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 #4

March 11, 2026

ZACHARY HOWARD, COMPLETE STREETS LEAD
OTEBERRY (OT) KEDELTY, PROJECT MANAGER
NICK MENZEL, COMPLETE STREETS ENGINEER
VU NGUYEN, LEAD DESIGN ENGINEER

Today's Agenda

- Welcome, Introductions, and Overview
- Community Engagement
- Paving Project / Near-term Improvements
- Alternative Analysis
- Long-term Improvements – Preferred Complete Streets Alternative
- Discussion
- Next Steps

TWG objectives

- Provide support for robust community engagement
- Provide feedback on project proposals and analyses
- Identify critical path items for WSDOT's project

Presenter Introductions

TONY BARILLA
PROJECT MANAGER

OTEBERRY KEDELTY
PROJECT MANAGER

NICK MENZEL
COMPLETE STREETS ENGINEER

AMBER STANLEY
COMMUNITY ENGAGEMENT LEAD

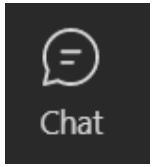
Introductions

Organizations invited today:

- Boeing
- City of Everett
- City of Mukilteo
- Community Transit
- Economic Alliance of Snohomish County
- Everett Transit
- Island County
- Muckleshoot Indian Tribe
- Mukilteo School District
- Port of Everett
- PSRC
- Sauk-Suiattle Tribe
- Snohomish County
- Snohomish School District
- Snoqualmie Indian Tribe
- Sound Transit
- Stillaguamish Tribe
- Suquamish Tribe
- Swinomish Tribe
- Tulalip Tribes
- Yakama Tribe
- Washington State Department of Health
- Washington State Patrol
- Washington State Ferries
- Washington Trucking Association
- WSDOT

Please introduce yourself in the chat:

- **Name**
- **Organization**
- **Role**



Technical Working Group (TWG) Schedule

We are here

TWG Meeting #1
- Project overview
- Existing conditions
- Complete streets framework
- Healthy Environments for All (HEAL) Act
- Community engagement
- Draft baseline and contextual needs
- Near-term improvements

TWG Meeting #2
- Community engagement update
- Final needs
- Final analysis framework and screening criteria
- Preliminary complete streets alternatives
- Preliminary qualitative screening results

TWG Meeting #3
- Community engagement update
- Quantitative screening results and refined complete streets alternatives

TWG Meeting #4
- Present recommended complete streets alternative(s)

Agency, Tribal and Community Engagement

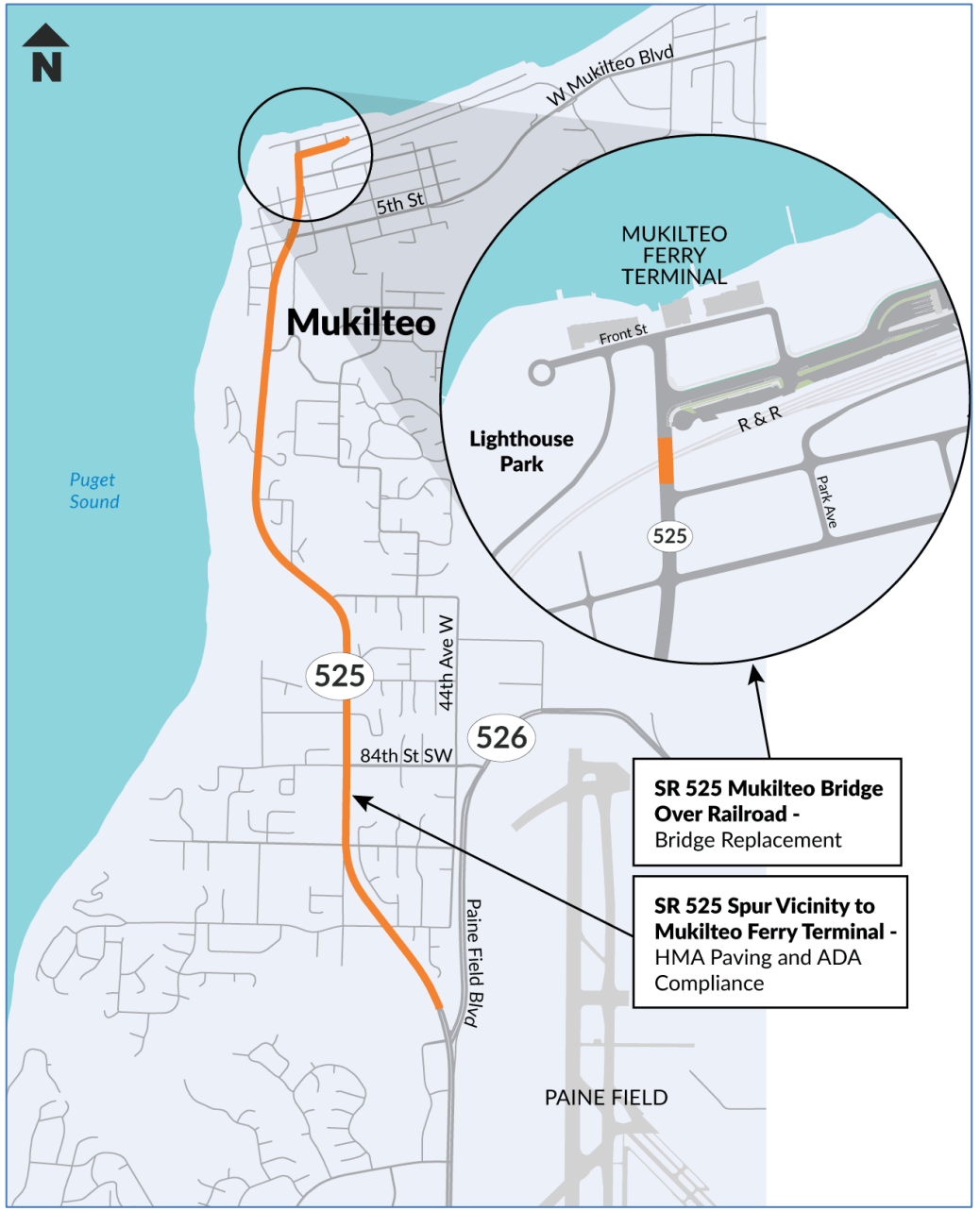
Projects Overview

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance & Near-Term Complete Streets Improvements:

- **Pre-Design**
  - Project Limits: MP 5.72 to MP 8.47
  - Complete: Winter 2025
- **Design**
  - Project Limits: MP 5.72 to MP 8.47
  - Expected Completion: March 2026
  - Construction: Summer/Fall 2026

SR 525 Mukilteo – Bridge over Railroad Replacement:

- **Pre-Design**
  - Project Limits: MP 8.30 to MP 8.47
  - Expected Completion: March 2026
- **Design**
  - Project Limits MP 8.30 to MP 8.47
  - Expected Completion: Fall 2029



Community Engagement Milestones

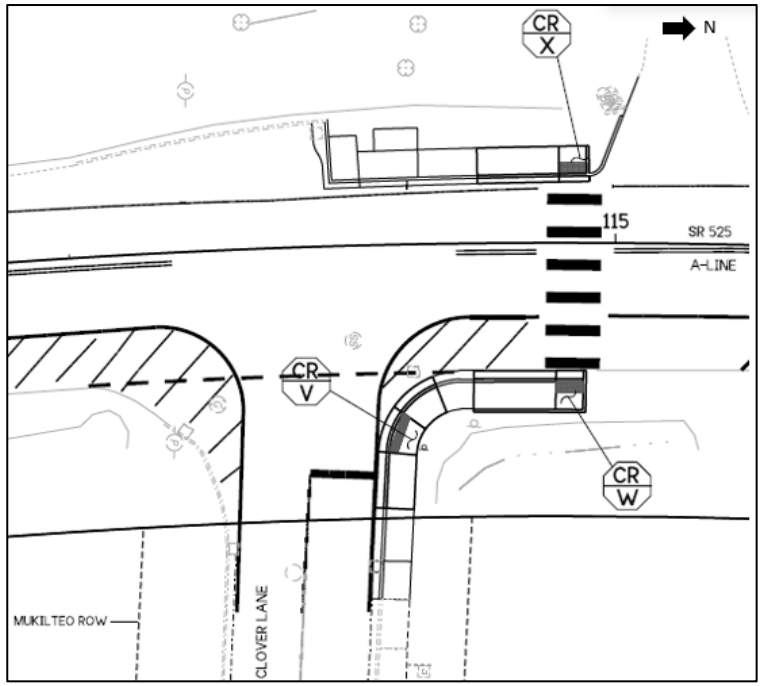
Timeline	Outreach Milestones
Fall 2024	• First Technical Working Group (TWG) meeting
Winter 2025	• Second TWG Meeting
Spring 2025	• First Executive Working Group (EWG) meeting
Summer 2025	• Online open house and survey • Third TWG meeting
Spring 2026	• Fourth TWG & second EWG meeting • Continued community engagement

