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SR 525 Mukilteo – Bridge over Railroad Replacement SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance

TECHNICAL WORKING GROUP (TWG) MEETING #2

December 16th, 2024

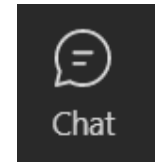
OTEBERRY (OT) KEDELTY, NORTHWEST REGION SNO-KING DESIGN OFFICE
TONY BARILLA, NORTHWEST REGION SNO-KING DESIGN OFFICE
ZACHARY HOWARD, COMPLETE STREETS LEAD
AMBER STANLEY, COMMUNITY ENGAGEMENT LEAD

Introductions

Organizations invited today:

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

Please introduce yourself in the chat:



- **Name**
- **Organization**
- **Role**
- **Your familiarity with this section of roadway.**

Presenter Introductions

Oteberry Kedelty

WSDOT, Project Manager

Tony Barilla

WSDOT, Project Manager

Zachary Howard

WSDOT, Complete Streets

Vu Nguyen

WSDOT, Lead Design Engineer

Amber Stanley

WSDOT, Community Engagement

Agenda

- **Welcome and introductions**
- **Project update**
- **Needs and criteria discussion**
- **Analysis framework overview**
- **Preliminary Complete Streets options & existing and proposed crossings discussion**
- **Next steps**

Project update

Schedule

TWG #1

- Pre-design process and schedule
- Existing conditions
- Complete streets framework
- Healthy Environments for All (HEAL) Act
- Community engagement
- Draft baseline and contextual needs

TWG #2/EWG #1

- Needs and criteria
- Evaluation framework
- Preliminary Complete Streets options

TWG #3/EWG #2

- Screening results
- Complete Streets alternatives

TWG #4/EWG #3

- Present recommended complete streets alternative(s)

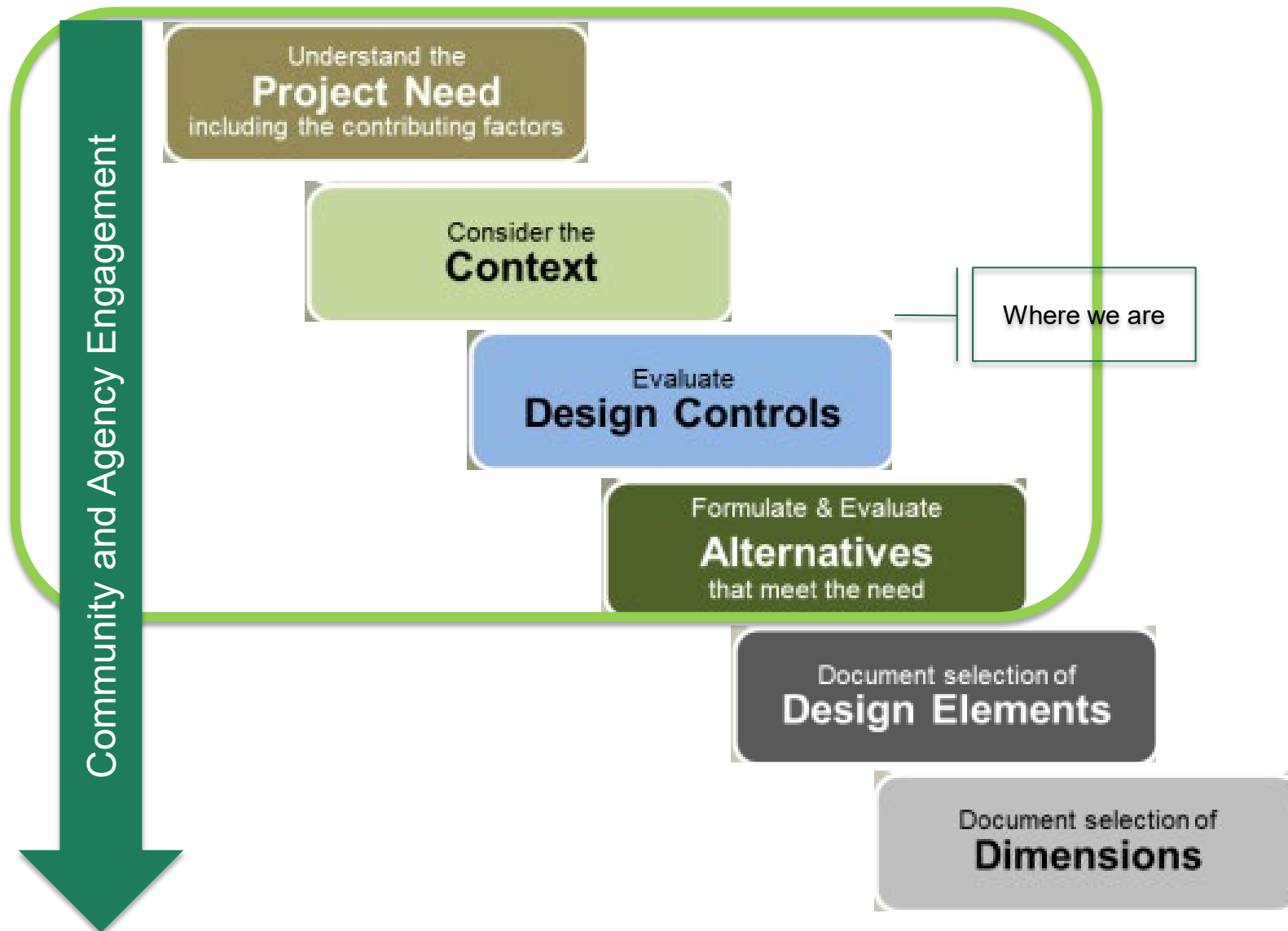


We are here

TWG = Technical Working Group

EWG = Executive Working Group

Pre-Design Process



Projects and Project Overview

SR 525 Mukilteo – Bridge over Railroad Replacement:

- **Pre-Design**
 - Project Limits: MP 8.30 to MP 8.47
 - Expected Completion: Summer 2025

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance:

