

WSDOT I-90 Judkins Park Station – Reconnecting Communities Study

Advisory Group Meeting #3
September 11, 2025

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

Zoom controls

Update your
name if needed
in Participants
window



Mute when not
speaking



Video on if
possible



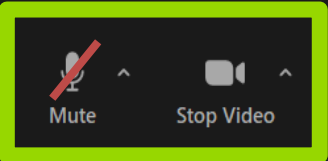
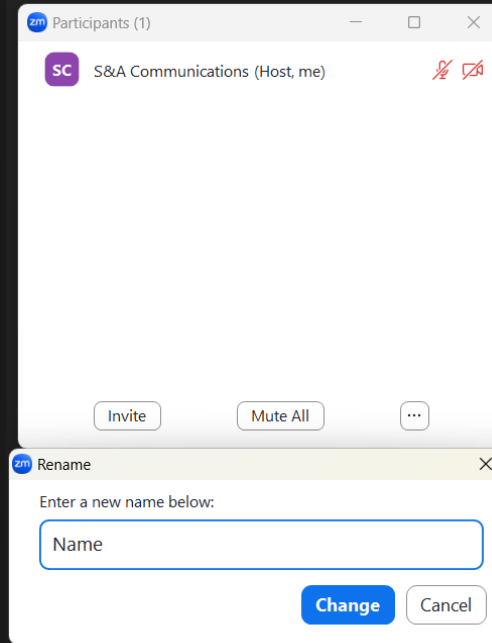
Join chat



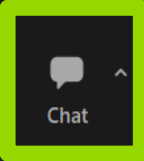
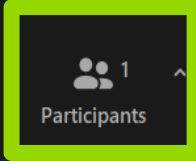
Turn on
captions here



Raise hand to
speak



Security

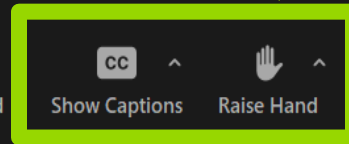


Share Screen

Summary

AI Companion

Record



Apps

Whiteboards

Notes

More

End

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

Agenda

- Welcome and warm up
- Study foundation
- Level 1 concepts: walk through
- Level 2 alternatives: walk through
- Level 2 criteria & scoring
- Community engagement moving forward
- Next steps and wrap-up



Introductions – Advisory Group

Abhay Gupta

The Bikery

Alex Cooley

Community member

Alex Krieg

Sound Transit

Andy Sheffer

City of Seattle

Anna Zivarts

Disability Rights Washington

David Miller

Lighthouse for the Blind

Donna Dugan

Thurgood Marshall Elementary

Flora Tempel

Mt. Baker Hub Alliance

Frances Tung

Community member

Gabi Kappes

King County Metro

Ganth Lingham

City of Seattle

KL Shannon

Whose Streets? Our Streets!

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

Ryan Young

Stewart Lumber & Hardware Co.

Sara Belz

City of Seattle

Simon Knaphus

Beacon Hill Council Seattle

Sofia Mastikhina

King County Metro

Stacy Turner

Hamlin Robinson School

Introductions – the study team

Amber Stanley

WSDOT – Community Engagement Lead

April Delchamps

WSDOT – Study Lead

Craig Schoenberg

WSDOT – Traffic (Active Transportation) Lead

Eric Zackula

WSDOT – Communications Lead

Zack Howard

WSDOT – Complete Streets Lead

Christina Strand

WSDOT – Traffic Lead

Seana Fournier

WSDOT – Environmental Lead

Kenneth Ezeokeke

WSDOT – Design Lead

Alex Atchison

Consultant

Darcy Edmunds

Consultant

Fred Young

Consultant

Randi Eseltine

Consultant

Scott Sawyer

Consultant

Warm up

Q: How do you usually join these meetings?

Please put your responses in the chat.



