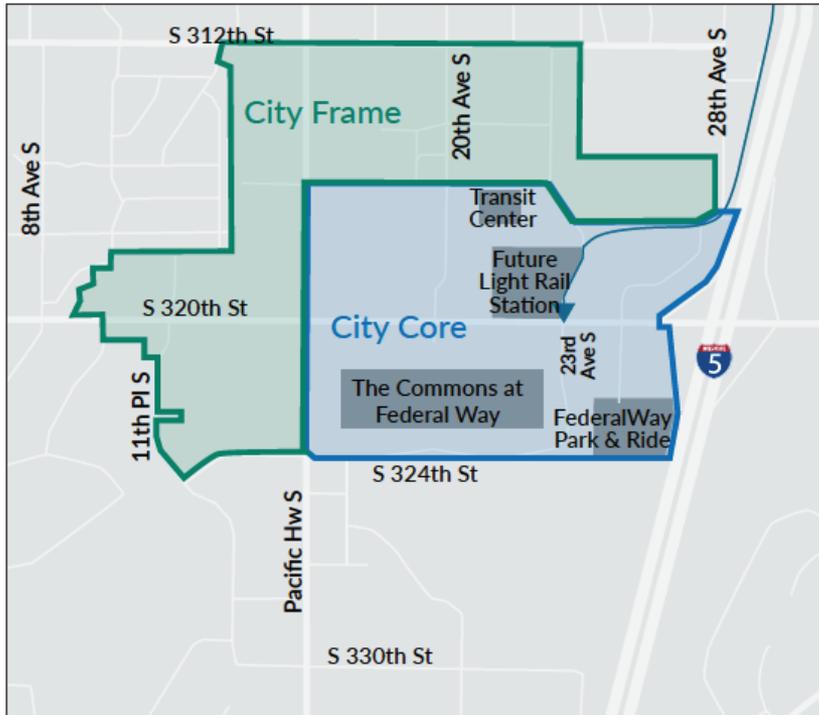


City Center Access Project



Population and Employment Growth				
City Wide ¹		City Center Core ²		
	2015	2040	2014	2040
Population	91,066	106,571	95	5,600
Employment	34,933	50,154	3,435	7,831

Sources:
¹PSRC

²City of Federal Way Data & Projections

Urban growth center

In 1992 and 1993, Federal Way community members helped develop a vision for the creation of a Federal Way City Center. The Puget Sound Regional Council (PSRC) designated the Federal Way City Center as an urban growth center in 1994.

City Center Core: An area designed to handle the highest levels of infrastructure demand within Federal Way.

City Center Frame: A zone for dense, mixed-use development that surrounds and supports the core.