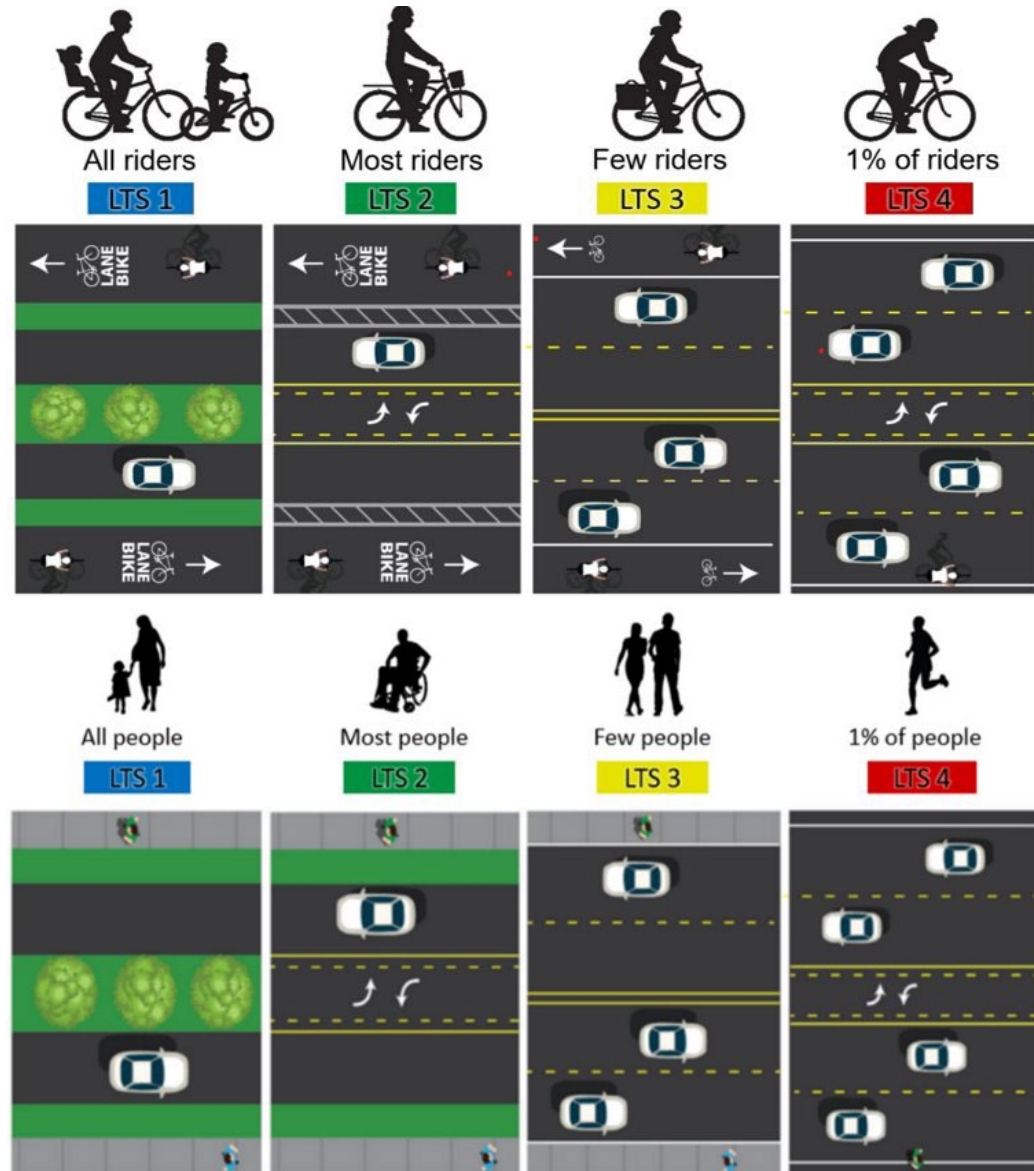
- **Pre-Design**
 - Project Limits: MP 5.72 to MP 8.47
 - Expected Completion: Summer 2025
- **Design**
 - Project Limits: MP 5.72 to MP 8.47
 - Expected Completion: February 2026



Level of Traffic Stress

Improve the comfort and safety of active transportation users by:

- Decreasing pedestrian/bicyclist **exposure**
- Decreasing motor **vehicle speed**
- Increasing **conspicuity** for bicyclists and pedestrians
- Increasing **predictability** of movement of all users through the intersection
- Increasing **separation in time and space** between motorists, pedestrians, and bicyclists

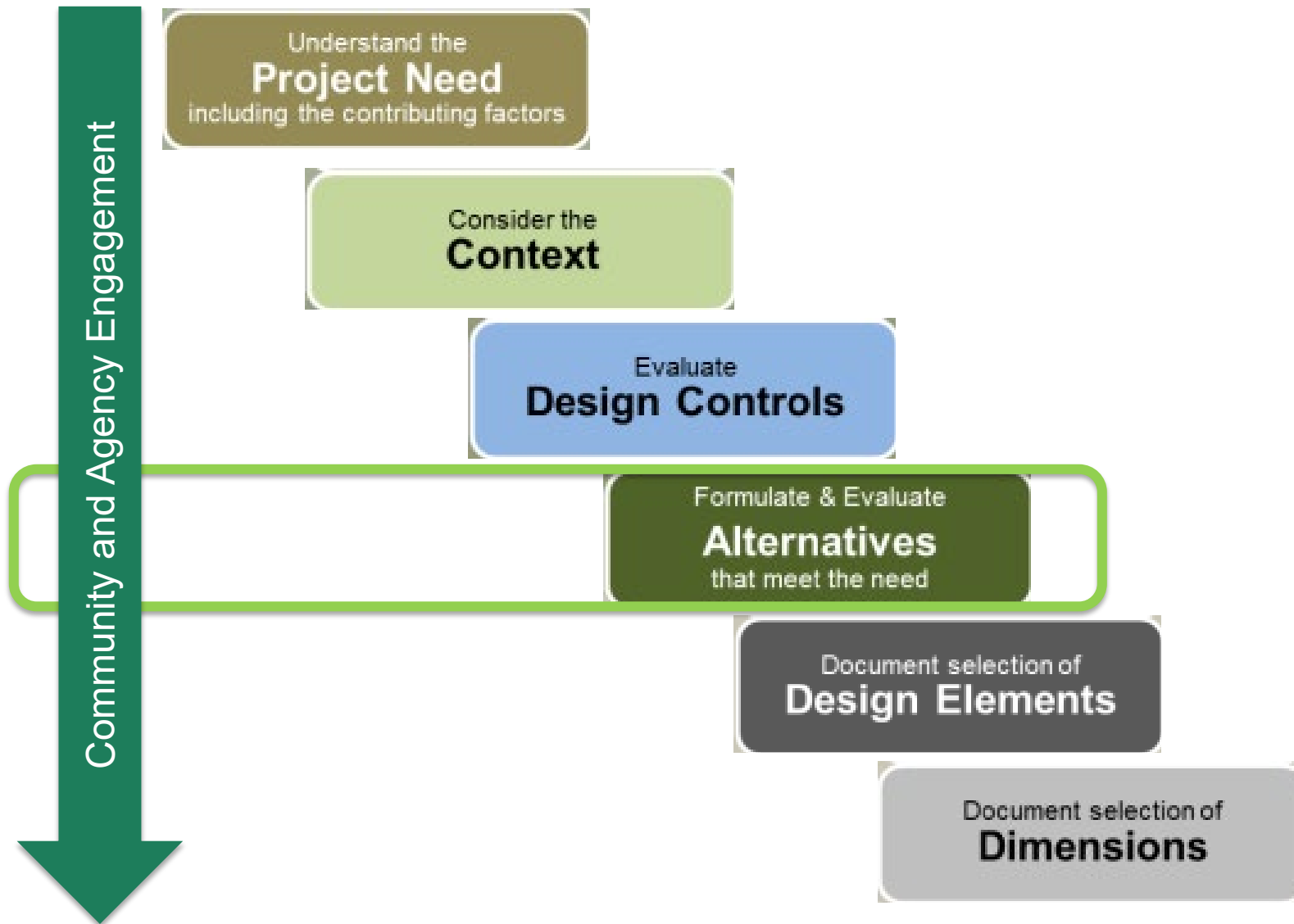


Engagement Milestones

Timeline	Outreach Milestones
Summer 2024	<ul style="list-style-type: none">• Publish a website for each project• Develop communications plan
Fall 2024	<ul style="list-style-type: none">• Establish and facilitate first Technical Working Group (TWG) meeting• Establish and facilitate first Executive Working Group (EWG) meeting
Winter 2025	<ul style="list-style-type: none">• Online open house and survey• Focused engagement• Continued TWG & EWG meetings