Study overview and context setting

Orientation: existing ramps



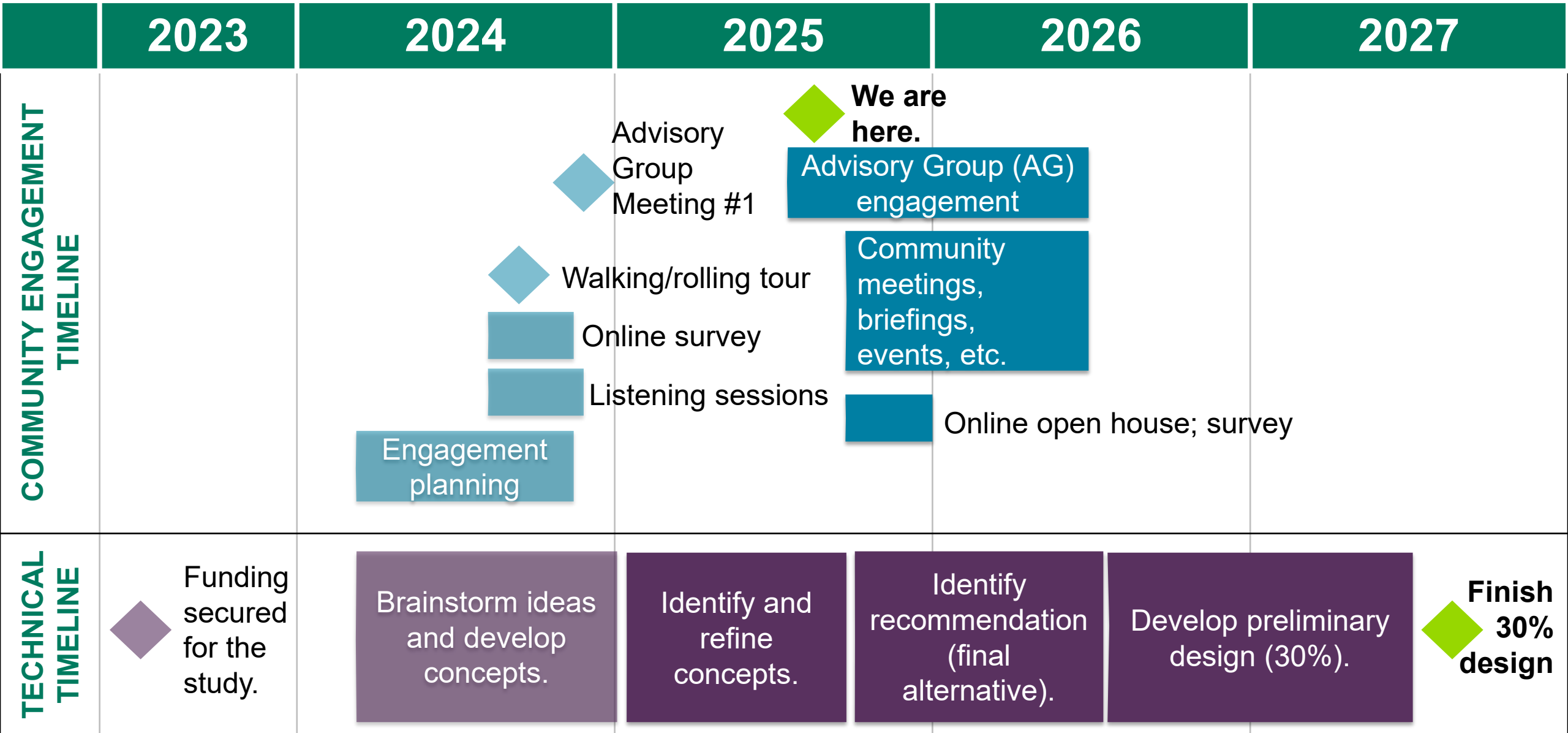


Image: Map of the Judkins Park area with the I-90 ramp endpoints shown as blue dots.

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.

