

APPENDIX A: COMMUNITY'S LAND USE IDEAS

The following geographic areas were presented at multiple meetings with ideas for feedback (shown in italics for each area below). The “What we heard” sections represent the direct results, while the “Suggested Actions” sections are the consultant team’s interpretation of the results as City actions. The Land Use Results map on page A-2 displays these original study areas with dashed grey boundaries. Pink and orange dashed boundaries show the more specific ideas participants advocated for (numbered within the “Suggested Actions” sections).

During the latter half of 2017 while the project team focused on transportation issues, we continued to hear about land use interests. In many cases, desires for low income housing and neighborhood-serving amenities such as black-owned, affordable restaurants were more important than the potential transportation projects.

1

23RD AVE S

Idea for feedback: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)

WHAT WE HEARD

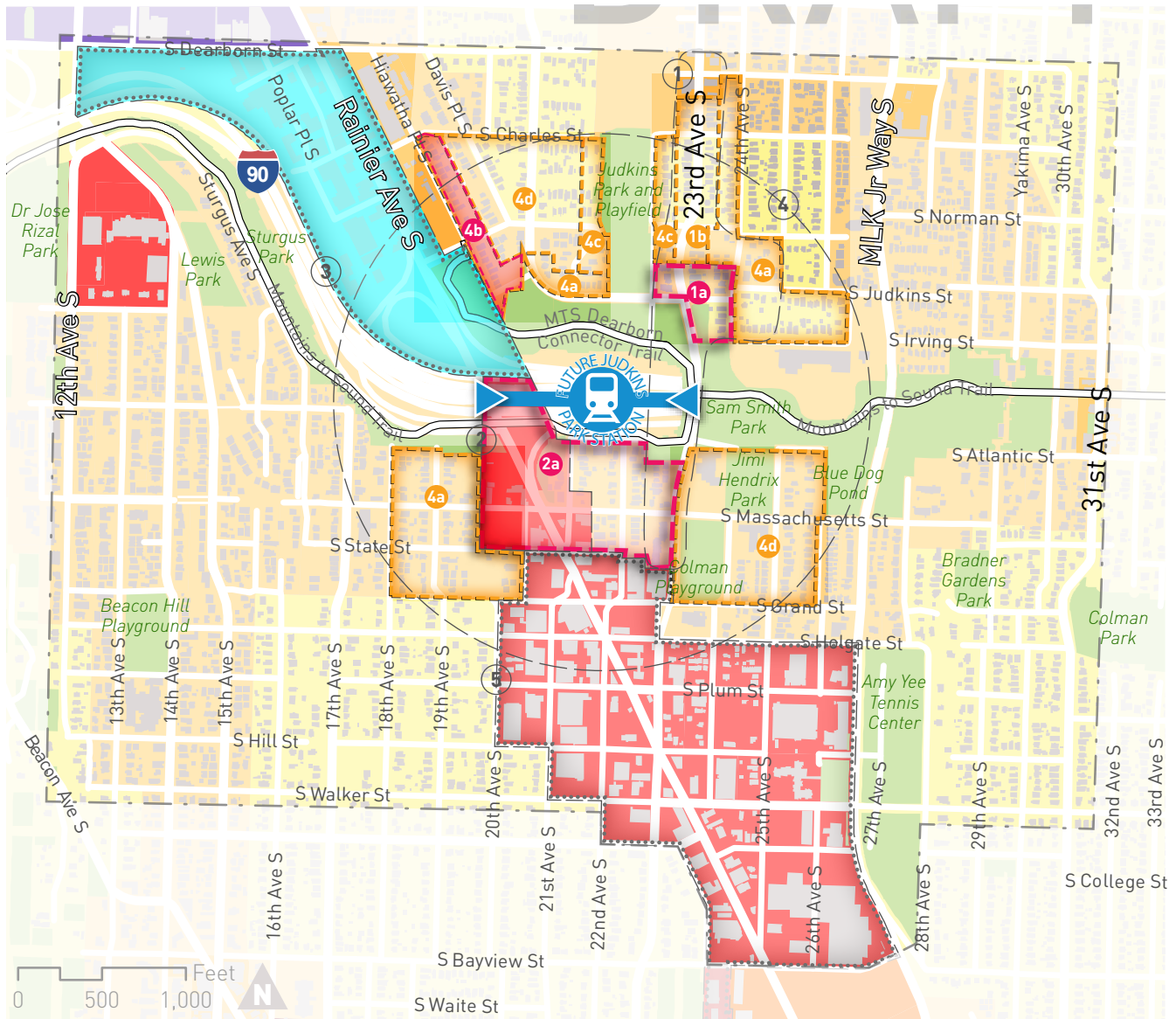
Ideas with very strong support include:

- Create a neighborhood commercial mixed-use node on 23rd Ave S near the station entry by allowing small-scale retail close to the station and live/work units along 23rd Ave S.
- Activate the station entry and park.
- Create a safe, efficient, intermodal transfer point at the station/Mountains to Sound Trail/23rd Ave S confluence to accommodate the expected volumes of pedestrians, cyclists, drop-off/pick-up users, and transit.
- 23rd Ave is better for neighborhood-oriented retail and mixed uses than Rainier Ave S.
- Avoid displacing small businesses and residents.
- Space for small, local businesses is desired.
- The Northwest African American Museum is an important asset and could be more of a neighborhood center.

Notable ideas mentioned by only a few participants include:


- Implement a demonstration project with an active ground floor, affordable housing, and a community center on the WSDOT park land. The benefit of station area activation outweighs the loss of park land given the extensive park system here. Replace lost park land with new park(s) elsewhere in the station area.
- The community should have an opportunity to input on redevelopment’s design.
- Maintain the community’s cultural character.
- Include streetscape design that clarifies pedestrian, bicycle, and vehicular movement, creates gathering places, and has tactilely accessible features. Bell Street was raised as an example.

FIGURE 1. LAND USE RESULTS MAP




 Future light rail station entry

EXISTING ZONES

-  Industrial
-  Large-scale commercial
-  Neighborhood commercial
-  Multifamily residential
-  Single family residential
-  Parks

LAND USE RESULTS

-  Higher density mixed use
-  Higher density residential
-  Mixed results
-  Study areas as originally shown to community

Grey numbers and dashed boundaries indicate the study areas presented at community meetings for feedback; other colors represent the results.

- Connect or clarify north-south connections to Mountains-to-Sound Trail.
- Consider safety issues during school drop-off/pick-up times.
- Concern about traffic congestion on 23rd Ave S near the station.
- Live/work units are a popular idea, but concern over too many of them not being utilized for work space and ground floor being closed off from the street.

Diverging opinions include:

- **Building height:** At the in-person events, people desired a wide range of building types: 4-10 stories were most popular with a few people suggesting 12 stories with setbacks or high rise towers. On the online survey, many more people advocated for mid- and high-rise buildings within a few blocks of the station.
- **Location of node:** Most participants support a neighborhood center on 23rd Ave S on the northeast corner of the station. Some Lighthouse for the Blind participants suggested that the southeast corner makes more sense, and a couple people suggested focusing on 23rd Ave S at Rainier Ave S.

SUGGESTED ACTIONS

- Update zoning to allow neighborhood commercial mixed use (NC) near the east station entry (see land use results map **1a**). Include standards to encourage/require small, affordable commercial spaces and affordable housing. Incorporate The CAP Report recommendations for cultural space.
- Partner with WSDOT, Seattle Parks and Recreation, and affordable housing and commercial space developer to explore options for a mixed-use demonstration project near the east entry, perhaps as

part of an intermodal transfer project. Note, this may be on state-owned park land. This may require acquisition of property elsewhere in the station area to replace any lost park land. If determined infeasible, encourage vending and/or a community center on park land near the entry. Include the Northwest African American Museum in this discussion.

- Update zoning along 23rd Ave S to allow live/work units and/or small business space on the ground floor (**1b**). Consider studying the feasibility of live/work spaces and modifying regulations as needed to encourage more activity in the ground floor work spaces.

2

RAINIER SOUTH OF STATION (GENERAL COMMERCIAL ZONE TO STATE ST)

Idea for feedback: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)

WHAT WE HEARD

Ideas with very strong support include:

- Increase activity by allowing a more intense mix of uses in the existing commercial zone along Rainier and within a few blocks of the station.
- Activate the area under I-90.
- Improve the I-90 on and off ramps for pedestrian and cyclist safety.
- Extend a mixed-use zone east to 23rd Ave and south to Grand St or State St.
- The Northwest African American Museum is an important asset and could be more of a neighborhood center.

- Avoid displacing small businesses and residents.
- Space for small, local businesses is desired.
- Prioritize 23rd Ave S for neighborhood-serving businesses over Rainier Ave S.
- Improve lighting in this area.

Notable ideas mentioned by only a few participants include:

- The Benvenuto Viewpoint and I-90 Trail that runs between S Atlantic St and I-90 need activation. Adjacent redevelopment is supported especially on the WSDOT land between the park and new townhouses, as well as park improvements, such as tables, play sculpture, food trucks, coffee vendor, bike storage/repair, and edible garden or pea patch.
- More jobs and commercial businesses are important in this area.
- Mitigate any air quality issues for people living near the freeway.
- Include public green spaces in new development.
- Design areas around the west entry with gathering spaces, landscaping, clearly designated transportation mode areas, and tactilely accessible features.

Diverging opinions include:

- **Building height:** Most workshop and open house participants suggested 6 to 10 story buildings, while online survey respondents suggested a range: low rise (with small commercial spaces), NC-65, NC-165, and high rise with setbacks within three or four blocks of the station.

- **Activity on Rainier Ave S vs other streets:** Participants generally agree that Rainier Ave S should improve in terms of safety and comfort. Some people also see it as the future neighborhood center. Most envision 23rd Ave S as the focal street for the area. Other side streets were not usually mentioned.
- **Single-use commercial:** A couple participants advocated for commercial uses only in existing commercial zones, while most, for this area close to the station, advocated for mixed-use with residential.

SUGGESTED ACTIONS

- Zone the area outlined on the land use results map **(2a)** for mid- to high-rise mixed use. Consider I-90 Trail access points (currently at 22nd Ave S) that would affect pedestrian flows to the station. Include standards to encourage/require small, affordable commercial spaces and affordable housing. Incorporate The CAP Report recommendations for cultural space.
- Include standards for tower spacing and setbacks.
- Partner with WSDOT to explore options for park land south of the Benvenuto Viewpoint. If development is allowed, ensure that units face the park to provide “eyes on the park.” Consider redesigning and/or vacating and allowing development on S Atlantic St to better activate I-90 Trail and provide useful access points.

3

RAINIER NORTH OF STATION (INDUSTRIAL ZONE)

Idea for feedback: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Encourage access to transit and walkability in this area by improving sidewalks and lighting.
- Encourage active ground floors and quality building design. The area is underutilized and dangerous.

Notable ideas mentioned by only a few people include:

- Develop a unique zone that requires some light industrial space and affordable housing while allowing high density market-rate residential towers for economic feasibility.
- Along a half block facing Rainier on the west side, and full block on the east side, improve the public realm and zone neighborhood commercial to encourage active ground floors and small businesses.

Diverging opinions include:

- **Use:** Some people advocate for a high intensity mix of residential and commercial uses while others advocate to maintain a traditional industrial zone.

SUGGESTED ACTIONS

- Consider the citywide industrial lands study results.
- Consider the functionality of this station area within the context of all the city's station areas.
- Consider developing a unique zone **(3)** that allows residential while requiring light industrial and affordable residential space. Support zoning with street improvements.

4

STATION AREA RESIDENCES

Idea for feedback: Allow apartments and condos within a 5-minute walk from the station, and allow a mix of single family, townhouses, and small apartment buildings within a 10-minute walk from the station. (MHA feedback, OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Affordable housing is extremely important. Many people only want to see upzones if most/all of new housing is affordable.
- Concerns about displacement and loss of people of color.
- Family-sized housing is important.
- Within the 5-minute walk area, allow mid- to high-rise residential and mixed-use development, and within the 10-minute walk area, allow mid- to low-rise residential development.
- Concerns about the design of new construction and the transition from existing single family to higher intensity residences.

- For the single-use residential areas, generally, slightly higher heights are desired in the northeast and southwest and slightly lower in the northwest and southeast.
- General support for taller buildings adjacent to the station and arterials.
- Maintain solar access, especially to existing parks.
- Provide green space and trees with redevelopment. Some participants would like to see public open space provided with redevelopment.
- If allowing towers, tower separation and setbacks are important.

Notable ideas mentioned by only a few people include:

- Extend the NC zone to include the east side of Hiawatha Pl S.
- Allow residential towers near the Pacific-Medical Tower.
- Lighthouse for the Blind employees are struggling to find affordable housing. This affects the viability of this organization remaining in the area.

Diverging opinions include:

- **Building height in 5-minute walkshed:** A few people would like to see 95'-165' towers ringing the station, many would like to see 5-7 story buildings, and some 4 stories and less. (Also see the "Rainier South of Station" section.) For those wanting to see towers, some only want a few towers, while others want 3 to 4 blocks of towers surrounding the station.
- **Building height in the 10-minute walkshed:** Some people would like to see mid-rise, others low-rise, and most in-person participants wanted a mix of single family, townhouses, and duplexes/triplexes.

- **Use:** See the general commercial and industrial zone areas for divergences of opinions regarding residential in these areas.

SUGGESTED ACTIONS

- Consider updating MHA proposals with some nuances:
 - Increase allowed height in northeast and southwest quadrants of the 5-minute walk area (see map **4a**).
 - Increase allowed height directly north of station (see map **4a**).
 - Consider extending the NC3 zone to include the east side of Hiawatha Pl S (**4b**). Explore extending the NC3 zone west to Rainier Ave S, as well.
 - Require solar access to Judkins Park, i.e., maintain lower heights adjacent to park (**4c**).
 - Increase allowed height limits in the northwest and southeast quadrants of the 5-minute walk area, but to a lesser extent than in the 4a areas (**4d**).
 - See "Rainier South of Station" for the residential zone directly south of the station. Consider a mixed-use mid-to high-rise zone (**2a**). Consider I-90 Trail access points that would affect pedestrian flows to the station.
 - See "23rd Ave S" regarding a potential mixed-use zone near the station entry and live/work or small business space allowed on the ground floor along 23rd Ave (**1a** and **1b**).
- Implement strong design standards to ease the transition to higher intensity residences.

5

PLUM STREET AREA (GENERAL COMMERCIAL ZONE)

Idea for feedback: Serve the neighborhood better by allowing a higher density commercial, light industrial, and residential mix with pedestrian-friendly street level uses. (MHA feedback, OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Make it safer and more comfortable to walk around this area. Vacancies and empty parking lots make it feel unsafe.
- Certain intersections, like Plum St and 23rd Ave S, need safety improvements. Consider street vacations where there are small triangular blocks and integration with redevelopment.
- Address accessibility needs for Lighthouse for the Blind employees, especially to the station and bus stops. This includes Tactile Accessible Pedestrian Signals (APS), improved and wider sidewalks on Rainier and 23rd Ave S, separation of transportation modes, and accessible wayfinding.
- Avoid displacing businesses.
- Lower priority, but interested in updating zoning for pedestrian-friendly development.
- Improve lighting.

Notable ideas mentioned by only a few participants include:

- For buildings facing Rainier, more walkability and local services. For the rest of the zone, general commercial and industrial.

- Concern about multifamily developments already displacing traditional commercial businesses.
- Higher density along Rainier and at transit nodes.
- More jobs and commercial businesses are important in this area.
- 23rd and Rainier is a potential center of activity.
- Include public green spaces in new development.

Diverging opinions include:

- **Use:** Some property/business owners would like to redevelop with residential towers and would happily move their own businesses out, while others would prefer single-use, functional commercial areas (not allowing residential at all) that allow the existing types of businesses and organizations to remain.
- **Building height:** A few people suggest mid-rise in the 10-minute walkshed, others suggest NC-95 along Rainier, others suggest heights for only what general commercial needs.
- **Activity on Rainier Ave S vs other streets:** Participants generally agree that Rainier Ave S should improve in terms of safety and comfort. Some people see it as a future neighborhood boulevard with active uses, others see it as a constrained road that needs to serve trucks, busses, and cars. One workshop group mentioned east-west streets in this area as places for more pedestrian-friendly activity and walkability. Lighthouse for the Blind focus group members generally wanted to see more active ground floors on both Rainier Ave S and 23rd Ave S, with only a little interest in side streets.

SUGGESTED ACTIONS

- Study the land use and zoning, identify the assets that are important to keep, and carefully update zoning to encourage them to remain while allowing some greater intensity mixed-use and multifamily infill (land use results map 5). Set up a typology of existing land uses/geographies and appropriate zoning action. Typologies should consider qualities such as: vacant, underdeveloped but in use, viable use, along important route, and job generating uses. Develop innovative zoning to require one-for-one job replacement, affordable commercial space, and/or other desired characteristics. Where retail is desired, support zoning with street improvements. The area around Rainier Ave S/Plum St/23rd Ave S may be appropriate for a higher-intensity NC zone.
- Integrate any street vacation planning around the small triangular blocks with land use opportunities.
- Consider the citywide industrial lands study results.
- Consider the functionality of this station area within the context of all the city's station areas. The amount of existing commercial uses, extensive park land, and opportunity for regionally-accessible residences is unique to the Judkins Park Station.

THROUGHOUT

WHAT WE HEARD

- Provide wayfinding to areas of interest (e.g., Mountains to Sound Trail, NAAM, Hiawatha Arts and Business District).
- Improve accessibility, such as Tactile Accessible Pedestrian Signals (APS), design of spaces for accessibility, tactile wayfinding, such as at restaurant/business entrances.
- Include tactile art in redevelopment and open spaces.
- (Also see the "Principles" section.)

SUGGESTED ACTIONS

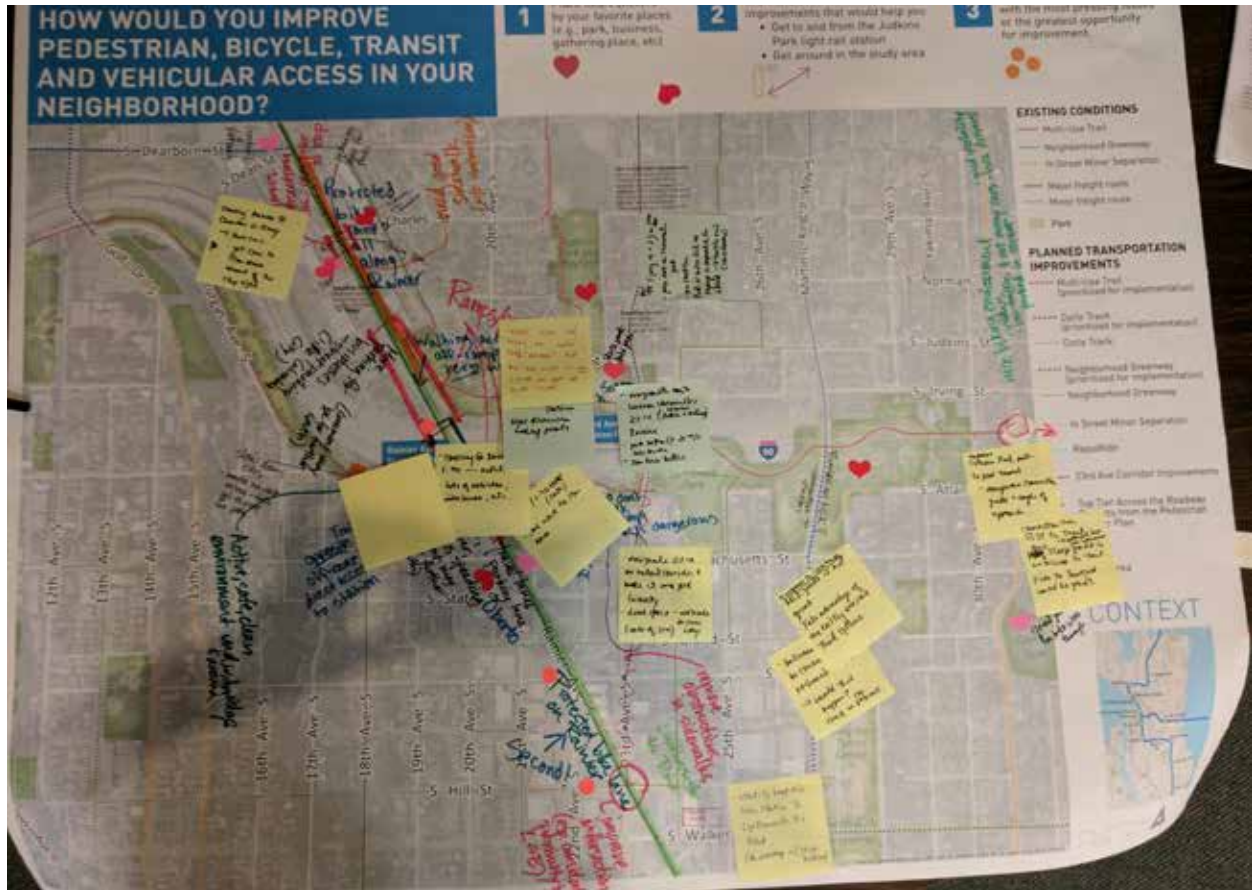
- Study wayfinding and accessibility needs through the simultaneous SDOT Judkins Park project.
- Consider additional ways to incorporate The CAP Report recommendations to preserve and encourage cultural spaces.
- Explore ways to encourage tactile art in redevelopment and in existing parks.

