

Date: November 27, 2021
To: Mukilteo 5th Street Steering Committee
From: Mukilteo 5th Street Bike and Pedestrian Improvement Project Team
Subject: Mukilteo 5th St. Bicycle and Pedestrian Project Recommendations

1. Introduction

The Mukilteo 5th Street Bicycle and Pedestrian improvements project team is recommending a series of investments to address identified project needs within Mukilteo on 5th Street and W Mukilteo Boulevard between Lincoln and the City Limits with Everett. The Mukilteo 5th St. Project is intended to improve cyclist and pedestrian facilities, connectivity, and safety.

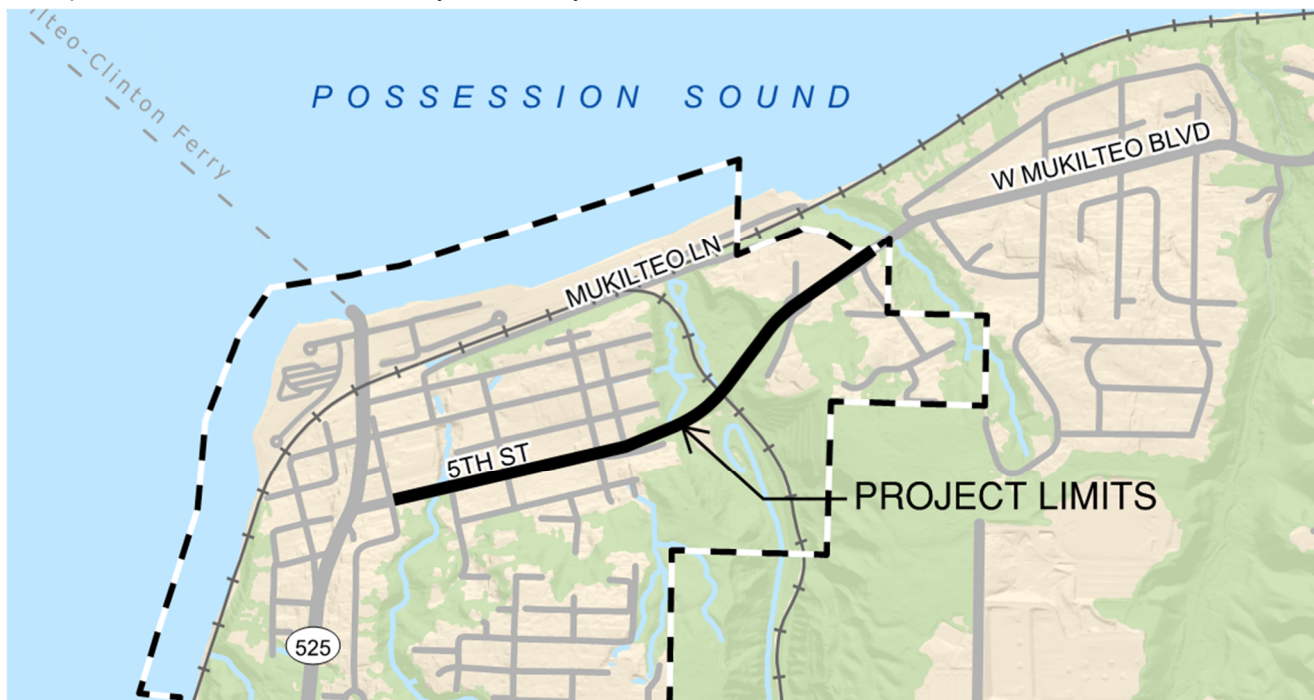


Figure 1-1: Project Site Location

The investment recommendations have been developed after careful review of the existing corridor by the design team, conversations with this steering committee, public engagement efforts, coordination with City staff, elected officials and evaluation of a wide range of alternative treatments.

Recommendations are presented here, along with a commentary on alternative concepts reviewed, but not recommended for advancement into final design at this time.

2. Project Recommendations

Our recommendations address the project needs and honor many community values we have heard speaking with a wide range of parties, including many residents along the corridor. The proposed project investments can be reviewed on the attached roll plot.

Proposed investments within Old Town between Lincoln and Japanese Gulch include:

- Roadway rechannelization with two 11-foot general purpose lanes to calm traffic
- Bike facility investments in full bike lanes east of Cornelia to the Japanese Gulch parking area
- Sharrow bike treatments within general purpose lanes between Lincoln to Cornelia
- Construction of pedestrian walkways separated from bike and vehicle traffic on both sides of the roadway for this segment
- Street illumination system upgrades to meet modern illumination for this type of corridor
- Installation of a physical buffer between pedestrians and bikes/general traffic, which will likely be a 2 foot wide section of grass
- Retention of street parking on the north side of the roadway between Park Ave and Cornelia Ave and on the south side between Park Ave and Loveland Ave
- Pavement maintenance treatments for the full segment
- Construction of water quality treatment infrastructure to treat stormwater
- Intersection treatments to calm traffic, which may include a "raised intersection" traffic calming treatment at 5th and Cornelia
- Installation of a Rectangular Rapid Flashing Beacon at 5th and Lincoln.

Proposed investments on W Mukilteo Boulevard between Japanese Gulch to the Everett City Limits include:

- A new inbound bike lane from Everett to Japanese Gulch
- Spot channelization investments to improve the pedestrian experience
- Street illumination system upgrades to meet modern illumination for this type of corridor
- Roadway rechannelization with two 11-foot General Purpose Lanes to calm traffic
- Investment in a gateway / traffic calming treatment west of the intersection of Mukilteo Lane and W Mukilteo Blvd.

