Title VI Notice & ADA Information

Title VI Notice to Public It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

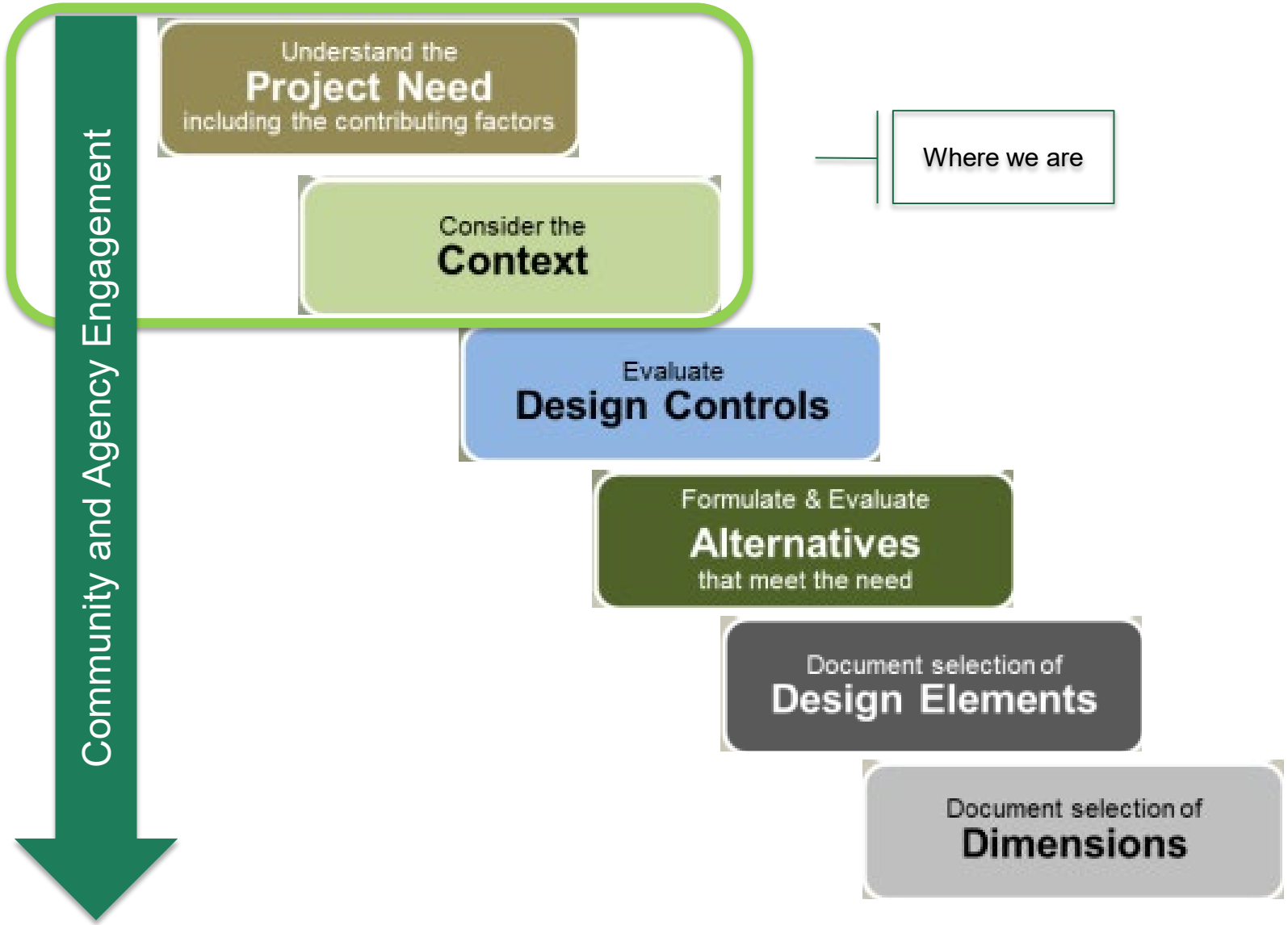
SR 525 Mukilteo – Bridge over Railroad Replacement
SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance

TECHNICAL WORKING GROUP (TWG) MEETING #1

October 7th, 2024

Project Overview

Pre-Design Process



Projects and Project Overview

SR 525 Mukilteo – Bridge over Railroad Replacement:

- **Pre-Design**
  - Project Limits: MP 8.30 to MP 8.47
  - Expected Completion: Summer 2025

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance:

- **Pre-Design**
  - Project Limits: MP 5.72 to MP 8.47
  - Expected Completion: Summer 2025
- **Design**
  - Project Limits: MP 5.72 to MP 8.47
  - Expected Completion: February 2026

Schedule

TWG/EWG 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/EWG Workshop #2

- Analysis framework and screening criteria
- Preliminary Complete Streets alternatives

TWG/EWG Workshop #3

- Screening results
- Refined Complete Streets alternatives

TWG/EWG Meeting #4

- Present recommended complete streets alternative(s)

We are here

TWG = Technical Working Group
EWG = Executive Working Group

TWG Roles and Responsibilities

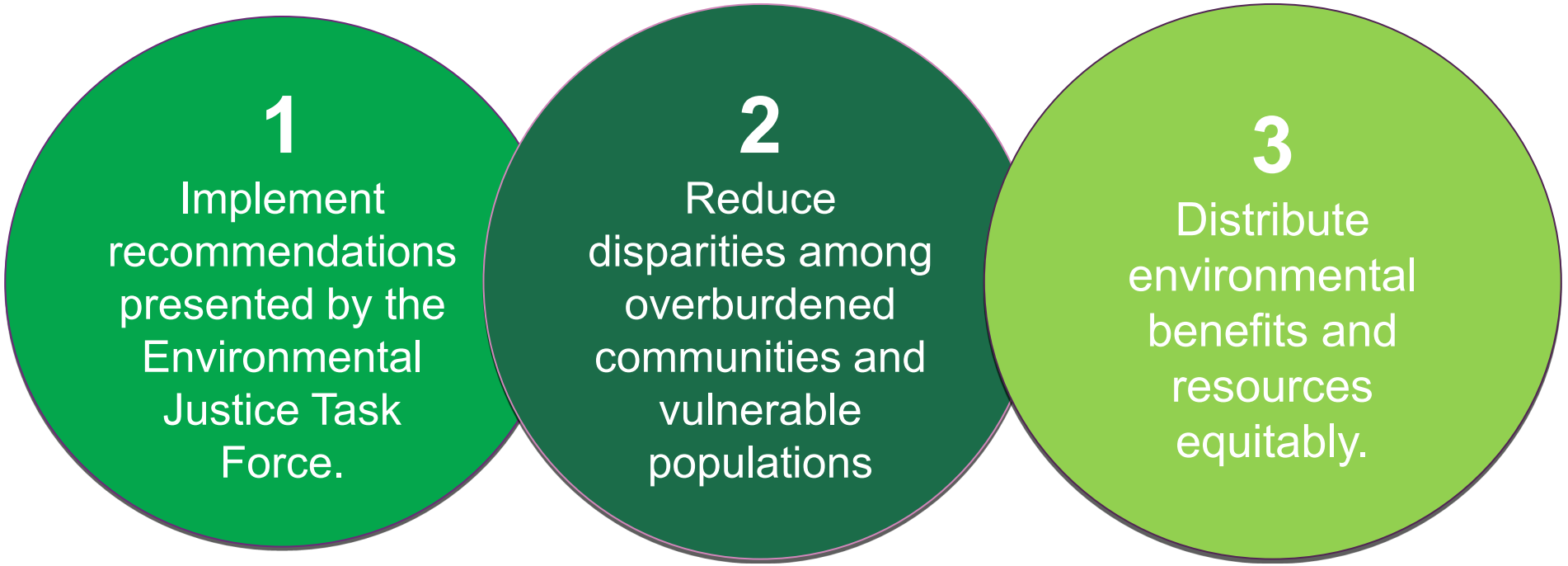
- Attend or be represented at four (4) TWG meetings
- Review technical information provided by WSDOT before, during, and after meetings as needed
- Share information and gather feedback from your elected officials and/or leadership
- Help promote community engagement activities
- Provide strategic advice 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
- Report back to TWG members on:
  - What we hear from community engagement
  - How the study team considered and addressed TWG input

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.

Community Engagement

Objectives:

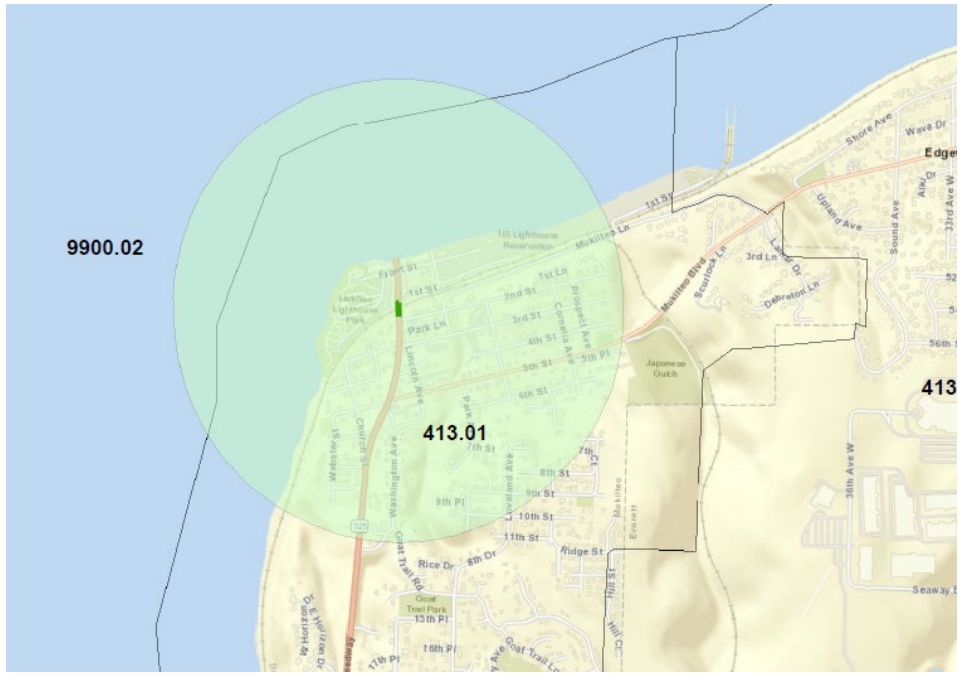
- Ensure public input is meaningfully incorporated throughout the project

- 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.

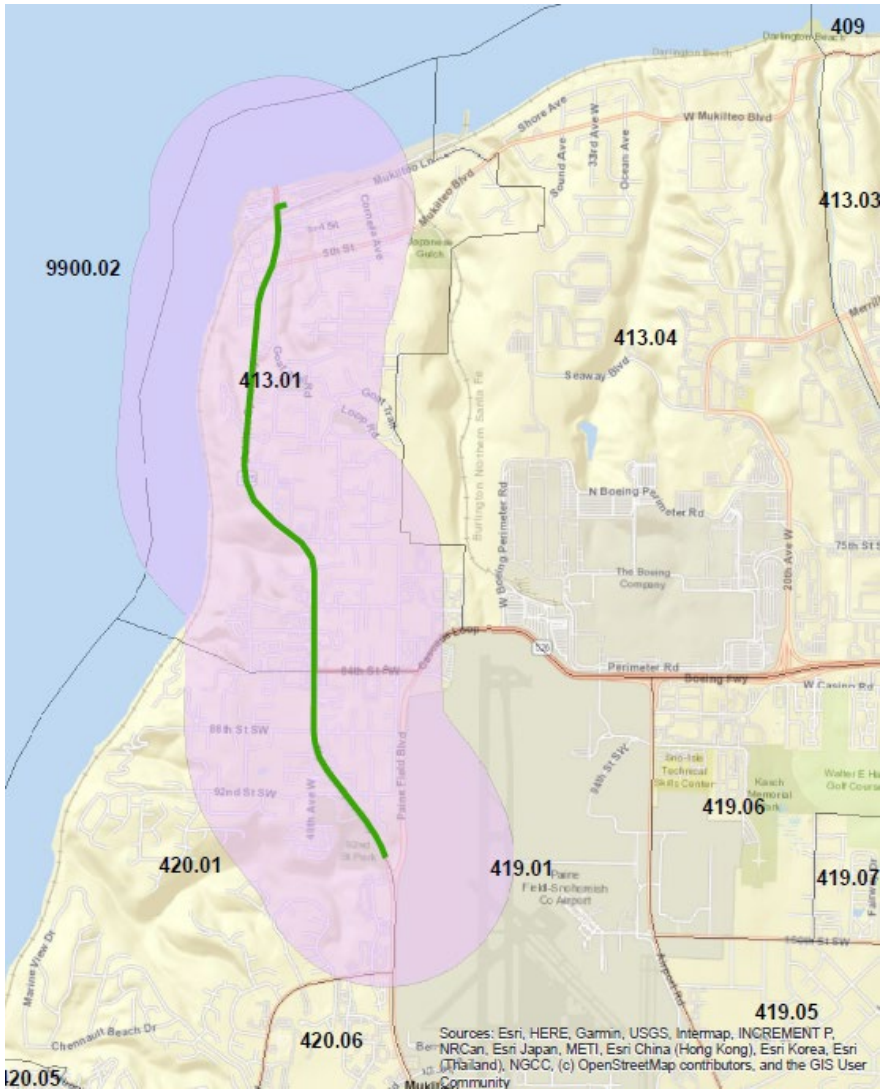
Community Profile: Bridge Replacement

- Project area: 25,000+ people; 9,000+ households
- Translation needs: Spanish
- 41% BIPOC (19% Asian, 8% Hispanic or Latino, Black or African American 4%)
- 17% below federal poverty level
- 11% report a disability
- 3% of households without vehicle



Community Profile: Paving

- Project area: 8,000+ people; 3,000+ households
- Translation needs: None
- 21% BIPOC (13% Asian, 6% Hispanic or Latino)
- 28% below federal poverty level
- 25% report a disability
- <1% of households without vehicle



Tribal Coordination

- **Legal Framework**
  - Federal and Washington State laws for government-to-government tribal coordination
  - Usual and accustomed areas and treaty rights
  - **<u>Not</u>** initiating formal consultation under Section 106
- **Coordination Opportunities**
  - Individual tribal meetings with WSDOT
  - Invited membership in all Stakeholder Committees/Groups

- Lummi Nation
- Muckleshoot Indian Tribe
- Samish Indians
- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe of Indians
- Suquamish Tribe
- Swinomish Indian Tribal Community
- Tulalip Tribes
- Upper Skagit Tribe
- Yakama Nation
- Nooksack Tribe

Engagement Milestones

Timeline	Outreach Milestones
Summer 2024	• Publish a website for each project • Develop communications plan
Fall 2024	• Conduct focused engagement • Establish and facilitate first Technical Working Group (TWG) meeting • Establish and facilitate first Executive Working Group (EWG) meeting
Winter 2025	• Online open house and survey • Focused engagement • Continued TWG & EWG meetings

Community-based Organizations (CBOs)

- Eagles Nest Foundation
- Habitat for Humanity
- Adopt a Stream Foundation and NW Stream Center
- Washington Kids in Transition
- Global Peace Foundation
- Washington West African Center
- South Sound Salmon Solutions
- Burned Children Recovery Foundation
- Hoff Foundation
- Citrine Health
- United Way of Snohomish County
- South Everett Mukilteo Boys & Girls Club
- Mukilteo Boys & Girls Club
- Enrichment Academy
- Big Brothers, Big Sisters of Snohomish County
- YMCA Casino Road Youth Development Center
- Gibson House
- Washington Vocational Services
- Familias Unidas: Latino Resource Center
- Others?