APPENDIX B: MEETING MATERIALS AND RESULTS

The following photos and materials represent a sampling of the face-to-face engagement activities pursued during the Judkins Park Station Access Study.

JANUARY-JUNE 2017: INFORMATION GATHERING

RAINIER VALLEY SDOT OPEN HOUSE





Parking for these who drive safe city to transfer to bus + rail
 Easy bus accessibility from Rainier to better transfer distance
 Ave 5.

Increase activity, activate area for more pedestrian access. Around rail housing public safety presence.

Develop 23rd Ave as a walking corridor with retail shops, etc.

Biking along and around Mt. Baker Ridge

Safe ways to walk and bike! Good lighting too, because it's dark under I-90.

Find funding
 - Provide safe bike access that kids would find safe and comfortable so they can independently & safely bike to the station.
 - Includes no crossing on other way
 - Includes no driving or merging of cars
 - Narrow Rainier Ave - Letter Station

• Kick starter for city projects!
 • City organized volunteer clean up/improvements

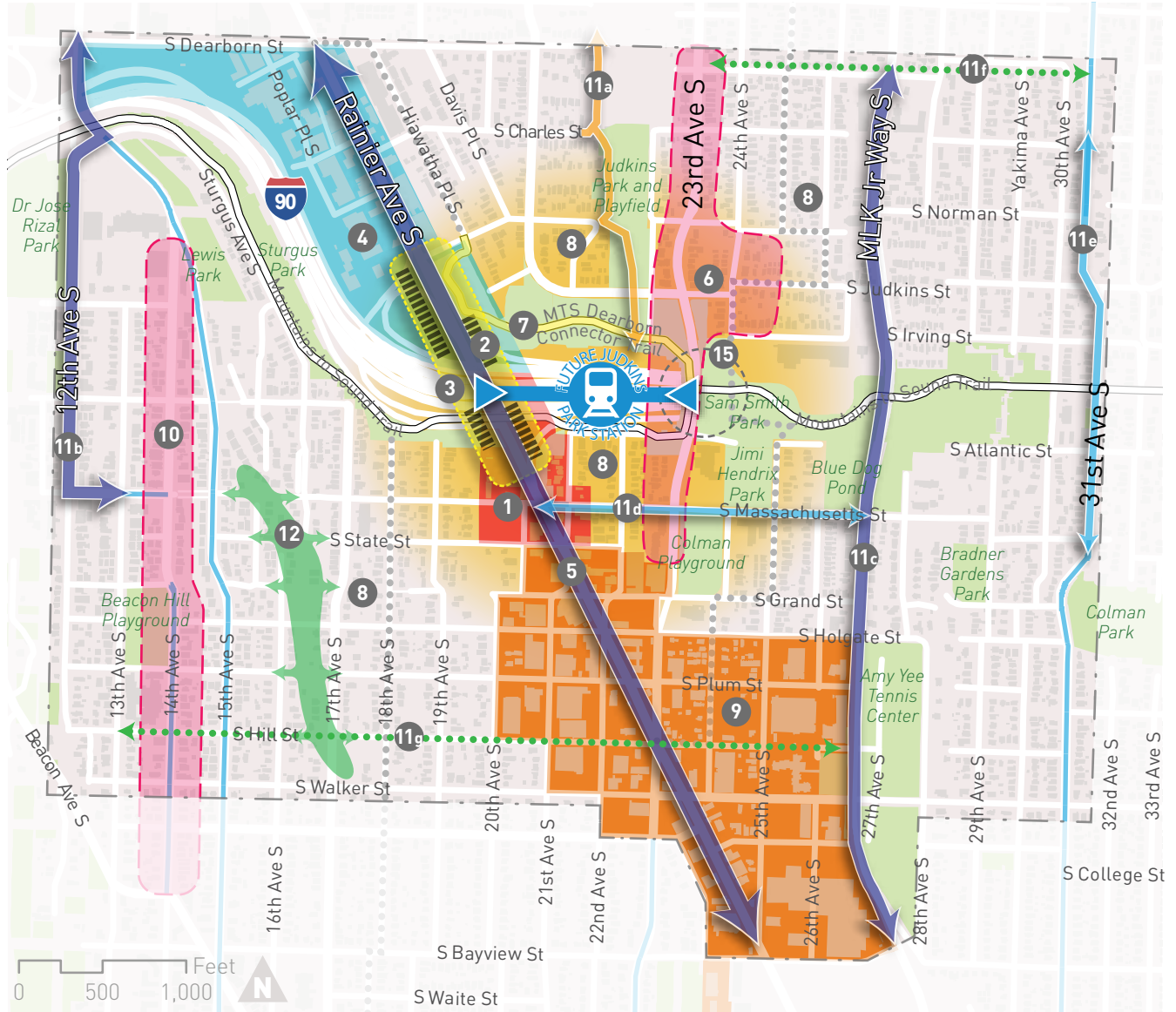
MORE Car Parking + bike parking at Lt. Rail Station.



WORKSHOP 1

The following Land Use and Transportation Ideas Map and Ideas Evaluation Sheet were used at public engagement activities during May and June 2017. Feedback at earlier HALA and SDOT events, combined with staff and consultant input, formed the basis of these materials.

Land Use & Transportation Ideas



Future light rail station entry

LAND USE IDEAS

- Higher density mix
- Serve neighborhood better
- Pedestrian-friendly street level
- Allow neighborhood retail
- Allow apartments/condos (generally within 5 minute walk to station)
- Allow mix of townhouses & single family houses (generally within 10 minute walk to station)

EXISTING BICYCLE FACILITIES

- Existing multi-use trail
- Existing bike lane
- Existing neighborhood greenway

TRANSPORTATION IDEAS

- Improve I-90 on & off ramps for walking
- Activate I-90 underpass
- Improve trail lighting/safety
- Planned trail improvements
- Planned protected bike lane (land ped. improvements for Rainier & MLK)
- Planned bike lane
- Planned neighborhood greenway (i.e., ped./bike intersection & signage improvements) in general vicinity
- Connections across steep slopes
- Plan and design multimodal hub

Ideas Evaluation Sheet

Please: 1) Rate the following ideas during the presentation or discussion, and
 2) Circle your top three priorities. (These can be your own ideas in the comments area.)

Note, text in parentheses denotes the idea’s source as follows:

- **OPCD:** Part of Office of Planning and Community Development (OPCD) planning for the area
- **SDOT feedback:** Heard at Seattle Department of Transportation (SDOT) open house, targeted engagement event, and/or staff charrette
- **SDOT plans:** Project is identified in an adopted transportation plan
- **MHA feedback:** Participants proposed idea at a Housing Affordability and Livability Agenda (HALA) Mandatory Housing Affordability (MHA) Neighborhood Design Workshop

IDEA

	How important is this idea?			
	Very important	Important	Neutral	Not important
1. Rainier entry area: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. I-90 on and off ramps: Improve the I-90 on and off ramps for pedestrians and cyclists. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. I-90 underpass activation: Encourage safe and active uses on Rainier at the I-90 underpass. (SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Industrial area: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. Rainier Ave S: Improve Rainier Ave S for pedestrians and cyclists. (SDOT feedback and plans)				
How important is it to improve the sidewalks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How important is it to improve the crosswalks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How important is it to add protected bike lanes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. 23rd Ave entry area: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. MTS-Dearborn Connector Trail: Add lights to it make safer. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. Walking distance housing: Allow housing in a way that creates a walkable neighborhood and increases access to transit. (MHA feedback, OPCD)				
Allow apartments and condos within a 5 minute walk from the station. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allow a mix of single family, townhouses, and small apartment buildings within a 10 minute walk from the station. (OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9. Plum St area: Serve the neighborhood better by allowing a higher density commercial, light industrial, and residential mix with pedestrian-friendly street level uses. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10. 14th Ave: Continue neighborhood-oriented retail from Beacon Ave to the Pacific Medical Tower. (MHA feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

IDEA	How important is this idea?			
	Very important	Important	Neutral	Not important
11. Bicycle routes: Provide safe bicycle routes to connect to destinations and the station. (SDOT plans)				
11a. Improve the trail through Judkins Park.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11b. Provide protected bike lanes on 12 th Ave S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11c. Provide protected bike lanes on Martin Luther King Jr Way S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11d. Provide bike lanes on S Massachusetts St.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11e. Close the bike lane gap on 31 st Ave S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11f. Provide a “neighborhood greenway” on or near Dearborn to connect 23 rd and 31 st .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11g. Provide a “neighborhood greenway” on or near Hill St.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12. Pedestrian connections: Provide walking connections across steep topography. (MHA feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13. Station area parking: Restrict parking (e.g., residential parking zone) near the station to prevent riders from parking in the neighborhoods. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14. Local transit: Improve local east-west bus service. (SDOT plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15. Mobility hub at 23rd Ave: Plan and design the area around the east station entry to accommodate pedestrians, cyclists, and a vehicular drop-off/pick-up area. (SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

COMMENTS

Please provide your additional ideas, clarifications, and/or details. If applicable, please describe using specific streets and cross streets.





Small Group Facilitator

Ideas Evaluation Sheet & Discussion Questions

SMALL GROUP INTRODUCTIONS

Have everyone introduce themselves briefly with their name, if/where they live or work in the area, and the idea they think is most important. **Note their priorities here** (refer to this when summarizing at the end):

DISCUSSION

The "ideas" are generally organized from close to the station to farther out. The discussion may follow this pattern, but it's ok if it doesn't. Take notes on this sheet and/or on the map. Try to focus on the ideas that have discussion questions and keep the conversation moving. Note if there is consensus or disagreement.

Note, text in parentheses denotes the idea's source as follows:

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- **SDOT feedback:** Heard at Seattle Department of Transportation (SDOT) open house, targeted engagement event, and/or staff charrette
- **SDOT plans:** Project is identified in an adopted transportation plan
- **MHA feedback:** Participants proposed idea at a Housing Affordability and Livability Agenda (HALA) Mandatory Housing Affordability (MHA) Neighborhood Design Workshop

IDEAS AND DISCUSSION QUESTIONS	How important is this idea?				NOTES
	Very important	Important	Neutral	Not important	
<p>1. Rainier entry area: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)</p> <hr/> <ul style="list-style-type: none"> • What types of buildings would you like to see here? • What activities would support the neighborhood? 	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>1.0</p> <ul style="list-style-type: none"> • Mixed use 65' [5 over 2]. Extend east almost to 23rd Ave and south roughly to Grand St. • Sounds good. • Higher density along Rainier and at transit nodes. • Coffee, upzone, yes! • Lighting. • Incorporate something for travelers - coffee cart/business. • Flashing beacon. • A little like Columbia city. • Freeways aren't super livable. • More jobs, commercial. • After 5:00 need a consistent use. • Local business including grocery. • Create more jobs. • Prioritize 23rd Ave S over Rainier. • [4 dots]
<p>2. I-90 on and off ramps: Improve the I-90 on and off ramps for pedestrians and cyclists. (SDOT feedback and plans)</p> <hr/> <ul style="list-style-type: none"> • Given that any major changes would be expensive and could take years, would you prioritize minimal short-term improvements or major long-term improvements? 	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>1.8</p> <ul style="list-style-type: none"> • The northwest quadrant in particular is dangerous. • Not safe at all. • Make it safer. • Very important, especially off ramp onto south bound Rainier - speed reduction can't we do perpendicular stop to Rainier? Although Rainier is really important freight route. • 4 way stop off I-90 ramps. • Elevate pedestrians over I-90 ramps. • Short-term fixes to ease traffic first. • Currently impossible to walk. • [4 dots]; one of which more about adding a continuous sidewalk along Rainier on northeast quadrant.]
<p>3. I-90 underpass activation: Encourage safe and active uses on Rainier at the I-90 underpass. (SDOT feedback)</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<p>1.7</p> <ul style="list-style-type: none"> • Lighting and coffee cart (multiple groups). • Northeast quadrant—add sidewalk along Rainier.

IDEAS AND DISCUSSION QUESTIONS	How important is this idea?				NOTES
	Very important	Important	Neutral	Not important	
					<ul style="list-style-type: none"> Retail, coffee. Make it a destination neighborhood. Make good quality lighting, not just buzzing sodium vapor. Walkability is key. City lighting. Better build a cross street bridge over Rainier Ave S. A lot of dark corners. Security? Coffee cart. Daylighting = good. Can people go through the station exits as a ped connection?
<p>4. Industrial area: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)</p>	●	○	○	○	<p>1.5</p> <ul style="list-style-type: none"> Along half block facing Rainier on the west side, and full block on east side, improve with public realm and zoning to build connectivity and small businesses. Attract a grocery store. Vacant buildings, not very inviting. A grocery store. Shopping is sparse in the whole area. Change the area - homeless encampment. Connections to street car and Yesler terrace is important so fixing up Rainier is important. Yes to sidewalks, lighting, building design, ground floor uses. Looking for community amenities, not prioritizing cars. <p>• [1 dot]</p>
<ul style="list-style-type: none"> What can we do to improve access and walkability [e.g., sidewalks, lighting, building design, ground floor uses]? Would you like to see other activities here? If so, what? 					<ul style="list-style-type: none"> • [2 dots]
<p>5. Rainier Ave S: Improve Rainier Ave S for pedestrians and cyclists. (SDOT feedback and plans)</p>					
How important is it to improve the sidewalks?	●	○	○	○	<p>1.7</p> <ul style="list-style-type: none"> Improve area and lighting around Massachusetts St/20th Ave and at west station entry. (The Hamlin Robinson School is good.) Activate I-90 underpass with coffee cart at transit stop. The area close to Oberto is not well kept, not organized.
How important is it to improve the crosswalks?	●	○	○	○	<p>1.7</p> <ul style="list-style-type: none"> Better crossings from bus stops along Rainier south of I-90. New crosswalk just south of I-90. Need more frequent crossings on Rainier. (multiple groups) <ul style="list-style-type: none"> ○ Pedestrian injuries especially at bus stops, people jaywalking/crossing (not at crosswalk). ○ Crossings are critical so people can move down Rainier - angled intersections with long distance to traverse, long blocks encourage folks to jaywalk before they reach crosswalk.
How important is it to add protected bike lanes?	○	○	●	○	<p>0.0</p> <ul style="list-style-type: none"> Make an off-street bike facility, not on Rainier (multiple community liaison facilitators).
<ul style="list-style-type: none"> Are there areas that need immediate improvements? If so, what (please be specific with street names and cross streets)? 					<ul style="list-style-type: none"> Too many cars on Rainier south of I-90. Busses back up going northbound on Rainier south of I-90 from ramps to Hill St. Improve speed and reliability. Why not tunnel under instead of always over? Consider freight. <p>• [12 dots]</p>
<p>6. 23rd Ave entry area: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)</p>	○	●	○	○	<p>1.3</p> <ul style="list-style-type: none"> NC2-40 at Dearborn will be about all the neighborhood can support now, and maybe long-term, close to the station around Judkins St. Sounds good, would like to see retail along

IDEAS AND DISCUSSION QUESTIONS	How important is this idea?				NOTES
	Very important	Important	Neutral	Not important	
<ul style="list-style-type: none"> • What types of activities/buildings would you like to see here? • If you like this idea, where should it apply? Update/draw boundaries on map. 					<ul style="list-style-type: none"> • 23rd. • High priority to have commercial uses on 23rd. • Focus commercial/retail close to station on 23rd and 24th and Judkins St [5 over 1 buildings]. Live/work on rest of 23rd. • Retail, yes. • High user areas. • There will be a lot of stop and go traffic who want to access the station. (Important to evaluate traffic impact feasibility). • Especially safety issues during school drop off/pick up times. • Improve sidewalks, bike lanes. • Walk paths and bike. • Small retail along 23rd between Judkins St and Charles St. • Focus on areas closer to park to activate - consider character and focal points elementary/NWAAM • Live work is a nice lever. • Don't leave out the community input to shape the design. • Prioritize 23rd Ave S over Rainier. • [5 dots]
<p>7. MTS-Dearborn Connector Trail: Add lights to make it safer. (SDOT feedback and plans)</p>	●	○	○	○	<ul style="list-style-type: none"> • Also trees near Rainier to make more attractive. • Add lights to MTS south of I-90, as well. • Extends lights east of station on MTS, too. • Improve wayfinding, especially for MTS south of I-90. • ++++ • Lighting. • Enhance Western edge near Rainier. • Pedestrians and cyclist collisions need separation. • Extend lighting efforts. • Bike crossings are awkward. • Modeling 2x or 3x too low. • [5 dots; 3 of which more for east of station]
<p>8. Walking distance housing: Allow housing in a way that creates a walkable neighborhood and increases access to transit. (MHA feedback, OPCD)</p> <p>Allow apartments and condos within a 5 minute walk from the station. (MHA feedback, OPCD)</p>	●	○	○	○	<ul style="list-style-type: none"> • LR3/LR2 between Hiawatha Pl and Judkins Park and Playfield, up to Charles St. • 5-6 stories ok. Keep some open space. • Makes sense to upzone. 5-6 stories. • Not an issue even if it's 5-story. • [Note, only one group scored these ideas.] • [2 dots]
<p>Allow a mix of single family, townhouses, and small apartment buildings within a 10 minute walk from the station. (OPCD)</p> <p>• Any other ideas about housing?</p>	●	○	○	○	
<p>9. Plum St area: Serve the neighborhood better by allowing a higher density commercial, light industrial, and residential mix with pedestrian-friendly street level uses. (MHA feedback, OPCD)</p>	○	●	○	○	<ul style="list-style-type: none"> • For buildings facing Rainier, more walkability and local services. For the rest of the zone, heavy commercial and industrial. • Better access on east-west cross streets. • Sounds good. • (Add Farestart Coffee label.) • Higher density along Rainier and at transit nodes. • Group split between "important" and "neutral" • Lower priority, but still interested in rezoning. • Abandoned building on 22nd and Holgate. • Feeling of "unsafe" comes from unused parking.
<ul style="list-style-type: none"> • What types of buildings/ activities would you like to see here? • What would support the neighborhood? ...the city? 					

IDEAS AND DISCUSSION QUESTIONS	How important is this idea?				NOTES
	Very important	Important	Neutral	Not important	
<p>...the region?</p> <ul style="list-style-type: none"> Some people noted a desire to allow 125' (12 story) buildings. What do you think? Does this area need to be more walkable? Do your ideas apply to the whole zone? Some people noted that attractive streets were important for connecting to parks and the station. Please identify the streets/routes you would prioritize for improvements. 					
<p>10. 14th Ave: Continue neighborhood-oriented retail from Beacon Ave to the Pacific Medical Tower.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<ul style="list-style-type: none"> This is too long; concentrate in a small node. Should this be on 15th instead of 14th? Quiet is nice. Not as part of area. Retail area. Feels tacked on; flesh out idea.
<ul style="list-style-type: none"> What types of buildings/activities would you like to see here? If you like this idea, where should it apply? Update/draw boundaries on map. 					
<p>11. Bicycle routes: Provide safe bicycle routes to connect to destinations and the station.</p>					<ul style="list-style-type: none"> Separate bikes from peds on busiest portion of MTS trail. Make street areas around MTS and station wider bicyclists will go too fast. Bike parking at Judkins Park station. Prioritize both this trail and the 23rd Ave bicycle improvements to provide more space. Prioritize. North side: lighting and improvements near Rainier, wayfinding on south side. Prioritize over other nearby greenways. [3 dots] Not critical. Doesn't seem bad/feels natural. 15th better - maybe climbing lane extension.
<p>11a. Improve the trail through Judkins Park.</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					2.0
<p>11b. Provide protected bike lanes on 12th Ave S.</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	
					0
<p>11c. Provide protected bike lanes on Martin Luther King Jr Way S.</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					1.0
<p>11d. Provide bike lanes on S Massachusetts St.</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					1.0
<p>11e. Close the bike lane gap on 31st Ave S.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<p>11f. Provide a "neighborhood greenway" on or near Dearborn to connect 23rd and 31st.</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					1.0
<p>11g. Provide a "neighborhood greenway" on or near Hill St.</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					1.0
<ul style="list-style-type: none"> Are there any other bicycle improvements you would prioritize over these? Please be specific—draw on map with clear streets and cross streets. 					
<p>12. Pedestrian connections: Provide continuous, safe walking routes throughout the neighborhood.</p>					
<p>Provide walking connections across steep topography.</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
					1.0
<ul style="list-style-type: none"> What other opportunities are there for the steep topography area? What other pedestrian improvements should be prioritized? Please be specific—draw on map with clear streets and cross streets. 					