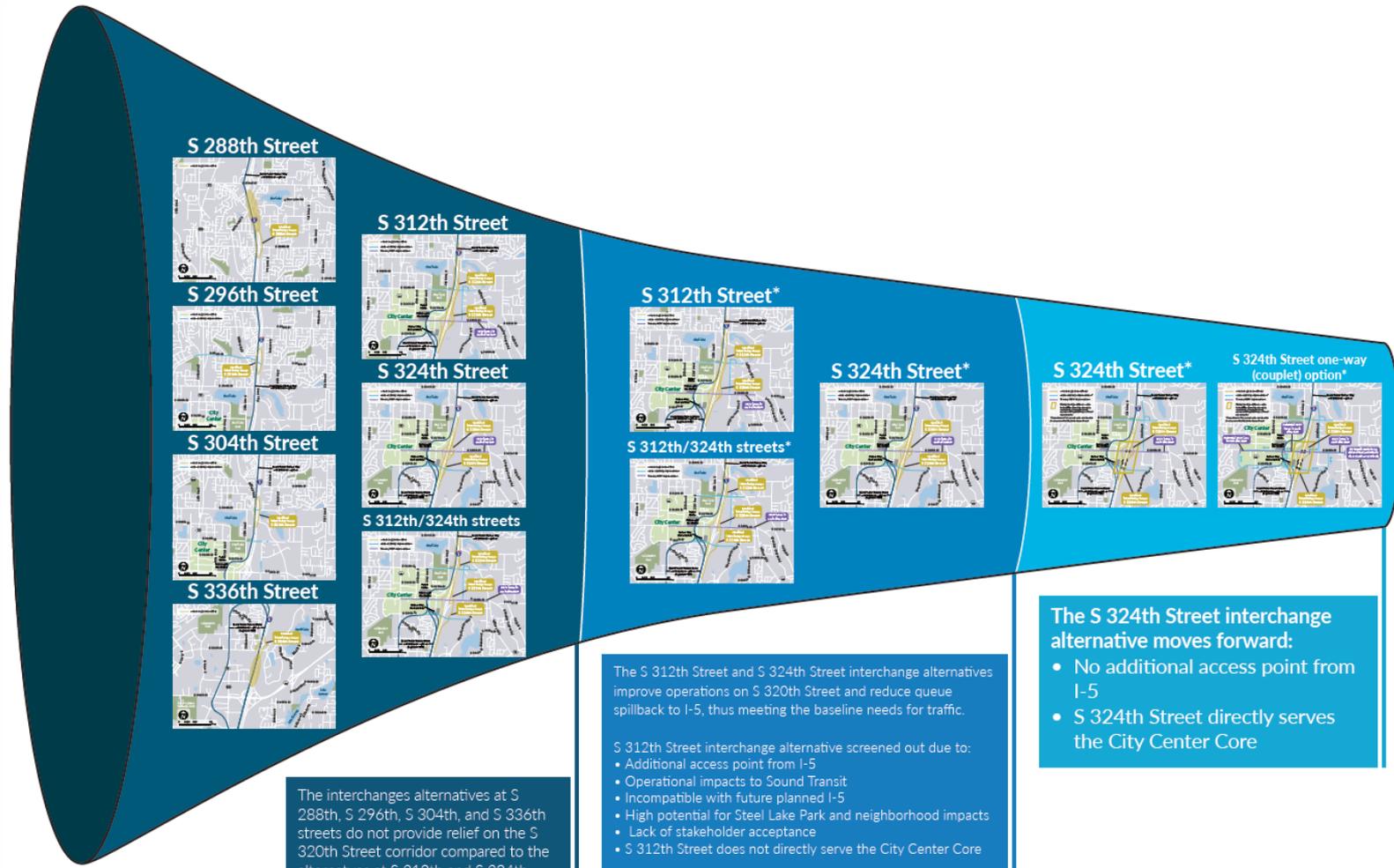
Urban growth center: A focal point for planned growth, economic development, and transportation infrastructure investments.

What is the problem?

- The existing S 320th Street cannot handle the number of vehicles using it
- Congestion moving into, out of, and around the City Center hinders economic vitality, including the movement of goods and services and future development opportunities
- Congestion affects transit reliability
- Inadequate pedestrian and bike access to the City Center
- Emergency response on S 320th Street is affected
- Traffic will back up on the I-5 ramps affecting I-5 through traffic



Alternatives screening



The interchanges alternatives at S 288th, S 296th, S 304th, and S 336th streets do not provide relief on the S 320th Street corridor compared to the alternatives at S 312th and S 324th streets, and required four new access points.

The S 312th Street and S 324th Street interchange alternatives improve operations on S 320th Street and reduce queue spillback to I-5, thus meeting the baseline needs for traffic.

- S 312th Street interchange alternative screened out due to:
- Additional access point from I-5
 - Operational impacts to Sound Transit
 - Incompatible with future planned I-5
 - High potential for Steel Lake Park and neighborhood impacts
 - Lack of stakeholder acceptance
 - S 312th Street does not directly serve the City Center Core

The S 324th Street interchange alternative moves forward:

- No additional access point from I-5
- S 324th Street directly serves the City Center Core

*Additional suboptions evaluated

Traffic revisions under consideration

S 324th Street Interchange Alternatives

S 324th Street Alternative



S 324th Street Alternative – One-way streets (couplet) option



Additional local roadway and multimodal improvements are under consideration in support of the interchange modification to improve access to the City Center.



Bicycle, pedestrian, and transit connections

Additional local roadway and multimodal improvements are under consideration in support of the interchange modification to improve access to the City Center.

This map shows existing and planned King County Metro RapidRide lines in the vicinity of the City Center and Federal Way Comprehensive Plan non-motorized improvements that may become part of the City Center Access Project.

