



First Street Bypass Neighborhood Meeting

Presented By:

Jeff Laycock, City Engineer

In Attendance:

Kevin Nielsen, Public Works Director

Gloria Hirashima, Chief Administrative Officer



MEETING AGENDA

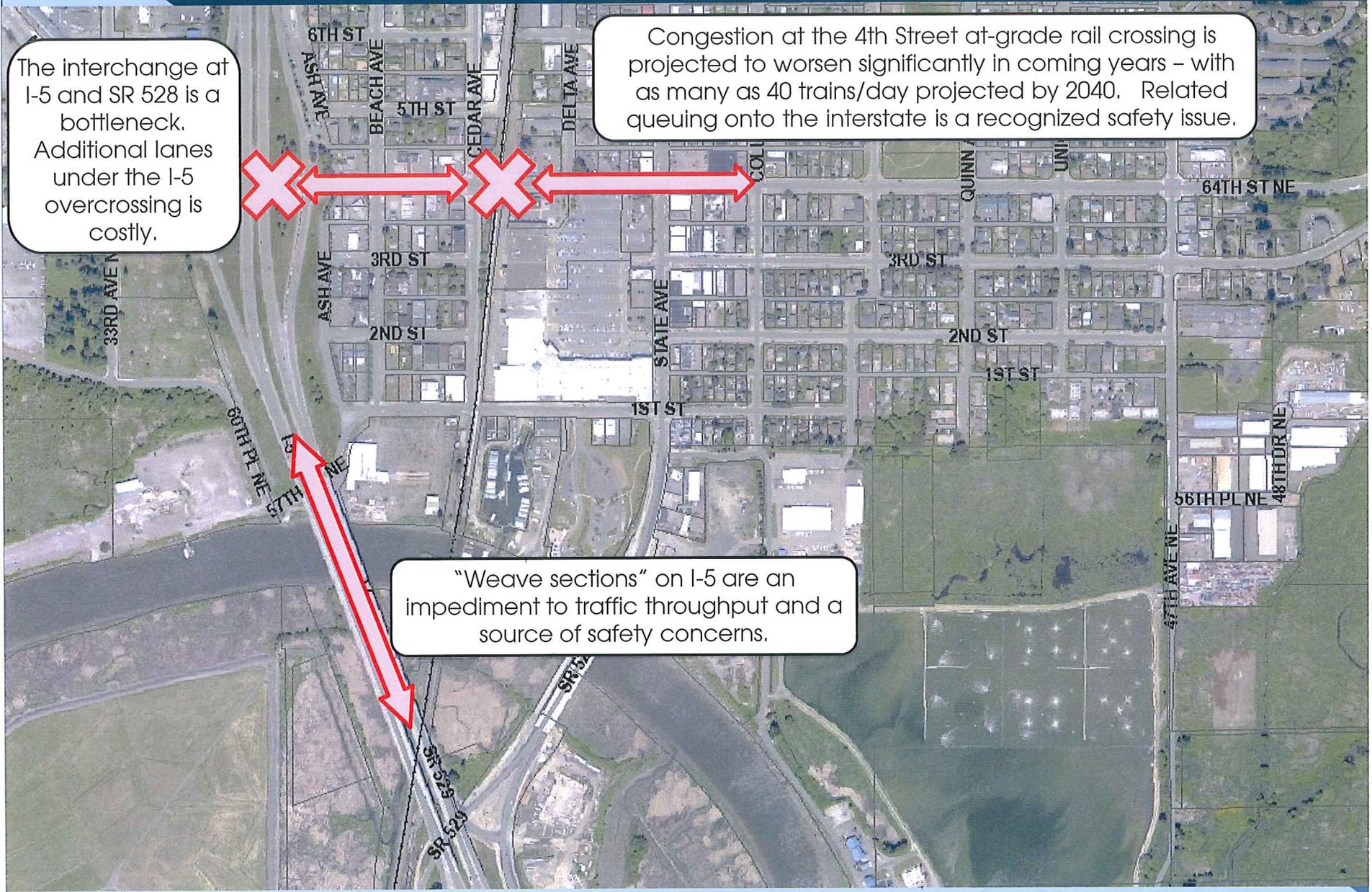
- ◉ Existing Conditions
- ◉ Proposed Improvements
- ◉ I-5/SR-529 Interchange
- ◉ Traffic Routes
- ◉ First Street Bypass
- ◉ Other Downtown Area Improvements

