchison
Consultant

Fred Young
Consultant

Randi Eseltine
Consultant

Michael Houston

Consultant

Dylan Passmore

Consultant

Scott Sawyer
Consultant

Orientation and grounding

Orientation: existing ramps

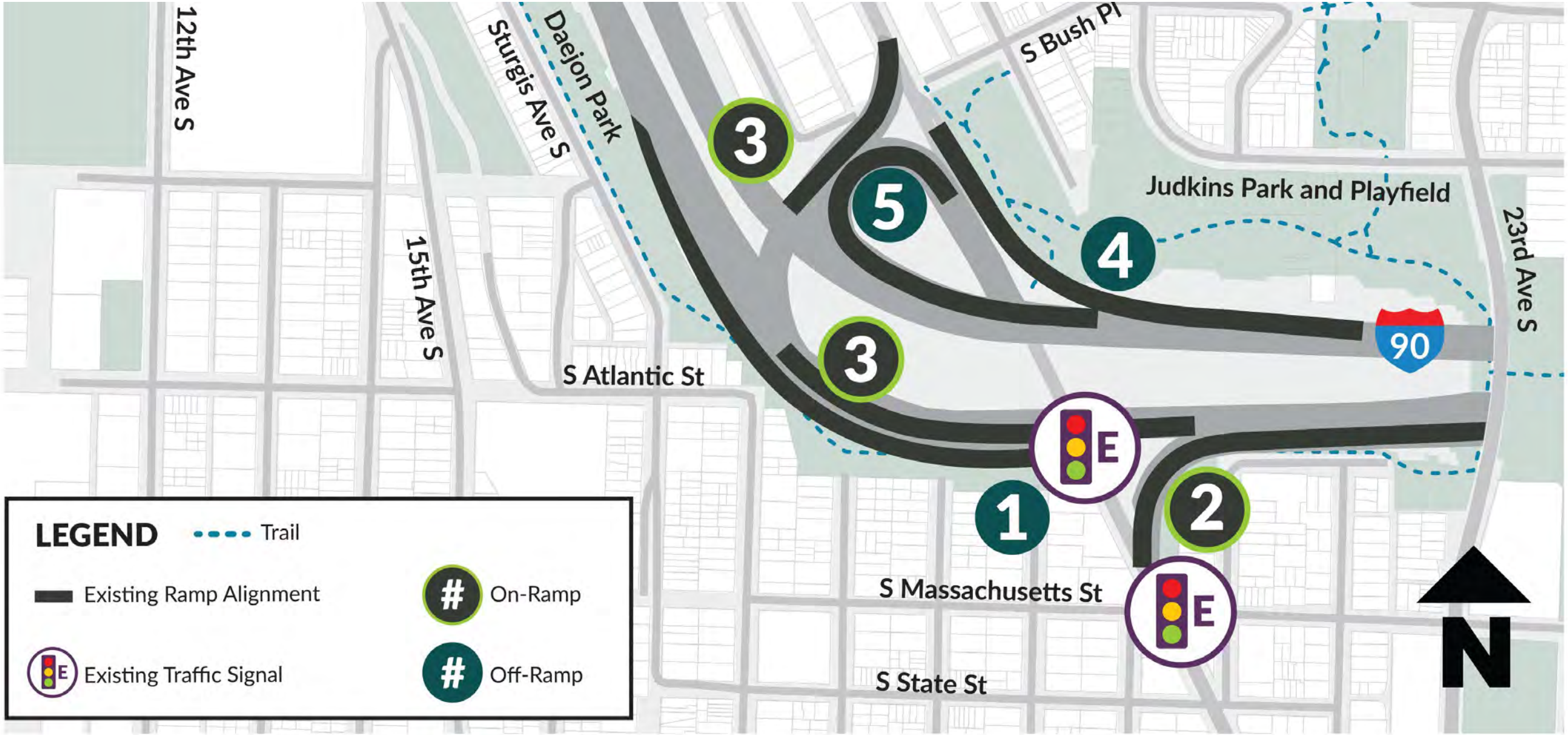
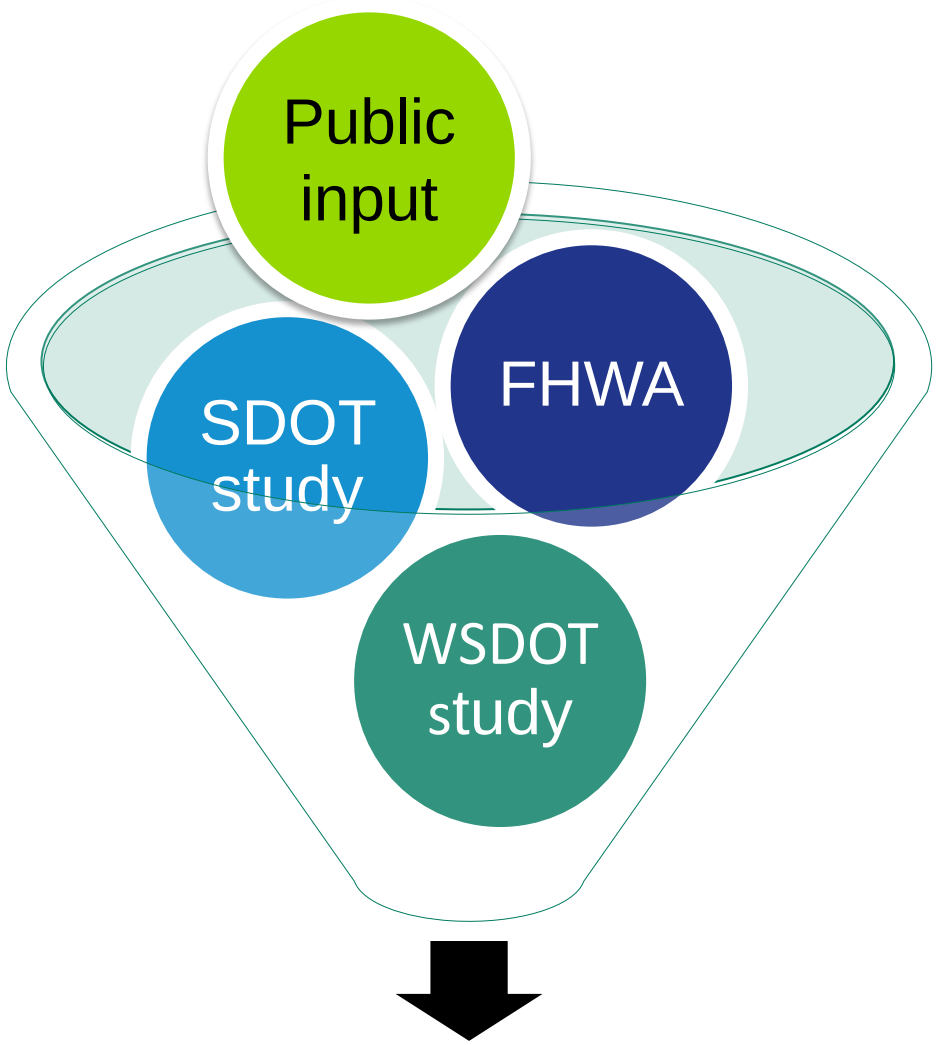