Updated Baseline, Complete Street & Contextual Needs

Pre-Design Process



ALTERNATIVE COMPARISON AND EVALUATION

Criteria:

- Cost
- Vehicle Operations
- Vehicle Safety
- Baseline / Complete Streets Needs
- Contextual Needs

Other impacts considered

- Right-of-Way
- Maintenance
- Stormwater / Hydraulics
- Wetlands
- Utilities
- Removal of green space
- Driveway impacts
- Structure needed

SR 525 Mukilteo – Bridge over Railroad Replacement: Baseline & Complete Streets needs

BN1:

- REPLACE EXISTING BRIDGE WITH BRIDGE THAT MEETS RAILROAD VERTICAL CLEARANCE REQUIREMENTS
- **Metric:** A structurally sufficient bridge that provides the necessary vertical clearance over BNSF mainline track.
- **Target:** A bridge that provides 24'-6" minimum vertical clearance requirements over BNSF mainline tracks

BN2:

- RAISE ADJACENT ROADWAY PROFILES TO MATCH RAISED BRIDGE ELEVATION.
- **Metric:** Vertical profile
- **Target:** Match replacement bridge vertical profile and meet WSDOT design requirements

CSN1:

- Complete Streets for Pedestrians
- **Metric:** Pedestrian Level of Traffic Stress (PLTS)
- **Target:** Provide a BLTS of 1 or 2 by throughout the project area

CSN2:

- Complete Streets for Bicyclists
- **Metric:** Bicycle Level of Traffic Stress (BLTS)
- **Target:** Provide a BLTS of 1 or 2 by throughout the project area

SR 525 Mukilteo – Bridge over Railroad Replacement: Contextual needs

CN1:

- IMPROVE PEDESTRIAN CONNECTIVITY AND ACCESS BETWEEN SR 525 (1ST STREET) AND LIGHTHOUSE PARK
- **Metric:** Route directness from SR 525 (1st Street) to Lighthouse Park
- **Target:** A safe and direct pedestrian route from SR 525 (1st Street) to Lighthouse Park.

CN2:

- IMPROVE PEDESTRIAN AND BICYCLIST CONNECTIVITY AND ACCESS BETWEEN SR 525 (1ST STREET) AND FRONT STREET
- **Metric:** BLTS and PLTS
- **Target:** Improve the BLTS and PLTS between SR 525 (1st Street) and Front Street to 2 or better.

CN3:

- IMPROVE PEDESTRIAN AND BICYCLIST CONNECTIVITY AND ACCESS BETWEEN UPLAND NEIGHBORHOOD TO MUKILTEO LANE AND WATERFRONT
- **Metric:** Route directness from upland neighborhoods to Mukilteo Lane and Waterfront.
- **Target:** Route directness from upland neighborhoods to Mukilteo Lane and Waterfront.

CN4:

- TRAFFIC CALMING ON SR 525 WITHIN THE SR 525 BRIDGE REPLACEMENT PROJECT LIMITS
- **Metric:** Reduce vehicle traveling speed to signed speed limit.
- **Target:** Vehicle traveling speed of 25 mph

SR 525 Mukilteo – Paving & ADA: Baseline & Complete Streets needs

BN1:

- REPAVE SR 525 BETWEEN MP 5.72 TO 8.47
- **Metric:** Replace distressed top layer of pavement and update the roadway delineation to current WSDOT Standard
- **Target:** Mill and fill roadway with 0.15' HMA and updated roadway delineation that meets current WSDOT Standards

BN2:

- BRING PEDESTRIAN CURB RAMPS IMPACTED BY PAVING UP TO CURRENT AMERICANS WITH DISABILITY ACT (ADA) STANDARDS
- **Metric:** Equitable access for persons with disabilities
- **Target:** Reconstruct paving impacted curb ramps to meet ADA standards or to the Maximum Extent

CSN1:

- Complete Streets for Pedestrians
- **Metric:** Pedestrian Level of Traffic Stress (PLTS)
- **Target:** Provide a BLTS of 1 or 2 by throughout the project area

CSN2:

- Complete Streets for Bicyclists
- **Metric:** Bicycle Level of Traffic Stress (BLTS)
- **Target:** Provide a BLTS of 1 or 2 by throughout the project area

SR 525 Mukilteo – Paving & ADA: Contextual needs

CN1:

- TRAFFIC CALMING ON SR 525 WITHIN THE PROJECT LIMITS
- **Metric:** Reduce vehicle traveling speed to signed speed limit.
- **Target:** Vehicle traveling speed that meets the signed speed limit.

CN2:

- IMPROVE SR 525 ROADWAY CROSSABILITY FOR PEDESTRIANS
- **Metric:** Improved pedestrian crossability of SR 525 roadway and roadways connected to SR 525 with the project limit.
- **Target:** Enhanced existing crossings and added designated crossing at intersections and mid-block locations where practical that are safe and meet WSDOT design standards.

CN3:

- SR 525 MUKILTEO SPEEDWAY BIKE ROUTE
- **Metric:** An interconnected bike lane network throughout the project limits
 - **Target:** An interconnect bike lane network throughout the corridor that meets LTS 2 or better.

CN4:

- SR 525 SAFE ROUTE TO SCHOOL
- **Metric:** Improved active transportation facilities between 76th Street SW and 81st Place SW.
- **Target:** SUP between 76th Street SW and 81st Place SW.

