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SR 900/57th Ave S to S 135th Pedestrian and Safety Improvements

TECHNICAL WORKING GROUP (TWG) MEETING #1

January 8, 2024

ADAM EMERSON, PROJECT ENGINEER, SNO-KING DESIGN OFFICE

CHAD HANCOCK, PROJECT MANAGER

APRIL DELCHAMPS, PLANNING MANAGER

ZACHARY HOWARD, COMPLETE STREETS LEAD

AMBER STANLEY, COMMUNITY ENGAGEMENT LEAD, MANAGEMENT OF MOBILITY

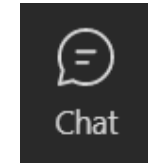
Introductions

Organizations invited today:

- BNSF
- City of Renton
- City of Tukwila
- King County Local Service Programs
- King County Metro
- PSRC
- Renton School District
- Washington Trucking Association
- WSDOT

Please introduce yourself in the chat:

- **Name**
- **Organization**
- **Role**



Presenter Introductions

ADAM EMERSON
PROJECT ENGINEER

CHAD HANCOCK
PROJECT MANAGER

APRIL DELCHAMPS
PLANNING MANAGER

ZACHARY HOWARD
COMPLETE STREETS LEAD

AMBER STANLEY
COMMUNITY ENGAGEMENT LEAD

Today's Agenda

- **Introductions**
- **Study background**
- **Project overview**
- **HEAL Act and community engagement**
- **Project context**
- **Baseline and contextual needs**
- **Next steps**

Study Recommendations

- **Phase A (1)**
 - Address active transportation needs on the northbound side of the roadway
 - Intersection improvements at 133rd St
 - Improve pedestrian crossings 129th & Creston Point Apartments
 - Modify transit stations within the corridor
- **Phase B (2)**
 - 129th intersection improvements
- **Phase C (3)**
 - Buffered sidewalk on SB side



Study Needs

Previous community feedback and study identified the following needs:

- Improve active transportation facilities
- Improve access to transit
- Create comfortable and secure conditions for all users
- Calm traffic
- Reconnect neighborhoods
- Find opportunities for place-building

WSDOT will work with agency partners and the community to confirm previously identified needs and modify as needed



Technical Working Group

Technical Working Group (TWG) Schedule

We are here



TWG Meeting #1

- Pre-design process and schedule
- Existing conditions
- Complete streets framework
- Healthy Environments for All (HEAL) Act
- Community engagement
- Draft baseline and contextual needs

TWG Meeting #2

- Community engagement update
- Final needs
- Final analysis framework and screening criteria
- Preliminary complete streets alternatives
- Preliminary qualitative screening results

TWG Meeting #3

- Community engagement update
- Quantitative screening results and refined complete streets alternatives

TWG Meeting #4

- Present recommended complete streets alternative(s)

Tribal and Community Engagement

TWG Roles and Responsibilities

- Attend or be represented at four (4) TWG meetings
- Review technical information provided by WSDOT before, during, and after meetings as needed
- Share information and gather feedback from your elected officials and/or leadership
- Help promote community engagement activities
- Provide strategic advice to WSDOT

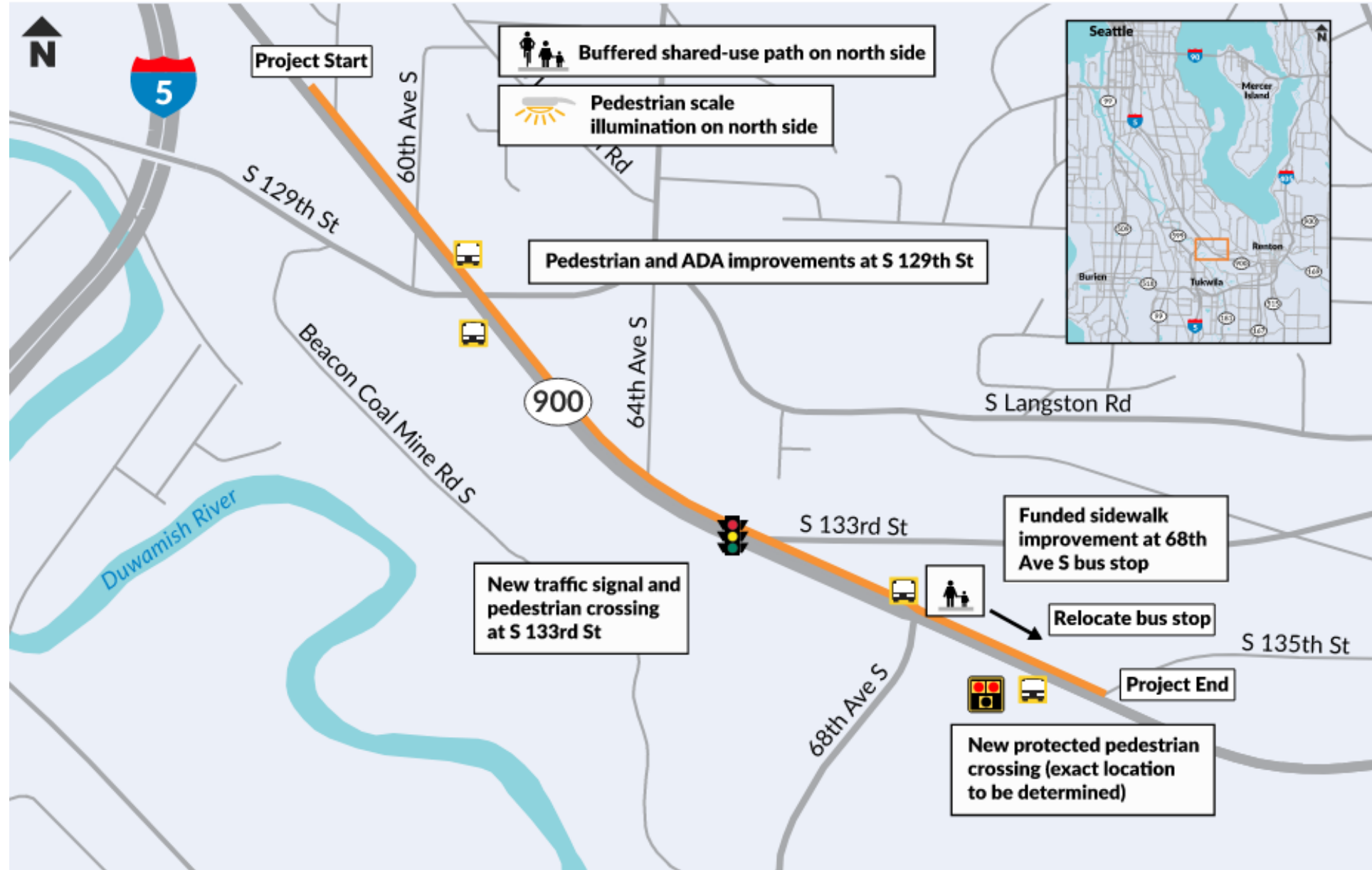
Project Team Responsibilities

- Provide background materials, data, and collect public input
- Be available to TWG members to answer questions and inform the discussion
- Provide materials and set guidelines for TWG review
- Coordinate engagement with associated elected officials and executives
- Report back to TWG members on:
 - What we hear from community engagement
 - How the project team considered and addressed TWG input