Image: Map of the Judkins Park area with the I-90 ramp endpoints shown as orange dots.

Study goals

1. **Improve safe travel for all** by identifying and recommending changes to the I-90 ramps at Rainier Avenue South while increasing access to the future Judkins Park Link light rail station and community destinations.

2. **Understand and improve connectivity in the neighborhood** for those who ride public transit, walk, bike and roll.



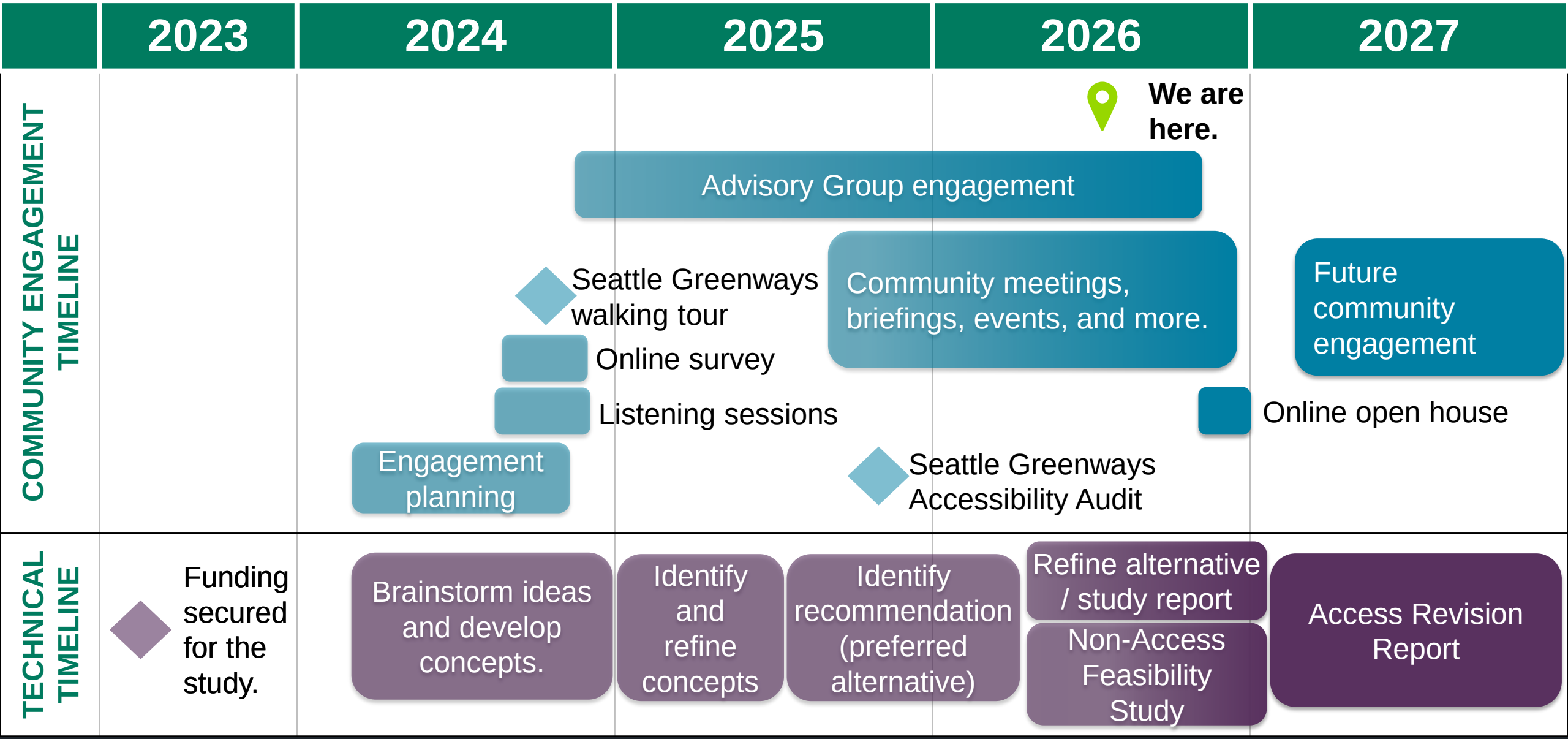
Improvements to the I-90 ramps

Study foundation

The foundation of this study is built on four key pillars:

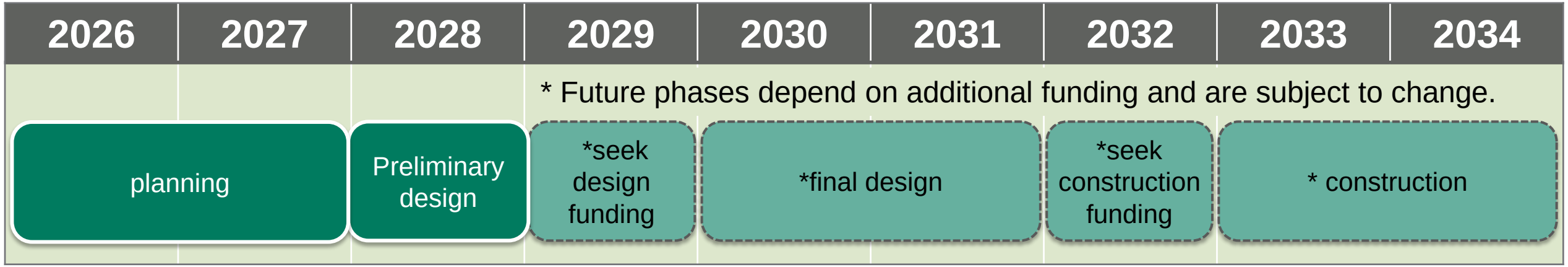
1. Public input
2. Seattle Department of Transportation (SDOT) Judkins Park Station Access Study
3. WSDOT I-90 Judkins Park Station – Reconnecting Communities study
4. Federal Highway Authority (FHWA) requirements

Current study timeline



Big picture timeline

We are here.

