

MUKILTEO PLANNING COMMISSION AGENDA REPORT

SUBJECT TITLE: BTW Plan – Active Transportation Plan	FOR AGENDA OF: January 21, 2016
Department Director: Patricia Love, Director of Community Development	EXHIBITS: <ol style="list-style-type: none"> 1. Open House Public Comment Summary 2. Project Suggestion Map 3. List of Project Suggestions
Contact Staff: Linda Ritter, Associate Planner	

BACKGROUND

In 2014, the City conducted a survey which asked the residents of Mukilteo to express their budget priorities by having them make real life funding choices between street maintenance, stormwater improvements, bike lanes, sidewalks, and increased or enhanced recreation opportunities. Building more trails, sidewalks, and recreational programs was the budget priority of our sample.

In response to the survey, the Draft 2015 – 2035 Comprehensive Plan’s Transportation Element focuses on improving pedestrian mobility connections within and around our community. The Plan encourages the development of innovative mobility solutions that connect people of all ages and abilities to where they need to go using active modes such as walking, bicycling, and taking public transit.

One of the Mayor’s goals for 2015-2016 is to adopt an Active Transportation Plan that will identify barriers to mobility and cost effective implementation strategies to improve pedestrian / bicycle / transit connections throughout the City. An Active Transportation will supplement both the Comprehensive Plan and Transportation Plan by identifying and prioritizing projects prior to initiating a capital campaign.

Last year, the City issued a request for Statements of Qualifications (SOQ) from qualified individuals, firms or consultant teams to provide professional transportation planning services to prepare an Active Transportation Plan. On August 17, 2015 the City Council approved authorization for the Mayor to sign a consultant contract with Cascade Design Collaborative to prepare an Active Transportation Plan for the City of Mukilteo.

On October 29, 2015 the City of Mukilteo held an open house to gain public comments on how to improve pedestrian, bike and transit access throughout the City. A table top exercise format was used where people marked up maps showing where they felt the greatest needs were in the City. Two sessions were held: one at 4-5:30 and another at 6:7:30. Approximately 35 people attended between the two sessions. Attached is a summary of the comments received.

RECOMMENDED PLANNING COMMISSION ACTION:

This is an introduction to the project; no formal action is required at this time.

The concepts of the BTW-Active Transportation Plan have been brought before the Wise Investment Transportation Taskforce (WITT) for review and input. WITT acts as a community advisory board for transportation policy and solutions for the City of Mukilteo.

The purpose of the January 21, 2016 meeting is to begin a dialogue and have the Planning Commission provide comments and guidance on the development of the plan. Because there is no formal board, the BTW-Active Transportation Plan will be brought to the Planning Commission for a future public hearing prior to being forwarded to the City Council for approval.



Biking, Transit, Walking – An Active Transportation Plan Open House – Public Comments Summary October 29, 2015

On October 29, 2015 the City of Mukilteo held an open house to gain public comments on how to improve pedestrian, bike and transit access throughout the City. A table top exercise format was used where people marked up maps showing where they felt the greatest needs were in the City. Two sessions were held: one at 4-5:30 and another at 6:7:30. Approximately 35 people attended between the two sessions. Below is a summary of the comments received.

Table Top Exercise

Common Themes:

- Traffic calming measures are needed throughout the City / neighborhoods to slow down traffic
- Need a safe and convenient way to get to downtown from SR 525; support a shuttle service running on 30 minute cycles
- Park & Ride lot is needed, but want service within the lot - not on SR 525; reserve some spaces for late arrivals
- Consider a ferry ticket system that holds traffic back at the Park & Ride until assigned time – Similar to summer runs at Kingston; this allows SR 525 to be restriped to create a high quality walking / biking route through the entire city
- Major conflicts with bikes and vehicles in the City; people in cars and bikers don't feel safe
- Consider protected mid-block crossings with traffic calming measures to separate people and cars at intersections
- Connect Mukilteo to regional trail networks

Connecting Neighborhoods:

- Better connections between neighborhoods are needed; look for easy pedestrian connections through open spaces
- The trails in Big Gulch connect to 92nd Street and the northern neighborhoods; add connections to the southern neighborhoods

Access to Boeing:

- Need the SR 526 bike trail to Boeing

Transit:

- Need better bus routes / connections to Boeing from downtown and mid-town around SR 525 & 84th (Nelson's Corner)
- Gap in bus service from mid-town to Boeing
- Add reader boards with bus schedule and current timing at bus stops
- Bus shelters need better lighting and more comfortable space
- Need better east / west bus routes; it's difficult to get to Everett Mall and Alderwood

Downtown:

- Sound Transit sidewalk is too narrow and the arbor feels too low to walkers
- Sound Transit riders walk in the road way
- Bike lanes are needed on 5th Street (maybe center lane?)
- Goat Trail neighborhood needs better sidewalks; shoulders are hard to walk on next to vehicles

Mid-Town:

- "Stair Steps" should be viewed as "greenways"; add cross walks
- Need sidewalks on the west side of 84th & 88th and along 53rd
- Create a pedestrian loop from 92nd Street to 81st Place via 53rd and 54th; provides an alternative walking route to reach Olympic View Middle School
- Pedestrian access to the Post Office is difficult; no pedestrian crossing at SR 525 and 80th Street
- Consider creating a large pedestrian loop from 76th Street, north along SR 525, east along 5th Street and then south through Japanese Gulch

Harbour Pointe:

- The HPB looped path is too narrow for walkers and bikers; causes conflicts
- Provide protected bike lanes on Harbour Point Blvd and Harbour Reach Drive
- Provide pedestrian and bike connections on Harbour Reach Drive & Chennault Beach Road from Harbour Pointe Blvd N to Harbour Point Blvd S
- South bound rush hour starts at 2:30 pm; north bound rush hour starts at 4 pm; both end around 6 pm
- Walking along SR 525 from Staybridge Suites to 92nd Street Park is loud; consider rubberized pavement similar to Kirkland and Redmond
- Work with the School District to reduce impacts on Harbour Pointe Blvd from heavy student driving population and the parent pick-up queue
- Use the power easement to provide pedestrian and bike connections to Picnic Point Road

Dangerous Intersections:

- Bev-Park Road intersection is dangerous for pedestrians
- 76th Street intersection needs better pedestrian crossings; existing lights and signage are not sufficient; blind corner is an issue

Questionnaire

In addition to the table top exercise, participants were asked the following five questions; below are their responses:

1. In a typical week, where in Mukilteo do you go most often?

Response:

- **Work:** Boeing, Harbour Point Tech Center, Sounder Station (to work)
- **Schools:** Harbour Point Middle School, Olympic View Middle School
- **Community Spaces:** YMCA, Library, City Hall, Lighthouse Park / Waterfront / Edgewater Beach, 92nd Street Park, Community Garden
- **Shopping / Other:** QFC, Waterfront Restaurants, Bank of America, Everett Clinic, Old Town, “Where Ever It’s Not Crowded”, Ash Way Park and Ride [not in city]

2. What is your preferred method of transportation?

Response: (multiple answers)

- Walk - 5
- Bike - 8
- Train - 1
- Car - 7
- Motorcycle - 1
- Transit - 2
- Carpool - 1

3. Do you ever ride a bike, take transit or walk to places that you go? If so how often?

Response:

- Walk daily to Boeing
- Sounder to Seattle M-F
- Ride a bike / walk too
- No -2
- Transit
- Yes / 2x month
- Walk for fun
- Yes, every day to/from work; sometimes other place when time permits
- Walk Big Gulch Trails
- Yes, daily -2
- Yes
- Drive to Park & Ride for Bellevue Commute; kids walk to school – no sidewalks & very dangerous

4. What are the biggest barriers to riding a bike, taking transit and walking in Mukilteo?

Response:

- State of trail by Whyte's [Storage] north of SR 526
- No parking at train station unless you get there extremely early; no overflow parking available to non-residents
- No park and ride lot available in "upper Mukilteo" (Harbour Pointe area)
- Air quality
- Time, Frequency, Weather
- Buses are not reliable & used by "druggies & thieves"
- There is no dedicated bike path (away from the road) along SR 525 from Future of Flight around to Casino Road / Boeing Entrance
- Number of buses, but the problem is not enough taking transit
- No sidewalks in Goat Trail neighborhood; no transit from Mukilteo to Bellevue; No good bike route to Ash Way Park and Ride; No safe pedestrian access to Lighthouse
- The bus does not run often enough; bike – I was hit by a car
- Inconsistent easements and sidewalks
- Lack of sidewalks, bike lanes and pedestrian connections
- Safe access

5. What would encourage you to ride a bike, take transit, and walk?

Response:

- Safer bike routes
- More parking for train riders; How about a non-resident pass for on-street overflow parking near Sounder (M-F only)
- Bike route between bottom end of Big Gulch and Marine View Drive
- Better air
- Better sidewalks
- Do you realize there are a lot of senior in this community? Bikes and walking are out – we're keeping the cars
- Bike / walk path along south side of SR526 from Future of Flight to Boeing
- More direct service - I do walk; Too dangerous to ride bike
- Nothing