- Existing
- - - Planned
- King County Metro RapidRide***
- Multi-Use Path/Trail**
- - - Bicycle Lane**
- Interchange alternatives
- Local roadway improvement***
- Transit/HOV improvement

*Planned RapidRide lines as included within Metro Connects 2025 Plan

**Planned multi-use path/trails and bicycle lanes as included within Federal Way Comprehensive Plan

***Comprehensive Plan projects under consideration for inclusion in the City Center Access Project

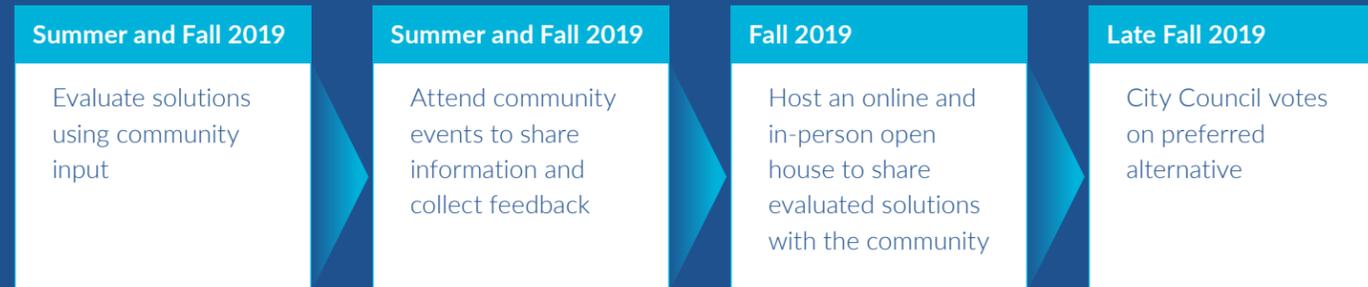


What will happen next?

We will continue to evaluate solutions, share information with the community, and collect more feedback. Our team is moving forward with evaluating various options for interchange modifications at S 324th Street and possible local street improvements, including:

- S 312th Street from 23rd Avenue S to Military Road
- 32nd Avenue S from S 320th Street to Military Road
- 320th/324th couplet (one-way streets)
- HOV lanes on S 320th Street between Pacific Highway S and Military Road.

We're on track to recommend a proposed solution to the Federal Way City Council by the end of the year.



Summer and Fall 2019

Evaluate solutions using community input

Summer and Fall 2019

Attend community events to share information and collect feedback

Fall 2019

Host an online and in-person open house to share evaluated solutions with the community

Late Fall 2019

City Council votes on preferred alternative

Have questions?

Contact us:

Naveen Chandra, P.E.
Street Systems Project Engineer
Naveen.Chandra@cityoffederalway.com
253.835.2729

Leave a voicemail on the City Center Access hotline:

253.835.2714
(available in Spanish, Korean, and English)

This fact sheet talks about a study to improve traffic in downtown Federal Way. If you would like to receive it in Korean or Spanish, please call the project hotline at 253.835.2714.

Esta hoja informativa es sobre el proyecto Acceso al Centro de la Ciudad relacionado con el tránsito en Federal Way del centro. Para recibirla en español, llame a la línea directa del proyecto: 253.835.2714.

이 자료표(사실보고서)는 페더럴 웨이 시내 교통과 관련된 도심부 접근 프로젝트에 대해 이야기하는 것입니다. 당신이 이를 한국어로 받고 자하는 경우, 253.835.2714에서 프로젝트 핫라인에 문의하시기 바랍니다.

Title VI Statement to Public: The City of Federal Way ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities.

 **Alternative formats:** Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Title VI Coordinator at 253.835.2730. Persons who are deaf and hard of hearing may call Washington State Telecommunications Relay service by dialing 7-1-1 and asking to be connected to 253.835.2730.