Project Context

Complete Streets is how WSDOT designs corridors

RCW 47.04.280, Transportation Policy Goals:

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

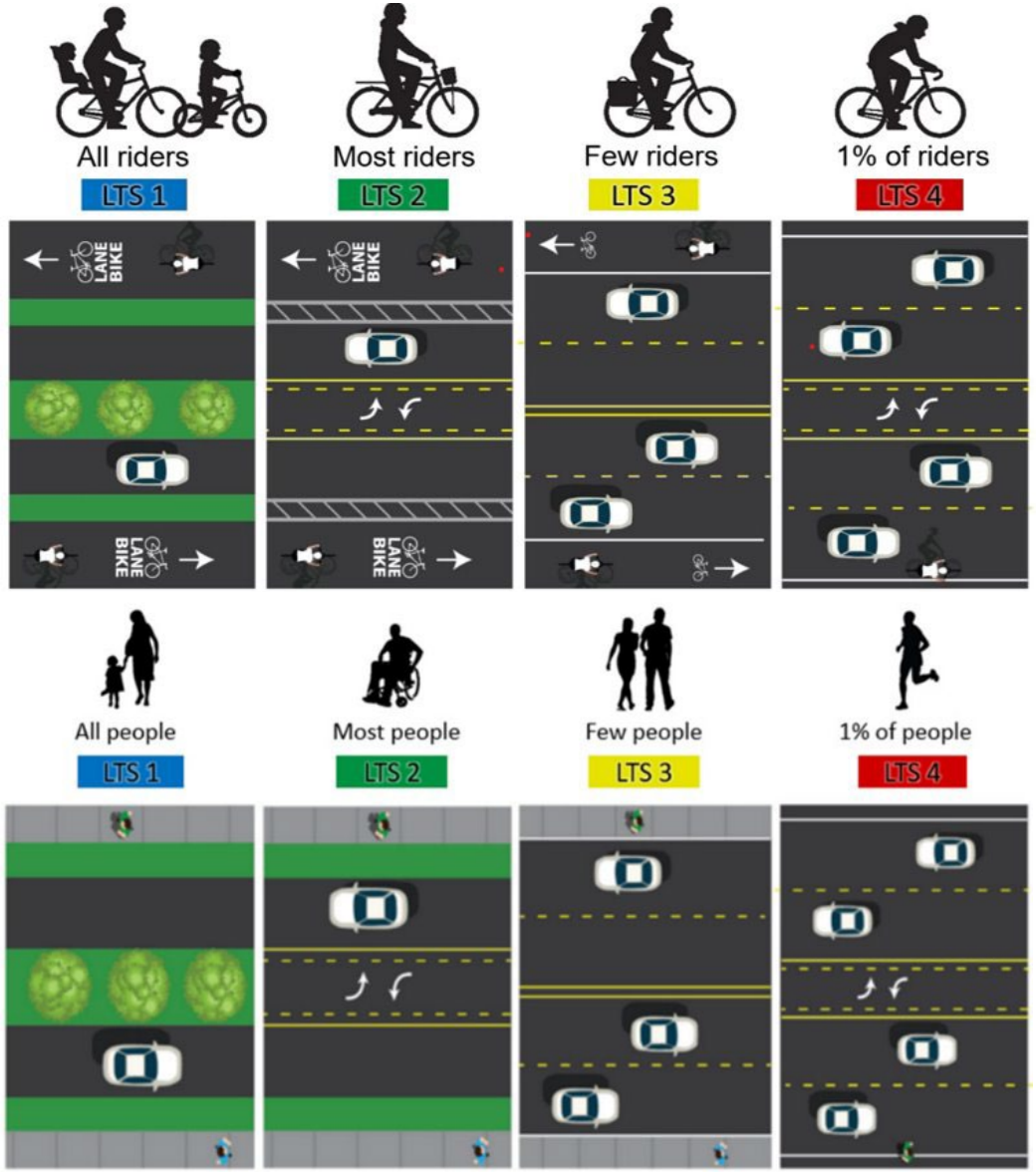
RCW 47.04.035, Complete Streets:

- 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

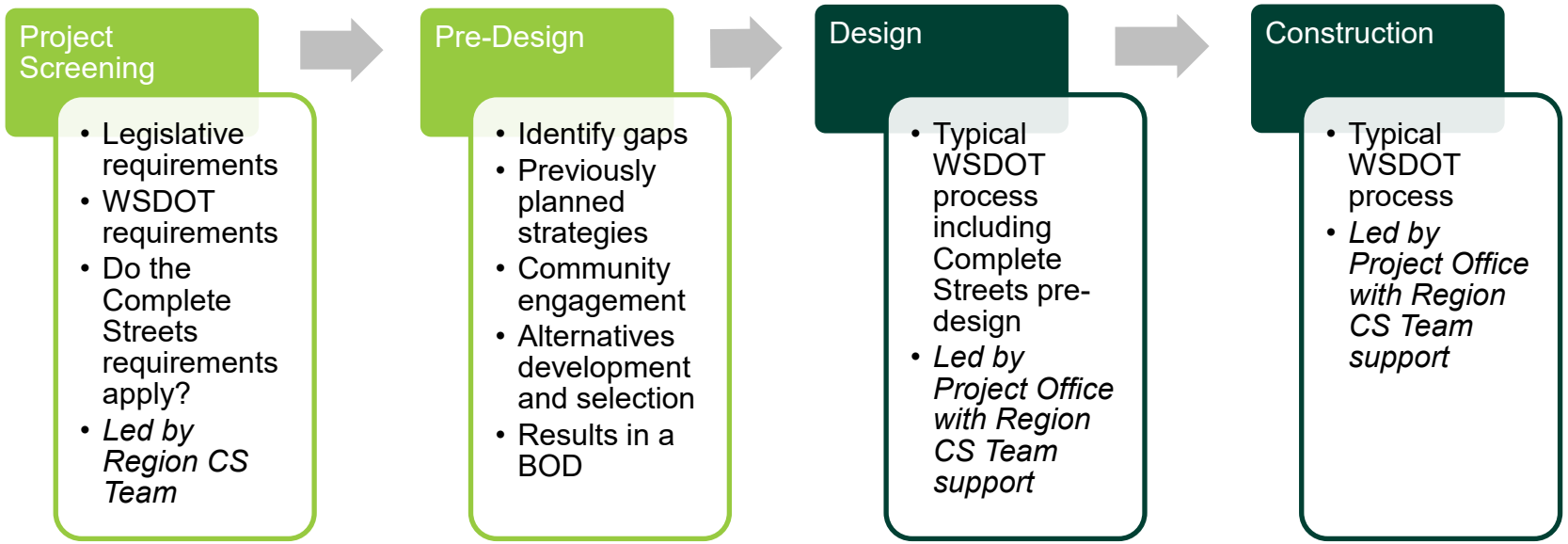
Improve the comfort and safety of active transportation users by:

- 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

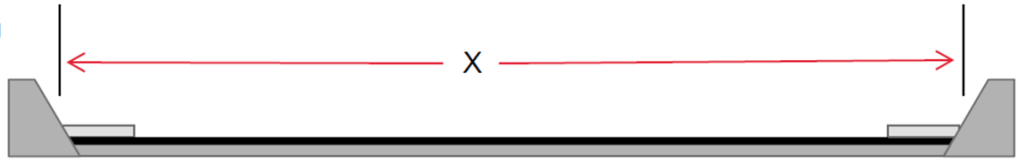
NWR Complete Streets Team Interdisciplinary Team, Program Management, Planning, Traffic, Maintenance, **Project Offices**, **Engineering Services**, **Landscape Architecture,** Real Estate Services (Bridge and Lighting when needed)



SR 525 Mukilteo – Bridge over Railroad Replacement – Pre-Design

- **Purpose:** Replace the existing SR 525 bridge over BNSF railroad tracks (bridge # 525/010). Current bridge is at the end of its service life and does not meet BNSF vertical clearance requirements.
- **Work:** Remove and replace existing bridge that meets BNSF clearance requirements and improve multimodal connectivity between Old Town Mukilteo and the waterfront.
- **Complete Streets:** Replacement bridge and affected corridor will meet Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level Traffic Stress of 2 or better

SR 525 Mukilteo Vicinity Overcrossing Bridge Replacement



New Bridge Cross Section

SR 525 Mukilteo – Paving & ADA

- **Purpose:** Rehabilitate the existing pavement to preserve the roadway and bring pedestrian curb ramps impacted by paving work up to current ADA standards

- **Work**: Mill and fill roadway with 0.15’ HMA and fix ADA ramps affected by paving work to meet the latest and greatest standards

- **Complete Streets**: Alternatives that integrate active transportation will be developed and refined as part of the pre-design process.


92nd St. SW and SR 525


Nelson’s Corner, 84th St. SW and SR 525

Complete Streets Needs

Meeting LTS 1 or LTS 2 - Pedestrians

Pedestrian LTS (Level of Traffic Stress) is determined based on the types of facilities, such as sidewalk width…

Greater than Minimum Sidewalk Present (6' or greater)								
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	1	2	2	3	4	4
	751 - 1500	1	1	2	2	3	4	4
	1501 - 3000	1	1	2	2	3	4	4
	> 3000	2	2	2	2	3	4	4
2 thru lanes per direction	0 - 6000	2	2	2	2	3	4	4
	> 6000	2	2	2	2	3	4	4
3+ thru lanes per direction	Any ADT	2	2	2	3	3	4	4

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

Complete Streets Needs

Meeting LTS 1 or LTS 2 - Pedestrians

…or buffer type.

Sidewalk separated by physical separation[1]								
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	1	2	2	2	2
	751 - 1500	1	1	1	2	2	2	2
	1501 - 3000	1	1	1	2	2	2	2
	> 3000	2	2	2	2	2	2	2
2 thru lanes per direction	0 - 6000	2	2	2	2	2	2	2
	> 6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

[1] Physical separation typically consists of either a planting strip or other constructed buffer strip, a separated bicycle lane, a parking lane, or traffic barrier. Note that a roadway shoulder or a conventional bicycle lane are not considered physical separation.

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

See WSDOT Design Manual Chapter 1510 for more information.

Complete Streets Needs

Meeting LTS 1 or LTS 2 - Bicyclists

Bicycle LTS also improves with buffers and physical separation. (See WSDOT Design Manual 1520 for more information)

Shared-use paths can be designed to satisfy both pedestrian and bicycle LTS requirements. (See WSDOT Design Manual Chapter 1515 for more information)

Exhibit 1520-6 Bicycle Level of Traffic Stress for Conventional Bike Lane

Conventional Bike Lanes (5' or greater)								
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	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Exhibit 1520-7 Bicycle Level of Traffic Stress for Buffered Bike Lane

Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)								
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	3	4	4	4

Exhibit 1520-8 Bicycle Level of Traffic Stress for Separated Bike Lane

Separated Bicycle Lane								
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	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-6000	2	2	2	2	2	2	2
	>6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

Contextual Needs

Outcomes considered while selecting baseline alternatives

- ADA Compliance
  - The bridge and surrounding area lacks direct sidewalk paths and connectivity; ADA review and compliance will be conducted as part of the bridge replacement.
  - Pedestrian curb ramps impacted by the HMA paving work will be removed and replaced or altered to meet ADA criteria.

