

5th Street Bicycle & Pedestrian Project Brief

Background

The project area is 5th St. / Mukilteo Blvd from Lincoln Ave. east to the City limits, about a mile in length. The western half of the project area is located in the heart of Old Town. Primarily residential, this section has a speed limit of 25 mph. The eastern half of the project area continues to be residential with entrances to a dog park and the Japanese Gulch Trail system. This section has a speed limit of 35 mph.



The 5th St. / Mukilteo Blvd. improvements connect into [the City of Everett's Edgewater Bridge Replacement project](#) on the east (tentative 2022 /23 construction) and the design will need to be coordinated with Everett's design to ensure a smooth transition between projects.

The street is a Principal Arterial connecting the City of Mukilteo with the City of Everett. It has the highest average daily traffic on City owned streets at 5,100 vehicles per day (Feb. 2020). And serves Everett Transit Bus Route #18. Currently, there are two pedestrian crossings, but no dedicated bicycle or pedestrian facilities. The crossing at Loveland Ave is marked and signed. The crossing at Cornelia Ave is marked and has a pedestrian activated Rectangular Rapid Flashing Beacon.

The Right-of Way width varies, but is typically around 80 feet. Paved or gravel on-street parking is present for most of the project length.

As a main travel way, 5th St. / Mukilteo Blvd. has had speeding complaints dating back to the early 1900's. The City has received a number of traffic calming requests this year. A

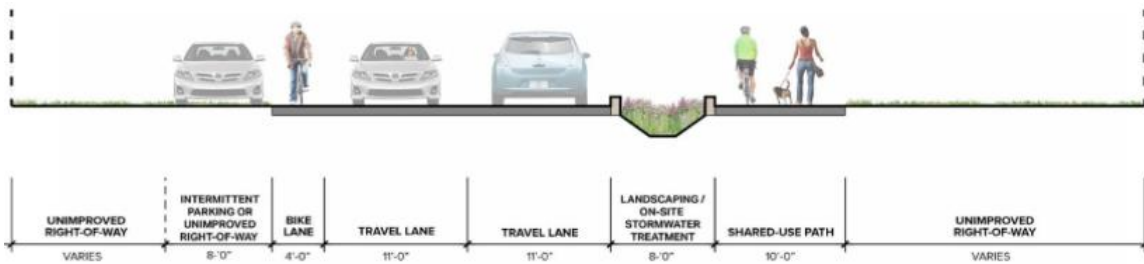
Public outreach will be key to finding a balance between competing needs and defining a successful multimodal project.



speed study was conducted in February on the western half. The 85th percentile speed was 41 mph, in this 35 mph zone. A speed study on the eastern half is planned for later this fall.

This project was identified as a priority project in [Mukilteo’s Bike-Transit-Walk \(BTW\) plan](#), to improve 5th St. / Mukilteo Blvd. from Lincoln Ave. to the eastern city limits by adding pedestrian and bicycle facilities. (excerpts are provided in the RFQ Appendix.)

Initial concepts proposed in the BTW plan utilized the entire City right of way, however residents opposed this due to several existing homes and structures that are located close to, and in some instances, encroaching into the right-of-way. During a 2016 public meeting, several alternatives were discussed, and the preferred alternative largely stays within the existing roadway width (typically around 40 feet). In the BTW, planning level construction costs for this project were estimated at \$2.9 million.



2016 BTW Preferred Alternative (Concept)

The City of Mukilteo received a grant from the Sound Transit System Access Program earlier this year for the design of the 5th St. Bicycle and Pedestrian Improvements project. This program is intended to “fund such projects as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration and improved pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services.”

Currently funding for the construction of this project is on a list of projects that are recommended for further analysis as part of the [Sound Transit Edmonds and Mukilteo Parking and Access Improvement program](#). Sound Transit is currently going through a realignment process which is anticipated to be complete in July 2021. While this is underway the evaluations for the Edmonds and Mukilteo projects is likely to be on pause.

Project Description

The project will provide pedestrians and bicyclists new intuitive access modes on 5th St. / Mukilteo Blvd. by adding a pedestrian and bicycle facilities. These new multi-modal facilities will provide a comfortable and safe route for residents to utilize 5th St. / Mukilteo Blvd. to reach the Sound Transit Mukilteo Station as well as other sites along



the Mukilteo Waterfront, such as the new Washington State Ferries Mukilteo Multimodal Terminal, the new Waterfront Promenade and Lighthouse Park.

This project achieves the following goals:

- Ensure safe and adequate crossings.
- Eliminate gaps in the pedestrian network.
- Eliminate gaps in the bicycling network.
- Increase multimodal options.

The project is approximately one mile in length and will primarily stay within existing right-of-way. The design may include intermittent on-street parking and on-site stormwater management.

Consultant Scope of Work

The consultant will conduct public outreach, complete the entire design, develop preliminary and final contract plans, specifications, and estimates (PS&E), and prepare and obtain permitting.

The consultant, at the option of the City, may be contracted to support the City in grant applications for construction funding and / or to provide construction management and inspection support services.