Federal Way City Center Access Summer 2019 Fact Sheet

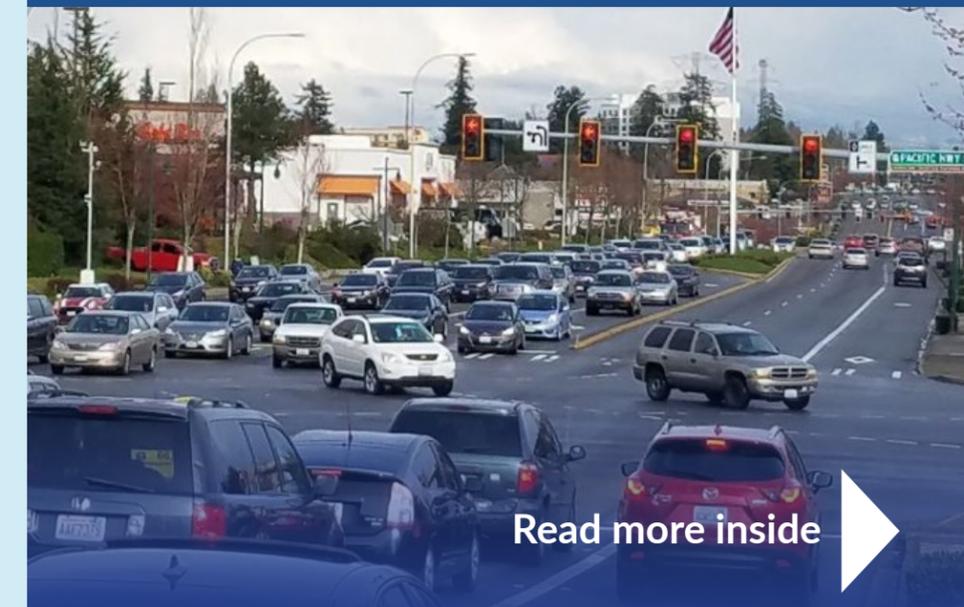


Project overview

The City of Federal Way is working to ease traffic congestion in the area around S 320th Street between SR 99/ Pacific Highway and Military Road S.

What is the problem?

Interstate 5 (I-5) and local streets in Federal Way's City Center are strained by sustained growth. As more people move to the area and the City Center develops, traffic will continue to increase. Traffic delays during the afternoon are approaching unacceptable levels, and will back up on the I-5 ramps affecting I-5 through traffic, even with the expansion of mass transit.



Read more inside 





What is the solution?

We are working to find a solution that will make it easier for people to travel into, out of and around the City Center. Successful solutions will improve quality of life and the City's economic vitality by:

- Improving mobility for people traveling by car, transit, bike, or walking by decreasing congestion on S 320th Street
- Maintaining or improving access to and from the City Center
- Providing opportunities for traffic to travel around rather than through the City core

Early this year we concluded changing access to I-5 is necessary to improve congestion. The maps on this page highlight possible areas for ramp changes and local roadway improvements. We are evaluating which of these will work best for residents and businesses.

S 324th Street Interchange Alternatives



What have we done so far?

- Early 2018**
 We identified the problem.
- Through February 2019**
 We assessed a wide range of possible solutions to that problem.
- February through April 2018**
 We talked with members of the community about their experiences with congestion in the City Center and ideas for addressing the problem.
- April 2018 and early 2019**
 We evaluated how specific “local only” solutions might improve congestion in the City Center without revising access to I-5. “Local only” solutions are projects in or near the study area that would not alter I-5 interchanges. Among the local only solutions we evaluated, many were generated from or refined by community members.

 Based on this analysis, we concluded local only solutions alone would not solve the problem. We further concluded that revised access to I-5 is necessary to improve City Center congestion.
- Early 2019 and Present**
 We are evaluating how interchange alternatives might improve congestion in the City Center. We eliminated the concepts of new interchanges at S 304th, S 288th, S 296th, and S 336 Streets because:
 - they do not provide enough traffic relief compared to modified interchanges closer to City Center
 - we identified safety issues with those additional interchange access points
 We eliminated the concept of revised interchange access at S 312th Street because:
 - it would have operational impacts to Federal Way Link Extension light rail
 - it has high potential for impacts to Steel Lake Park and surrounding neighborhoods.
 - I-5 access at S 312th Street lacks stakeholder acceptance
 - it does not directly serve the City Center Core
 Our team will move forward with evaluating various options for interchange modifications at S 324th Street and possible local street improvements (including local improvements at S 312th Street).