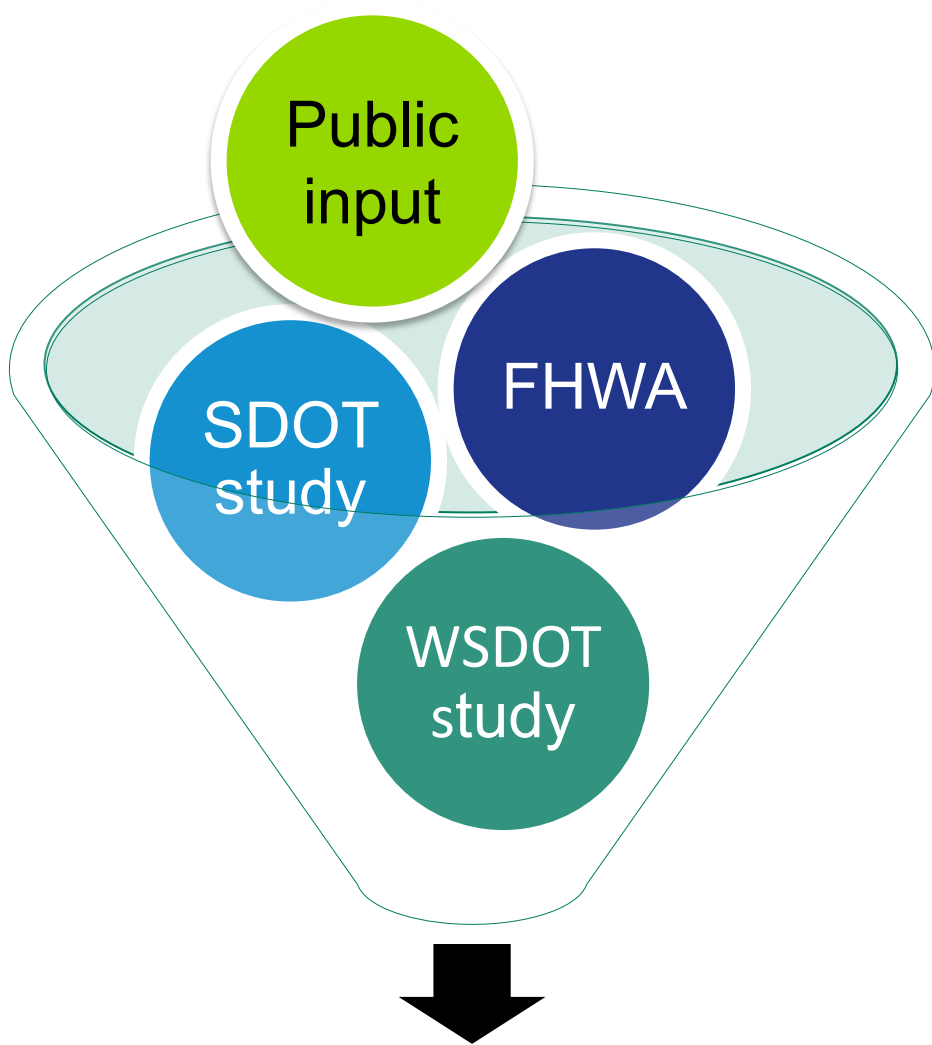
Timeline



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



**Improvements to the
I-90 ramps**

SDOT's Study: Judkins Park Station Access Study



Design concepts - Alternative 1 and 2 originated from SDOT's 2019 study.

Equity and community - Avoid disproportionate impacts on marginalized communities.

Property and economy - Minimize impacts to property, businesses and the neighborhood economy.

Interagency coordination - Prioritize partnerships with other agencies doing work in the area.

Community engagement strategy - Ensure a community-focused approach.

Safety and accessibility goals - Focus on the need for pedestrian and cyclist improvements.

WSDOT's study: Judkins Park Station – Reconnecting Communities



What we *are* considering:

- Relocating and/or consolidating on-ramps and off-ramps.
- Enhancing safety and access at the ends of the I-90 ramps.

What we are *not* considering:

- Removing the I-90 interchange.
- Adding or removing which directions traffic can go in the Rainier Avenue S and I-90 area.

FHWA requirements

Since I-90 is an interstate highway, the Federal Highway Administration requires that our final recommendation does not cause ramp queues (traffic) to back up onto the I-90 lanes.



Level 1 Screening: the eight concepts

Level 1 Criteria: what do they mean?

Improve active transportation access.

Based on the number of times a pedestrian or bike crosses the end of a ramp.

Reduce exposure.

Based on the total number of lanes a pedestrian or bike needs to cross at intersections.

Reduce vehicle operating speeds.

Based on the number of intersections that have traffic lights or yield/stop signs along Rainier Avenue S.

Optimize spacing of Rainier Avenue S crossings.

Based on how well spacing between crossing opportunities matches with where people want to go.

Enhance parks, green space, and frontage.

Based on opportunities for green space and/or frontage improvements.

Minimize off-ramp queue length.

Based on the level of impact to I-90 caused by ramp traffic backing up.

»» Concept 1: Advanced to Level 2 (Alternative 3).



»» Concept 2 (SDOT Study): Advanced to Level 2 (Alternative 2).



