

# Mukilteo SR 525 Complete Streets Pre-Design Technical Working Group Meeting

**Meeting title:** Technical Working Group Meeting #1

**Date:** Monday October 7<sup>th</sup>, 2024

**Time:** 2:30-4:30

**Location:** MS Teams

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## Attendees:

WSDOT: OT Kedelty, Amber Stanley, Vu Nguyen, Jen Lambrick, Tony Barilla, Richard To, Frank Fielder, Elijah Molohon, Adam Emerson, Carmen Bendixen, Jeff Davies, Aidan Cassidy, April Delchamps, Eric Zackula, Zachary Howard, Mike Crimmins, Joshua Shippy, Sanaz Malaki, Douglas Young, Charles Torres

Invitees: Doug Bender (Tulalip Tribes), Laura Gurley (Port of Everett), Matt Nienhuis (City of Mukilteo), Sabina Araya (Everett Transit), Laura Nugent (Mukilteo School District), Kathryn Boris (Community Transit), Gael Fisk (City of Mukilteo), Ross Bichel (Tulalip Tribes), Eric Widstrand (Sound Transit), Michael Schmieder (City of Everett), Angi Mozer (Port of South Whidbey), Rich White (Boeing), Malcolm Roberts (Island County), Mohammad Uddin (Snohomish County), Nathan Howard (Snohomish County), Chris Simmons (Community Transit), Veronica Schmidt (Snohomish School District)

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## Summary:

Washington State Department of Transportation (WSDOT) hosted the first of four Technical Working Group (TWG) meeting.

### 1. Project Overview:

- The Washington State Department of Transportation (WSDOT) is replacing the bridge over railroad on SR 525 in Mukilteo and repaving and constructing American with Disability Act (ADA) upgrades on SR 525 from SR 525 Spur VIc to Mukilteo Ferry Terminal
- **Schedule:** Four TWG meetings are anticipated, with two being in-person workshops.

### 2. Community Engagement:

- **HEAL Act:** This project is subject to the Healthy Environments for All (HEAL) Act, a Washington State law designed to address environmental and health disparities by prioritizing the needs of vulnerable and overburdened communities. It requires state agencies like WSDOT to consider the well-being of these communities and ensure that resources and benefits are distributed fairly.
- **Community input:** is a key part of the process, and WSDOT aims to ensure that public feedback is considered throughout the project and meets by centering engagement with vulnerable

populations and overburdened communities. This aligns with the goals of the Healthy Environment for All (HEAL) Act, which promotes environmental justice.

- **Community Demographics:** The project affects two main areas with different needs. In one area, 41% of the population belongs to minority groups, and 17% live below the poverty line. The second area has a 21% minority population and higher poverty and disability rates.
- **Tribal Coordination:** WSDOT is coordinating with various Native American tribes to ensure their interests and rights are respected throughout the project.
- **Community Organizations:** WSDOT is working with many local community-based organizations to further engage with the public and gather feedback.
- **Timeline:** The project will involve several stages of community outreach, starting with the launch of a website in the summer of 2024 and continuing with online surveys and public meetings in 2025.

### 3. **Project Context:**

- This project must follow Complete Streets requirements and incorporate facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- **Level of Traffic Stress:** Helps improve the comfort and safety of transportation users. More information can be found in the WSDOT Design Manual.
- The bridge and surrounding areas lack direct sidewalks and connectivity, ADA review and compliance will be conducted as part of the bridge replacement. Pedestrian curb ramps impacted by the paving work will be replaced or altered to meet current ADA standards.
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### 4. **Existing Conditions:**

- **Roadway and traffic data:** The speed limit from MP 5.68 to MP 8.06 or from Paine Field Boulevard to 6<sup>th</sup> Street is 35 mph. The remainder of the roadway speed limit is 25 mph. MP 8.06 to 8.47 or 6<sup>th</sup> Street to Mukilteo Ferry terminal. The Freight Classification is T-3 meaning that annual freight tonnage moved on this corridor is 300,000 to 4 million tons per year. The roadway is a principal arterial road. Principal arterial roads connect major activity centers, like shopping centers and central business districts, and carry a large portion of the area's travel. This section of SR 525 is also known as the Mukilteo Speedway. Truck percentage is 4.64%
- **Collision data:** Data was collected from Jan 2019 and December 2023. No 2024 data shown because data is still being collected. Most collisions were rear end collisions, and the second highest were same-direction miscellaneous. There is an increase around 84<sup>th</sup> street, which will take you to the Boeing campus if you go east on and is where the AADT was measured to be the highest between 35,000 and 40,000. Additionally, there are more increases when approaching downtown Mukilteo.
- This area is served by Community Transit (route 117), Everett Transit (route 18), and Sound Transit (runs north to Everett and south Seattle then Lakewood).
- Pedestrian level of traffic stress (PLTS) and bicycle level of traffic stress (BLTS) uses lane configuration, AADT, Target Speed, and existing pedestrian facilities in area to identify PLTS and BLTS ratings. WSDOT evaluated the corridor of the NB lane and SB lane separately, then

took the average of both to come up with the full corridor PLTS and BLTS rating. A PLTS and BLTS rating of 1 or 2 is what we are aiming for as the goal. We also were conservative with the rating by rounding up to the nearest whole number.

**Questions and Comments:**

- Current speed limits are 25-35, are we planning on getting into traffic calming measures?
  - Response: traffic calming measures can be a contextual need of the project.
- Confirmed our goal is to get to LTS 1 or 2, asked if we're going to examine the potential of land acquisition to work to achieve that.
  - Response: WSDOT will try to achieve LTS 1 or 2 in the most cost-effective way as possible. Land acquisition needs will be evaluated by a case-by-case basis.
- Are we coordinating with the developers of the new building on the corner of 88<sup>th</sup> and the Speedway?
  - Response: WSDOT has had communication with the developers to discuss their project plans, further discussions will be had as the project advances.

**5. Planning Context:**

- WSDOT has been reviewing previous studies done by the City of Mukilteo to incorporate aspects into pre-design. Including the Downtown Waterfront Master Plan and Waterfront Parking Study.

**6. Baseline & Contextual Needs:**

- Baseline and Complete Street needs are defined for the bridge and paving projects, WSDOT is requesting contextual needs identified by TWG partners.

**7. Next Steps:**

- Provide Executive Working Group update and schedule meeting
- Begin community engagement
- Schedule TWG #2 meeting

**Questions and Comments:**

- Does BNSF require a throw fence? (A higher fence that prevents individuals from throwing items on the tracks)
  - Response: We will work through our Rail Liaison to find out if this is needed later in the process.
- The Port of Everett is working with the City of Mukilteo on the waterfront re-development, including the parking lot where the bridge may end. Noted coordination is needed.
- Has the Port of Everett concurrent process on waterfront development been incorporated into the context review?
  - Response: WSDOT is aware of Port of Everett and City of Mukilteo's waterfront development vision and will work with them as best as possible.
- Is there any community engagement planned?
  - Response: WSDOT is planning to conduct community engagement, including focused engagement, an online open house and possibly a survey.