IDEAS AND DISCUSSION QUESTIONS	How important is this idea?				NOTES
	Very important	Important	Neutral	Not important	
					<ul style="list-style-type: none"> [Note, only two groups scored this; split between very important and neutral.]
13. Station area parking: Restrict parking (e.g., residential parking zone) near the station to prevent riders from parking in the neighborhoods.	●	○	○	○	1.5 <ul style="list-style-type: none"> RPZ good. State-owned lot in the SE portion of the station. Avoid parking in neighborhood. Important: people are always driving. Most people will drive to the station. Important to have parking.
14. Local transit: Improve local east-west bus service.	○	●	○	○	0.5

OTHER IDEAS

- East entry/23rd Ave/MTS trail head crossing planning/design [7 dots]:
 - Focus efforts on this area. Will be complicated with heavy use for transit transfer, kiss and ride, and bike crossing.
 - Consider pedestrian volumes.
 - Safe crossing that accounts for busses.
 - Awkward alignment for cyclists at crossing (funnels down and is with pedestrians).
- MTS through station area (from about 26th Ave to 19th Ave): Look at separating pedestrians and bicycles. [1 dot]
- Relieve car traffic congestion on Massachusetts St [2 dots].
- NC3 between Hiawatha Pl and the industrial zone. [Historic Darigold in this area.]
- Prioritize flashing crossing beacons.
- Wayfinding throughout west of Rainier.
- Can the station have a fare-free pedestrian zone to go through station entries/exits?
- A group member stated that 15th Ave and 14th Ave are classified as arterials. They would like to see only one designated as an arterial, and their preference is for it to be 14th Ave.
- MLK Jr Way transit stop will provide pedestrians to activate the MTS Trail. Prioritize bus needs on MLK.
- Other - transit/transfer/kiss-and-ride on 23rd at station needs to happen.

SUMMARY: TOP PRIORITIES

Give each group member 3 dots and ask them to place them on the map on the ideas they most want to see happen. Summarize the group's three most important ideas below, noting any differences from the ideas as described or as represented on the map. Select a group member to report back these three top priorities.

Group 1

- Lighting on trail and Rainier and station area. Maybe security cameras - vitality decreases after last train. Security is key.
- Improve pedestrian connections at Rainier and merging ramps - square off intersections at ramps.
- Parking - may need to do more than RPZ this will be a commuter draw.
- Rainier configuration: street and building fronts need to be inviting but properties off the corridor can be industrial and mix of commercial uses - be judicious regarding housing so that it doesn't conflict with industrial.
- 23rd transit transfer area - figure out a way to allow people to cross en masse. This will be congested - figure out how to aid people moving.

Group 2

- Safety/lighting
- Make this a neighborhood
- Keep open spaces

Group 3

- The "core" is shady, it's a matter of lighting it up.
- MTS & 23rd - safe crossing.
- Safety: retail, keep the green (open space), lighting, flashing beacon.
- Idea (area): 5 and 6, Rainier Ave S, 23rd Ave S and MTS.

Group 4

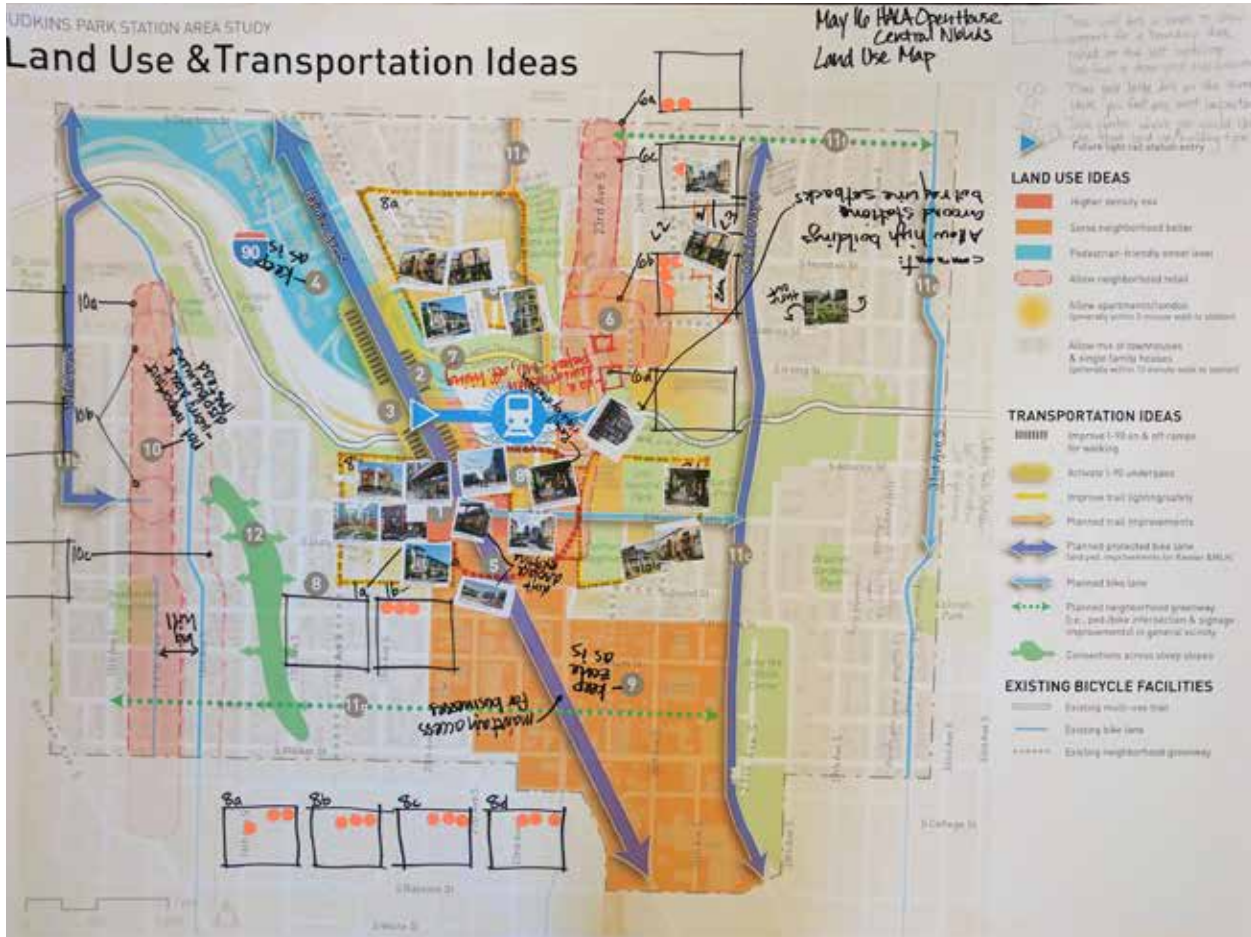
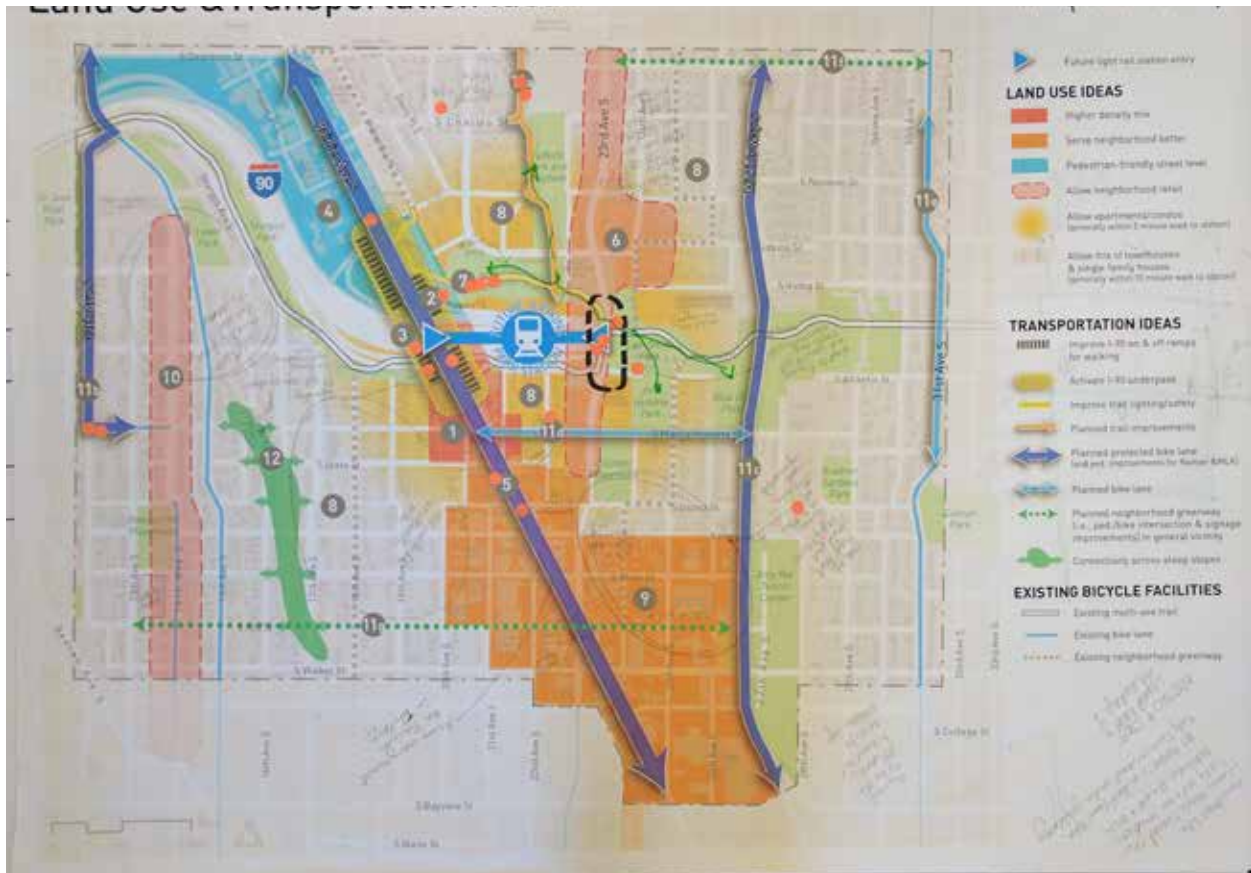
- Idea #5. Rainier Ave S for ped/bike, protected bike lanes

- Idea #2. I-90 on/off ramps
- Idea #7. MTS-Dearborn Connector Trail

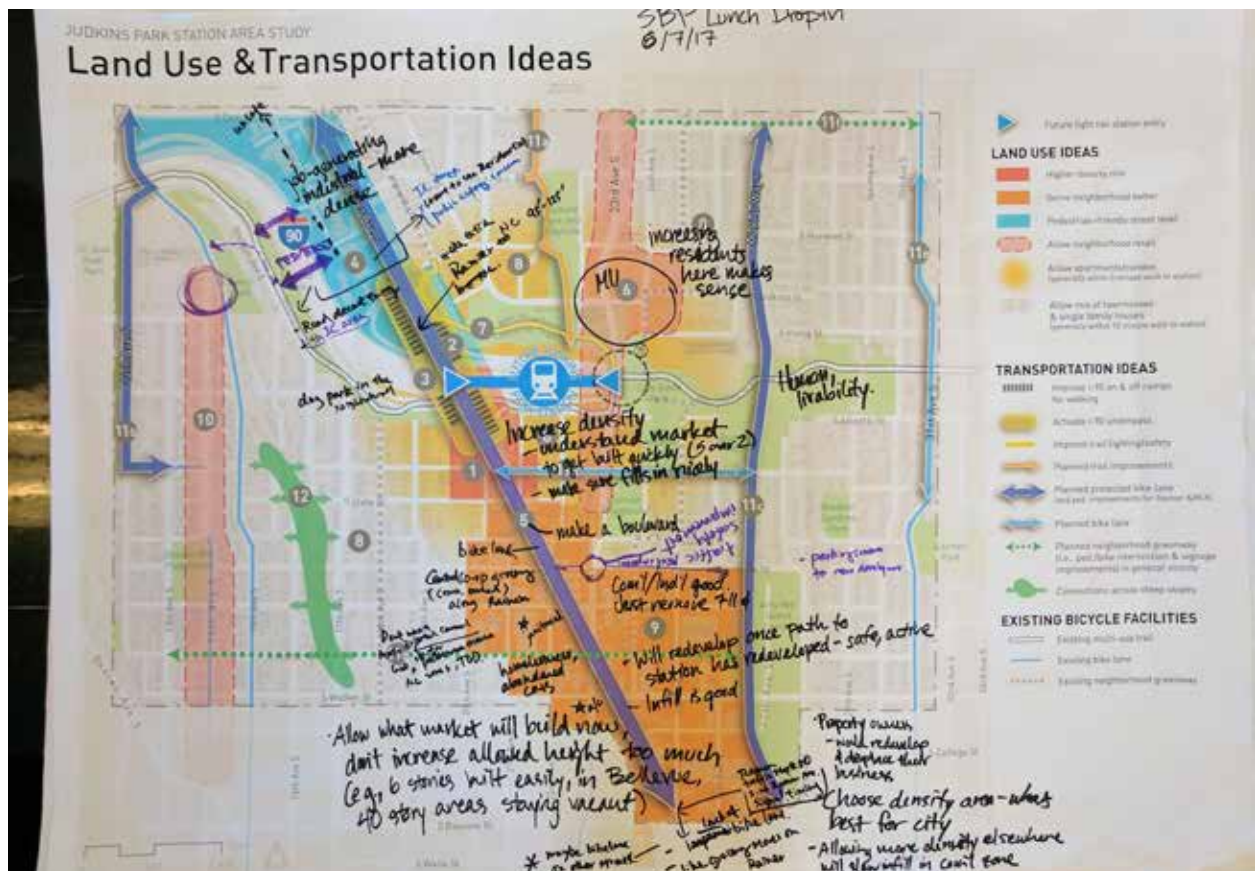
Community Liaison notes

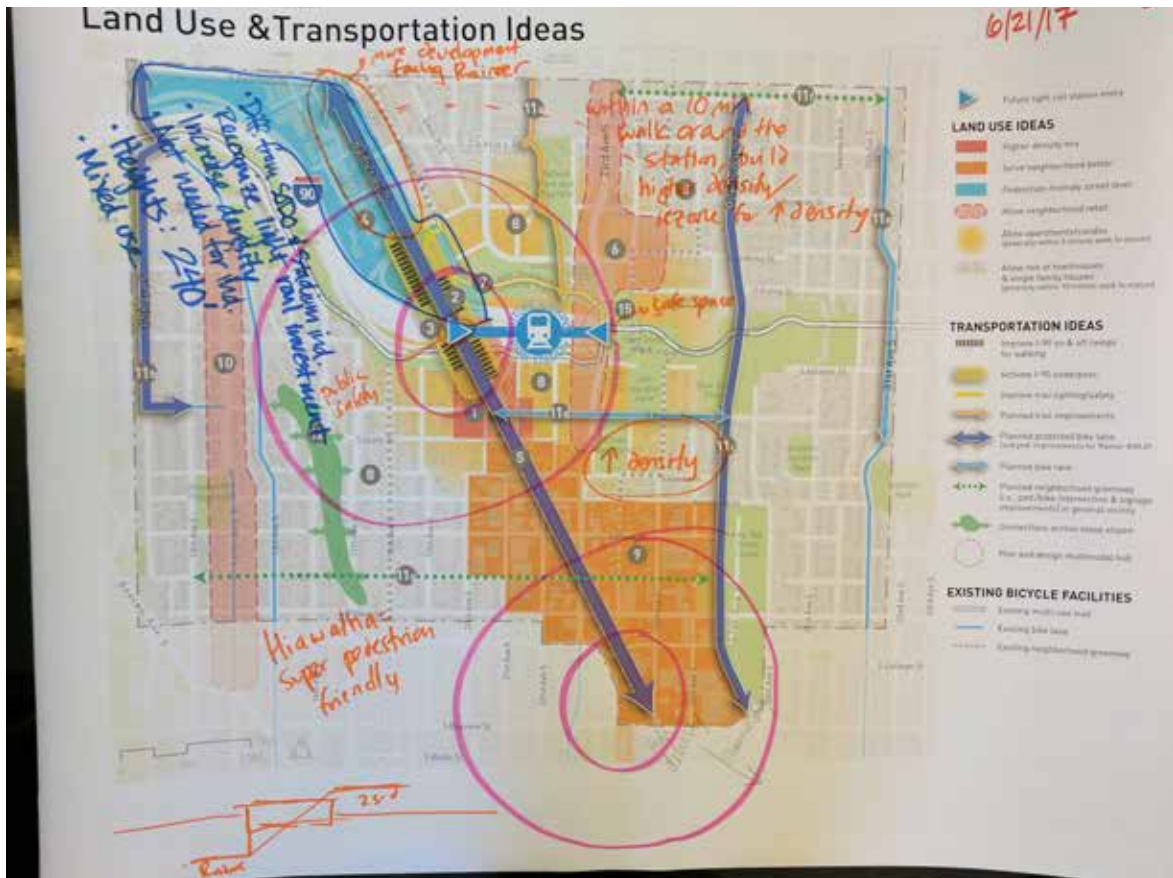
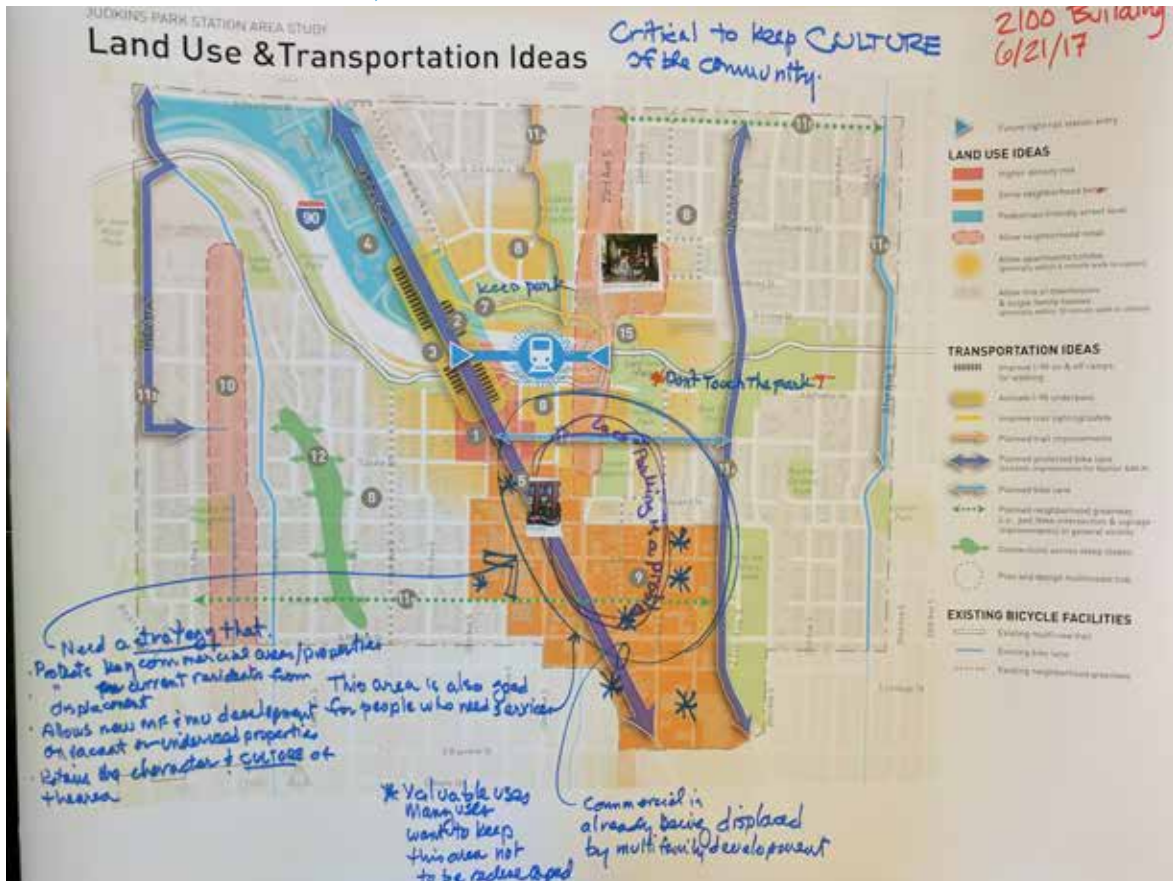
- Activation of space Rainier at I-90.
- Where next? Sturgess Lewis Park.
- Elevators at future station.
- Retail at 14th Ave S.
- Safety.
- Healthy living
- Pedestrian lane.
- Bicycle.
- Job opportunities.
- Cavernous?
- Station entryway different uses.
- Mid-high rise development (7-10 story).
- Affordable housing - residents are getting pushed out.
- Residents are optimistic.
- Station will bring more business.
- Parking?
- Residential zoning permit.
- Support higher mixed density along Rainier.
- Higher commercial density.

HALA CENTRAL NEIGHBORHOODS OPEN HOUSE, 5/16/17



SEATTLE BOULDERING PROJECT DROP-IN, 6/7/17







LIGHTHOUSE FOR THE BLIND FOCUS GROUP, 6/28/17





**2017-06-28 Lighthouse for the Blind
Raw Notes**

Bruce: Discussion procedures.