Near-Term Improvements- Paving & ADA project

Near-Term Improvements

Crossing enhancements:

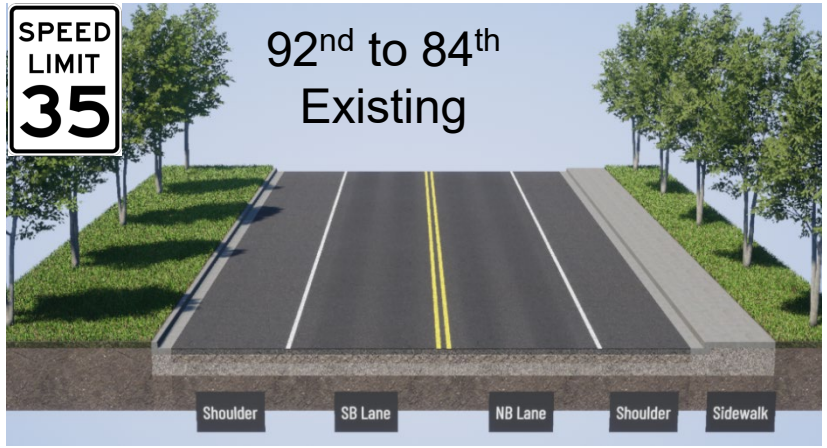
- 88th Street Southwest
- 81st Place Southwest
- 80th Street Southwest
- Clover Lane

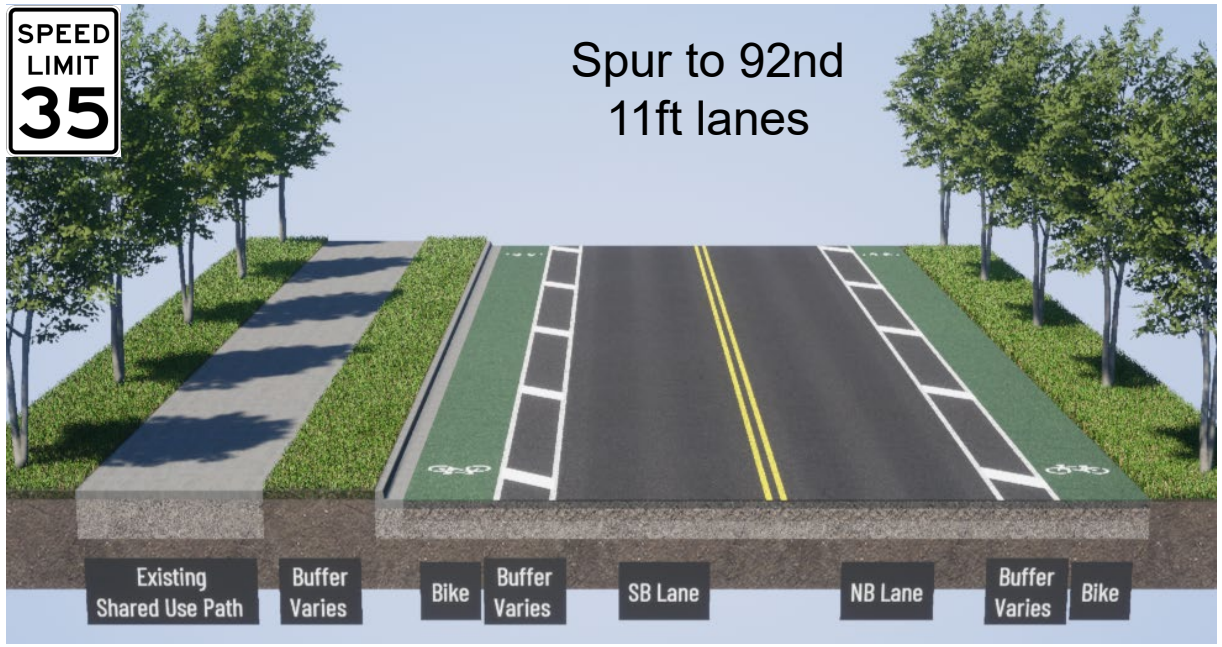


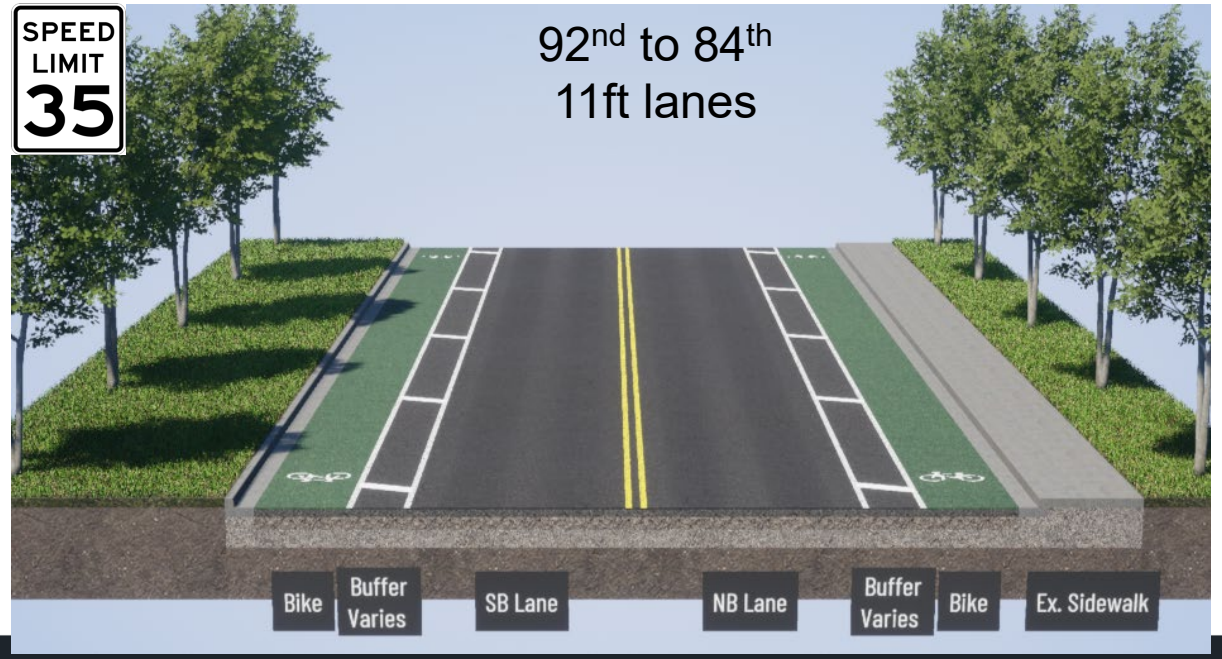
New sidewalk & crossing on SR 525 at Clover Lane

Near-Term Improvements

- From Spur (Paine Field Blvd) to 84th St (Segment 1)
  - Lane narrowing
  - Adds a new bike lane
    - Varying buffer 0 ft – 3 ft
  - Improved BLTS from 4 to **3**
    - For Section 1
  - Existing turn lanes remain