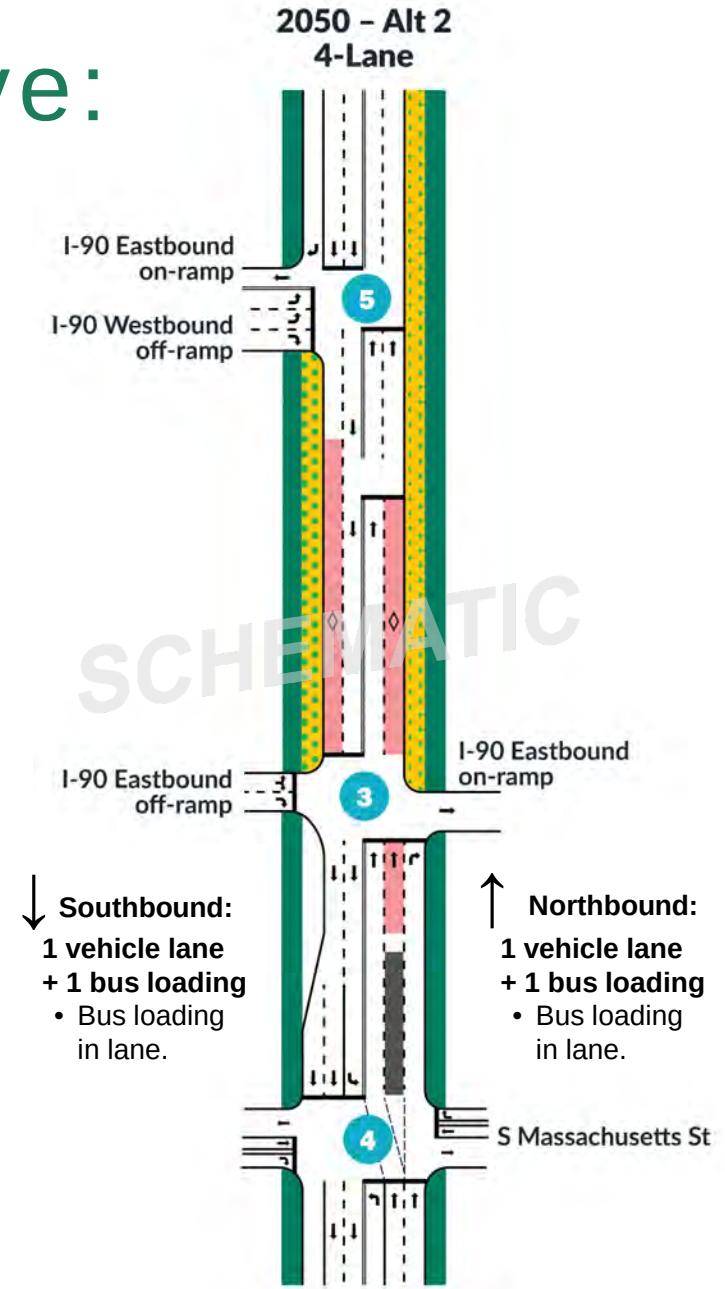


Key:

Steps that are funded.

Steps for which WSDOT will seek funding.

Study's recommended alternative: Alternative 2



Questions?

Crossing improvements & speed data

Raised crosswalks and speed data

This year, WSDOT/SDOT installed raised crosswalks and rectangular rapid flashing beacons at three of the ramps. After they were installed, we went out and gathered vehicle speed data to measure their impact.

Speed data results

Results were positive.

The top-end speeds on one ramp went down by as much as 45% (71 mph to 39 mph).

For reference: The speed limit on Rainier Avenue South is 25 mph.