SR 525 Mukilteo – Paving & ADA: Contextual needs

CN5:

- SR 525 MIDTOWN BIKE LANES
- **Metric:** Improved active transportation facilities in Mid-town Mukilteo (SR 525 between Caymus Ln and 81st Street) that support commerce by feet and pedal.
- **Target:** Bike lane in each direction along SR 525 between Harbour Pl and 92nd Street SW that meets LTS 2 or better

CN6:

- SR 525 MIDTOWN BIKE LANES
- **Metric:** Adequate bike facility for cyclists who are destination oriented and are traveling at speeds higher than appreciated by pedestrians.
- **Target:** Bike lane in each direction along SR 525 between Harbour Pl and 92nd Street SW that meets LTS 2 or better

CN7:

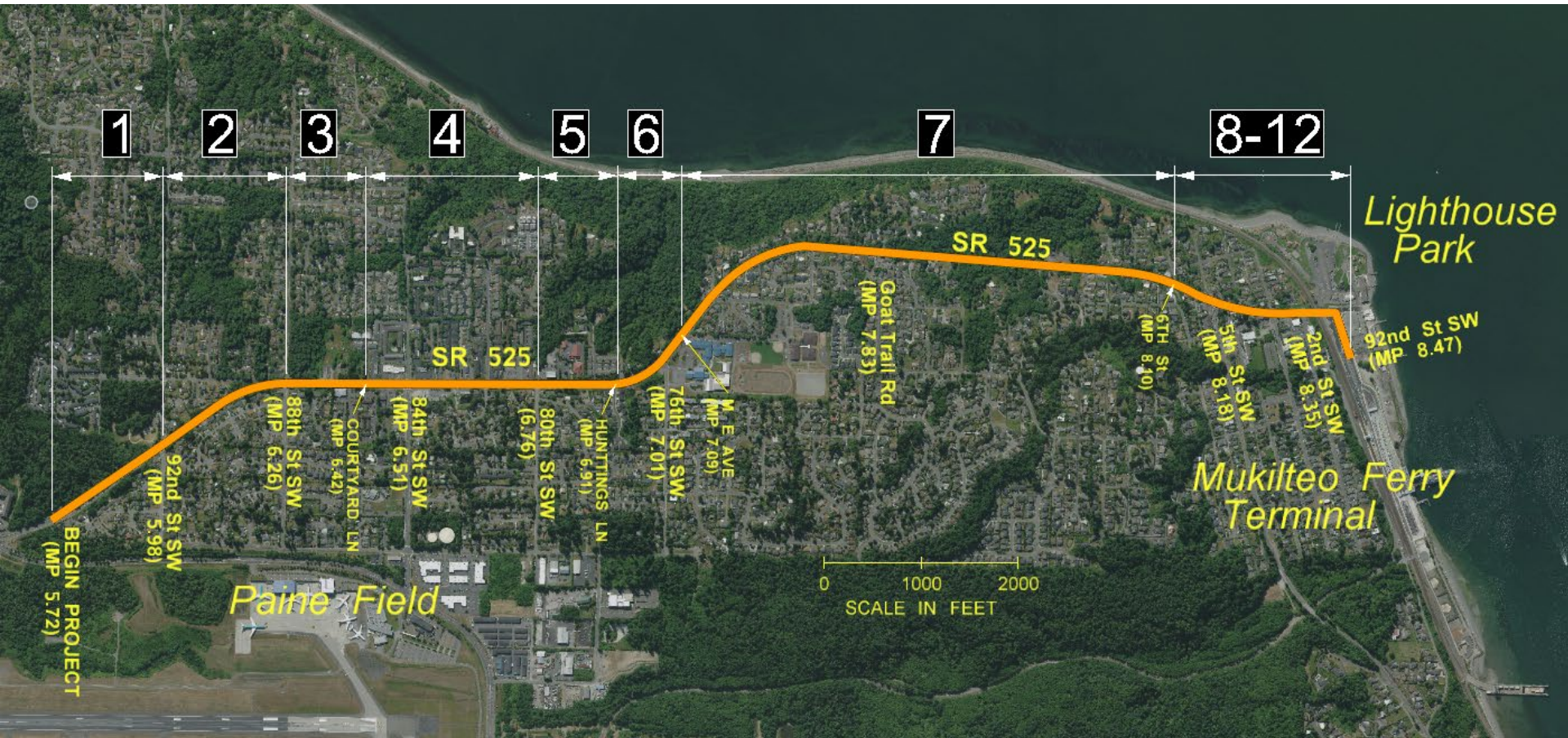
- 8600 BLOCK OF SR 525 CONNECTION TO THE 92ND ST SW PARK SUP
- **Metric:** Safe and direct Active Transportation route from 8600 Block of SR 525 to the 92nd ST SW Park SUP.
- **Target:** Direct Active Transportation route that meets an LTS of 2 better from 8600 Block of SR 525 to the 92nd ST SW Park SUP

Discussion

1. Any feedback or concerns on the identified needs?
2. Did we miss any needs?

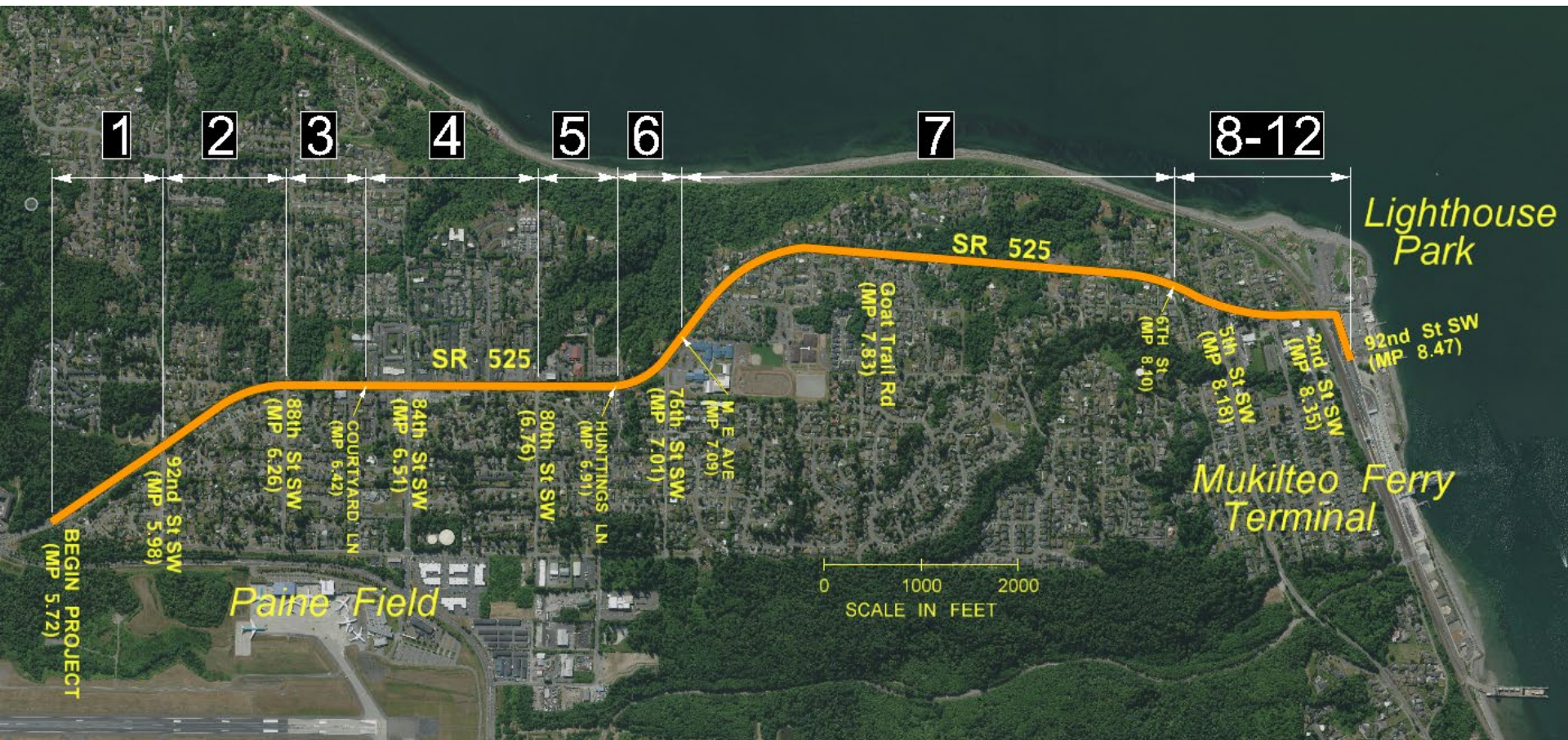
Preliminary Complete Streets Options & Existing and Proposed Crossings

SEGMENT MAP



POLL QUESTION - SEGMENT MAP

Please tell us what segment you are most interested in discussing.



