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Flourishing  
Natural  
Environment

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Healthy Built  
Environment

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Vibrant Economy

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Authentic Public  
Participation

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---

Creating  
Connections

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---

Healthy Community

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Innovation

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Charming • Safe •  
Beautiful

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CITY OF  
**MUKILTEO**

---

*By The Way Plan*

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# ACKNOWLEDGMENTS:

Special thanks to all those who have helped and participated in the 2016 By The Way Plan.

## 2016 Elected Officials:

Mayor: Jennifer Gregerson  
City Council: Bob Champion, Council President  
Steve Schmalz, Council Vice President  
Christine Cook  
Richard Emery  
Randy Lord  
Ted Wheeler  
Scott Whelpley

## 2016 Planning Commission:

Norman Webb, Chair  
Nicole Thomsen, Vice Chair  
Jerry Bush  
Melanie Field  
Nick Gottuso  
Arnie Hammerman  
Dennis Konopinski

## Wise Investment in Transportation Taskforce:

Joe Marine, Chair  
Len Baron  
Diane Cooper  
Melanie Field  
Marius Grigore  
Laura McCarty  
Richard Norman  
Cyndi Thomsen  
Kevin Wilson

City Staff: Christopher Phillips, Management Services Director  
Marko Liias, Policy Analyst  
Patricia Love, Community Development Director  
Linda Ritter, Senior Planner  
Anita Marrero, Associate Planner  
Karl Almgren, AICP, Assistant Planner  
Jacob Milner, GISP, GIS Coordinator  
Andrea Swisstack, PE, Assistant City Engineer  
Challis Stringer, Senior Engineering Technician  
Robert Roman, PE, Capital Projects Engineer

## Consulting Staff: *Cascade Design Collaborative, and Ferhs & Peers*

Eric Schmidt, Principal, RA, AICP, RLA  
David Bader, Associate  
Ryan Abbotts, AICP

## Special Contributions: *Snohomish Health District*

Carrie Parker, BS, MSHS  
Keri Moore, BA, MPH

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# TABLE OF CONTENTS:

INTRODUCTION:	6
1. EXECUTIVE SUMMARY	9
2. DATA INVENTORY	15
Existing Facilities Inventory	16
Transit Inventory	18
Destinations Inventory	19
Barriers Inventory	20
Safe Routes to School Inventory	21
3. DATA ANALYSIS	23
Gap Analysis	24
Community Workshop	26
4. MAKING CONNECTIONS	27
City-Wide Connections	28
Local Connections	30
Regional Facilities	32
Project Timeline	34
5. PREFERRED PROJECTS	41
Priority Score	42
Near-Term Projects	43
6. FUTURE PROJECTS	59
7. FUNDING	87
MANAGEMENT MATRIX	90
ANNUAL FUNDING	92
CAPACITY PROJECTS	95
CLOSING REMARKS	97
APPENDIX	99
WALKING AUDITS	
TUTTLE REPORT	
PROJECT COST ESTIMATES	

## PREFACE: MOVING MUKILTEO FORWARD

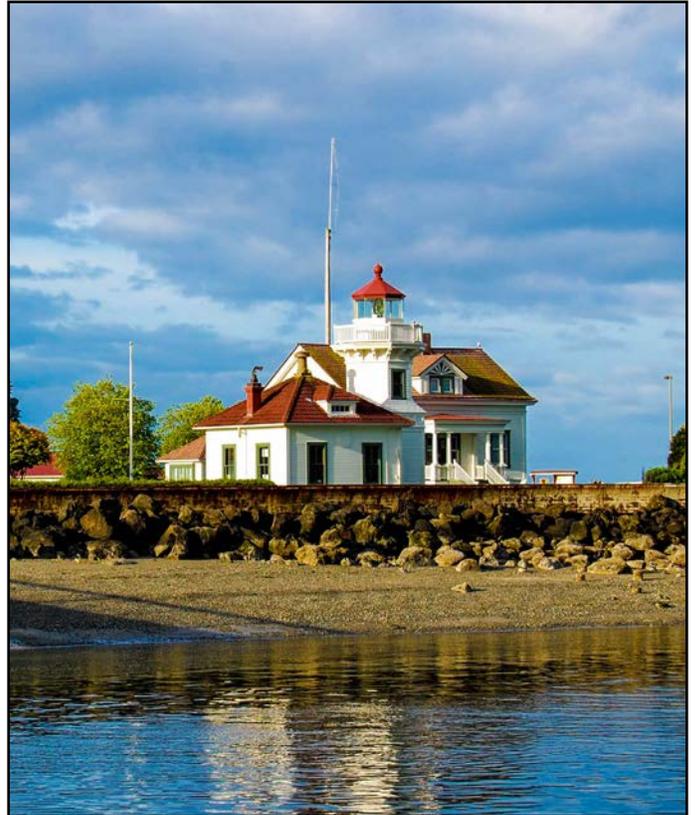
“Moving Mukilteo Forward” provided the motto in the recently adopted Comprehensive Plan. Notably, this Comprehensive Plan introduced a story of Mukilteo that differed from previous plans. While previous plans focused on the future development of Mukilteo, Moving Mukilteo Forward engaged decision makers in the story of Mukilteo. This story introduced the vision and goals of enhancing the livability of the community.

To reach higher levels of livability and improved quality of life, *residents must have the choice* of how they want to move about the community. Parents should feel safe as their children walk to school; and anyone should not have to wear a safety vest just to go for a walk. Cyclists should feel safe within our roadways; and transit riders should find easy and convenient access to transit.

Moving Mukilteo Forward identified specific policies for implementation that would be identified through a functional plan. This plan, the Bike - Transit - Walk (BTW) Plan, is that document to implement the identified policies of the Comprehensive Plan. Some of these policies included adopting street standards to include pedestrian-oriented streetscape elements and bicycle facilities (TR6) as well as ensuring that street standards provide bike lanes, convenient bus stops, discourage high travel speeds, minimize significant environmental impacts and maintain character of existing residential neighborhoods (TR6a). Not only does the Comprehensive Plan require standards that include bike, pedestrian, and bus facilities; the Comprehensive Plan also identified destinations or ‘points of interest’ that these facilities must provide connectivity between parks, retail centers, schools, and regional transportation nodes (TR9).

By identifying selected alternatives and a priority criteria, these projects will be funded in the Capital Facilities Plan (CFP) and the Transportation Improvement Plan (TIP) as updated annually. While the total cost of the project list within this plan is quite large, this plan presents projects to be completed over a 30-year horizon in a prioritized fashion. Through this approach, additional opportunities for external funding sources may become more readily available as well as project pairing with adjacent infrastructure improvements including surface water, roadway resurfacing, water and sewer improvements, and private development along primary street frontage.

The realization of Moving Mukilteo Forward is based on the success of enhancing Mukilteo’s healthy and livable community for future generations of residents. Through the implementation of the BTW Plan, the ability to move about the community regardless of mode will provide residents a deeper connection to the community while encouraging a healthy and safe environment for all ages and abilities.



## BY THE WAY PLAN: BIKE - TRANSIT - WALK

Mukilteo's history of development has created a pedestrian and bicycle network that lacks a north-south corridor from the Waterfront to the Southern City Limits. The purpose of this plan is to identify projects that promote the availability of options to residents to have more control of the travel choices.

While a corridor spine exists as the Mukilteo Speedway, this roadway is currently inadequate for safe usage by most pedestrians and bicycles. The BTW Plan recognizes that the Mukilteo Speedway is a state route highway with the primary focus on providing vehicle access to and from the Mukilteo Ferry. Even though the facility requires certain key pedestrian and bicycle improvements within destinations, such as Midtown, long-term solutions can be paired to complement the Mukilteo Speedway for a safe pedestrian and bicycle corridor.

Not only has Mukilteo's development lacked a central pedestrian spine, many neighborhoods lack a sense of safety to and from the neighborhood. Areas such as Sky-Hi-La are dependent on 8th Drive for a route to school, but many parents fear for the of security for their children walking to school. Some neighborhoods may be a mere few hundred feet from a destination, but barriers exist to reroute individuals over one half-mile out of the way, eliminating the reasonable choice of walking. Harbour Pointe, a master planned community, has the highest quantity of sidewalks in Mukilteo, but the neighborhood lacks bicycle facilities for the common user.

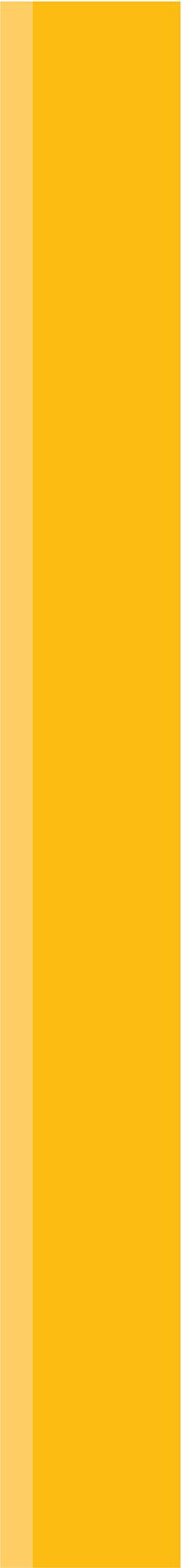
### GOALS:

The BTW Plan will meet the following goals:

1. Projects will provide safe connection between neighborhoods, parks, commercial districts, transit stops, schools, and regional pedestrian and bicycle networks.
2. Routes located within one half-mile of schools will identify projects to meet the principles and policies of Safe Routes to School.
3. Project corridors will provide multi-modal facilities to promote the choice of travel mode within the community.
4. Mukilteo Greenway signage and wayfinding will provide residents a sense of location and connection to better identify safe routes to move about the community.



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# 1

## **EXECUTIVE SUMMARY**



## EXECUTIVE SUMMARY

The Bike - Transit - Walk (BTW) Plan is a functional document as an extension of the Mukilteo Comprehensive Plan. The BTW Plan has identified a list of projects to improve connectivity between origins and destinations to provide a higher level of mobility and enhanced livability within Mukilteo. In order to identify these projects, a **data inventory** was conducted to identify existing facilities for pedestrian and bicycles, transit facilities, barriers, and safe routes to school. This inventory led to a **data analysis** to determine the existing gaps between where people are (origins) and places people want to go (destinations). This analysis included community outreach. These primary components led to a expansive list of projects.

To create a manageable list, the identified projects were classified based on the scale and grouped between:

- City-Wide Connections
- Local Connections
- Regional Facilities

From this grouping, the BTW Plan determined whether a project should be completed within the 'Near-Term' (less than 7-years), 'Mid-Term' (between 8-20 years), and 'Far-Term' (more than 20 years). By comparing these two lists, the BTW Plan creates a clear **Preferred Project** List, and a **Future Project** List.

By grouping these projects based on scale and connectivity, future decision makers are able to better identify projects for funding and implementation. To present conceptual project alternatives and begin to move towards **project implementation** through the Capital Facilities Plan and Capital Improvements Plan, this plan provides additional information including conceptual project cost, project priority score, and the timeline category. The priority scoring criteria was determined by the Planning Commission to consider different characteristics of each project such as proximity to schools as well as sense of safety.

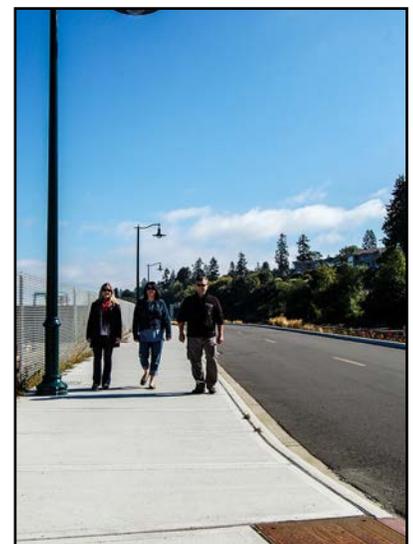
To reach a level of preferred funding per year, the Preferred Projects were plotted into a management matrix into six sectors to determine which projects offer a high priority score and a low cost. Through the analysis of the management matrix, projects that were considered above average in priority score and less than twice the average project cost (Sectors 1&2) were identified the recommended annual funding level of \$435,000.

The known limitations of the BTW Plan include the best available cost estimates and dependence on external funding. The cost estimates are limited due to changes of development costs of stormwater facilities, City staffing levels, and accuracy of projecting inflation. The other disclaimer is that under current revenue generation by the City of Mukilteo, project implementation will require external funding. While external funding seems 'free', there is project management costs that must be accounted within the project costs.

### **EARLY SUCCESS & FUTURE**

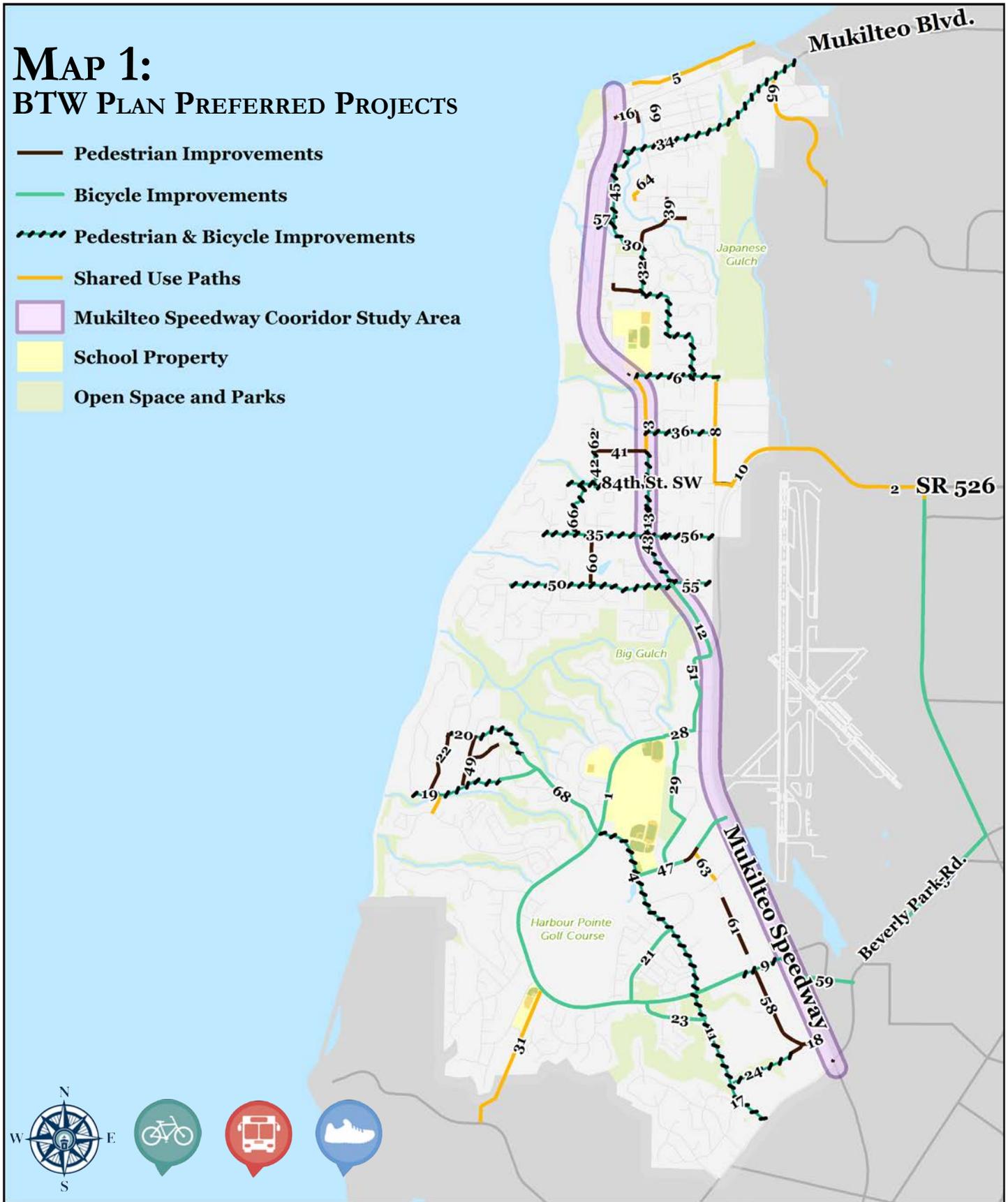
One of the early successes of the BTW Plan has been the implementation of bike lanes on Harbour Pointe Boulevard. With an estimated cost of over \$200,000 to implement bike lanes as an individual project, the Public Works Department was able to continue an inter-jurisdictional agreement with Snohomish County to stripe the bike lanes with the annual roadway striping. Between the agreement and the work of our own Public Works Crews, Mukilteo has added over 2.5 miles worth of bike lanes for very little cost.

This type of success and innovation will allow Mukilteo to reach a level of connectivity that has limited Mukilteo Residents for so many years. Map 2 of the Executive Summary represents the future connectivity of Mukilteo within our community, and to our regional partners.



# MAP 1: BTW PLAN PREFERRED PROJECTS

-  Pedestrian Improvements
-  Bicycle Improvements
-  Pedestrian & Bicycle Improvements
-  Shared Use Paths
-  Mukilteo Speedway Corridor Study Area
-  School Property
-  Open Space and Parks

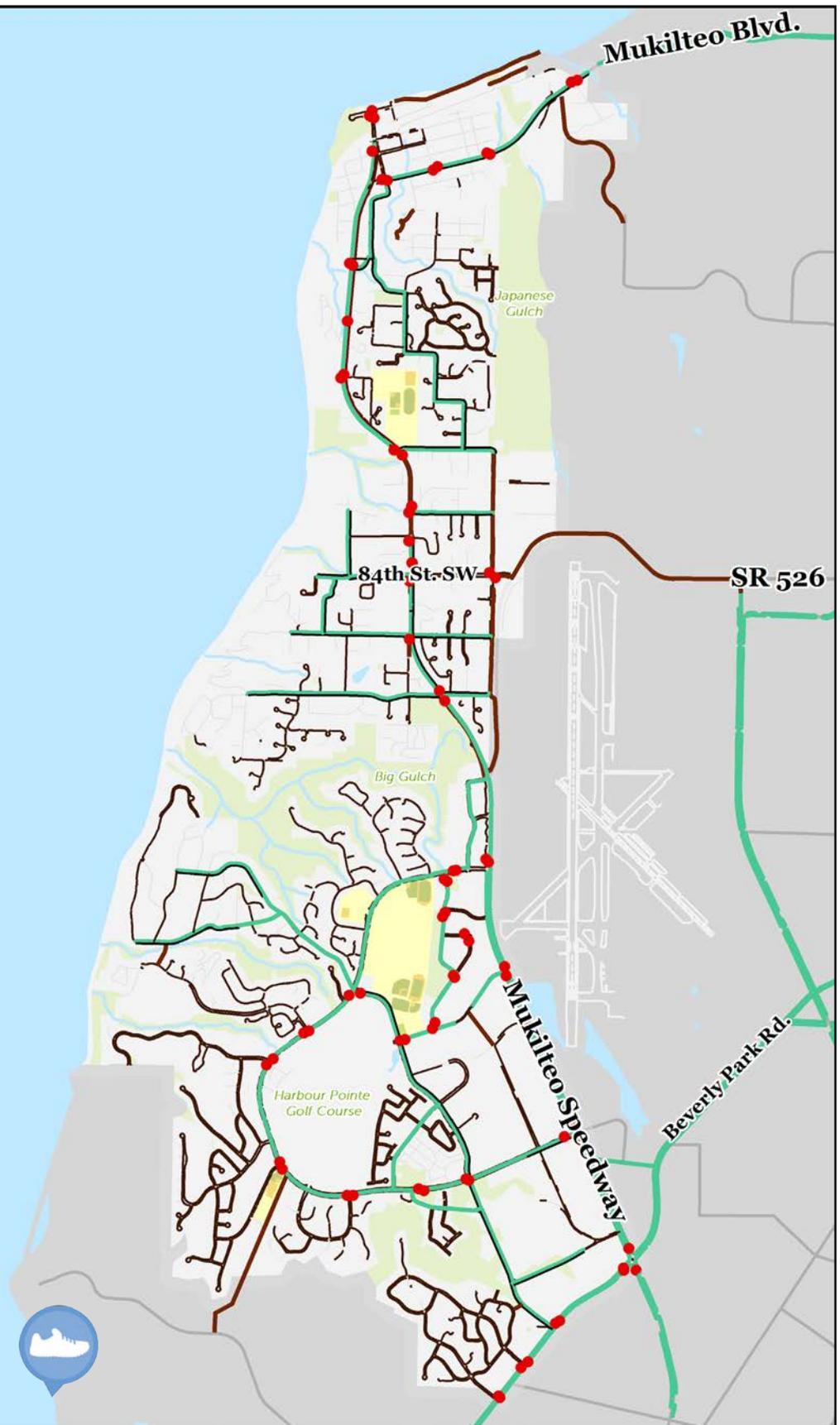


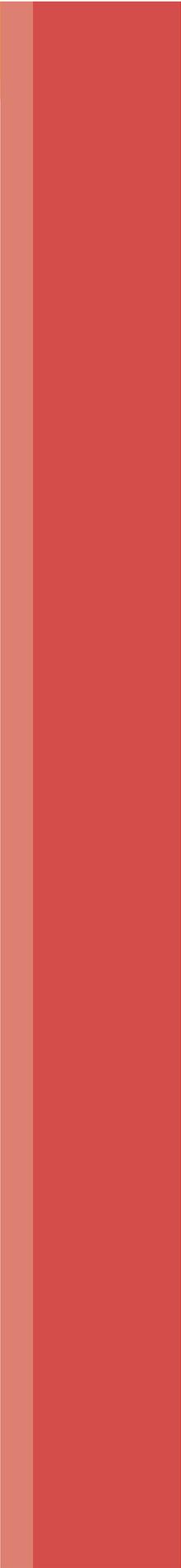
<b>PROJECT NUMBER</b>	<b>PRIORITY SCORE</b>	<b>PROJECT NAME</b>	<b>PROJECT NUMBER</b>	<b>PRIORITY SCORE</b>	<b>PROJECT NAME</b>
1	114	HARBOUR POINTE BLVD. BIKE MARKINGS	36	63	80TH SIDEWALKS & SHARROWS
2	95	526 SHARED USE PATH	37	60	88TH STREET SIDEWALKS & BIKE MARKINGS
3	94	SR 525 SIDEWALKS - SAFE ROUTE TO SCHOOL	38	60	BEVERLY PARK INTERSECTION IMPROVEMENTS
4	93	HARBOUR REACH DRIVE BIKE RETROFIT	39	58	SKY-HI-LA PATHWAY SAFE ROUTE TO SCHOOL
5	90	WATERFRONT PROMENADE MULTI-USE PATH	40	55	2ND STREET CROSSWALK
6	89	76TH STREET SIDEWALKS & BIKE MARKINGS	41	54	81ST PLACE SW
7	89	MID-TOWN MUKILTEO SIDEWALK & BIKE MARKINGS	42	49	53RD AVENUE SIDEWALKS & BIKE MARKINGS
8	88	44TH SHARED-USE PATH	43	46	49TH PLACE TRANSIT CONNECTION
9	85	HARBOUR POINTE BLVD. S WIDENING	44	43	11TH STREET SIDEWALK
10	82	SR 526 SIDEWALKS	45	43	WASHINGTON AVE SIDEWALKS
11	82	HARBOUR REACH DRIVE EXTENSION	46	41	POSSESSION VIEW LANE SIDEWALKS
12	81	SR 525 BIKE LANE	47	39	CHENNAULT BEACH ROAD BIKE MARKINGS
13	77	SR 525 SIDEWALKS & BIKE MARKINGS	48	36	PARK AVE SIDEWALKS
14	68	84TH STREET SIDEWALKS	49	35	62ND STREET & CANYON ROAD
15	60	CHENNAULT BEACH ROAD SIDEWALKS	50	71	92ND STREET SIDEWALK & BIKE MARKINGS
16	57	2ND STREET SIDEWALKS	51	66	HARBOUR PLACE SHARED USE PATH
17	57	HARBOUR REACH DRIVE CONNECTION	52	60	AIRPORT ROAD SHARED USE PATH
18	43	CYRUS WAY SIDEWALKS	53	60	BEVERLY PARK INTERSECTION IMPROVEMENTS
19	40	CHENNAULT BEACH DRIVE SIDEWALK & BIKE MARKINGS	54	57	84TH STREET SIDEWALKS
20	40	CENTRAL DRIVE SIDEWALK & BIKE MARKINGS	55	56	92ND STREET SIDEWALK & BIKE MARKINGS
21	37	POSSESSION WAY BIKE MARKINGS	56	51	88TH SIDEWALKS & BIKE LANES
22	36	64TH PLACE WEST	57	51	GOAT TRAIL PEDESTRIAN BRIDGE
23	34	BLUE HERON DRIVE BIKE MARKINGS	58	47	CYRUS WAY SIDEWALKS
24	30	SOUTH ROAD MARKINGS	59	47	121ST BIKE CONNECTION
25	95	80TH/81ST CROSSING	60	45	53RD AVENUE SIDEWALKS & BIKE MARKINGS
26	87	SR 525 CORRIDOR STUDY	61	43	CYRUS WAY SIDEWALKS
27	86	76TH STREET CROSSING	62	41	53RD AVENUE SIDEWALKS & BIKE MARKINGS
28	83	HARBOUR POINTE BLVD. NORTH CYCLE TRACK	63	41	CYRUS WAY ROAD EXTENSION
29	77	47TH BIKE IMPROVEMENTS	64	37	SHARED USE PATH TO OLD TOWN
30	73	GOAT TRAIL PATH & BIKE MARKINGS	65	36	SHARE USE PATH FROM MUKILTEO BLVD TO BOEING RECREATION CENTER
31	72	ENDEAVOR ELEMENTARY SHARED USE PATH	66	36	54TH AVENUE SIDEWALKS & BIKE MARKINGS
32	71	STAIRSTEP PATH & BIKE MARKINGS	67	34	CHENNAULT BEACH GULCH SHARED USE PATH
33	70	86TH CROSSING	68	32	CHENNAULT BEACH ROAD BIKE MARKINGS
34	64	5TH STREET PEDESTRIAN PROJECTS	69	29	LOVELAND AVENUE SIDEWALKS
35	63	88TH STREET SIDEWALKS & BIKE MARKINGS			

 **NEAR TERM PROJECTS**
 **MID-TERM PROJECTS**
 **FAR-TERM PROJECTS**

# MAP 2: MUKILTEO 2040

-  Bike Lanes
-  Transit Stops
-  Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks





# 2

## **DATA INVENTORY**

**EXISTING PEDESTRIAN & BIKE FACILITIES**

**TRANSIT INVENTORY**

**DESTINATIONS INVENTORY**

**BARRIERS**

**WALKING AUDITS**

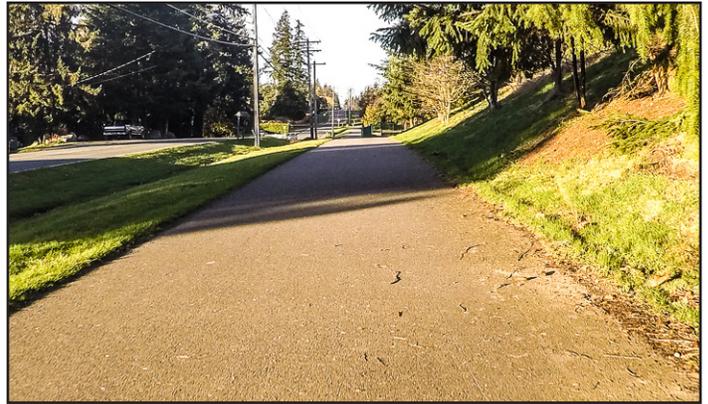
## EXISTING PEDESTRIAN & BIKE FACILITIES:

In order to implement the goals of the BTW Plan, including connectivity between destinations, safe routes to school, multi-modal design, and future greenways, an inventory was conducted to identify existing facilities. One inventory included identifying existing sidewalks, shared use paths, bike lanes, buffered bike lanes, and bike sharrows. These five different facilities represent typical facilities that can be used to improve connectivity throughout a community. While other options, such as a cycle track, provide for a sixth facility, the application typically requires very specific conditions for implementation.



SIDEWALK

Typical residential sidewalks range from 4-feet to 6-feet in width and commercial sidewalks can be much larger. These facilities are commonly made out of concrete. While sidewalks construction is costly, alternative facilities such as a widened shoulder or gravel paths provide little improvement to the pedestrian and even less service to those with disabilities.



SHARED USE PATH

A shared use path is a facility that is typically used as an 'urban-trail'. This facility is usually 6- feet to 15-feet in width and provides both a recreation and commuting purpose and is commonly made out of asphalt. The user groups of a shared use path is much more diverse than sidewalks and can provide adequate facilities within a common space with less footprint.



BIKE LANES & BUFFERED BIKE LANES

Bike lanes originated as a conversion of existing shoulders to provide a marked facility for cyclists within the roadway. Today bike lanes tend to be a minimum of 5-feet in width traveling with the flow of traffic. An improved alternative that requires additional pavement is the buffered bike lane that provides a form of additional buffer between cyclists and motorists.



BIKE SHARROWS

At times, roadways that are underutilized, cyclists can safely travel within the lane of travel. To notify motorists and establish a bicycle route, a 'sharrow' is used as a painted marking. The sharrow identifies the location of the cyclist and the direction of travel. Sharrows are common on roadways of 25 MPH or less in residential areas.