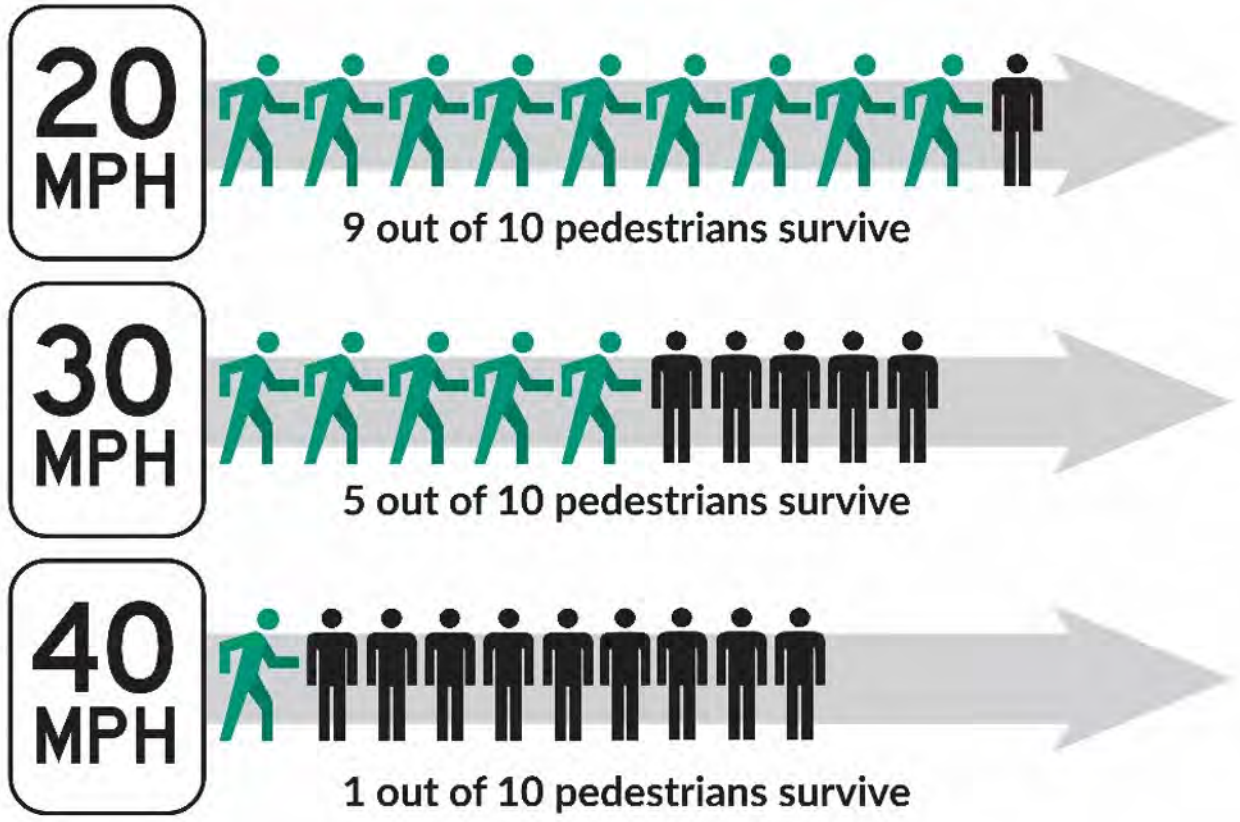
< 26 MPH

The average speeds for vehicles at all three crosswalks is now less than 26 mph.

Why these changes in speed matter

The highest recorded speeds, sometimes called outlier speeds, are the most challenging for people who bike, walk, roll or drive in the neighborhood.

These changes in top-end speeds significantly increase safety for all modes of travel.

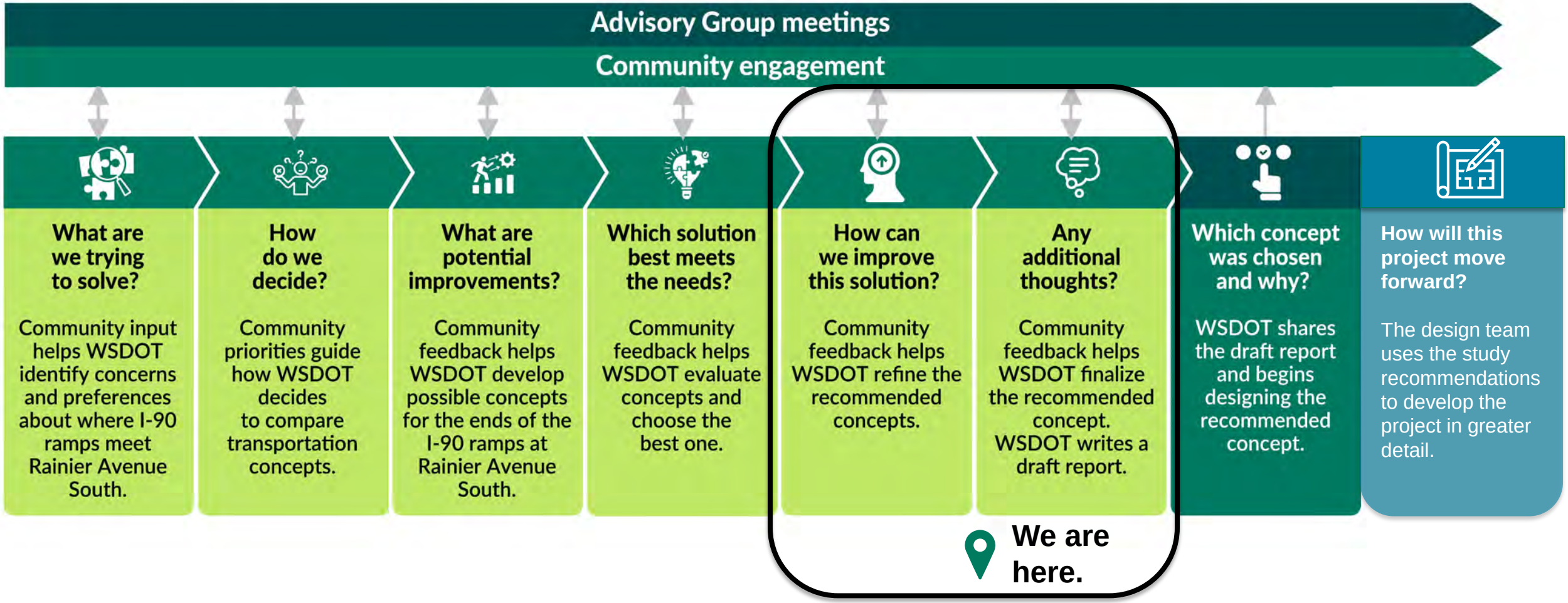


Questions?

Intersection graphics and reactions

Study process

I-90 Judkins Park Station – Reconnecting Communities Study



Thinking about the design phase

This study has answered: **“What should we build?”**

Design will answer: **“What should the intersections feel and look like?”**

Today's conversation is about:

- **Comfort**
- **Character**
- **Identity**
- **Experience**

Not whether the connection should exist, but what will make people more willing to use it.

People-centered approach: personas

Person traveling by cargo e-bike.

- Carry goods or people.
- Types of trips:
  - Shopping
  - Taking kids to school.
  - Commuting to work.
  - Going to transit.