Existing Conditions

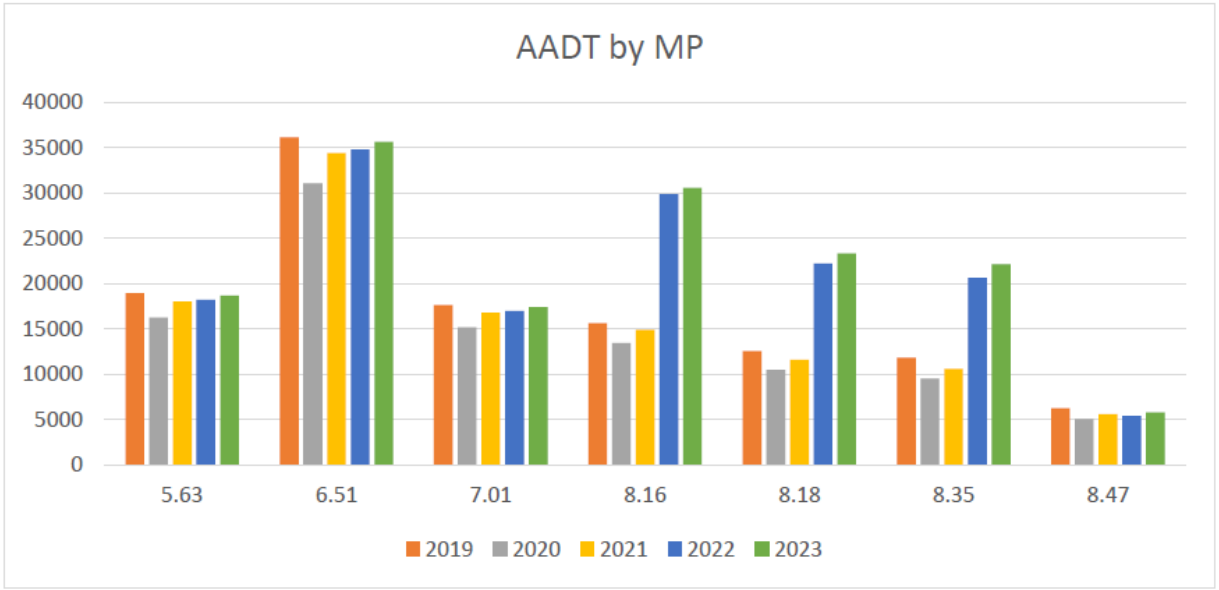
Roadway & Traffic Data

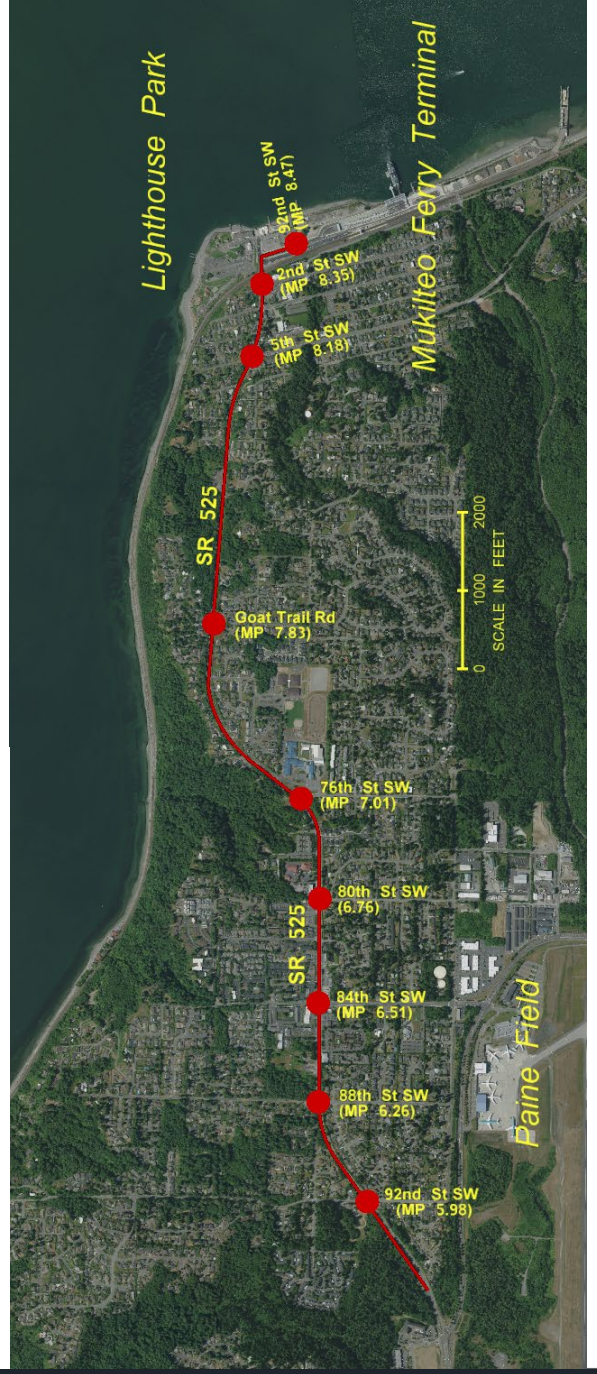
Speed Limit: 35 MPH from MP 5.68 to MP 8.06
25 MPH from MP 8.06 to MP 8.47

Freight Classification: T-3 Corridor

Functional Class: Principal Arterial

Truck Percent: 4.64%





Collision Data

Collision data includes data from Jan. 2019 to December 2023

COLLISION TYPE	2019	2020	2021	2022	2023
Entering at angle	10	8	2	1	4
Fixed object	4	3	4	2	6
Opp Dir 1LT-1STR	2	1	2	6	3
Opposite direction		1		1	
Overturn		1			
Parking		1		1	1
Pedalcycle				1	1
Pedestrian			1		
Rear-end	18	6	18	13	17
Same Dir-Misc	12	4	4	7	3
Sideswipe	3	2	3	1	1
Grand Total	**49**	**27**	**34**	**33**	**36**

Collisions By Location

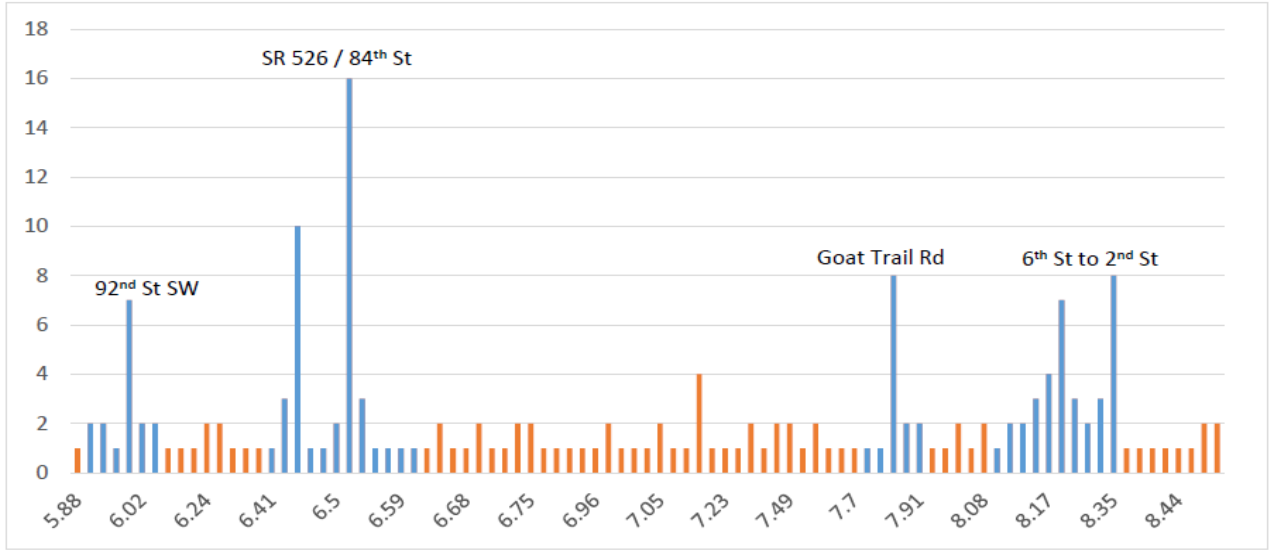
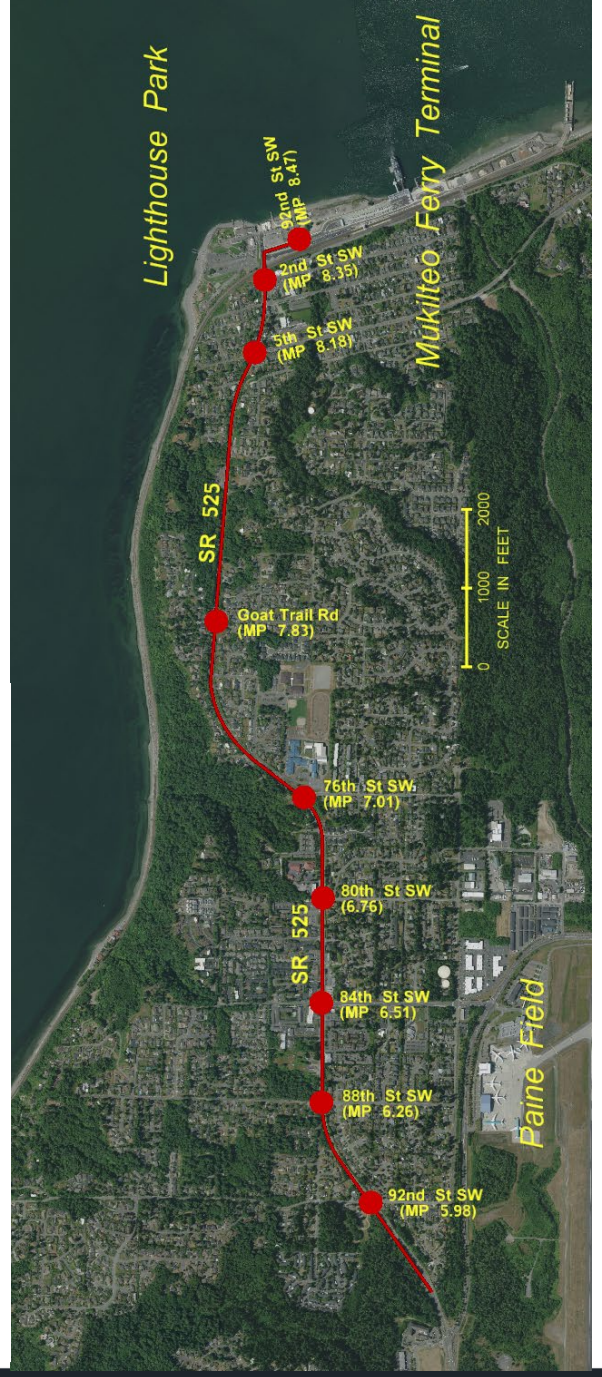
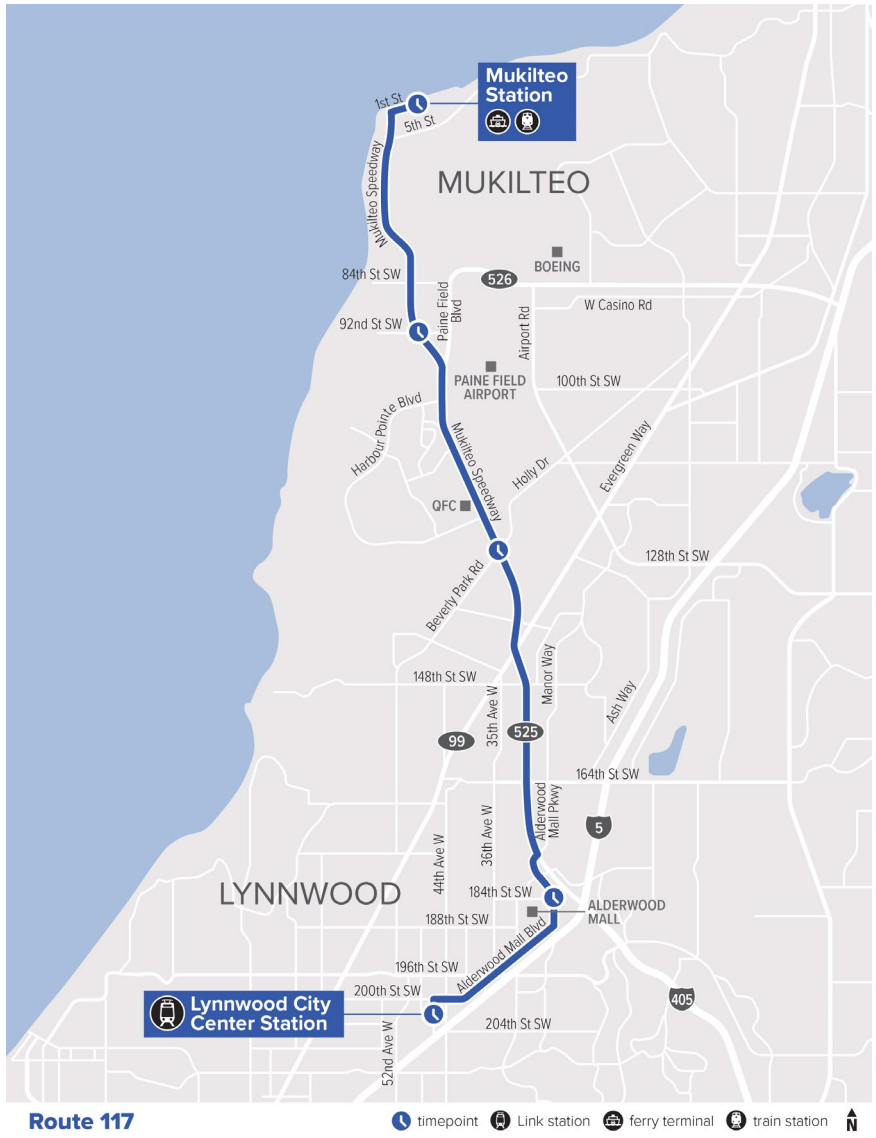
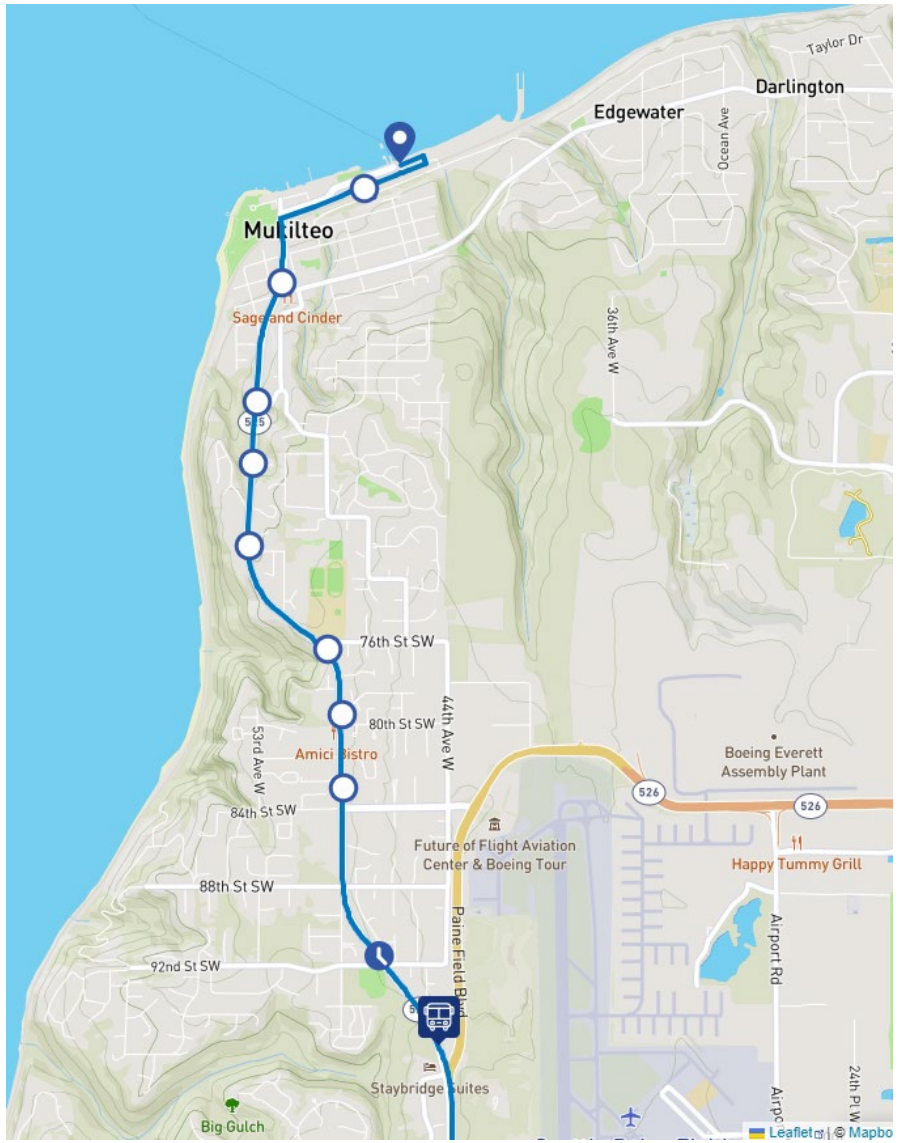