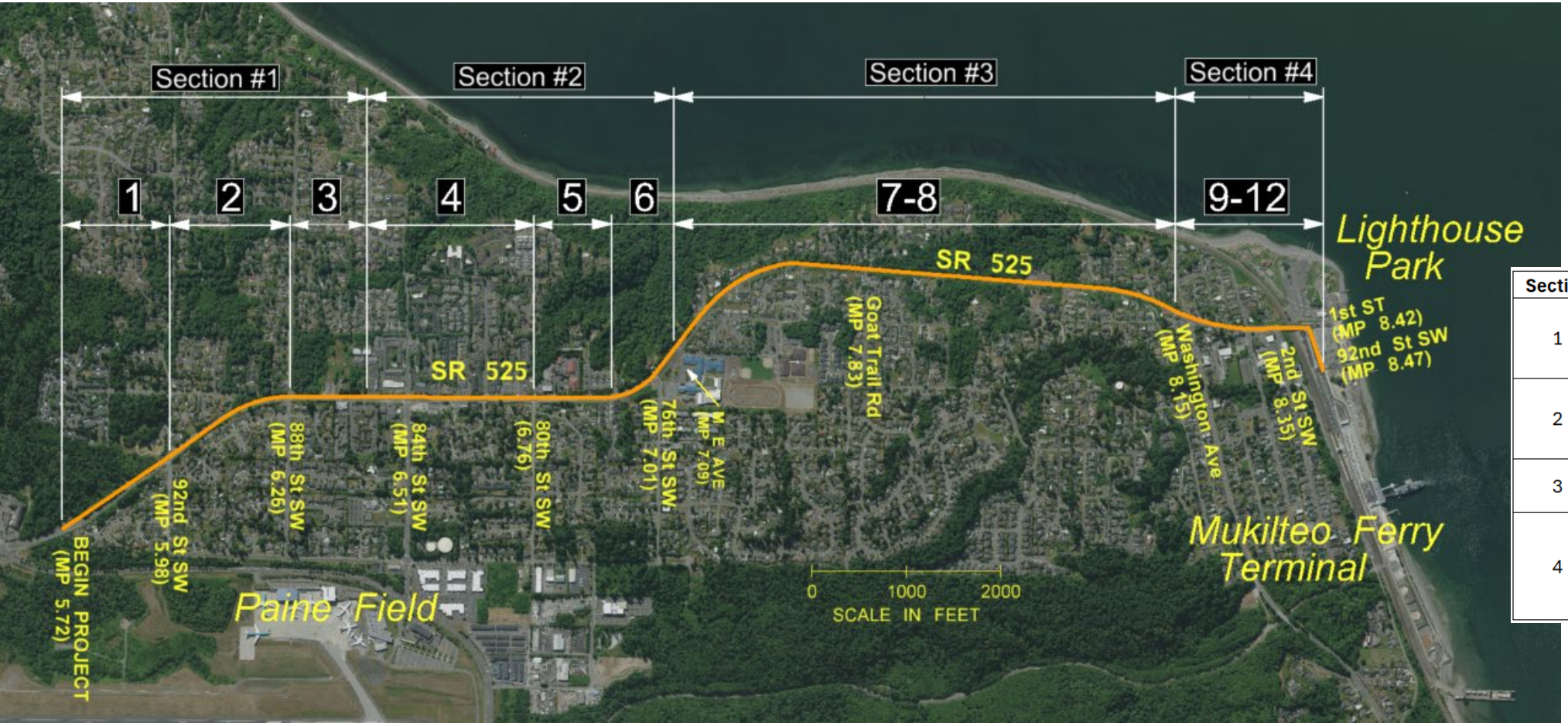






Long-Term Improvements- Complete Streets Alternatives Analysis

Complete Streets Section Map



Section	Segment	PLTS	BLTS	Speed Limit
1	1	2	2	35
	2	4	4	
	3	4	4	
2	4	4	4	
	5	4	4	
	6	4	4	
3	7	4	4	
	8	4	4	
4	9	2	3	25
	10	2	3	
	11	3	3	
	12	2	3	

Existing LTS Table

Summary of Needs - Paving and ADA Project

Baseline Need:

- Failing pavement

Complete Streets Needs:

- Some curb ramps don't meet ADA standards
- Bike facilities don't meet LTS 2
- Pedestrian facilities don't meet LTS 2
- Lack of direct routes for bikes and pedestrians in the corridor

Contextual Need:

- Calm traffic and encourage drivers to follow posted speed limits.
- Add pedestrian crossings at intersections and mid-block where feasible.
- Build a **connected bike lane network** within the project area.
- Improve Safe Routes to School between 76th St SW and 81st Pl SW.
- Improve bike lanes in **Midtown Mukilteo**, especially between **Caymus Ln and 81st St.**
- Add bike lanes for higher-speed, long-distance cyclists between **Harbour Pl and 92nd St SW**.
- Connect the 8600 block of SR 525 to the 92nd St SW Park shared-use path.

➢ Increase access to transit

Summary of Needs - Bridge Project

Baseline Need:

- Replace the aging bridge to meet modern structural standards and comply with current railroad clearance requirements.

Complete Streets Needs:

- Some curb ramps don't meet ADA standards
- Bike facilities don't meet LTS 2
- Pedestrian facilities don't meet LTS 2
- Lack of direct routes for bikes and pedestrians in the corridor

Contextual Need:

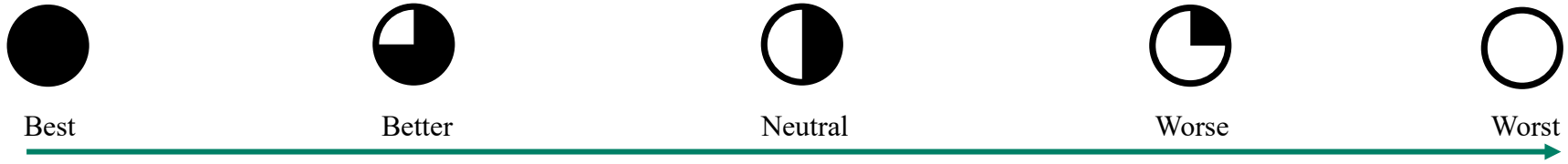
- Improve walking and biking access between **SR 525 (1st Street)** and **Lighthouse Park**.
- Enhance connections between **1st Street** and **Front Street**.
- Provide a more direct route between the **Upland Neighborhood** and **Mukilteo Lane/the waterfront**.
- Calm traffic and improve comfort by targeting vehicle speeds of **25 mph**.

➢ Increase access to transit

Alternative Analysis

Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Active Transportation (AT) Mobility & Comfort				
AT & Traffic Conflicts (with no other mitigation)				
AT – Connectivity to area destinations				
Separation between bicycles and pedestrians				
Compatibility with bus stops				

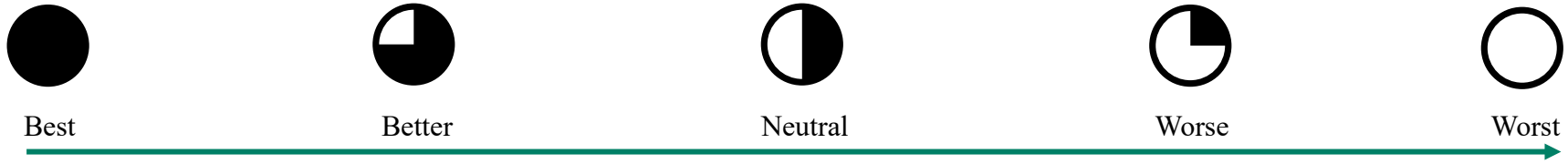
Legend - Performance relative to other alternatives:



Alternative Analysis

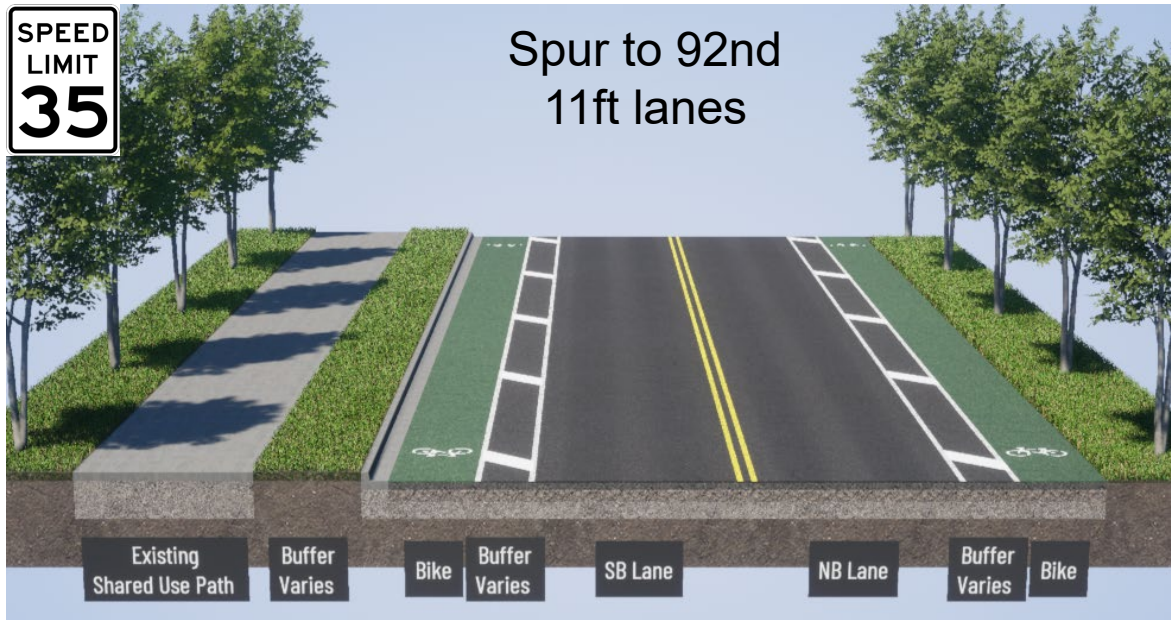
Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Constructability / Right-of-Way	●	◕	◔	◕
Vehicle Operating Speeds (traffic calming)	◕	◕	◕	◕
Environmental/Existing Green Spaces	●	◑	◑	◑
Stormwater	●	◑	◔	◑
Utility impacts	●	◑	◔	◑
Maintenance	◑	◕	◑	◕

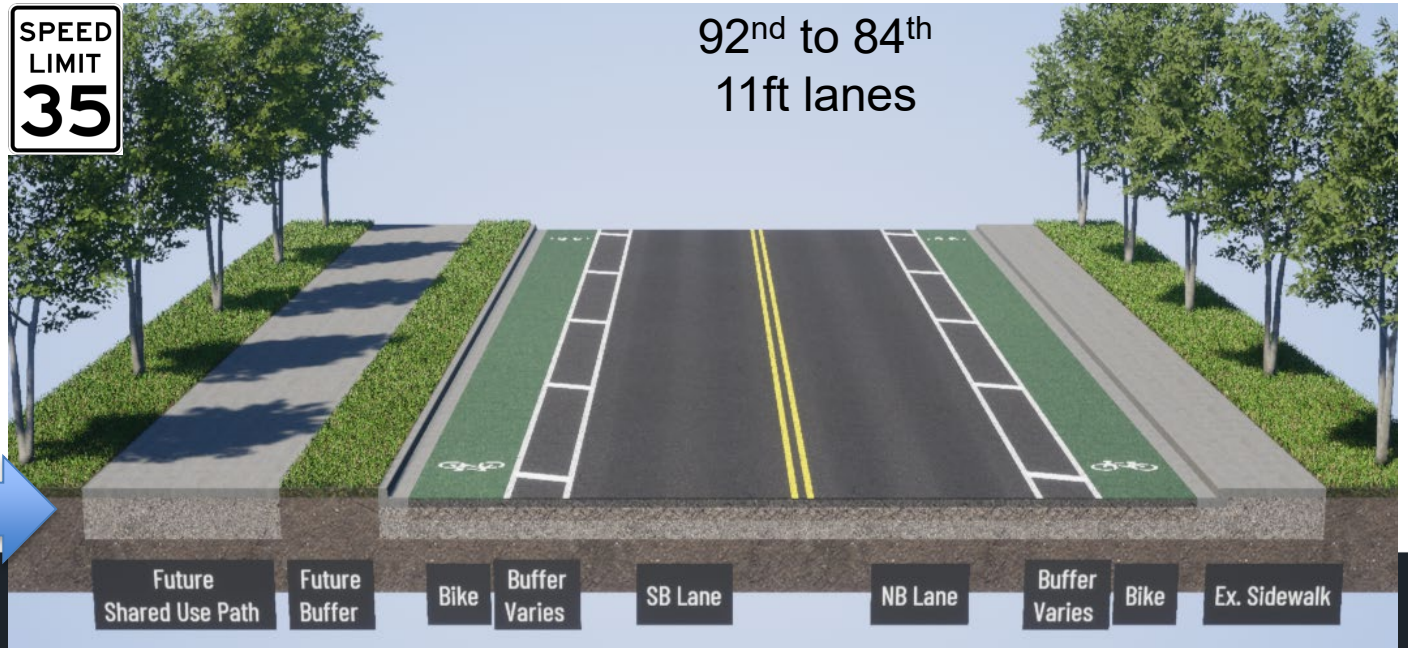
Legend - Performance relative to other alternatives:



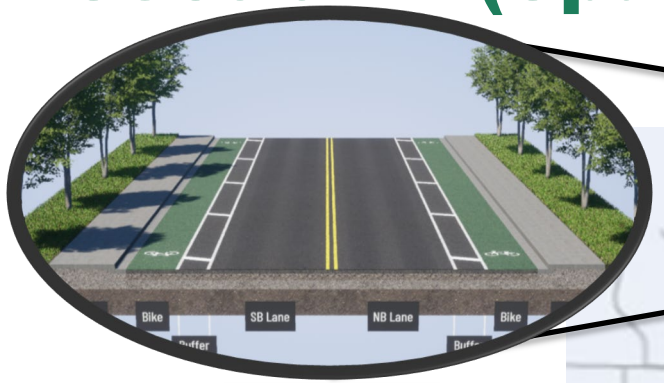
Preferred Alternative: Section 1 (Spur to Courtyard Ln)

- Maintain buffered bike lanes
- Alternative 1: Add future buffer separated Shared-Use-Path to the near-term improvements
  - Ties into existing Shared-Use-Path south of 92nd
  - Development at 88th is adding a Shared-Use-Path

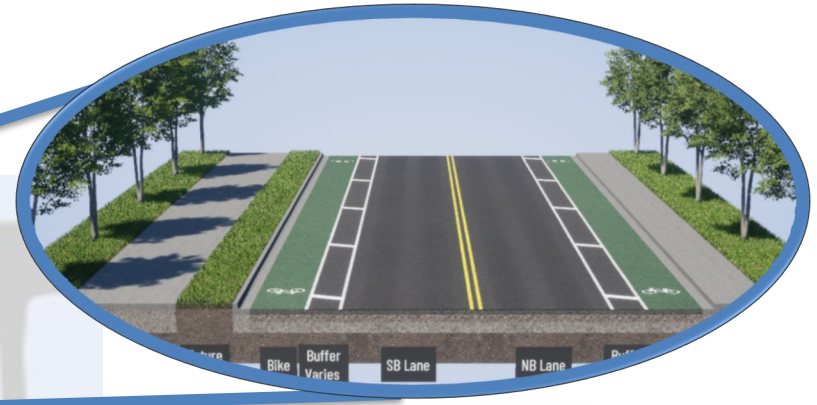




Section 1 (Spur to Courtyard Ln)