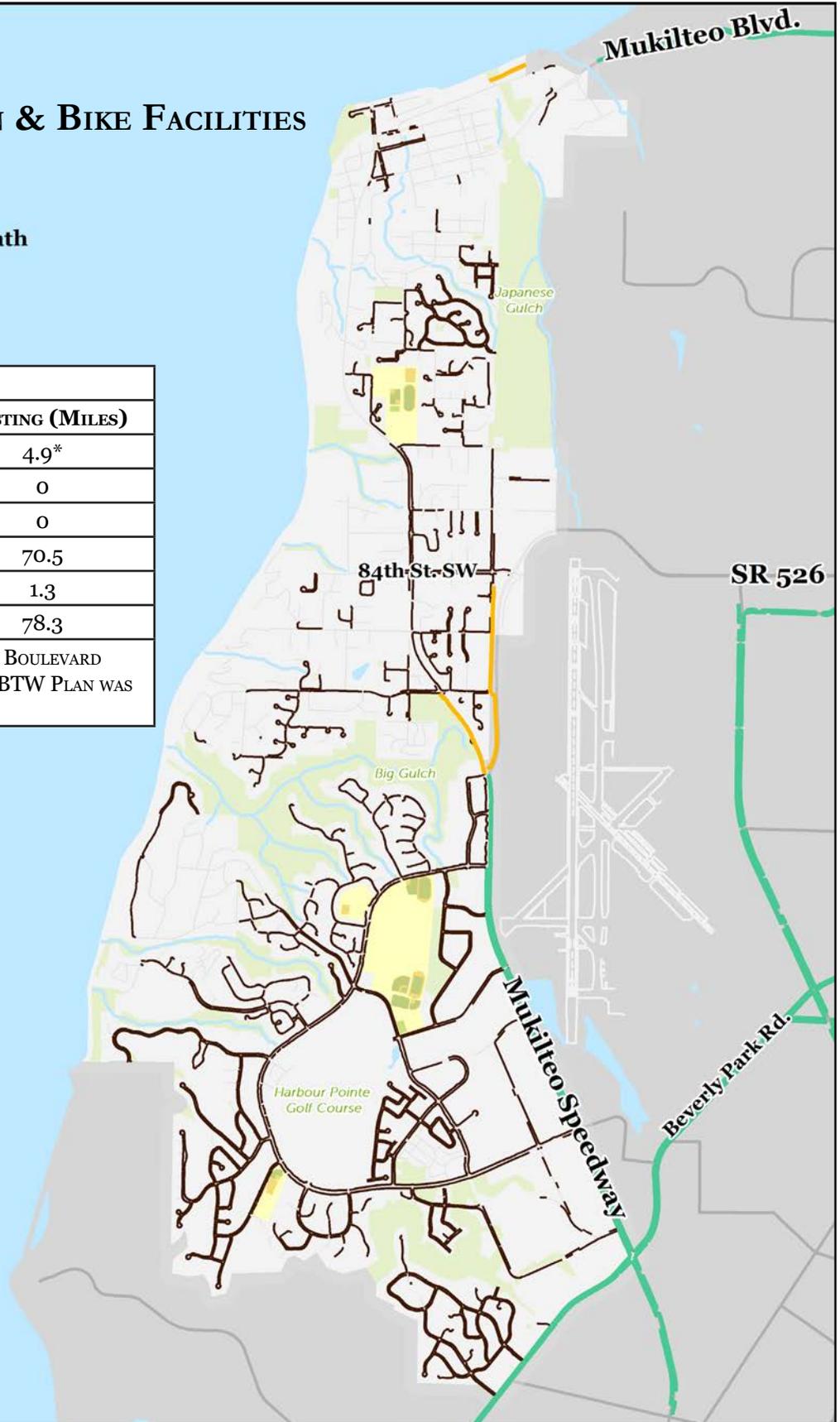
# MAP 3: EXISTING PEDESTRIAN & BIKE FACILITIES

- Existing Bike Lanes
- Existing Shared Use Path
- Existing Sidewalks
- School Property

**TABLE 2: EXISTING FACILITIES**

FACILITY	EXISTING (MILES)
BIKE LANES	4.9*
BIKE SHARROWS	0
CYCLE TRACK	0
SIDEWALKS	70.5
SHARED USE PATH	1.3
STREETS	78.3

\*QUANTITY BEFORE HARBOUR POINTE BOULEVARD BIKE LANES WERE COMPLETED WHILE BTW PLAN WAS BEING DRAFTED.



## TRANSIT INVENTORY:

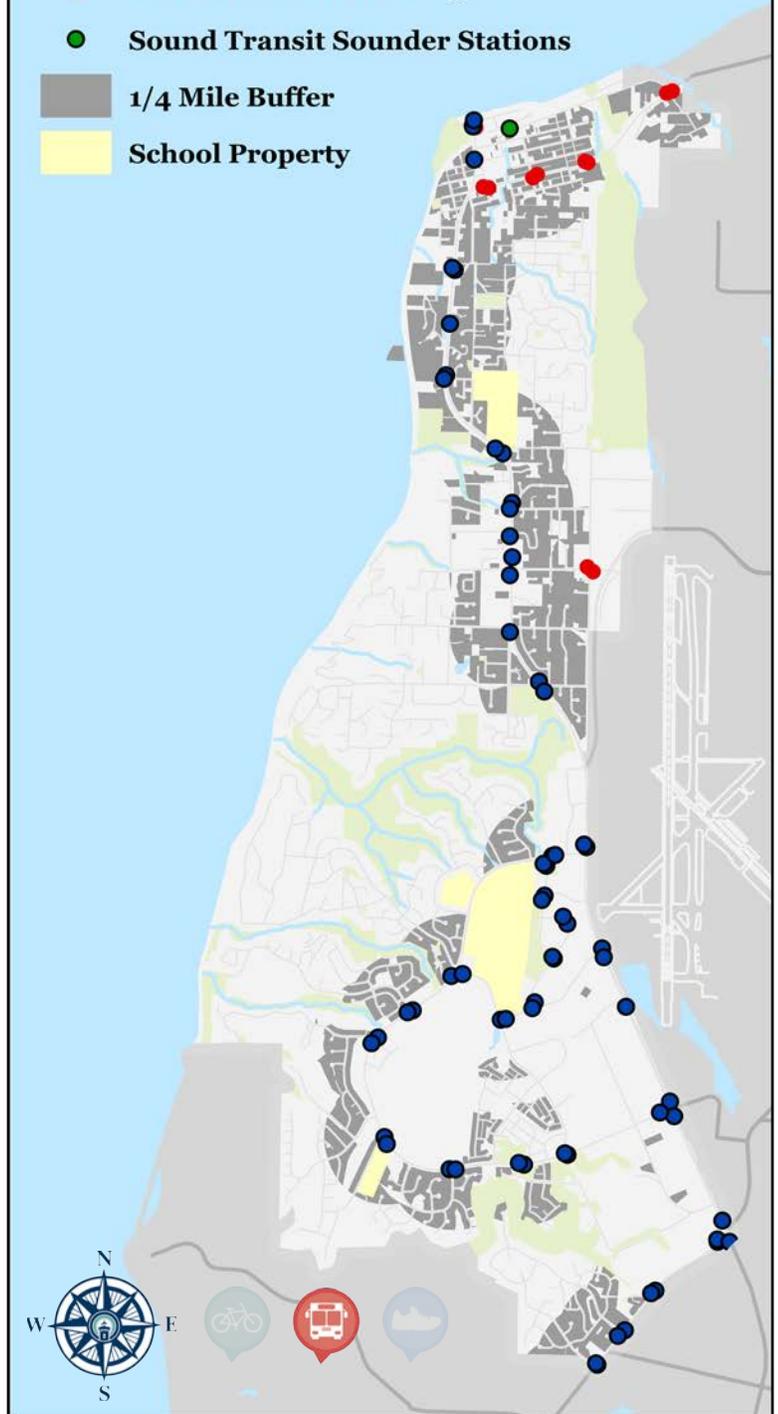
In addition to the different facilities for walking and bicycling, an inventory was conducted to identify how many transit facilities exist within Mukilteo including routes, bus stops, and number of properties within quarter mile radius of bus facilities. The quarter-mile radius represents the most reasonable distance an individual may be willing to walk in order to reach transit facilities. While the ‘reasonable walking distance’ can vary based on hills, the distance provides a metric for potential transit users.

One challenge that faces transit users is ensuring that routes are not only between primary destinations, but also provide convenient route frequency, known as headways. Many routes along major corridors feature approximately 10-15 minute headways whereas routes in less dense service areas may feature 30 minute or greater headways. As frequency of transit increases, so does the convenience for transit users. Unfortunately, greater frequency incurs greater costs. To offset the costs, the ridership of the route must also increase.

FACILITY:	NOTES:
ROUTES:	6
CT-113	30 MIN MONDAY-FRIDAY 60 MIN SATURDAY-SUNDAY
CT-417	30 MIN MONDAY-FRIDAY - 5 SERVICES TO/FROM DOWNTOWN - SEATTLE
CT-880	30 MIN MONDAY-FRIDAY - 4 SERVICES TO/FROM UNIVERSITY DISTRICT - SEATTLE
ET-18	30 MIN MONDAY-FRIDAY
ET-70	45 MIN MONDAY-FRIDAY - 4 SERVICES TO/FROM BOEING
SOUNDER	30 Min Monday-Friday - 4 Services to/From Seattle
TRANSIT STOPS	120
SINGLE-FAMILY RESIDENCES WITHIN 1/4 MILE BUFFER: 2,703	

## MAP 4: TRANSIT INVENTORY

- Community Transit Bus Stops
- Everett Transit Bus Stops
- Sound Transit Sounder Stations
- 1/4 Mile Buffer
- School Property



## DESTINATIONS INVENTORY:

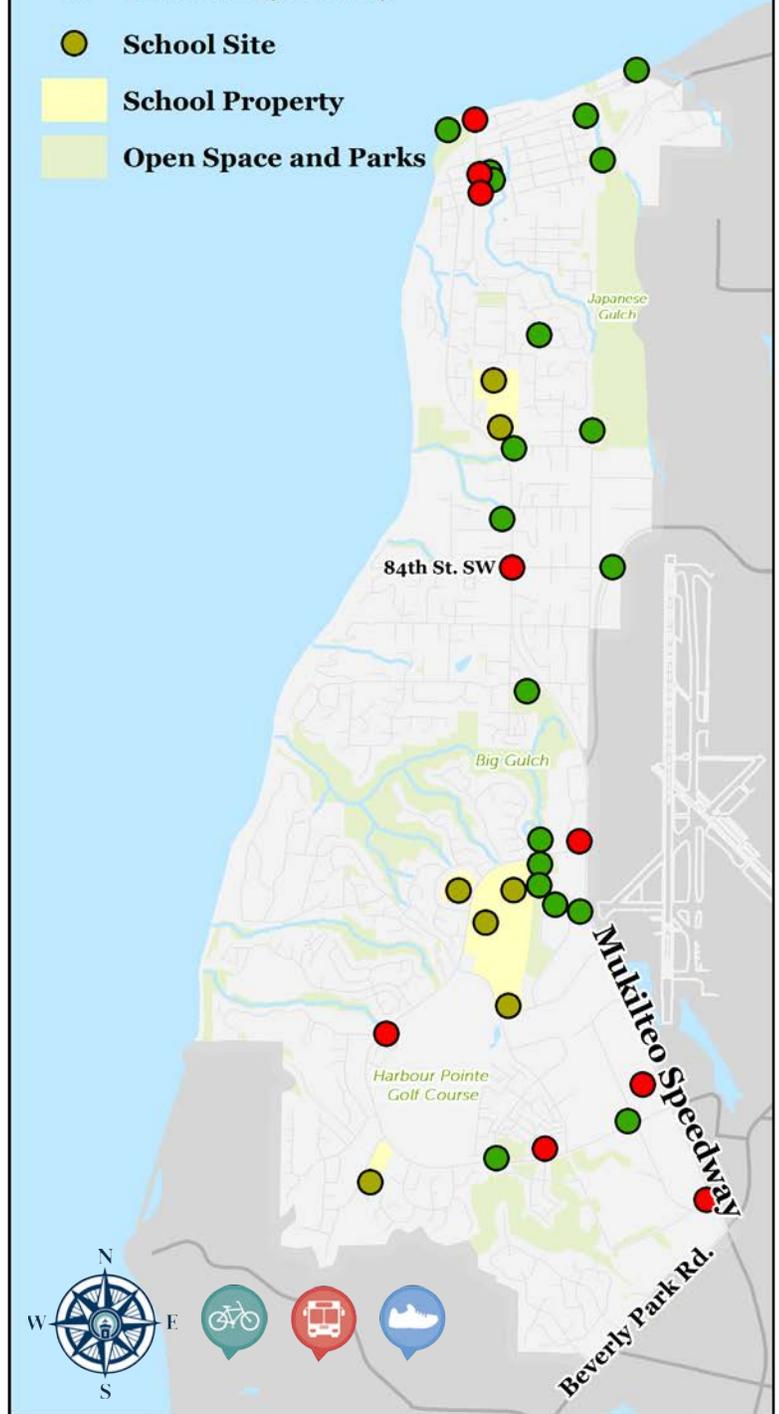
The data inventory has reviewed the available facilities for different modes available for bike, transit, and walking. The next critical element of pedestrian planning is the human choice aspect, 'Where Do People Want To Go?'

Map 4 provides an inventory of the different activity areas including schools, commercial nodes, and external network connections. Map 4 also identifies the Open Space and Parks within Mukilteo that have a variety of activities. One aspect to consider is that neighborhoods are not identified as destinations, but are considered origins. The intent of the BTW Plan is not to connect neighborhoods to neighborhoods, but to connect neighborhoods to specific destinations. By focusing on origin-destination planning, additional opportunities for neighborhood-neighborhood connections will occur organically.



## MAP 5: DESTINATION INVENTORY

- Commercial Node
- Community Facility
- School Site
- School Property
- Open Space and Parks



## **BARRIERS INVENTORY:**

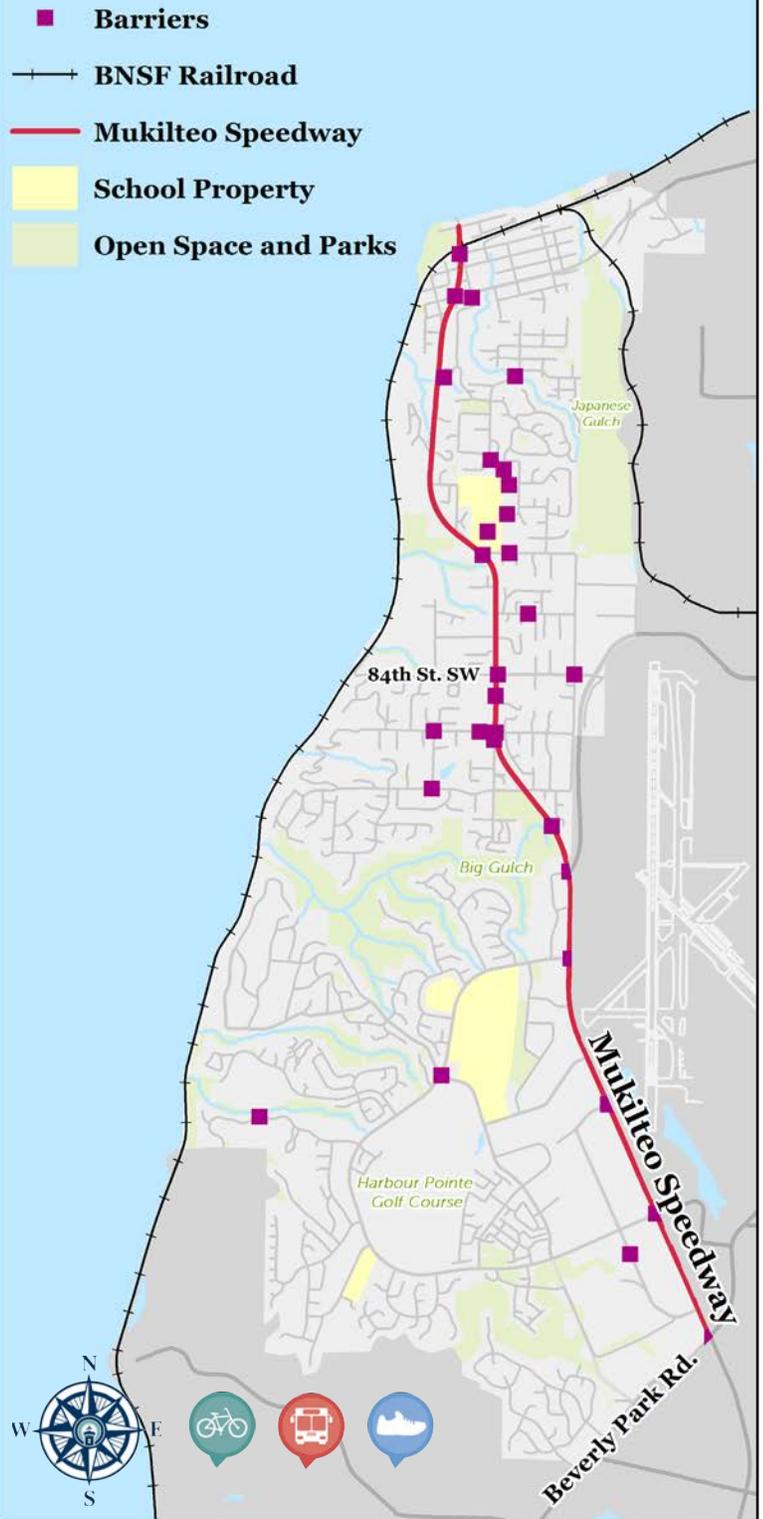
Barriers are physical obstructions or certain conditions that discourage individuals from the choice to bike, use transit, or walk. Certain barriers may include fences preventing connectivity or users lacking the sense of safety. For example, a sidewalk facility may be located on the correct route, with the correct width, but without the correct lighting the facility's use drops significantly during the evening and early morning.

Map 5 is an inventory of barriers that discourage individuals from alternative forms of commuting. One barrier is a 'limiting intersection' that includes places without a signalized crosswalk. These barriers include:

- Steep Grade Hills
- Areas of Low Lighting
- Limiting Intersections
- Missing Connections
- Traffic Speed



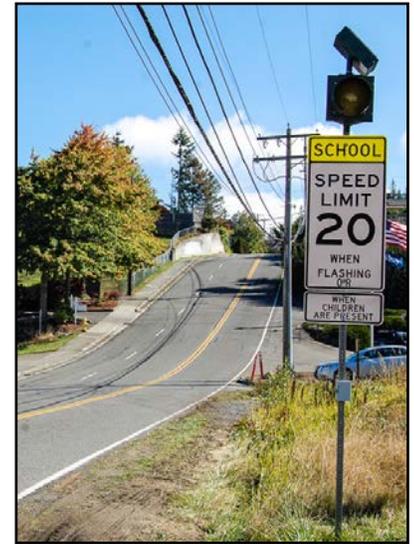
## MAP 6: BARRIERS INVENTORY



## **WALKING AUDITS:**

"In 2012, the District's Public Health Advisory Council evaluated more than 80 health indicators for Snohomish County. The 27 indicators with the worst risk scores were then evaluated in terms of their size, seriousness, the existence of evidence-based practices/community interventions, and whether there are community values attached to the issue. Using these criteria, the members of the Council chose priority health issues in need of community action. One of these priority issues was obesity prevention. Obesity affects 27% of adults and 11% of children in Snohomish County, double the 1994 obesity rates. It is a contributing factor to heart disease, certain cancers, and diabetes. There is a need for coordinated efforts that will increase physical activity and improve nutritional quality in Snohomish County. The Health District embarked on a collaborative effort with community partners and key stakeholders to develop Community Health Improvement Plans (CHIPs) for priority areas. In an effort to meet the obesity prevention objective of "Increasing school-based best-practice policies that promote physical activity for children and families in a minimum of three Snohomish County school districts" the collaborative identified the need to conduct a county-wide assessment of current physical activity practice and policies in elementary schools in order to identify districts or schools with the greatest need. A walking audit of all elementary schools in Snohomish County is one element of this assessment" (Snohomish Health District - Walking Audit, 2015).

The Snohomish Health District did a significant amount of leg work and research regarding the connectivity to and from Mukilteo's Elementary Schools. On the following page are the top observations of the conclusions for Mukilteo Elementary, Columbia Elementary, and Endeavour Elementary. These reports can be found in the Appendix for additional information.





**Mukilteo Elementary:**

Top Observations:

1. The crossing over Mukilteo Speedway was one of the most hazardous that we have observed in the county. Visibility of crossing and guard are very poor even on a clear day (no rain, no fog). Traffic was heavy and fast. Crosswalk signs are difficult to see and invisible for cars traveling behind larger vehicles.



**Columbia Elementary:**

Top Observations:

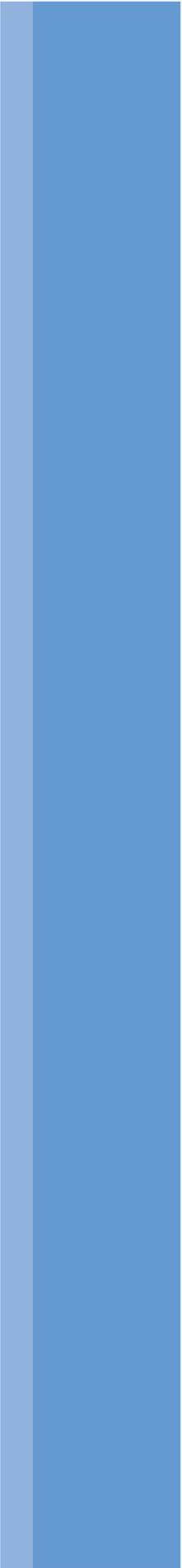
1. Columbia Elementary has ideal walking and biking conditions and excellent sidewalk access/trail access, safe crossings, and is well manned by both staff and student crossing guard at start and dismissal times. Though there were many students observed taking advantage of walkability, an above-average volume of parent drop off/pick up traffic was also observed resulting in congestion on school grounds and Harbour Pointe Blvd.



**Endeavour Elementary:**

Top Observations:

1. The parking lot and drop off/pick up area of this school are confusing, but make the most of the space available. Congestion from parent traffic is substantial.
2. Walking conditions around this school are excellent, with good sidewalks on all surrounding major and secondary/residential streets.



# 4

## **DATA ANALYSIS**

**COMMUNITY WORKSHOP  
GAP ANALYSIS**

## COMMUNITY WORKSHOP:

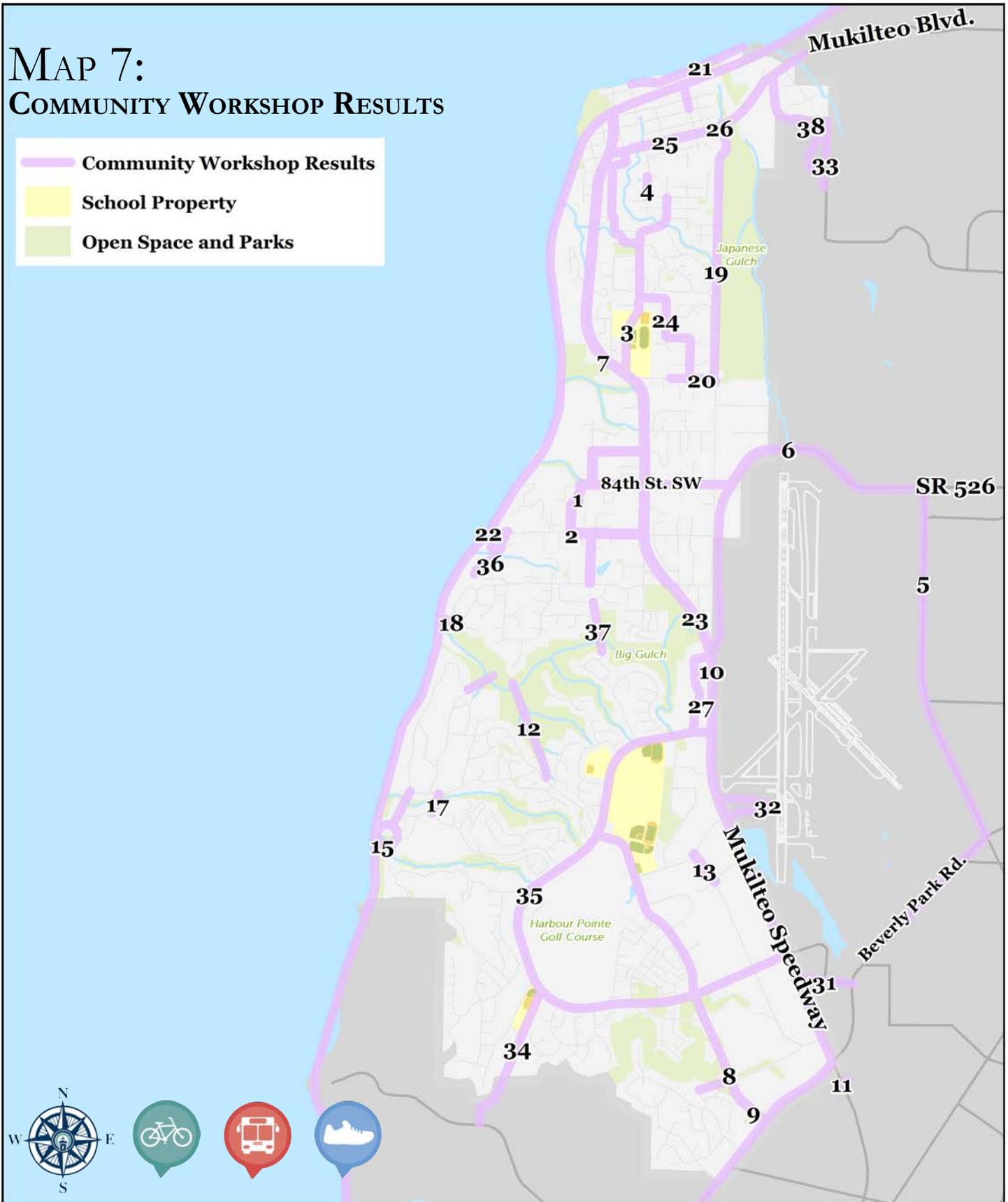
Public outreach is critical to the success of any long range planning project. So critical that the Comprehensive Plan’s ‘Goals to Achieve a Livable Mukilteo’ identified that Authentic Participation leads to transparency, collaborative planning, an engaged public, and responsive leadership. Following the data inventory, an Open House was held in October, 2015 to assist staff in further identifying routes and project ideas that would improve their ability to move about the community. Following the Open House, the exercise was repeated with the Planning Commission and Wise Investment in Transportation Taskforce (WITT). In total, approximately 50 residents participated in the workshop exercise to help shape the preferred routes of the BTW Plan. The summary of the results identified through the workshop are in Table 5 and Map 7.

TABLE 4: COMMUNITY WORKSHOP PROJECTS

PROJECT NUMBER	DESCRIPTION	PROJECT NUMBER	DESCRIPTION
1	BIKE CONNECTION THROUGH MID-TOWN	21	WATERFRONT PROMENADE MULTI-USE PATH
2	PEDESTRIAN CONNECTION THROUGH MID-TOWN	22	RAILS TO TRAILS MULTI-USE PATH
3	PUBLIC SCHOOL PEDESTRIAN PATH	23	PEDESTRIAN CONNECTION ON EAST SIDE OF SR525 BETWEEN 92ND ST AND SR526 SPUR
4	PEDESTRIAN CONNECTION TO OLD TOWN	24	PEDESTRIAN PATH ALONG STAIRSTEPS AND BETWEEN GOAT TRAIL ROAD AND 9TH ST
5	BIKE LANES FROM SR526 TO BOEING LOOPING TO THE HERITAGE FLIGHT MUSEUM, BEVERLY PARK RD, BACK TO SR525	25	PEDESTRIAN CONNECTION ALONG 5TH STREET
6	TRANSIT ROUTES FROM SR526 TO EVERETT	26	BIKE CONNECTION ALONG 5TH STREET
7	MULTI-USE PATH FROM 92ND STREET TO FERRY/OLD TOWN	27	MULTI-USE PATH ALONG HARBOUR PL BETWEEN SR525 AND HARBOUR POINTE BLVD.
8	BIKE PATH ALONG HARBOUR REACH CORRIDOR	28	MULTI-USE CONNECTION BETWEEN HARBOUR REACH DRIVE AND 130TH PL SW
9	PEDESTRIAN PATH ALONG HARBOUR REACH CORRIDOR	29	PEDESTRIAN PATH BETWEEN MUKILTEO LANE AND 3RD STREET ALONG CORNELIA AVENUE
10	TRANSIT ROUTE ALONG SR525 & BEVERLY PARK ROAD	30	ROAD NOISE
11	PEDESTRIAN BRIDGE ACROSS SR525	31	BIKE CONNECTION BETWEEN BEVERLY PARK ROAD AND SR525 ALONG 121ST ST.
12	TRAIL THROUGH BIG GULCH CONNECTING TO CHENNAULT BEACH ROAD	32	TRANSIT LOOP AROUND PARK & RIDE AT BERNIE WEBBER DRIVE WITH BIKE STORAGE LOCKERS
13	BIKE CONNECTION FROM CYRUS WAY TO CHENNAULT BEACH RD	33	MULTI-USE PATH CONNECTION TO SEAWAY BLVD.
14	PEDESTRIAN CONNECTION FROM CYRUS WAY TO CHENNAULT BEACH ROAD	34	ENDEAVOUR ELEMENTARY PEDESTRIAN PATH
15	PEDESTRIAN PATH CONNECTION FROM MARINE VIEW DRIVE TO WATERTON CIRCLE	35	PROTECTED BIKE LANES ALONG HARBOUR POINTE BLVD. AND CHENNAULT BEACH ROAD
16	BIKE CONNECTION FROM CHENNAULT BEACH DRIVE TO HARBOUR HEIGHTS PKWY	36	CHANGE FROM PRIVATE ROAD TO PUBLIC ACCESS ROAD
17	PEDESTRIAN CONNECTION FROM CHENNAULT BEACH DRIVE TO HARBOUR HEIGHTS PKWY	37	PEDESTRIAN BRIDGE ACROSS BIG GULCH CONNECTING 52ND AVE. W TO 52ND AVE. W
18	PEDESTRIAN TRAIL BETWEEN WEST END OF BIG GULCH TRAIL AND WATERFRONT ACCESS	38	MULTI-USE PATH FROM MUKILTEO BLVD TO BOEING RECREATION CENTER
19	MULTI-USE PATH CONNECTING THROUGH JAPANESE GULCH	39	PARK AND RIDE AT HARBOUR POINTE SHOPPING CENTRE
20	PEDESTRIAN IMPROVEMENTS TO 76TH STREET		

# MAP 7: COMMUNITY WORKSHOP RESULTS

- Community Workshop Results
- School Property
- Open Space and Parks



## GAP ANALYSIS:

A gap analysis is the process of reviewing existing facilities to identify unserved areas. Another way to consider a gap analysis is the inverse of an inventory. This process can identify gaps that may be short or long in terms of scope and investment. Short gaps may be cheaper projects that are prioritized in order to create consistent corridors, whereas gaps that cover a large distance may require larger financial support. This gap analysis is for bikes and sidewalks and does not include a gap analysis for shared-use paths, as shared-use paths are site specific design solutions for both pedestrian and cyclists.