Figure 3: Collision by Milepost

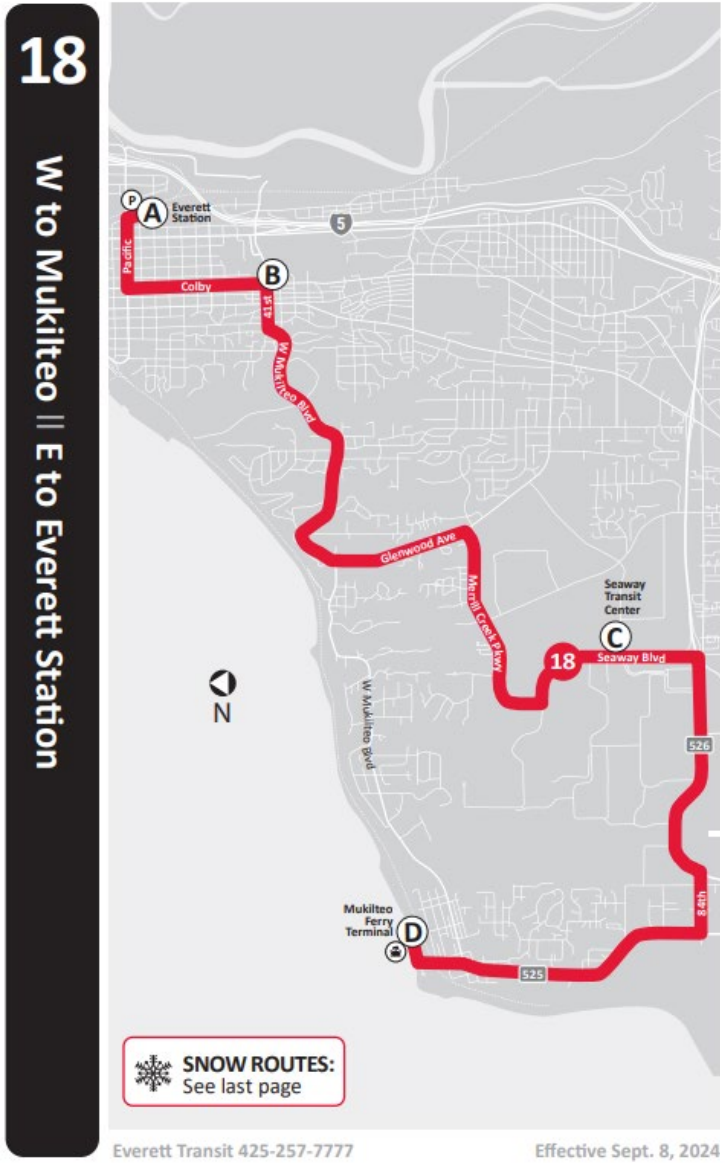


Transit – Community Transit





Transit – Everett Transit



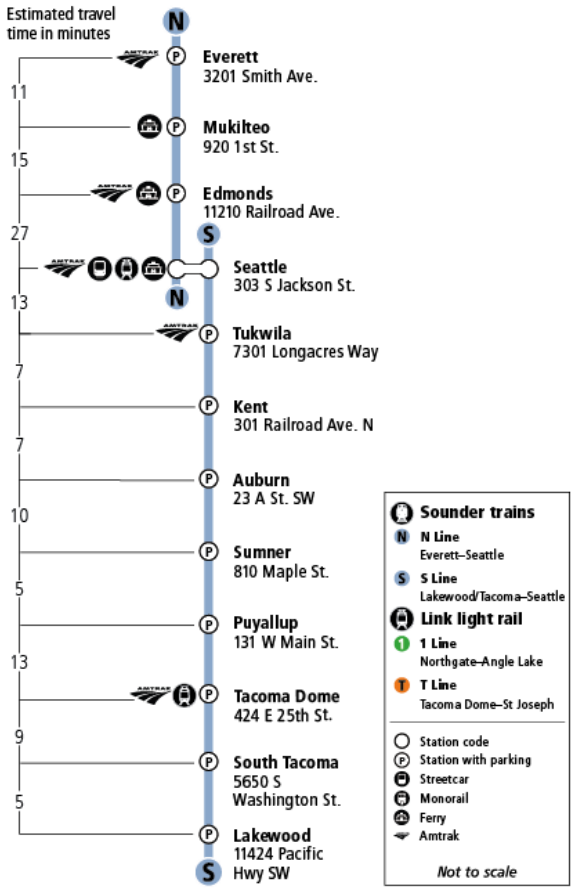
WEST

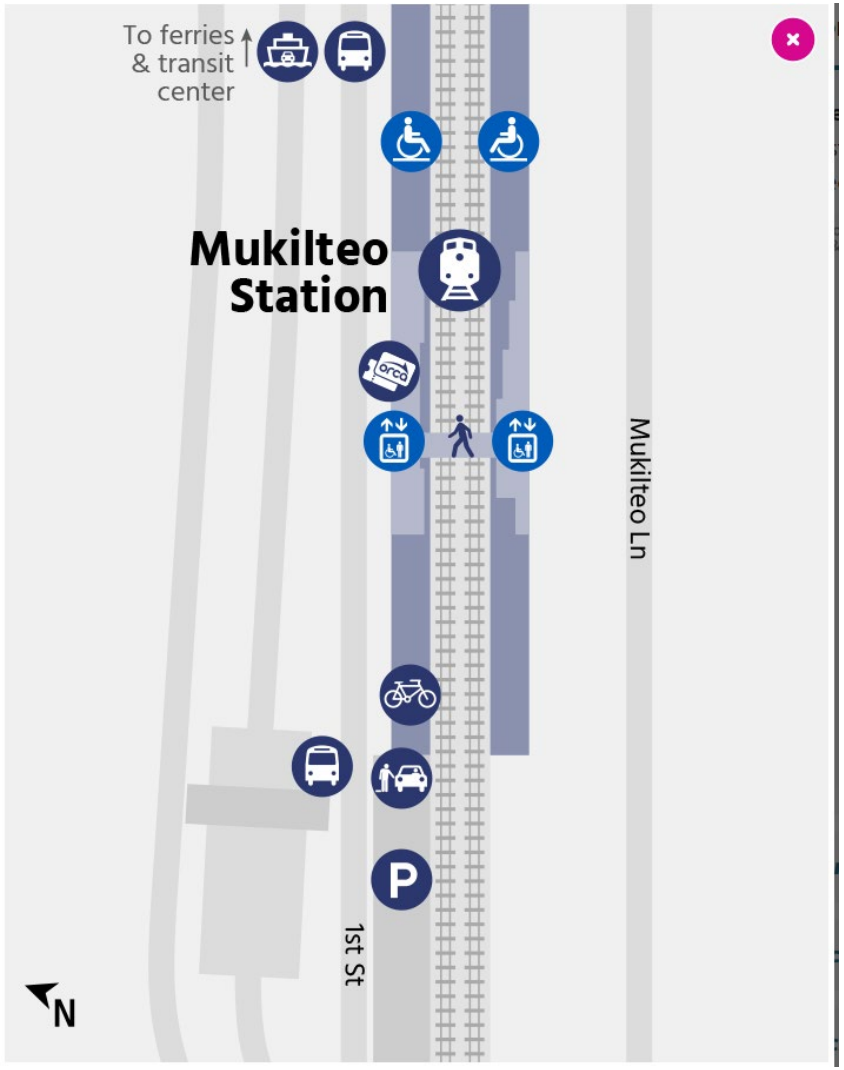
Stop #	Stop Name	Direction
2450	Everett Station - I1	
2445	Everett Station - E1	
1457	Pacific Ave & Lombard Ave	WB
2356	Pacific Ave & Rockefeller Ave	WB
1425	Colby Ave & Pacific Ave	SB
1490	Colby Ave & 32nd St	SB
1500	Colby Ave & 34th St	SB
1510	Colby Ave & 36th St	SB
1530	Colby Ave & 39th St	SB
1540	41st & Colby Ave	WB
1545	41st St & Rucker Ave	WB
3030	E Mukilteo Blvd & 42nd St	WB
3045	E Mukilteo Blvd & Pigeon Creek Rd	WB
3070	W Mukilteo Blvd & Olympic Blvd	WB
3085	W Mukilteo Blvd & Ridgemont Dr	WB
3100	W Mukilteo Blvd & Seahurst Ave	WB
3110	W Mukilteo Blvd & Glenwood Ave	WB
3415	Merrill Creek Pkwy & Glenwood Ave	WB
3425	Merrill Creek Pkwy & 13th Ave W	WB
3442	Merrill Creek Pkwy & Hardeson Rd	WB
3443	Merrill Creek Pkwy & 20th Ave W	WB
3447	Merrill Creek Pkwy & 23rd Dr W	WB
3446	Merrill Creek Pkwy & 64th St	WB
3457	Merrill Creek Pkwy & Seaway Blvd	SB
3483	Seaway Blvd & Merrill Creek Pkwy	SB
3486	Seaway Blvd & Fluke Dr	SB
3490	Seaway Blvd & 75th St SW	SB
7375	84th St SW & 44th Ave W	WB
964	SR 525 & 84th St SW	NB
963	SR 525 & 80th St SW	NB
973	SR 525 & 76th St SW	NB
967	SR 525 & Clover Lane	NB
972	SR 525 & 15th Pl	NB
968	SR 525 & Goat Trail Rd	NB
3274	Sounder Station	EB
3265	Mukilteo Station - Bay 2	

EAST

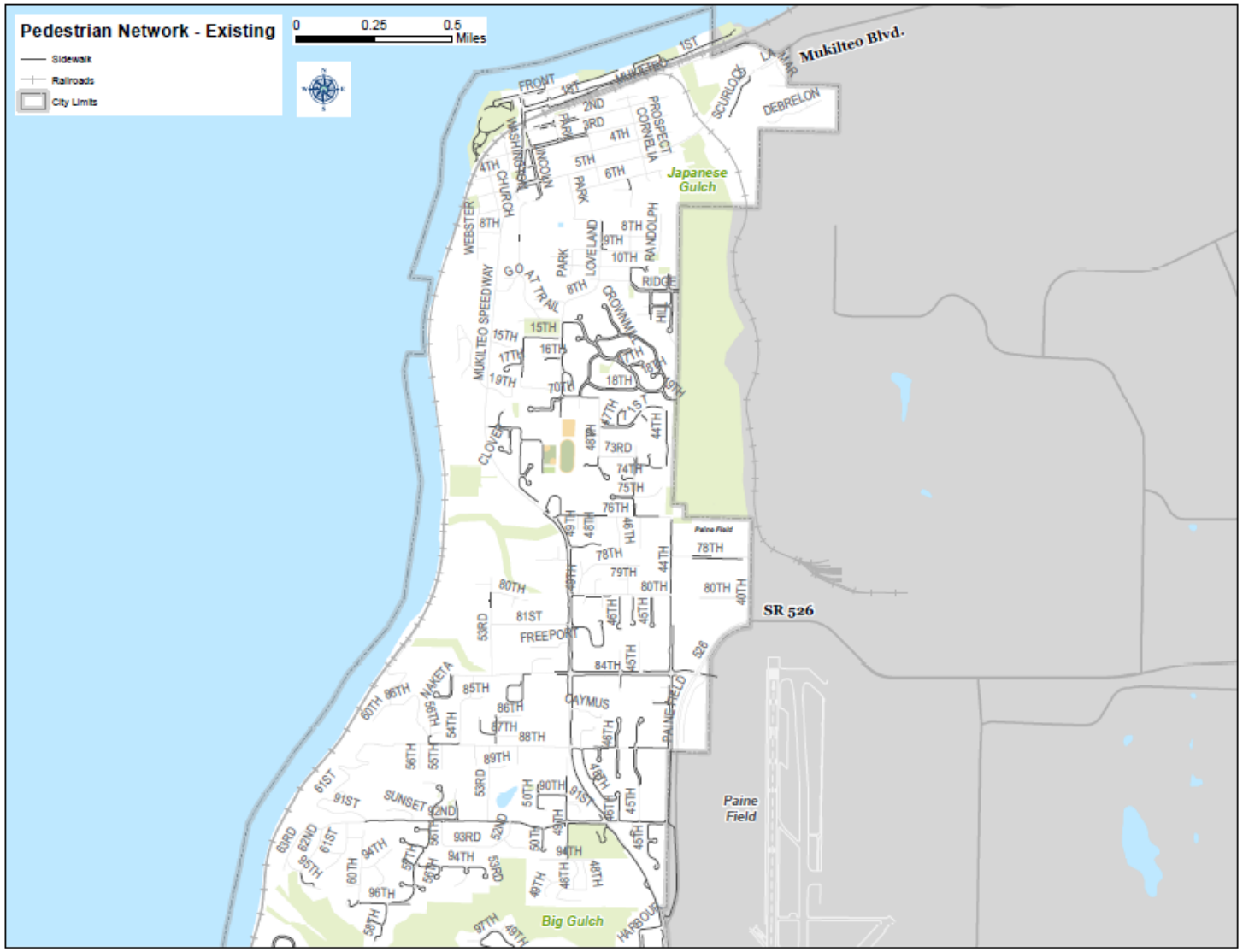
Stop #	Stop Name	Direction
3265	Mukilteo Station - Bay 2	
3275	Sounder Station	WB
1455	SR 525 & 3rd St	SB
1472	SR 525 & Goat Trail Rd	SB
1470	SR 525 & Clover Ln	SB
1468	SR 525 & 76th St SW	SB
1469	SR 525 & 80th St SW	SB
1456	SR 525 & 81st Pl Sw	SB
7380	84th St SW & 44th Ave W	EB
3191	Seaway Transit Center - Bay 10	NB
3485	Seaway Blvd & Fluke Dr	NB
3480	Seaway Blvd & 24th Ave W	WB
3475	Merrill Creek Pkwy & Seaway Blvd	NB
3455	Merrill Creek Pkwy & 64th St	EB
3450	Merrill Creek Pkwy & 23rd Dr W	EB
3445	Merrill Creek Pkwy & 20th Ave W	EB
3430	Merrill Creek Pkwy & Hardeson Rd	EB
3420	Merrill Creek Pkwy & 13th Ave W	EB
3410	Merrill Creek Pkwy & Glenwood Ave	EB
3105	W Mukilteo Blvd & Glenwood Ave	EB
3095	W Mukilteo Blvd & Seahurst Ave	EB
3090	W Mukilteo Blvd & Glenhaven Dr	EB
3075	W Mukilteo Blvd & Dogwood Dr	EB
3035	E Mukilteo Blvd & Forest Park Dr	EB
3040	E Mukilteo Blvd & 42nd St	EB
3020	41st St & Rucker Ave	EB
1543	Colby Ave & 41st St	NB
1515	Colby Ave & 39th St	NB
1505	Colby Ave & 36th St	NB
1495	Colby Ave & 34th St	NB
1485	Colby Ave & 32nd St	NB
2359	Pacific Ave & Rockefeller Ave	EB
2450	Everett Station - I1	