Sarah: Station on Rainier & 23rd? A: Yes.

Paul: Elevator necessary on Rainier but hard to find wayfinding is key with an identifiable pattern. Shops and lighting are important.

Caryn: How many elevators at Rainier entrance?

Jorge: Also experience going North to I-90 difficult to walk – narrow walks – not good. Would like to see markers on 23rd & Rainier. A: 23rd will be improved.

Debora: Will there be escalators and stairs?
A: Escalators on 23rd entrance.

Daniel: There are elevators on each side of tracks.

Roger: Important to have elevators on both sides. It would be good to have easy access between 23rd & Rainier on the station.

Keith: Are we talking about 23rd? A: Not so much.



Bruce: Recreation – parks, etc. near the area is dangerous. Should have separate lanes to bikes. All streets are important.

Debra: Mt. Baker area building is nice – a good model. Also improve maintenance.

Jorge: Rainier – High traffic – improve ped conditions 23rd & Rainier – ped bridge.

Sarah: No more open space – because easy to get lost. Put up wayfinding. More people are clueless about universal access needs.

Nathan: Make Rainier & 23rd wider sidewalks. Put in some landscape separation.

Roger: Does Seattle require non-commercial on ground floor? Who would like active use on Rainier? (Almost everyone). Other streets? (Fewer). 23rd? (Most people).

Paul: How could you get more ped activity on Rainier because it is so busy?

Even-clear sidewalks are really important.

Sarah: Tactile landmarks and smell for wayfinding.

Debra: Are there plans for a parking lot? A: No. This is not designated as Park and Ride.

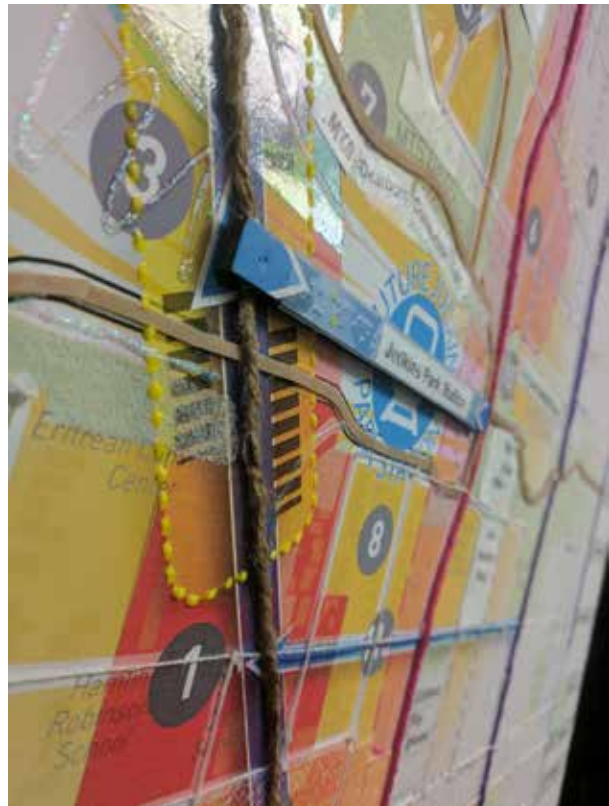
BREAK

Sarah: (During break conversation:) Placement of bus stops – often not convenient – should be near LRT station and Lighthouse for the Blind.

Roger: Timeline? LRT ends 2023. Street improvements – some soon (small-) and long-term land use changes (regs) are being considered now.

Keith: We need restaurants and recreation, plus grocery, etc.

Bruce: Ditto – there are not enough restaurants. Improve walk score – it could happen.



Bruce: One option would be a place for food trucks, 23rd would be better for a neighborhood center, restaurants, etc (Rainier too busy). Massachusetts or Plum ok – off main drag.

Nathan: 23rd & Rainier seems like the center.

Caryn: Pedestrian needs are critical – don't plant street trees that will lift pavement.

Sarah: Businesses would not be so good on Rainier.

Bruce: Bell Street is a good example of a street conversion – do something like that.

Caryn: Knowing that funds are limited, what streets are most important?

Bruce: The block on 23rd south of MTS next to station at 23rd and one block south of Rainier station entrance. One time I saw when the emergency signal didn't work – very dangerous.

Debra: APS all around area.

Caryn: Number one issue and safety around station. What is the plan for congestion around the station?

James: Ramp/bridge over the on-ramp to I-90 at Rainier is a good idea. Where will you get on bus to go to Eastside? A: Charles St.

Jorge: What about a parking garage?

Roger: Don't put in a garage.

Paul: Need wider sidewalks.

David: Lots of sidewalks are covered with obstructions, sandwich boards, news racks, etc. Keep the sidewalks clear of all obstructions. The separated bus/streetcar stops are most safe because you need to cross a bike lane. Have signs that don't block sidewalks.

Jorge: Ditto!

Caryn: How do we get to station when it's busy? Like rush hour especially at 23rd.

Erin: Want convenience near station – coffee and restroom. Parking is tight and restricts roadway. Visibility of many crossings is an issue. Tactile A.P.S.

Bruce: We should consider how space is developed so that universal access is provided. DESIGN OF SPACE!

Keith: Ramp to I-90 on Rainier now a button but maybe build a bridge place for people to hang out.

Roger: Appearance of area – more greenery, art – tactile-friendly.

Bruce (cont.): It would be great if MTS could be expanded south to here and north to Dearborn off street bike trail.

Paul: Want more consistency in MTS but it dead ends. More consistent ped/bike separation and wayfinding.

Jorge: 23rd station is lower than 23rd. Escalators are much better than stairs because you don't have to dodge people.

Roger: Is the idea to have more restaurants and shops? All the lighting and wayfinding is important, especially better sidewalks safe.

Jorge: Emphasize wayfinding for entrances to restaurants and other places.

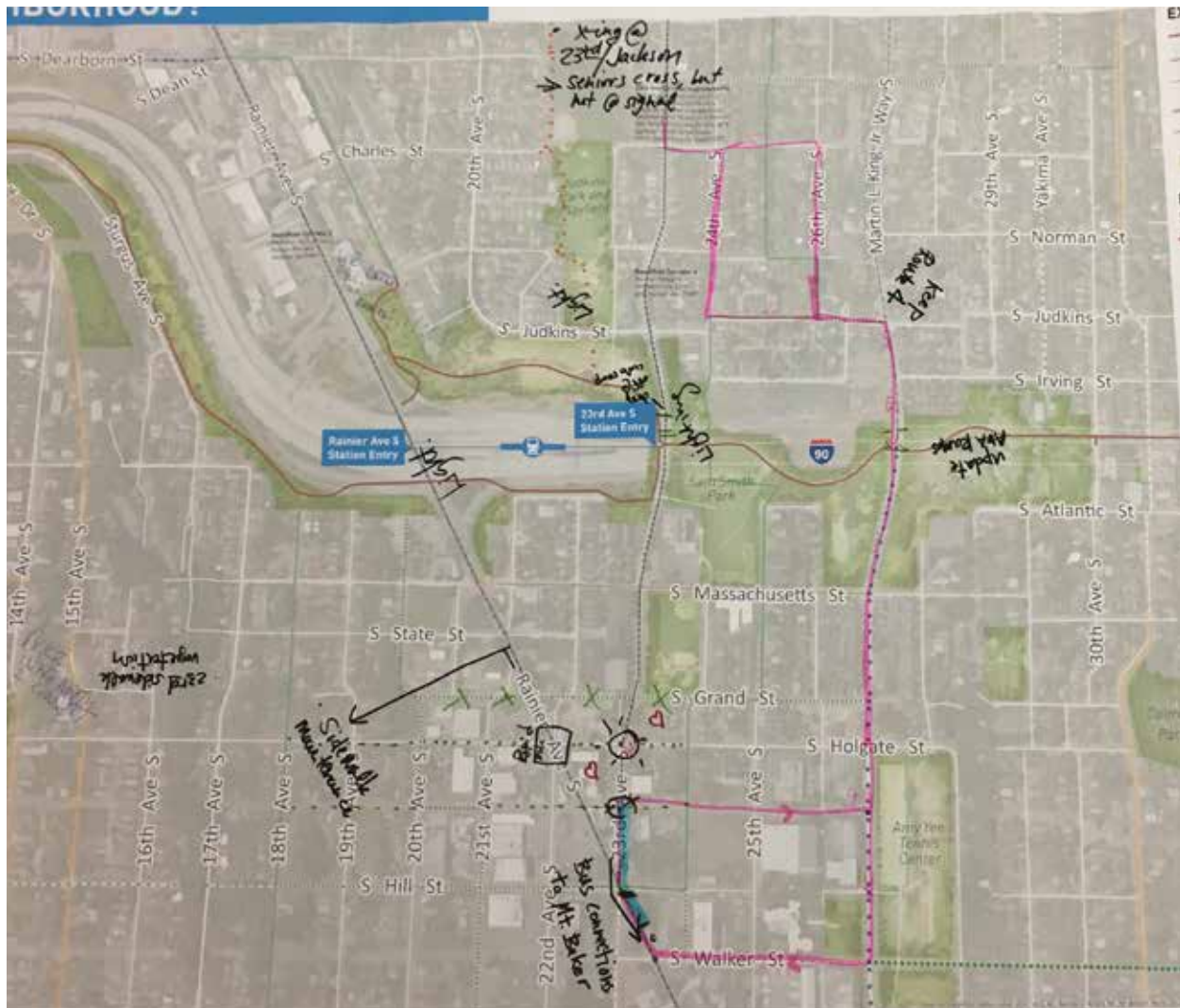
Debra: Concern about crossing tracks at station. Unsafe intersection: 23rd & Plum. The wayfinding made it feel like 23rd & Plum was safe. This should be fixed.

SUMMARY

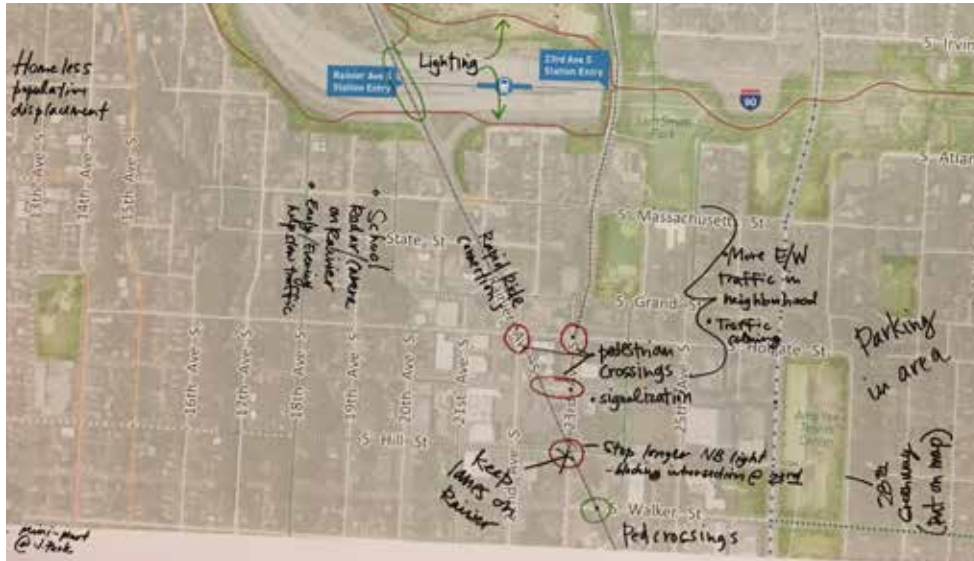
- Tactile APS everywhere
- Improve I-90 ramps crossings
- Nice, special streetscape design near station entries
- Good sidewalk conditions
- Concerns about encouraging more pedestrian activity/shops on Rainier, but important to make Rainier more pleasant and safe.
- Connection toward MTS Greenway
- Congestion at station area
- Wayfinding – retail, MTS, etc.
- DESIGN space for deaf, blind people

OCTOBER-DECEMBER 2017: FINALIZING PROJECT LIST AND CONCEPTS

JAPANESE PRESBYTERIAN CHURCH MEETING, 10/3/2017 AND 23RD AVE S MEETING, 10/5/2017



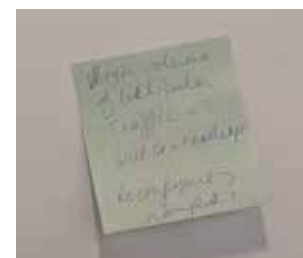
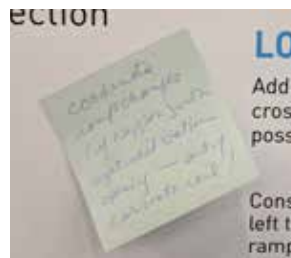
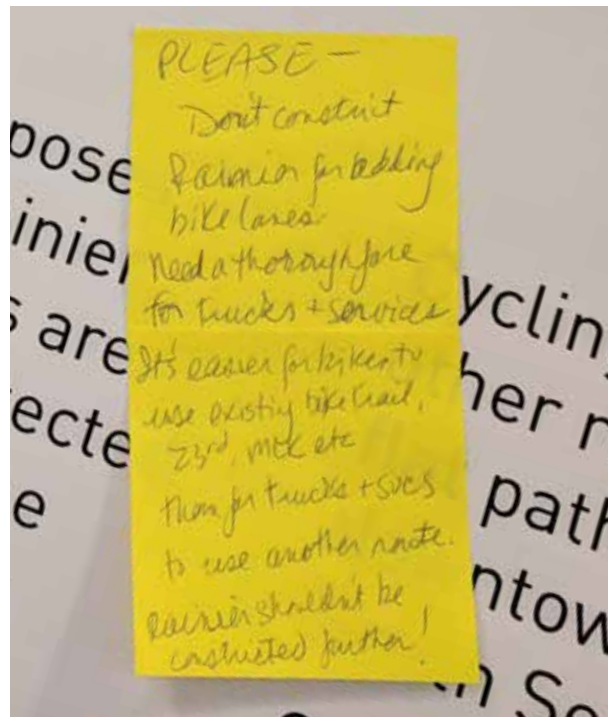
WELLSPRING FAMILY SERVICES MEETING, 10/16/2017 AND 2100 BUILDING LUNCH DROP-IN, 10/16/2017

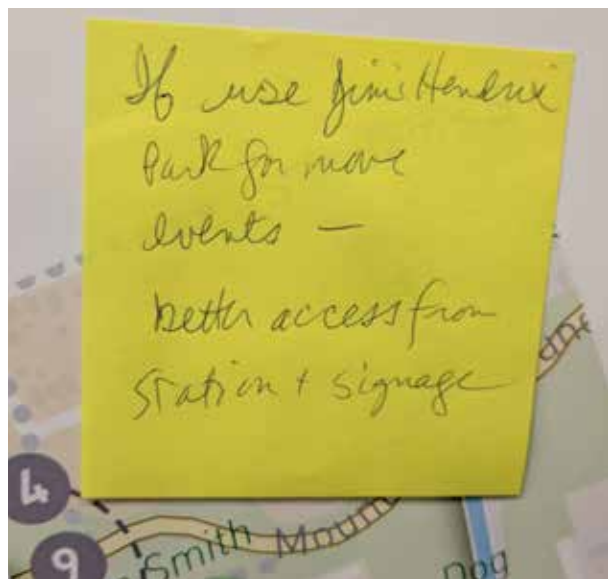
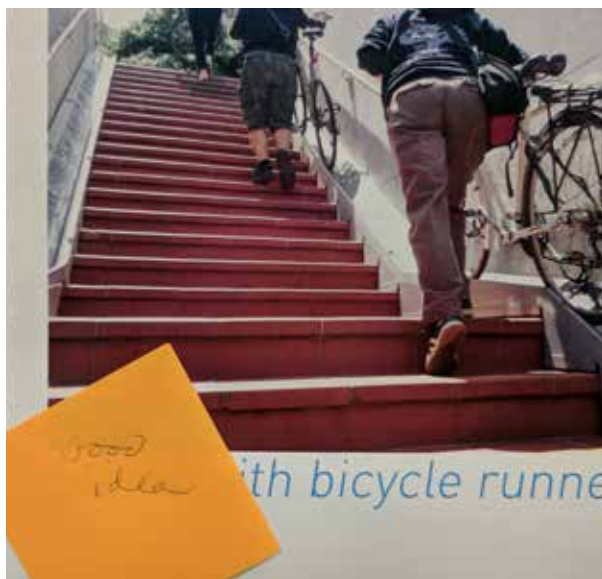
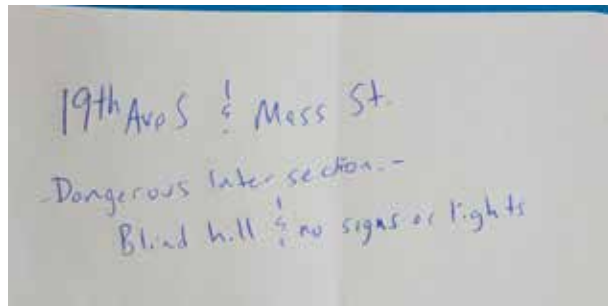
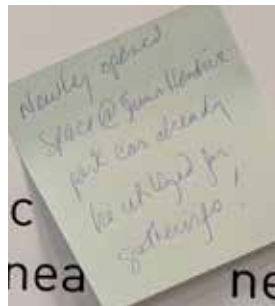
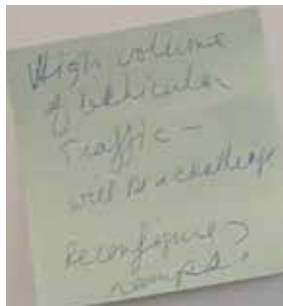
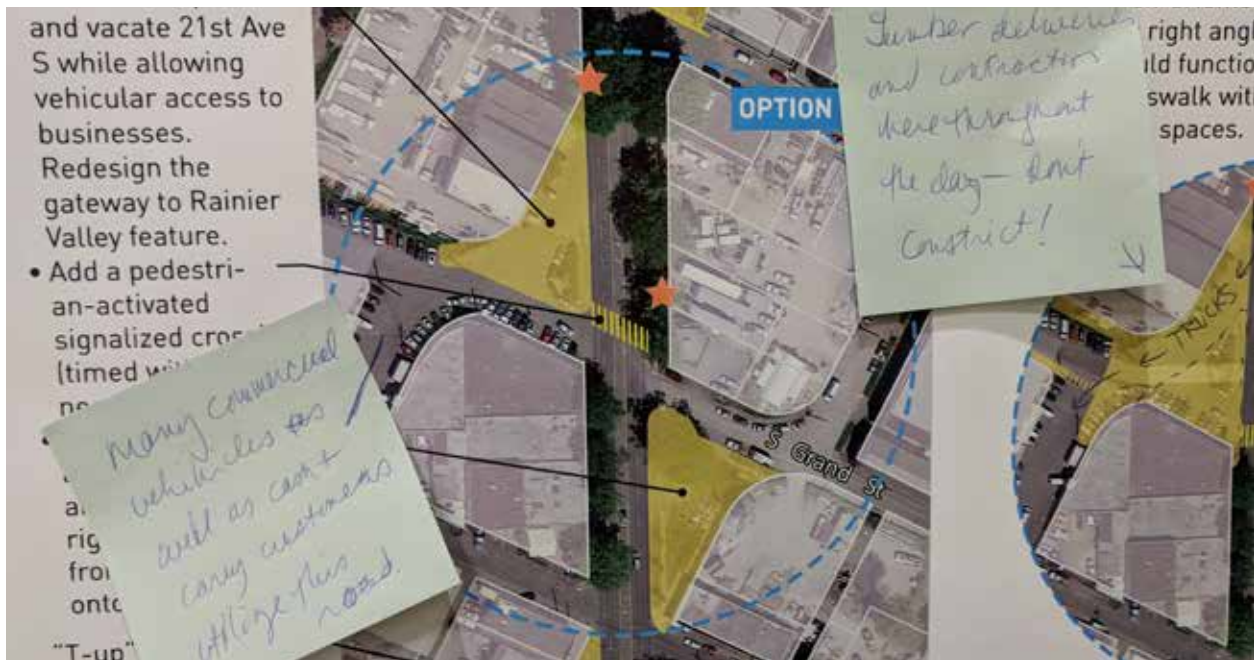