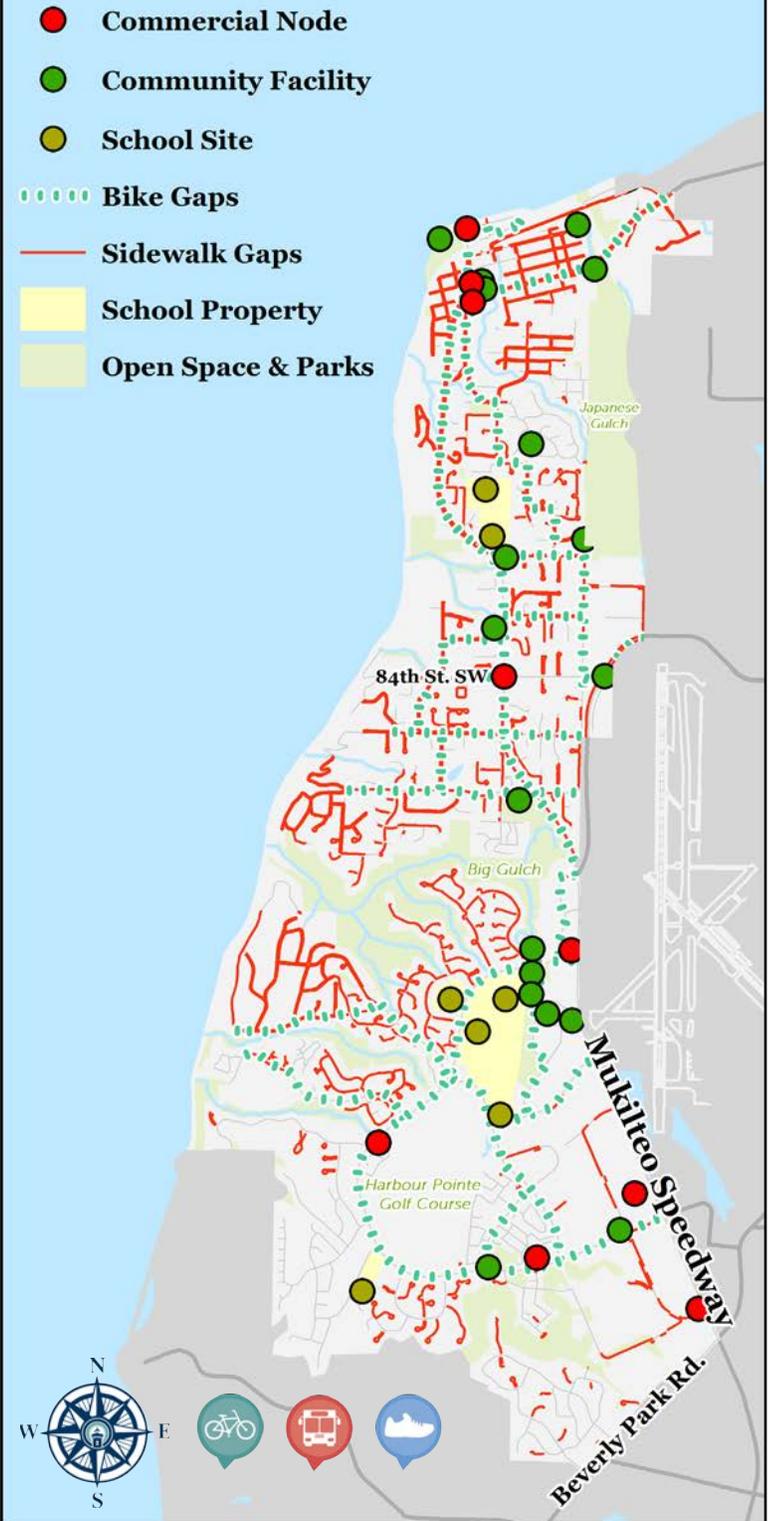
The gap analysis also does not include transit gaps, because the focus of the improvements is to increase connectivity to existing facilities. This will allow the increased ridership developed through connectivity to create the demand for more facilities.

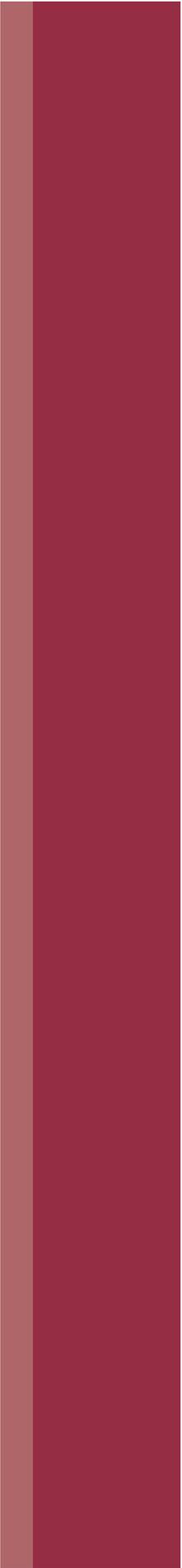
Map 6 represents the areas of facility gaps and is tallied in Table 4. Some of these gaps include areas without sidewalks along major corridors or known preferred bike routes that lack facilities. While these areas are identified as ‘gaps’ some locations may not require a facility. Such locations include areas where the street serves both pedestrians and motorists safely without the requirement of a sidewalk. These areas tend to have a travel speed of less than 25 MPH with very low average daily trips.

FACILITY	MILEAGE
SIDEWALKS - EXISTING	70.49
SIDEWALKS - GAPS	61.12
BIKE FACILITIES - EXISTING	4.86*
BIKE FACILITIES - GAPS	18.37

\*QUANTITY BEFORE HARBOUR POINTE BOULEVARD BIKE LANES WERE COMPLETED WHILE BTW PLAN WAS BEING DRAFTED.

## MAP 8: GAP ANALYSIS





# 4

## **MAKING CONNECTIONS**

**CITY-WIDE CONNECTIONS**

**LOCAL CONNECTIONS**

**REGIONAL CONNECTIONS**

**PROJECT TIMELINE**



## CITY-WIDE CONNECTIONS

In order to create a network, various types of connections are utilized. These different types of connections are rated based on their ability to improve connectivity such as pathways that have significant ability to network throughout Mukilteo are considered 'City-Wide' and projects that provide connectivity localized to a specific neighborhood is considered a 'Local Connection'. A typical City-Wide Connection provides connectivity to the Library, Commercial Nodes, and to external facilities.

### **5th Street Connector**

The 5th Street Connector provides a connection from the Downtown Business District at Lincoln Avenue to the eastern city limits which connects to the Everett bike lanes on Mukilteo Boulevard.



### **Mukilteo Speedway - Bike Route**

While the BTW Plan identifies that the Mukilteo Speedway requires a corridor study to better analyze the opportunities and constraints of the roadway, one likely result of the study will include designating the Mukilteo Speedway as a 'Bike Route'.

### **Stair-Step Greenway**

This long used pedestrian and bicycle route connects 5th Street to 44th Avenue West. This route provides an alternative north-south route from the Mukilteo Speedway.

### **Harbour Place Connector**

The Harbour Place Connector is located at the 'Spur' and provides connection from the Harbour Pointe Loop to either the Mukilteo Speedway or to the Stair-Step Greenway.

### **Harbour Pointe Loop**

The Harbour Pointe Loop is a combination of the existing shared use path and the recently completed bike lanes on Harbour Pointe Blvd. This route provides connection to the schools, library, commercial nodes, and to other routes.

### **Harbour Reach Drive Corridor**

Harbour Reach Drive Corridor provides connection from Beverly Park Road to the Stair-Step Greenway without requiring access onto the Mukilteo Speedway.

### **Cyrus Way Alternative Route**

As an alternative to the Mukilteo Speedway, the Cyrus Way Alternative provides connection to Chennault Beach Road from Evergreen Drive.



# MAP 9: CITY-WIDE CONNECTIONS

- City-Wide Project Connections
- Existing Bike Lanes
- Existing Shared Use Path
- School Property
- Open Space and Parks





## LOCAL CONNECTIONS

The next type of connections include the 'Local' Connections'. These types of connections provide access to 'City-Wide Connections' or provide better access within the neighborhoods. A 'Local Connection' would typically see a lower level of use than 'City-Wide Connections', the users of a 'Local Connection' tend to be primarily neighbors. By having facilities that not only connect to 'City-Wide Connections', these 'Local Connections' provide greater interaction with our own neighbors.

### **Sky-Hi-La Connectors**

Being on top of a hill, this neighborhood is fairly well cut-off with only one primary entrance/exit for motorists on 8th Drive. These connectors will provide access to 5th Street as well as to the Stair-Step Greenway.



### **Mid-Town Neighborhood Greenway**

Mid-Town, also known as Mid-Mukilteo, is the area that extends from 76th Street to approximately the 'Spur' at the intersection of Paine Field Boulevard and Mukilteo Speedway. This area requires a new network of pedestrian and bicycle facilities which will connect the neighborhoods together, but also connect the neighborhoods to the 'City Wide' routes.

### **Chennault Beach Neighborhood Greenway**

The Chennault Beach Neighborhood Greenway system provides higher mobility within the Chennault Beach Community that is accessed on one route from Harbour Pointe Blvd. Part of the greenway system is to open up a second pedestrian and bicycle access to Harbour Heights Drive that will improve opportunity to travel to and from the community without a vehicle.

### **Harbour Reach Drive Connectors**

Harbour Reach Drive Corridor will provide north-south pedestrian and bicycle connections, but equally important are the connections to the Harbour Reach Drive Corridor. These two connections will primarily establish Possession Way and Blue Heron Drive as Bike Routes.



# MAP 10: LOCAL CONNECTIONS

- Local Project Connections
- City-Wide Project Connections
- Existing Bike Lanes
- Existing Shared Use Path
- School Property
- Open Space and Parks



## REGIONAL FACILITIES



The last type of connection under consideration by the BTW Plan are the facilities that truly operate as a regional asset for the greater Snohomish County Area. These projects extend either outside Mukilteo's boundaries or serve users that will primarily be non-residents.

### **Waterfront Promenade**

The Waterfront Promenade is considered a regional facility as it provides services to users of the Multi-Modal Center with Washington State Ferries, Sound Transit, Community Transit, and Everett Transit all converging into a single hub. This hub is not only a destination to leave Mukilteo and head to Seattle or Everett, but this hub is also the end destination. This project will primarily be led through the implementation of the Downtown Waterfront Master Plan.

### **Boeing Recreation Shared Use Path**

The proposed Boeing Recreational Shared Use Path is to provide connectivity between 5th Street up to 36th Ave West in Everett. This project will provide active Boeing commuters a route between the Mukilteo Multi-Modal Terminal and the Boeing Recreation Facility with showers and lockers. Understandably, controlled access of the Boeing Facility is important in the design consideration with this project and the Boeing Company is the primary partner with this project.

### **SR 526 Shared Use Path**

Currently the City is working with regional partners on the design of the SR 526 Shared Use Path. This project would provide connection from 84th Street SW to Airport Road by utilizing a shared use path on the south side of SR 526.

### **Airport Heritage Loop**

The Airport Heritage Loop concept is to provide a separated shared use path between 84th Street SW and Beverly Park Road. This project requires partnerships with the Boeing Company, Snohomish County, Paine Field Airport, and WSDOT to make this joint partnership project a reality.

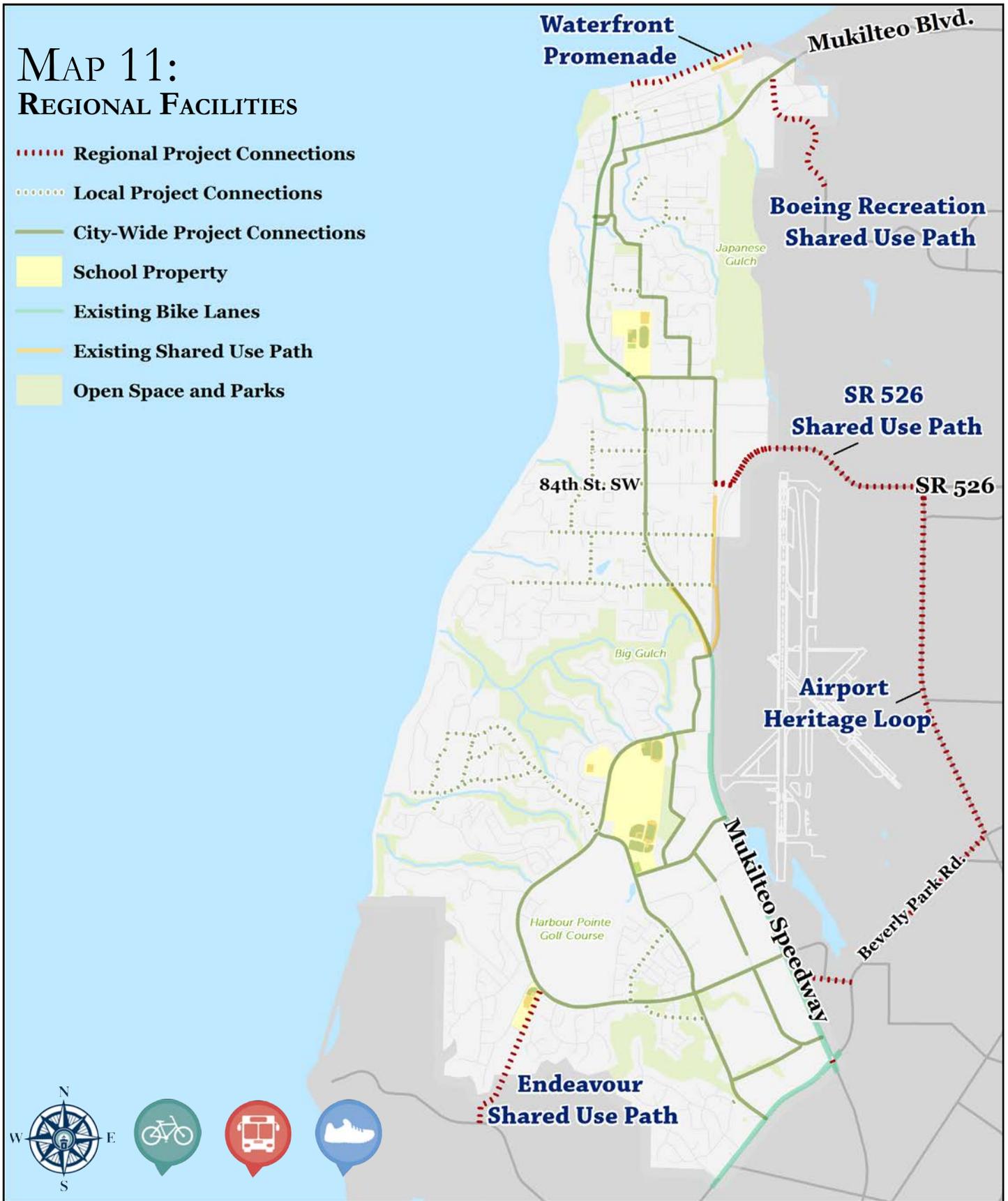
### **Endeavour Shared Use Path**

The proposed Endeavour Shared Use Path would connect Harbour Pointe Blvd to Picnic Point Road through an existing utility easement. This connection between Harbour Pointe Blvd and Picnic Point Road is primarily a recreational facility as Picnic Point Road connects to the Picnic Point Park with beach access.



# MAP 11: REGIONAL FACILITIES

- ⋯⋯⋯ Regional Project Connections
- ⋯⋯⋯ Local Project Connections
- City-Wide Project Connections
- School Property
- Existing Bike Lanes
- Existing Shared Use Path
- Open Space and Parks





## PROJECT TIMELINE:

The implementation of the BTW Projects will occur through various methods and funding sources. The BTW Plan is a long range vision and will require many years, and possibly generations to implement these projects, but by focusing resources to a specific project criteria, public funding can be allocated in the most rational and logical method possible. In order to prioritize and fund the identified projects, these projects were broken into three categories:

- Near-Term (Less than 7 years)
- Mid-Term (Less than 20 Years)
- Far-Term (More than 20 Years)

By identifying these three groups of projects, decision makers are better able to determine funding needs for each project. While a project may be listed as 'Mid-Term' that does not preclude the opportunity to fund the project earlier if additional funding becomes available through external sources or internal revenue generators.

### NEAR-TERM PROJECTS

When reducing the project list to the near-term projects, the determining factors for project as near-term were based on the project's:

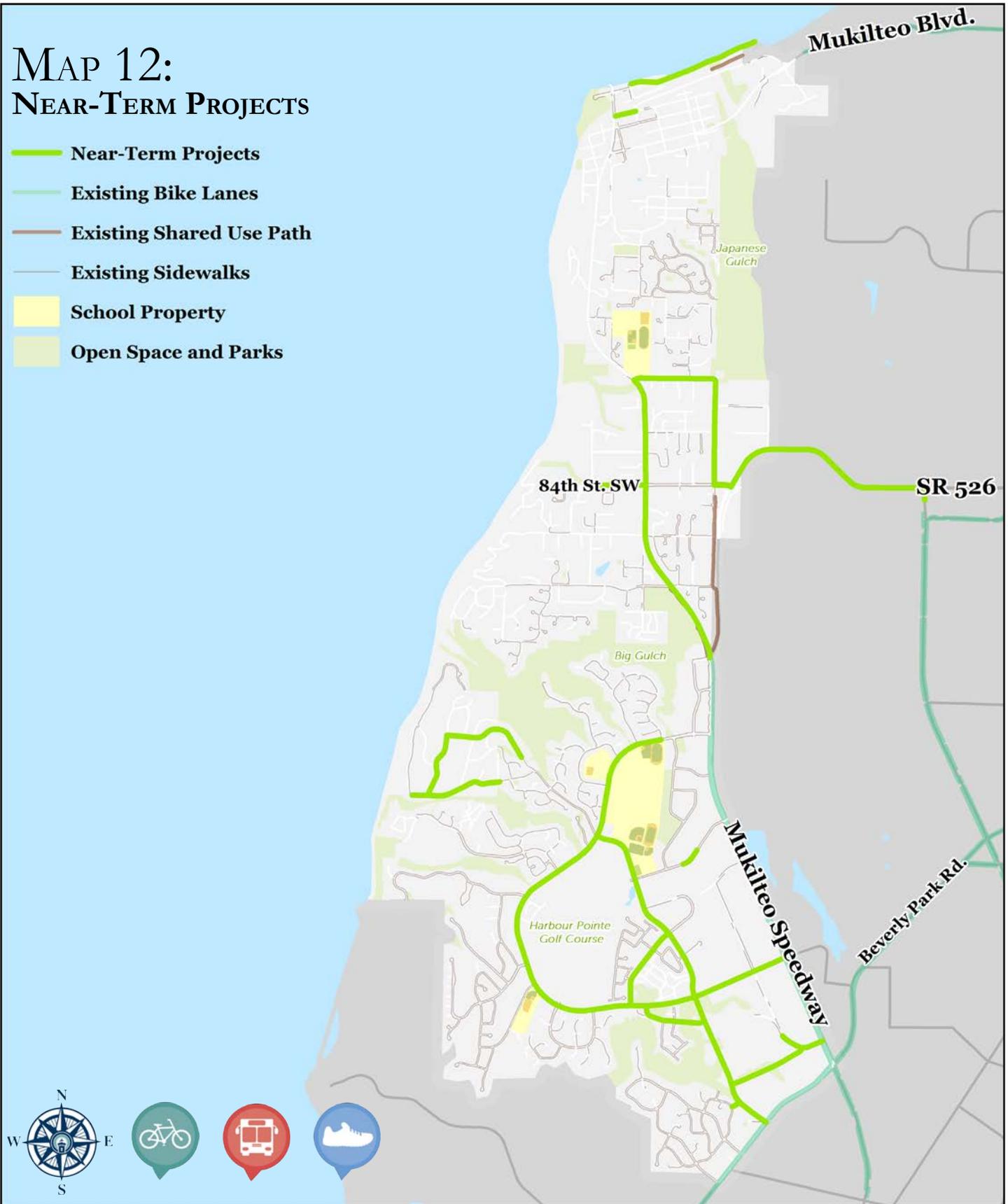
- Ability to fill gaps within existing routes;
- Ability to reduce barriers;
- Create connections to existing facilities;
- Projects currently under review or project development; and
- Project pairing to other capital projects.

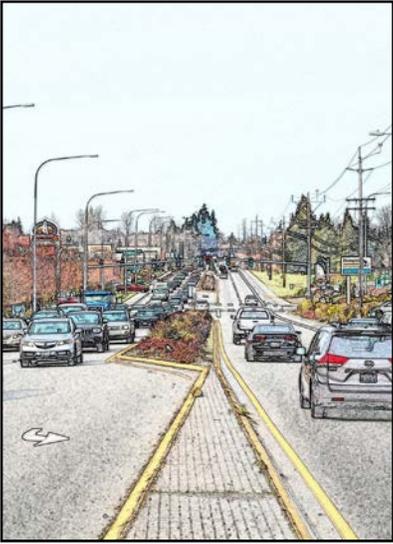


Map 12 on the following page identifies the existing bike lanes, shared use paths, and sidewalks. From the existing facilities, the added near-term projects layer (green) showcases the increased network connectivity.

# MAP 12: NEAR-TERM PROJECTS

-  Near-Term Projects
-  Existing Bike Lanes
-  Existing Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks





## **MID-TERM PROJECTS**

Following the selection of the near-term projects, the mid-term projects were then selected based on the same criteria as the near-term projects. One unique project within the mid-term projects is the Mukilteo Speedway Corridor Study. This project could easily be considered a near-term project, but due to ferry relocation, the corridor will need time to reflect the change of traffic conditions so there is a better understanding of the opportunities of the roadway.

Following the identified 7 year period for the near-term projects, an update to the BTW Plan should be considered in run concurrent with the Mukilteo Speedway Corridor Study to:

- Address project costs of the Mukilteo Speedway Corridor;
- Remove Completed Projects within the BTW Plan;
- Review annual funding opportunities to address implementation of projects identified as 'Mid-Term' Projects;
- Move 'Mid-Term' Projects to 'Near-Term' List that connect to completed projects and/or pair with identified capital improvement projects; and
- Provide public outreach opportunity to address new community concerns.

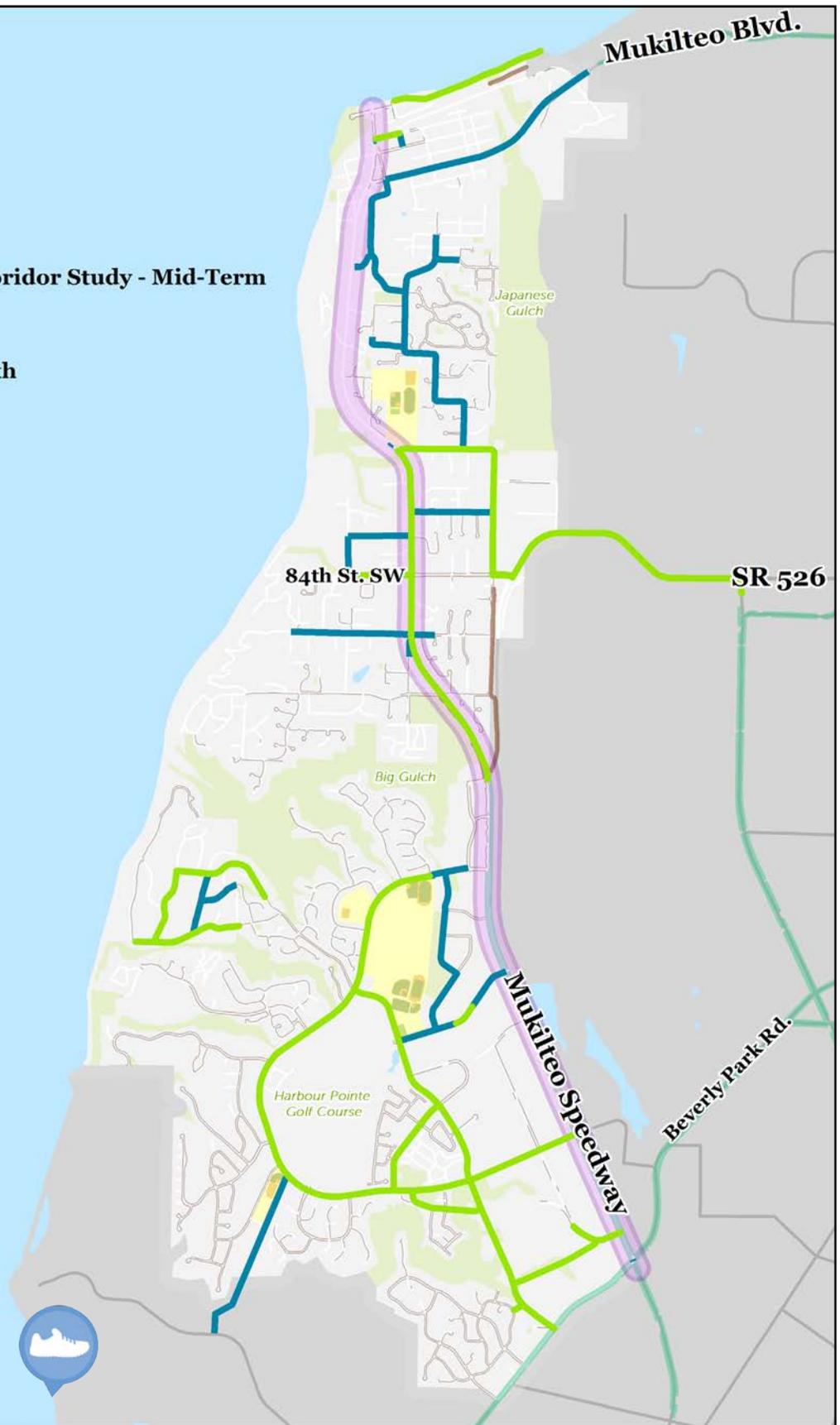


Map 13 on the following page identifies the existing facilities, near-term projects (green), and the mid-term projects (blue). The mid-term projects specifically provide improved connectivity in North Mukilteo.



# MAP 13: MID-TERM PROJECTS

-  Near-Term Projects
-  Mid-Term Projects
-  Mukilteo Speedway Corridor Study - Mid-Term
-  Existing Bike Lanes
-  Existing Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks

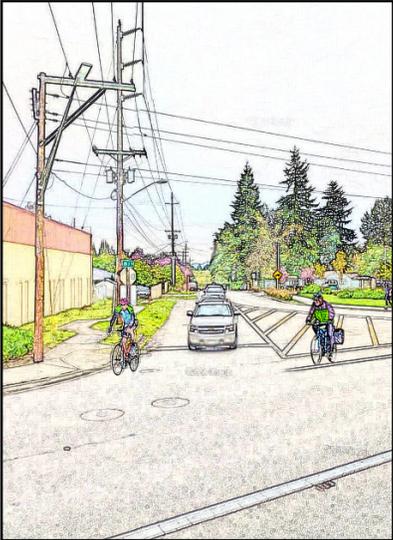




### **FAR-TERM PROJECTS**

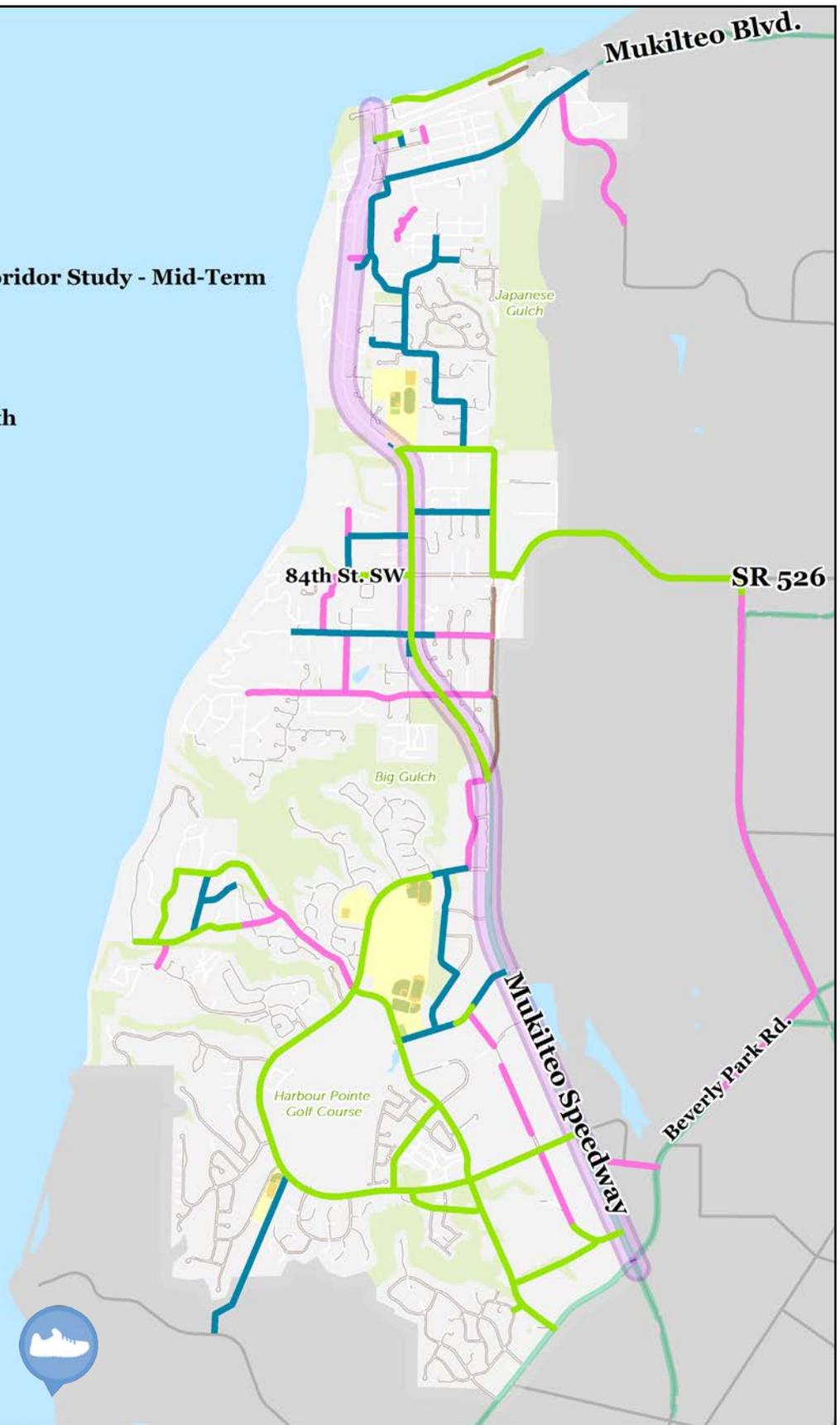
The last group of projects are projects that are slated for 20 years or more away. These projects were identified as far-term projects primarily because the projects were either improving existing facilities or were connecting to projects that were identified in the near or mid-term projects. These far-term projects should be evaluated for their timeline with the update of the BTW Plan when running concurrent with the Mukilteo Speedway Corridor Study. The criteria to consider when advancing projects from the far-term list to the mid-term list include:

- Completed connections from near-term and mid-term projects;
- Pairing opportunities from other updated capital project lists; and
- Maintaining opportunistic approaches for external funding availabilities.

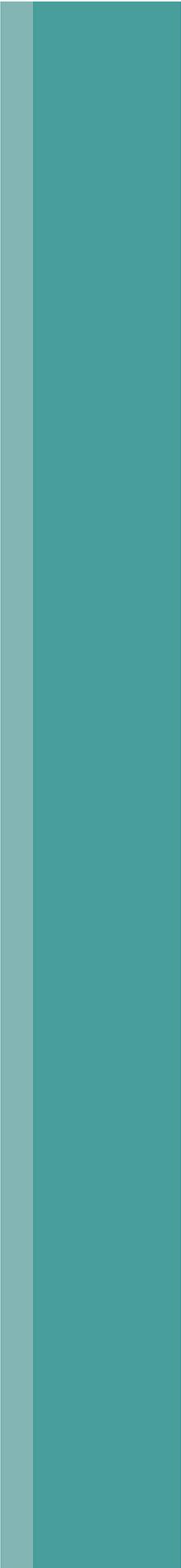


# MAP 14: FAR-TERM PROJECTS

-  Near-Term Projects
-  Mid-Term Projects
-  Mukilteo Speedway Corridor Study - Mid-Term
-  Far-Term Projects
-  Existing Bike Lanes
-  Existing Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks



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5

# **PREFERRED PROJECTS**

**PRIORITY MATRIX  
PREFERRED PROJECTS**



## PREFERRED PROJECTS:

The preferred projects section is structured based on the project timeline of near-term, mid-term, and far-term projects, as well as the priority score of the project. This organization creates a project list for direct integration into the Capital Improvement Projects list. The design of Chapter 5 and Chapter 6 is the distinction between what projects are considered 'preferred projects' and what projects are 'future projects'. Because near-term projects are designated to happen in a shorter time frame, it makes reasonable sense to discuss near-term projects from mid-term and far-term projects. Chapter 5 is focused on individual near-term projects (preferred projects), where Chapter 6 is more focused on the generalities of the mid-term and far-term projects (future projects).