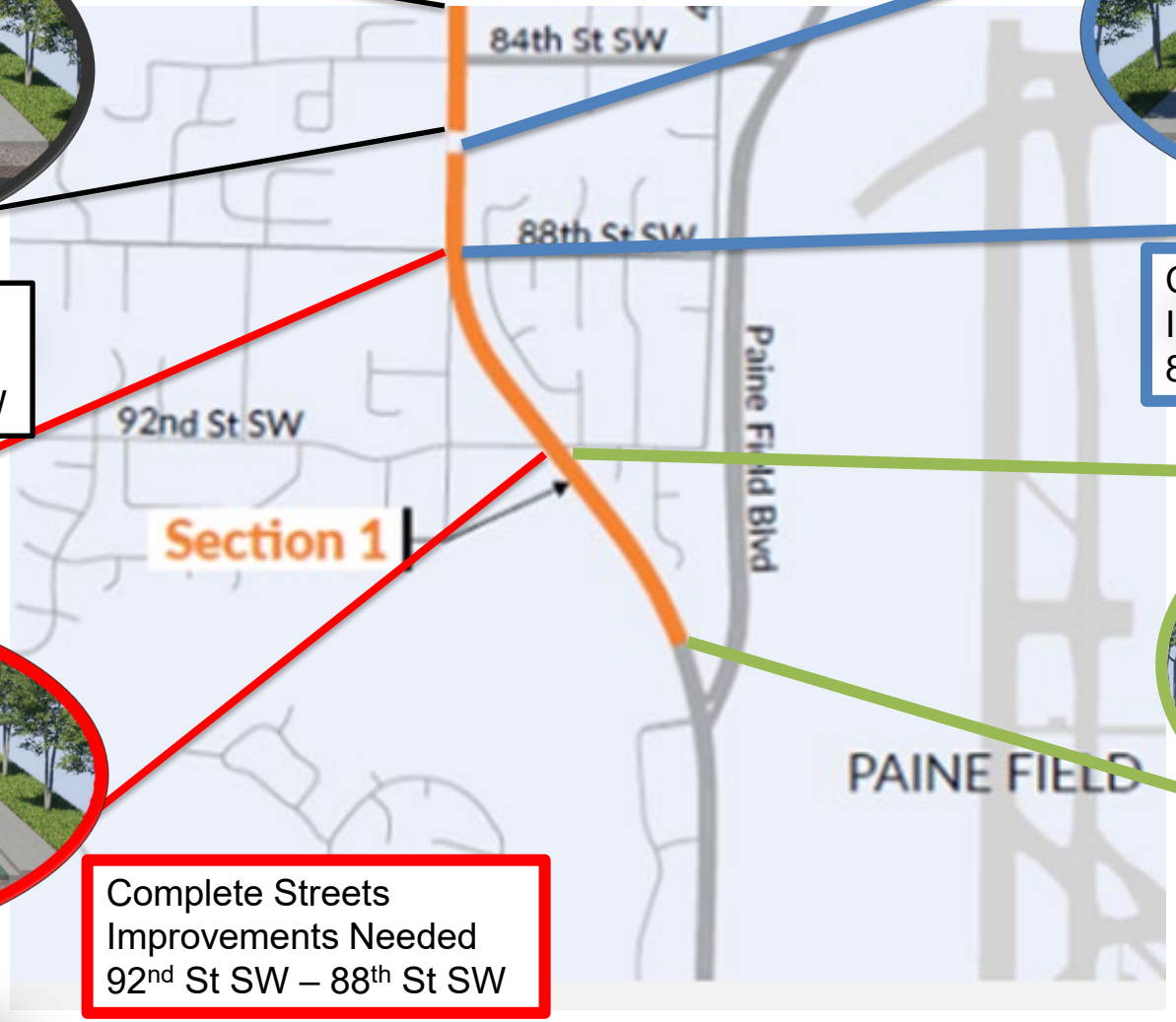
Complete Streets Improvements Needed
Courtyard Ln – 84th St SW



Complete Streets Need Met w/ Near term Improvements & upcoming development
88th St SW – Courtyard Ln

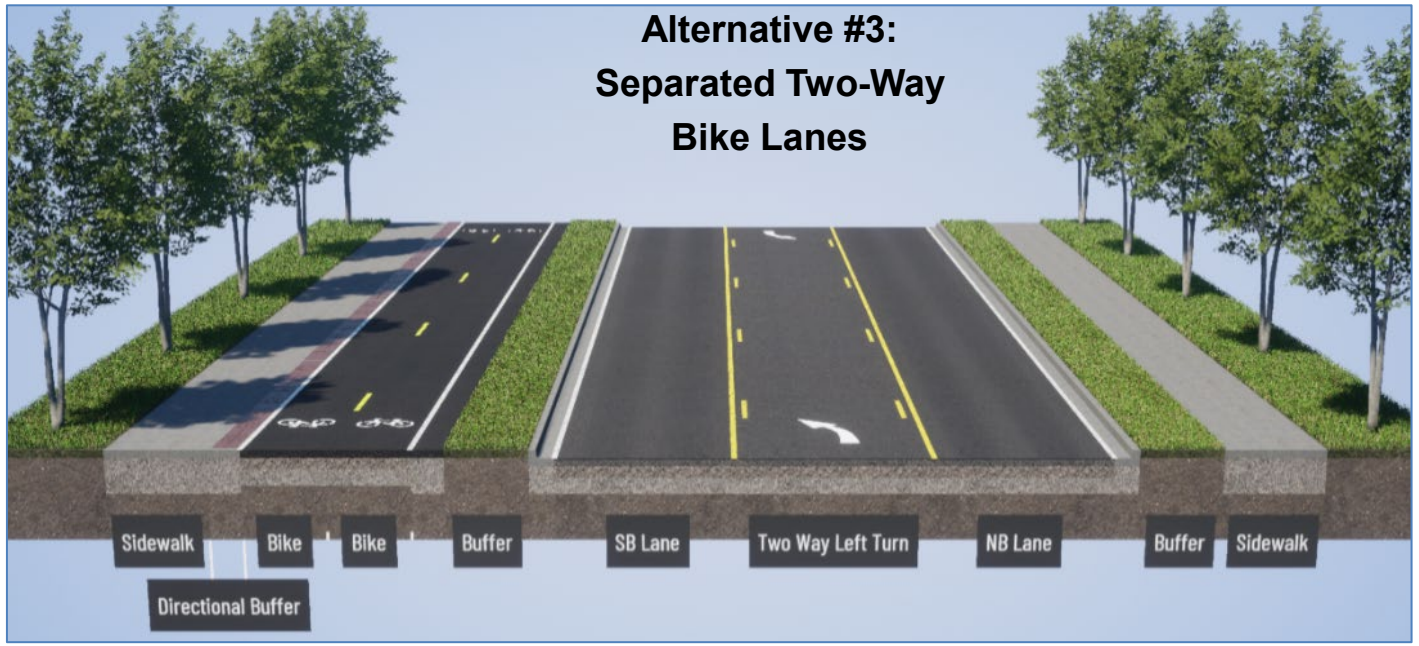
Complete Streets Improvements Needed
92nd St SW – 88th St SW