EXISTING CONDITIONS

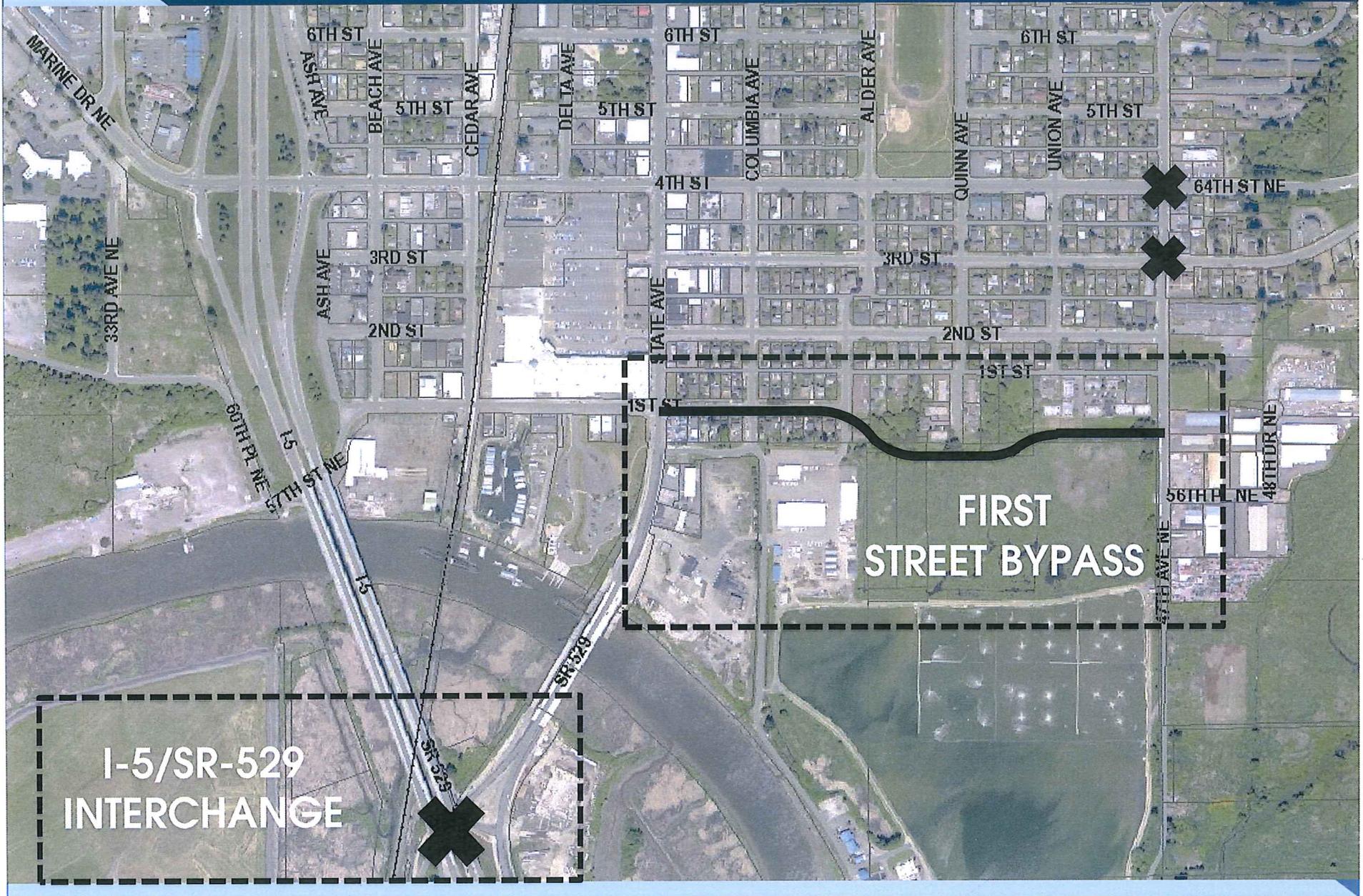
The interchange at I-5 and SR 528 is a bottleneck. Additional lanes under the I-5 overcrossing is costly.