### PRIORITY MATRIX

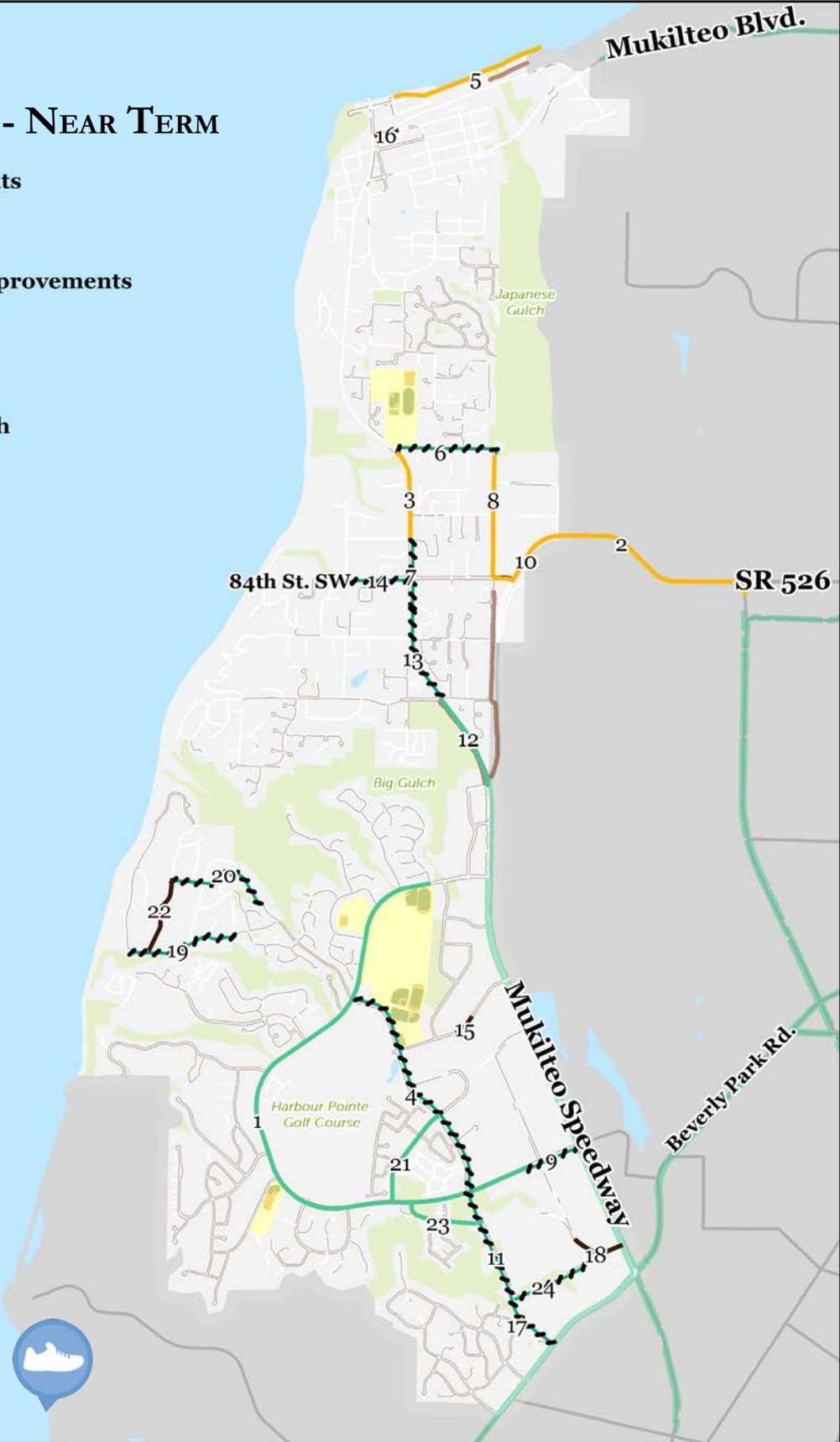
To determine a priority matrix with which to assess each projects, City Staff completed a workshop with the Planning Commission to discuss how should one project characteristic should be weighted against another project characteristics. This discussion led to the following criteria list and points eligible for the project:

- **Connectivity**
  - 20 Points - Proximity to Schools
  - 15 Points - Proximity to Community Facilities (YMCA, Rosehill, Boys & Girls Club, Medical Facilities, Parks, Trails, City Hall, and similar)
  - 10 Points - Transit Connections
  - 5 Points - Proximity to Commercial/Employment Centers
  - 5 Points - Connections to 'Greenways'
- **Safety**
  - 10 Points - Speed of Vehicles
  - 10 Points - Accident History
  - 5 Points - Existing Bicycle Facilities
  - 5 Points - Existing Pedestrian Facilities
  - 5 Points - Separated Facility
  - 5 Points - Number of Daily Vehicle Trips (ADT)
- **Other**
  - 20 Points - Project Pairing Opportunities
  - 10 Points - Grant Eligible
  - 10 Points - Social Equity
  - 5 Points - Public Outreach

In order to continue a grading methodology for 'which projects to fund', Chart 1 and Chart 2 on page 90 plots the projects into a management matrix based on the project's priority score and cost.

# MAP 15: PREFERRED PROJECTS - NEAR TERM

-  Pedestrian Improvements
-  Bicycle Improvements
-  Pedestrian & Bicycle Improvements
-  Shared Use Paths
-  Existing Bike Lanes
-  Existing Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks

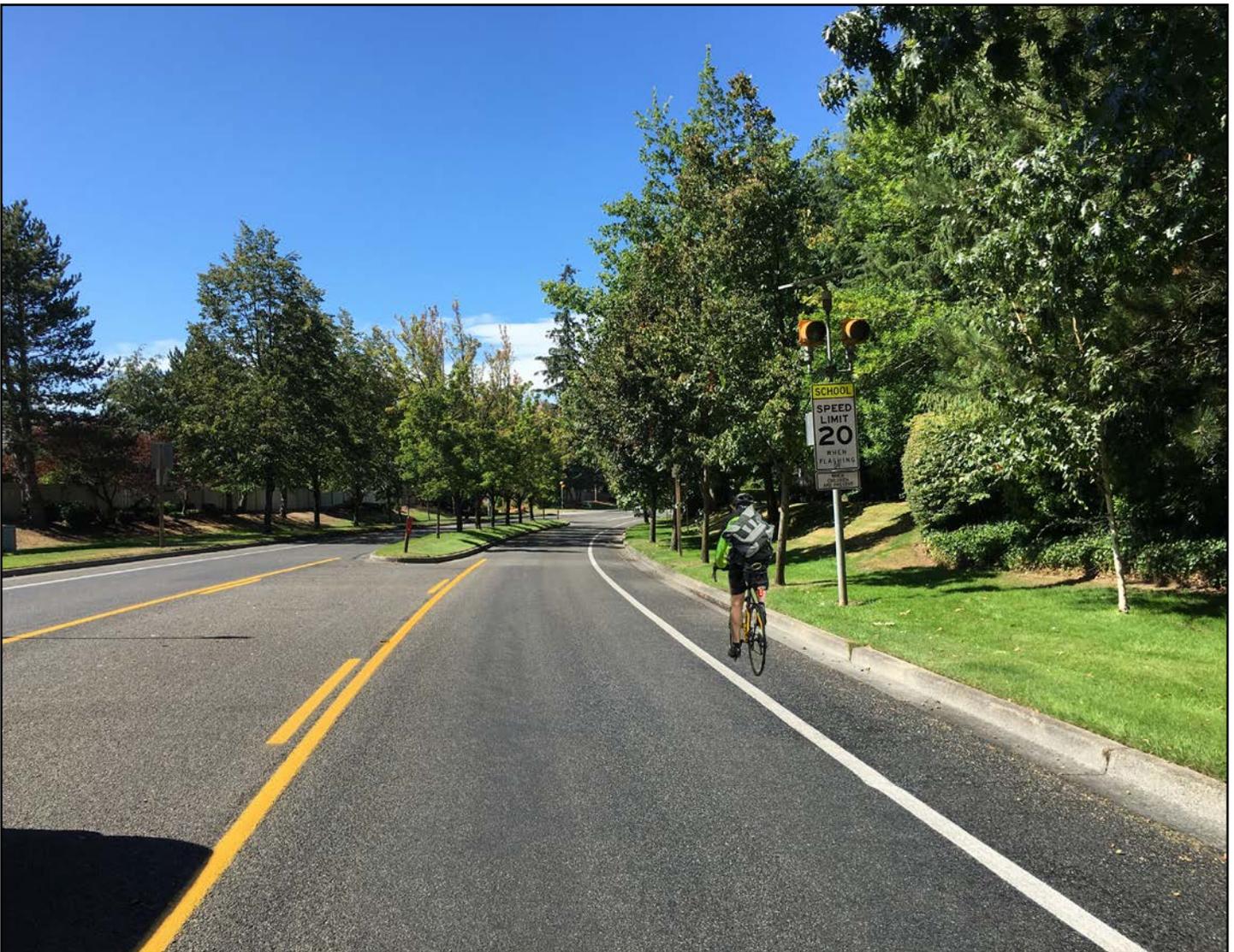


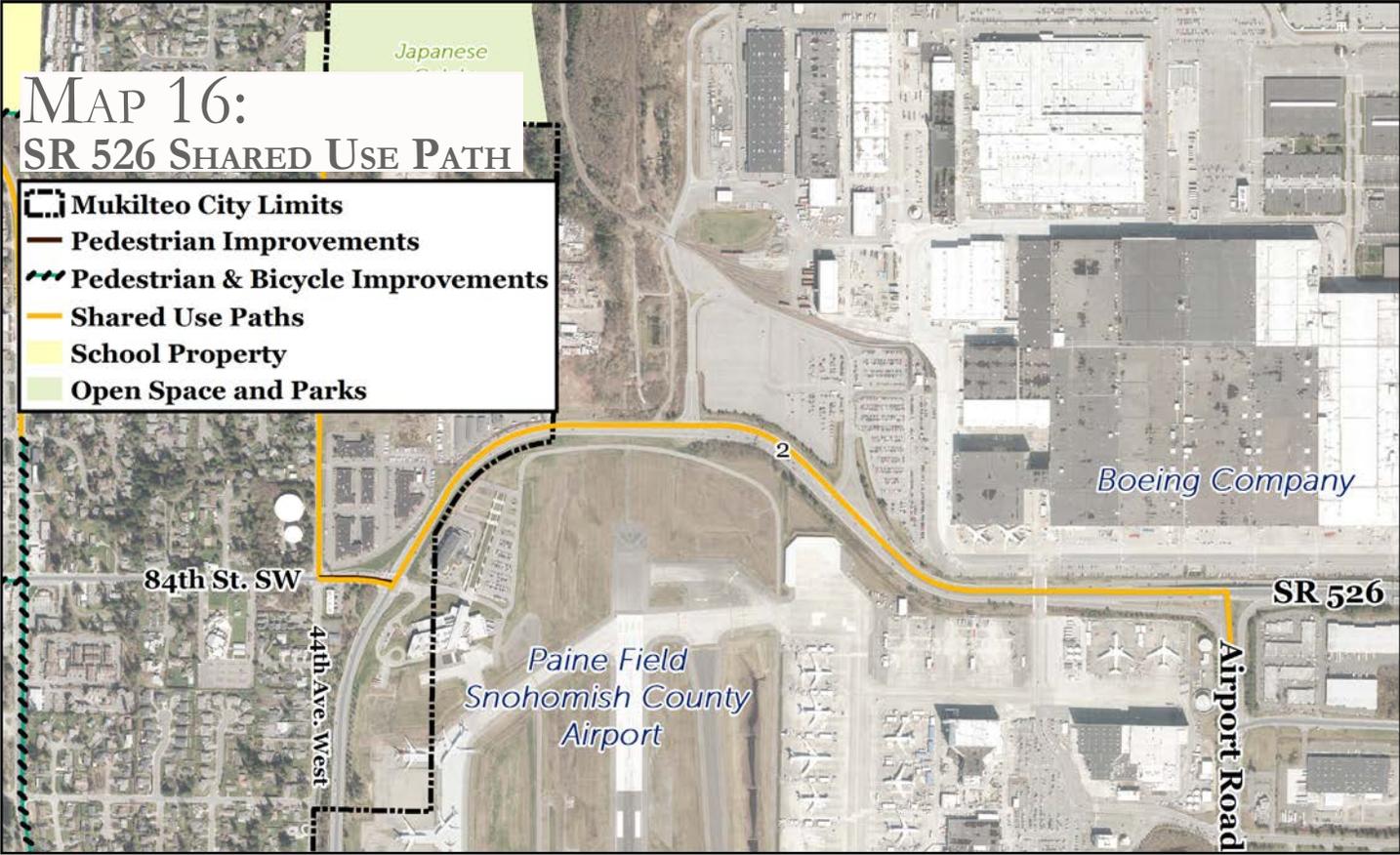
## PREFERRED PROJECTS:

### **1. Harbour Pointe Boulevard** **Priority Score: 114**

Project 1 is nearly complete and was started after the BTW Plan process had begun. This project for Harbour Pointe Boulevard was a primary example of the ingenuity of the Public Works Department to further a current partnership with Snohomish County by implementing bike lanes with the annual restriping project. During this striping project, the soft costs associated with city management, mobilization, and typical overhead costs are practically zero given the partnership with Snohomish County who conducts the annual roadway striping project. This is an easy win.

The previous facility was designed that pedestrian and cyclists would be able to adequately share a single recreation path. This 5 mile roadway is no longer adequate for all modes of travel, as many cyclists choose to ride the roadway and not on the recreation path. Given the width of the existing lanes, most places within Harbour Pointe Boulevard are suitable for a standard bike lane or at minimum bike sharrows at narrow lane portions. By implementing this option, the existing recreational path is less dependent for cyclists and provides more capacity for pedestrians.





**2. SR 526 Shared Use Path**  
**Priority Score: 95**

Currently the City is working with regional partners on the design of the SR 526 Shared Use Path. This project would provide connection from 84th Street SW to Airport Road by utilizing a shared use path on the south side of SR 526. While funding only currently exists for the design phase, future construction funds may become available through grant opportunities and lobbying for additional state, and county funds for the regional connection. This pathway will provide safer bicycling access to the Boeing Facility, and ultimately connect to Project 52 - Airport Road Shared Use Path.

The table to the right identifies the total cost expectations of the projects for all parties of the project.

Total Work Done by Contractor	\$3,421,000
Design, Sales Tax, Contingency, Permits	\$1,836,393
<b>Subtotal</b>	<b>\$5,257,393</b>
Additional Contingency(30%)	\$1,395,768
<b>Estimated Total</b>	<b>\$6,653,161</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$7,712,344</b>

## PREFERRED PROJECTS:

While the Mukilteo Speedway will be studied in the corridor analysis, during the public outreach for the BTW Plan several projects were identified as important to many residents. To ensure that these projects are further researched in the Corridor Study, they are identified below:

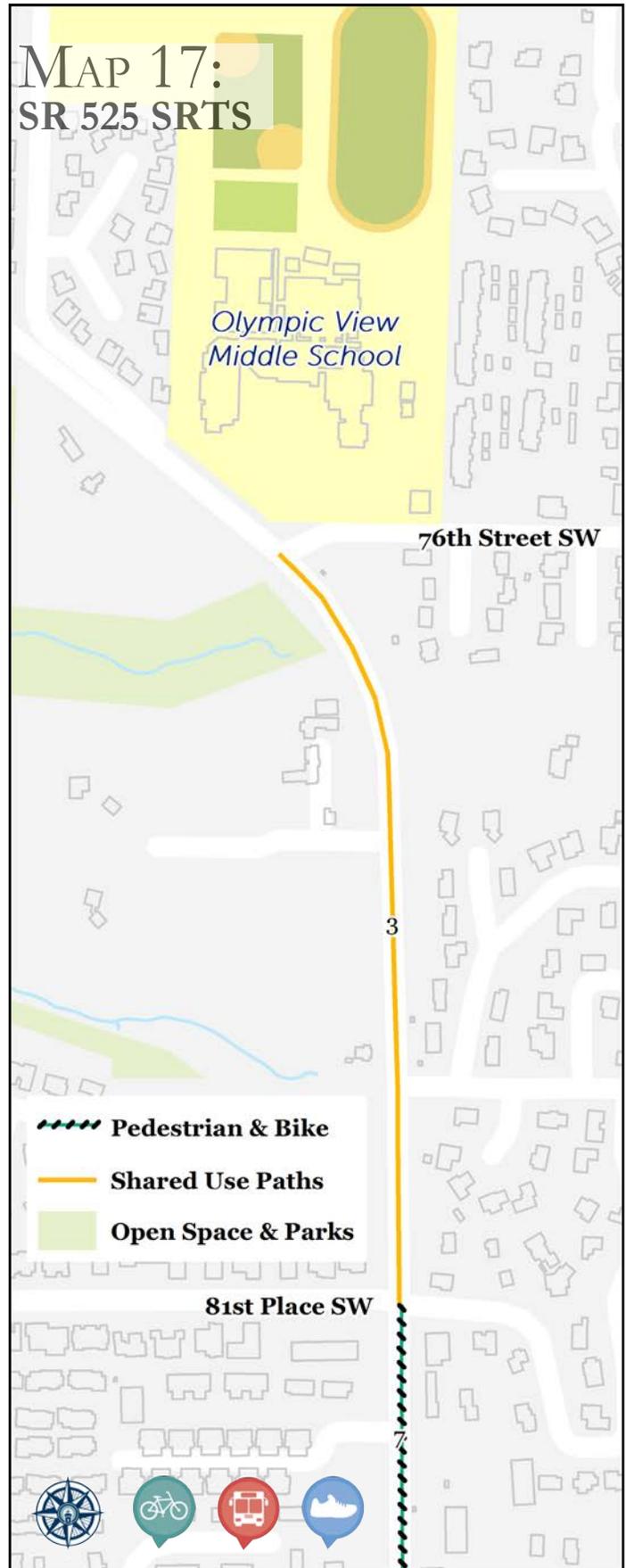
### **3. SR 525 Safe Route to School** **Priority Score: 94**

The existing sidewalk on the Mukilteo Speedway between 76th Street SW and 81st Place SW is inadequate for a safe route to school. While the facility exists, there lies the opportunity to increase the size of the sidewalk as a shared use path facility. This size of facility will provide the opportunity for students to walk or ride safely along the Mukilteo Speedway.

<b>TABLE 7: SR 525 SRTS</b>	
Total Work Done by Contractor	\$698,131
Design, Sales Tax, and Permits	\$346,273
<b>Estimated Total</b>	<b>\$1,044,404</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$1,210,674</b>



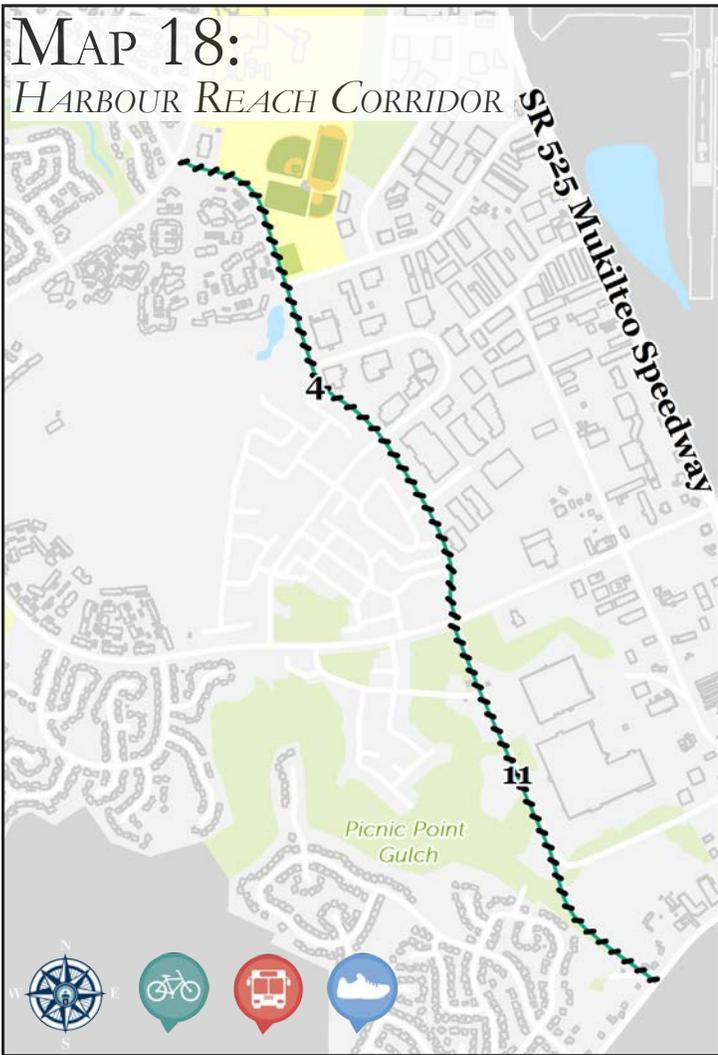
SR 525 FACING SOUTH



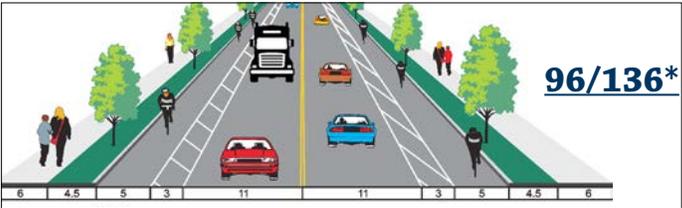
**Harbour Reach Corridor -  
Project 4 - Priority Score 93 & Project 11 - Priority Score 57**

Harbour Reach Drive is an existing roadway that will be extended to connect Harbour Pointe Boulevard South to Beverly Park Road. This project is a capacity project as it will alleviate congestion at the intersection of SR 525 & Harbour Pointe Blvd as well as SR 525 & Beverly Park. As Project 11 - Harbour Reach Corridor is a fully funded project currently under development, Project 4 - Harbour Reach Drive Retrofit will reformat the existing roadway to conform to the proposed cross section. As Harbour Reach Corridor is fully funded, final construction cost estimates will allow City Staff and HW Lochner, consulting engineering firm, to determine the feasibility of implementing a retrofit project. Because the retrofit project is dependent upon the extension project, the BTW Plan did not perform cost estimates at this time. Should the Harbour Reach Corridor be unable to perform the necessary level of retrofitting, the City shall consider Project 41 incomplete and maintain the project on the 6-year list with cost estimates determined by HW Lochner.

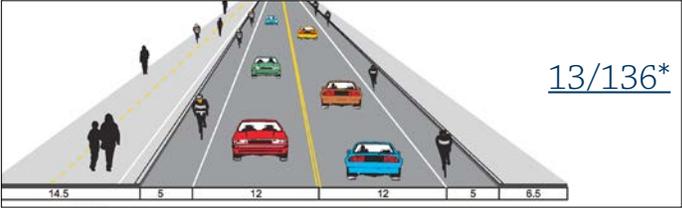
During the public outreach for the BTW Plan, an online-survey was conducted for the Harbour Reach Corridor to determine the preferred street cross-section. This survey presented four different cross-sections, which showed various levels of bike facilities and pedestrian facilities with consistent vehicle facilities. The survey results on each option are indicated below.



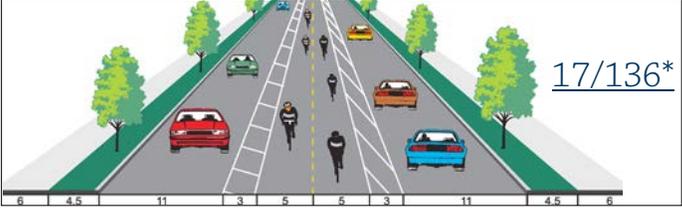
**OPTION 1 - BUFFERED BIKE LANES**



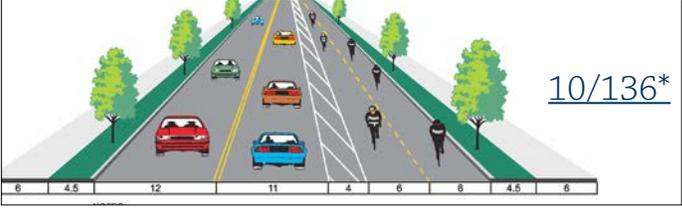
**OPTION 2 - SHARED USE PATH**



**OPTION 3 - CENTER CYCLE TRACK**



**OPTION 4 - SIDE CYCLE TRACK**

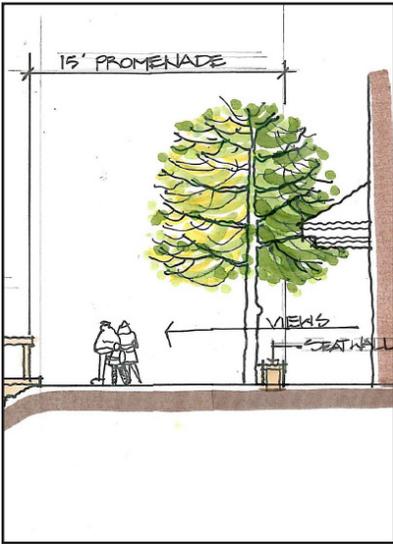


\*This is representing the number of preferred responses to the total number of responses.

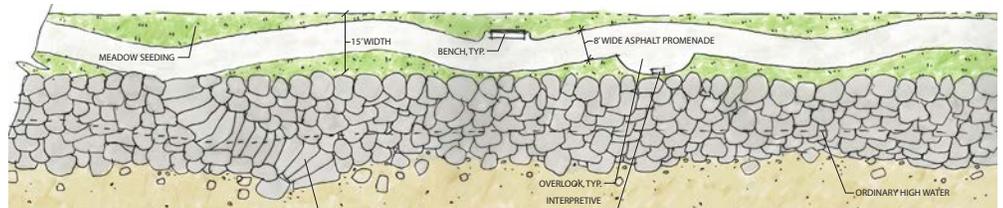
# PREFERRED PROJECTS:

## 5. Waterfront Promenade - Priority Score 90

The Waterfront Promenade is considered a regional facility as it provides services to users of the Multi-Modal Center with Washington State Ferries, Sound Transit, Community Transit, and Everett Transit all converging into a single hub. This hub is not only a destination to leave Mukilteo and travel to Seattle or Everett, but this hub is also the end destination. The implementation of the Mukilteo Waterfront Master Plan will make the Mukilteo shoreline a vivid and vibrant place to experience Possession Sound’s gorgeous shorelines and interact with our aquatic nature. Not only will the Waterfront Promenade provide recreational amenities with the transportation hub, but will provide connectivity between the Waterfront and Japanese Gulch Park’s expansive trails. The Waterfront Promenade is a project that should be led through the implementation of the Waterfront Master Plan and the cost estimates for an interim promenade are shown. As the City continues the preliminary design work of the promenade additional cost estimates regarding the final design will become more readily available and should be incorporated into future updates of this plan.



<b>TABLE 8: INTERIM PROMENADE DESIGN (WATERFRONT MASTER PLAN PG. 47)</b>	
Total Construction Cost	\$127,186
Design, Sales Tax, Contingency, Permits	\$104,587
<b>Subtotal (2014 U.S.D.)</b>	<b>\$231,773</b>
Inflation over 5 years	\$34,766
<b>Total (2019 U.S.D.)</b>	<b>\$266,539</b>
City Staff PE/CE	\$52,769
<b>Grand Total (2019 U.S.D.)</b>	<b>\$319,309</b>



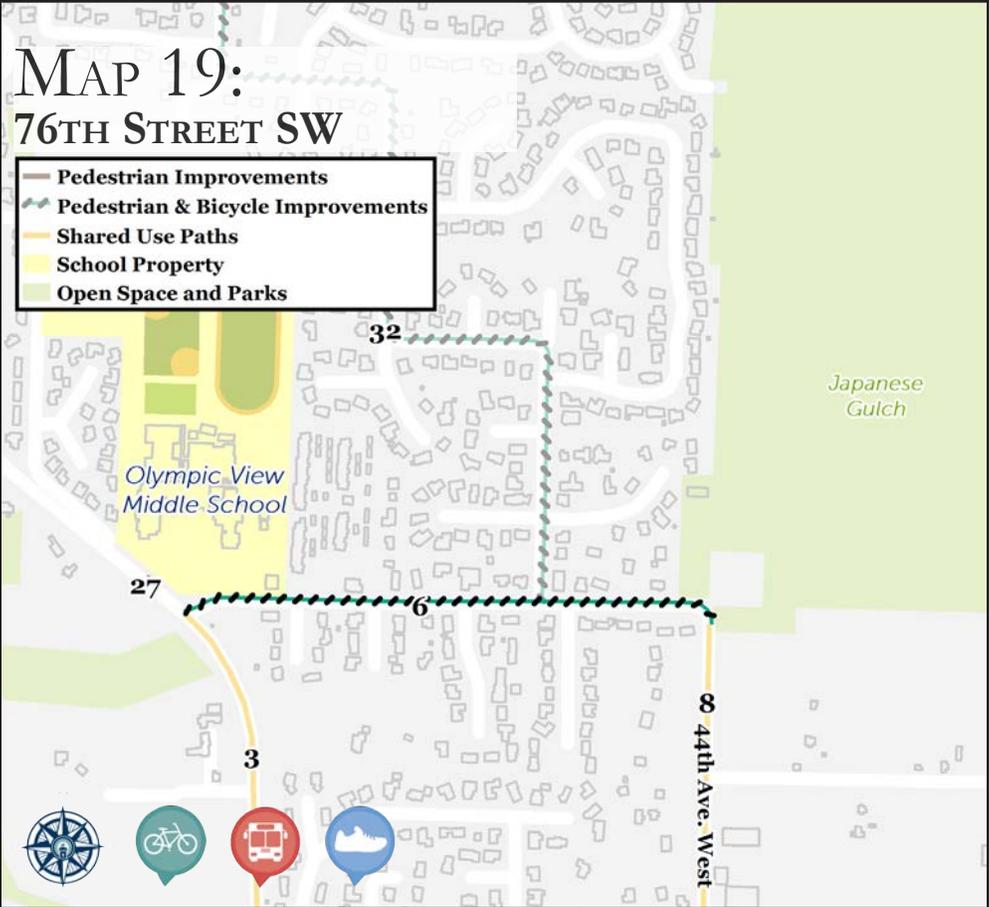
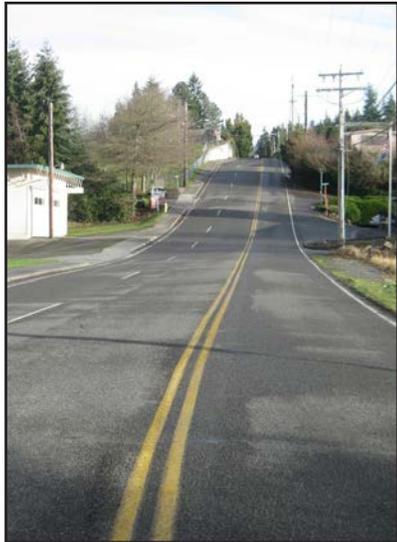
DOWNTOWN WATERFRONT MASTER PLAN  
INTERIM PROMENADE DESIGN

**6. 76th Street SW - Priority Score 89**

76th Street SW is a destination connector, meaning that at either end of the roadway are two primary destinations within the City. Olympic View Middle is at one end while the 76th Street Trailhead and access to Japanese Gulch Park is at the other end. The proposed project includes completing the sidewalk system and adding new bike facilities. More detailed information about the sidewalk estimating can be found under the Tuttle Sidewalk Report located in the Appendix. These costs may be lower depending on project pairing.