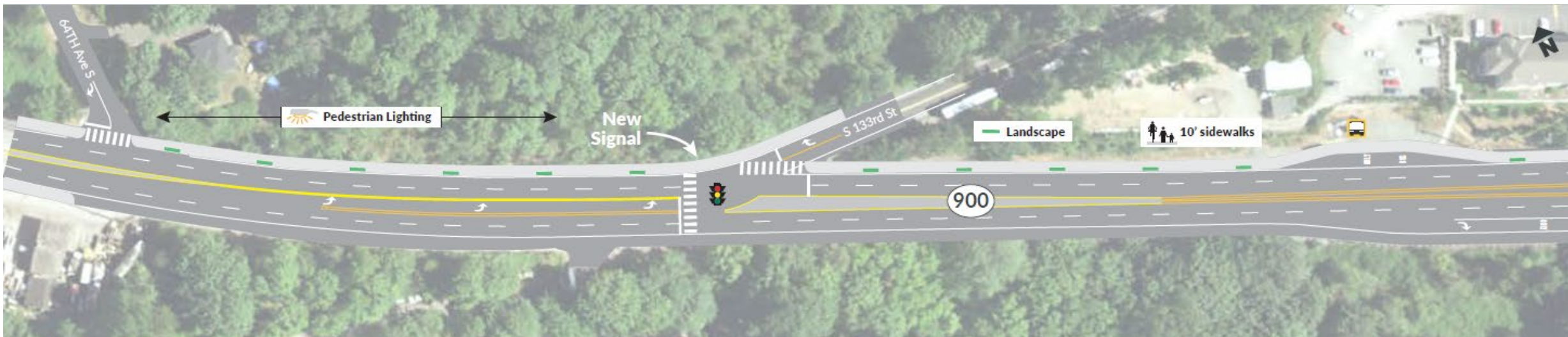
Project Overview

SR 900 Corridor Improvements - Phase 1 Preliminary Engineering/Design

Project Scope



Project Crossing Improvements



Secured Project Funding

Secured Funding: \$4.6M

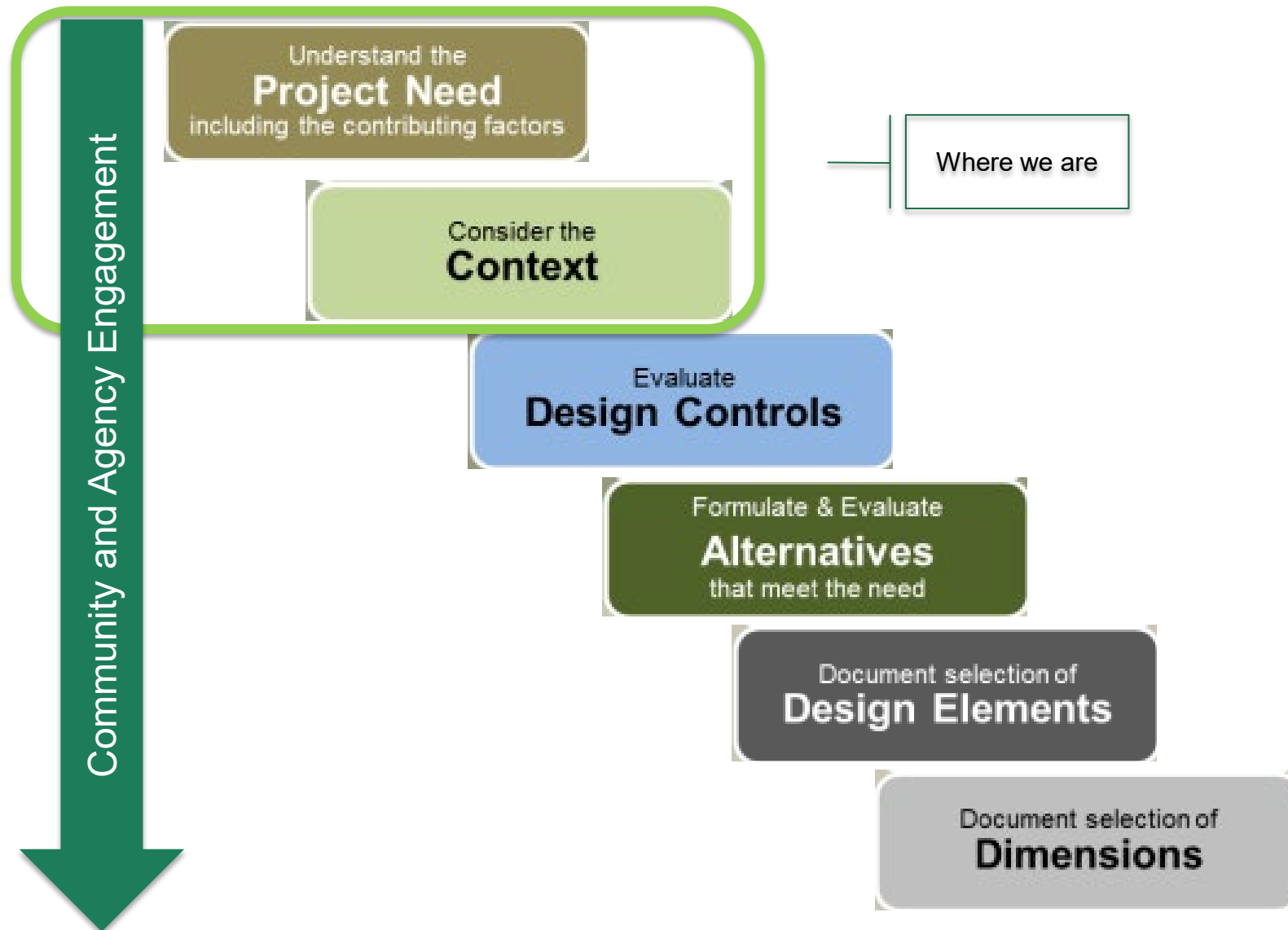
- Legislative Funding: \$0.5M
- Sandy Williams Connecting Communities Grant: \$1M
- Puget Sound Regional Council Transportation Alternatives Program: \$3.1M