Congestion at the 4th Street at-grade rail crossing is projected to worsen significantly in coming years - with as many as 40 trains/day projected by 2040. Related queuing onto the interstate is a recognized safety issue.

"Weave sections" on I-5 are an impediment to traffic throughput and a source of safety concerns.

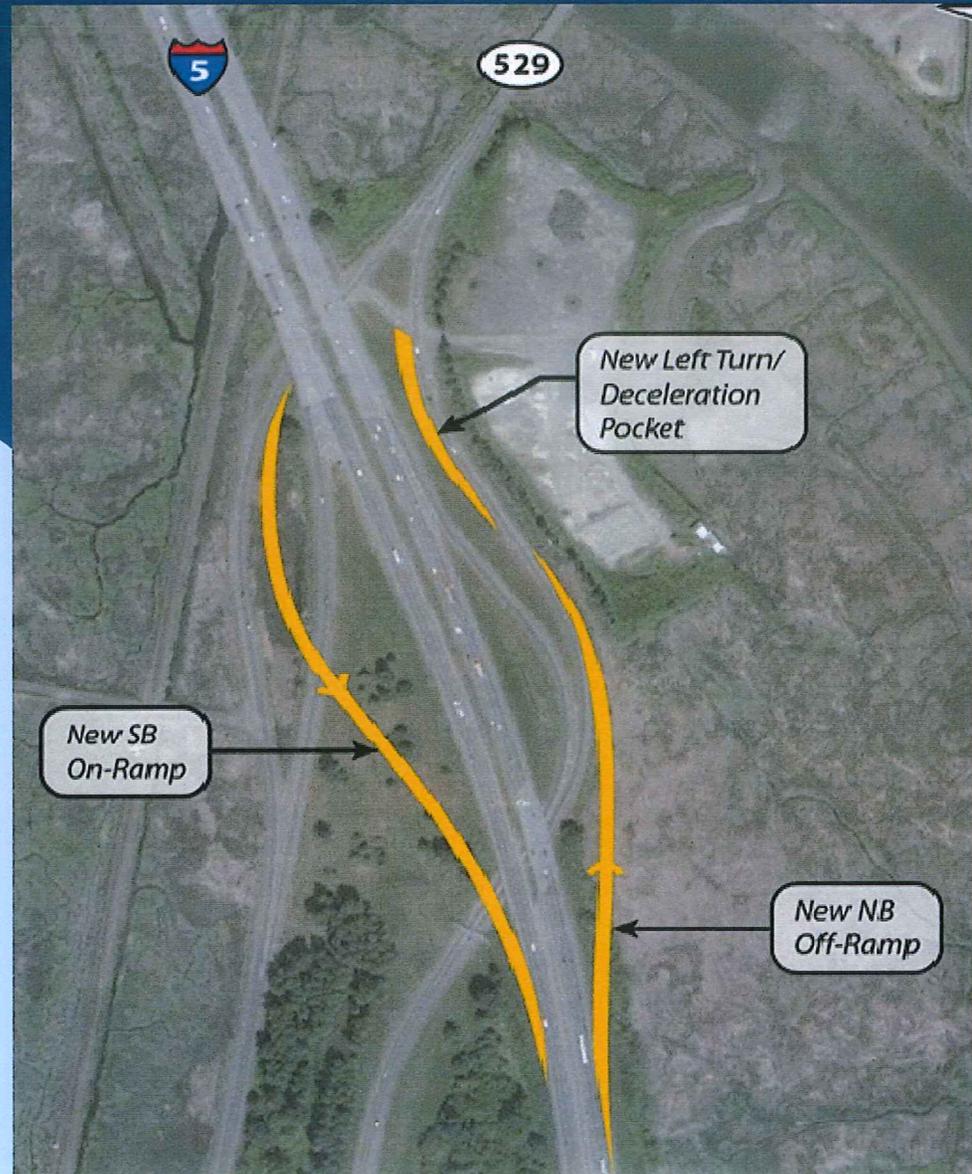


PROPOSED IMPROVEMENTS



I-5 / SR-529 INTERCHANGE

The I-5 and SR-529 Interchange project will construct a new northbound off-ramp from I-5 to SR-529 (State Avenue) and a new southbound on-ramp from SR 529 to I-5. This will help to alleviate congestion on SR-528 by providing an alternative route to and from I-5 and bypassing the railroad altogether. The City initiated the project in early 2014 by completing a portion of the design and obtaining WSDOT and Federal Highways approval for the interchange. The project is now fully funded under the Connecting Washington program and will be turned over to WSDOT to complete the project. The project is estimated to be completed by 2023.