WORKSHOP 2, 11/2/17

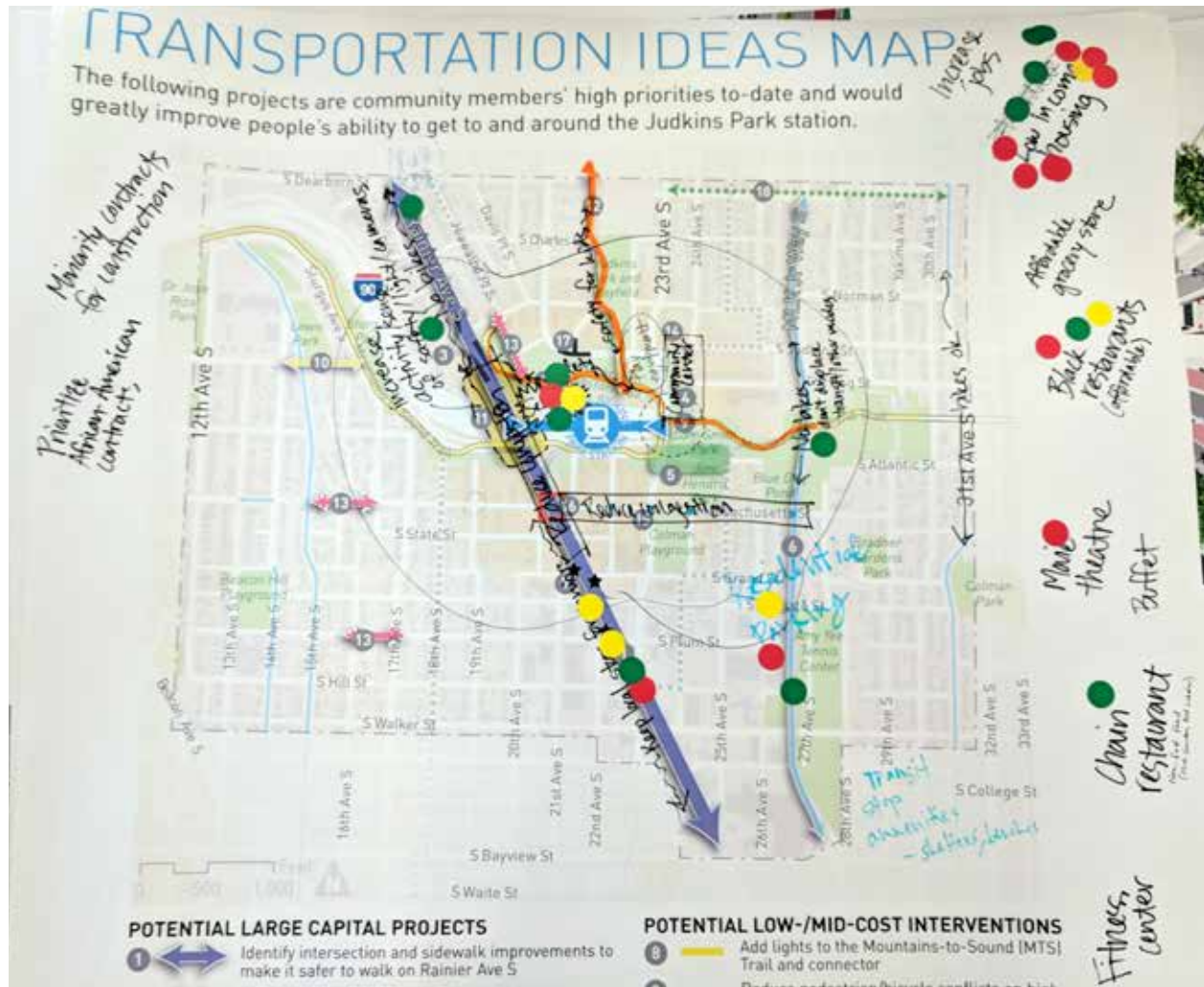
Prioritization exercise results:

Dots	Project
4	MTS Trail - Lights
4	I-90 underpass activation
3	Parking management
2	Rainier Ave S - Pedestrian quick wins
2	Rainier Ave S - I-90 on and off ramps
2	East entry mobility hub
2	Rainier Ave S - Triangular blocks
2	Massachusetts St signal
1	Judkins Park Trail improvements
1	Accessible pedestrian signals
1	Build stairs





GREATER MT BAKER BAPTIST CHURCH MEETING, 12/17/17



APPENDIX C: ONLINE SURVEY RESULTS

INCREASED ACTIVITY AROUND STATION

“The area around NWAAM & Jimi Hendrix Park keeping green space but having a few businesses such as restaurants, coffee shops so that it is more family friendly.”

“Would love to see low-rise local shops and cafes along 23rd and Rainier within half-quarter mile of the light rail station with a focus on residential and parks off the main thoroughfares.”

“I’d like to see dozens of blocks worth of midrise and perhaps a few high-rise blocks as well. NC-165 should be something the city uses more.”

“Currently there isn’t much pedestrian friendly walking space and little in the form of amenities that warrant visits to Rainier Avenue in this area. There needs to be more business and retail to attract more people along with the LINK and transit access.”

“More POC family owned businesses, more ethnic restaurants & cafes, youth employment options, arts.”

“We need more activity in and around the parks we have in order to make them safer. We also need more ‘eyes on the park’ because the existing homes often turn their shoulders/back to the parks, making them feel less safe. Any new development should respectfully address the park lands so that the cultural events that happen in them can be fostered while making the spaces safe during non-event times.”

“We need to add high density around the main corridors and the station, so many people can benefit from the proximity to the station. This

should include light industrial, commercial, and residential, and it MUST include a substantial amount of commercial and residential spaces for significantly less than market rate. With the increased density, we need to also make sure that there is increased open spaces and parks so people still find places of solitude and beauty outdoors.”

“I am really hoping there will be some zoning changes in the immediate area around both entrances to allow for bars, coffee shops, restaurants, and other low-density commercial, along with higher density residential.”

“Regions close to the station should be MUCH denser, regions further away should be less dense. Commercial activity should be placed on arterials, and around the station in mix use regions.”

“Upzone. Upzone. Upzone. The entire walkshed should allow for six story multi-use buildings. Light rail costs billions to build, make it worth it. Make it work. End of story.”

“I’d like to see more neighborhood retail uses in all of these areas, with it being so close to the light rail.”

“Dense, urban walkable. Doesn’t matter what it is so long as has some height and cars are 2nd class.”

“Housing density and business need to be developed around this light rail station so it feels safer and becomes a vibrant and connective node for the surrounding neighborhoods.”

“[T]here needs to be denser housing by the station as well as more business and employment to take advantage of the station. The space between Mt. Baker Station and Judkins Park station should be more dense than SLU. This is the perfect corridor to add the density to take advantage of the great amenities in all directions and transit.”

“Business development at the station itself like you see in the Tokyo subway, near NYC subway stations, Bangkok skytrain, or any other vibrant urban area. This means allowing businesses like small vendors, snack places, coffee on the go, etc. to actually operate on the station site itself, under I-90 or even on the station platform (like they do in major rail stations around Europe).”

AFFORDABLE HOUSING

“We need affordable housing in all our neighborhoods.”

“Affordable housing and rent control MUST be prioritized in these areas. There is a major risk of further pricing out people who have lived here for many years, and in the interest of history and equity, this must not happen.”

“For housing - it should be low income housing. Not just the new developments that push out African Americans who have lived in this neighborhood for generations.”

“We need to take care of and improve the housing here rather than build more shiny new buildings that cost more.”

“Prioritize low income housing!”

“We should be encouraging multi-story housing with a large number of affordable units within a few blocks of the light rail station.”

SAFE AND COMFORTABLE WALKING AND BIKING

“Currently the area is really unfriendly to pedestrians. I get lost easily and don’t feel safe crossing the street or just walking around on the street in general. Because of this I don’t feel inclined to explore this area of the city by myself. Making this area more activated for pedestrians with more wayfinding, better lighting, more housing (so more people on the street too) and more access to things like grocery stores or pharmacies please!”

“Rainier Ave is the clear and obvious nexus of housing, transport, and businesses/urban development. Making that corridor easily walkable, safe, and accessible from the surrounding areas is the highest priority.”

“I also want accessible sidewalks on every corner because it’s hard to navigate the sidewalks with a stroller.”

“Safe, comfortable routes for people of all ages and abilities to access the station and nearby homes, businesses, and parks while walking or riding bicycles.”

“Rainier is a horrible street, too much traffic and not enough pleasantness to make me stop. 45th Street through Wallingford or 14th Avenue by Seattle U or even the revamping of Union between 14th and 23rd are good examples of what Rainier could be with the political will and leadership from the city council and the mayor’s office.”

HISTORY AND CULTURE

“We need to work to preserve the history and culture of parts of Seattle that have been historically black.”

“Utilizing Equitable Development framework, specifically in relation to -The CAP Report: 30 Ideas for the Creation, Activation, and Preservation of Cultural Space....”

INDUSTRIAL AND GENERAL COMMERCIAL LANDS

“While the current boom in Seattle is not based manufacturing, the diversity of the economy and the employment types matters as it continues to grow. So I would prefer to not see [Poplar Place] evolve into predominantly commercial space like South Lake Union or residential and related restaurant/retail like Capital Hill. But I also feel it makes no sense to prevent residential use to be mixed in with light industrial or “maker” use. Of course the magic trick will be how to make it feasible to keep at least some of the spaces affordable.”

“I would like to emphasize again that increasing density and walkability from the station south is best for the entire area. ...If the city continues to hold on to light industrial and manufacturing in that area, the area will continue to stagnate. People will stay in their cars or will not walk to services. Not one person in my 50 plus company walks to work or takes public transportation. The reason is they don't feel safe walking in the area. The only way to change that is to bring density and walkability. Either change the area south of the station, or the city will continue with what they have now; cars, homeless encampments and crime.”

“Would like to see commercial/industrial areas stay as such - not as mixed use.”

“As someone who lives in this area it can feel VERY industrial, with little to no support for any sort of cafes or restaurants. There is nowhere to easily or safely walk to grab a coffee or a drink in the morning or evening.... I would love to see this developed more smartly and sustainably to encourage small business growth and a more walkable neighborhood.”

“This area of Seattle seems to be overlooked by many of the businesses and restaurants

you would typically see in other Seattle neighborhoods. The area around the Judkins station is, relatively speaking, a wasteland of light industrial that should be turned into a vibrant neighborhood.”

“The industrial area outlined in white ... is the most egregiously derelict and dangerous area.”

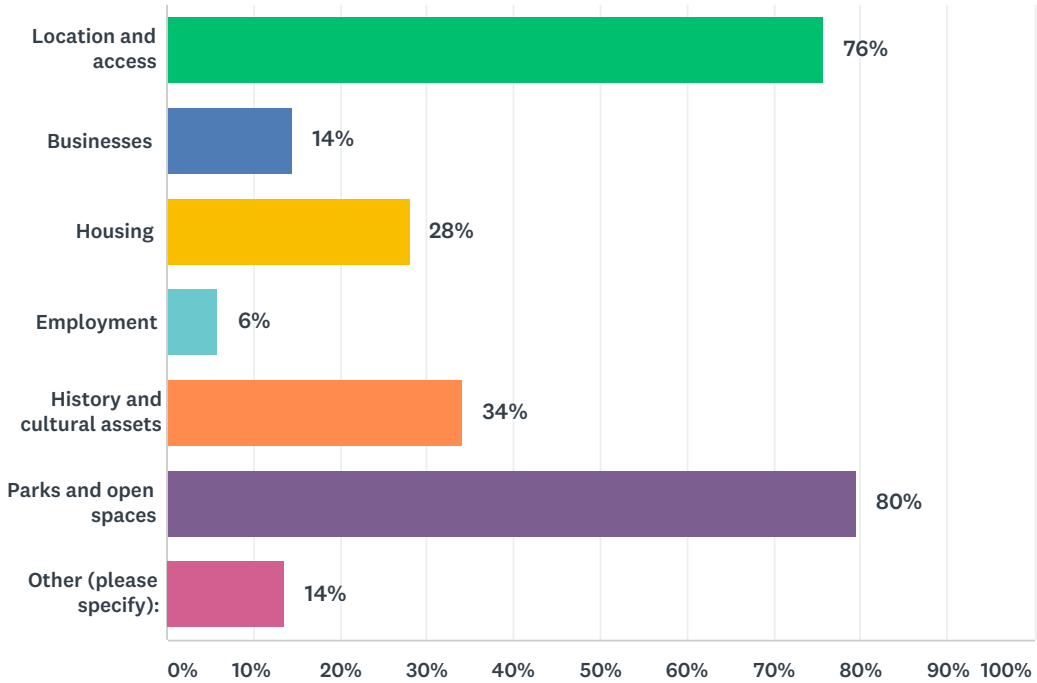
PARKS

“Parks are what make this neighborhood great and our residents sane. Please don't touch our beautiful open spaces!”

“There are plenty of parks in the area.”

Q1 What do you like most about the Judkins Park station area (see map)? Check all that apply.

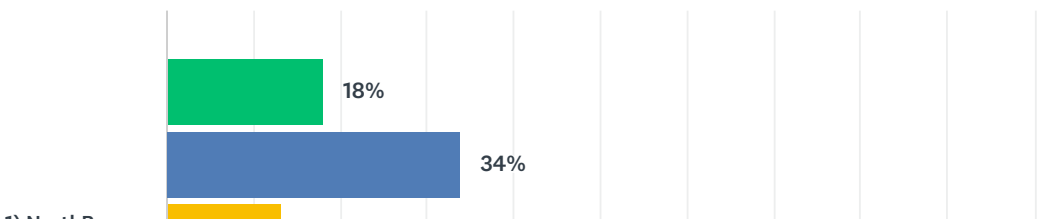
Answered: 235 Skipped: 3

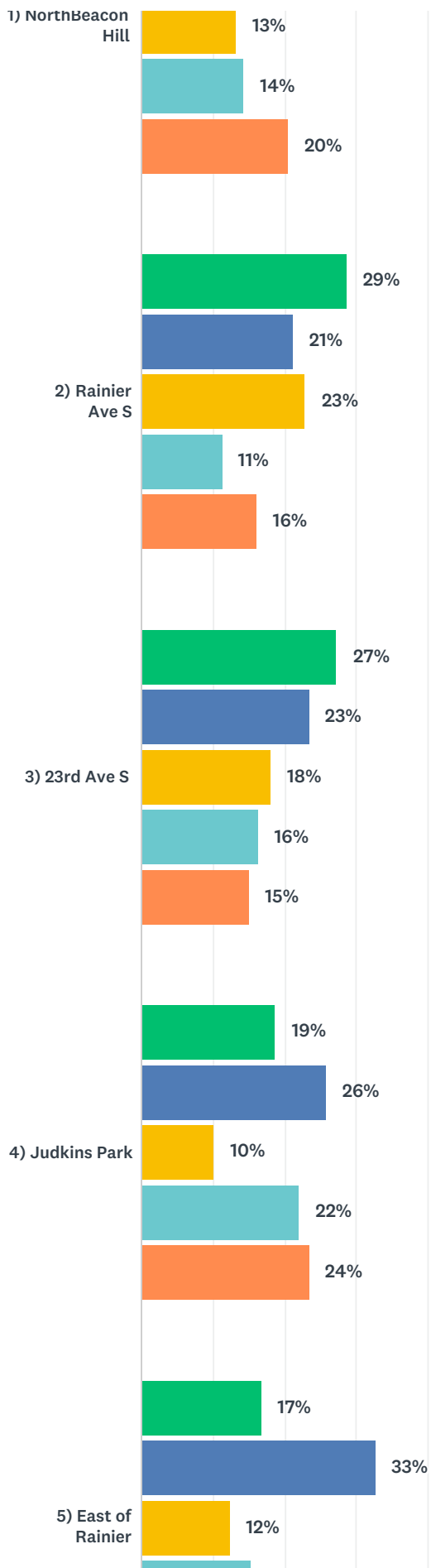


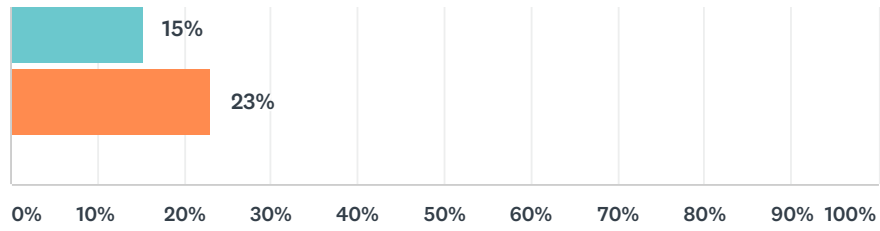
ANSWER CHOICES	RESPONSES
Location and access	76% 178
Businesses	14% 34
Housing	28% 66
Employment	6% 14
History and cultural assets	34% 80
Parks and open spaces	80% 187
Other (please specify):	14% 32
Total Respondents: 235	

Q2 What do you want to see more of around the Judkins Park station area? Check all that apply for each area outlined on the map.

Answered: 218 Skipped: 20

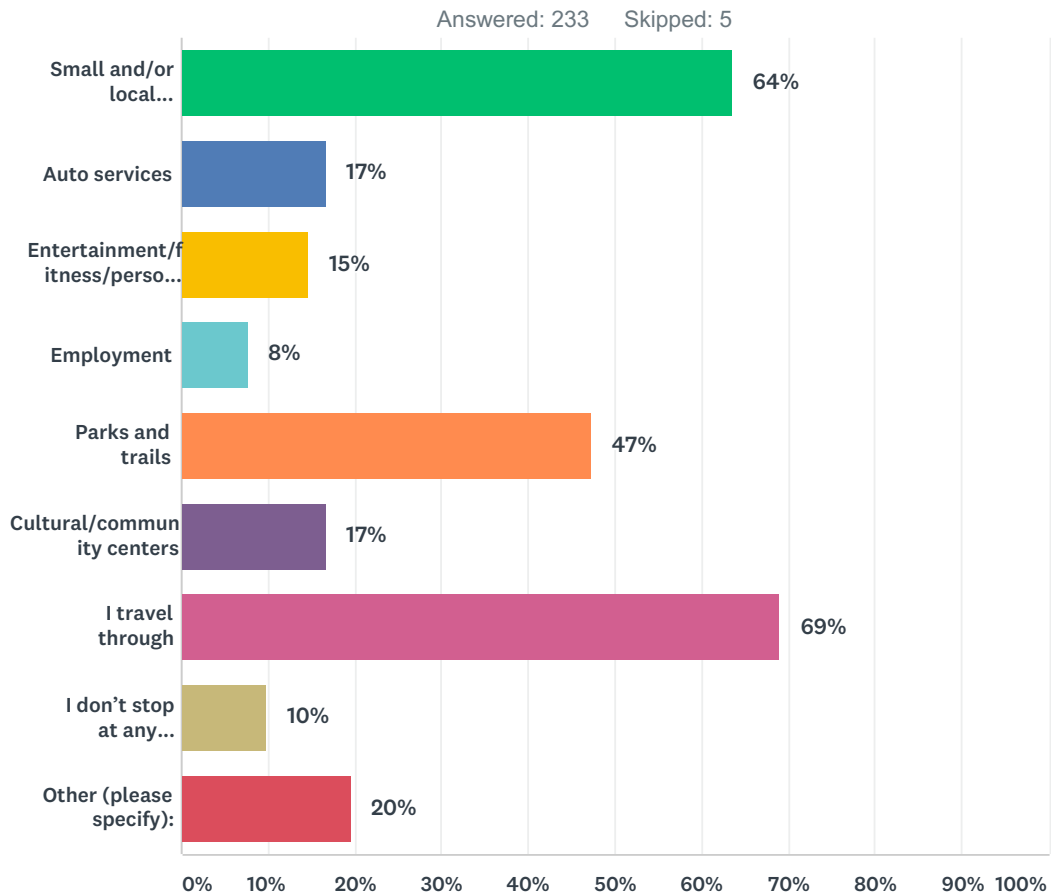






	BUSINESSES	HOUSING	EMPLOYMENT	HISTORY AND CULTURE	PARKS AND OPEN SPACES	TOTAL RESPONDENTS
1) NorthBeacon Hill	18% 67	34% 126	13% 49	14% 53	20% 76	371
2) Rainier Ave S	29% 144	21% 107	23% 115	11% 57	16% 81	504
3) 23rd Ave S	27% 142	23% 122	18% 94	16% 85	15% 78	521
4) Judkins Park	19% 92	26% 127	10% 50	22% 108	24% 116	493
5) East of Rainier	17% 66	33% 128	12% 48	15% 60	23% 90	392

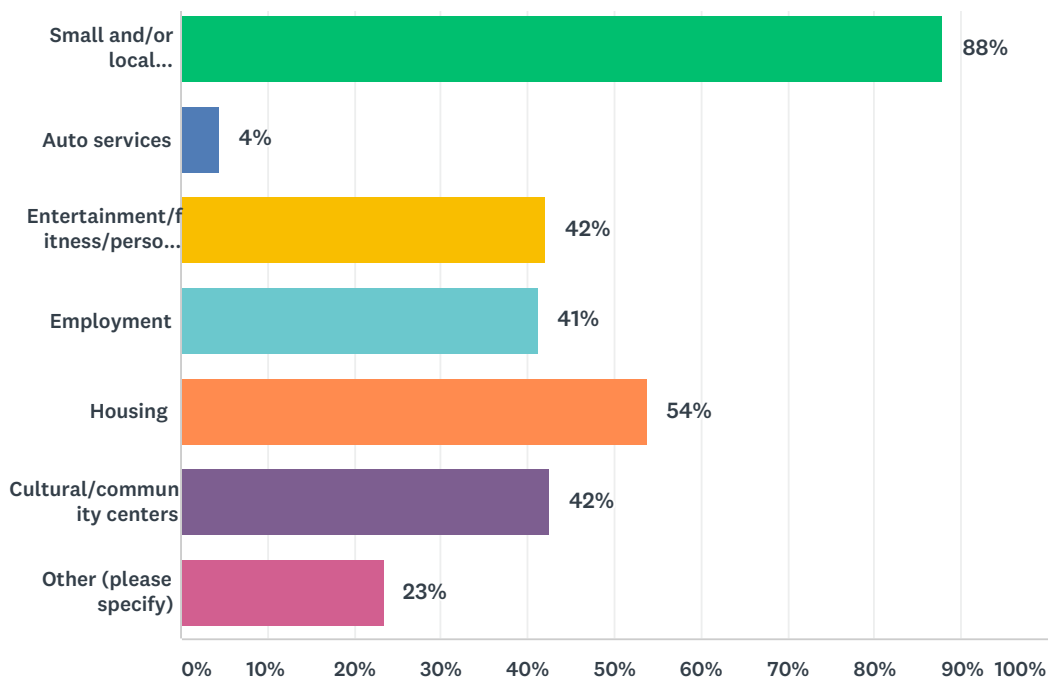
Q3 Why do you visit Rainier Ave S between S Dearborn St and S Bayview St? Check all that apply.