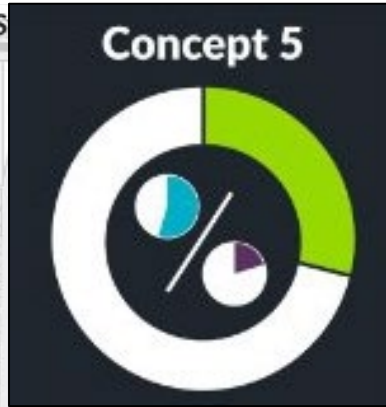
X Concept 3: Eliminated before Level 1.



»» Concept 4: Advanced to Level 2 (Alternative 4).



✗ Concept 5: Screened out in Level 1.



»» Concept 6 (SDOT Study) Advanced to Level 2 (Alternative 1).



✗ Concept 7: Screened out in Level 1.



✗ Concept 8: Screened out in Level 1.





Alternative 1

Formerly Concept 6 (originated from the SDOT study in 2019)



Alternative 2

Formerly Concept 2 (originated from the SDOT study in 2019).



Alternative 3

Formerly Concept 1



Alternative 4

Formerly Concept 4

Level 1 Screening Results

Let's discuss!

Are there any questions about the concepts?

Do you have any feedback about the four alternatives that are moving forward?

Additional questions?

Concept Value



5-minute break

Level 2 Criteria

What do they mean?

Why do they matter?



Criteria vs. design

We can measure some things now.

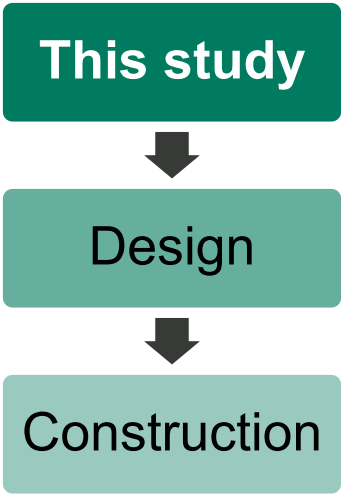
Other details will be evaluated once a preferred alternative is chosen.

Big picture first:

Details (like fixing cracked sidewalks) will be considered as part of any option we choose.

It's still early:

These are still “rough sketches”—we cannot score details that have not been designed yet.



For example:

Feedback	Can we score it?
Improve active transportation access	Yes – We can measure how well each option connects to transit, bike and pedestrian routes.
Better drainage	Later – Drainage solutions will be designed after we choose a preferred alternative.

Level 2 Criteria: what do they mean?

Improve active transportation access.

Based on how visible and predictable pedestrian and bike crossings are for drivers.

Reduce exposure.

Based on physical and time separation between vehicles and pedestrians or bikes.

Reduce vehicle operating speeds.

Based on expected reduction in vehicle speeds.

Optimize spacing of Rainier Avenue S crossings.

Based on how well crossings match pedestrian and/or cyclist travel patterns.

Enhance parks, green space and frontage.

Based on potential to increase or decrease park, green space and/or frontage.



Minimize off-ramp queue length.

Based on the level of impact to I-90 caused by ramp traffic backing up.



Minimize transit speed and reliability impacts (*NEW*)

Based on the level of travel time impacts on transit routes.



Level 2 scoring process

How do we continue to choose the best alternatives?



Activity: weighting criteria

We want to hear from you!

- **You will have 100 points to distribute between seven criterion.**
- Your answers will remain anonymous.
- We encourage you to use at least one or more points on each criterion.



5-minute break

Community engagement:

What to expect

Upcoming community engagement efforts:

- ***NEW*** blog post live!
- **Online open house and survey**
- Upcoming **in-person presence**



Community engagement

We aim to meet people where they are and hear directly from those who live, work and spend time in this area. **What is your advice?**



With what organizations, community leaders or influencers should we connect?



What events, meetings or gatherings should we be at to ensure others have a chance to be involved?



Where do people naturally gather in the neighborhood?

What's Next for the Advisory Group?

Today:

- ✓ Availability for Advisory Group Meeting #4?

As follow up:

- ☐ Your general availability
- ☐ Post-meeting feedback



Wrap-up & next steps

ACTION: Give feedback about this meeting.



ACTION: Fill out the future meeting availability survey.



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



ACTION: Share the blog post with your community.



ACTION: Amber to 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 for joining us today!

See you next time!

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Study Lead

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