Complete Streets Need Met w/ Near term Improvements
Spur – 92nd St SW



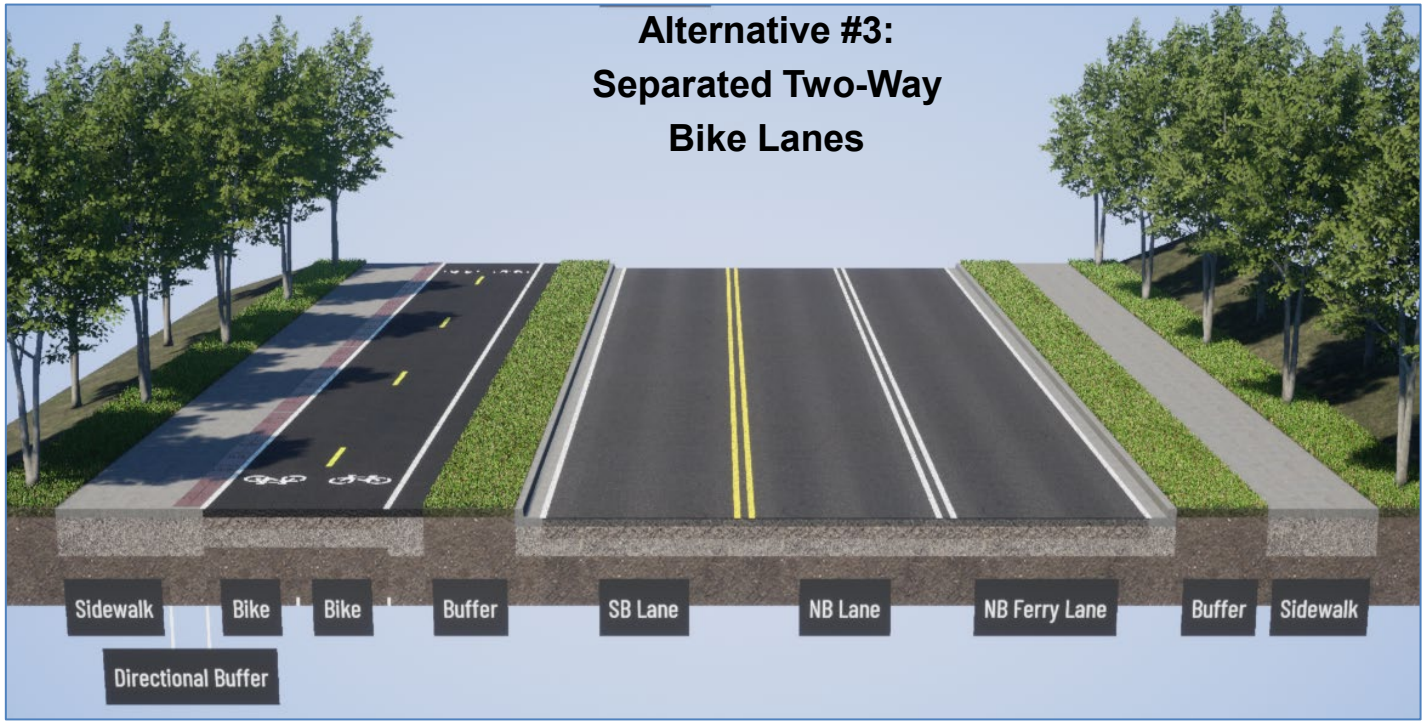
Preferred Alternative: Section 2 (Courtyard Lane to M E Ave)

- Add future buffer separated Two-Way Bike Lanes (cycle track)
  - Ties into future Shared-Use-Path south of Courtyard Lane
  - Provides modal separation for increased comfort
  - Has fewer conflict points



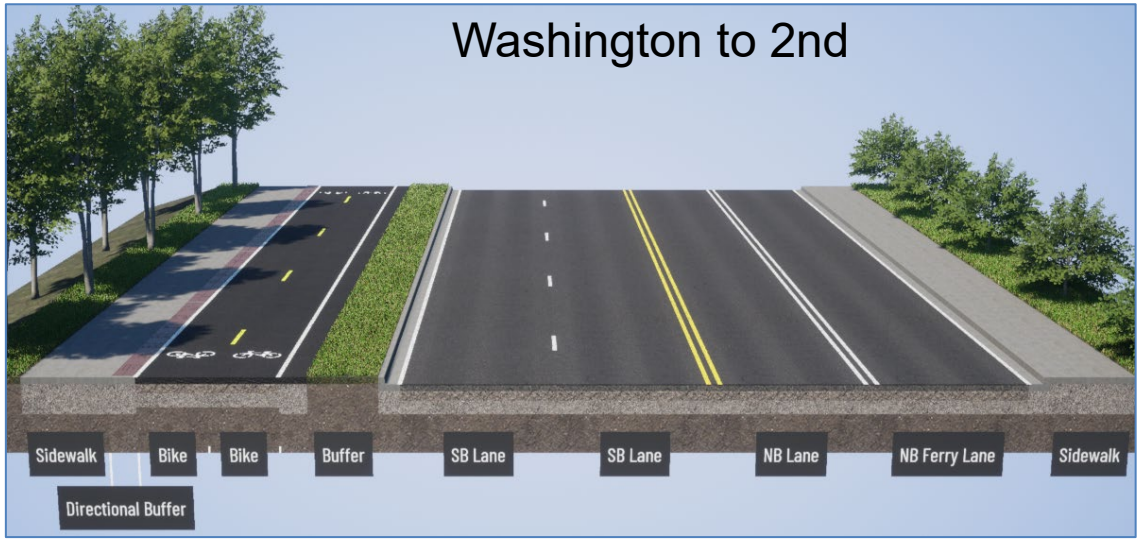
Preferred Alternative: Section 3 (M E Ave to Washington Ave)

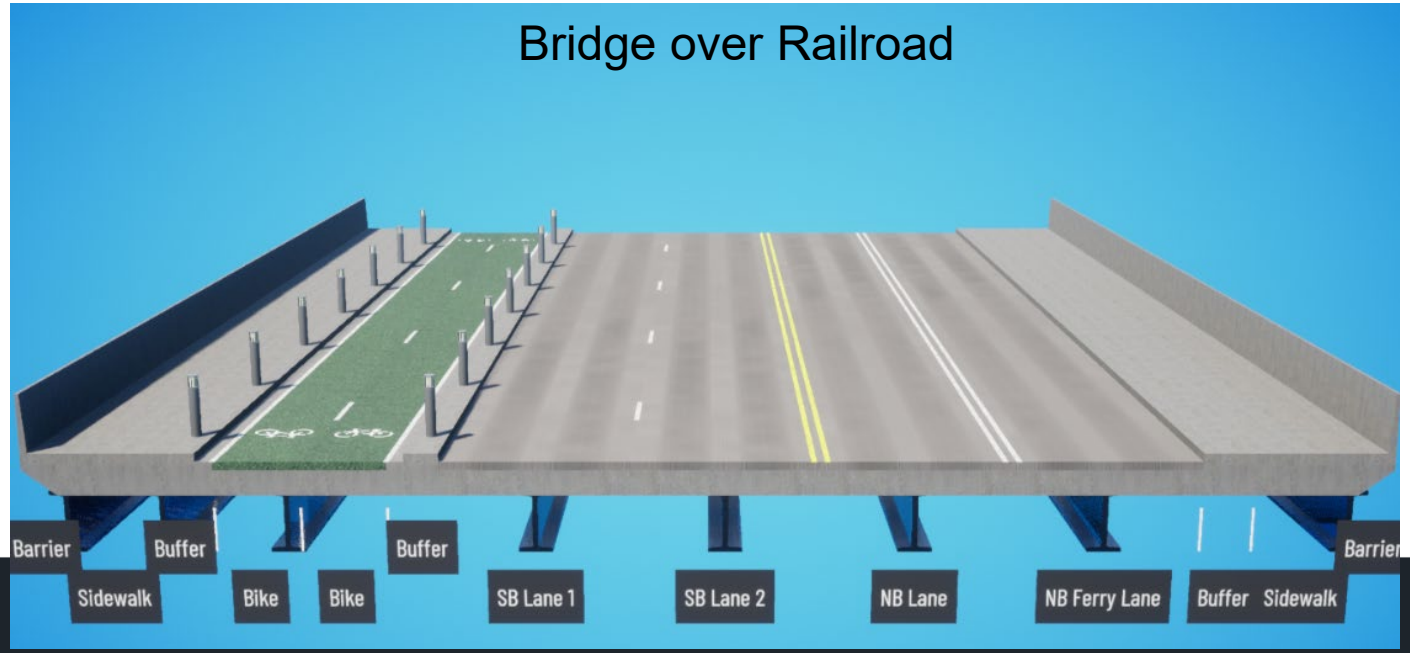
- Add future buffer separated Two-Way Bike Lanes (cycle track)
  - Ties into future Two-Way Bike lanes south of M E Ave
  - Provides modal separation for increased comfort
  - Has fewer conflict points
  - Avoids unusual interface between ferry lane adjacent bicycle lane



Preferred Alternative: Section 4 (Washington Ave to Ferry Terminal)