ANSWER CHOICES	RESPONSES	
Small and/or local businesses and restaurants	64%	148
Auto services	17%	39
Entertainment/fitness/personal care (for example, gym, sports club, bar, salon)	15%	34
Employment	8%	18
Parks and trails	47%	110
Cultural/community centers	17%	39
I travel through	69%	161
I don't stop at any destinations on this part of Rainier Ave	10%	23
Other (please specify):	20%	46
Total Respondents: 233		

Q4 What do you want to see more of along Rainier Ave S between S Dearborn St and S Bayview St? Check all that apply.

Answered: 231 Skipped: 7



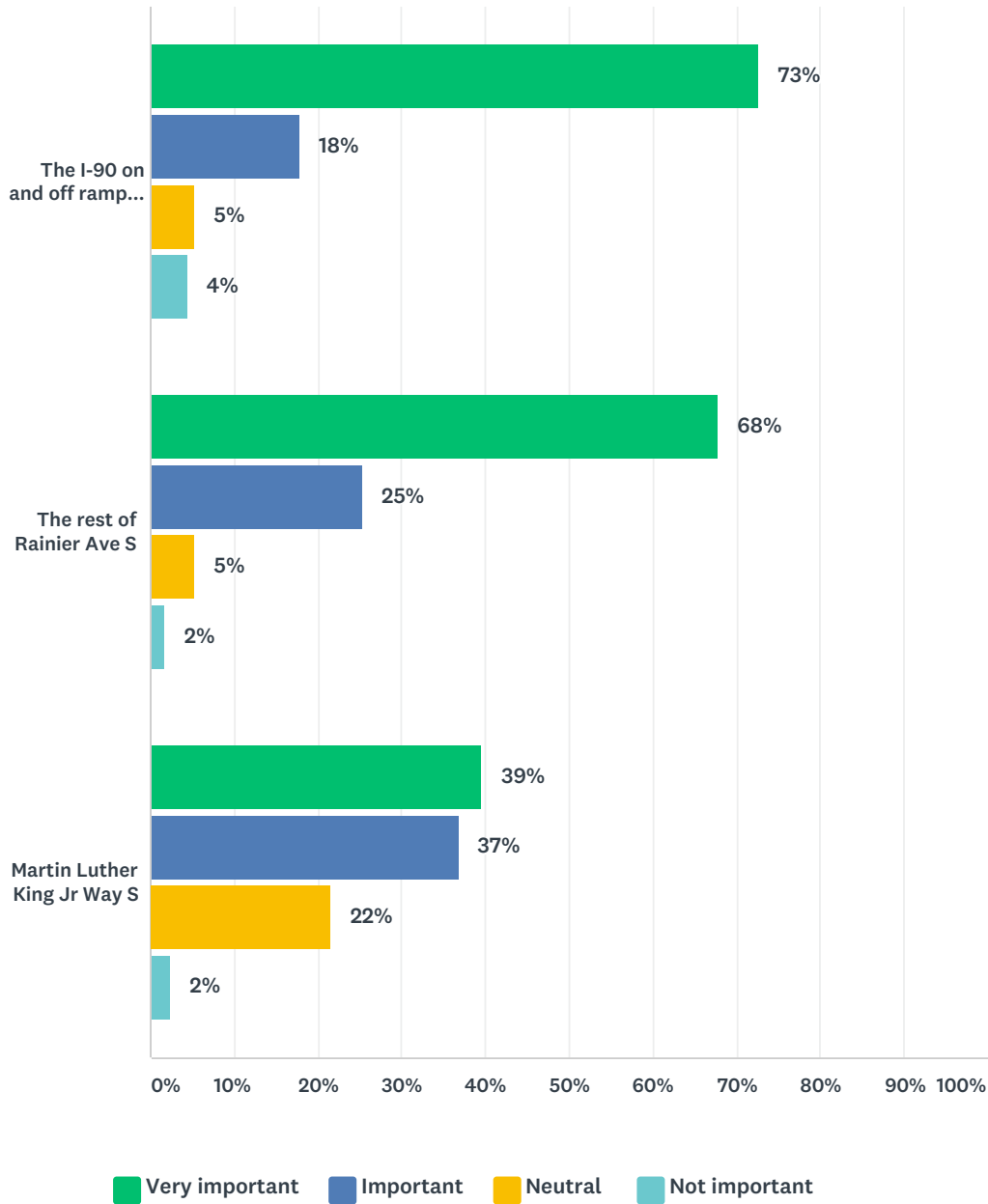
ANSWER CHOICES	RESPONSES	
Small and/or local businesses and restaurants	88%	203
Auto services	4%	10
Entertainment/fitness/personal care	42%	97
Employment	41%	95
Housing	54%	124
Cultural/community centers	42%	98
Other (please specify)	23%	54
Total Respondents: 231		

Q5 Please share with us places or streets you like in the study area, and tell us what will help the area to be more inviting and safer. If applicable, please specify precise locations or cross-streets.

Answered: 133 Skipped: 105

Q6 How important is it to improve the following places for people walking around the area? For example, improvements could include safer sidewalks and crosswalks. (Note, you may add other streets you care about in question #10.)

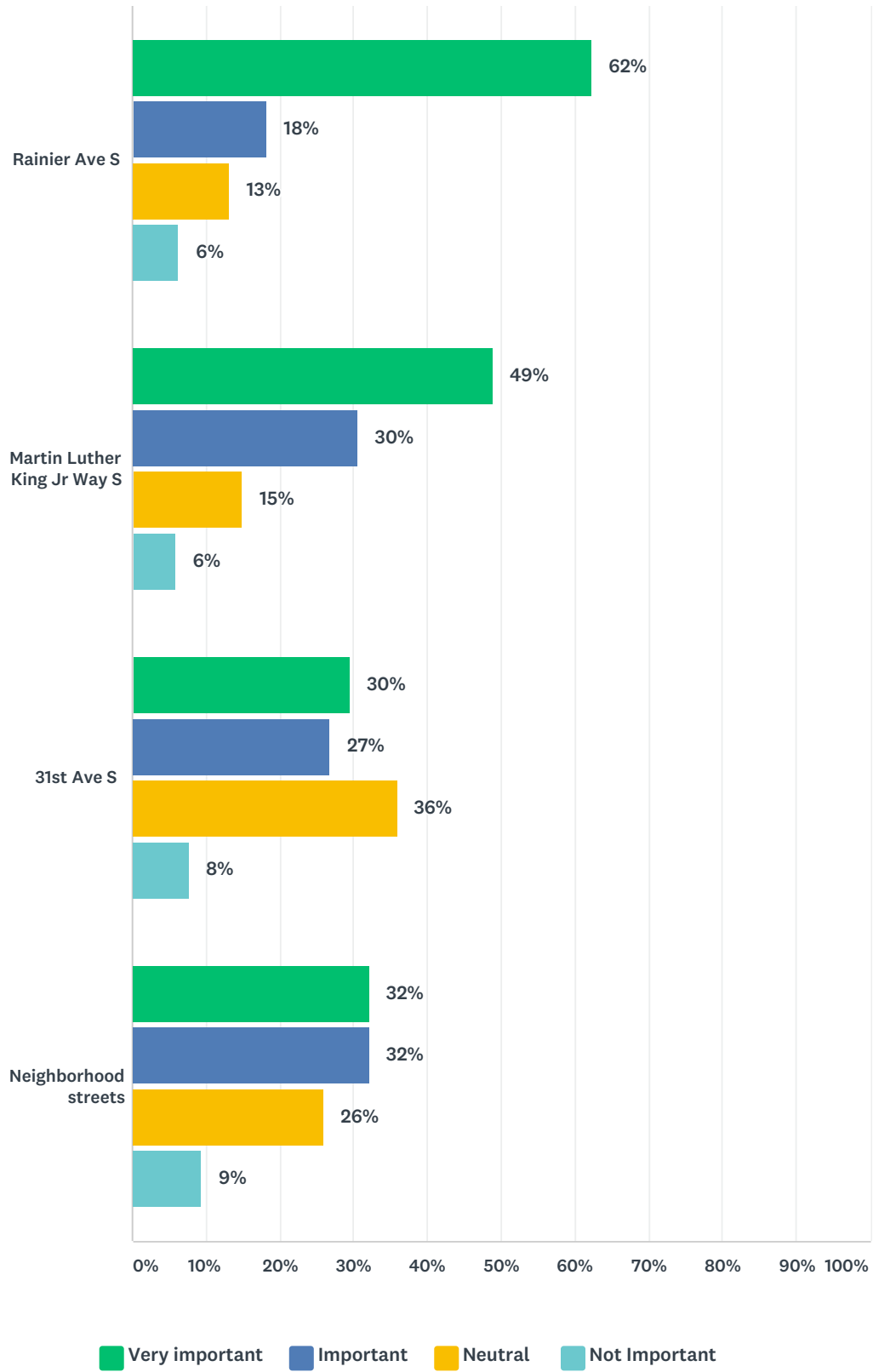
Answered: 226 Skipped: 12



	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
The I-90 on and off ramps at Rainier Ave S	73% 164	18% 40	5% 12	4% 10	226	1.58
The rest of Rainier Ave S	68% 153	25% 57	5% 12	2% 4	226	1.59
Martin Luther King Jr Way S	39% 88	37% 82	22% 48	2% 5	223	1.13

Q7 How important is it to improve the following places for people bicycling around the area? For example, improvements could include protected bike lanes, neighborhood greenways, and trails. (Note, you may add other routes you would like to see in question #10.) Protected bike lanes separate bicyclists from automobile traffic with a painted buffer, physical barrier, and/or a raised track to increase their safety and comfort. Neighborhood Greenways use signs, pavement markings, special intersections, and other devices to signify that the street is used by bicyclists and pedestrians and encourage drivers to slow down or choose other routes, while accommodating local access.

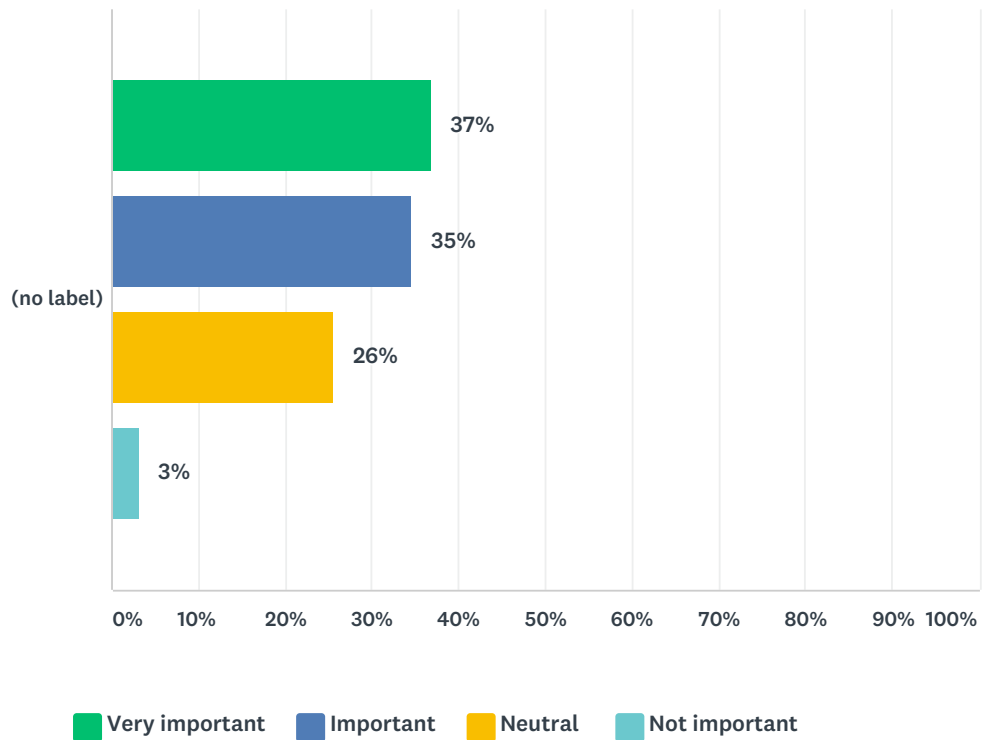
Answered: 227 Skipped: 11



	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Rainier Ave S	62% 141	18% 41	13% 30	6% 14	226	1.37
Martin Luther King Jr Way S	49% 109	30% 68	15% 33	6% 13	223	1.22
31st Ave S	30% 65	27% 59	36% 79	8% 17	220	0.78
Neighborhood streets	32% 72	32% 72	26% 58	9% 21	223	0.87

Q8 How important is it to improve local east-west bus service? (If you have specific ideas on this, please describe in question #10.)

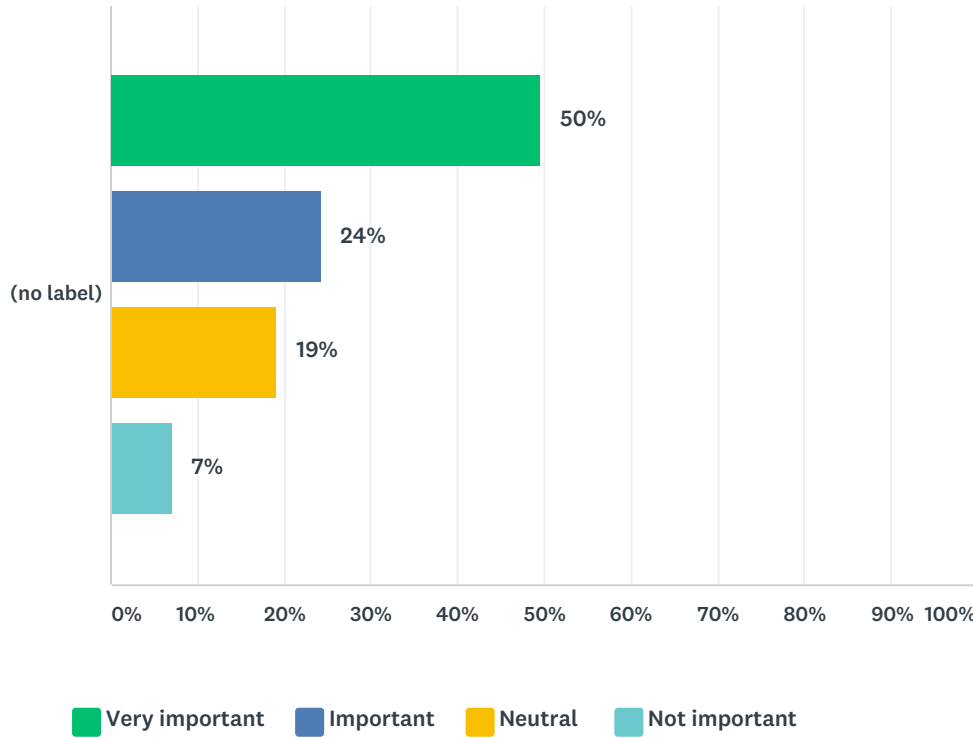
Answered: 223 Skipped: 15



	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
(no label)	37% 82	35% 77	26% 57	3% 7	223	1.05

Q9 How important is it to restrict parking (e.g., designate a residential parking zone for a few blocks) near the future light rail station to prevent riders from parking in the neighborhoods?

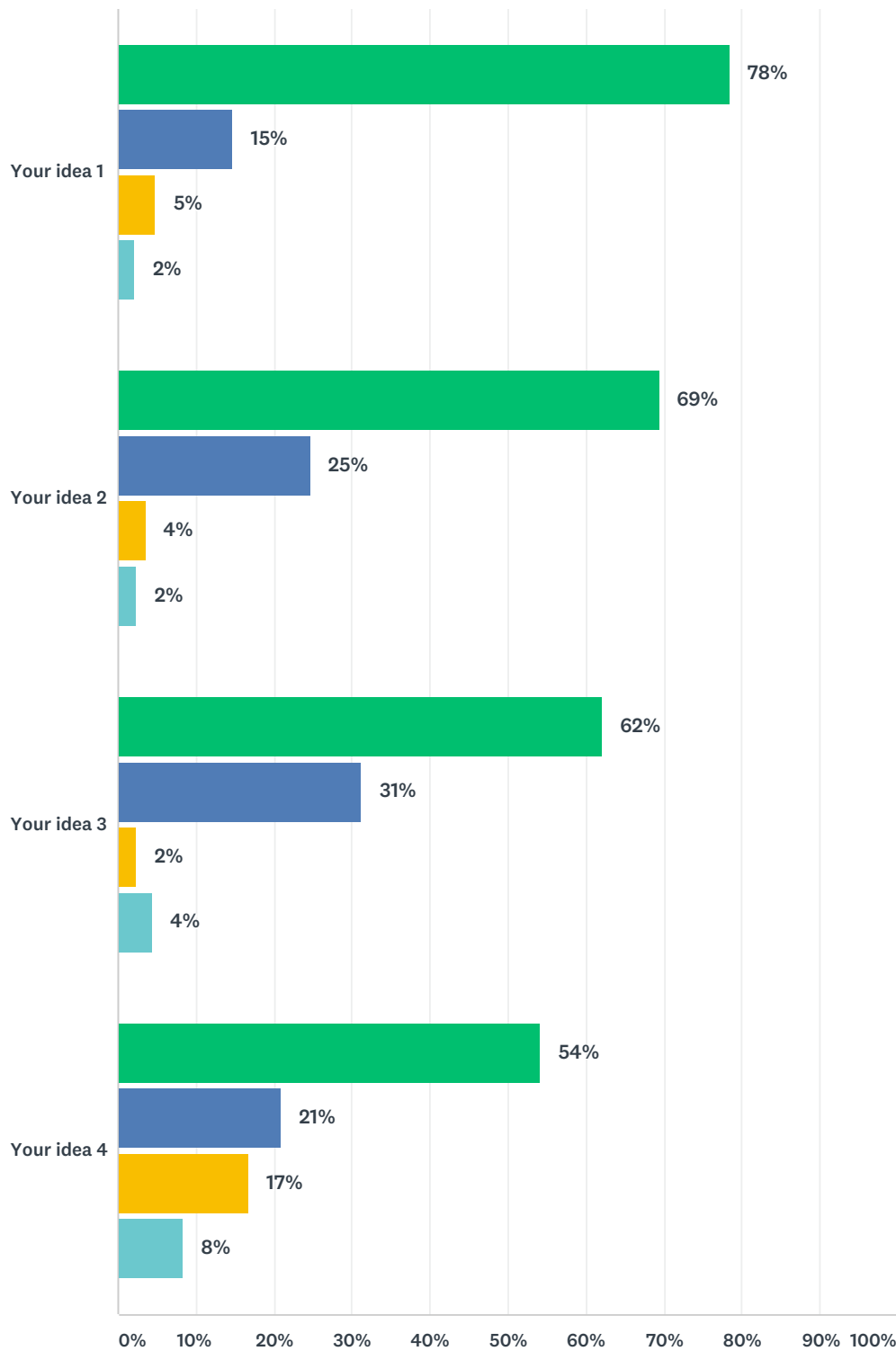
Answered: 226 Skipped: 12



	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
(no label)	50%	24%	19%	7%	226	1.16
	112	55	43	16		

Q10 What are your other ideas for making it safer and more convenient to access the light rail station, and how important are they?