Transit – Sound Transit



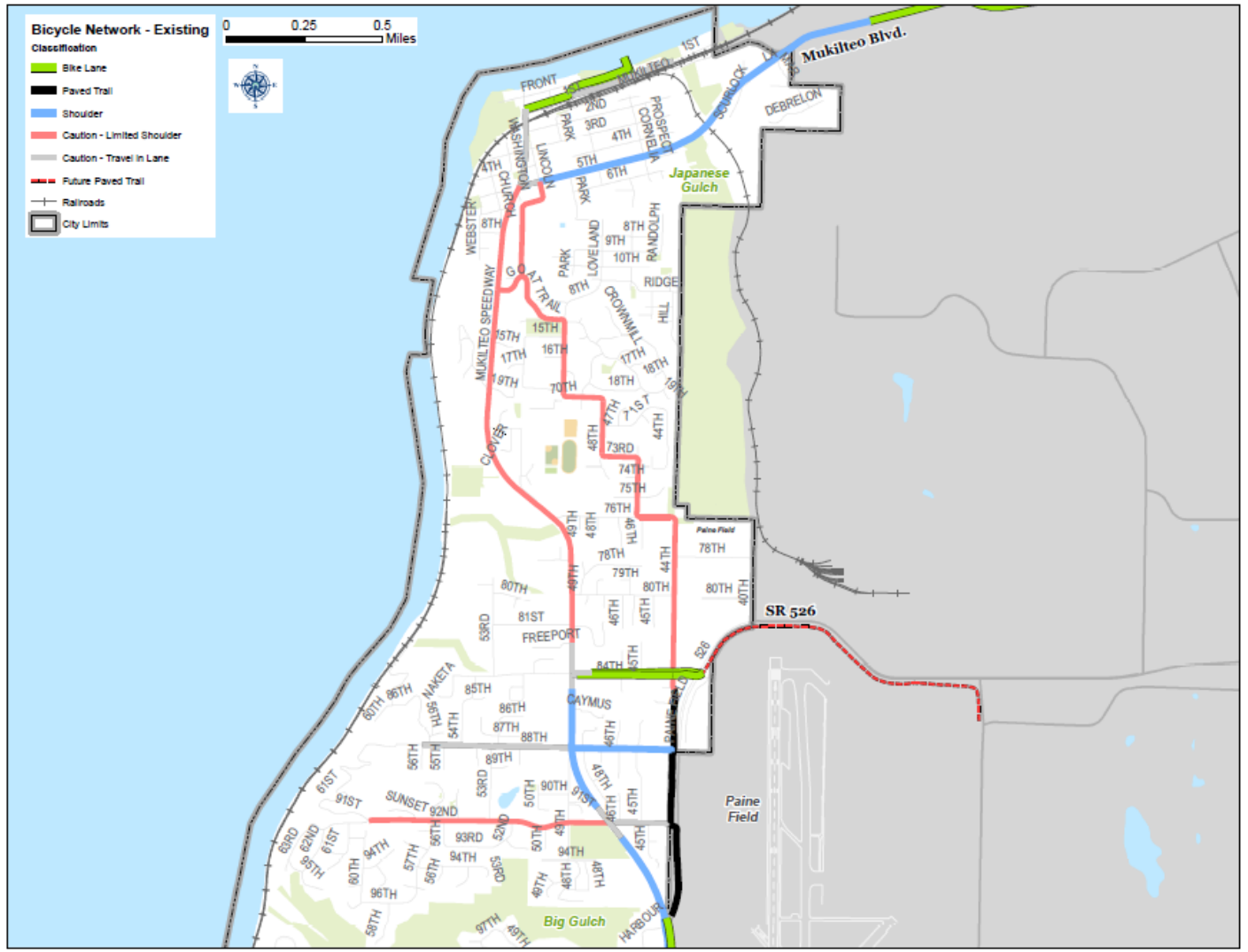


Pedestrian Network - Existing



Source: City of Mukilteo, 2024.

Bicycle Network - Existing

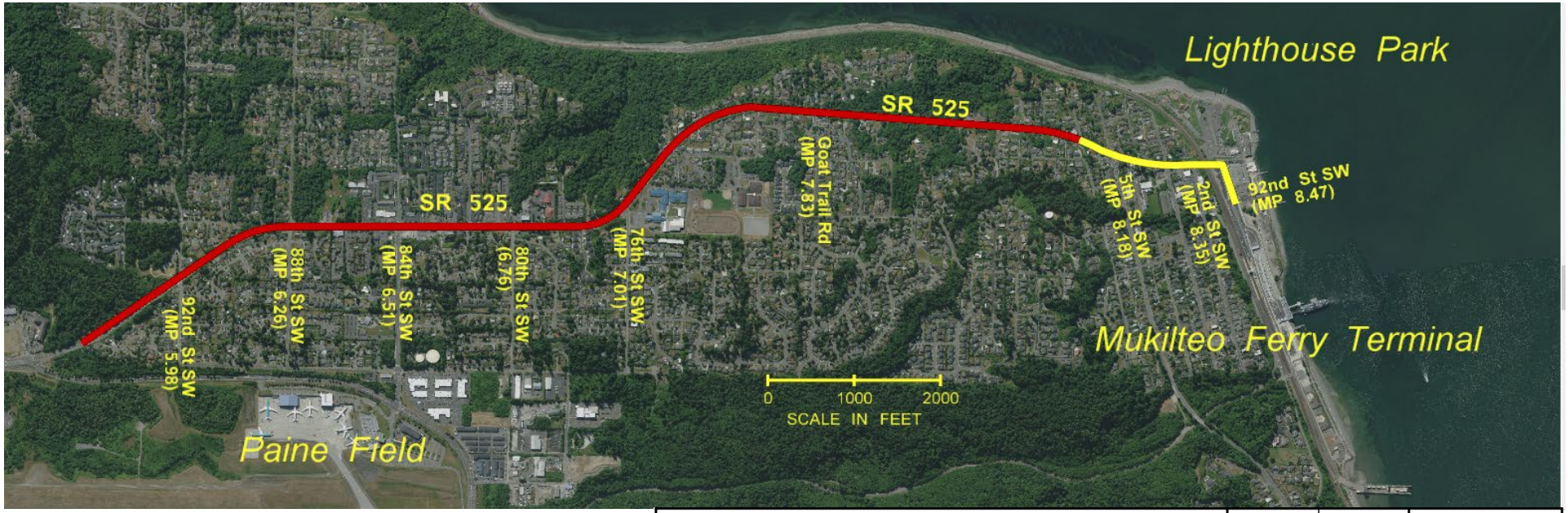


Source: City of Mukilteo, 2024.

Pedestrian Level of Traffic Stress (PLTS) - Summary

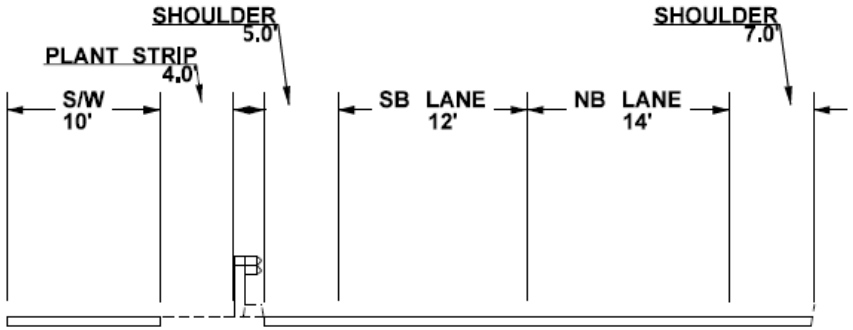
Location	SB PLTS	NB PLTS	Full Corridor PLTS
MP 5.63 to MP 5.98 - Begin Project to 92nd St SW	2	4	3
MP 5.98 to MP 6.26 - 92nd St SW to 88th St. SW	3	3	3
MP 6.26 to MP 6.42 - 88th St SW to Courtyard Ln	4	3	4
MP 6.42to MP 6.76 - Courtyard Ln to 80th St SW	3	3	3
MP 6.76 to MP 6.91 - 80th St SW to Hunttings Ln	2	3	3
MP 6.91 to MP 7.09 - Hunttings Ln to M E Ave	2	3	3
MP 7.09 to MP 8.10 - M E Ave to 6th St	4	4	4
MP 8.10 to MP 8.15 - 6th St to Washington Ave	3	4	4
MP 8.15 to MP 8.29 - Washington Ave to 3rd St	2	2	2
MP 8.29 to MP 8.36 - 3rd St to 2nd St	2	2	2
MP 8.36 to MP 8.42 - Bridge (525/10)	3	2	3
MP 8.42 to MP 8.47 - 1st St Intersection to End of Project	2	2	2

Bicycle Level of Traffic Stress (BLTS) - Summary



Location	SB	NB	Full Corridor
	BLTS	BLTS	BLTS
MP 5.63 to MP 5.98 - Begin Project to 92nd St SW	4	4	4
MP 5.98 to MP 6.26 - 92nd St SW to 88th St. SW	4	4	4
MP 6.26 to MP 6.42 - 88th St SW to Courtyard Ln	4	4	4
MP 6.42 to MP 6.76 - Courtyard Ln to 80th St SW	4	4	4
MP 6.76 to MP 6.91 - 80th St SW to Hunttings Ln	4	4	4
MP 6.91 to MP 7.09 - Hunttings Ln to M E Ave	4	4	4
MP 7.09 to MP 8.10 - M E Ave to 6th St	4	4	4
MP 8.10 to MP 8.15 - 6th St to Washington Ave	3	3	3
MP 8.15 to MP 8.29 - Washington Ave to 3rd St	3	3	3
MP 8.29 to MP 8.36 - 3rd St to 2nd St	3	3	3
MP 8.36 to MP 8.42 - Bridge (525/10)	3	3	3
MP 8.42 to MP 8.47 - 1st St Intersection to End of Project	2	3	3

LTS - MP 5.63 to MP 5.98 - Begin Project to 92nd St SW



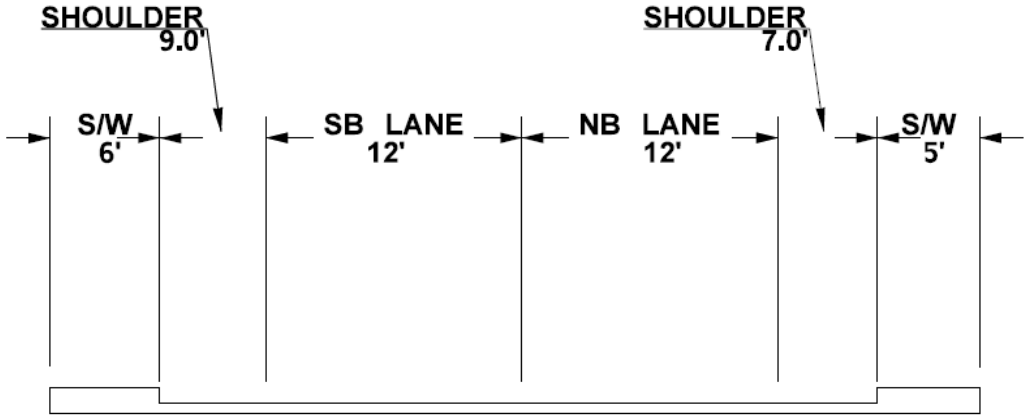
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 5.63 to MP 5.98

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	4	4	4	3	4

LTS - MP 5.98 to MP 6.26 - 92nd St SW to 88th St SW



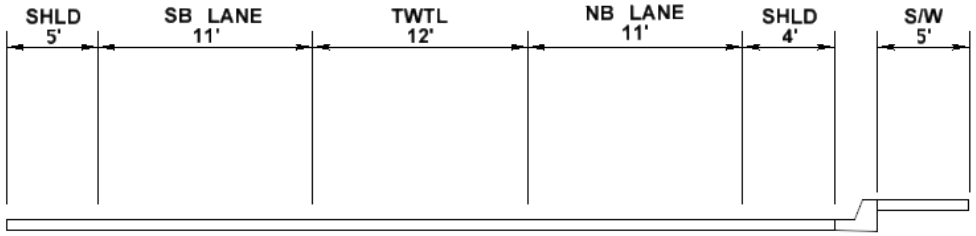
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 5.98 to MP 6.26

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	4	3	4	3	4

LTS - MP 6.26 to MP 6.42 - 88th St SW to Courtyard Ln



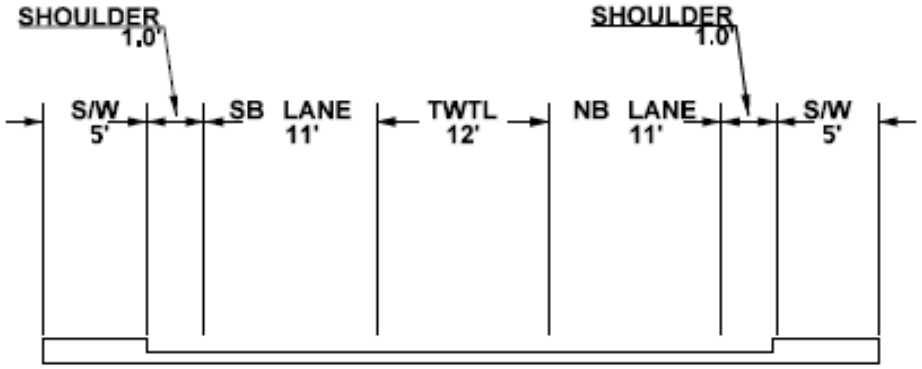
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 6.26 to MP 6.42

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
4	4	3	4	4	4

LTS - MP 6.42 to MP 6.76 - Courtyard Ln to 80th St SW



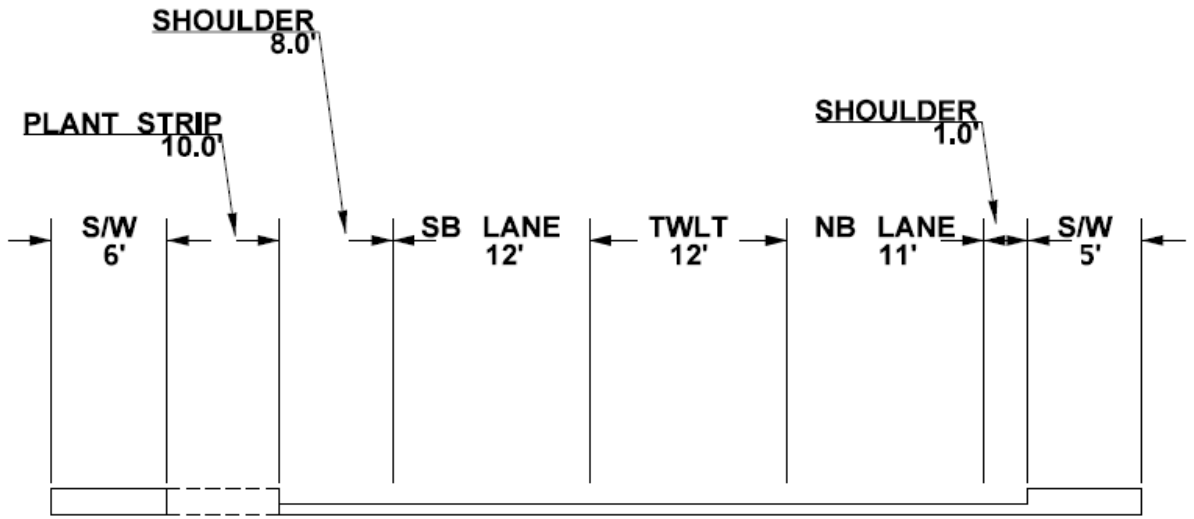
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 6.42 to MP 6.76