Please follow along

- If you can, please use the link in the Chat to follow along on the map
- We are requesting you take a snippet of impacts or opportunities and paste them in the Chat with a comment

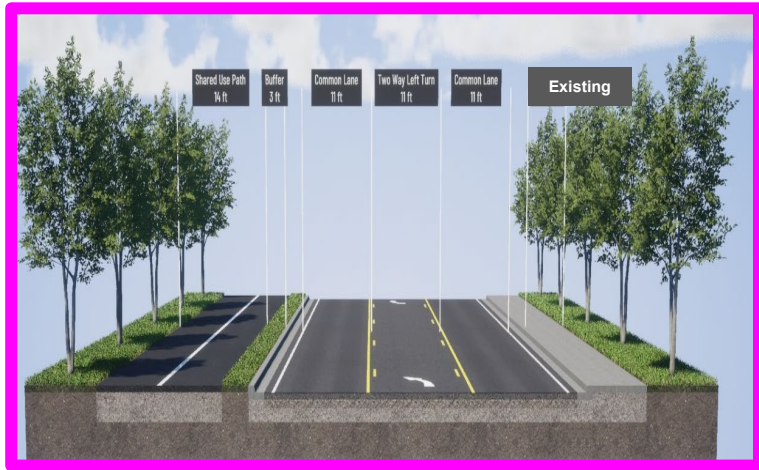
Questions to consider:

Segments

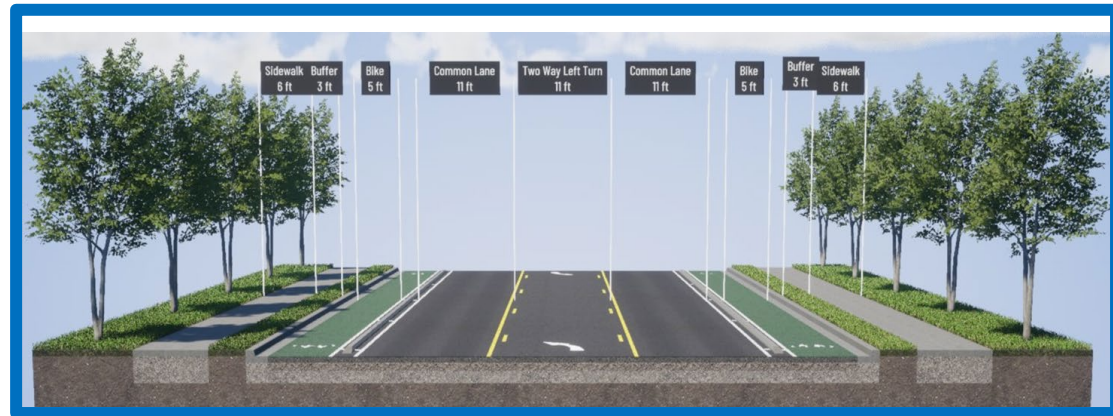
1. Do you see any challenges or concerns for any of the 3 options for the segment?
2. Are there hybrid or addition complete streets options you think should be considered on each segment?
3. What are your feedback or concerns on the potential impacts identified for each segment (Right-of-Way, Maintenance, Stormwater / Hydraulics, Wetlands, Utilities)?
4. What do you think is the primary destination for roadway users in each segment?
5. What is or could be the primary destination for people walking and biking in each segment?