Funded Phases: Predesign, Preliminary Engineering, and Right-of-Way

Unfunded Phases: Construction

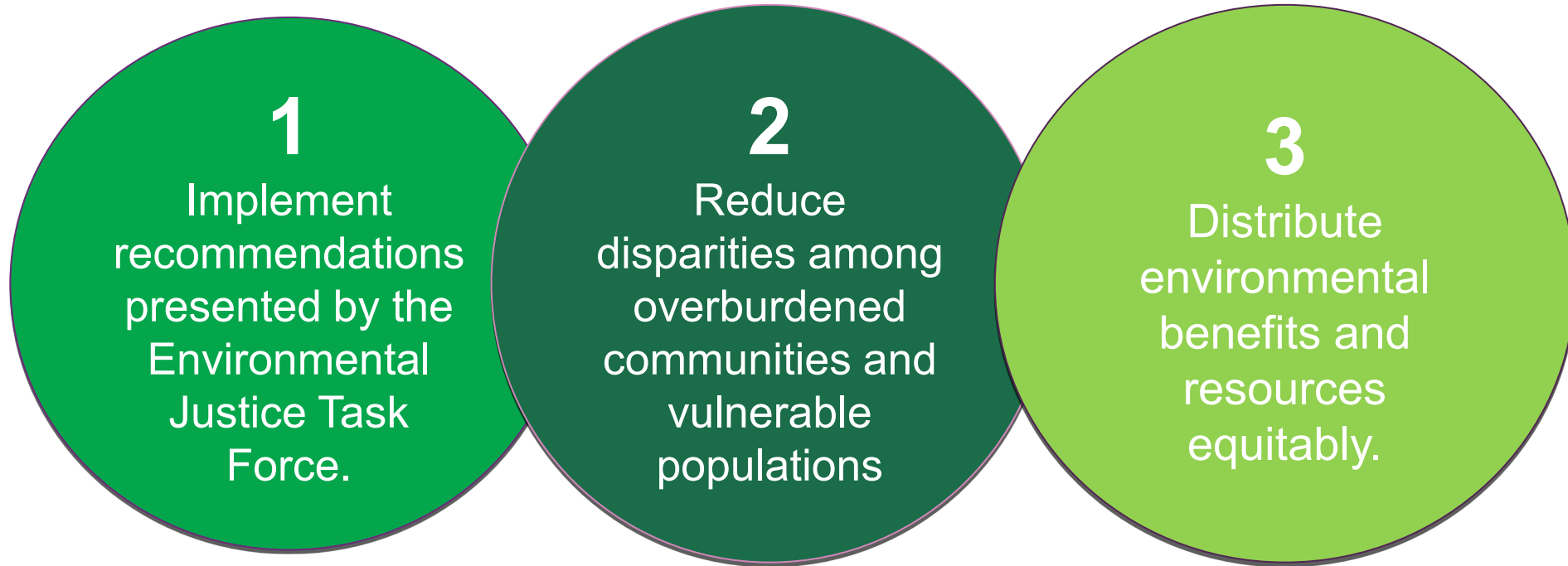


Pre-Design Process



HEAL Act and Community Engagement

HEAL Act Goals



HEAL Act & Community Engagement

"The Healthy Environment for All (HEAL) Act creates a coordinated approach to reducing environmental health disparities across Washington State. The HEAL Act established the Environmental Justice Council to provide guidance to state agencies on how to integrate environmental justice into different facets of their work. The Community Engagement Committee was created by the Council to lead the discussion on community engagement with the agencies. **The committee and the Council believe that authentic community engagement is the heart of environmental justice.**"

Community Engagement Values and Guidance

Adopted by the Environmental Justice Council on August 25, 2023

HEAL Act

- **Healthy Environment for All (HEAL) Act:** Environmental justice in Washington State, as provided in the HEAL Act, addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm (RCW 70A.02.010).
- **Overburdened community:** a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020. (associated definitions include Tribal lands/Indian country)
- **Vulnerable populations:** population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization. Includes, but is not limited to:
 - (i) Racial or ethnic minorities;
 - (ii) Low-income populations;
 - (iii) Populations disproportionately impacted by environmental harms; and
 - (iv) Populations of workers experiencing environmental harms.

Significant Agency Action

- As of July 1, 2023, environmental justice assessments on the following types of actions that we have determined are significant and that meet the requirements of the law:
 - New individual transportation projects of \$15 million or more
 - New individual grants or loans of \$15 million or more
 - Significant legislative rules (rulemaking (RCW 34.05.328))
 - New grant or loan programs
- An Environmental Justice Assessment (EJA) is required as part of the HEAL Act and is completed for all projects considered a Significant Agency Action
- Allows us to better understand a wide range of environmental justice impacts that an action may have

WSDOT EJA/OFM Notification: <https://wsdot.wa.gov/about/environmental-justice/environmental-justice-assessments>