TRAFFIC ROUTE W/O BYPASS

Traffic will be routed through the City's Historic Downtown following completion of the I-5 and SR-529 Interchange. East and west-bound traffic will divert from State Avenue and 4th Street onto Downtown streets. These streets are incapable of handling this added capacity. This will create safety concerns for both vehicle and pedestrian traffic. It will also take away from the character of Downtown.



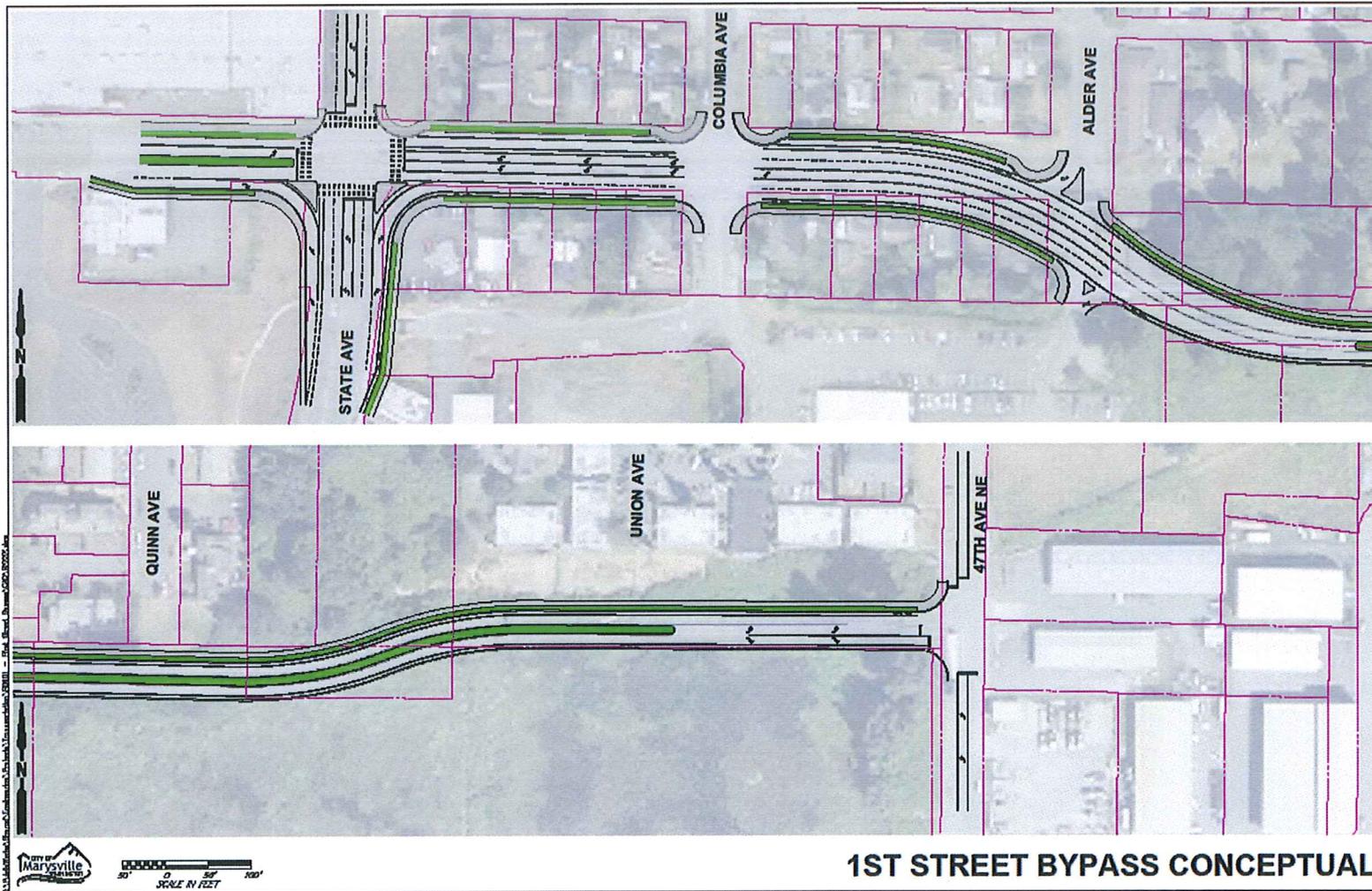
TRAFFIC ROUTE W/ BYPASS

The First Street Bypass will provide a more direct alternative route for west and eastbound traffic prior to entering Downtown. This bypass route will alleviate diversions to Downtown Streets, thereby reducing congestion, increasing safety and preserving the character of Downtown.