LONG-TERM CONCEPTUAL CROSS SECTION OPTIONS

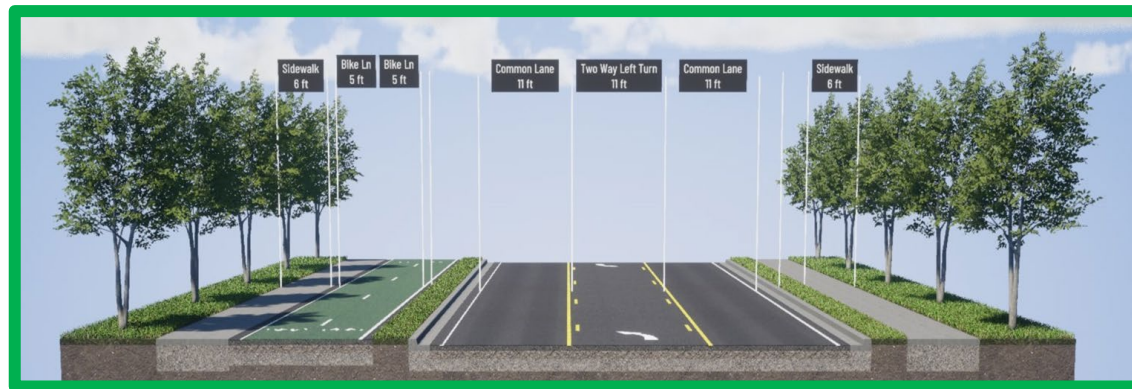
Option 1: Shared Use Path



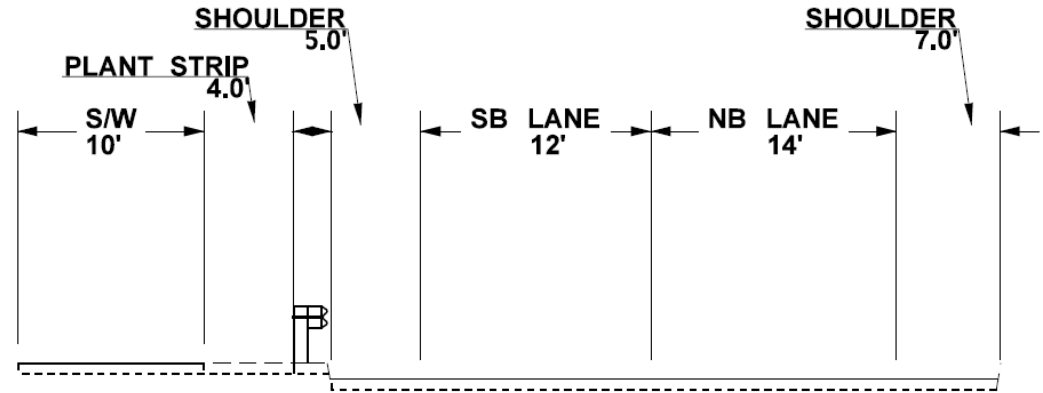
Option 3: Standard Lanes



Option 2: Cycle Track



SEGMENT 1 - MP 5.72 to MP 5.98 - Begin Project to 92nd St SW



SR 525 ROADWAY SECTION

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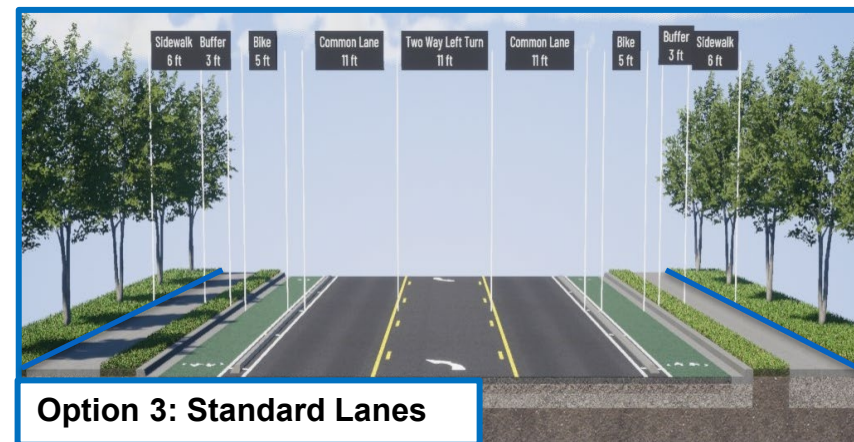
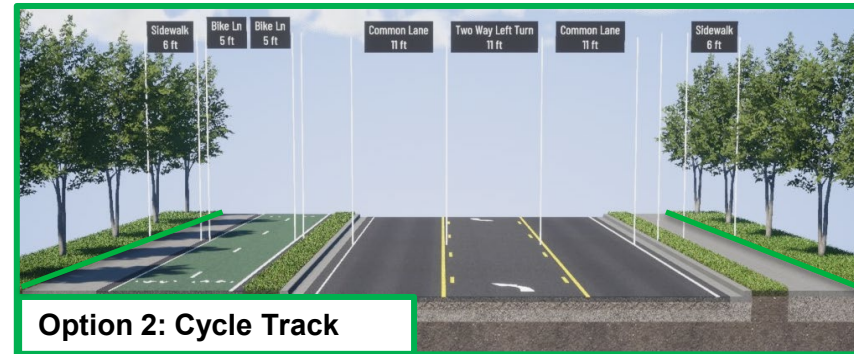
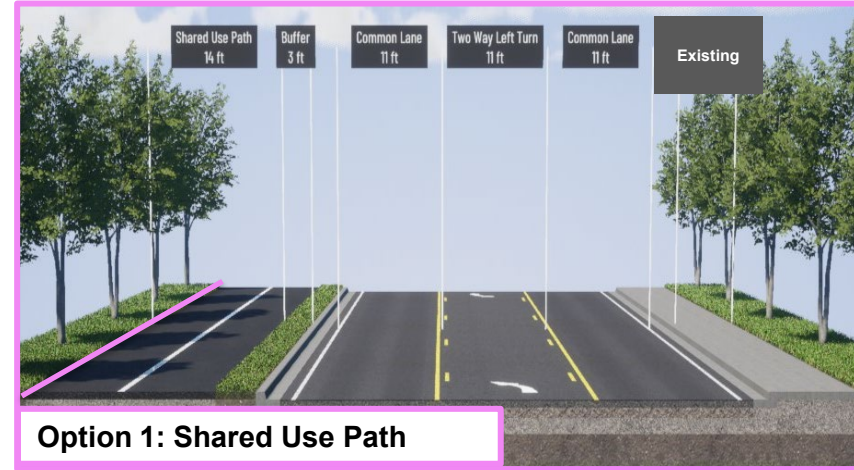
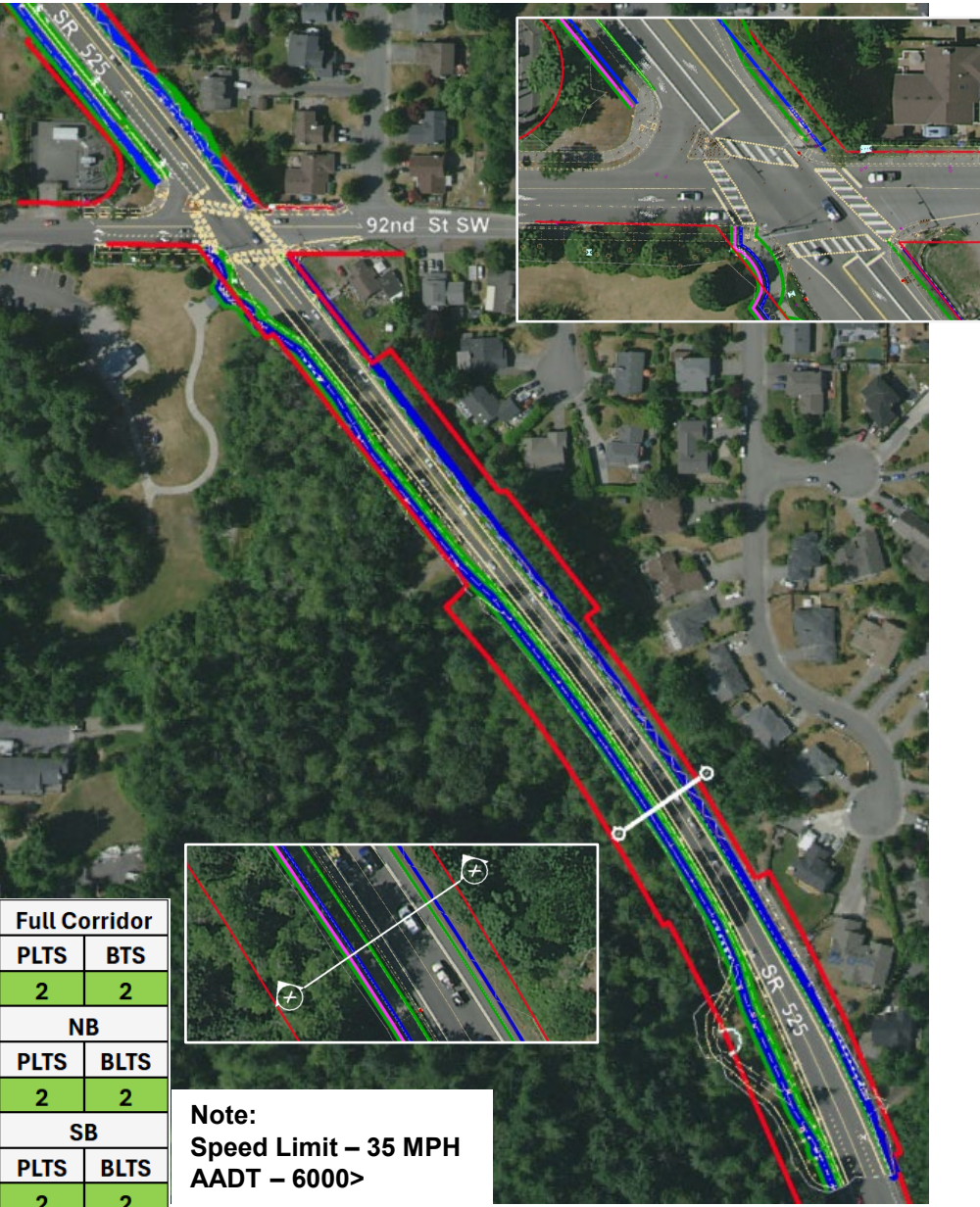
MP 5.63 to MP 5.98