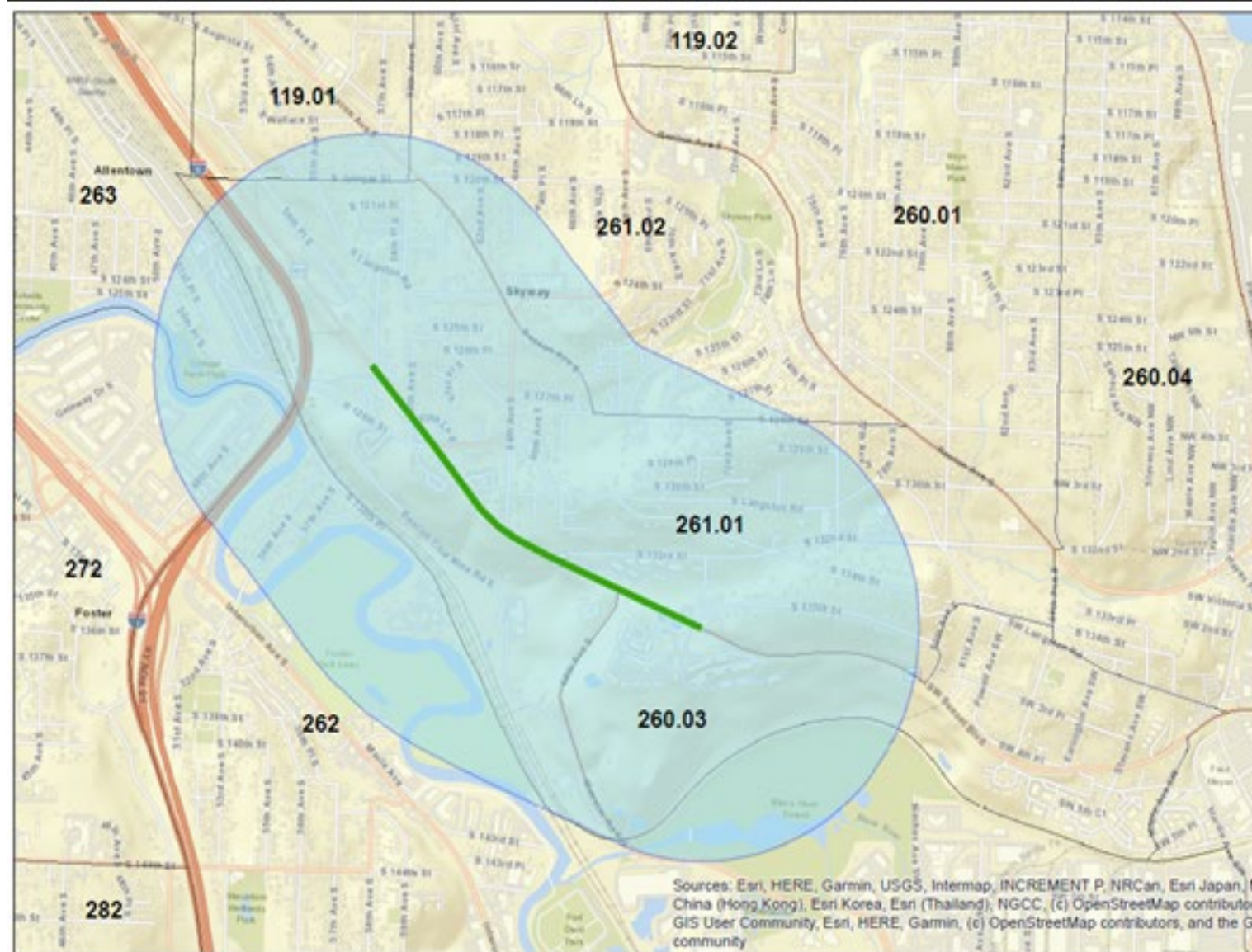
Community Engagement

Objectives:

- Ensure public input is meaningfully incorporated throughout the project
- Community engagement meets the intention and requirements of the HEAL Act to center engagement with vulnerable populations and overburdened communities for the project.
- Collaborate with study area agencies and jurisdictions to validate data and alternatives.

Community Profile

- Project area: 50,000+ people; ,19,000+ households
- 2 Translation needs: Spanish & Russian, Polish, other Slavic languages
- 65% BIPOC
- 40% below federal poverty level
- 22% report a disability
- 4% of households without vehicle
- All tracts have one or more health disparities:
 - 50% score an 8+ for proximity to hazardous waste treatment storage and disposal facilities
 - 100% score an 8+ for deaths from cardiovascular disease



Community-based Organization & Groups

- Skyway Coalition
- Renton Regional Community Foundation
- Veterans Community Housing Council
- R3 Community Services
- New Birth Center for Community Inclusion
- Westhill Community Association
- ALA Garifuna Women
- Childhaven Cynthia A. Green Family Center/Akin-formerly Childhaven
- Speak with Purpose
- ICNA Relief Resource Center
- Renton Downtown Partnership
- King County Sexual Assault Resource Center
- Northwest Center
- Habitat for Humanity Seattle-King (offices)
- Voices of Tomorrow Renton
- iMirical Project
- Renton Innovation Zone Partnership (RIZP)
- Renton School District
- The Silent Task Force
- Women United
- Ukrainian Community Center
- Urban Family
- Supporting Parents in Education and Beyond (SPEB)
- **Others?**

Engagement Milestones

Timeline	Outreach Milestones
Summer 2024	<ul style="list-style-type: none">• Publish a website• Develop communications plan
Winter 2024	<ul style="list-style-type: none">• Conduct focused engagement• Establish and facilitate first Technical Working Group (TWG) meeting
Spring 2025	<ul style="list-style-type: none">• Online open house and survey• Focused engagement• Continued TWG meetings