\*The cost estimates below differ from those provided by the Tuttle Report, because the previous estimates did not include the costs of bike facilities which City Staff included at a rate \$539 per 100 feet of construction costs.

<b>TABLE 9: 76TH STREET SW PROJECT 6</b>	
Total Work Done by Contractor	\$893,539
Design, Sales Tax, Contingency, Permits	\$443,195
<b>Estimated Total</b>	<b>\$1,336,734*</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$1,549,541*</b>



**7. Midtown Sidewalks & Bike Lanes**

**Section 1 -**

**Priority Score: 89**

In connection with Project 3 - SR 525 Safe Route to School, the focus of the improvements along SR 525 is to take advantage of opportunities to improve connectivity prior to the Mukilteo Speedway Corridor Plan, should they be available.

The Mid-Mukilteo Commercial Corridor currently lacks adequate facilities to fully support commerce by feet and pedal, not by car. As the City has identified the need for the Midtown Mukilteo to be studied further in LU6 of the Comprehensive Plan and potentially consider a Subarea Plan, the identified costs below represent a sample cost of potential improvements. This roadway should be reviewed more with the public outreach of the Midtown Mukilteo.

TABLE 10: MIDTOWN MUKILTEO SECTION 1	
Total Work Done by Contractor	\$2,962,241
Design, Sales Tax, Contingency, Permits	\$2,355,575
<b>Subtotal</b>	<b>\$4,512,086</b>
Additional Contingency(20%)	\$805,730
<b>Estimated Total</b>	<b>\$5,317,816</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$6,164,412</b>



SR 525 FACING SOUTH



**8. 44th Shared Use Path**  
**Priority Score: 88**

The City had previously completed a shared use project on 44th Ave West, south of 84th Street SW, with the development of Paine Field Blvd. This project proposes to continue the existing path north to 76th Street SW. This 10'-15' shared use facility can have significant portions constructed with the development of vacant industrial land or the City could construct the frontage improvements as an economic development initiative to better market the development of these lots. This facility, along with the previously mentioned projects, will finish the north-south connection from 5th Street to Paine Field Blvd & SR 525 at the 'Spur'.

Since the start of the BTW Plan drafting, an industrial project permit has been submitted. Under this permit, the requirement the street frontage will be for sidewalks, and bike lanes and not the preferred shared use path. The City should be flexible with design considerations for the remain portions of the roadway.

TABLE 11: 44TH AVE WEST - PROJECT 8	
Total Work Done by Contractor	\$1,083,750
Design, Sales Tax, Contingency, Permits	\$567,018
<b>Subtotal</b>	<b>\$1,650,768</b>
Additional Contingency(20%)	\$294,780
<b>Estimated Total</b>	<b>\$1,945,548</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$2,255,279</b>

**- EASY WINS -**

Perform frontage improvements as an economic development initiative to develop the vacant industrial land.



EXISTING 44TH SHARED USE PATH



**9. Harbour Pointe Boulevard Widening**  
**Priority Score: 85**

Project 9 is a capacity project that will improve the level-of-service (LOS) at the intersection of Harbour Pointe Boulevard and SR 525. This intersection is currently at an LOS D (Rated A to F) and is projected to decrease to LOS E with no improvements. The proposed project will add a second right turn lane to head south on SR 525. This project, paired with Harbour Reach Corridor, should decrease the signal delays at Harbour Pointe Boulevard and Beverly Park Road and increase the traffic flow through these intersections. This project is fully funded at a project costs of \$1,900,000.

**10. SR 526 Sidewalk**  
**Priority Score: 82**

As identified by the Tuttle Report, the need for sidewalks on SR 526 is clear. This section of roadway has seen the establishment of a ‘goat’ trail that borders several of the properties. This has been created by individuals continuing to walk on the same pathway over and over again. Future consideration should be given as to if Project 10 is no longer needed or significantly less needed with the implementation of Project 2 for the SR 526 Shared Use Path on the other side of the roadway.

<b>TABLE 12: SR 526 SIDEWALKS</b>	
Total Work Done by Contractor	\$167,293
Design, Sales Tax, Contingency, Permits	\$82,978
<b>Estimated Total</b>	<b>\$250,271</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$290,114</b>



*EXISTING ‘GOAT TRAIL’ AS  
 PEDESTRIAN REFUGE ROUTE*

**12. Midtown Bike Lanes**  
**Priority Score: 81**

The existing Mukilteo Speedway Shared Use Path provides adequate pedestrian facilities into Midtown Mukilteo, however the existing bicycle facilities along this primary route are lacking. During the public outreach, it was expressed that using the shared use path for all cyclists in both directions was inadequate, and many cyclists will choose to still ride in the shoulder. To provide for an adequate bike facility for cyclists who are destination oriented and are traveling at speeds higher than appreciated by pedestrians, the creation of a bike lane in each direction at this location will provide the necessary connectivity needed. This project should be further studied with the Mukilteo Speedway Corridor Plan.

Total Work Done by Contractor	\$23,020
Design, Sales Tax, Contingency, Permits	\$11,417
<b>Estimated Total</b>	<b>\$34,437</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$39,920</b>

**13. Midtown Sidewalks & Bike Lanes**  
**Priority Score: 77**

The Midtown Section 1 supported connectivity for commerce purposes, whereas Section 2 supports the quality of life connectivity by providing a safe route to 92nd Street Park and the existing Mukilteo Speedway Shared Use Path to Harbour Pointe. Phase 2's project area is from the 8600 Block of SR 525 to 92nd Street SW.

Total Work Done by Contractor	\$1,284,466
Design, Sales Tax, Contingency, Permits	\$637,095
<b>Subtotal</b>	<b>\$1,921,561</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$2,227,474</b>

**- EASY WINS -**

- Implement Signage on SR 525 when shoulders either narrow/end as caution for both motorists and cyclists.
- Provide additional wayfinding to support slower cyclists on the existing shared use path.
- Transition existing shoulders to Bike Lanes.



SR 525 FACING NORTH TOWARDS 88TH STREET SW

## PREFERRED PROJECTS:

### 14. 84th Street Sidewalks Priority Score: 68

This section of roadway is apart of the Smuggler's Gulch Local Connections that provides improved mobility throughout the 81st to 92nd Street community. This specific section is an area that provide connectivity to the commercial area and is the first leg of creating the network for other projects to connect to. This connection would connect 54th Place West to SR 525.

<b>TABLE 15: 84TH STREET SIDEWALKS</b>	
Total Work Done by Contractor	\$502,768
Design, Sales Tax, Contingency, Permits	\$249,374
<b>Subtotal</b>	<b>\$752,142</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$871,883</b>



84TH STREET SW FACING EAST  
TOWARDS 53RD AVE WEST

### 15. Chennault Beach Road Sidewalk Priority Score: 60

Chennault Beach Road is defined as an urban collector and transports residential and commercial traffic from SR 525 to Harbour Reach Drive. This section of roadway, much like 47th Ave West, has a significant number of employers, providing adequate pedestrian and bicycle facilities along this section will provide connectivity between dense residential development within Harbour Pointe, large employers, and a regional transit facility. This project will complete a sidewalk gap and allow for future projects as a mid-term to implement bicycle facilities.

<b>TABLE 16: CHENNAULT BEACH ROAD SIDEWALK</b>	
Total Work Done by Contractor	\$157,836
Design, Sales Tax, Contingency, Permits	\$78,286
<b>Estimated Total</b>	<b>\$236,122</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$273,713</b>



CHENNAULT BEACH ROAD FACING EAST  
TOWARDS SR 525

#### **- EASY WINS -**

Pair bike improvements with annual roadway striping

**16. 2nd Street Sidewalks**  
**Priority Score: 57**

2nd Street was designated as a pedestrian-oriented street within the Downtown Business District Subarea Plan. This purpose of this designation is to increase mobility to promote a vibrant commerce area. The reason for 2nd Street as a near-term project is provide the opportunity to pair the projects with pending pedestrian bridge over the BNSF Right-of-Way. By identify this project now, the intent is to continue the conversation about improving this section if additional funding becomes available to create a better connection to the future pedestrian bridge.

This section is proposed from SR 525 to Park Avenue.

<b>TABLE 17: 2ND STREET SIDEWALKS</b>	
Total Work Done by Contractor	\$587,017
Design, Sales Tax, Contingency, Permits	\$291,160
<b>Subtotal</b>	<b>\$878,177</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$1,017,984</b>



2ND STREET FACING EAST TOWARDS  
PARK AVENUE

**CONNECTIONS TO HARBOUR REACH CORRIDOR**

**17. Possession Bay Connection:**  
**Priority Score: 57**

Following public outreach and preliminary designs of the Harbour Reach Corridor, it was determined that Project 17 is infeasible to develop due to grade differential.

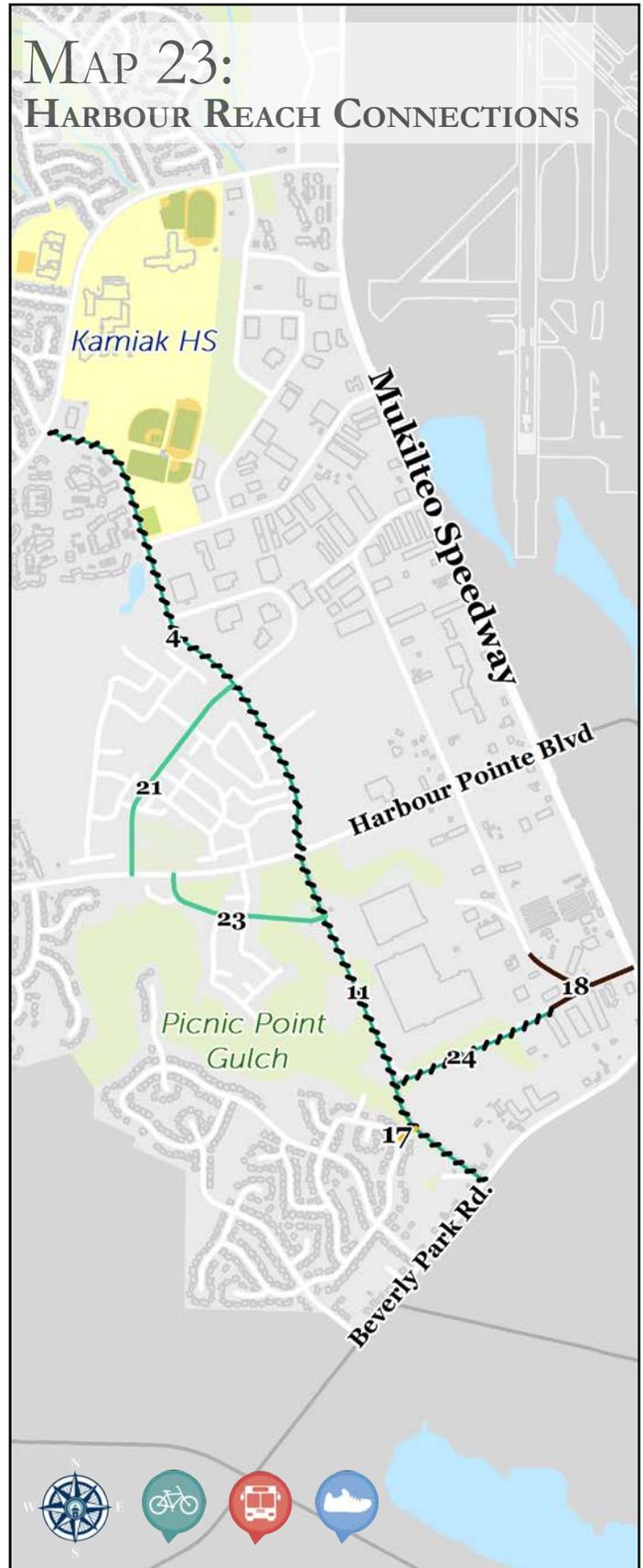
**18. Cyrus Way Sidewalks -**  
**Priority Score: 43**

To create an additional connection from Harbour Reach Corridor to SR 525 for pedestrian, Project 18 will fill in missing sidewalk section to create better connections to the existing small commercial hub. This will provide the ability for residents of Crown Park to walk to get a cup of coffee without the dependency on Harbour Pointe Blvd or SR 525.

**21. Possession Way Bike Markings &**  
**23. Blue Heron Drive Bike Markings &**  
**24. South Road Markings**

Project 21 (Priority Score 37), Project 23 (Priority Score 34), and Project 24 (Priority Score 30) are practically the same project. The intent is to simply utilize the existing roadway and provide signage for pedestrian and bike markings to create an easy route for bicyclists and pedestrians to find their way to and from Harbour Reach Corridor. These projects differ slightly as Project 24 will require more pedestrian wayfinding than Project 21 and 23 given the general locations between the existing commercial sections. Essentially, it is less likely that someone will be disoriented in Project 21 or Project 23 areas than on Project 24 area.

TABLE 18: CONNECTIONS TO HARBOUR REACH CORRIDOR	
18. Cyrus Way Sidewalk	\$764,826
21. Possession Way Bike Markings	\$75,763
23. Blue Heron Drive Bike Markings	\$27,415
24. South Road Markings	\$86,094
<b>Estimated Total</b>	<b>\$954,098</b>
<b>2021 Dollars at 3% Annual</b>	<b>\$1,105,990</b>



## CHENNAULT BEACH CONNECTIONS

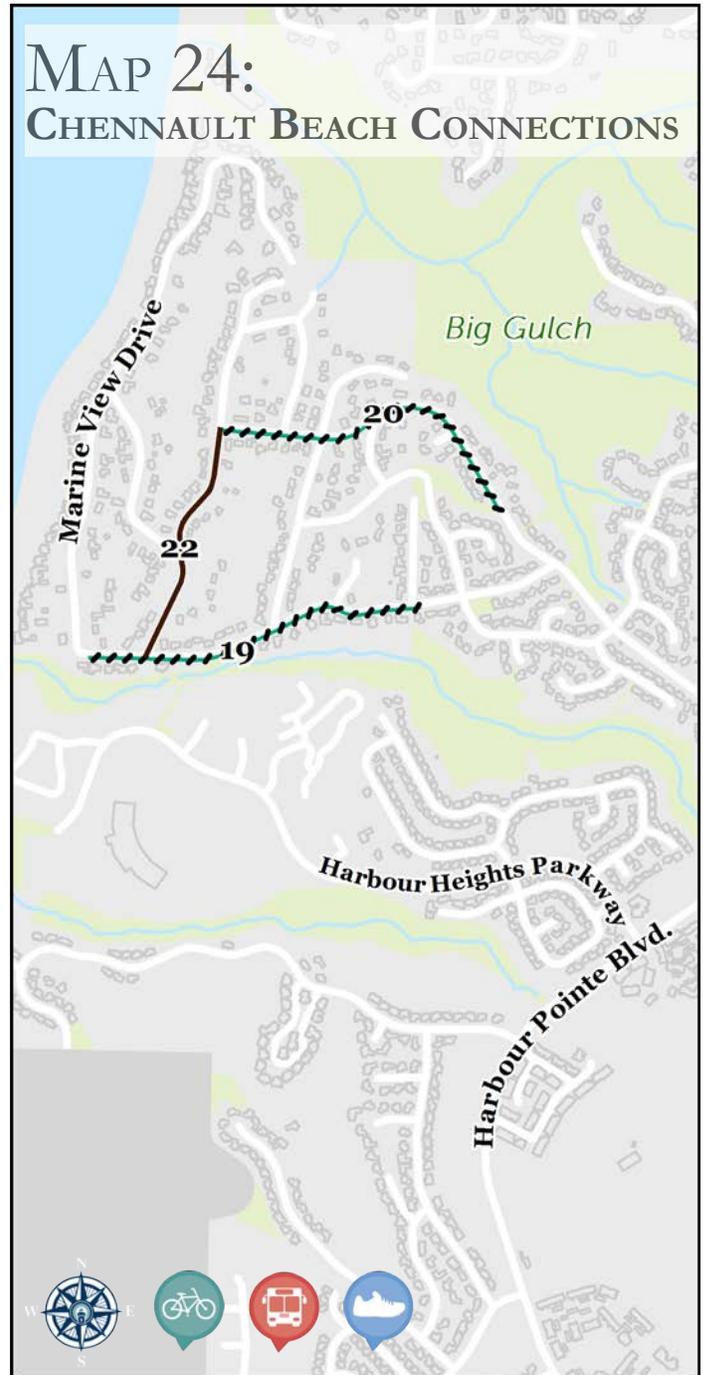
The Chennault Beach Plat was recorded during World War II and would develop into an affluent single family community with a single access point in and out of the community. These proposed connections are to improve connectivity within the neighborhood of over 350 homes as well as provide access to Boeing Harbour Pointe Technical Center.

### 19. Chennault Beach Drive (Priority 40) & 20. Central Drive (Priority 40) & 22. 64th Place West (Priority 36)

Project 19 & 20 are similar projects to provide a safe bike lane in the uphill direction while also providing a sidewalk to promote a connection to Harbour Pointe Boulevard. While some of this route is supported by a widened shoulder, for a community of over 350 homes these two routes require a minimum of a 6-ft. sidewalk with an uphill bike lane on the primary routes. Bicycle sharrows can be used in the 'downhill fashion' as the speed limit is 25 MPH. Once constructed, these two pedestrian and bicycle paths will promote a higher level of mobility to connect to the existing pedestrian facilities on Chennault Beach Drive. Project 22 is to support pedestrian mobility within the community including the interim options for widened shoulder if curb & gutter sidewalks are infeasible.

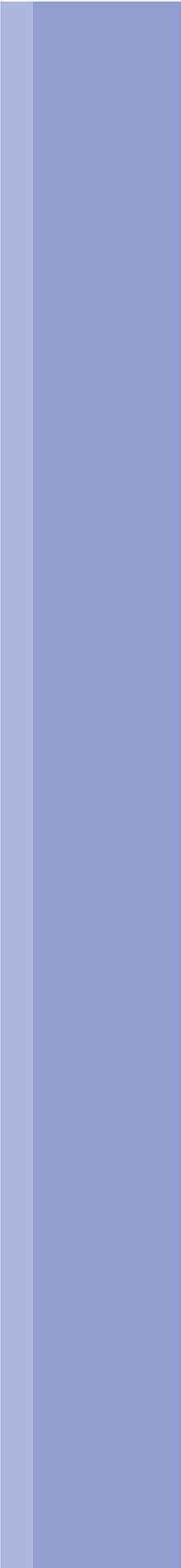
#### - EASY WINS -

- **Project Pairing:** The Comprehensive Surface Water Management Plan (SWMP) Update identifies opportunity for project pairing of BTW Plan's 19 & 20 with the SWMP's #1 & #6
- Add sharrows in 'downhill fashion' with road striping projects.
- Sign as a bike a route and add a bicycle awareness at the intersection of Central Drive and Chennault Beach Road.



<i>Bike-Transit-Walk Plan</i>		<i>2015-SWMP</i>
Project 19 - Chennault Beach Drive	\$4,342,738	#1 - \$3,811,000
Project 20 - Central Drive Sidewalks	\$2,974,219	#6 - \$5,267,000
Project 22 - 64th Place West	\$1,179,981	#4 -1,202,000
<b>Estimated Total</b>	<b>\$8,496,938</b>	
<b>2022 Dollars at 3% Annual</b>	<b>\$9,849,650</b>	

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# 6

## **FUTURE PROJECTS**

**INTRODUCTION**

**MUKILTEO SPEEDWAY PROJECTS**

**OLD TOWN PROJECTS**

**NORTH MUKILTEO NETWORK**

**MID-MUKILTEO NETWORK**

**HARBOUR POINTE CONNECTIONS**

**EXTRA-JURISDICTIONAL PROJECTS**



## FUTURE PROJECTS:

Chapter 5 established the 'preferred projects' to be developed over the next 7 years, but what happens after 7 years? The expectation is that some projects from the preferred projects will not have been completed, and some may not even have been started. As identified Chapter 4 - Making Connections, the criteria to consider when advancing projects from one timeline list to another include:

- Completed connections from near-term and mid-term projects;
- Pairing opportunities from other updated capital project lists; and
- Maintaining opportunistic approaches for external funding availabilities

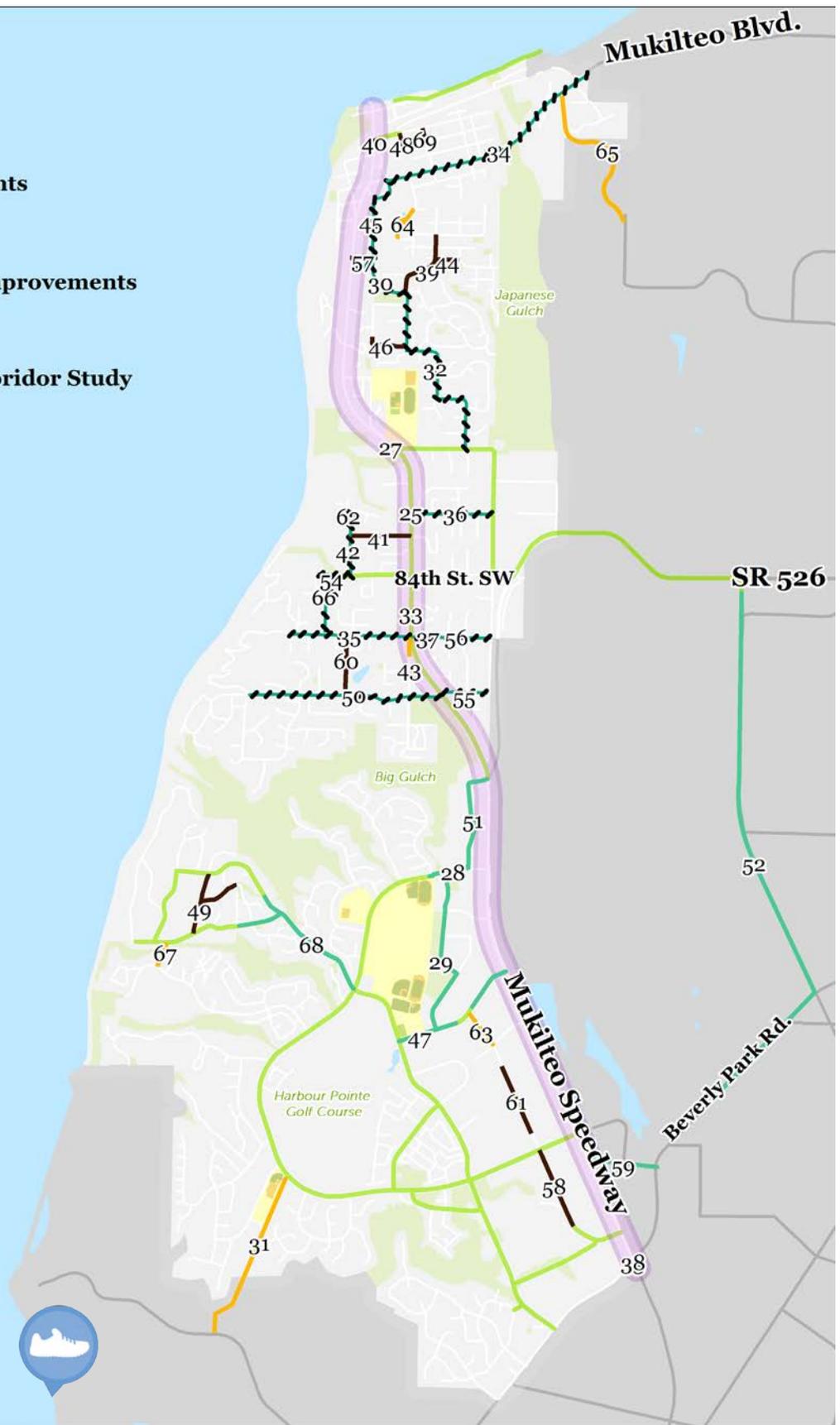
One additional consideration is the public desire for projects that aren't prioritized. Many of these projects are most likely future projects, but if neighborhoods are interested in advancing projects from the Future Project List to the Preferred Project List, one method may be a Local Improvement District that is explored in Chapter 8.

On the following page is Map 25 that identifies the future projects, and their connections to the Preferred Projects that were discussed in Chapter 5. One important characteristic to note is the number of projects identified within North Mukilteo and Mid-Mukilteo. These areas act together as a network system of multiple projects and is explored further in this chapter.



# MAP 25: FUTURE PROJECTS

-  Pedestrian Improvements
-  Bicycle Improvements
-  Pedestrian & Bicycle Improvements
-  Shared Use Paths
-  Mukilteo Speedway Corridor Study
-  Preferred Projects
-  School Property
-  Open Space and Parks





## **MUKILTEO SPEEDWAY - SR 525** **PROJECTS 25, 26, 27, 33, & 40**

The Mukilteo Speedway is both Mukilteo's largest weakness and largest opportunity to provide facilities for a large variety of user groups. The Mukilteo Speedway has had some significant improvements in the last 15 years and until recently possessed the only existing bike lanes within the City, however other areas of the Mukilteo Speedway require improvements to provide adequate levels of service. In addition to the projects listed below, the BTW Plan calls for a Corridor Study to better understand the long term potential of the roadway. While the identified projects provide a stop-gap between the existing conditions and desired conditions, the changing conditions of the ferry-holding lane on SR 525 provide a significant opportunity for Mukilteo that may significantly change the design approach for biking, walking, and transit usage. This study will require the participation of Washington Department of Transportation, Community Transit, Everett Transit, Mukilteo School District, adjacent property owners, commercial businesses, residents, and special interest stakeholders.



To improve the Mukilteo Speedway, the BTW Plan identifies several future projects in addition to the Preferred Projects that vary in priority and project ranking, but functionally require reviewing together.

\*Community Transit Photo courtesy of [www.flickrriver.com](http://www.flickrriver.com) - "Double-Deck Buses and Trams Outside the British Isles", accessed November 6, 2016.



**Mukilteo Speedway Crossings**  
**Priority Score: 55 to 95**  
**Estimated Cost \$121,000 Each**

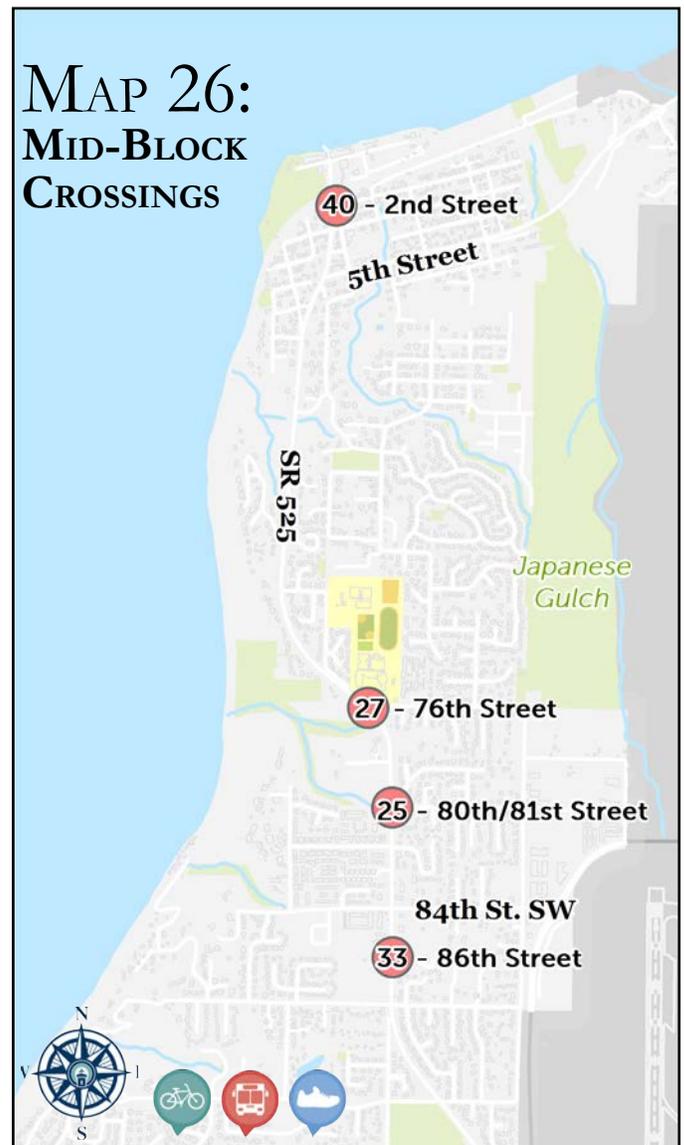
One of the challenges identified during the public outreach was the inability to safely and efficiently cross SR 525. Each of these facilities will require approval from WSDOT and will contribute into the corridor plan as identified on page 64. If the opportunity to establish a mid-block crossing prior to the approval of the corridor plan, the City should pursue the opportunity for implementation.

One option to implement a higher safety factor is the development of a pedestrian refuge island as pictured below. In the diagonal refuge island below, the user is forced to change body direction. By forcing the pedestrian to change directions by a few degrees, the user will visually engage oncoming traffic. This small environmental shift promotes higher communication between motorists and pedestrians while also providing a safe crossing location. These projects include:

- Project 25 - 80th/81st Crossing - Priority Score 95
- Project 27 - 76th Street Crossing - Priority Score 86
- Project 33 - 86th Street Crossing - Priority Score 71
- Project 40 - 2nd Street Crossing - Priority Score 55



DIAGONAL MID-BLOCK CROSSING  
COURTESY WSDOT DESIGN MANUAL



**26. Mukilteo Speedway - SR 525 Corridor Study -  
Priority Score: 87 --- Estimated Cost \$130,000**

The purpose of the Mukilteo Speedway - SR 525 Corridor Study is to better identify the 20 year vision for the primary route north and south within Mukilteo. This study extends well beyond the depth of the BTW Plan. The Corridor Study will provide more detailed design and transportation engineering regarding traffic engineering whereas the BTW Plan focuses on identification of routes and connections in Mukilteo. There are three primary drivers for the use of a corridor plan:

1. The construction of the new Multimodal Ferry Terminal has a very high likelihood of reducing the required length of ferry holding lanes located on SR 525. With the reduction in this demand, a roadway reconfiguration project has merit where the vehicle holding lane could potentially serve as a pedestrian facility during non-peak ferry demand (under 85th percentile). This potential means that additional pedestrian facilities could be added to the Mukilteo Speedway without the requirement of expanding the footprint of the roadway.
2. Mid-Mukilteo is quickly becoming a prime location for redevelopment. This area from 76th Street SW to 88th Street SW has the opportunity to become a true neighborhood center for the Mid-Mukilteo neighborhood with the opportunity for mixed-use development and revitalized commercial opportunities. Here the Mukilteo Speedway divides the subarea into an east and west portion and challenges the design efforts for a pedestrian oriented development as envisioned by the Comprehensive Plan. The Corridor Study will have the opportunity to review this vision with connection to the ferry holding lane segment.
3. The changes identified in the two reasons stated above provide the opportunity to reconsider bike, transit, and walking movement throughout the entire corridor. While a significant portion of SR 525 has been improved, alternatives for a single shared use path may be feasible whereas the BTW Plan identifies projects below as 'stop-gap' options in response to existing conditions.