Answered: 145 Skipped: 93



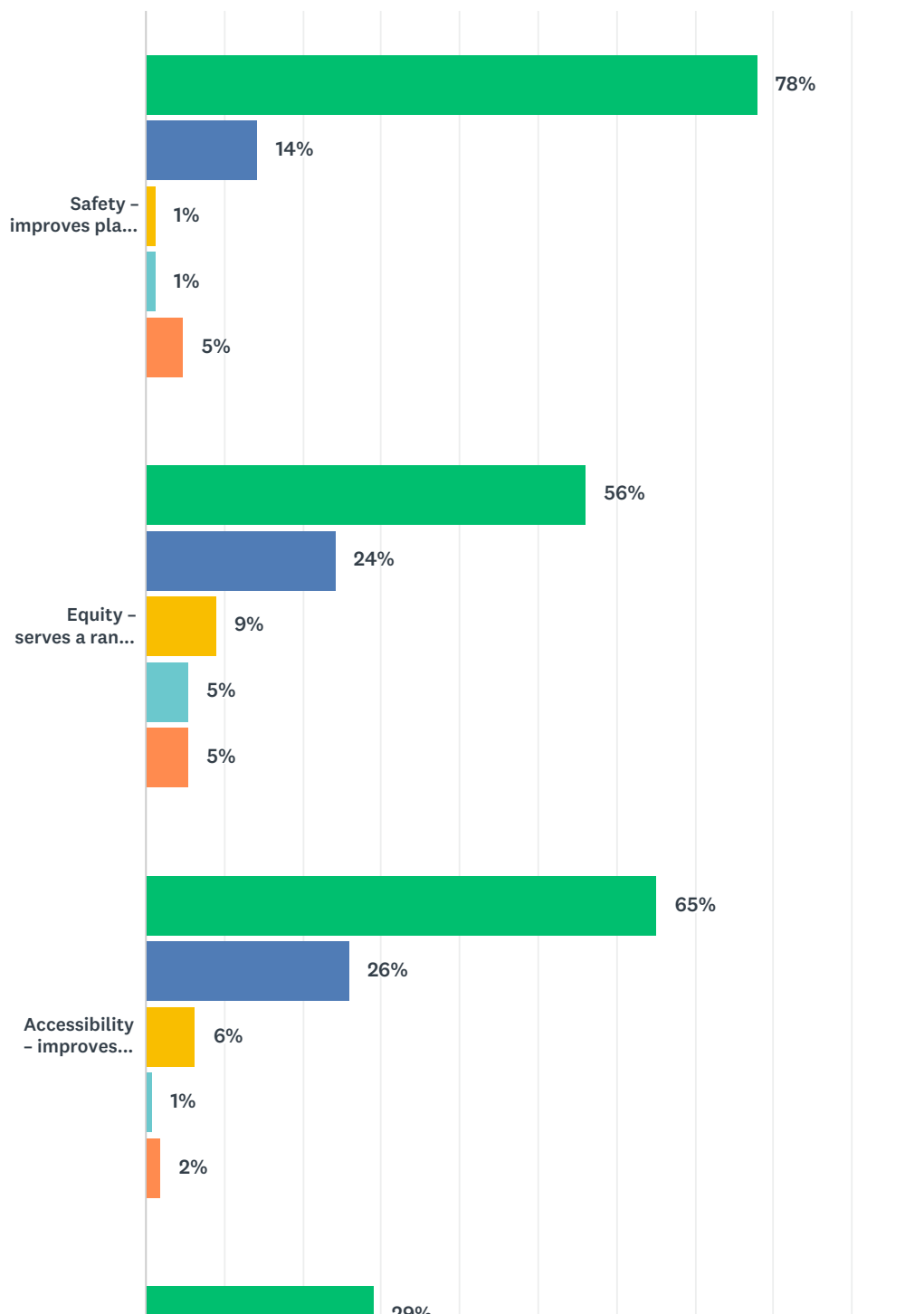
■ Very important
 ■ Important
 ■ Neutral
 ■ Not important

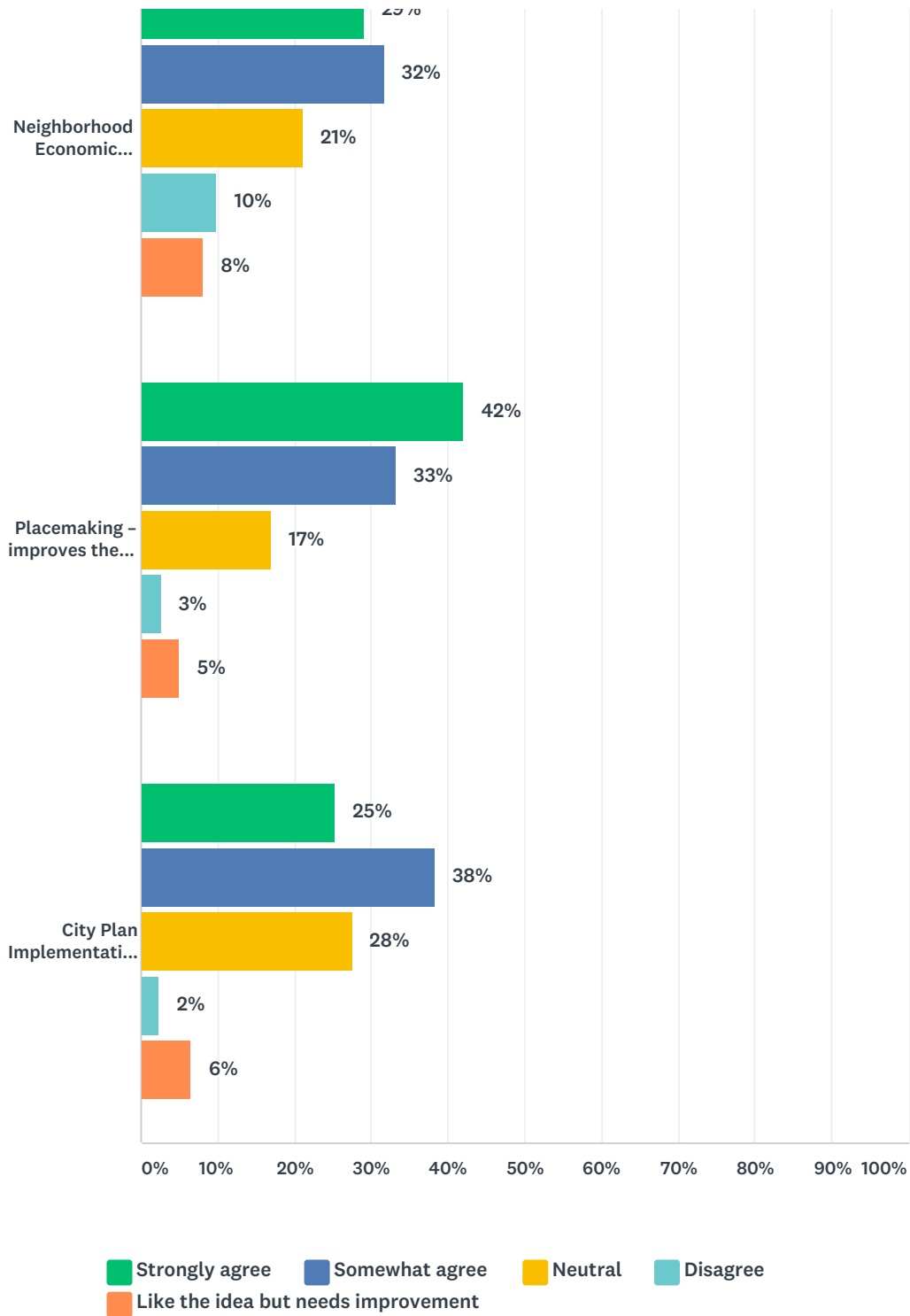
	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Your idea 1	78% 113	15% 21	5% 7	2% 3	144	1.69
Your idea 2	69% 59	25% 21	4% 3	2% 2	85	1.61

Your idea 3	62%	31%	2%	4%		
	28	14	1	2	45	1.51
Your idea 4	54%	21%	17%	8%		
	13	5	4	2	24	1.21

Q11 Proposed projects will be prioritized for implementation based on evaluation criteria. How strongly do you agree with the following draft criteria?

Answered: 224 Skipped: 14





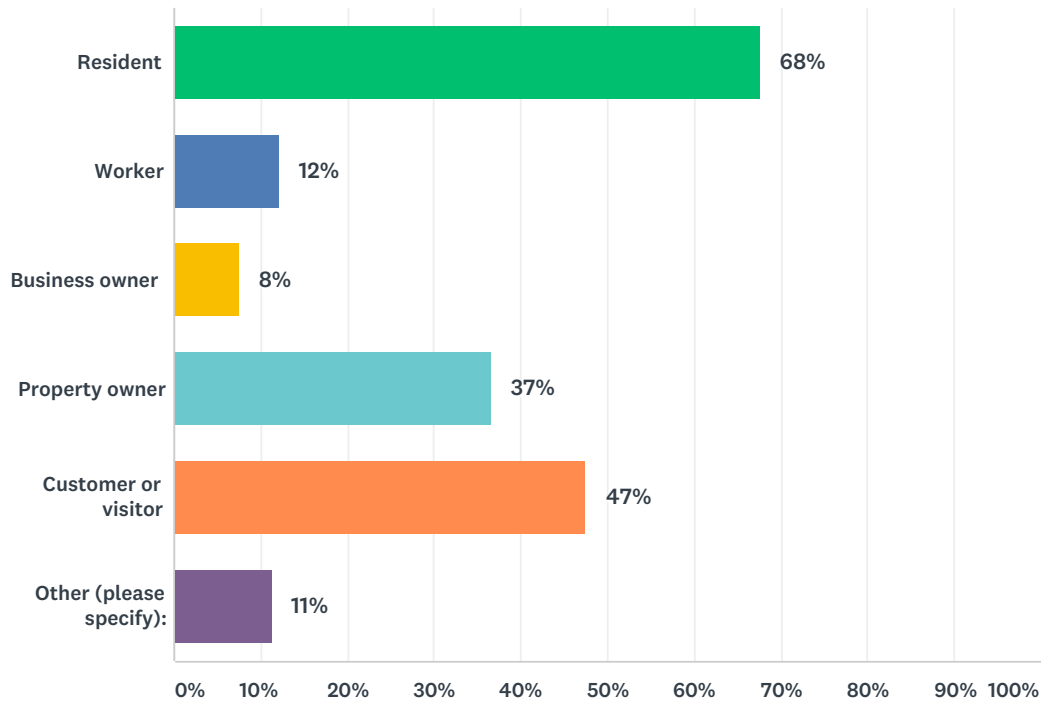
	STRONGLY AGREE	SOMEWHAT AGREE	NEUTRAL	DISAGREE	LIKE THE IDEA BUT NEEDS IMPROVEMENT	TOTAL	WEIGHTED AVERAGE
Safety – improves places expected to have high pedestrian and bicycle volumes and high collision locations.	78% 175	14% 32	1% 3	1% 3	5% 11	224	1.69
Equity – serves a range of socioeconomic demographics and vulnerable sectors of the community and is desired by local residents, businesses, and other community members.	56% 125	24% 54	9% 20	5% 12	5% 12	223	1.31
Accessibility – improves access to the planned Judkins Park light rail station and nearby destinations and transportation facilities.	65% 145	26% 58	6% 14	1% 2	2% 4	223	1.55
Neighborhood Economic Vitality –ensures appropriate business access, especially trucks and cars.	29% 65	32% 71	21% 47	10% 22	8% 18	223	0.80
Placemaking – improves the sense of comfort and connection to a unique place.	42% 92	33% 73	17% 37	3% 6	5% 11	219	1.15
City Plan Implementation – evaluates a project’s consistency with the planned projects in the City’s adopted transportation and land use plans.	25% 55	38% 83	28% 60	2% 5	6% 14	217	0.87

Q12 If you selected “like the idea but needs improvement” for any of the above, please suggest ways to improve or clarify the evaluation criterion. You may also add additional criteria here.

Answered: 48 Skipped: 190

Q13 Within the study area, are you any of the following? Please select all that apply.

Answered: 213 Skipped: 25



ANSWER CHOICES	RESPONSES	
Resident	68%	144
Worker	12%	26
Business owner	8%	16
Property owner	37%	78
Customer or visitor	47%	101
Other (please specify):	11%	24
Total Respondents: 213		

Q14 What is the zip code for where you live?

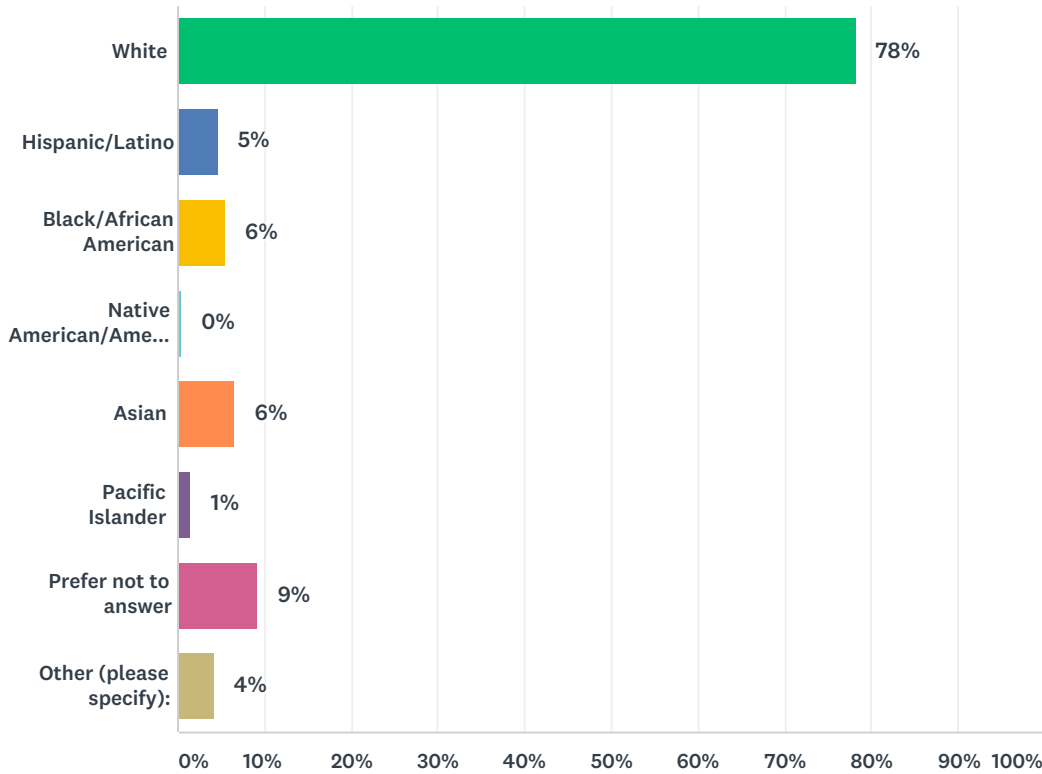
Answered: 217 Skipped: 21

Q15 What is the zip code for where you work? (If retired or not working, what is the zip code for where you most regularly visit?)

Answered: 209 Skipped: 29

Q16 Please specify your ethnicity and/or race (select all that apply). This information helps Seattle understand if its public engagement methods are reaching a representative population.

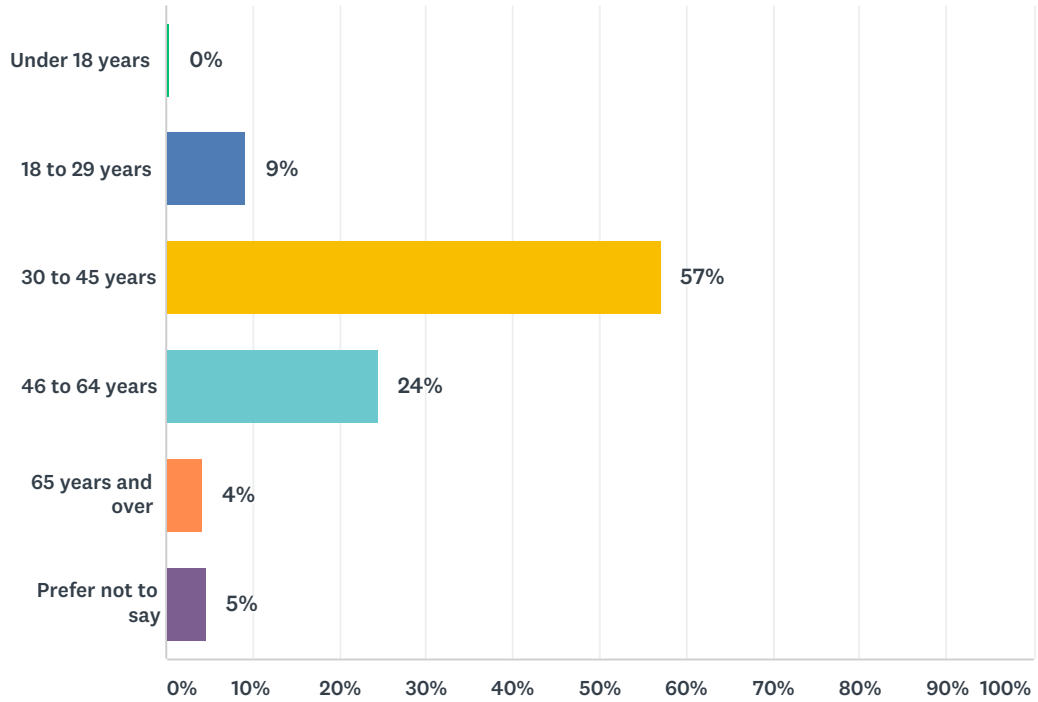
Answered: 217 Skipped: 21



ANSWER CHOICES	RESPONSES	
White	78%	170
Hispanic/Latino	5%	10
Black/African American	6%	12
Native American/American Indian/Alaska Native	0%	1
Asian	6%	14
Pacific Islander	1%	3
Prefer not to answer	9%	20
Other (please specify):	4%	9
Total Respondents: 217		

Q17 What is your age?

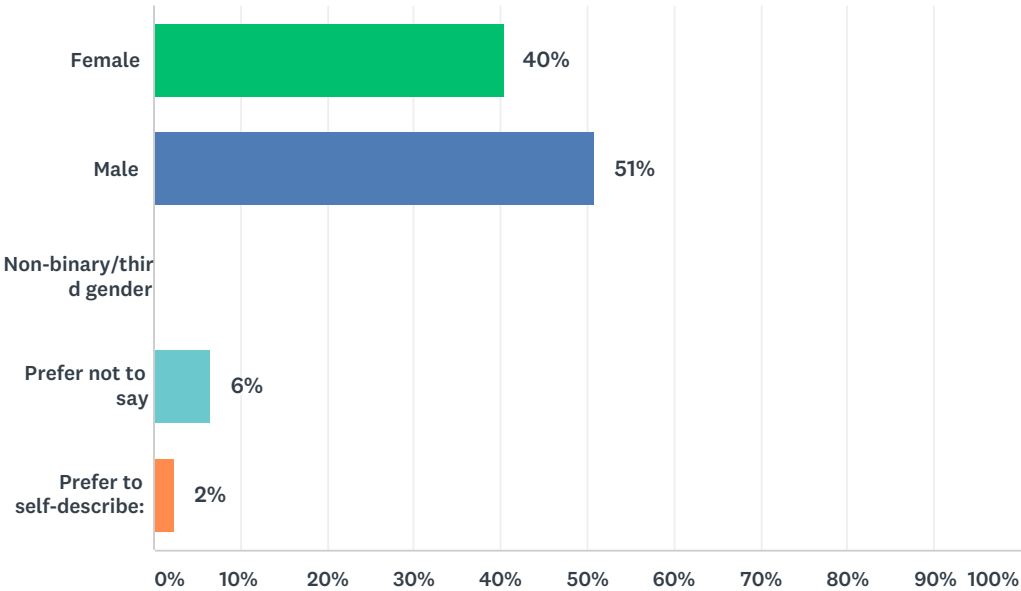
Answered: 217 Skipped: 21



ANSWER CHOICES	RESPONSES	
Under 18 years	0%	1
18 to 29 years	9%	20
30 to 45 years	57%	124
46 to 64 years	24%	53
65 years and over	4%	9
Prefer not to say	5%	10
TOTAL		217

Q18 What is your gender?

Answered: 218 Skipped: 20



ANSWER CHOICES	RESPONSES	
Female	40%	88
Male	51%	111
Non-binary/third gender	0%	0
Prefer not to say	6%	14
Prefer to self-describe:	2%	5
TOTAL		218

Q19 If you would like to be added to the project email list, please provide your email address here:

Answered: 107 Skipped: 131

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APPENDIX C: COMMUNITY'S LAND USE IDEAS



DRAFT MEMORANDUM

Date: July 16, 2018
To: Ian Macek, Evan Corey Costagliola, and Joel Miller, SDOT
From: Aaron Gooze and Sarah Peters, Fehr & Peers
Subject: **Judkins Park: Station Access Analysis**

SE17-0506

This memorandum summarizes the findings from an analysis of multimodal access to the future Judkins Park Link Light Rail Station, which will be constructed as part of Sound Transit's East Link project. The analysis is meant to provide additional context and comparison to the original mode share estimates provided in the East Link Environmental Impact Statement (EIS). We used spatial analysis of pedestrian, bicycle, auto, and transit access to the station to understand population coverage and also compared the original mode share estimates to methodologies developed as part of the Transit Cooperative Research Program (TCRP).

Access Shed Methods

To calculate the population that has access to Judkins Park Station by auto, bicycling, walking, and transit, we developed transportation networks, created travel sheds for each mode, and applied those travel sheds to population data from the US Census.