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	4	3	4	3	4

LTS - MP 6.76 to MP 6.91 – 80th St SW to Hunttings Ln



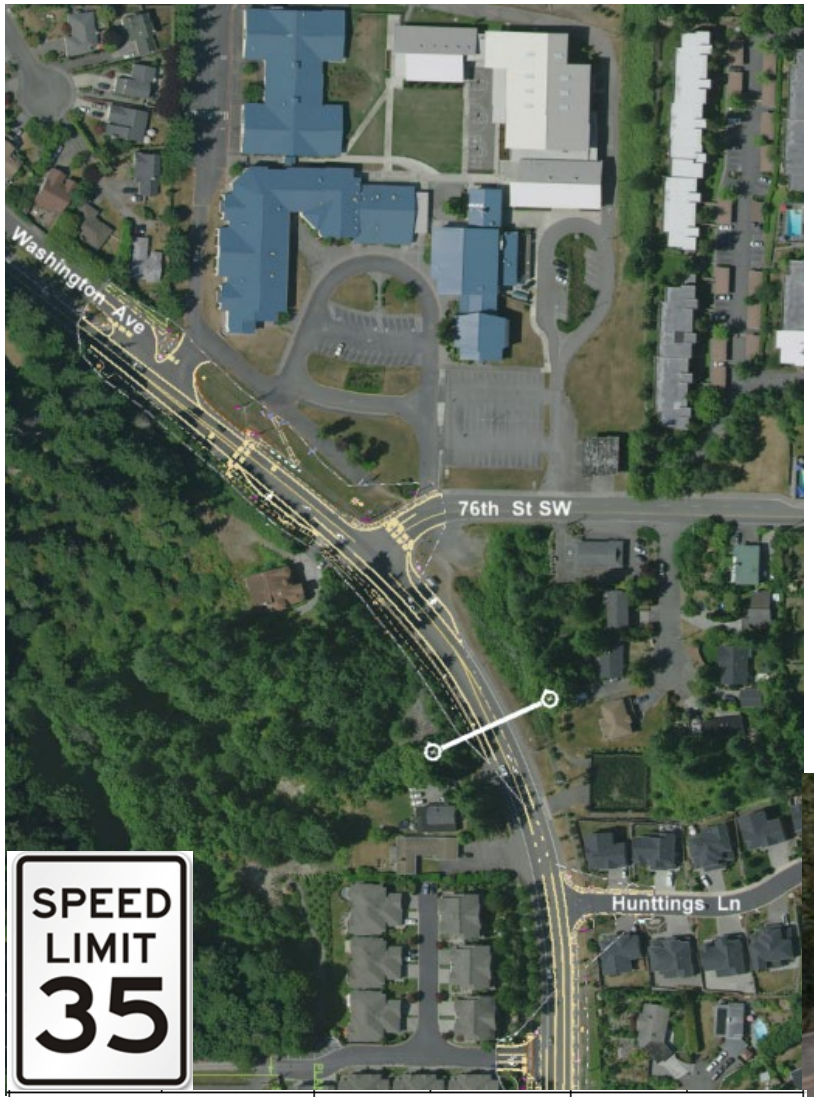
SR 525 ROADWAY SECTION

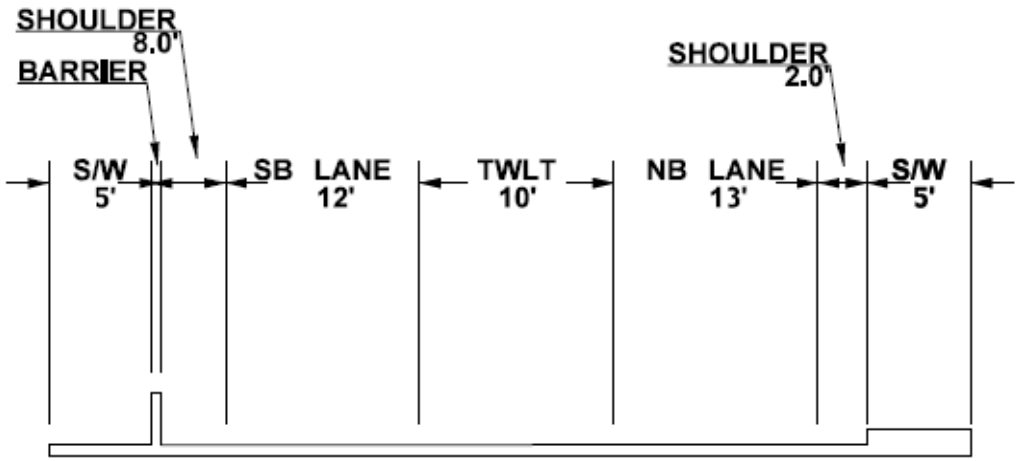
NOT TO SCALE

MP 6.76 to MP 6.91

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	4	3	4	3	4

LTS - MP 6.91 to MP 7.09 - Hunttings Ln to M E Ave





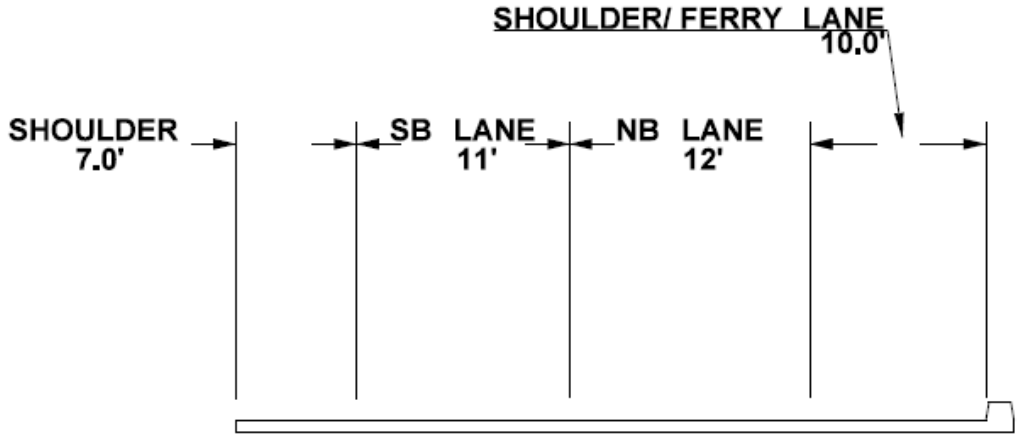
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 6.91 to MP 7.09

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	4	3	4	3	4

LTS - MP 7.09 to MP 8.10 – M E Ave to 6th St



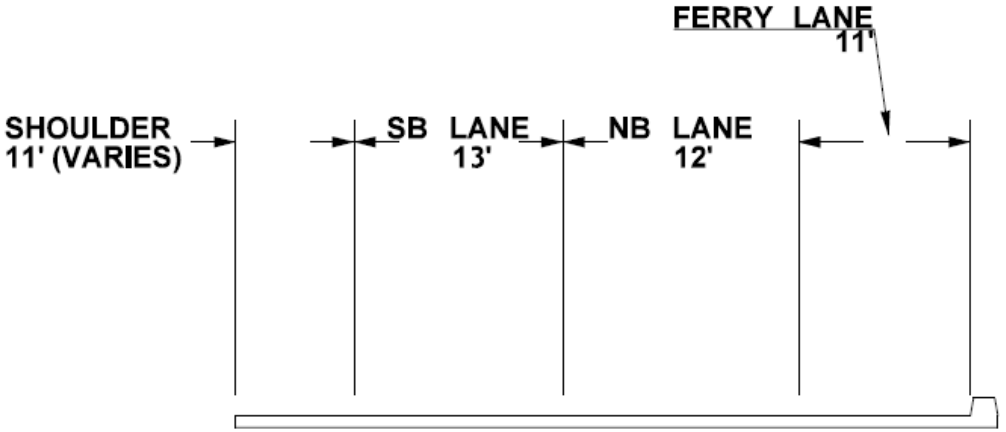
SR 525 ROADWAY SECTION

NOT TO SCALE

MP 7.09 to MP 8.10

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
4	4	4	4	4	4

LTS - MP 8.10 to MP 8.15 - 6th St to Washington Ave

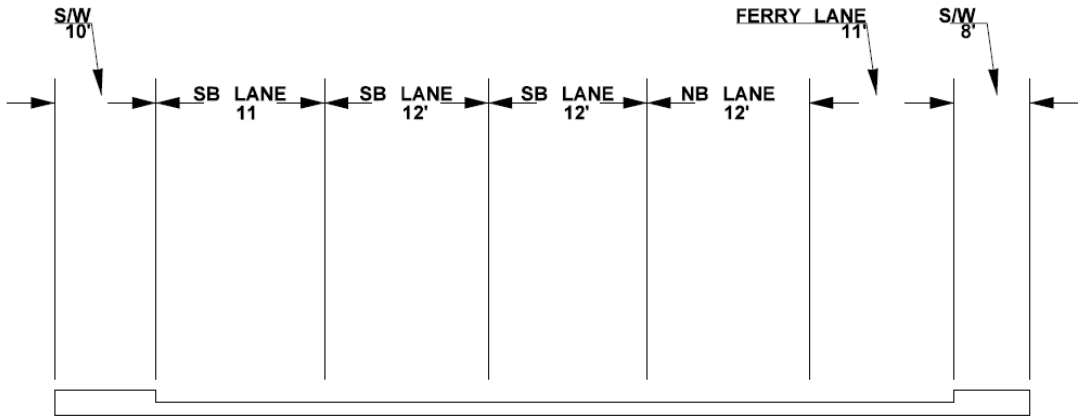


SR 525 ROADWAY SECTION

NOT TO SCALE

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	3	4	3	4	3

LTS - MP 8.15 to MP 8.29 - Washington Ave to 3rd St

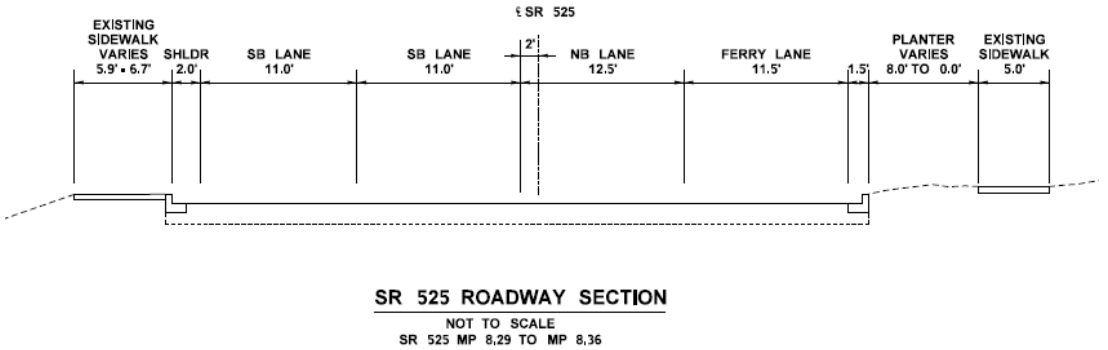


SR 525 ROADWAY SECTION

NOT TO SCALE

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	3	2	3	2	3

LTS - MP 8.29 to MP 8.36 - 3rd St to 2nd St



SR 525 ROADWAY SECTION

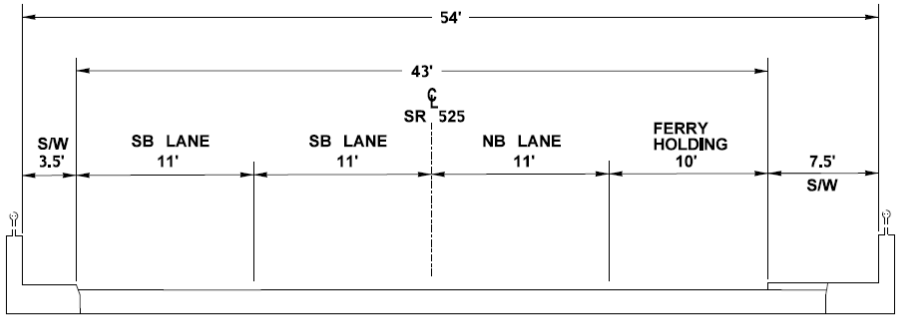
NOT TO SCALE

SR 525 MP 8.29 TO MP 8.36

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	3	2	3	2	3

LTS - MP 8.36 to MP 8.42 - Bridge (525/10)

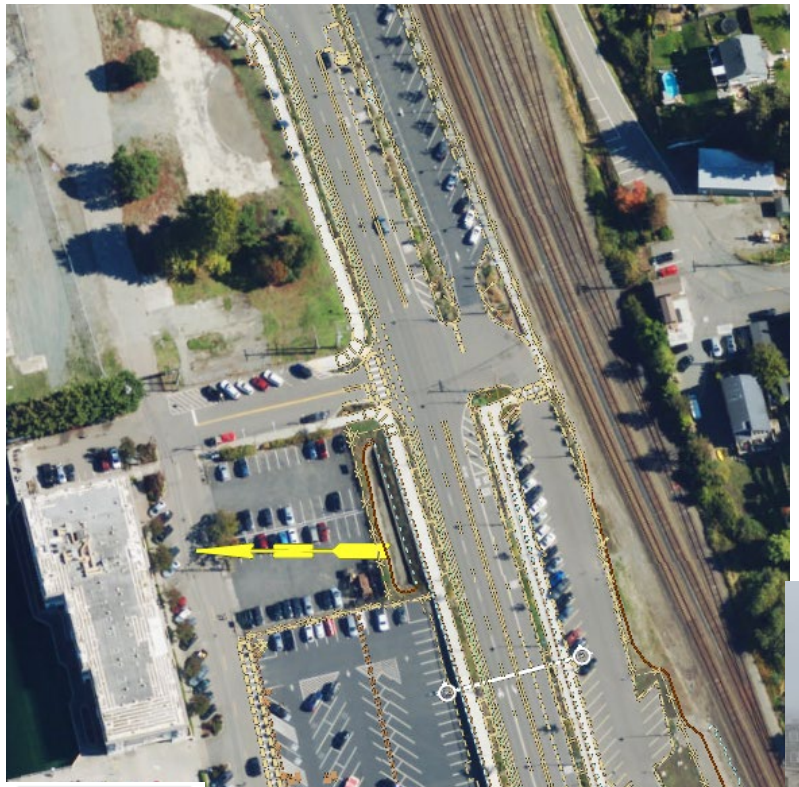
SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	3	2	3	3	3