FIRST STREET BYPASS

The First Street Bypass will include a new 3 to 5-lane arterial connection between State Avenue and 47th Avenue NE.



FIRST STREET BYPASS

The proposed route will include pedestrian sidewalks and bicycle facilities.



EXISTING



PROPOSED

1ST STREET BYPASS (@ ALDER)



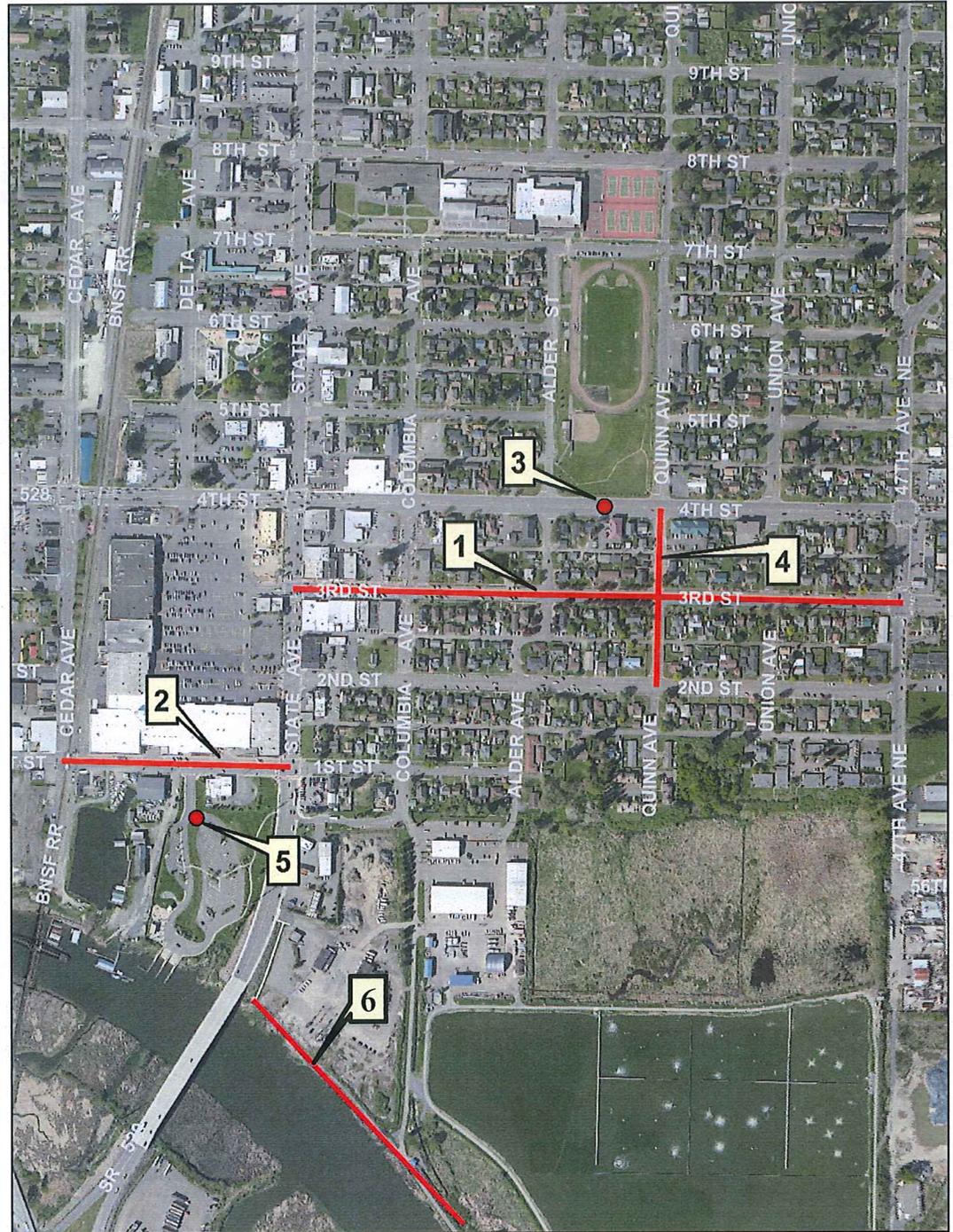
PROJECT SCHEDULE

The City anticipates completion of the First Street Bypass project to coincide with the opening of the I-5 / SR-529 Interchange project completion by 2022.

	2016	2017	2018	2019	2020	2021
Preliminary	X					
Design		X	X			
Right-of-Way	X	X	X			
Permitting		X	X	X		
Construction				X	X	X

OTHER DOWNTOWN IMPROVEMENTS

1. 3rd Street Improvements
2. 1st Street Improvements
3. SR-528 Pedestrian Signal
4. Quinn Ave Sidewalks
5. Downtown Waterfront Revitalization
6. Ebey Waterfront Trail
7. Pedestrian and Bicycle Improvements in Comprehensive Plan



3RD STREET IMPROVEMENTS



The 3rd Street project will improve pedestrian/traffic safety, reduce stormwater and beautify the corridor from State Avenue to 47th Ave NE.

1ST STREET IMPROVEMENTS

The 1st Street project will improve pedestrian and traffic safety, reduce stormwater and beautify 1st Street from State Avenue to Cedar Avenue.



QUINN AVENUE SIDEWALKS

The Quinn Avenue Sidewalk project will complete sidewalks on Quinn from 2nd Street to 4th Street.