- Add future buffer separated Two-Way Bike Lanes (cycle track)
  - Works best with ferry operations for all users
  - Provides modal separation for increased comfort
  - Has fewer conflict points
  - Ties into future Two-Way bike lanes south of Washington Ave

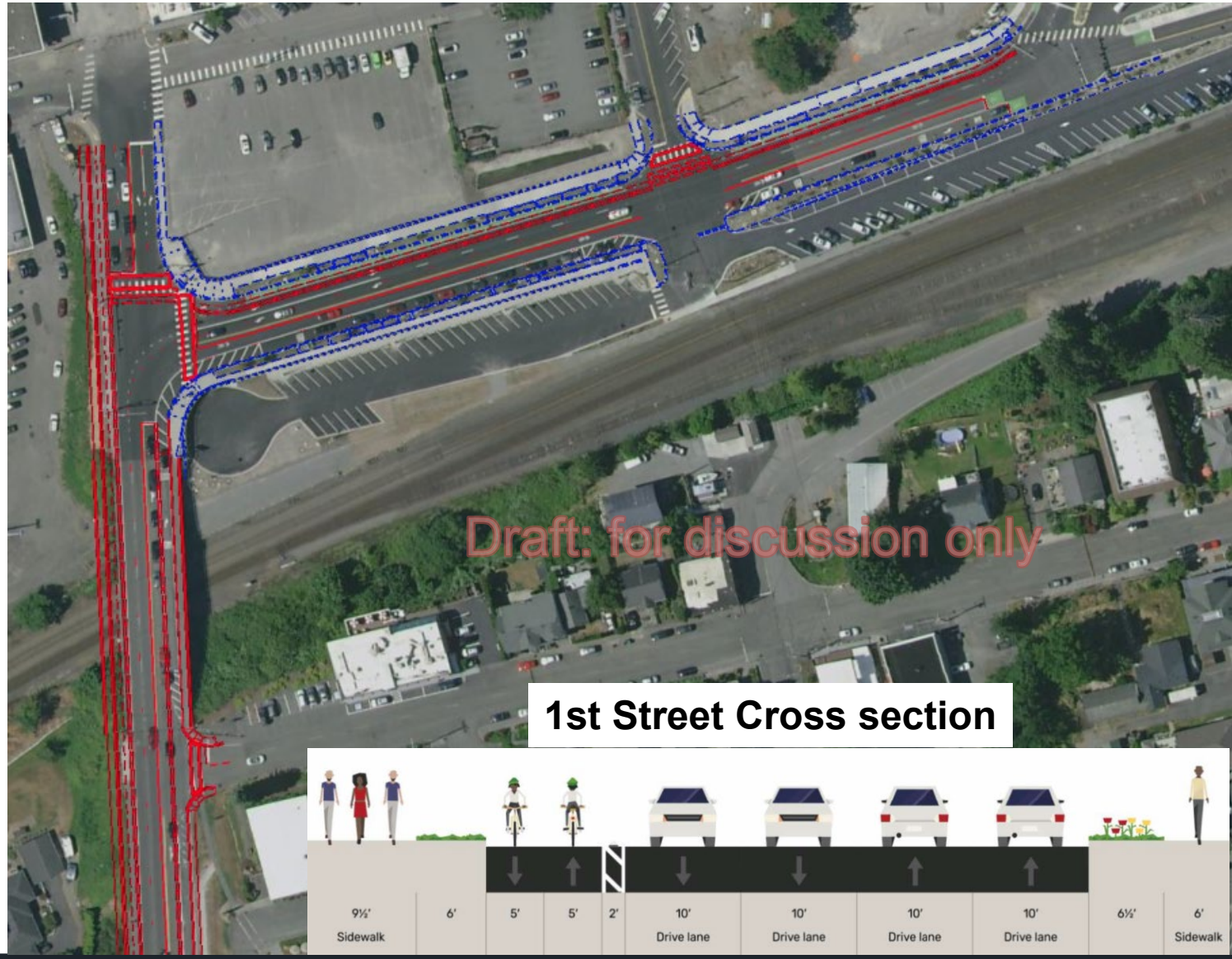




Preferred Alternative: Section 4 (Washington Ave to Ferry Terminal)

Alt #3: Two-Way Bike Lanes

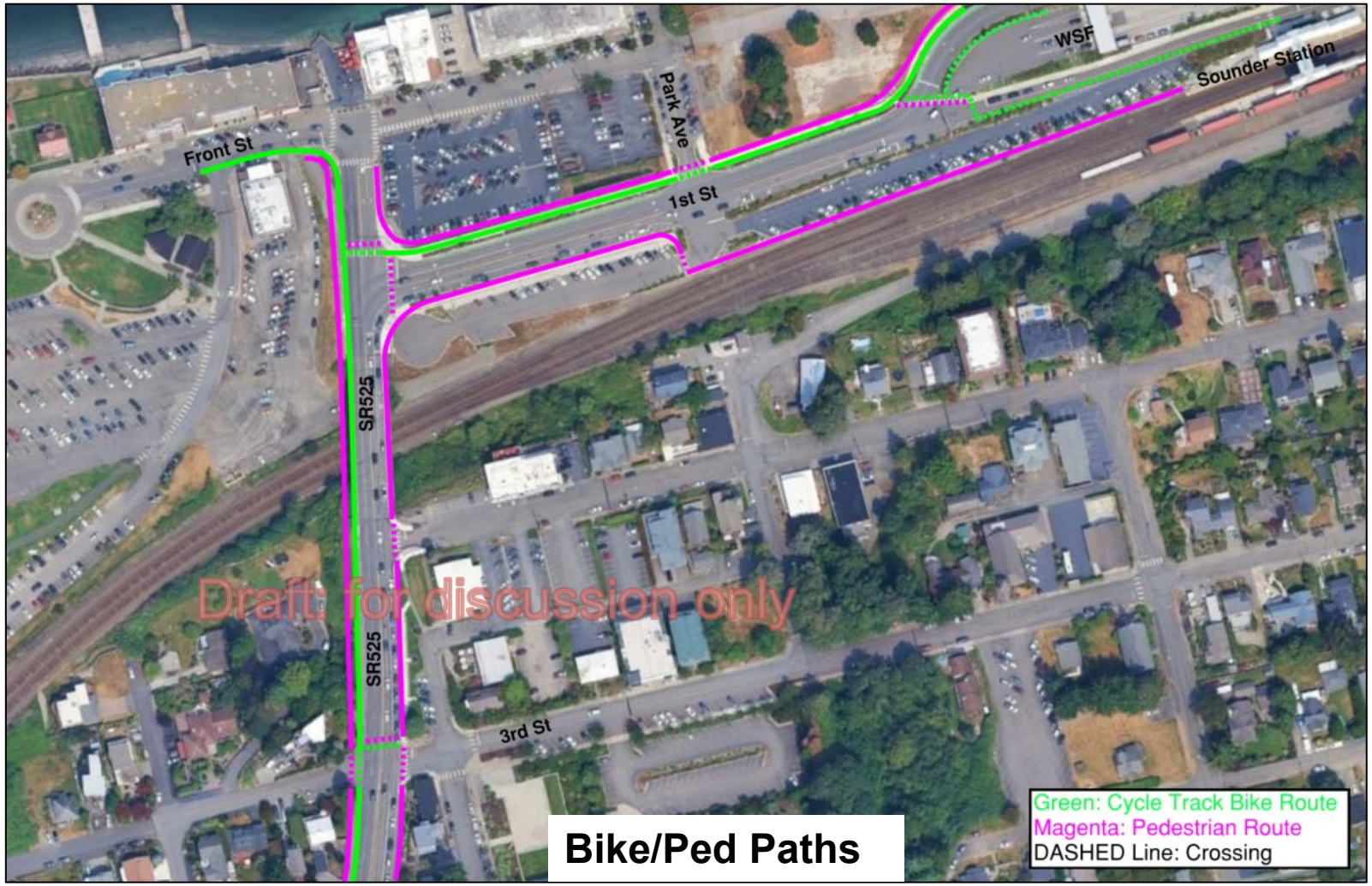
1. Bridge westward expansion
2. Hold existing ROW along 1st St
   - Future Port of Everett development
3. Bridge will be raised to meet BNSF railroad clearance requirements
   - Will affect road elevations and grades in the surrounding area, including:
     - South of the bridge – potentially up to 3rd Street
     - North of the bridge – 1st Street to the ferry terminal entrance
     - Lighthouse Avenue to Front Street
   - Modify stormwater facilities and other roadway infrastructure.
   - New retaining walls