***59. 121st Street Improvements***  
***Priority Score: 47 --- Estimated Costs \$380,000***

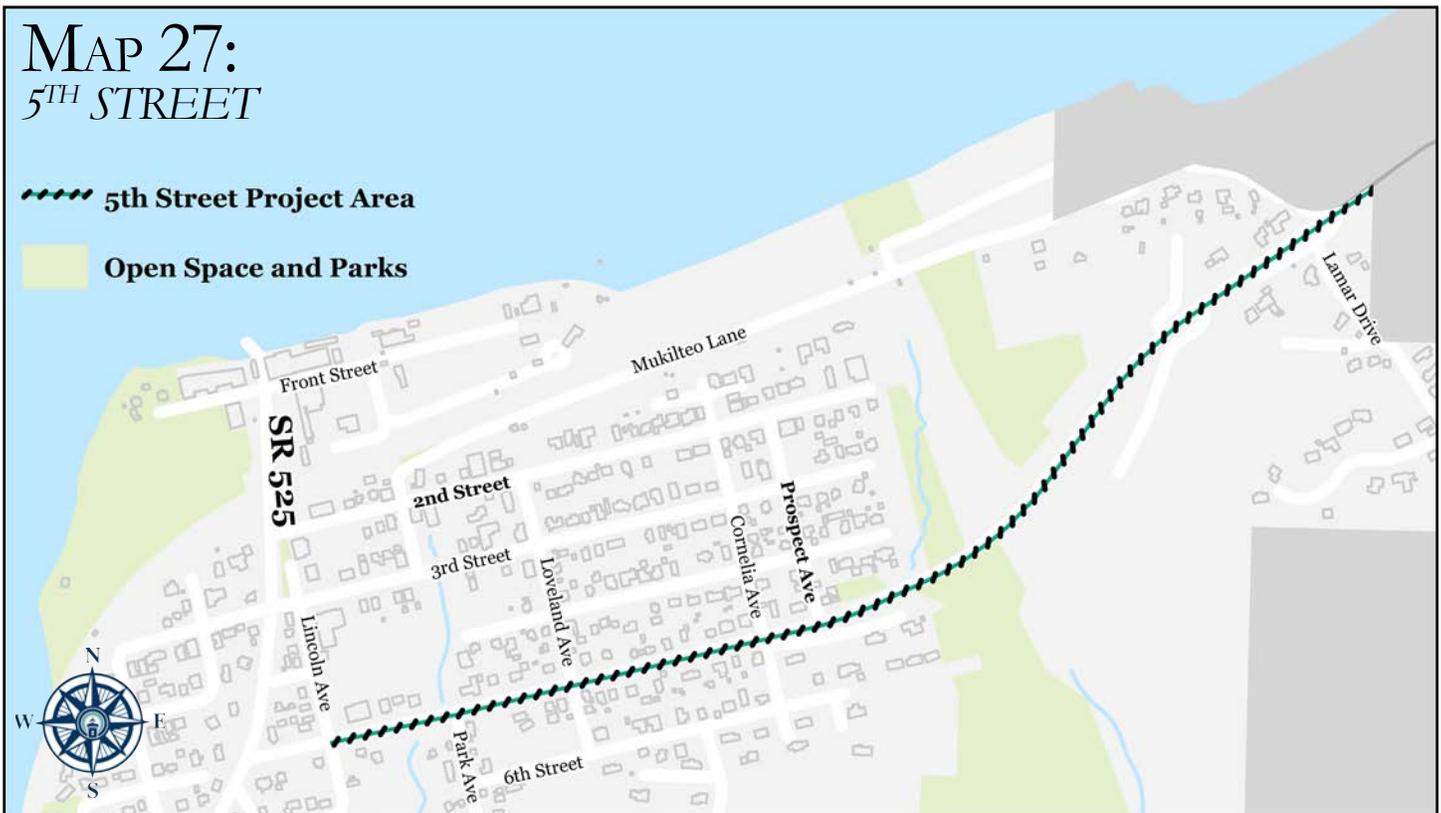
The intersection at 121st Street and the Mukilteo Speedway is a vital link between Beverly Park Road and the Mukilteo Speedway. This link provides the opportunity for pedestrians and bicyclists to reduce their route by approximately 3,000 feet. This efficiency increases opportunity for a connection to the Paine Field Community Park, but currently 121st Street lacks safe bike connections. The proposal would be to add bike lanes on this roadway and the improve connection between 121st Street and Harbour Pointe Boulevard SW.



## OLD TOWN PROJECTS

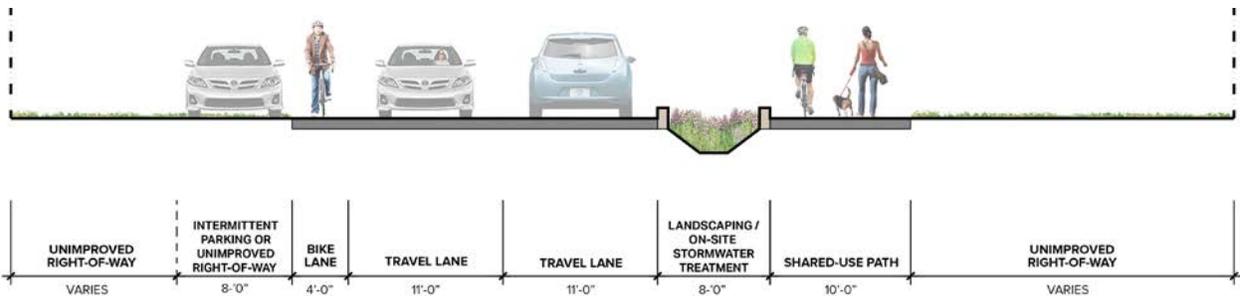
5th Street serves Mukilteo as a principal arterial including connection to the entire Mukilteo Boulevard Community, Glenwood Avenue, and 41st Street. Within the Everett jurisdiction, the Mukilteo Boulevard has been treated with bike lanes in a converted shoulder. In order to connect to this regional facility, the preferred alternative must balance the neighborhood character, meet on-street parking demand, and maintain reasonable project cost. Previously, the TIB (Transportation Improvement Board) approved a grant for the City of Mukilteo to make 5th Street into a boulevard roadway with a raised planter median. Following neighborhood backlash against the project, the TIB grant was given back. In order to prevent such occurrences in the future, public outreach must be conducted during conceptual design, preliminary design, and construction. The City conducted extensive outreach with the community and this conceptual design captures the general opinion.

To ensure that this plan meets the public opinion and is supported by the Community, City Staff held a *5th Street Neighborhood Meeting* on March 31, 2016 to discuss potential alternatives. During this discussion, it was identified that many residents supported the overall intent to limit the total amount of pavement, but many individuals would like to have some sort of bike facilities and pedestrian facilities. There were additional concerns expressed by a few that any change would negatively impact the community. To balance these opinions, the BTW Plan identifies an alternative that maintains the existing character of the roadway while providing necessary pedestrian amenities.



**34. 5th Street - Priority Score: 64 --- Estimated Cost \$2,500,000**

Throughout the BTW Plan Public Outreach, the consideration for implementation included an interim solution and a future final build solution, however Staff identified an alternative to merge the benefits of interim solutions and final build while controlling costs to create a feasible option. This alternative became known as 'Alternative 3'. Alternative 3 identifies opportunity for parking, one bike lane, and shared use path. The principle with the alternative is to implement the desired facilities within the existing 'improved area' of approximately 44 feet. One the challenges to address is on-street parking, and this interim design proposes to transfer the use of existing on-street parking into intermittent parking as needed on both sides of the roadway. The intent of intermittent parking is to provide high flexibility to meet true parking demands while minimizing pavement. As the properties along the north side of 5th Street have access to either a garage or alley parking, the final design is expected to minimize on-street parking. With the proposed design, on-site stormwater management may be required and to meet this potential a flexible space for a bioswale is identified or could also be used as landscaping and parking. Alternative 3 still provides flexibility to meet changing demands. This flexibility provides the opportunity for additional public input and at this stage is a conceptual design only for planning, and cost estimating purposes. *The City will continue public outreach efforts with the residents on 5th Street to address any adverse impacts to landscaping.*



**- EASY WINS -**

- Roadway east of the Dog Park can be implemented with a re-striping project.
- Identify future water and waste water capital projects that require significant work within the right-of-way for project pairing.
- Minimize use of physical barriers (curbs) to lower costs of implementing (project costs) and maintaining (future costs) ADA facilities.



**Old Town Projects**  
**- Priority Score: 36-57 -**  
**Total Estimated Cost \$804,000**

Old Town’s unique character of a beach town with lumber mill history recognizes that the residential portions of Old Town function well as a complete street without typical curb, gutter, and sidewalks. However, the adjacent commercial and community assets, including Rosehill Community Center require a certain level of typical sidewalks through these portions to support commerce and mobility. These projects are in addition to Project 16 - 2nd Street Sidewalks that were identified through the Tuttle Sidewalk Assessment and included cost estimates as identified in 20.

<b>TABLE 20: OLD TOWN LOCAL CONNECTIONS</b>		
<i>Project:</i>	<i>Costs:</i>	<i>Priority Score:</i>
Project 48 - Park Ave Sidewalks	\$584,078	36
Project 69- Loveland Sidewalks	\$220,181	29
<b>Estimated Total</b>	<b>\$804,259</b>	

**MID-TERM PROJECTS**       **FAR-TERM PROJECTS**

**MAP 28:**  
**OLD TOWN LOCAL CONNECTIONS**



## **NORTH-MUKILTEO NETWORK**

North Mukilteo is composed of remaining neighborhoods north of 76th Street that aren't located in Old Town. This area includes Elliot Pointe, Sky-Hi-La, Goat Trail, Horizon Heights, and several other neighborhoods. Part of North-Mukilteo includes Olympic View Middle School and Mukilteo Elementary, for some of these communities, there is no bus service, but walking isn't the preferred option due to the lack of pedestrian facilities.

### **North Mukilteo Safe Routes to School - Priority Score: 41-58** **Total Estimated Cost \$804,000**

#### **Projects 39 & 44: 8th Drive & 11th Street Sidewalks - Safe Routes to School**

Connecting neighborhoods to schools is incredibly important for the health and safety of children within the community. Currently, 8th Drive is a narrow roadway with a steep grade and limited sight distance. While the roadway includes a widened shoulder, the facility is inadequate to provide the sense of safety and security for parents to allow their children to walk to Mukilteo Elementary. The intent of Projects 39 and 44 is to remove the barrier and create a sense of safety and security promoting walkability within young students and connect to the Stair-Step Greenway as illustrated on page 70. One future consideration in addition to Projects 39 and 44 is to activate Goat Trail Park as a school drop off location which should be vetted in the Parks Master Plan update.

#### **68. Possession View Lane Sidewalks - Safe Routes to School**

The Possession View Lane section of Goat Trail 'C' Community is the bottom leg of multiple small developments that create a 'C' shape on Goat Trail Road. This specific section was originally platted as part of Snohomish County and includes limited right-of-way and no pedestrian facilities. Unfortunately this is the section of the 'C' Community that is closest to the access at Mukilteo Elementary. Project 68 would propose to add a sidewalk on the north side of Possession View Lane.

#### **64. Water Tower Path - Estimated Cost \$670,000**

This trail project is a formalization of an existing trail that currently crosses over private property. While the Mukilteo Water Wastewater District is one of the property owners, additional outreach and communication will be required to formalize the trail segment. The completion of this trail segment will provide a formalized connection for residents to Old Town.

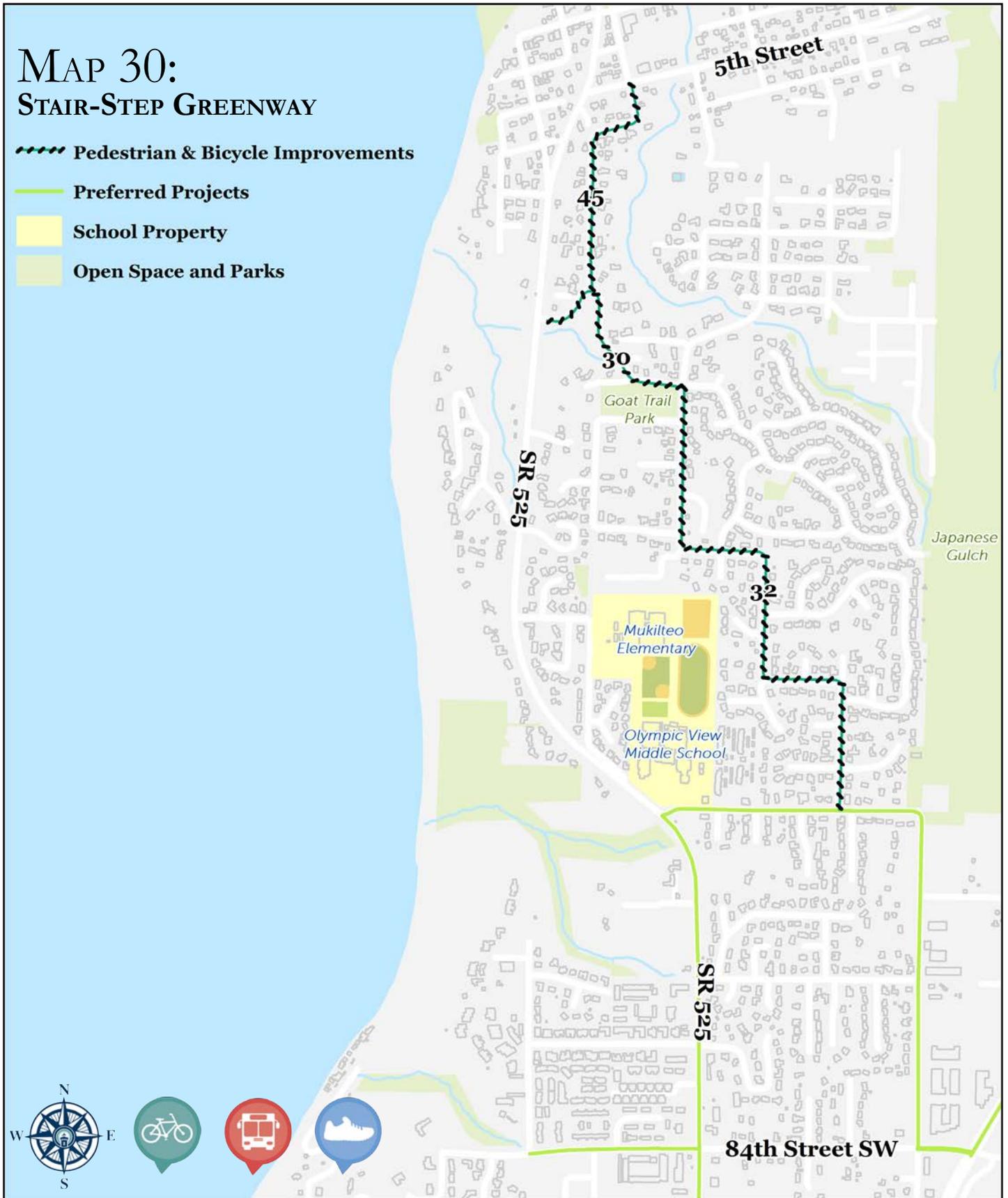


Project	Cost	Priority
Project 39 - 8th Drive Sidewalks	\$2,479,848	58
Project 44 - 11th Street Sidewalks	\$561,670	43
Project 46 - Possession View Lane	\$892,253	41
Project 64 - Water Tower Path	\$667,590	37
<b>Estimated Total</b>	<b>\$3,933,771</b>	

  **MID-TERM PROJECTS**       **FAR-TERM PROJECTS**

# MAP 30: STAIR-STEP GREENWAY

-  Pedestrian & Bicycle Improvements
-  Preferred Projects
-  School Property
-  Open Space and Parks



## **MUKILTEO STAIR-STEP GREENWAY**

### **PROJECTS 30, 32, & 45**

The north-south alternative to the Mukilteo Speedway is a path starting at 5th Street and winding up through the Goat Trail Community and eventually to the Hilltop Community at 44th Ave West. This route is known as the stair steps because of the 90-degree turns on the corridor. Most of this route is on an Urban Collector with a speed limit of 25 MPH and is primarily residential in character with connection to industrial development on 44th Ave West. This Greenway Route also serves as a connector to the Olympic View Middle School and Mukilteo Elementary.

#### **30. Goat Trail Road - Priority Score: 73 --- Estimated Cost \$2,300,000**

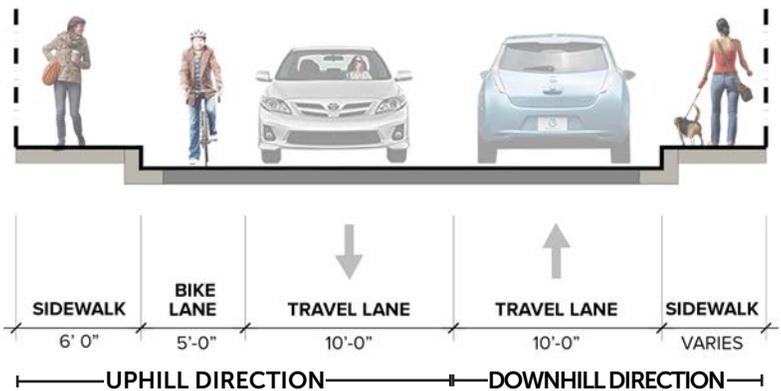
The middle section of the Stair-Step Greenway is Goat Trail Road to 8th Drive. This section of roadway exists in a prescribed easement as the roadway does not solely exist within the dedicated right-of-way. This issue has faced Mukilteo for many years as the recognized property lines significantly differ from the surveyed property lines. Unfortunately, to implement a sidewalk or bike lane within the right-of-way, the City will have to commit to working with the property owners to reach an agreement to resolve the surveying issue. By solving this issue, not only will the City have the ability to implement additional pedestrian and bike facilities, the affected property owners will no longer be faced with lot boundary challenges

#### **32. Stair-Step Path - Priority Score: 73 --- Estimated Cost \$5,800,000**

The south and largest section is the roadway that most resembles stairs. This section extends from 8th Drive up to 76th Street SW. Much of this area includes a widened shoulder that currently serves cyclists and pedestrians, but given the immediate connection to the schools this widened shoulder should be transformed to a sidewalk with a bike lane in the uphill route.

#### **45. Washington Ave - Priority Score: 45 --- Estimated Cost \$3,600,000**

The north section of the Stair-Step from 5th Street lies primarily on Washington Avenue. This section curbed section to provide refuge to pedestrians, but does not fully provide a path for both cyclists and pedestrians. The most preferred design option would include transitioning the existing curbed area into the bike facility, add sharrows in the downhill travel lane, and implement a new sidewalk portion as several properties have already. Due to the terrain of several properties, this option may not be entirely feasible.

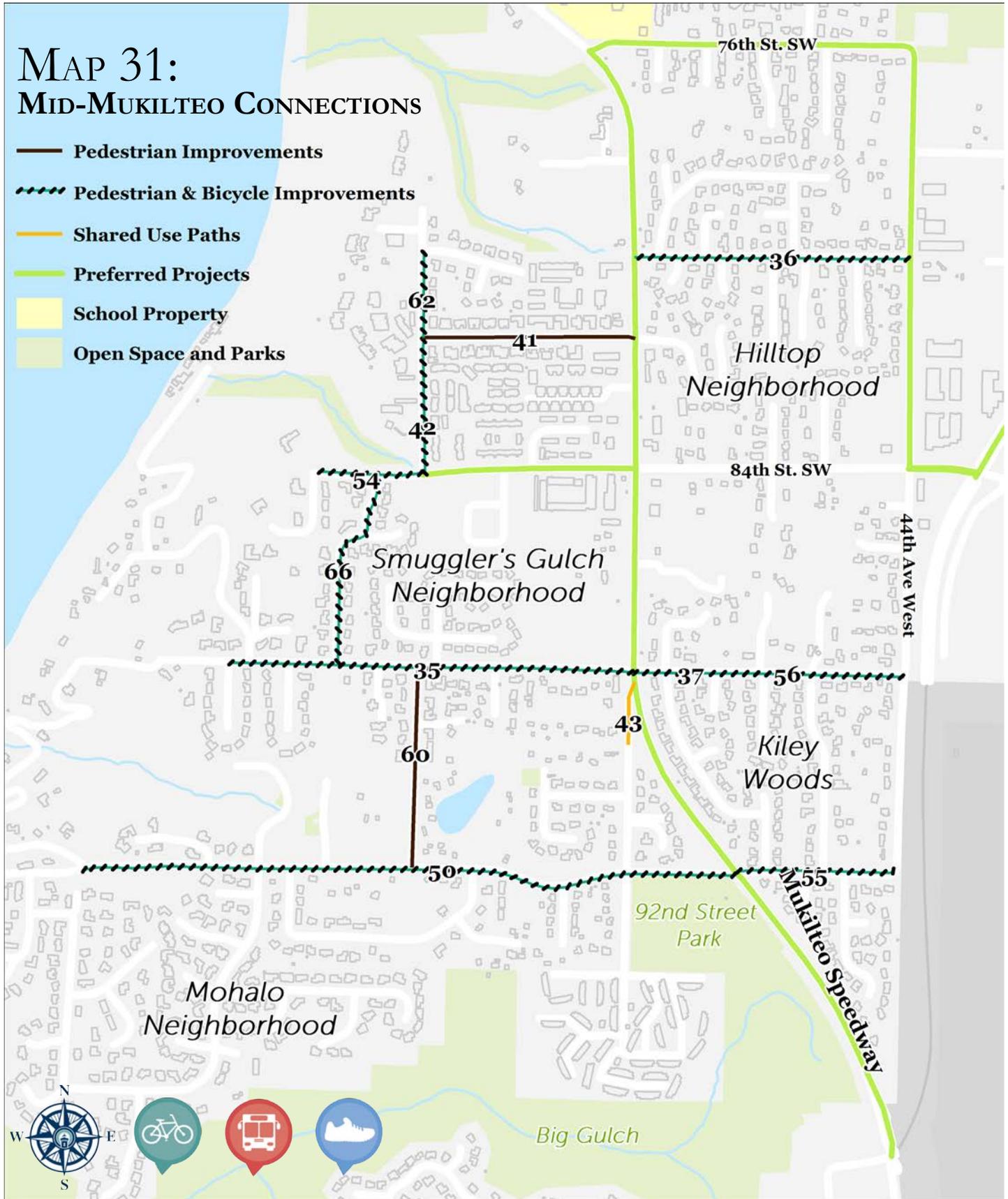


#### **- EASY WINS -**

- Implement Greenway Signage
- Implement Downhill Sharrows
- Move the Mailboxes out of the Pedestrian Path

# MAP 31: MID-MUKILTEO CONNECTIONS

-  Pedestrian Improvements
-  Pedestrian & Bicycle Improvements
-  Shared Use Paths
-  Preferred Projects
-  School Property
-  Open Space and Parks



## MID-MUKILTEO NETWORK

Mid-Mukilteo is the area that extends from 76th Street to approximately the ‘Spur’ at the intersection of Paine Field Boulevard and Mukilteo Speedway. This neighborhood was primarily developed when Mukilteo was considered the ‘woods’ and was developed as an autodominant community. Even after the annexation of 1980, this area has primarily remained the same regarding pedestrian facilities with the exception of a few projects (92nd Street) and new development. In order to provide higher connectivity to primary corridors, Mid-Mukilteo needs a significant amount of pedestrian and bicycle facilities. This section identifies the projects based on locations starting with Project 35 - 88th Street SW and continues the conversation based on connectivity of the neighborhoods. The projects are discussed within the **Smuggler's Gulch Community** and the **Hilltop Community**.

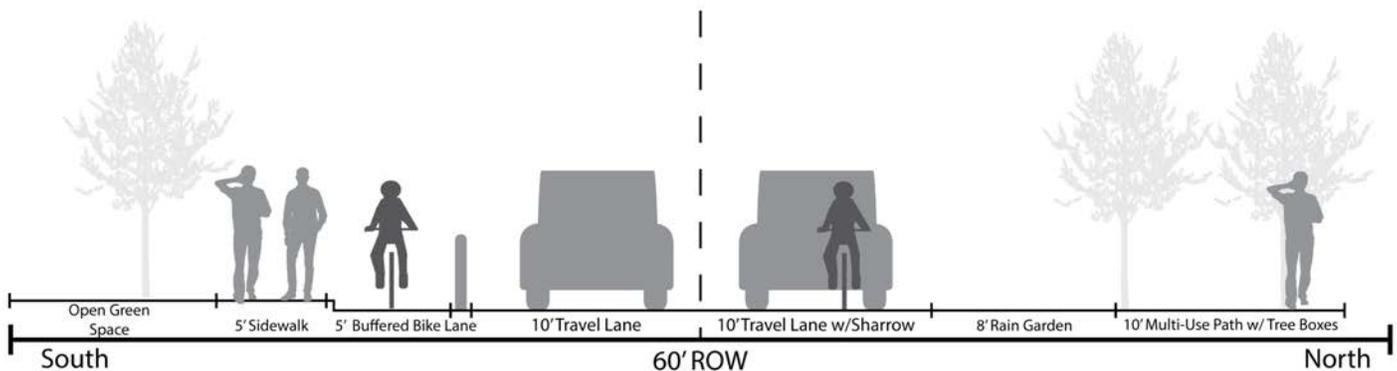
### SMUGGLER'S GULCH

Smuggler’s Gulch neighborhood extends from 76th Street to Big Gulch that is west of the Mukilteo Speedway. This large area includes several different connection opportunities to provide for mobility throughout the community. The challenges within the section is that existing pedestrian facilities are disconnected. The intent of the identified projects is to provide for routes from residences to the destinations of 92nd Street Park, Mid-Mukilteo Commercial Corridor, and connections to the City-Wide Connections.

#### 35. 88th Street SW - Priority Score: 63 --- Estimated Cost \$6,500,000

88th Street SW is one of Mukilteo's designated ‘urban collectors’ that provides direct connection for local neighborhoods to the Mukilteo Speedway. Typically an urban collector is a 30-35 MPH roadway with a center turn lane, but this road is another roadway developed in unincorporated Snohomish County. It was originally constructed as a two lane local access road with 10’ lanes at 25 MPH, and has remained relatively the same since. As patchwork development occurred on the roadway, 88th was not improved. To bring this roadway up to the livability standards the Mukilteo Comprehensive Plan identifies, there must be a large commitment of funds to this roadway.

The 88th Street Proposal below includes deviations from the existing urban collector standards to support maintaining the roadway as a 25 MPH path. This cross-section includes a limited footprint of 60 feet of ROW where there is an existing 80 feet of ROW.



PROPOSED 88TH STREET SW CROSS-SECTION  
FROM SR 525 TO 56TH PLACE WEST



**Smuggler's Gulch Local Connections**  
**- Priority Score: 36-57 -**  
**Total Estimated Cost \$8,400,000**

**Project 41, 42, 54, 62, & 66 - 81st to 88th Street**

These identified projects will provide pedestrian and bicycle facilities for a large portion of the multifamily development that is outside of Harbour Pointe. What is unique about this community is that most of the dwelling units are serviced by different owners, unlike large single owner complexes. Several of these units are under-market rate and provide for a high level of affordability to families. These identified projects would follow the typical local access cross section with on-street parking, and sidewalks, with bike sharrows. When funding becomes available for design, additional landscaping should be included into the project.

**EASY WINS**

- Pave gravel sections for a widened shoulder when available.
- Restripe roadway to 10' travel lanes to increase shoulder width.
- Formalize pedestrian routes to define on-street parking locations.



<b>TABLE 22: 81ST TO 84TH STREET</b>		
<i>Project:</i>	<i>Costs:</i>	<i>Priority Score:</i>
Project 41 - 81st Place	\$2,910,364	54
Project 42 - 53rd Phase 1	\$570,979	49
Project 54 - 84th Street SW Section 2	\$1,044,570	57
Project 62 - 53rd Phase 2	\$1,185,704	41
Project 66 - 54th Place West	\$2,694,782	36
<b>Estimated Total (\$2016)</b>	<b>\$8,406,399</b>	

 **MID-TERM PROJECTS**

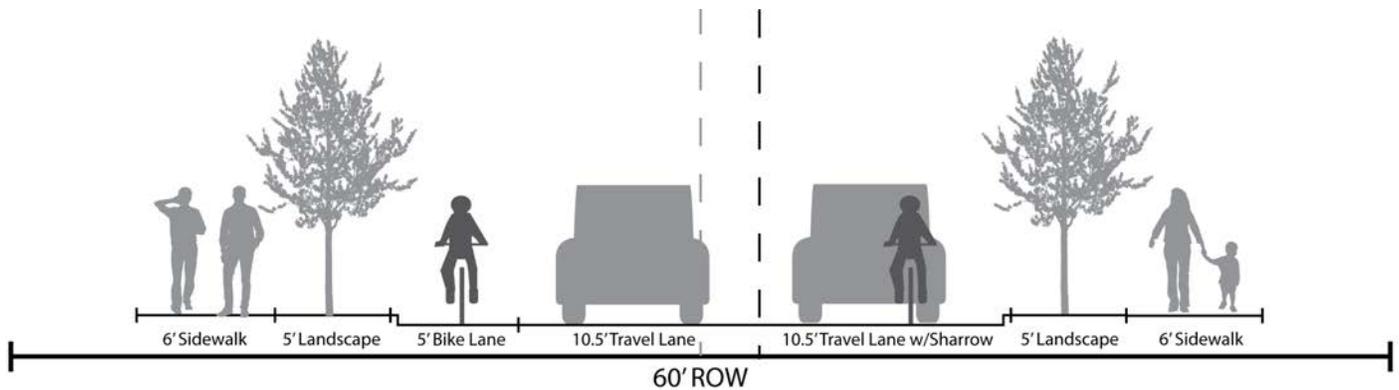
 **FAR-TERM PROJECTS**



***50. 92nd Street SW -  
Priority Score: 71 --- Estimated Cost \$4,400,000***

Similar to 88th Street SW, this roadway was initially developed as a County road with a speed limit of 25 MPH. Unlike 88th Street, the 92nd Street Corridor is designated as a **Far-Term Project** because during the mid-2000s the City completed a project that installed a sidewalk along the southern portion of 92nd Street. Prior to the sidewalk concept, a widened shoulder was considered as the preferred alternative and received stiff objection from the neighborhood who successfully advocated for a sidewalk. This project is a continuation of that previous intent in order to finish the roadway.

The proposed cross-section below is similar in style to 88th Street SW, but differs because 88th Street SW is less constrained by private property and cut slopes when compared to 92nd Street. This is because development around 88th Street SW identified an 80 ft. wide right-of-way whereas 92nd Street is a 60 ft. wide right-of-way. The image below identifies the addition of a 5' bike lane and to 'shift' the center of the roadway to the north as illustrated by the ghosted centerline. As some of 92nd Street has portions of sidewalks, the design below is the ideal concept, but should incorporate existing facilities as much as reasonably possible.



PROPOSED 92ND STREET SW CROSS-SECTION  
FROM SR 525 TO 91ST PLACE INTERSECTION

**43. 49th Avenue Transit Connection - Mid-Term Project**  
**Priority Score: 46 --- Estimated Cost \$220,000**

This connection is currently an established connection, but has a sidewalk gap between the existing facilities and the transit stop. This pathway has become overgrown and shrunk in width, but is still an existing connection which serves a legitimate purpose. The purpose of Project 30 is to take an existing connection that is deficient and improve the connection to a widened shoulder/shared-use pedestrian path. Phase 1 of the project is an ‘easy win’ which would include no new pavement surfaces and would focus on restriping. This section includes access to only one residence and with creative restriping, a dedicated walking path can be created within the existing roadway. This restriping is considered 'Phase 1' and is a functional alternative until future redevelopment of the property occurs. When redevelopment occurs, Phase 2 of the connection would be the construction of a large portion of the sidewalk. The missing gap would require the City to complete approximately 139 ft of sidewalk.