Project Context

SR 900

Characteristics

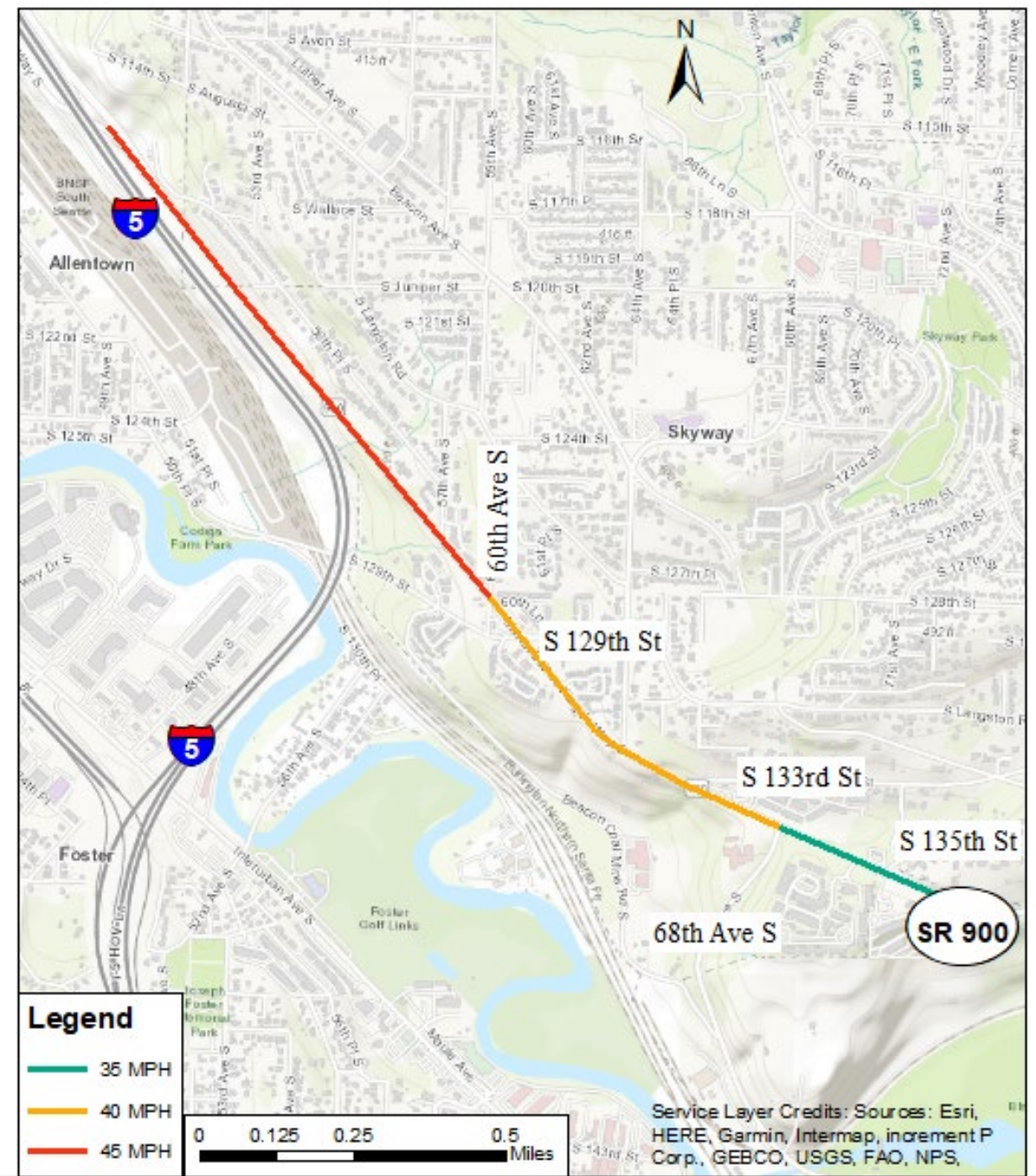
- 2 travel lanes in each direction, including turn lanes
- Some signalized intersections with left turn pockets
- No dedicated bike or pedestrian facilities
- Mixed-use
- Transit stops



SR Speed Limits

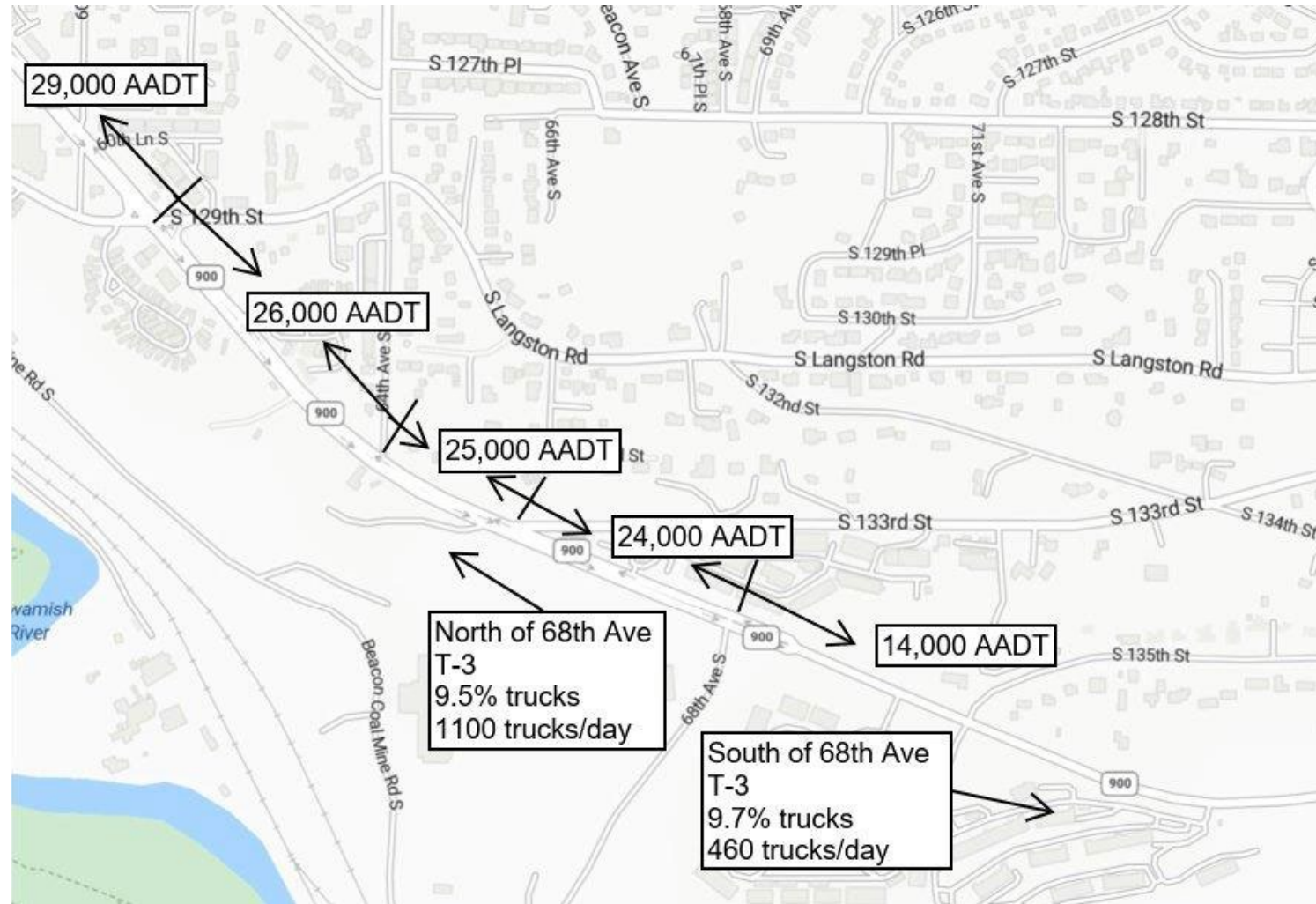
Varies from 45 to 35

- 45 MPH SB approaching the project
- 40 MPH between 60th Ave and 68th Ave
- 35 MPH at 68th Ave through the south end of the project