SR 528 PEDESTRIAN SIGNAL

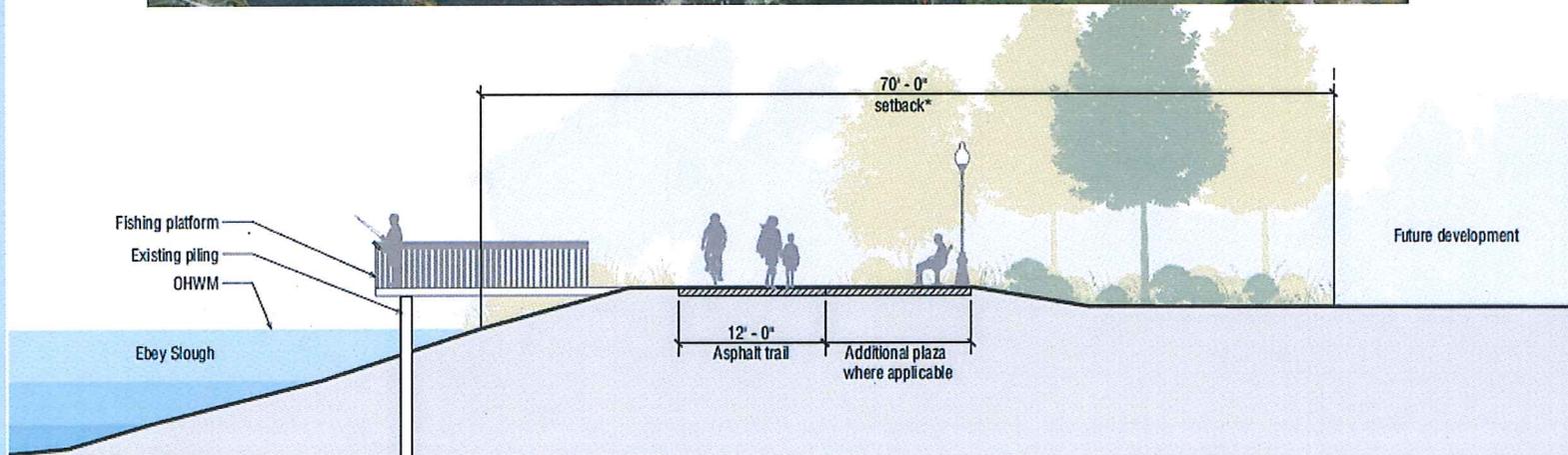
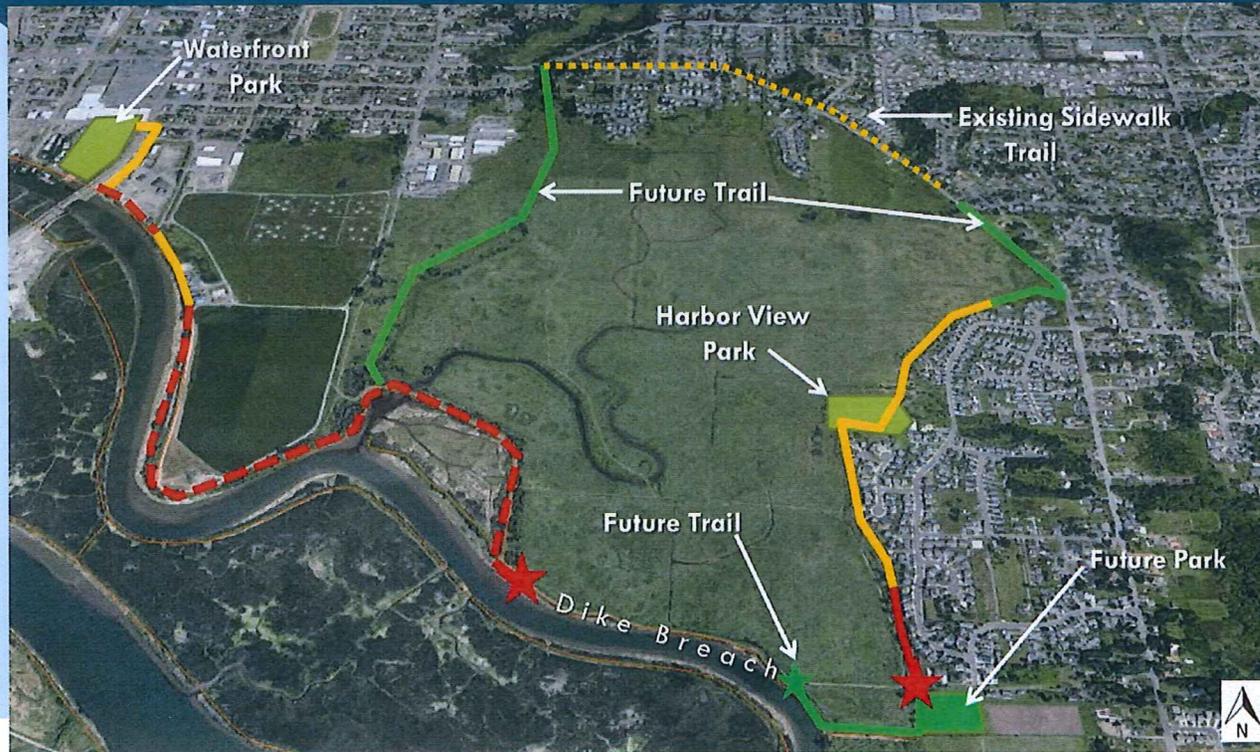
The City will construct a High-Intensity Activated Crosswalk (HAWK) or pedestrian signal on SR 528 (4th Street) between State Avenue and 47th Ave NE, located near Asbury Field.



DOWNTOWN WATERFRONT REVITALIZATION



EBEY WATERFRONT TRAIL



DOWNTOWN PEDESTRIAN AND BICYCLE IMPROVEMENTS

DOWNTOWN AREA



Legend

- Sidewalks Needed On One Or Both Sides
- Priority Pedestrian System
- Freeway
- Highway
- Major Road
- Other Road
- - - Centennial Trail
- + + + Railroad
- City Limits
- UGA Boundary
- Surrounding Cities

Sidewalks, walkways, bicycle lanes, bicycle routes and multi-use trails are integral to the City's overall transportation system.

The City's Comprehensive Plan emphasizes completion of sidewalks and bicycle routes within the Downtown.

< Pedestrian Plan

Bicycle Plan >

DOWNTOWN AREA



Legend

- Trail
- Buffered Bike Lane
- Bike Lane
- Bicycle Boulevard
- Bike Route
- Existing Trail
- Existing Bike Lanes
- + + + Railroad
- - - Centennial Trail
- Parks/Open Space
- Lakes and Rivers
- Surrounding Cities
- UGA Boundary
- City Limits