The proposed improvements will:

- Calm traffic traveling on 5th Street through reduced lane widths, intersection treatments, improved illumination, and lane “meandering.”
- Have no impact to most existing private fences and retaining walls constructed within the public Right of Way.
- Retain the old town 5th Street aesthetics while removing existing accessibility roadblocks and enhance transit access.
- Have very minor roadway widening from the current roadway paved widths
- Install modern storm drainage treatment infrastructure

3. Next Steps

Please review our proposed concept design and project investments. We are looking for feedback and would like to hear a wide range of views on how to best advance the project forward, including if we missed addressing any key need with our proposed investments. Please let us know what can be refined to better address the needs of the community.

4. Treatments evaluated but not recommended for advancement at this time.

Inbound and Outbound Bike Lanes on 5th Street between Lincoln and Park

Installing separated bike lanes between Lincoln and Park while providing pedestrian facilities on both sides of the roadway and maintaining street parking is challenged by several factors including

- Limited roadway widths over an existing roadway culvert crossing of Brewers Creek between Lincoln and Park. The available roadway width of the existing culvert is “pinched” and installation of new facilities will likely require removal of the culvert and construction of a new bridge. This level of investment and the challenge of installing separated bike lanes west of the existing culvert does not align with this project’s purpose and need.
- Existing private retaining walls and fences within the right of way. Installing more facilities will require removal of a significant number of private fences and short existing retaining walls within the Right-of-Way. While the City can construct improvements within the Right-of-Way, community impacts to residences along 5th Street may not be politically feasible and past proposals for similar work has seen strong resistance from the community.
- City desire to retain some street parking on 5th Street in Old Town.

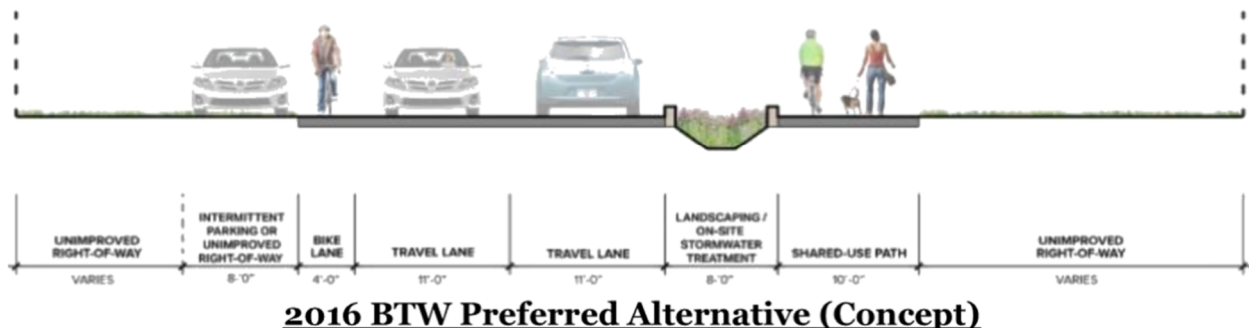
This project team recommends the City install bike lanes on 5th between Park and Lincoln when funding becomes available to replace the culvert noted above.

Installation of Rapid Repeating Flashing Beacons (RRFB) at additional intersections in the corridor

We heard from many users in the corridor this project should consider installing RRFB pedestrian crossing treatments at almost every intersection in the corridor. We did evaluate every major crossing in the corridor for RRFB installation, but only recommended installing an RRFB at Lincoln and 5th at this time. Lincoln and 5th were recommended for installation due to the challenge of seeing pedestrians crossing in a commercial area of the corridor. Based on current FHWA recommendations for RRFB placement and a review of the corridor, we do not recommend additional installations at this time, but will evaluate options as the project advances into final design. The team felt alternative investments in the corridor to improve the pedestrian crossing experience noted in this memo are more context sensitive solutions to carry forward, such as reduced lane widths, intersection treatments and lane meandering.

Shared Use Path Construction in the corridor

Early planning in the corridor identified a shared use path concept as an attractive treatment to improve bike facilities and the pedestrian environment while minimizing roadway widening. This concept was included in City planning document for the corridor and represented below.



The team evaluated the feasibility of this concept and noted several implementation challenges including:

1. Continuous pedestrian facilities are only provided on one side of the street, which requires a lot of pedestrian crossings and only improves pedestrian accessibility on one side of the street. Another challenge would be property access for the side of the street without the shared use path, as pedestrians would not have dedicated space when traveling along 5th Street.
2. Landscape - Bioswales require curbs next to General Purpose lanes, which is expensive, requires large scale roadway reconstruction and leads to large impacts to existing private fences and walls within the ROW
3. Community outreach had noted preference for limited/no curb additional within the street.

4. Outbound bikes need to use the general purpose lane or the "shared use path", leading to a route continuity issues for all. (Everett has a typical bike lane, general purpose lane channelization treatment heading north)
5. Public Outreach noted a strong preference for separating bike commuters and walkers. A shared use path, by design, encourages biking and walking on the same space

Inbound and Outbound Bike Lanes on W Mukilteo Boulevard between Japanese Gulch and Everett

The available roadway widths within this segment of roadway do not allow a cost-efficient path forward to provide two general purpose traffic lanes, inbound and outbound bike , and pedestrian facilities. The existing 5th Street bridge over Japanese Gulch has an existing width acting as pinch point in the corridor and not easily widened. Existing vegetative slopes south of the roadway east of Japanese gulch also present significant expense and environmental concerns if widening would occur.