SR 900 Volumes

- ~ 30,000 AADT
- Speed limit varies
- Freight route: T-3



Complete Streets is how WSDOT designs corridors

RCW 47.04.280, Transportation

Policy Goals:

- Preservation
- Safety
- Stewardship
- Mobility
- Economic vitality
- Environment

RCW 47.04.035, Complete Streets:

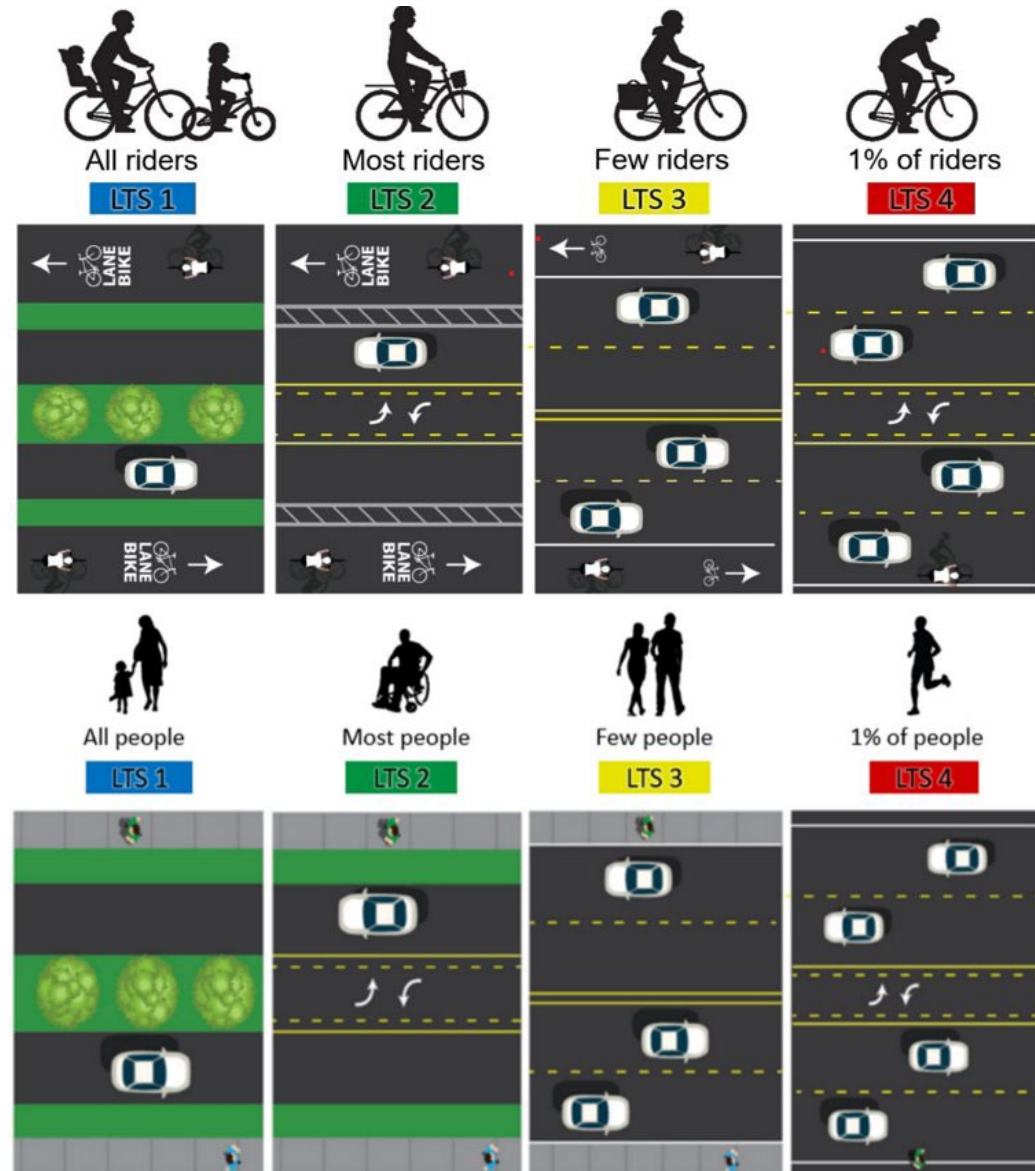
- The department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- For state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more



Level of Traffic Stress

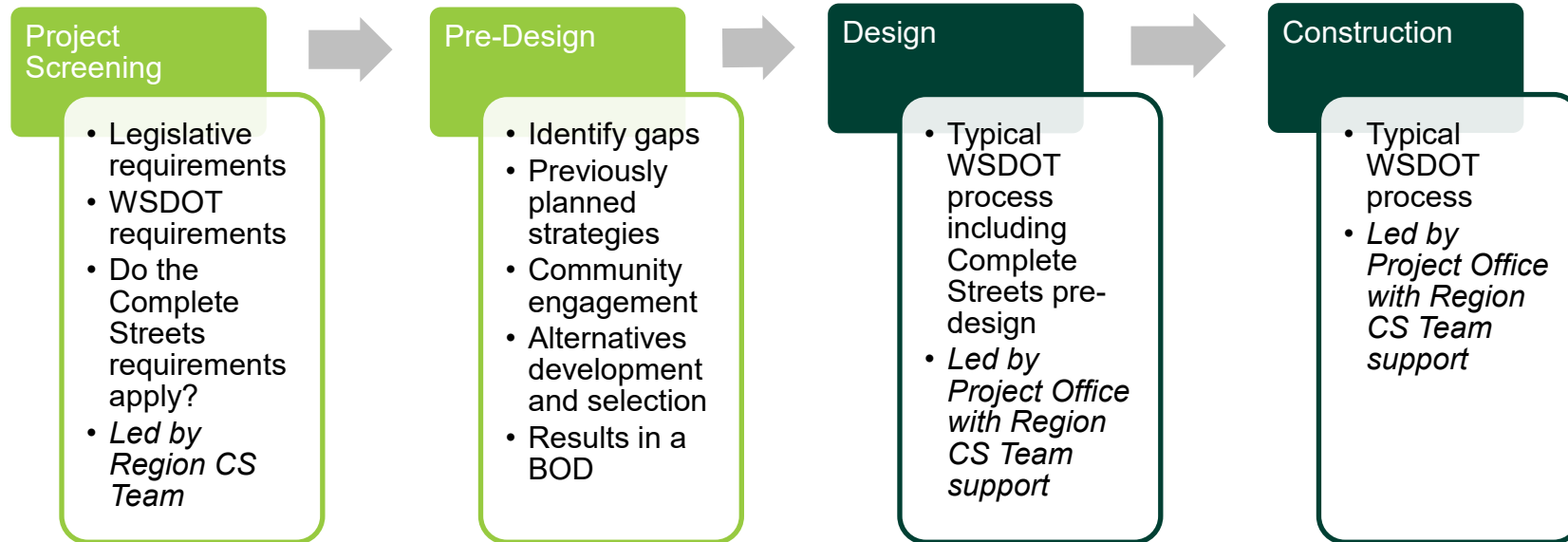
Improve the comfort and safety of active transportation users by:

- Decreasing pedestrian/bicyclist **exposure**
- Decreasing motor **vehicle speed**
- Increasing **conspicuity** for bicyclists and pedestrians
- Increasing **predictability** of movement of all users through the intersection
- Increasing **separation in time and space** between motorists, pedestrians, and bicyclists



Our Complete Streets Delivery Process

NWR Complete Streets Team Interdisciplinary Team, Program Management, Planning, Traffic, Maintenance, Project Offices, Engineering Services, Landscape Architecture, Real Estate Services (Bridge and Lighting when needed)



SR 900

Existing Conditions – Pedestrian Level of Traffic Stress

Under current configuration of lanes and speed, SR 900 is LTS 3 or 4 for pedestrians throughout the length of the project.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) no dedicated pedestrian facility, with shoulder

No dedicated pedestrian facility, with shoulder								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1510-2 Pedestrian Level of Traffic Stress (PLTS) based on Sidewalk Width

5' to 7.5' Sidewalk with no buffer								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	3	4	4	4
	751 - 1500	1	1	2	3	4	4	4
	1501 - 3000	1	1	2	3	4	4	4
	> 3000	2	2	2	3	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	3	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Sidewalk 8' or wider with no buffer								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	2	3	3	4
	751 - 1500	1	1	2	2	3	3	4
	1501 - 3000	1	1	2	2	3	3	4
	> 3000	2	2	2	2	3	3	4
2 thru lanes per direction	0 - 6000	2	2	2	2	3	3	4
	> 6000	2	2	2	2	3	3	4
3+ thru lanes per direction	Any ADT	2	2	2	2	3	3	4

SR 900

Existing Conditions – Bicycle Level of Traffic Stress

With no dedicated bicycle facilities, SR 900 is LTS 4 for bicyclists throughout the length of the project

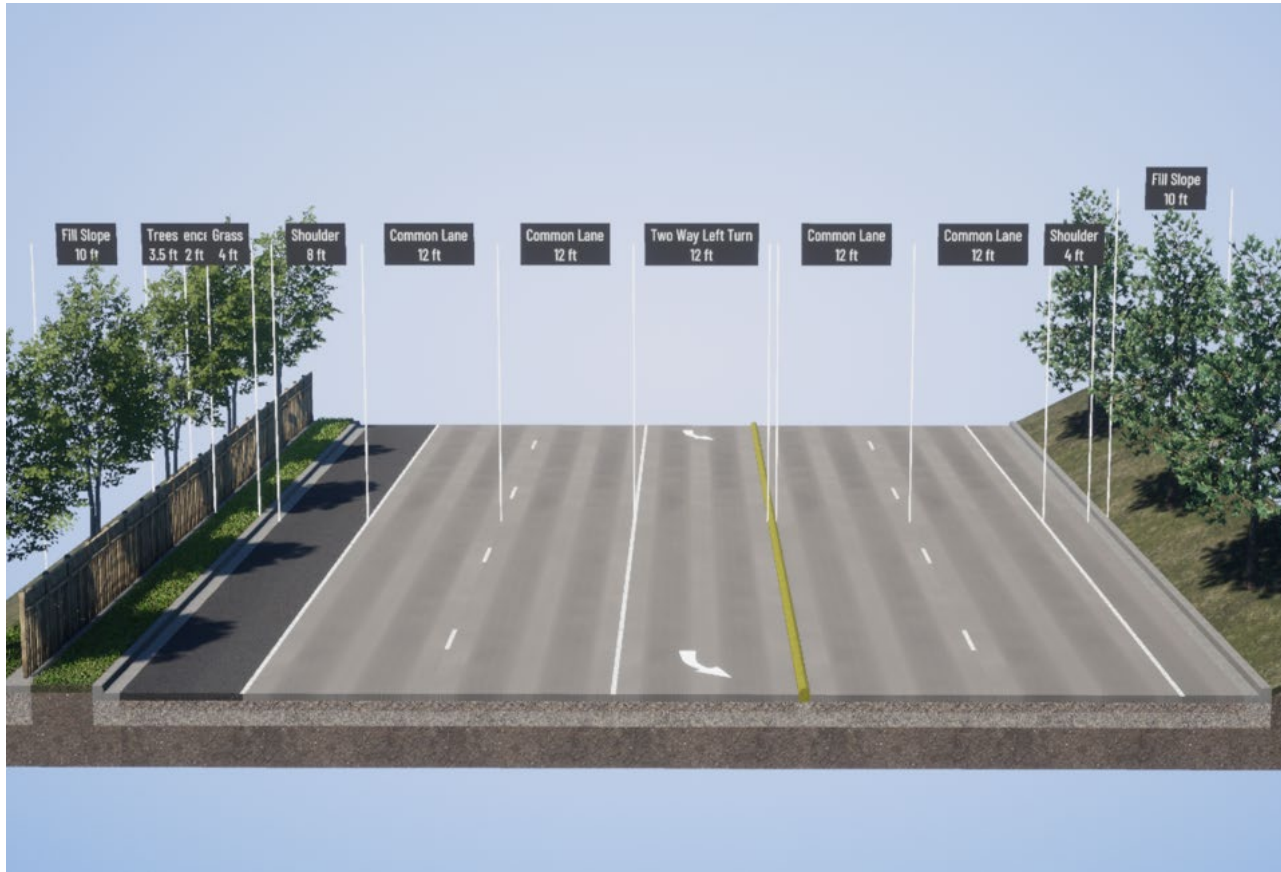


Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility)

BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Needs

Baseline & Complete Streets needs

BN1 – Safety

- Background: Evaluation of fatal and serious injury crashes along the corridor. Need required per Design Manual section 1101.04(1) for I2 funded safety projects.
- Metric: Number of fatal and serious injury crashes across all modes.