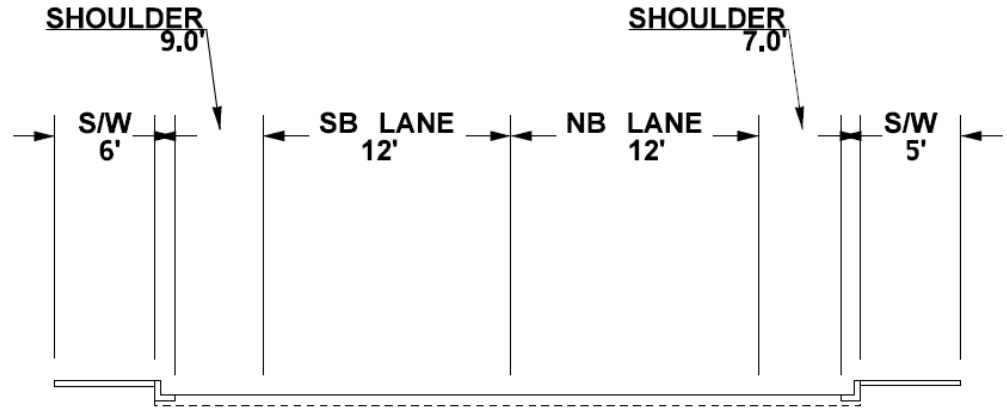
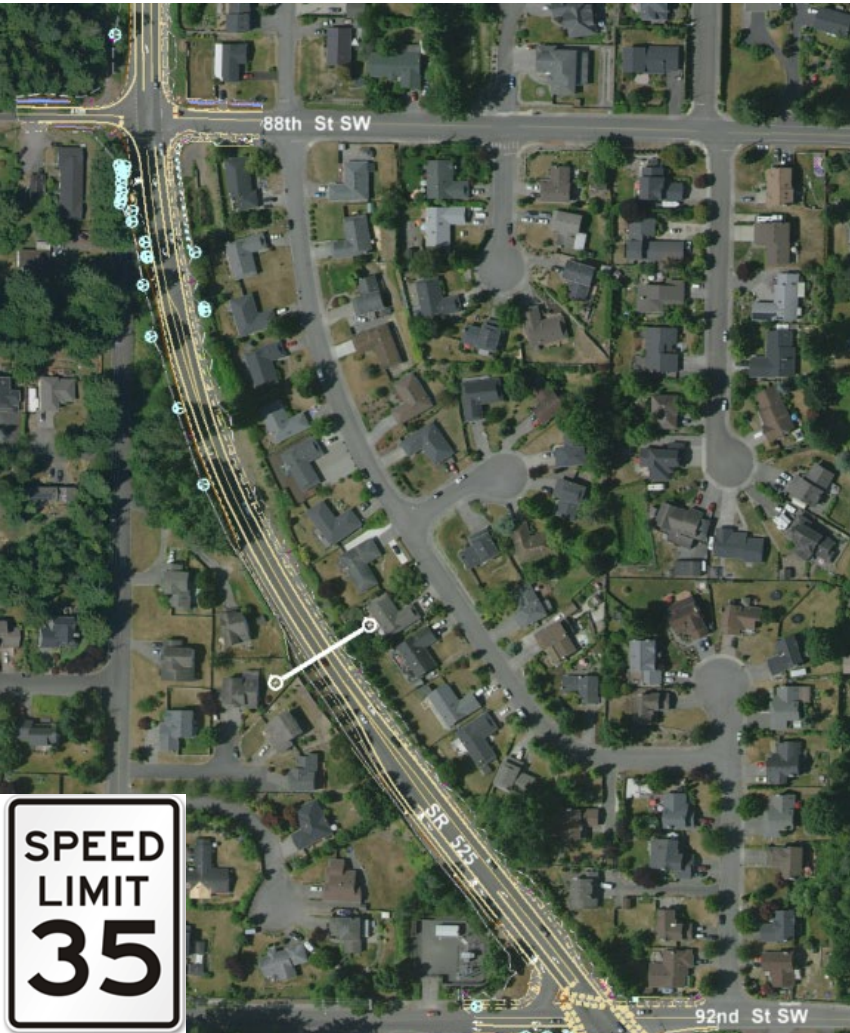
Existing Street View