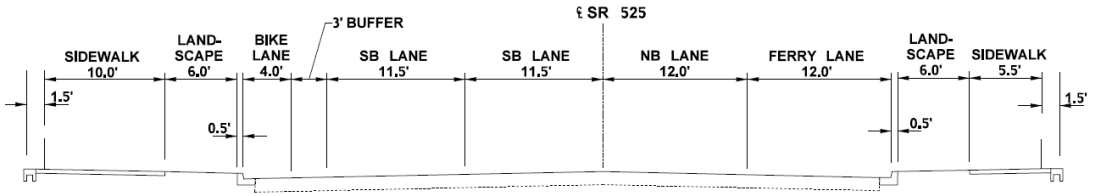


SR 525 ROADWAY SECTION

SR 525 MP 8.36 TO 8.42
BRIDGE SR 525/010

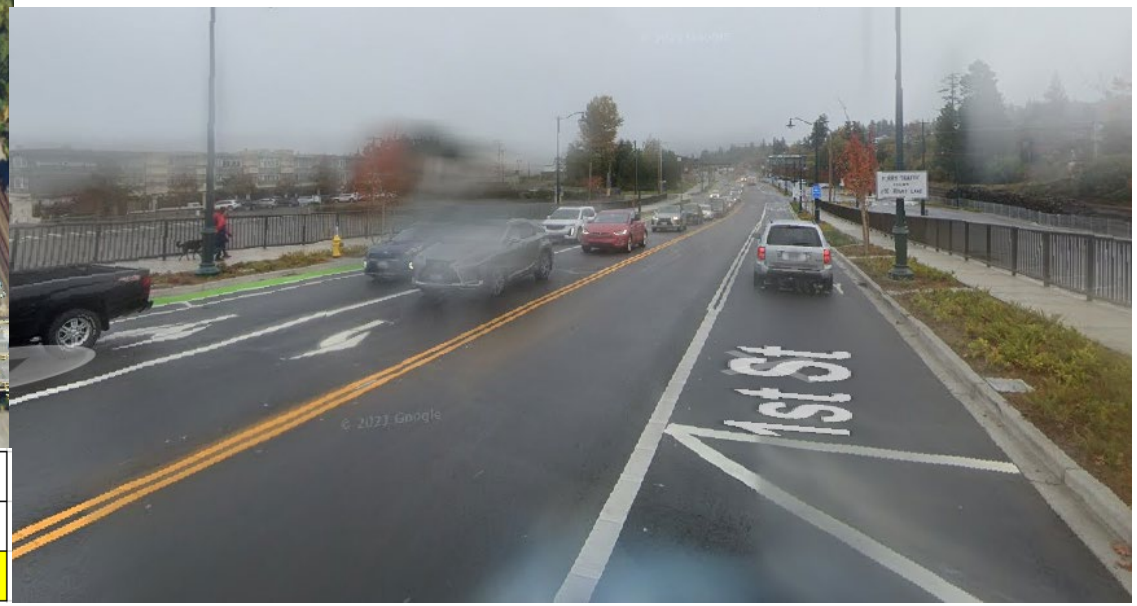
LTS - MP 8.42 to MP 8.47 - 1st St Intersection to End of Project





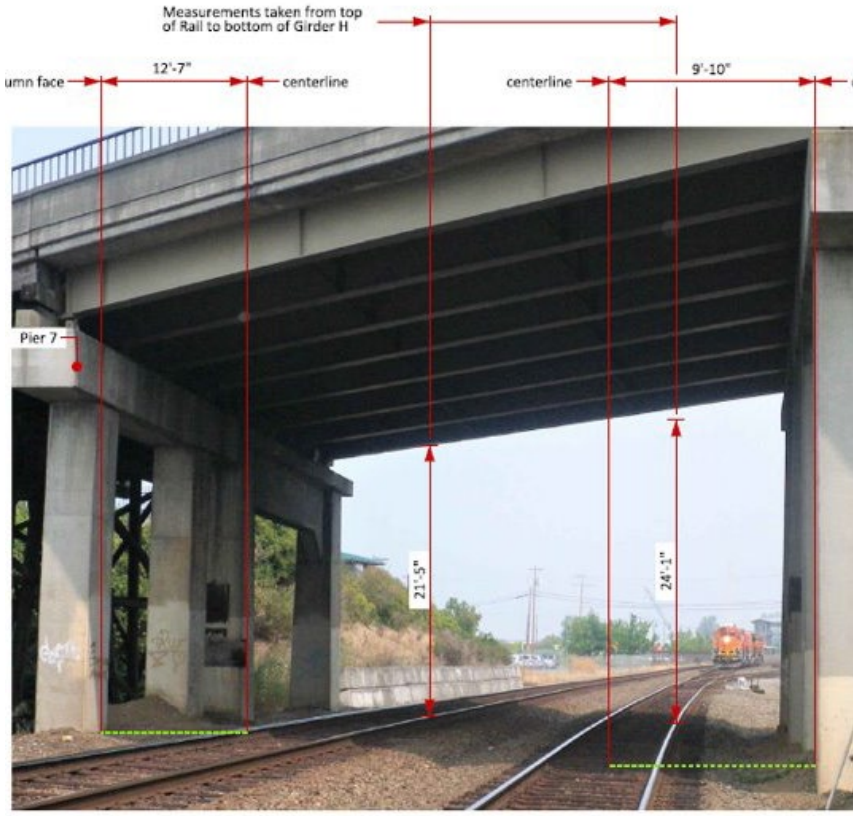
SR 525 ROADWAY SECTION

NOT TO SCALE
SR 525 MP 8.42 TO MP 8.47

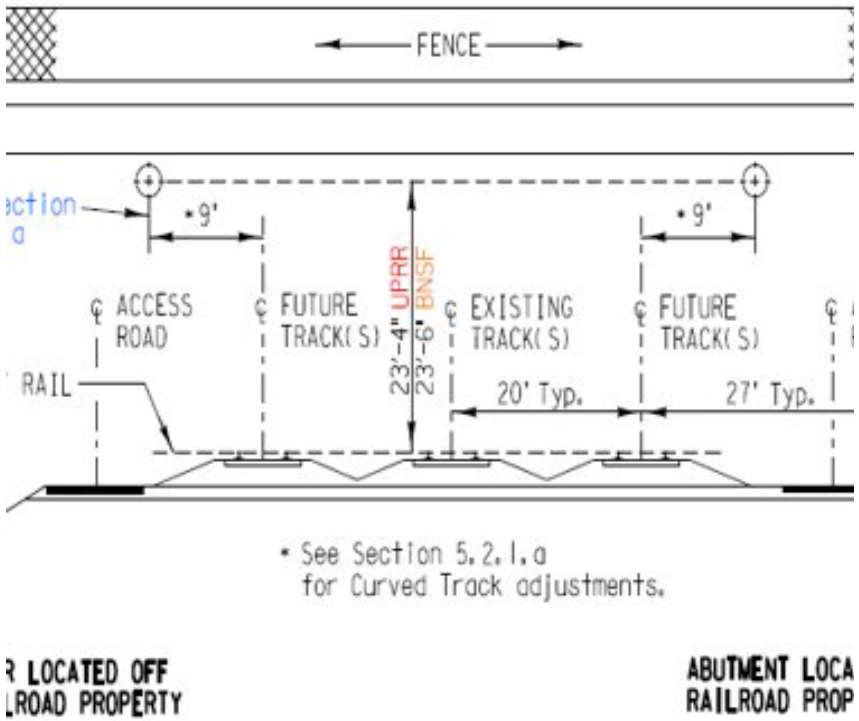


SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	2	2	3	2	3

SR 525 Bridge over Railroad (525/10) – Profile Height



Looking East
RR under SR 525
Span 6



R LOCATED OFF
LROAD PROPERTY

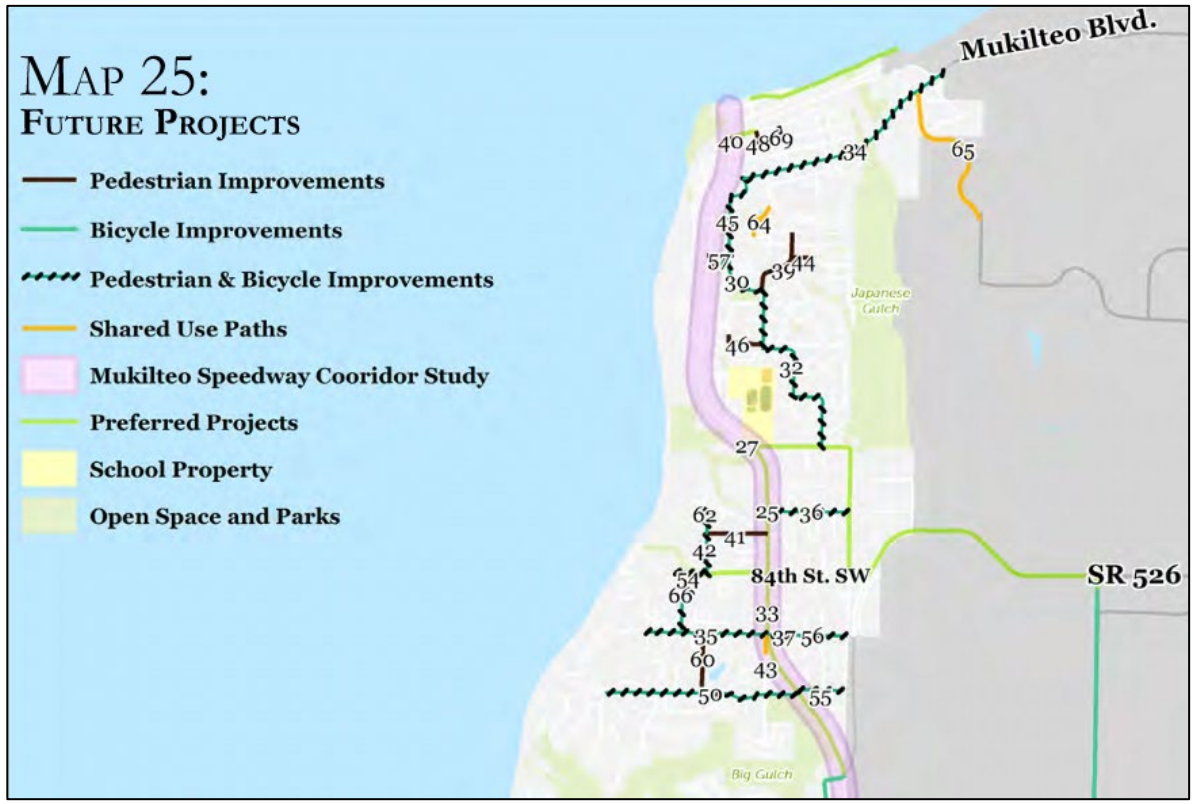
ABUTMENT LOCA
RAILROAD PROP

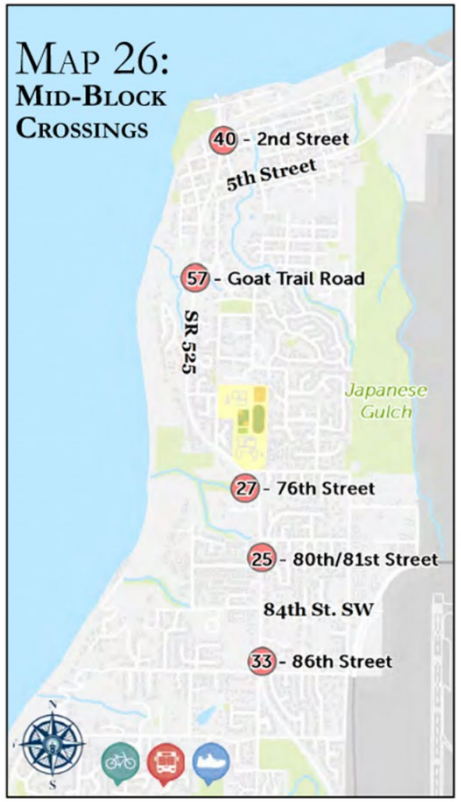
Planning Context

City of Mukilteo Planning Efforts

- City of Mukilteo Downtown Waterfront Master Plan (Jan. 2016)
- City of Mukilteo Waterfront Parking Study
- City of Mukilteo Draft Comprehensive Plan (July 2024)
- City of Mukilteo Comprehensive Plan 2035 (Feb. 2021)
- City of Mukilteo By The Way Plan (March 2017)