BN2 – Active Transportation Facilities

- Background: Implementation of features that address the level of stress experience by active transportation users. Confirmed as a distinct and specified need in the planning study and grant award documentation.
- Metric: Pedestrian Level of Traffic Stress (PLTS) & Bicycle Level of Traffic Stress (BLTS).

BN3 – Neighborhood Connectivity

- Background: Implementation of features which reconnect portions of the community divided by SR 900. Confirmed as a distinct and specified need in the planning study and grant award documentation.
- Metric: Route Directness Index (RDI)

BN4 – Transit Improvements

- Background: Provide opportunity for increased ridership by improving location and/or alignment of bus stops.
- Metric: Number of bus stops and/or pullouts.

Contextual needs

CN1 – Active Transportation Personal Security

- Background: Community engagement indicated a desire for features which improve the perception of personal security of active transportation users along the corridor. Opportunities for features such as lighting, street trees, etc. are conducive to a comfortable active transportation experience, promoting security, and inducing active transportation trips.
- Metric: Number of opportunities for personal security elements.

CN2 – Aesthetic Features

- Background: Provide opportunities for community driven place-making within the corridor.
- Metric: Number of opportunities for aesthetic features.

CN3 – Traffic Calming

- Background: Implementation of features that promote lower operating speeds. Speed reduction is the primary mitigation factor to improving level of traffic stress and overall corridor safety.
- Metric: Operating/projected operating speed.

CN4 – Forward Compatibility

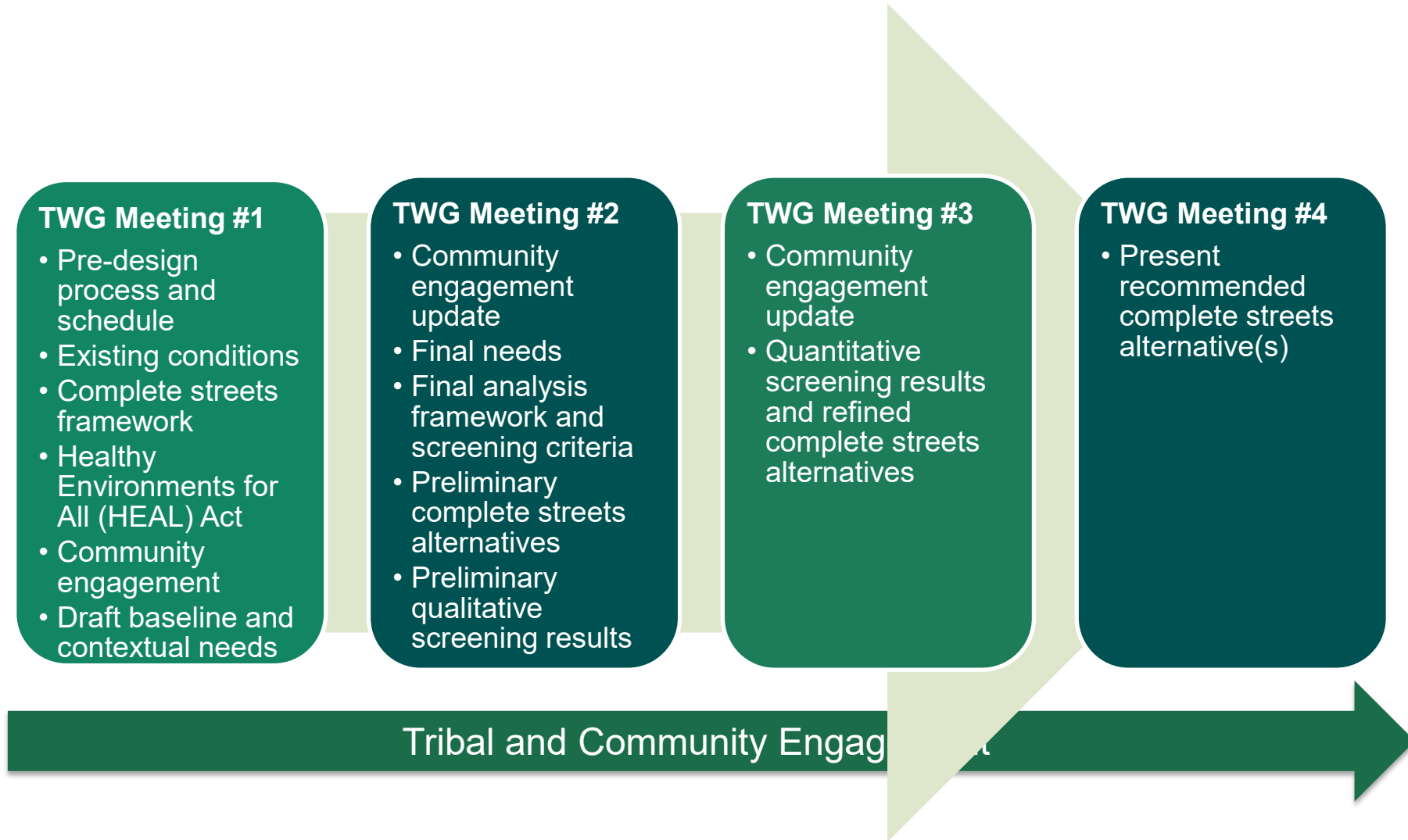
- Background: WSDOT identifies this section of SR 900 for two additional phases (B and C) for both vehicular and active transportation focused improvements. Improvements during phase A should not preclude opportunities for intersection, roadway, and active transportation improvements proposed in B and/or C and should be designed to reduce the amount of removal of phase A features.
- Metric: Accommodate future improvements in phase B and/or C.

Discussion

1. Any feedback or concerns on the identified needs?
2. Did we miss any needs?

Next Steps

Technical Working Group (TWG) Schedule



SR 900

Next Steps

- **WSDOT:**
 - Prepare for Community Engagement
 - Develop alternatives building on the study recommendation
 - Initiate Environmental Justice Assessment
- **TWG Members:**
 - Provide feedback on needs by Wednesday, January 23rd



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Learn more about the study at our website:

<https://wsdot.wa.gov/construction-planning/search-projects/sr-900-57th-ave-s-s-135th-pedestrian-and-safety-improvements>