**- EASY WIN -**

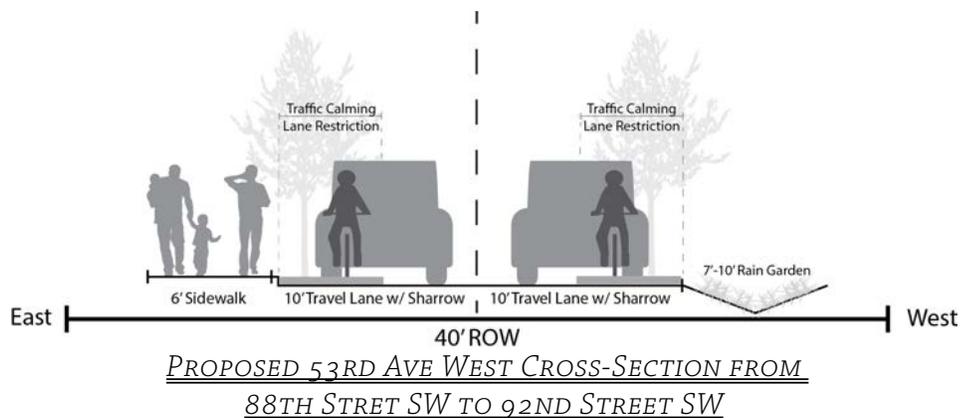
- Cut back brush
- Implement Phase 1 including restriping roadway with annual maintenance

**60. 53rd Ave West - Far-Term Project**  
**Priority Score: 45 --- Estimated Cost \$700,000**

To connect 88th and 92nd Street together, 53rd Ave West provides a great neighborhood connection. Currently this connection is approximately a 20 ft paved two lane road with no pedestrian or bike facilities. This roadway between 88th and 92nd Street is extremely important to ensure that Mid-Mukilteo Commercial Corridor and 92nd Street Park are connected to each other though routes other than the Mukilteo Speedway. One consideration with this roadway is to ensure that 53rd Ave West does not become a ‘cut through’ for vehicle traffic. Part of the character on 53rd Ave West is the limited facilities and woody feel. Given the 25 MPH speed limit and existing 40 ft. of right-of-way, the proposed design for 53rd Ave West is minimal, but provides for all modes of connection. This BTW Plan design varies from the proposed design and costs as identified in the Tuttle Report to maintain the existing character.

**- EASY WIN -**

Implement a widened path for a future sidewalk as an interim option.



**HILLTOP COMMUNITY**

The Hilltop Community is essentially Mid-Mukilteo that is east of SR 525 and includes the Kiley Woods Development. The following projects provide increased connection between the SR 525 and the 44th Shared Use Path in addition to 76th Street SW Project 6 as identified in City-Wide Connections.

**Hilltop Connections**  
**- Priority Score: 36-57 -**  
**Total Estimated Cost \$3,600,000**

**Projects 36, 37, 55, & 56 - SR 525 to 44th Shared Use Path**

These projects would include the implementation of a sidewalk and downhill sharrows with a sidewalk and bike lane in the uphill direction. The identified project locations include 80th Street SW, 88th Street SW, and 92nd Street SW. These three different roadways have varied widths of improved area, but includes some portions of completed sidewalks such as 92nd Street. One benefit with these roadways is that there are limited number of driveways that access directly to the roadway.



<b>TABLE 23: HILLTOP LOCAL CONNECTIONS</b>		
<i>Project:</i>	<i>Costs:</i>	<i>Priority Score:</i>
Project 36 - 80th Street SW	\$2,155,825	63
Project 37 - 88th Street SW Section 1	\$214,523	60
Project 55 - 92nd Street SW	\$593,333	56
Project 56 - 88th Street SW Section 2	\$678,095	51
<b>Estimated Total</b>	<b>\$3,641,776</b>	

 **MID-TERM PROJECTS**

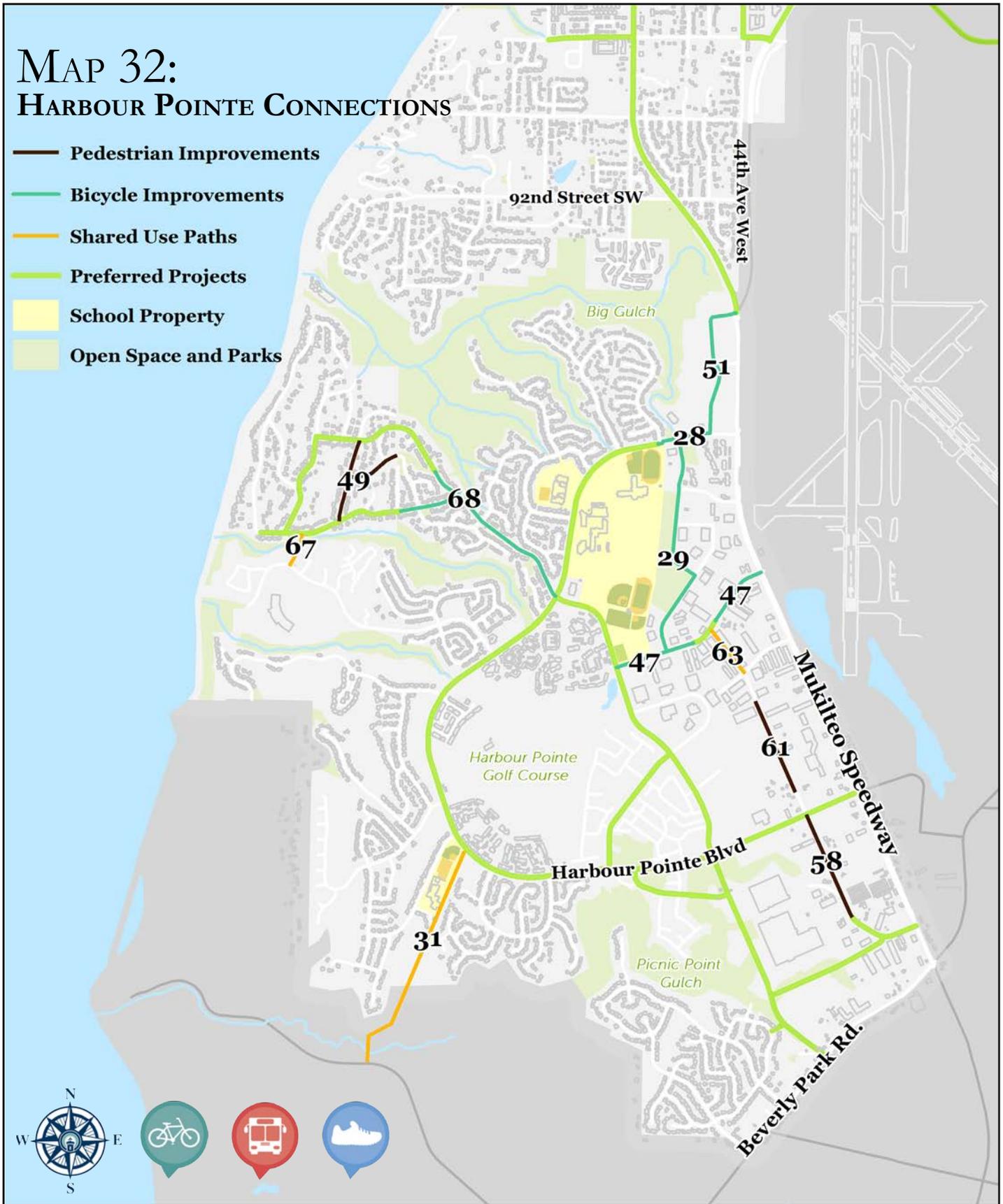
 **FAR-TERM PROJECTS**

**- EASY WINS -**

- Implement Bike Sharrows in ‘Downhill Fashion’ and Sign as Bike Route
- Convert the Widened Shoulder on 88th to Uphill Bike Lane, Sign ‘No Parking’
- Sign Connection from 92nd Street Park up 92nd Street to 44th Shared Use Path to connect 92nd Street Park to 76th Street Trailhead.

# MAP 32: HARBOUR POINTE CONNECTIONS

-  Pedestrian Improvements
-  Bicycle Improvements
-  Shared Use Paths
-  Preferred Projects
-  School Property
-  Open Space and Parks



**HARBOUR POINTE CONNECTIONS**

The Harbour Pointe Master Planned Community contains the highest level of sidewalks per household throughout the neighborhoods. This feature provides excellent connection throughout each subdivision, but for the greater community connectivity is lacking for all modes of transportation. The identified projects will improve connectivity for all modes for both inside the Harbour Pointe community and connection within Mukilteo.

***51. Harbour Place Shared Use Path***

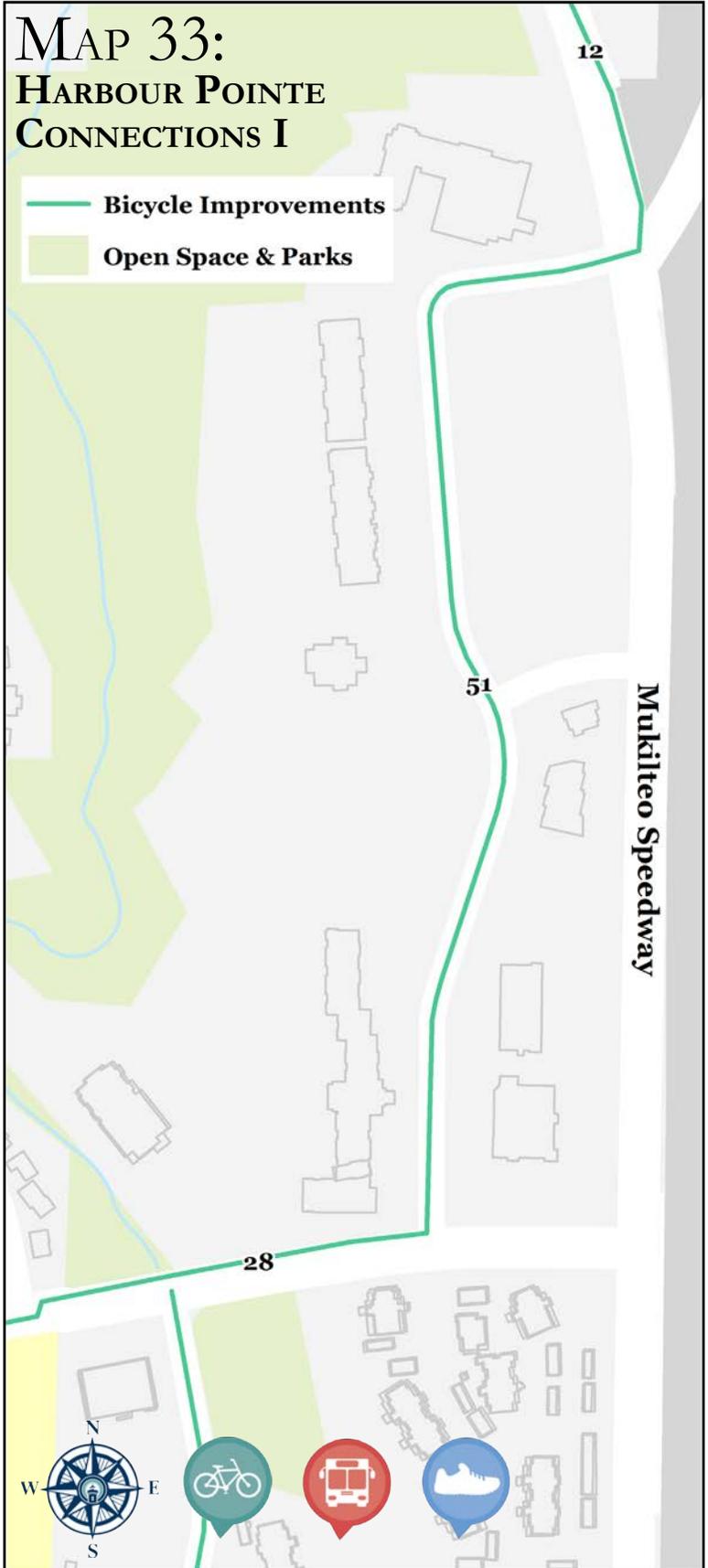
***Priority Score: 66***

***Total Estimated Cost \$1,500,000***

Harbour Place is a roadway that connects to two shared use paths from 44th Ave West, and SR 525. Utilizing bike markings in this location makes logical sense to continue the path as far as reasonably possible as sidewalks already exist within the area and the intent is to provide clarity for cyclists to connect to and from the shared use paths.

**- EASY WINS -**

Maintain concurrency with Engineering Standards for development of shared use path with requirements of new development at Sector 3.



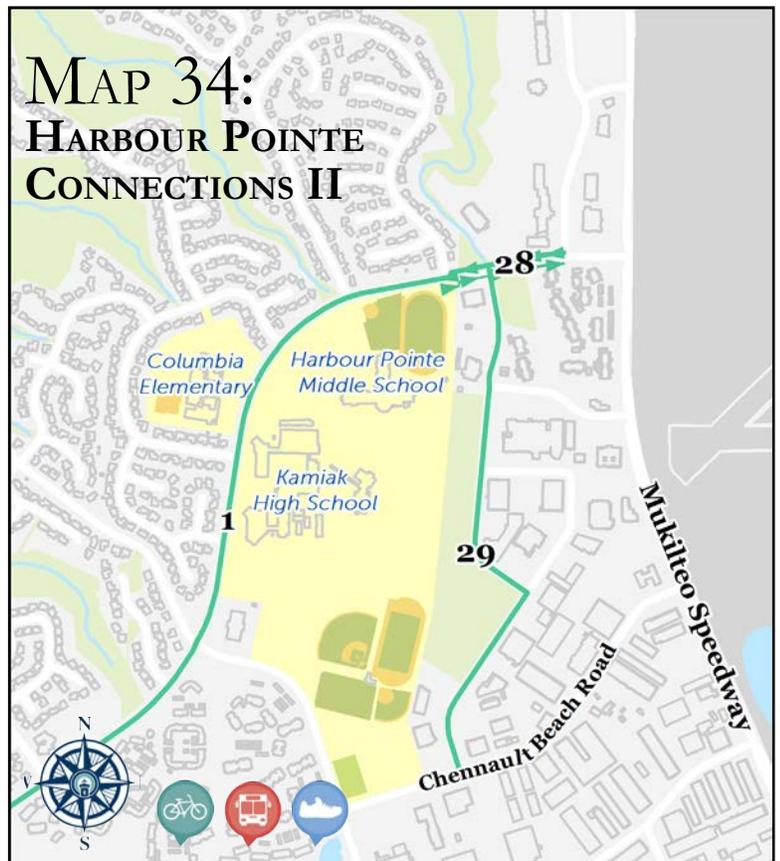


**28. Harbour Pointe Blvd. Cycle Track -**  
**Priority Score: 83 ---**  
**Estimated Cost \$88,000**

Cycle tracks are an incredible way for cyclists to move about a community, but are seldom used for specific locations when using bike lanes make more sense. This project proposes to transition the dual bike lanes as completed in Project 1 to a cycle track on the north side of Harbour Pointe Blvd. By doing so, a cyclist attempting to connect to Harbour Place’s Shared Use Path will have a safer turning movement. The existing turning movement includes climbing a hill in order to make a left in front of two lanes of oncoming traffic while waiting in a center-turn lane. The proposed project design will allow cyclists to transition to the north side of the roadway near the 4800 block of Harbour Pointe Blvd where the terrain is still flat, and then transition on Harbour Place to the preferred facility.

**29. 47th Place West**  
**Priority Score: 77 ---**  
**Estimated Cost \$152,000**

47th Place West is a roadway that connects several important community assets including the YMCA, Police Station, Fire Station 25, and the future Boys & Girls Club Facility. These community assets are also adjacent to several employers that will have the opportunity to enjoy an increased level of mobility. Because of the number of employers, there appears to be an overflow of parking onto the street. To ensure that there is adequate parking for both peak demand of the employers and community assets, *the City should review a striping and pavement marking design that would ensure bicycle facilities while balancing the demand for parking.*



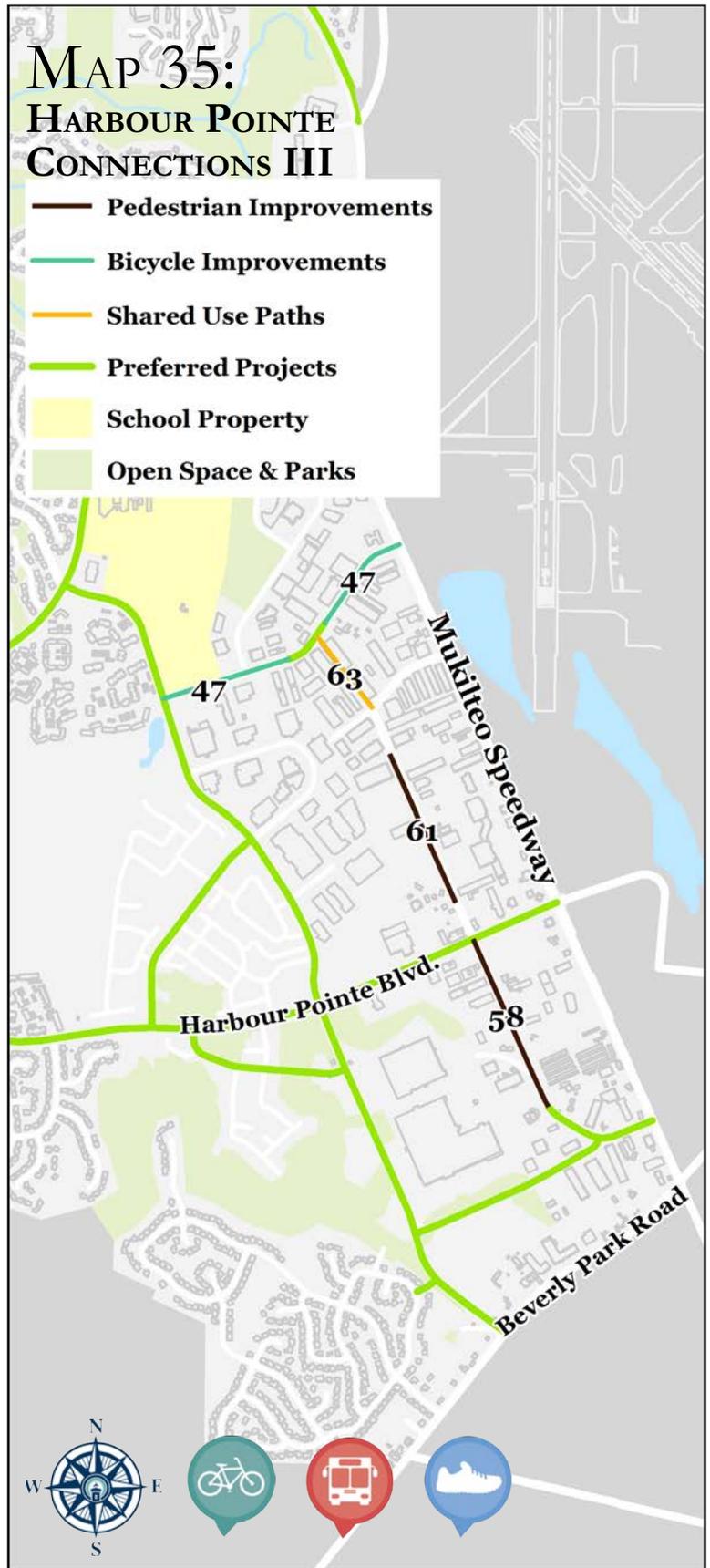
**Harbour Pointe Connections III**  
**- Priority Score: 41-47**  
**Total Est. Cost \$7,950,000**

**47. Chennault Beach Road Bike Lanes**

This project is to add bike facilities on Chennault Beach where the sidewalks gaps where completed with Project 15. This completion provides a better connection from Harbour Reach Corridor to Mukilteo Speedway.

**58, 61, & 63 - Cyrus Way Projects**

In connection with Project 18, Projects 58, 61, and 63 are all far-term projects to eliminate sidewalks gaps along the existing roadway. Project 63 is to extend Cyrus Way to Chennault Beach when industrial redevelopment is to occur to improve truck routes.



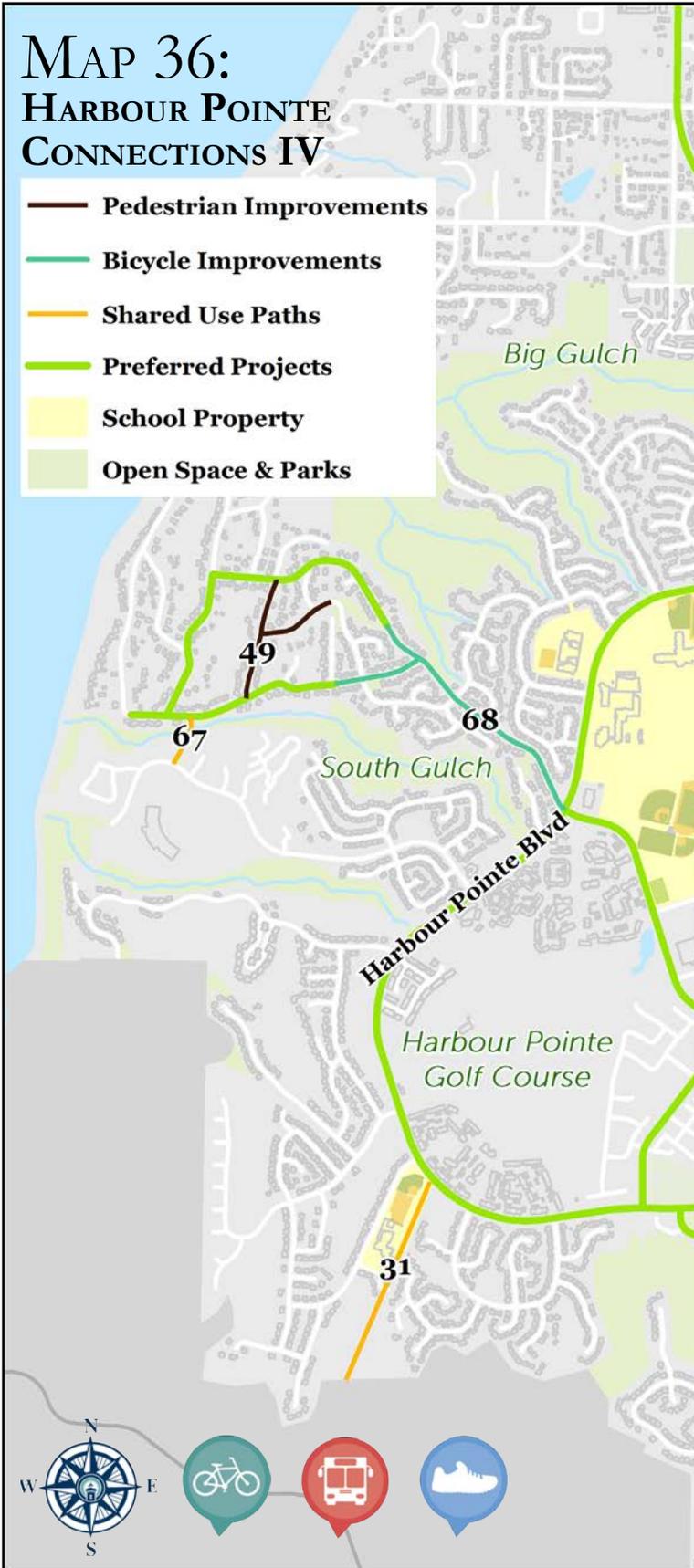
**TABLE 24: HARBOUR POINTE III**

Project	Cost	Priority
47. Chennault Beach Road	\$37,898	39
58. Cyrus Way Sidewalks	\$842,682	47
61. Cyrus Way Sidewalks	\$694,177	43
63. Cyrus Way Extension	\$5,527,497	41
<b>Estimated Total</b>	<b>\$7,953,174</b>	

- MID-TERM PROJECTS**
- FAR-TERM PROJECTS**

## MAP 36: HARBOUR POINTE CONNECTIONS IV

-  Pedestrian Improvements
-  Bicycle Improvements
-  Shared Use Paths
-  Preferred Projects
-  School Property
-  Open Space & Parks



### 49. 62nd Street & Canyon Road - Priority Score: 35 --- Estimated Cost \$890,000

Project 49 is a midterm project that is paired with the Comprehensive Surface Water Management Plan (SWMP) similar to Project 22. This project location is listed in the SWMP as Project #7 with an estimated cost of \$2,852,000 provides a potential project to be paired with.

### 68. Chennault Beach Road Bike Markings Priority Score: 32 --- Estimated Cost \$30,000

To better connect Central Drive and Chennault Beach Drive for bicycles, Project 68 identifies the need for some form of bike markings. Preliminary indications identify that the existing curb to curb is too limited for bike lanes, however the roadway is an existing 25 MPH that could support the use of sharrows as a traffic calming mechanism.

**31. Endeavour Shared Use Path****Priority Score: 72 ---****Estimated Cost \$1,100,000**

The proposed Endeavour Shared Use Path would connect Harbour Pointe Blvd to Picnic Point Road through an existing utility easement. This connection between Harbour Pointe Blvd and Picnic Point Road is primarily a recreational facility as Picnic Point Road connects to the Picnic Point Park with beach access. By providing this connection with a shared use path, individuals will be able to travel from Picnic Point Park to Edgewater Beach and Lighthouse Park without the use of the Mukilteo Speedway by connection through Japanese Gulch Park. However, before this level of connection could be made, additional partnerships with Snohomish County is required as pedestrian facilities on Picnic Point Road are lacking. If the Endeavour Shared Use Path is developed, there will be additional projects needed outside the boundaries of Mukilteo to provide adequate facilities to Picnic Point Park.

**67. South Gulch Shared Use Path****Priority Score: 34****Estimated Cost: \$220,000**

Project 45 is to establish a connection between Chennault Beach Drive and Harbour Heights Parkway over South Gulch. This shared use path would exist within a stretch of property that is owned by the City of Mukilteo used for utilities and would cross South Gulch. This site includes an existing pathway that requires review to see what level of maintenance needs to be performed. The existing path may be in such condition that an asphalt overlay is sufficient to create the connection.

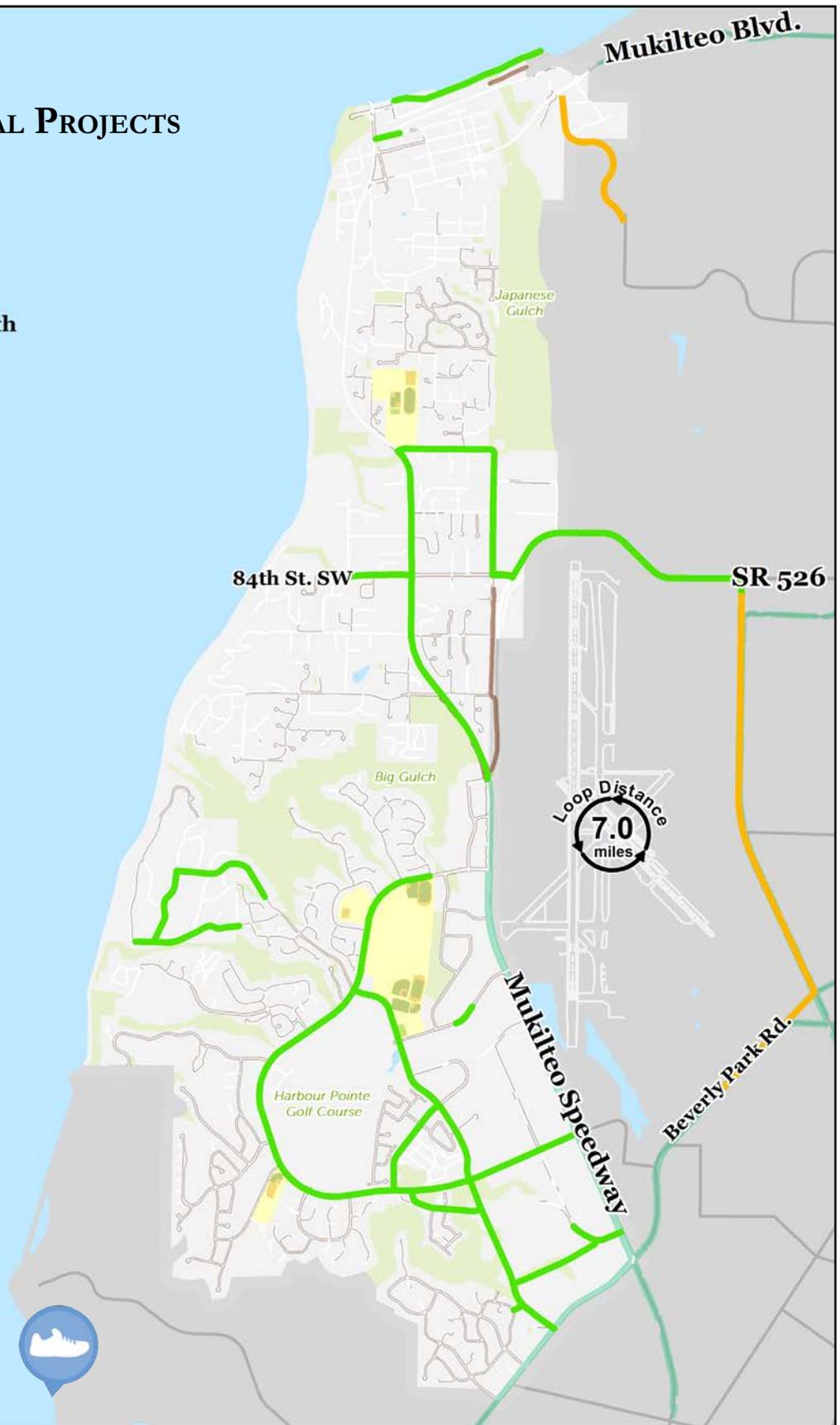
**- EASY WINS -**

- Implement an interim trail within the property to create a usable connection until funding is available for the shared use path construction.



# MAP 37: EXTRA-JURISDICTIONAL PROJECTS

-  Shared Use Path
-  Preferred Projects
-  Existing Bike Lanes
-  Existing Shared Use Path
-  Existing Sidewalks
-  School Property
-  Open Space and Parks



**52. Airport Road Shared Use Path****Priority Score: 60 ---****Estimated Cost \$14,700,000**

The Airport Road Shared Use Path is a proposed pedestrian and bike facility separate from Airport Road. Currently, Airport Road is a 45 MPH Arterial with heavy flows of traffic during rush-hour events, and the existing bike lanes and sidewalks are inadequate for a roadway with this volume and speed. This project is a long-range project, and the opportunity to implement this project is when Airport Road requires additional capacity due to a reduced level of service. When additional capacity is needed, the existing bike lanes could be transitioned into additional width for vehicle travel lanes. If the bike lanes are removed, a shared use path should be the preferred alternative. This shared use path should be setback from the roadway by a minimum of 25 feet and incorporate landscaping for additional sensory protection from the high traffic volumes and travel speeds.

