

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

**Meeting title:** Executive Working Group Meeting #2

**Date:** Monday, May 9<sup>th</sup>, 2025

**Time:** 3:00-4:30

**Location:** MS Teams

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## Attendees:

Executive Advisory Group members and elected officials in attendance:

- Mayor Joe Marine, City of Mukilteo
- Jessica Thom, Legislative Assistant to Washington State House Representative Brandy Donaghy
- Jackson Hoppis, Legislative Assistant to Senator John Lovick

Interagency Working Group members and guests in attendance:

- Ben Zarlingo, City of Everett
- Melissa Cauley, Community Transit
- Douglas McCormick, Snohomish County
- Laura Gurley, Port of Everett
- Ric Ilgenfritz, Community Transit
- Adam LeMieux, Port of Everett
- Megan Dunn, Snohomish County

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- Steve Powers, City of Mukilteo
  - OT Kedelty, WSDOT
  - Tony Barilla, WSDOT
  - Robin Mayhew, WSDOT
  - Nick Menzel, WSDOT
  - Zack Howard, WSDOT
  - Craig Schoenberg, WSDOT
  - Cameron Kukes, WSDOT
  - Vu Nguyen, WSDOT
  - Richard To, WSDOT
  - Aidan Cassidy, WSDOT
  - Curt Wingham, WSDOT
  - Scott Davis, WSDOT
  - April Delchamps, WSDOT
  - Zoe Irish, WSDOT
  - James Magnusson, WSDOT
  - Amber Stanley, WSDOT
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## Summary:

Washington State Department of Transportation (WSDOT) hosted the first of three Executive Working Group (EWG) meetings.

### 1. Project Overview:

- The Washington State Department of Transportation (WSDOT) has two projects on SR 525 in Mukilteo, one project is replacing the bridge over railroad, the second project is repaving and constructing American with Disability Act (ADA) upgrades on SR 525 from SR 525 Spur Vic to Mukilteo Ferry Terminal.

- HMA Paving & ADA Compliance and Near-term Complete Streets Improvements:
  1. Pre-design: Project limits are from milepost 5.72 to milepost 8.47, expected completion is Winter 2025. Design is expected to be completed in February 2026.
- SR525 Vic to Mukilteo Ferry Terminal – Complete Streets:
  1. Pre-design: Project limits are from milepost 5.72 to 8.47, expected completion is Winter 2025.
- SR 525 Bridge over Railroad Replacement:
  1. Project limits are from 8.30 to milepost 8.47, expected completion is Winter 2025.
- SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance: Near-term Complete Streets Improvements:
  - Bike lane from SR 525 Spur to the south side of 84th Street Southwest.
  - Crossing enhancements at bus stops such as marked crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), squaring up sidewalk corners, curb accessibility, and/or signage at:
    - 80th Street Southwest
    - 81st Place Southwest
    - Clover Lane
    - 88th Street Southwest
  - Pedestrian facilities enhancements at Goat Trail Road

## 2. Level of Traffic Stress:

- 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.

## 3. Community Engagement:

- 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 Technical and Executive Meetings, online surveys and public meetings in Spring/Summer 2025.

## 3. Updated Baseline, Complete Street & Contextual Needs:

- HMA Paving and ADA Compliance and Complete Streets:
  - Baseline needs: repaving SR 525 from MP 5.72 to 8.47 to restore ride quality and meet WSDOT standards. Curb ramps and sidewalk connections will be updated to meet ADA requirements.
  - Complete Streets Needs: elements of Complete Streets will be incorporated to improve safety for pedestrians.
  - Contextual Needs: Calm traffic, add safe pedestrian crossings at intersections and mid-block where feasible, build a connected bike lane network, improve Safe Routes to Schools between 76<sup>th</sup> St SW and 81<sup>st</sup> Pl SW., improve bike lanes in Midtown Mukilteo,

add bike lanes for higher-speed and long distance cyclists, connect the 8600 block of SR 525 to the 92<sup>nd</sup> St SW Park shared-use path.

- Bridge over Railroad Replacement:
  - Baseline needs: Replace the aging bridge to meet modern structural standards and comply with current railroad clearance requirements. Raise the adjacent roadway to match the new bridge height.
  - Complete Streets needs: Improve pedestrian safety and reduce level of traffic stress for walkers and bicyclists.
  - Contextual needs: Improve walking and biking access between SR 525 (1st Street) and Lighthouse Park. Enhance connections between 1st Street and Front Street. Provide a more direct route between the Upland Neighborhood and Mukilteo Lane/the waterfront. Calm traffic and improve comfort by targeting vehicle speeds of 25 mph or lower.
- Criteria that will be used to select the preferred alternatives include cost, vehicle operations, safety, baseline/Complete Streets, and contextual needs. There are two separate projects that are related and adjacent to each other but stand alone. Both projects will undergo their own alternative comparison and evaluation. Other impacts considered include: right-of-way, maintenance, stormwater/hydraulics, wetlands, utilities, green space removal, driveway impacts and structures needed.