Preferred Alternative: Section 4 (Washington Ave to Ferry Terminal)

Alt #3: Two-Way Bike Lanes

1. Potential new pedestrian crossing at SR 525 / 3rd Street



SR 525 Bridge Over Railway

Ongoing tasks

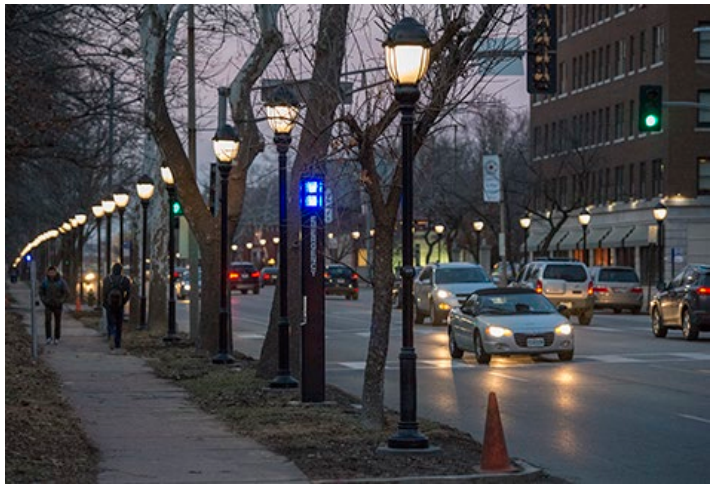
1. Coordination with Washington State Ferries – terminal ingress/egress
2. Bridge Vertical Alignment
3. Storm water facilities design
4. Retaining wall design on 1st Street
5. Potential new pedestrian crossing at SR 525 / 3rd Street

Other Long-Term Improvements

- Signalized crossings
- Remove bus stop pullout (convert to in-lane stop)
- Enhanced driveways
- Enhanced lighting
- Truck Aprons at skewed intersections
- Landscaping/Trees
- Community beautification

Truck apron examples

Lighting example



Preferred Alternative Summary

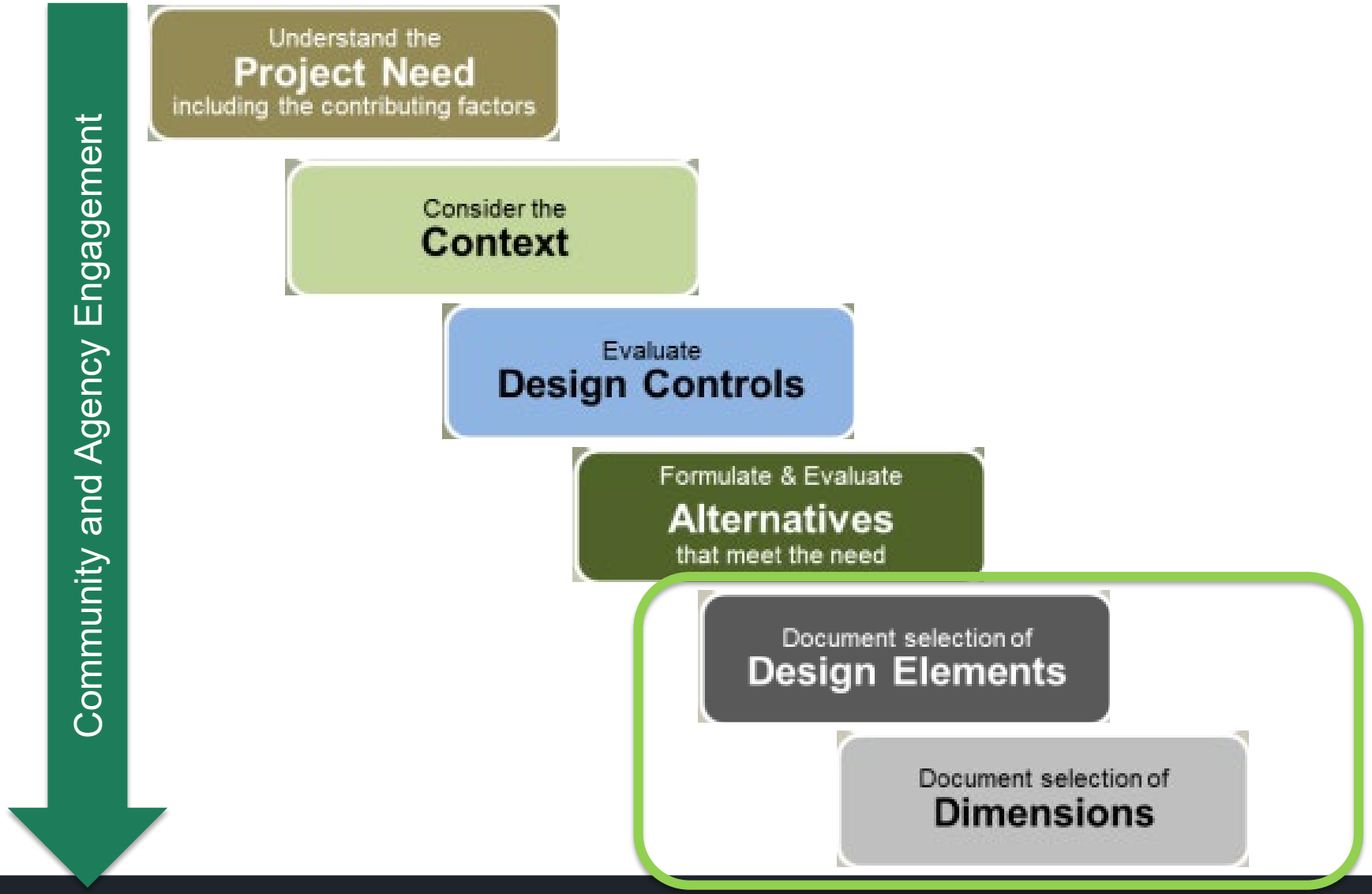
Section	Location	Preferred Alternative	Implementation
1	(Spur to Courtyard Ln)	Alt 1- Shared use path	Partial-Deferred
2	(Courtyard Ln to M E Ave)	Alt 3- Two-way Bike Lanes	Deferred
3	(M E Ave to Washington Ave)	Alt 3- Two-way Bike Lanes	Deferred
4	(Washington Ave to Ferry Terminal)	Alt 3- Two-way Bike Lanes	3rd Ave to Ferry Terminal included with Bridge project

Discussion Questions

Complete Streets Results

1. What do you like or dislike about the preferred alternative and identified long-term improvements? Why?
2. Do you have any questions about the alternative analysis?
3. Is there anything you want us to know?

Pre-Design Process



SR 525 Paving & ADA project
Next Steps

- **WSDOT:**
  - Late Spring 2026:
    - Advertise for bids
    - Publish Environmental Justice Assessment
  - Summer/Fall 2026: Construction
    - Paving & ADA improvements
    - 4 new pedestrian crossings
    - New conventional bike lanes (Spur to 84th)

SR 525 Bridge Replacement
Next Steps

- **WSDOT:**
  - Transition into Design 2026 Q2
  - Finalize Construction Estimate
  - Publish Environmental Justice Assessment
  - Share the preferred alternative with Community
  - Continued Community Engagement
    - Attend meetings, provide project updates
- **TWG Members:**
  - Provide feedback on preferred alternative by **Friday, March 27, 2026**
  - TWG preference for project updates: email or meetings?

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Learn more about the study & project at our website:
https://wsdot.wa.gov/construction-planning/search-projects/sr-525-mukilteo-bridge-over-railroad-bridge-replacement