- Safe walking routes to schools; transit to Bellevue; More complete bike routes; and safe walking route to Lighthouse
- Need bike route on SR 526 to future swift 2 station
- A safe environment
- Safer and more direct sidewalks and pedestrian access; traffic calming measures to slow cars and improve safety
- Safe access routes

Other Comments:

- Speedway to Park – [want] “protected bike lane” and sidewalk from existing lanes to Lighthouse Park
 - There should be a separate pedestrian bridge crossing next to bridge on SR525 just before the Ferry; Road Diet will not work on SR 525
 - My biggest concern is the cost of the improvements. How to pay for these changes when there hasn’t been a sidewalk built in the City for at least 10 years.
 - My concern for transit is that there are not enough routes that cover the area.
 - The service must be restored by CT that was cut in 2010.
 - More traffic calming is needed in the City to make it safer to walk and ride a bike; especially on residential streets
 - The paved bike / walk path along the west side of Paine Field Blvd between Staybridge and 84th Street has unsafe bumps from tree roots. They are a trip hazard and also hazard for bicyclists.
 - The trails through the wooded areas are not safe enough – no security monitoring by foot or camera.
 - I have tried to suggest an “adopt-a-trail” through Mukilteo bureaucracy, so that I could formally keep a walking path clear and nobody responded.
 - My main request is [to build] the bike / walk path along the south side of SR 526.
 - Cars and bicycles do not equal safe; In the past we walked a lot more to the beach [and other places]; It’s too dangerous to do that now; We live blocks from the beach, but end up driving because of safety and zooming ferry traffic.
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BTW Transportation Project Suggestions

Number	Description
1	Bike connection through Mid-town
2	Pedestrian connection through Mid-town
3	Public school pedestrian path
4	Pedestrian connection to Old Town
5	Bike lanes from SR526 to Boeing looping to the Heritage Flight Museum, Beverly Park Rd, back to SR525
6	Transit routes from SR526 to Everett
7	Multi-use path from 92nd Street to Ferry/Old Town
8	Bike path along Harbour Reach extension
9	Pedestrian path along Harbour Reach extension
10	Transit route along SR525 & Beverly Park Road
11	Pedestrian bridge across SR525
12	Trail through Big Gulch connecting to Chennault Beach Road
13	Bike connection from Cyrus Way to Chennault Beach Road
14	Pedestrian connection from Cyrus Way to Chennault Beach Road
15	Pedestrian path connection from Marine View Drive to Waterton Cir
16	Bike connection from Chennault Beach Drive to Harbour Heights Pkwy
17	Pedestrian connection from Chennault Beach Drive to Harbour Heights Pkwy
18	Pedestrian trail between West end of Big Gulch Trail and waterfront access
19	Multi-use path connecting through Japanese Gulch
20	Pedestrian improvements to 76th Street
21	Waterfront promenade multi-use path
22	Rails to Trails multi-use path
23	Pedestrian connection on east side of SR525 between 92nd St and SR526 spur
24	Pedestrian path along stairsteps and between Goat Trail Road and 9th St
25	Pedestrian connection along 5th Street
26	Bike connection along 5th Street
27	Multi-use path along Harbour Pl between SR525 and Harbour Pointe Blvd.
28	Multi-use connection between Harbour Reach Drive and 130th Pl SW
29	Pedestrian path between Mukilteo Lane and 3rd Street along Cornelia Avenue
30	Road noise
31	Bike connection between Beverly Park Road and SR525 along 121st St.
32	Transit loop around Park & Ride at Bernie Webber Drive with bike storage lockers
33	Multi-use path connection to Seaway Blvd.
34	Endeavor Elementary pedestrian path
35	Protected bike lanes along Harbour Pointe Blvd. and Chennault Beach Road
36	Change from private road to public access road
37	Pedestrian bridge across Big Gulch connecting 52nd Ave. W to 52nd Ave. W
38	Multi-use path from Mukilteo Blvd to Boeing Recreation Center
39	Park and ride at Harbour Pointe Shopping Centre



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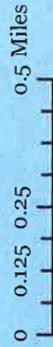


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BIKING • TRANSIT • WALKING

Suggestions

- Recreation Connections
 - Biking Connections
 - Bridge Connections
 - Multi-Use Connections
 - Transit Routes
 - Walking Connections
 - New Public Road
 - Hazardous Intersections
 - Park & Ride
 - Lighting Improvements
- Existing Infrastructure**
- Bike Lanes
 - Multiuse Paths
 - Existing Sidewalk Segments
 - Recreational Trails
 - Public Parks & Open Space



Possession
Sound