Group of teens traveling to an afterschool program.

- Familiar with the route
- Confident in their abilities.
- Have potential to be distracted.

Person with a visual impairment.

- Have visited the area before but not frequently.
- May use an audible assistive app to help them navigate.
- Rely on tactile queues.

Person who uses a mobility assistive device.

- Are a longtime resident of the neighborhood.
- Know their way around, but there are a few obstacles with accessible routes.

Person traveling who does not speak English as their first language.

- English wayfinding signs may be a barrier to accessing information.
- May rely on a map app on their phone.

Personas feedback from meeting #4

Key themes that we heard:

Design considerations

- Participants emphasized design that enhances:
  - Safety
  - Accessibility
  - Navigability

Maintenance

- How things operate and are cared for will foster long-term success.

Human behavior

- We cannot control how people act. We can plan for some common, predictable, risky behaviors that have been observed.

Lighting

- There is a strong preference for improved street lighting.

Personas feedback from Meeting #4 (cont.)

Neighborhood growth & development

- The neighborhood has changed a lot, including housing, businesses and services.
  - People want and need access to these resources.

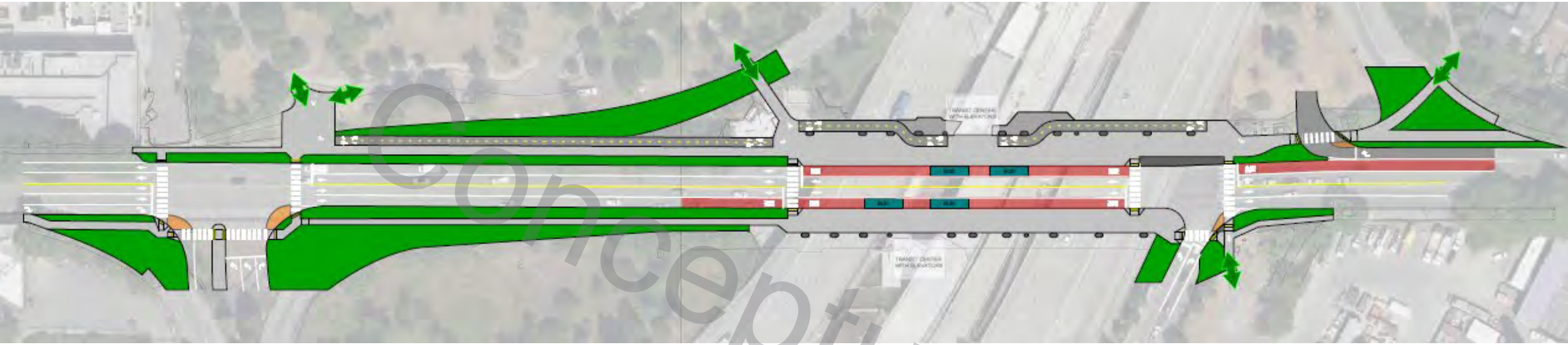
Personas intersect

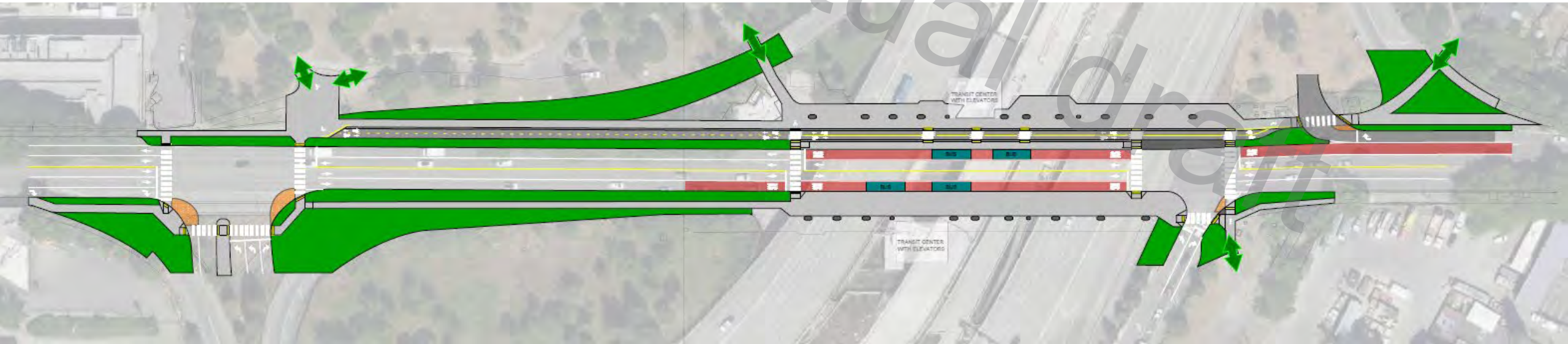
- People might identify with multiple personas and experiences.