#### **Discussion:**

1. Any feedback or concerns on the identified needs?
  - No comments.
2. Did we miss any needs?
  - (Ben Zarlingo): Is there an evaluation of what has been identified as the biggest challenges so far in terms of what the highest priorities are?
    - WSDOT response: Contextual needs were identified from the Waterfront Study and the By The Way plan from the City of Mukilteo. More information can be found [here](#).
3. What project are you more interested in, the bridge replacement or the paving project?
  - Most participants indicated they were more interested in the Bridge Replacement project.

#### **4. Complete Streets Alternatives:**

- The project location was reviewed in four sections:
  - Section 1: Paine Field Blvd to 84<sup>th</sup> Street. (Segment 1,2, and 3)
  - Section 2: 84<sup>th</sup> Street to 76<sup>th</sup> St SW/Olympic View Middle School. (Segment 4, 5, and 6)
  - Section 3: 76<sup>th</sup> St SW/Olympic View Middle School to 6<sup>th</sup> Street/Washington Ave. (Segment 7 and 8)
  - Section 4: Downtown/waterfront area of Mukilteo to the ferry terminal. (Segment 9, 10, 11, and 12.)

- Section 1: Alternative 1: Shared use path. Alternative 2: Separated bike lanes. Alternative 3: Separated two-way bike lanes.
- Section 2: This section contains a two-way center turn lane and varying shoulder widths and a sidewalk on one side of the road. Alternatives are the same as shown in Section 1, shoulders are removed to accommodate potential right-of-way needs and width constraints.
- Section 3: The ferry lane begins in this section, currently there are no bike lanes or sidewalks. The same alternatives as shown in Section 1 and 2 are also proposed for this section.
- Section 4: Presented what the bridge over the railroad may look like with the three alternatives shown in previous sections.

### Discussion:

1. What specific section are you most interested seeing improvements in?
  - (Laura Gurley) Regarding long-term maintenance: Is DOT responsible for maintenance of all these facilities, both in and outside of the curb? Or, is the local jurisdiction responsible for the maintenance of everything outside of the curb and WSDOT maintains within the curb? Or if not, how is it split up under each different scenario?
    - WSDOT response: It may depend on agreements in different areas. If located in the WSDOT right-of-way, it would be WSDOT responsibility. WSDOT may need to discuss an agreement with local jurisdictions.
  - (Jackson Hoppis) Is there data or safety considerations for cars blocking the view of a right turn driver in terms of bicyclist safety?
    - WSDOT response: Noted that the project team is aware of drivers using the ferry lane as a turn lane or passing lane. WSDOT is looking into ways to address this; the bike lane alternatives with the bike lane opposite the ferry lane may be an option to increase safety.
    - (Mayor Joe Marine) Noted issues with drivers using it as a turning and passing lane and a parking lane; there are continued issues.
  - (Mayor Joe Marine) Does question imply that improvements won't happen in all 4 sections (and only in the sections with the most interest)?
    - WSDOT response: WSDOT will work to create a consistent design with a uniform alternative for the entire project corridor but recognizes that different alternatives may be implemented if needed.
  - (Ric Ilgenfriz) Are the bus stops accounted for in the conceptual cross-sections?
    - WSDOT response: WSDOT is working with Community Transit to ensure the design will be accommodating to all travelers.
2. What do you like and dislike about the 3 alternatives?
  - Support for alternatives 1 and 3 was indicated, noting they appear to provide a better separation for bikes.

## 5. Existing and Planned Crossings:

- Existing Crossings:
  - There are six existing crossings, two are not currently paired with a stop light. These are located near Olympic View Middle School and Goat Trail Road and SR 525.
  - Working to improve the safety near Goat Trail Road and SR 525 (image E4, slide 24) from the crossing to the bus stop.
- Planned Crossings:
  - Planned crossings came from the City of Mukilteo By The Way Plan and Technical Working Group feedback.
  - Locations:
    1. 88<sup>th</sup> Street – rapid flashing beacons will be installed
    2. 81<sup>st</sup> and 80<sup>th</sup> Street –
    3. Clover Street
    4. Another possible crossing may be installed downtown either on 2<sup>nd</sup> or 3<sup>rd</sup> street

### Discussion:

1. Any existing crossings where complete streets improvements are needed?
  - A desire for a cross walk from community members has been expressed in the area of image E6.
  - For the existing crossings, did the TWG provide feedback noting Complete Streets improvements are lacking?
  - WSDOT response: The project team will analyze what can be done to improve safety.
2. Have you heard concerns about other crossing locations from your constituents?
  - (Laura Gurley) The ADA ramps near 2<sup>nd</sup> street have corners that cause pedestrians to trip over them, is that WSDOT's ROW?
    - WSDOT: The project team may be able to improve it as part of the Bridge Replacement Project.
  - (Doug McCormick) Also noted this design may be implemented for sight impaired individuals.
3. Are there other intersections you would like to see active transportation improvements in?
  - No comments.

## 6. Next Steps:

- Conduct community engagement on Needs, Near-term improvements, and Complete Streets Alternatives via an online open house and survey and focused engagement/listening sessions with community members.
- Screen corridor level complete streets alternatives
- Schedule TWG #3 and EWG #2

### Question:

1. (Laura Gurley) When will the project team know more specific details about design, such as how much space is needed for the temporary bridge, where, etc.?
  - WSDOT response: Next year, after the Complete Street alternative is identified. Then the team will work on design.