City of Mukilteo Planning Efforts: Bike Transit Walk (BTW) Plan





City of Mukilteo Planning Efforts: Downtown Waterfront Master Plan

Preferred Alternative – West

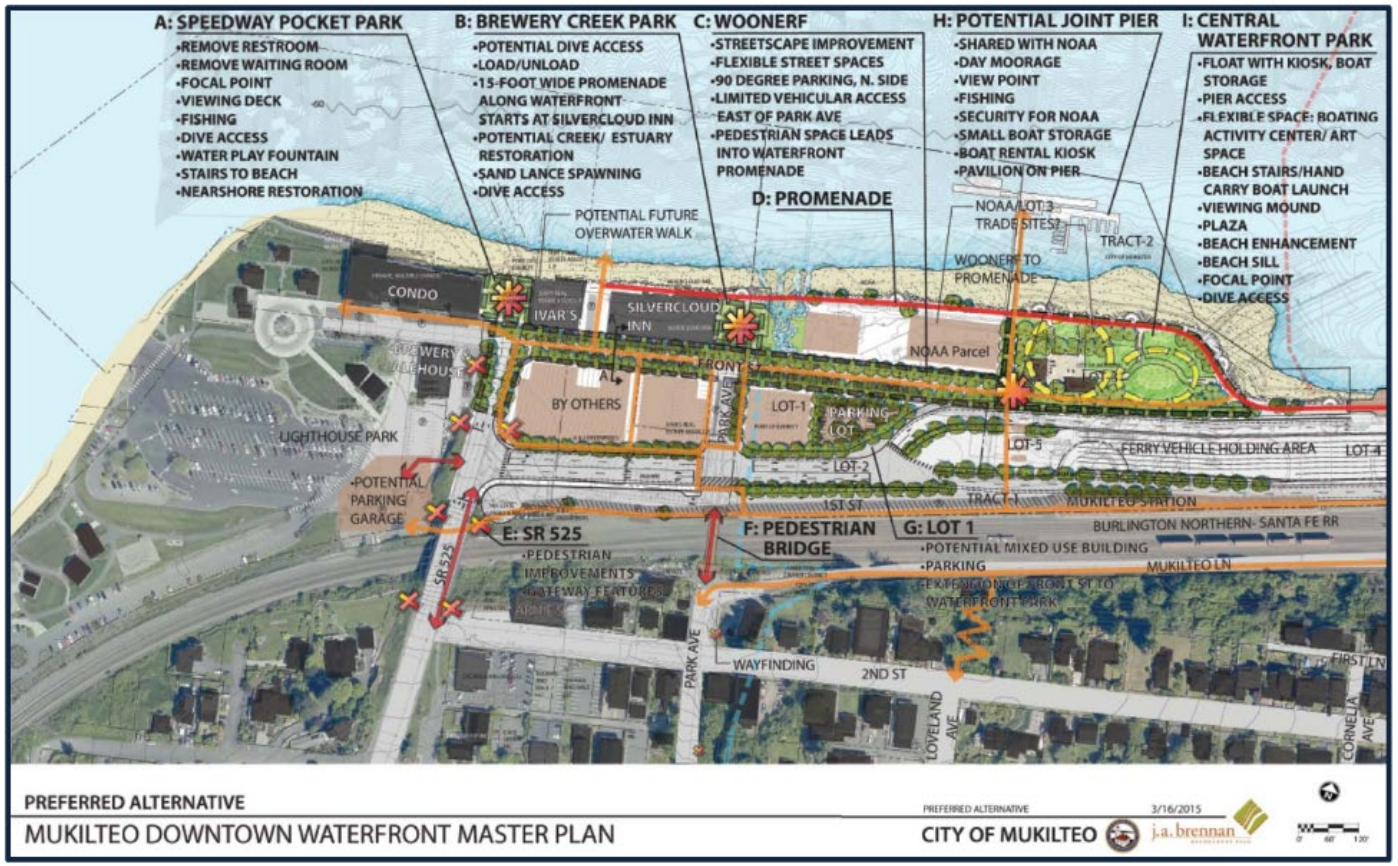
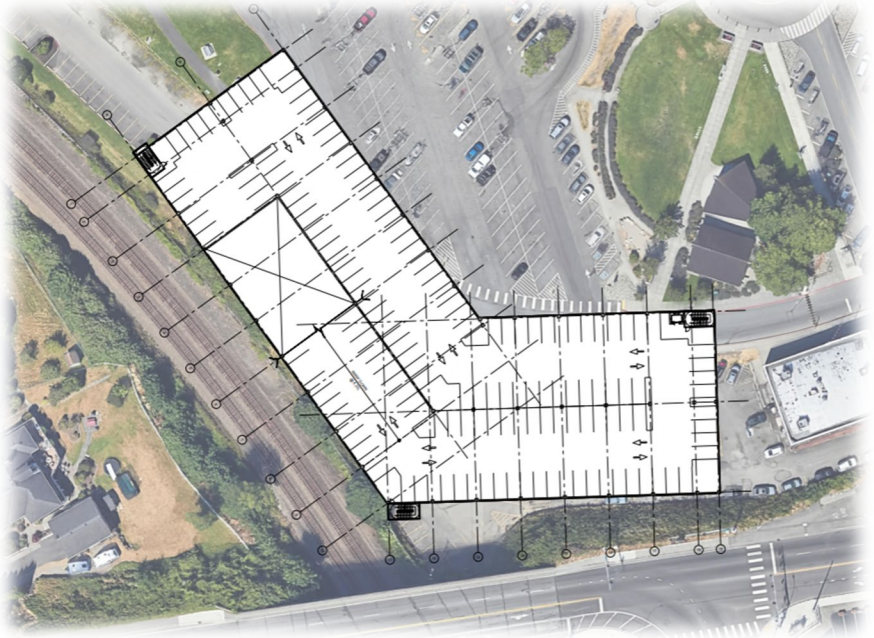
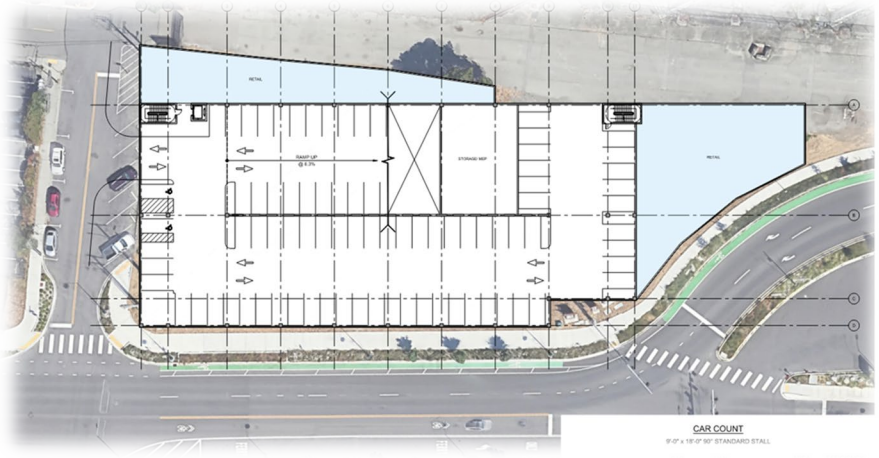


Figure 7A: Preferred Alternative - West

Waterfront Parking Study

- Advisory Group Meeting 1 – August 12
- Advisory Group Meeting 2- September 5
- Council Work Session – September 23
- Advisory Group Meeting 3 - October 7
- Council Final Presentation – November 4





Parking Garage at Park Avenue & 1st St. (SR 525)

Parking Garage adjacent to Bridge 525/10

City of Mukilteo Planning Efforts: Bike Transit Walk (BTW) Plan

One of the challenges identified by the BTW Plan was the inability to safely and efficiently cross SR 525. Below are SR 525 crossing projects proposed in the City of Mukilteo BTW Plan.

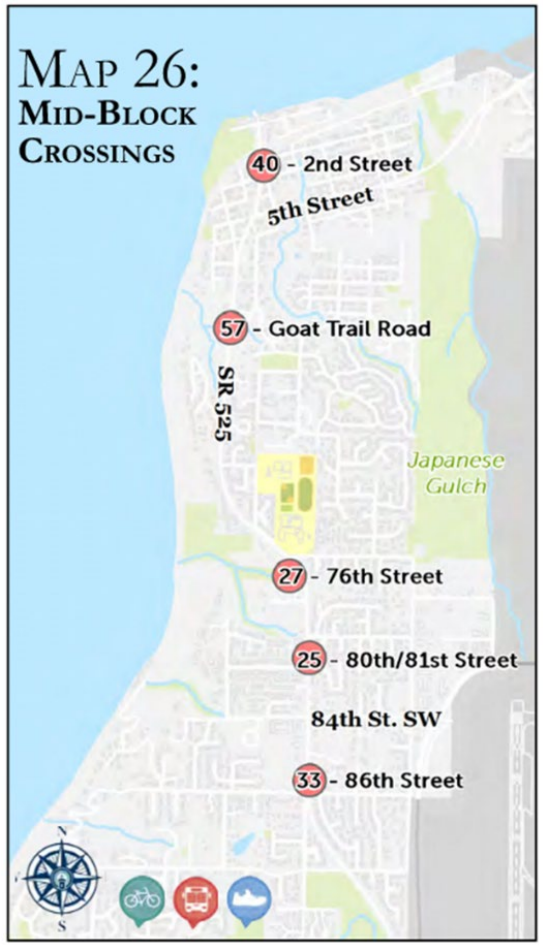
#40) 2nd Street Crosswalk

#57) Goat Trail Pedestrian Bridge

#27) 76th Street Crossing - Completed

#25) 80th/ 81st Street Crossing

#33) 86th Street Crossing



City of Mukilteo Planning Efforts: Bike Transit Walk (BTW) Plan

#3) SR 525 Safe Route to School

Improve existing sidewalk between 76th St SW and 81st Pl SW.

#7) Midtown Sidewalks & Bike Lanes

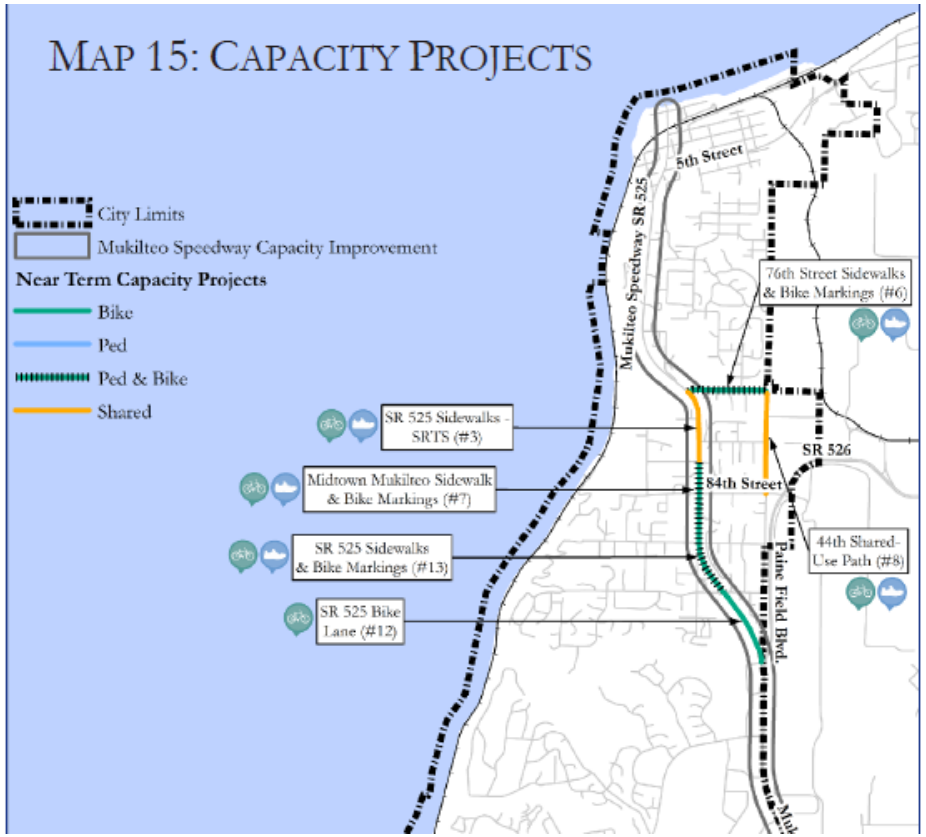
Improve pedestrian and Bike facilities along SR 525 between 81st Pl SW and 84th St SW.

#12) Midtown Bike Lanes

A shared used path exists between Harbour Pl and 92nd St SW but this is inadequate for bike use. Creation of a bike lane in each direction at this location will provide the necessary connectivity needed.

#13) Midtown Sidewalks & Bike Lanes

Improve pedestrian and Bike facilities along SR 525 between 84th St SW and 92nd St SW.



Baseline & Contextual Needs

Baseline Needs

Primary reasons for proposing a project

- Raise profile height
  - The existing bridge is at the end of its service life and does not meet BNSF vertical clearance requirements. The project will replace the existing structure with a structure that meets BNSF clearance requirements.

- Improve Multimodal Connectivity
  - The replacement bridge will improve multimodal connectivity between Old Town Mukilteo and the waterfront, including the new Washington State Ferry Terminal.

Baseline Needs

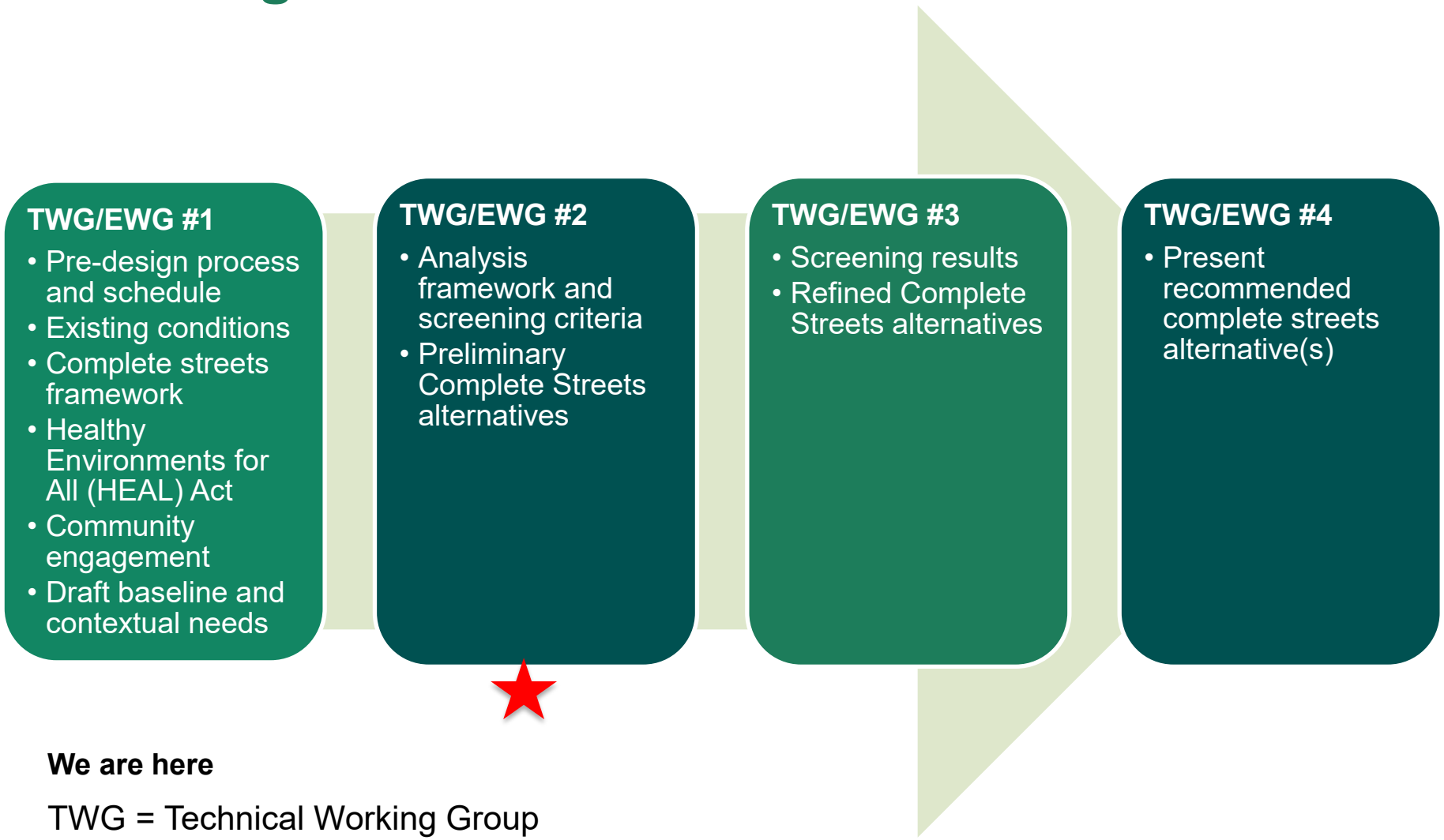
Primary reasons for proposing a project

- Pavement rehabilitation
  - The pavement on SR 525 between MP 5.72 and MP 8.47 is showing signs of deterioration. The average due year for paving this segment is 2023. The project will mill and fill with 0.15’ of HMA and update the roadway delineation.

Next Steps

- Schedule Executive Working Group Meeting #1
- Start focused engagement
- Schedule Technical Working Group Meeting #2

Meeting Schedule



We are here

TWG = Technical Working Group
EWG = Executive Working Group