Populations to consider

- Judkins Park is a highly diverse neighborhood.
- Also consider people who may be:
  - Children.
  - Elderly.
  - Experiencing homelessness.
  - Living in the area or commuting for work.
  - Living with a disability.
  - Speaking different languages.
  - Visiting from another city or country.

Imagine what this could look like





Conceptual draft

Imagining: south of I-90

looking north

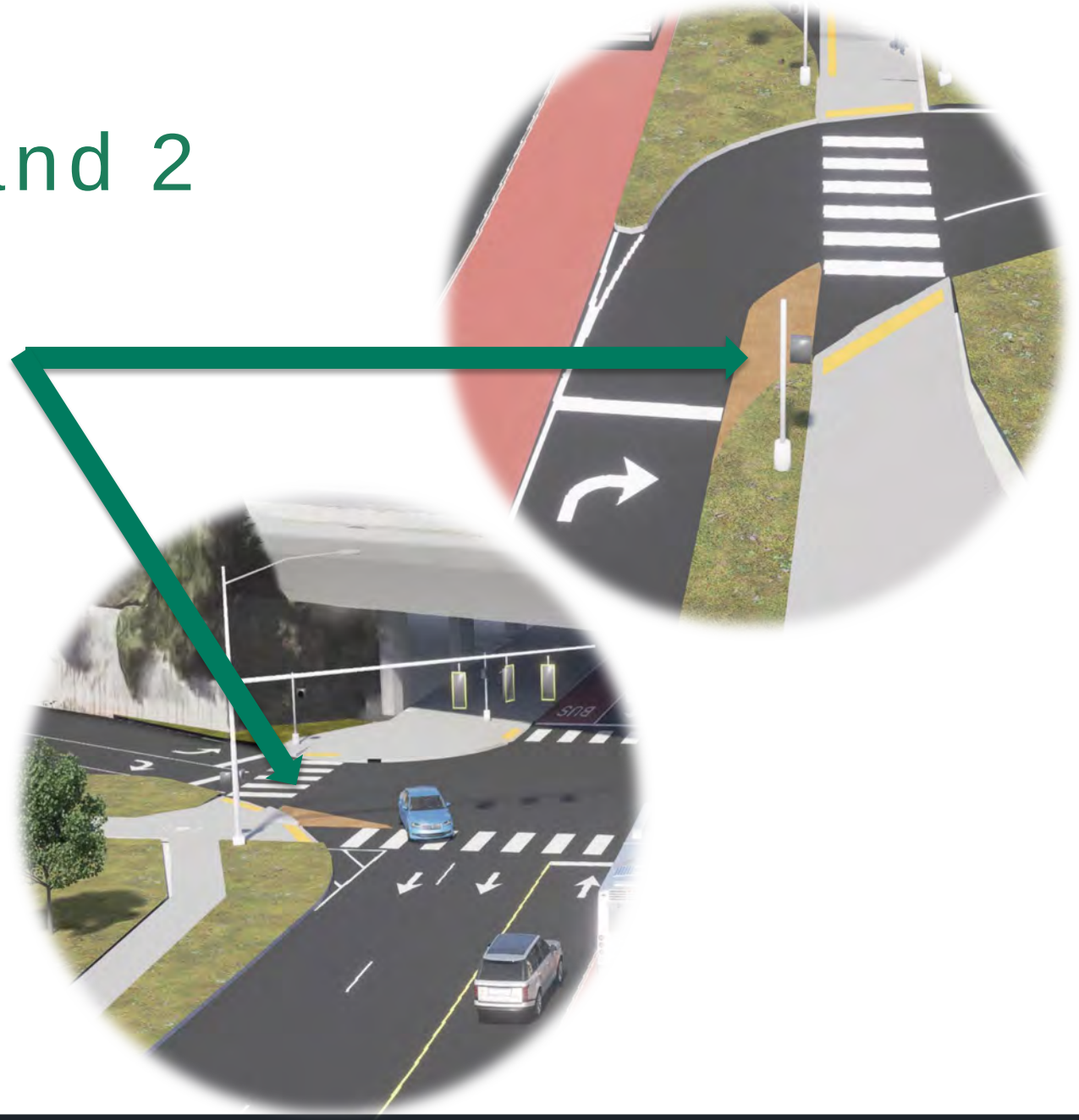
This conceptual rendering helps us imagine what this area could look like in the future.

Imagining south of I-90: Ramp 2

New stop and signal.
Right turns on green only.

Imagining south of I-90: Ramp 1 and 2

“Truck aprons” reduce car speeds, while providing space for turning trucks.



Example:

Imagining south of I-90

Separated bike lanes.

Bus priority lanes.

Imagining: north of I-90,

looking south.

This conceptual rendering helps us imagine what this area could look like in the future.

Imagining: looking south to I-90

New traffic light, with no right turns on red.

New crosswalks with ample time for people and bikes to cross.