Network Development

A transportation network dataset showing streets and transit lines was built in GIS and two origin points were added to represent the two access points for the new station. These were located just east of the intersection of I-90 and 23rd Avenue S. and just south of I-90 on Rainier Avenue S. It was assumed that, as part of the station's construction, high quality pedestrian facilities will link the station to the nearby road network.

The level of traffic stress (LTS) network created around the study area is derived from applying the Mineta Transportation Institute LTS methodology to OpenStreetMap (OSM) data. OSM is an open



source editable map of the world. The OSM database is structured around user-contributed features and associated “tags” that describe them. For the purposes of LTS analysis, the most important features are bicycle infrastructure, number of vehicle travel lanes, speed limits, and other roadway characteristics, such whether the facility is a one-way street, a two-way street, or a trail. Fehr & Peers has developed an approach that uses OSM tags, where available, as inputs into a level of traffic stress analysis. Where tags are not available, lanes and speed limits were inferred from the OSM functional classification to determine an LTS score, assuming mixed flow for on-street facilities and trails for off-street facilities. As part of this analysis, we reviewed the available bicycle facility tags to determine if the LTS was reasonable based on our review of the data and comparisons to other datasets.

Based on the LTS methodology, we assigned impedances to travel (i.e. increased travel time) based on whether the facility was considered high stress or low stress. High stress facilities were given impedances large enough that small segments of high stress facilities acted as significant barriers to bicycle travel within the network. The assumed travel speed for bicyclists was ten miles per hour.

Travel Shed Development

After building the network dataset and LTS network, a service area analysis was conducted to determine 10-minute access sheds for auto, walking, transit, and bicycling. Ten minutes is used as a typical walkshed to high frequency transit such as light rail and was assumed access time for the other modes for consistency. The walk shed analysis assumed that pedestrians can walk on all non-highway streets. The transit shed used transit frequencies and speeds assumed for King County Metro service in 2025, as detailed in METRO CONNECTS. The auto shed generated five minute travel times based on estimated congestion levels¹ and included five minutes for wait-time and egress from the vehicle.²

The 10-minute transit travel shed was calculated for a person departing from Judkins Park Station during the AM peak period (7-8 a.m. on a Wednesday). The transit travel shed also accounts for frequency and includes the average wait time in the travel time estimates.

Three different bike sheds were created: one using only the existing low traffic stress bicycle network, one using the entire existing bicycle network (including high stress facilities), and one low-

¹ An assumed degradation factor of .75 to account for traffic and signal delay

² If using a carshare vehicle, the wait time instead accounts for the access time to walk to access the vehicle



stress network that includes the future construction of a protected bicycle lane along Martin Luther King Boulevard from Union Street to Rainier Avenue S.

Population Analysis

Once the travel sheds were created, these were overlaid on population data at the Census block group level from the American Community Survey (2012-2016 5-year estimates). The travel sheds did not match block group boundaries, so a proportional share of each block group’s population was assigned to each travel shed, based on the proportion of the block group which is overlapped by the travel shed. For example, if 35% of a block group is within the 10-minute walk shed, 35% of that block group’s population is assigned to the 10-minute walk shed. This method assumes that residents are evenly distributed throughout each block group; while this introduces some error into the estimates, block groups are the smallest geography for which population data is available. The total population estimates for each travel shed were then rounded down to the nearest 100 to indicate that they are estimates based on available data.

Access Analysis

The travel shed analysis provides population estimates within a 10-minute walk, a 10-minute transit ride, a 10-minute pick-up/drop-off ride, and a 10-minute bicycle ride of the future Judkins Park Station. The bicycle travel shed was evaluated for existing and future low-stress networks, as well as for the full existing network. These travel sheds are discussed in greater detail below.

Table 1 presents the estimated population, area in square miles, and population density for each of the travel sheds.

Table 1: Population in 10-minute travel sheds

<i>Travel Shed</i>	<i>Estimated Population</i>	<i>Area (mi²)</i>	<i>Population Density (people/mi²)</i>
<i>Walk</i>	6,500	0.76	8,550
<i>Transit</i>	10,500	1.19	8,820
<i>Existing Bike - Low Stress Access</i>	42,000	4.63	9,070
<i>Existing Bike - Full Access</i>	56,300	6.01	9,370
<i>Future Bike - Low Stress Access</i>	42,800	4.72	9,070
<i>Auto (Pick-up/Drop-off)</i>	63,600	6.33	10,050

Source: Fehr & Peers 2018.



Walking Access

As shown in **Figure 1**, the area accessible within a 10-minute walk of the future Judkins Park Station reaches approximately ½ mile in each direction, extending west to 13th Avenue S., south to just short S. College Street, east to 31st Avenue S., and north to just shy of S. Jackson Street. The area is 0.76 square miles and includes approximately 6,500 residents.

Bicycling Access

As shown in **Figure 2**, there are substantial differences in the areas accessible within a 10-minute bicycle ride of the future Judkins Park Station depending on how sensitive bicycle riders are to traffic stress. Most people will choose to ride only on low-stress bicycle facilities, such as on paths and cycle tracks that are separated from auto traffic and on neighborhood streets where traffic volumes and speeds are low (LTS 1-2). The low-stress bicycle shed shown in light green represents the area that these users could access within 10 minutes, extending approximately 1.5 miles to the north and south, reaching Union Street and S. Spokane Street, ½ mile to the west, and 1.5 miles east along the I-90 Trail. The future low-stress bicycle shed, shown in the dashed orange line, extends slightly farther south due to the future construction of a protected bicycle lane along Martin Luther King Boulevard from Union Street to Rainier Avenue S. The future low-stress bicycle shed expands the service population from approximately 42,000 to 42,800 residents.

Some people, including most of the existing bicycle commuters in the United States, will tolerate higher stress facilities, including bike lanes on streets with speed limits of 35 mph or more and streets with relatively high traffic speeds and volumes that lack dedicated bicycle facilities (LTS 3-4). The area accessible to these riders is shown in dark green on **Figure 2**. These riders are more likely to tolerate riding in mixed-flow traffic on Boren Avenue S., Rainier Avenue S., Lakeside Avenue S., and over I-5 on S. Holgate Street. Limited crossings of I-5 present a barrier to all bicyclists accessing Judkins Park Station from the west.

Transit Access

As shown in **Figure 3**, the area accessible within a 10-minute transit ride of the future Judkins Park Station extends approximately 1 mile southeast of the station along Rainier Avenue S., 1 mile north along 23rd Avenue S., and a half mile to the east and west. The area is 1.19 square miles and includes approximately 10,500 residents. This reflects the type of service in the area, with frequent connections (and future RapidRide lines) serving both Rainier Avenue S and 23rd Avenue S extending the shed north and south of the station.



Pick-up/Drop-off Access

As shown in **Figure 4**, the area accessible within a 10-minute pick-up/drop-off (with the five minute wait/egress time) extends approximately 1.25 miles west into SODO, 2 miles north to Madison Street, and almost 2 miles to the south and southeast. The area is 6.33 square miles and includes approximately 63,600 residents. It mirrors parts of the low-stress 10-minute bicycle access shed while extending farther northwest, west and south.



Figure 1: 10-minute Walking Access Shed

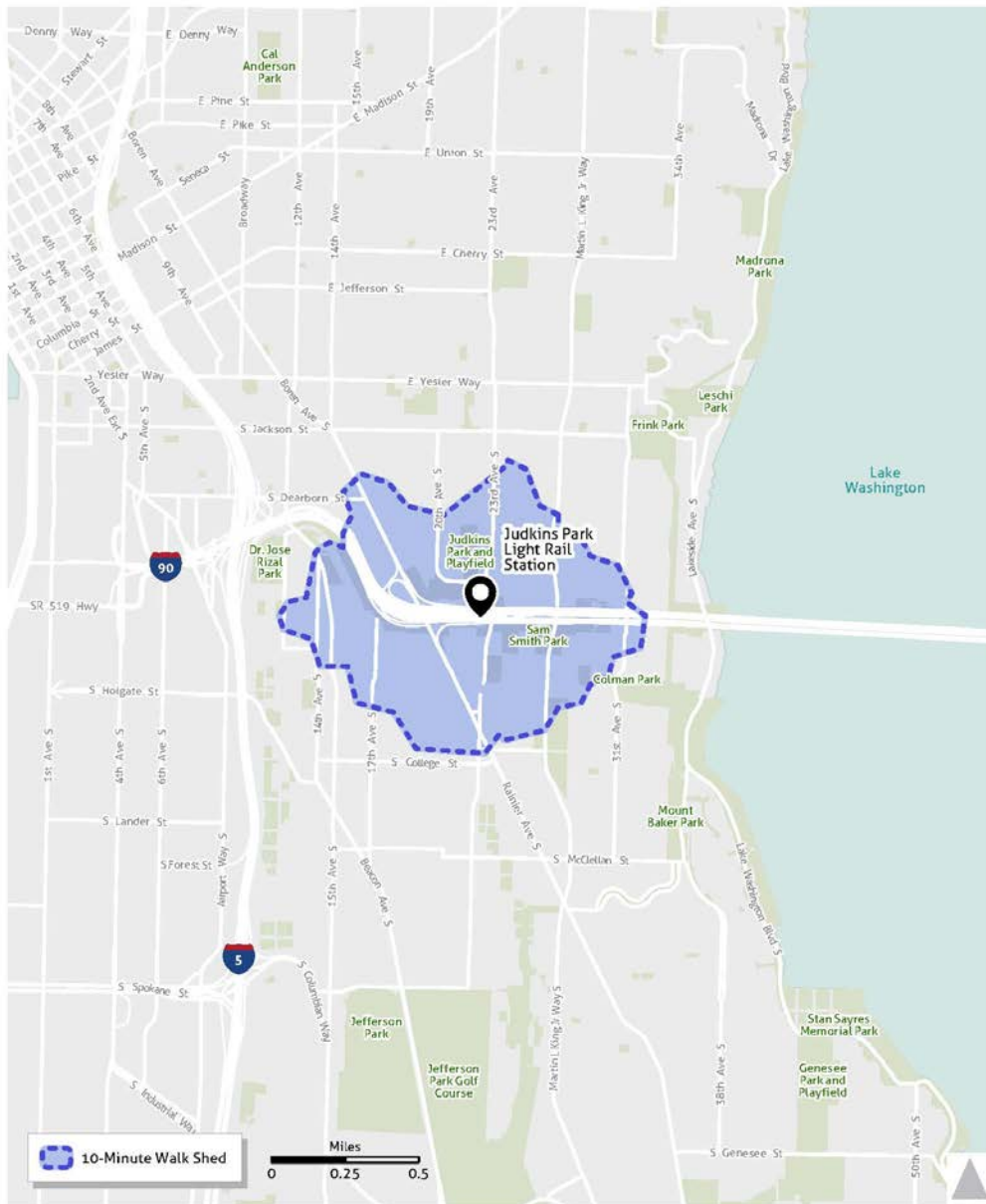


Figure 1
Judkins Park Station Access
10-Minute Walk Shed



Figure 2: 10-minute Bike Access Shed



Figure 2

Judkins Park Station Access
10-Minute Bicycle Sheds



Figure 4: 10-minute Auto (Pick-up/Drop-off) Access Shed

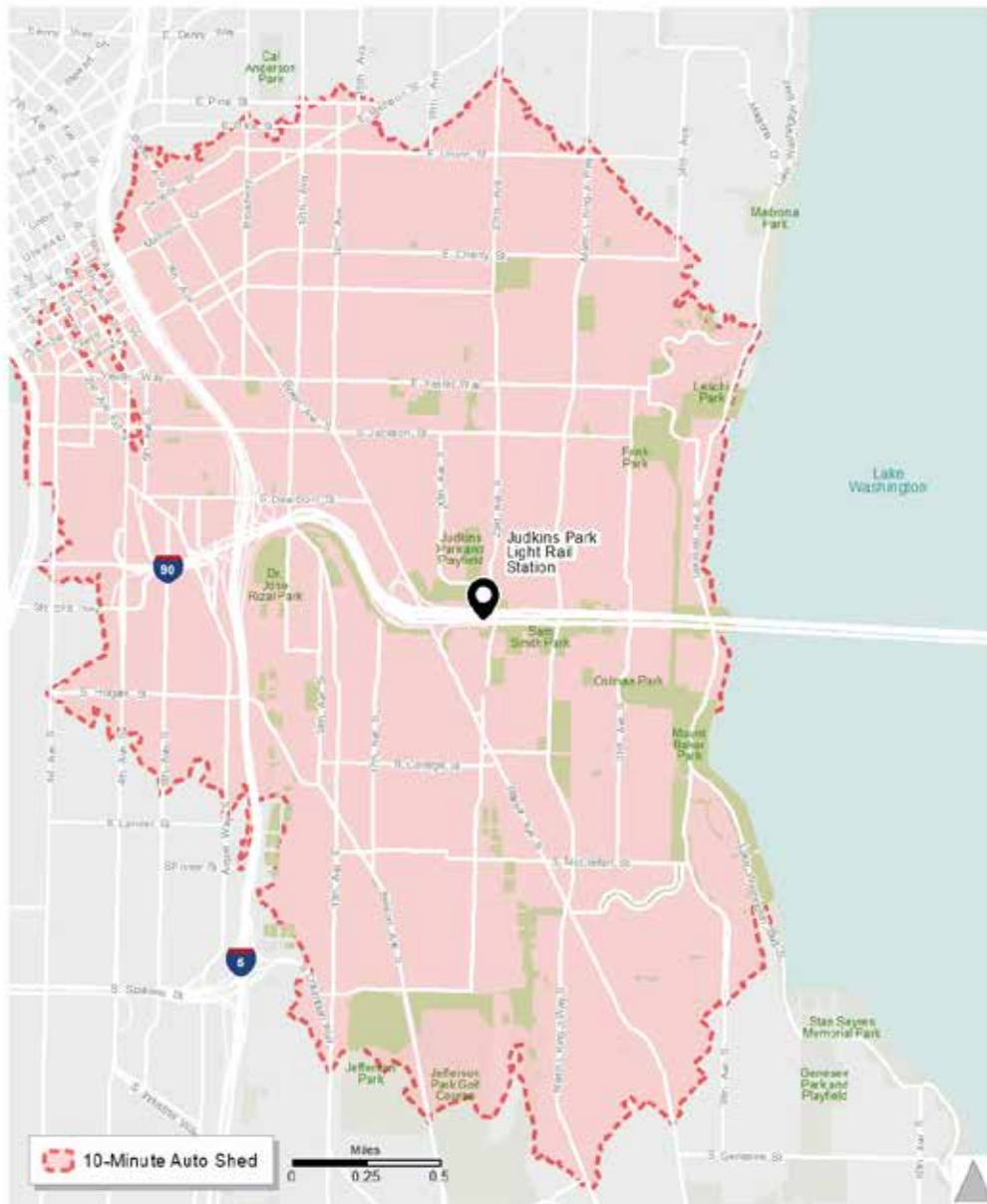


Figure 4
Judkins Park Station Access
10-Minute Auto Shed



Mode of Access Estimate Comparisons

The Environmental Impact Statement (EIS) prepared for the East Link project estimated total boardings and alightings at the Judkins Park Station by access mode. Comparing these estimates to the population in each access shed provides an additional perspective on how Link riders are likely to access the Judkins Park Station.

Table 2 summarizes mode share estimates presented in the East Link EIS. Drawing on outputs from the Puget Sound Regional Council travel model, the EIS estimates that 1,770 people will arrive and depart from the Judkins Park Link station in 2030, with 88 percent of them coming and going by walking, biking, or bus. Of those arriving by these modes, slightly more (51%) would arrive by walking and bicycling than by bus.

Table 2: 2030 3-Hour PM Peak Light Rail Ridership Estimate, Preferred Alternative

<i>Total</i>	<i>Walking</i>	<i>Biking</i>	<i>Bus</i>	<i>Drop-off/Pick-up</i>	<i>Total</i>
Person Trips (on/off)	790		750	220	1770 ¹
Share of person trips	45%		42%	12%	100% ¹
Share of ped/bike/transit trips	51%		49%	-	-

1. Totals do not add due to rounding. Source: Sound Transit ridership model as reported in *East Link Project Final Environmental Impact Statement, Appendix H1: Transportation Technical Report*, July 2011.

An alternative methodology for estimating mode share access is the *TCRP Report 153: Guidelines for Providing Access to Public Transportation Stations*. The report provides a survey of light rail and heavy rail stations around the country to understand the variations in mode of access. It also includes estimates for mode of access based on station typologies associated with land use patterns. The relevant station typology for Judkins Park is the “Medium-Density Urban Neighborhood”. This reflects the fact that population densities of the Judkins Park area are approximately 9,000 people per square mile and that it is a neighborhood in an urban area without a dedicated parking garage. Applying the methodology from the report for this station type, the forecast mode of access is shown in **Table 3**. A range is provided due to variation between stations within the survey data and because the methodology does not fully account for local conditions.



Table 3: Estimated Range of Mode of Access

<i>Mode of Access</i>	<i>Low</i>	<i>Average</i>	<i>High</i>
Auto (Pick-up/Drop-off)	3%	11%	12%
Bus	3%	9%	15%
Bike	<1%	1%	2%
Walk	70%	80%	90%

Totals do not add to 100% as they represent the individual ranges of the percent of access by mode. Estimates for auto parking and auto drop-off were combined into pick-up/drop-off.
 Source: TCRP Report 153, 2012.

The EIS estimates a similar share of ridership from drop-off compared to the TCRP results while it estimates a higher share of ridership coming from bus transfers than would be predicted based on the TCRP methodology. The TCRP results are also more consistent with the access shed populations summarized in **Table 1**. The access shed results show that the bus access shed does not increase the population coverage as significantly as the bike or pick-up/drop-off access shed. This highlights the limited coverage provided by bus connections due to the focus on north-south connections along 23rd Avenue South and Rainier Avenue South while largely missing populations east of the station. There are a number of elements to consider for Judkins Park Station that may impact the estimated mode of access. This includes the following unique features of the station location:

- Judkins Park will be the last stop on East Link prior to crossing Lake Washington and thus is the last station that carshare can be used for access given the current constraints of the service area to the City of Seattle
- Conversely, Judkins Park is the first stop after crossing Lake Washington from the Eastside and riders destined to other areas of Seattle either directly or not directly connected with light rail may choose to use Judkins Park as their access point for those connections
- Light rail riders coming from Rainier Valley areas such as Rainier Beach, Othello, and Columbia City headed to the Eastside may choose to skip the transfer connection from Central Link to East Link and instead access East Link directly at Judkins Park
- Light rail riders coming from neighborhoods north of the station such as Madison Park, Madrona, or the Central District that are destined for the Eastside may choose to skip the Capitol Hill routing through downtown and instead directly connect at Judkins Park



- The bus access shed may extend farther if a 15-minute access is assumed, however the additional areas accessed would likely overlap with access sheds for other light rail stations, and people using a bus to access light rail would instead choose the closer stations
- Light rail riders within the walk shed of Judkins Park attempting to continue south into Rainier Valley or South King County may instead choose to access the Mt. Baker station via walking, transit, or other modes
- Topography may limit bicycle access for some riders, notably in areas northeast, southwest, and southeast of the station. Continued expansion of electric bicycle availability may alleviate some of those limitations

All of these elements along with the north-south limitation in transit coverage and the recent increase in shared-use mobility options may result in a higher number of bicyclist and drop-off passengers as compared to original estimates.



Shared-Use Mobility Estimates

With the expansion of shared-use mobility options such as carshare, dockless bikeshare (both standard and e-bikes), and transportation network companies such as Uber and Lyft, there is potential for these services to be a key access mode for the Judkins Park Station.

The average pick-up/drop-off access mode share of 11 to 12 percent estimated for the 1,770 PM peak period boardings and alightings at Judkins Park Station result in approximately four to five pick-up/drop-off passengers per train.³ As described previously, this estimate may be low due to the increase in shared-use mobility options since the time the TCRP 153 and the EIS estimates were developed. Assuming a wider range of 10 to 20 percent for pick-up/drop-off access mode share, this results in approximately four to eight pick-up/drop-off passengers per train. This means that between two to four spaces would be needed for pick-up/drop-off activity.⁴ The space allocation may also account for reserved carshare parking or could be in addition to any reserved carshare parking capacity.

Based on the estimated range of bicycle access to the station, potential bicycle parking use over the course of the three hour PM peak period may vary between 15 and 40 riders, or one to two bicycle parking activities per train. This may be on personal bikes or increasingly on dockless bikeshare. Given the opportunity for bicycle access at the Judkins Park Station, we recommend that SDOT identify appropriate areas for short-term parking for dockless bikeshare and improved bicycle parking security at the station for long-term parking.

³ Assuming 41% of PM period ridership occurs during the peak hour and trains operate at 6 minute headways in both directions.

⁴ Assuming a 30 to 60 second dwell time per passenger and that all passengers are served within a two to three minute time span. Three minutes is the estimated time between each train given a 6 minute headway operating in both directions.