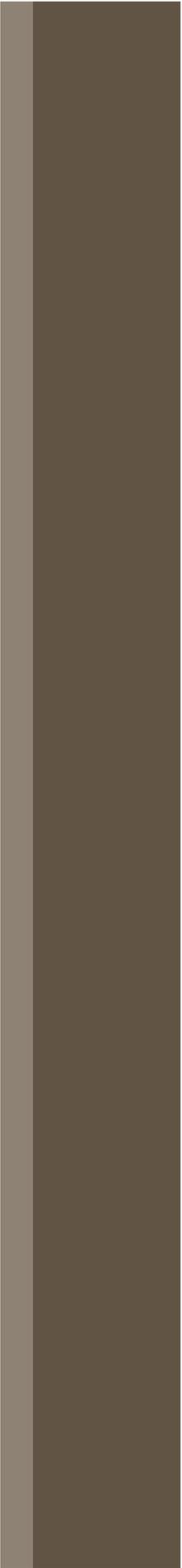
**65. Boeing Recreation Shared Use Path****Priority Score: 36 ---****Estimated Cost \$2,800,000**

The proposed Boeing Recreational Shared Use Path is to provide connectivity between 5th Street up to 36th Ave West in Everett. This project will provide active Boeing commuters a route between the Mukilteo Multi-Modal Terminal and the Boeing Recreation Facility with showers and lockers. Understandably, controlled access of the Boeing Facility is important in the design consideration with this project and the Boeing Company is the primary partner with this project.

The route of this pathway is undetermined at this point, because the route requires significant flexibility to address concerns of future stakeholders.



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# 7

## **FUNDING**

**FUNDING FOR PREFERRED PROJECTS  
MANAGEMENT MATRIX  
FUNDING RECOMMENDATION  
TRANSPORTATION IMPACT FEES**



### **FUNDING FOR PREFERRED PROJECTS:**

The Preferred Projects have a total of \$51,073,235. Some of these projects are either currently funded or are anticipated to be externally funded through current grant applications. What remains is the responsibility of the City of Mukilteo. This means that over 7 years, if all preferred projects were implemented, the City of Mukilteo would have to identify approximately \$24,100,000 or \$3,500,000 to be spent annually.

The reality is that the City of Mukilteo is extremely thrifty when it comes to utilizing external resources and innovative practices to create 'in-house' cost savings. The expectation is that through these practices there would be a 60% cost savings for the preferred projects meaning the City of Mukilteo would need to identify approximately \$10,000,000 or \$1,375,000 to be spent annually to implement the Preferred Projects. This ratio is based on the City funding the 'soft costs' (36%) including design costs to create 'shovel-ready' projects that are more successful in grant applications. The additional 4% is to account for opportunities the City of Mukilteo may identify for in-house savings. Because this reduction level will vary depending on each project, one project may be significantly more dependent on internal funding whereas other projects may succeed primarily on external funding.

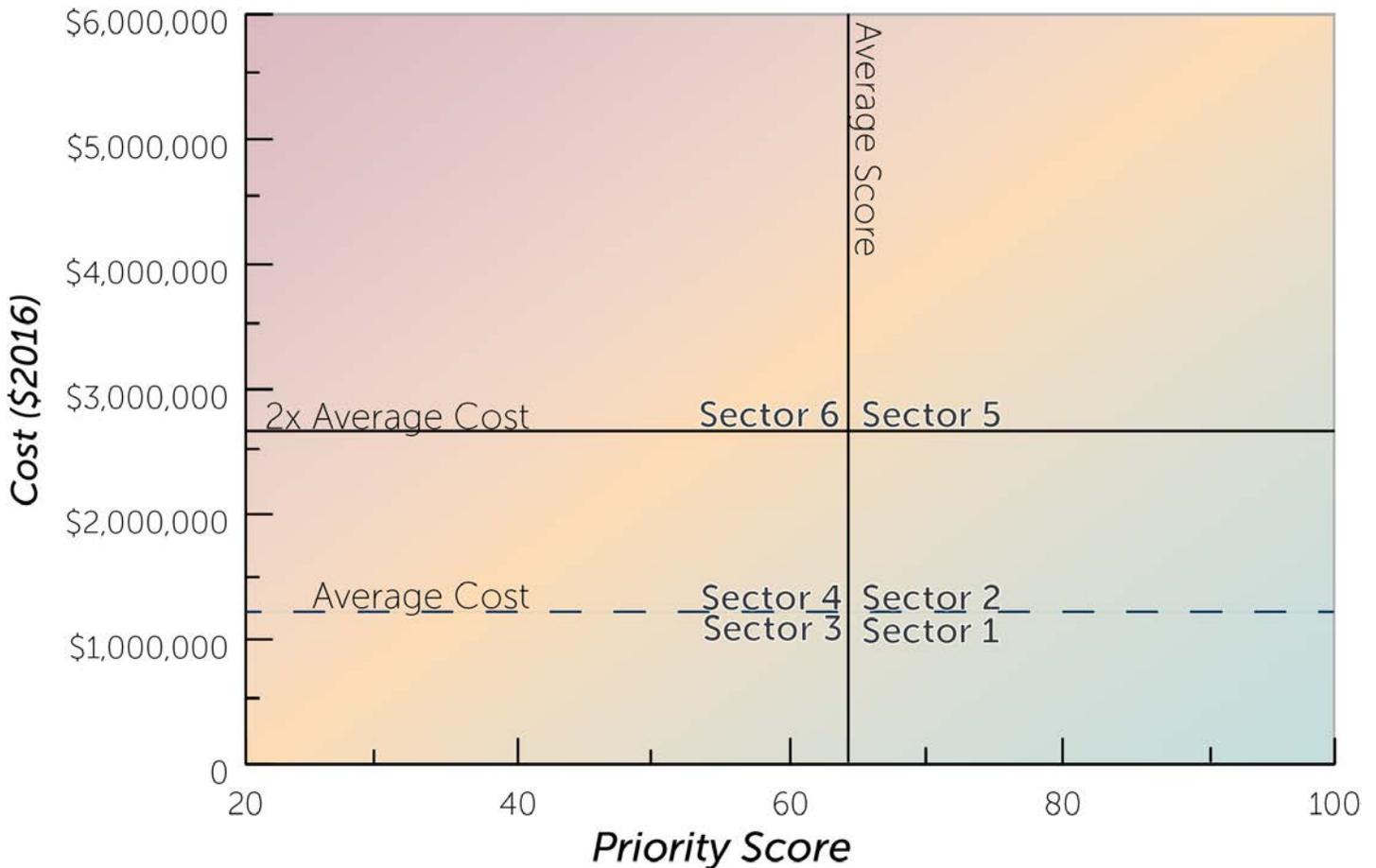
This funding level is unfeasible within the existing revenue structure of the City of Mukilteo. However, not all preferred projects may meet constraints of the City's fiscal limits. In order to identify 'which project should get funding' a management matrix was utilized to identify the 'High-Priority - Low Cost' projects. This management matrix is discussed on page 90.

One additional consideration is the inclusion of three near-term projects within the Chennault Beach Neighborhood. These projects are prioritized on the Stormwater CIP, and the opportunity to pair a BTW Project with a Stormwater Project can provide some cost savings. These cost savings can include savings in mobilization, design, and reducing redundant construction costs. One of the highest cost savings may not be known until the projects move to design in order to address any additional stormwater needs of the increased impervious surfaces of the project area.

**PREFERRED PROJECTS**

<b>TABLE 25: PREFERRED PROJECT LIST</b>			
<b>PROJECT NUMBER</b>	<b>PROJECT NAME</b>	<b>PRIORITY SCORE</b>	<b>COST (\$ 2016)</b>
<b>EXISTING PROJECTS*</b>			
1	HARBOUR POINTE BLVD. BIKE MARKINGS	111	\$217,390.34
2	526 SHARED USE PATH	95	\$6,653,161.00
4	HARBOUR REACH CORRIDOR RETROFIT	93	\$2,200,000
9	HARBOUR POINTE BLVD. S WIDENING	85	\$1,929,850.00
11	HARBOUR REACH CORRIDOR	82	\$16,000,000.00
<b>PROPOSED PREFERRED PROJECTS</b>			
3	SR 525 SIDEWALKS - SAFE ROUTE TO SCHOOL	94	\$1,044,404.73
5	WATERFRONT PROMENADE MULTI-USE PATH	90	\$319,309.00
7	MID-TOWN MUKILTEO SIDEWALK & BIKE MARKINGS	89	\$5,317,815.73
6	76TH STREET SIDEWALKS & BIKE MARKINGS	89	\$1,336,733.89
8	44TH SHARED-USE PATH	88	\$1,945,548.00
10	SR 526 SIDEWALKS	82	\$250,271.36
12	SR 525 BIKE LANE	81	\$34,437.92
13	SR 525 SIDEWALKS & BIKE MARKINGS	77	\$1,921,561.54
14	84TH STREET SIDEWALKS	68	\$752,142.42
15	CHENNAULT BEACH ROAD SIDEWALKS	60	\$236,122.92
16	2ND STREET SIDEWALKS	57	\$878,178.47
18	CYRUS WAY SIDEWALKS	43	\$764,826.02
19	CHENNAULT BEACH DRIVE SIDEWALK & BIKE MARKINGS	40	\$4,342,738.00
20	CENTRAL DRIVE SIDEWALK & BIKE MARKINGS	40	\$2,974,219.00
21	POSSESSION WAY BIKE MARKINGS	37	\$75,763.42
22	64TH PLACE WEST SIDEWALKS	36	\$1,765,251.58
23	BLUE HERON DRIVE BIKE MARKINGS	34	\$27,415.69
24	SOUTH ROAD MARKINGS	30	\$86,094.80
<b>MEDIAN PRIORITY SCORE:</b>			<b>64.00</b>
<b>EXISTING PROJECT LIST:</b>			<b>\$27,000,401</b>
<b>PROPOSED PREFERRED PROJECTS:</b>			<b>\$24,072,833</b>
<b>GRAND TOTAL:</b>			<b>\$51,073,235</b>
* FUNDED, UNDER CONSTRUCTION, UNDER FUNDING REVIEW, OR ANTICIPATED FOR 100% EXTERNAL FUNDED			
**PROJECT 17 WAS DELETED AS A PREFERRED PROJECT DUE TO GRADING DIFFERENTIALS AS AN INFEASIBLE PROJECT			

**CHART 1: MANAGEMENT MATRIX**

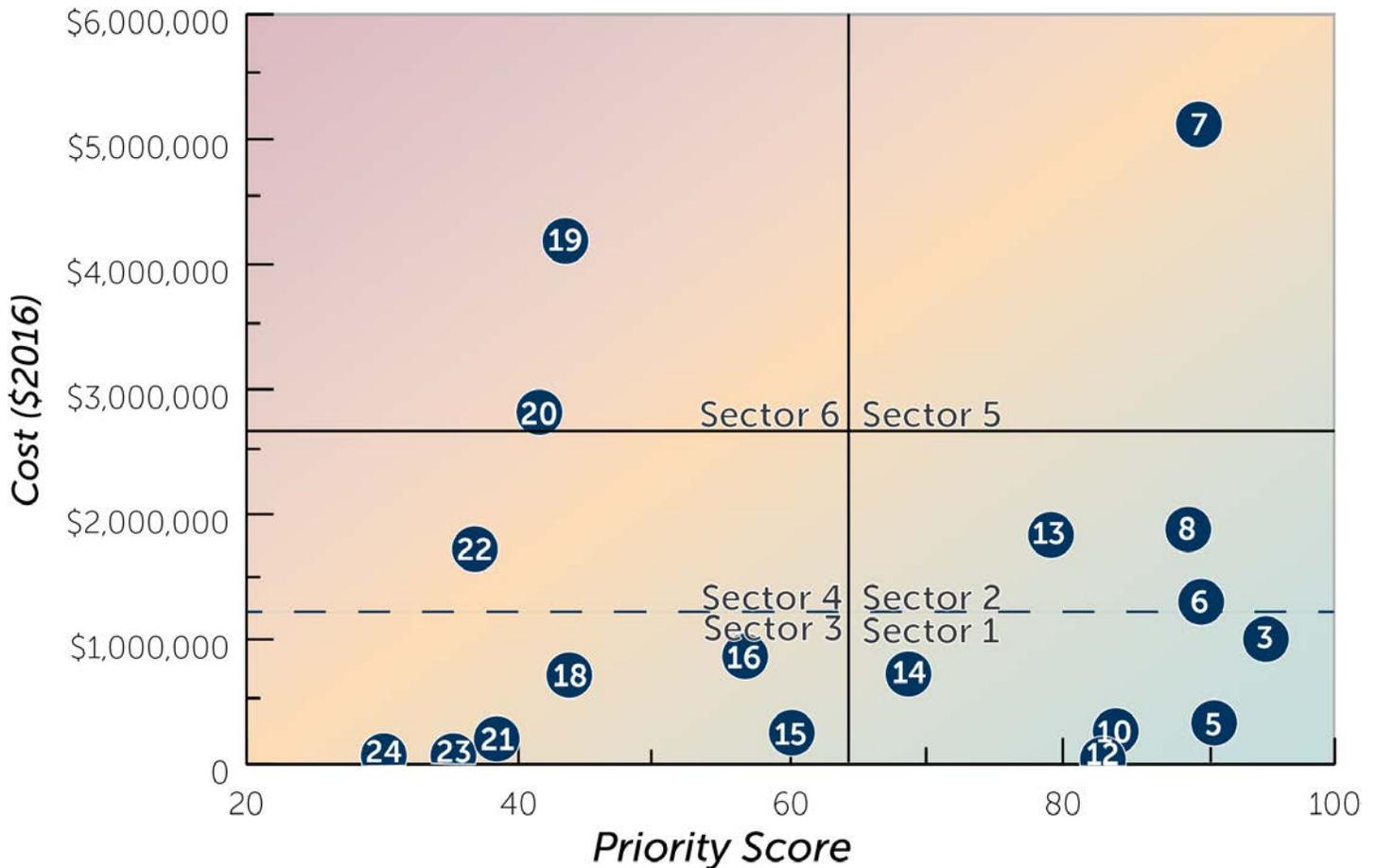


**MANAGEMENT MATRIX:**

The Management Matrix shown above allows decision makers to plot projects based on the priority score and the cost of the project. This matrix above has been tailored for the BTW Plan to identify different 'Sectors' of considerations and how to implement the projects within each sector. The matrix is shaded from green to yellow to red to represent projects that are low cost with a high priority (green) to projects with a high cost with a low priority (red). This illustration assists decision makers to better understand the complexity of the project funding opportunities and limitations. In addition to the sectors, and shading, this matrix identifies the average cost, 2x average cost, and the average score. The different sectors are described below:

- Sector 1: High Priority - Low Cost - City Led Projects
- Sector 2: High Priority - Medium Cost - City Led Projects
- Sector 3: Low Priority - Low Cost - Most Likely Completed In House
- Sector 4: Low Priority - Medium Cost - Implemented with other CIP Projects
- Sector 5: High Priority - High Cost - Implemented through Phased Approach
- Sector 6: Low Priority - High Cost - Implemented with Subsidized Local Improvement District (LID)

**CHART 2: PREFERRED PROJECTS - COSTS VS. PRIORITIES**



**MANAGEMENT MATRIX RESULTS:**

The Preferred Projects were plotted above to identify which sector each project falls into. The results above are great pieces to consider as Projects 3 & 6 fell into Sector 1 and Sector 2 (respectably). Both of these projects are identified as Safe Routes To School (SRTS) which was given the highest importance in the priority matrix. As a review continues on the plotted information, the project placement is in accordance with the priorities set by the Planning Commission as identified on page 42.

Projects 19, 20, and 22 fell into Sector 4 & 6 would be paired with other CIPs or utilize a subsidized LID. These projects are all located in the Chennault Beach Neighborhood where the inclusion of these projects into the Preferred Project List was based on being identified in the SWMP. When preparing for the SWMP implementation, consideration with the neighborhood of implementing an LID should be further researched, because these projects are only connections for residents who live in the immediate vicinity. This makes the boundary identification for an LID extremely simple.

## FUNDING RECOMMENDATION - PREFERRED PROJECTS

<b>TABLE 26: PREFERRED PROJECT LIST</b>					
<b>PROJECT NUMBER</b>	<b>PROJECT NAME</b>	<b>PRIORITY SCORE</b>	<b>COST (\$ 2016)</b>	<b>SECTOR</b>	<b>RECOMMENDED FOR FUNDING?</b>
<i><b>EXISTING PROJECTS*</b></i>					
1	HARBOUR POINTE BLVD. BIKE MARKINGS	111	\$217,390.34		UNDERWAY
2	526 SHARED USE PATH	95	\$6,653,161.00		UNDERWAY
4	HARBOUR REACH CORRIDOR RETROFIT	93	\$2,200,000		UNDERWAY
9	HARBOUR POINTE BLVD. S WIDENING	85	\$1,929,850.00		UNDERWAY
11	HARBOUR REACH CORRIDOR	82	\$16,000,000.00		UNDERWAY
<i><b>PROPOSED PREFERRED PROJECTS ORDERED BY MANAGEMENT MATRIX</b></i>					
3	SR 525 SIDEWALKS - SAFE ROUTE TO SCHOOL	94	\$1,044,404.73	SECTOR 1	YES
5	WATERFRONT PROMENADE MULTI-USE PATH	90	\$319,309.00	SECTOR 1	YES
10	SR 526 SIDEWALKS	82	\$250,271.36	SECTOR 1	YES
12	SR 525 BIKE LANE	81	\$34,437.92	SECTOR 1	YES
6	76TH STREET SIDEWALKS & BIKE MARKINGS	89	\$1,336,733.89	SECTOR 2	YES
8	44TH SHARED-USE PATH	88	\$1,945,548.00	SECTOR 2	YES
13	SR 525 SIDEWALKS & BIKE MARKINGS	77	\$1,921,561.54	SECTOR 2	YES
15	CHEENNAULT BEACH ROAD SIDEWALKS	60	\$236,122.92	SECTOR 3	No
16	2ND STREET SIDEWALKS	57	\$878,178.47	SECTOR 3	No
18	CYRUS WAY SIDEWALKS	43	\$764,826.02	SECTOR 3	No
21	POSSESSION WAY BIKE MARKINGS	37	\$75,763.42	SECTOR 3	No
23	BLUE HERON DRIVE BIKE MARKINGS	34	\$27,415.69	SECTOR 3	No
24	SOUTH ROAD MARKINGS	30	\$86,094.80	SECTOR 3	No
22	64TH PLACE WEST SIDEWALKS	36	\$1,765,251.58	SECTOR 4	No
7	MID-TOWN MUKILTEO SIDEWALK & BIKE MARKINGS	89	\$5,317,815.73	SECTOR 5	No
19	CHEENNAULT BEACH DRIVE SIDEWALK & BIKE MARKINGS	40	\$4,342,738.00	SECTOR 6	No
20	CENTRAL DRIVE SIDEWALK & BIKE MARKINGS	40	\$2,974,219.00	SECTOR 6	No
<b>SUBTOTAL OF SECTOR 1-2:</b>			<b>\$4,604,408.85</b>		
<b>LESS EXTERNAL FUNDING AND IN-HOUSE PROJECT SAVINGS (60%):</b>			<b>\$4,562,645.31</b>		
<b>TOTAL:</b>			<b>\$3,041,763.54</b>		
<b>PROJECT TIMELINE:</b>			<b>7 YEARS</b>		
<b>RECOMMENDED ANNUAL FUNDING:</b>			<b>\$434,537.64</b>		
* FUNDED, UNDER CONSTRUCTION, UNDER FUNDING REVIEW, OR ANTICIPATED FOR 100% EXTERNAL FUNDED					
**PROJECT 17 WAS DELETED AS A PREFERRED PROJECT DUE TO GRADING DIFFERENTIALS AS AN INFEASIBLE PROJECT					

## **FUNDING RECOMMENDATION - FUTURE PROJECTS**

The Future Projects have a total amount of \$85,850,000 (\$2016) which is currently unfunded.. However, because these projects are identified as future projects to be completed within the next twenty-years, considering the annual funding expenditures is not justified. To best use these figures, the City should advance projects from the ‘Far-Term’ list into the Near or Mid-Term lists as conditions change and update the required annual funding based on those conditions. Below is a table that identifies which sector each project falls into. The average cost of future projects is \$1,805,083 with an average priority score of 55.

<b>PROJECT NUMBER</b>	<b>PROJECT NAME</b>	<b>PRIORITY SCORE</b>	<b>COST (\$ 2016)</b>	<b>SECTOR</b>
25	80TH/81ST CROSSING	95	\$120,946.34	SECTOR 1
26	SR 525 CORRIDOR STUDY	87	\$129,399.59	SECTOR 1
27	76TH STREET CROSSING	86	\$120,946.34	SECTOR 1
28	HARBOUR POINTE BLVD. NORTH CYCLE TRACK	83	\$88,144.32	SECTOR 1
29	47TH BIKE IMPROVEMENTS	77	\$152,904.37	SECTOR 1
31	ENDEAVOR ELEMENTARY SHARED USE PATH	72	\$1,108,536.00	SECTOR 1
32	STAIRSTEP PATH & BIKE MARKINGS	71	\$5,788,392.17	SECTOR 1
33	86TH CROSSING	70	\$120,946.34	SECTOR 1
37	88TH STREET SIDEWALKS & BIKE MARKINGS	60	\$214,523.40	SECTOR 1
38	BEVERLY PARK INTERSECTION IMPROVEMENTS	60	\$287,267.08	SECTOR 1
40	2ND STREET CROSSWALK	55	\$120,946.34	SECTOR 1
30	GOAT TRAIL PATH & BIKE MARKINGS	73	\$2,306,767.76	SECTOR 2
34	5TH STREET PEDESTRIAN PROJECTS	64	\$2,506,817.28	SECTOR 2
36	80TH SIDEWALKS & SHARROWS	63	\$2,155,825.76	SECTOR 2
39	SKY HILA PATHWAY SAFE ROUTE TO SCHOOL	48	\$2,479,848.08	SECTOR 2
42	53RD AVENUE SIDEWALKS & BIKE MARKINGS	49	\$570,979.29	SECTOR 3
43	49TH PLACE TRANSIT CONNECTION	46	\$222,806.34	SECTOR 3
44	11TH STREET SIDEWALK	43	\$561,670.95	SECTOR 3
46	POSSESSION VIEW LANE SIDEWALKS	41	\$892,254.43	SECTOR 3
47	CHEMNAULT BEACH ROAD BIKE MARKINGS	39	\$37,898.17	SECTOR 3
48	PARK AVE SIDEWALKS	36	\$584,078.55	SECTOR 3
49	62ND STREET & CANYON ROAD SIDEWALKS	35	\$892,254.43	SECTOR 3
41	81ST PLACE SW SIDEWALKS	54	\$2,910,364.78	SECTOR 4
32	STAIRSTEP PATH & BIKE MARKINGS	71	\$5,788,392.17	SECTOR 5
35	88TH STREET SIDEWALKS & BIKE MARKINGS	63	\$6,532,152.05	SECTOR 5
45	WASHINGTON AVE SIDEWALKS	43	\$3,658,716.87	SECTOR 6

**FUNDING RECOMMENDATION - FUTURE PROJECTS CONT.**

**TABLE 28: FUTURE PROJECT LIST (FAR-TERM PROJECTS)**

<b>PROJECT NUMBER</b>	<b>PROJECT NAME</b>	<b>PRIORITY SCORE</b>	<b>COST (\$ 2016)</b>	<b>SECTOR</b>
51	HARBOUR PLACE SHARED USE PATH	66	\$1,482,352.74	SECTOR 1
53	BEVERLY PARK INTERSECTION IMPROVEMENTS	60	\$1,411,207.00	SECTOR 1
54	84TH STREET SIDEWALKS	57	\$1,044,570.79	SECTOR 1
55	92ND STREET SIDEWALK & BIKE MARKINGS	56	\$593,333.26	SECTOR 1
56	88TH SIDEWALKS & BIKE LANES	51	\$678,095.15	SECTOR 3
58	CYRUS WAY SIDEWALKS	47	\$842,682.10	SECTOR 3
59	121ST BIKE CONNECTION	47	\$381,031.20	SECTOR 3
60	53RD AVENUE SIDEWALKS & BIKE MARKINGS	45	\$706,349.12	SECTOR 3
61	CYRUS WAY SIDEWALKS	43	\$694,177.58	SECTOR 3
62	53RD AVENUE SIDEWALKS & BIKE MARKINGS	41	\$1,185,704.17	SECTOR 3
64	SHARED USE PATH TO OLD TOWN	37	\$667,590.00	SECTOR 3
67	CHENNAULT BEACH GULCH SHARED USE PATH	34	\$220,716.10	SECTOR 3
68	CHENNAULT BEACH ROAD BIKE MARKINGS	32	\$30,779.87	SECTOR 3
69	LOVELAND AVENUE SIDEWALKS	29	\$220,181.76	SECTOR 3
65	SHARE USE PATH FROM MUKILTEO BLVD TO BOEING RECREATION CENTER	36	\$2,781,490.06	SECTOR 4
66	54TH AVENUE SIDEWALKS & BIKE MARKINGS	36	\$2,694,782.20	SECTOR 4
50	92ND STREET SIDEWALK & BIKE MARKINGS	71	\$4,419,442.81	SECTOR 5
52	AIRPORT ROAD SHARED USE PATH	60	\$14,761,032.00	SECTOR 5
57	GOAT TRAIL PEDESTRIAN BRIDGE	51	\$7,763,975.16	SECTOR 6
63	CYRUS WAY ROAD EXTENSION	41	\$5,527,497.09	SECTOR 6

**CAPACITY PROJECTS:**

Impact fees are assessed to new development in order to expand the capacity of the system. If a development is proposing to add 100 single-family homes to an existing system, it is reasonable to charge the development for new demands on the parks system, traffic system, and school system to pay for projects that maintain the same level-of-service that existed prior to development.

Pedestrian, Bike, and Transit projects can provide additional capacity to the system by providing alternative transportation modes. The BTW Capacity Projects are eligible to receive impact fee funding from the Transportation Impact Fee, however the current Impact Fee Ordinance may need to be revised to represent mode split. One opportunity is that instead of charging impact fees based on PM Peak Trips, the fee is charged based on passenger trips and then with a mode split percentage for vehicles, transit, and walking/biking. This division could provide better funding towards pedestrian and bike infrastructure.

Example:

PM Peak Trips = 50 Trips

Passenger Trips = 50 x 1.13 (Occupancy) =

56.6 Passenger Trips

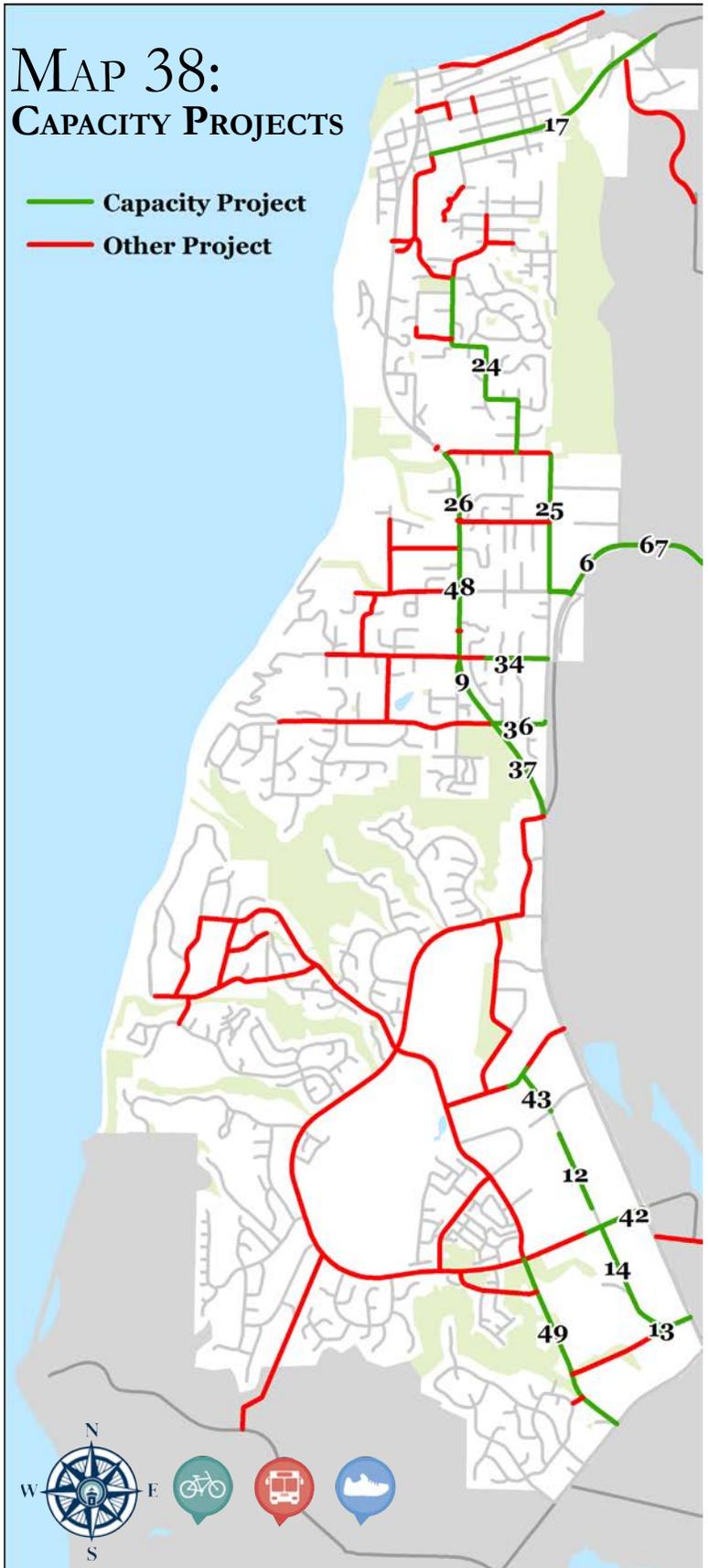
80% Vehicle: 45.2 Passenger Trips

12% Transit: 6.8 Passenger Trips

8% Walking/Biking: 4.5 Passenger Trips

The City should consider alternative ways of structuring an impact fee to ensure new development is paying their fair share towards the impacts on the communities.

Map 38 identifies the capacity projects within the BTW Plan.



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**A**s we journey forward into implementation, it is important that this Bike – Transit - Walk Plan not sit on a shelf, and be a document that was produced just By the Way. Our city staff, City Council, and I will take seriously the next steps needed to make the vision that is described here come to life.

I believe in ensuring our City is a safe place to bike, walk, and access transit, for all of our residents and our visitors. From walking to school, bicycling for recreation, or hopping a bus to get to work: Mukilteo should be a place where all of these choices are possible. As described in our vision for Mukilteo, one aspect of our safe, strong neighborhoods includes improved accessibility and mobility. The BTW Plan lays the ground work for creating that network of connections.

Moving around our community on our own two feet or two wheels connects us with each other, and provides a little space and breathing room to appreciate the world around us. I will ensure that our City does everything we can to make healthy transportation choices ones that are easy to make.

Mayor Jennifer Gregerson, 2016



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# **APPENDIX**

**WALKING AUDITS PREPARED  
BY SNOHOMISH HEALTH DISTRICT**

**PLANNING-LEVEL SIDEWALK ASSESSMENT 2014  
BY TUTTLE ENGINEERING**

**INDIVIDUAL PROJECT ESTIMATES  
BY CITY STAFF**