Imagining: south of I-90

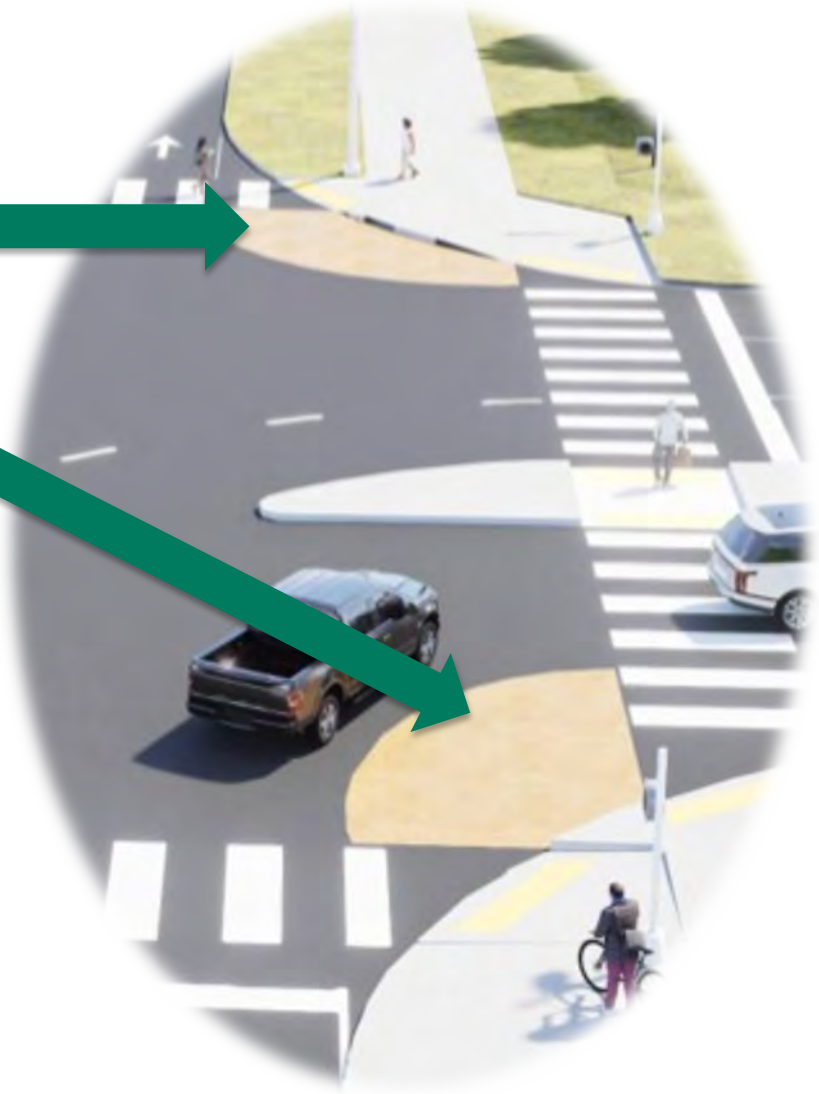
Separated bike lanes.

Wider sidewalks.

Bus priority lanes.

Imagining: south of I-90

“Truck aprons” reduce car speeds while providing space for turning trucks.



Example:

Activity: Breakout rooms

Format: Breakout rooms, ~30 minutes.

Your room: There will be up to eight Advisory Group members + two project team members, including:

- one facilitator
- one subject matter expert
- one notetaker

Privacy: There will be no video recording of breakout rooms.

Notes will be summarized anonymously and shared on the project webpage.

Group guidelines

Active participation. Share your experiences and perspective.

Encourage the participation of others by listening. Listen actively and invite others to share.

Be Respectful. Be respectful of all viewpoints and experiences.

Stick to the scope. Keep discussions on topic.

Breakout rooms: discussion

Think about how this alternative could look in real life.

- What would make crossing at the I-90 ramps to get to nearby destinations easier and more comfortable?
- What should the design team keep in mind for people walking, rolling, biking or using transit in the area?
- What features would best align with the character of this local community?

Activity: Breakout rooms

We will carry this input into design so the next phase can focus on how the alternative works for people in real life.

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Questions?

Let's get started.

Activity: Breakout room recap

Thank you for the discussions.

What did your breakout room discuss?

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Community Engagement

Coming soon!

- Online open house.
- One more meeting Advisory Group meeting.
- Come see us at community events this fall!
  - Central District Farmers Market:

    September 18.
  - More to come!

Wrap-up & next steps

ACTION: April to follow up about upcoming in-person engagement.

ACTION: Stay tuned for details on our next Advisory Group meeting!

ACTION: Give feedback about this meeting.

ACTION: Review, approve or give feedback on the meeting notes.

ACTION: Amber will follow up about compensation for people who opted in.

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!

See you again soon!

Brett Rannow

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Management of Mobility, Sno-King Area

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Study Lead

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