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	4	4	4	3	4

SEGMENT 1 - MP 5.63 to MP 5.98 - Conceptual Options



SEGMENT 2 - MP 5.98 to MP 6.26 - 92nd St SW to 88th St SW



SR 525 ROADWAY SECTION

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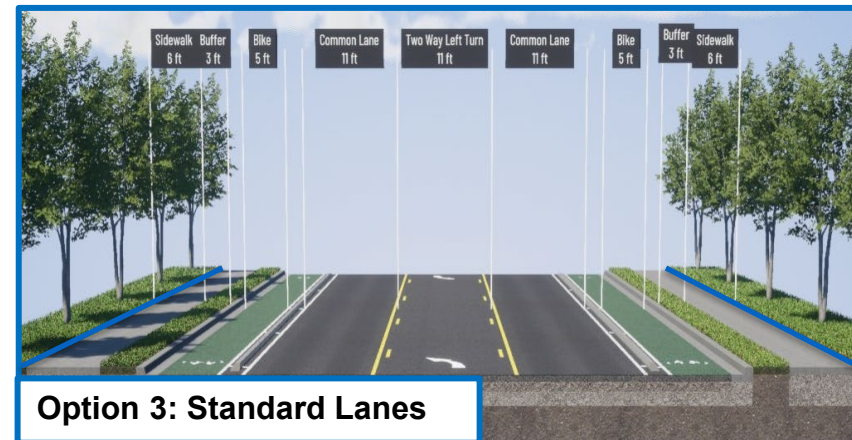
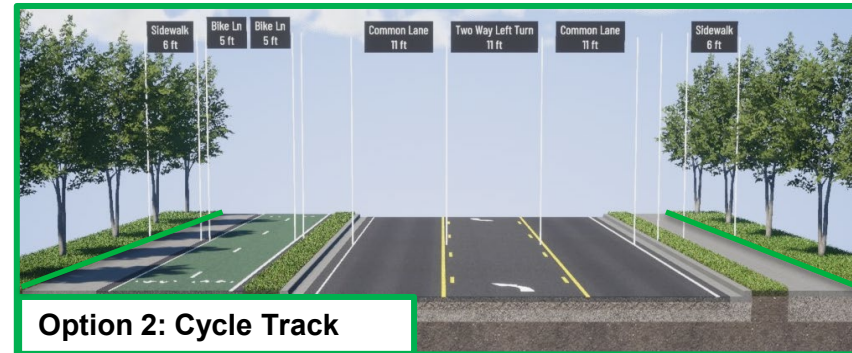
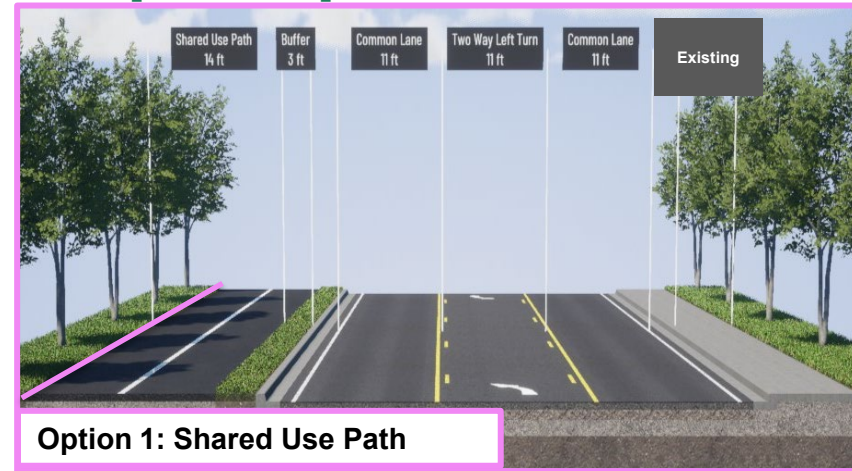
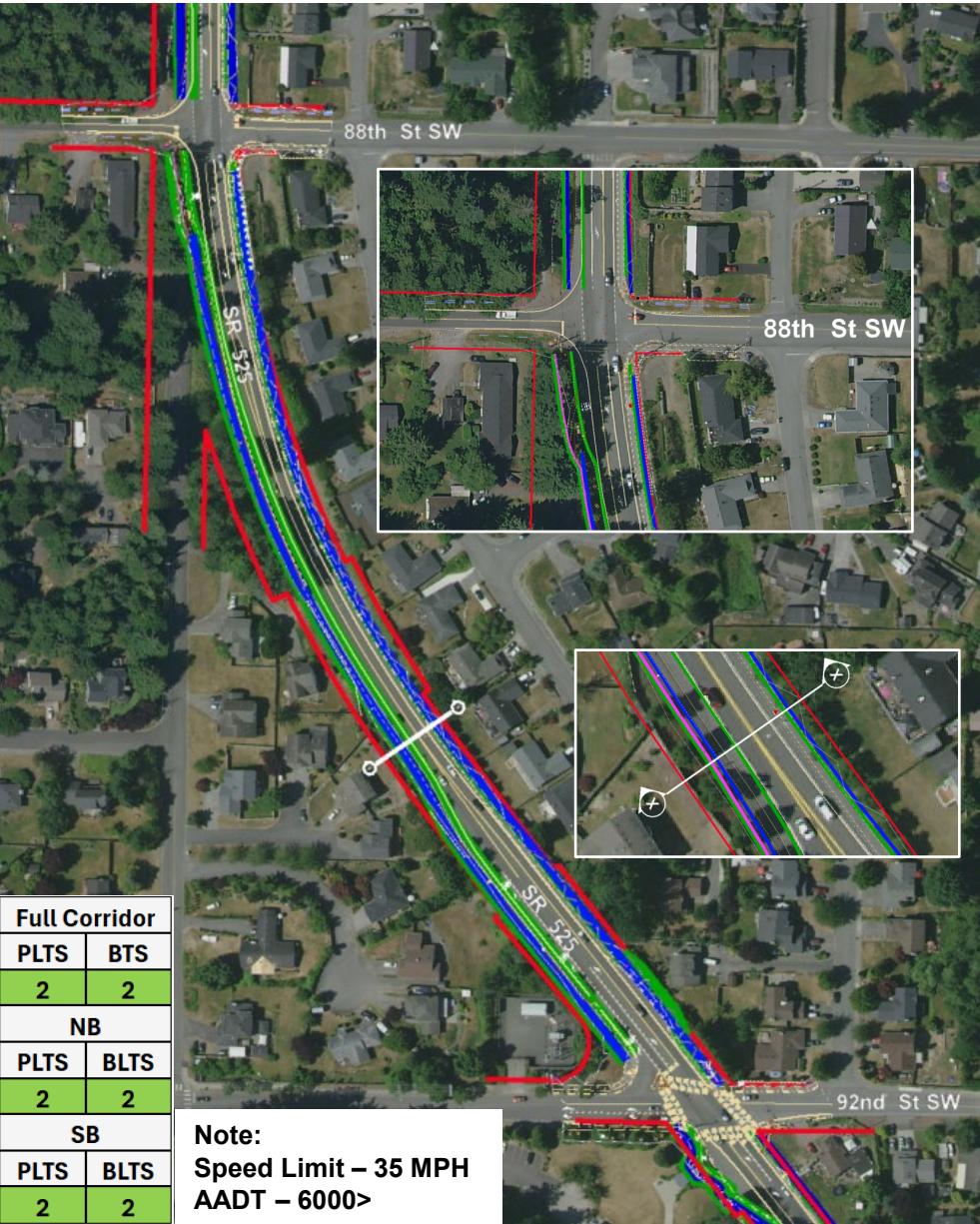
MP 5.98 to MP 6.26



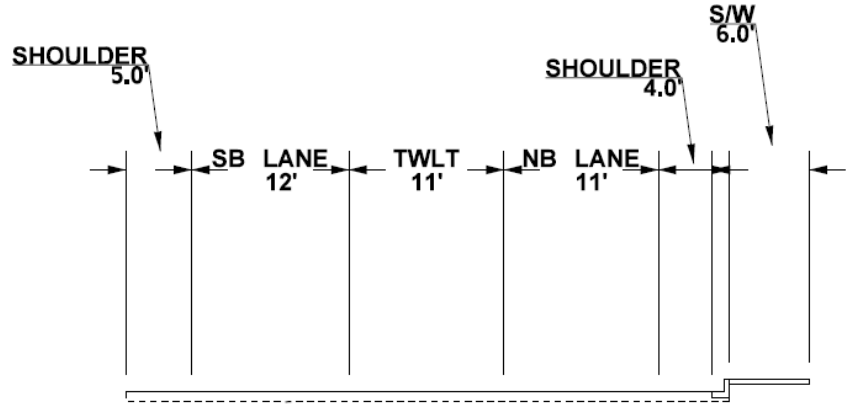
Existing Street View

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	4	3	4	3	4

SEGMENT 2 - MP 5.98 to MP 6.26 - Conceptual Options



SEGMENT 3 - MP 6.26 to MP 6.42 - 88th St SW to Courtyard Ln



SR 525 ROADWAY SECTION

NOT TO SCALE

MP 6.26 to MP 6.42

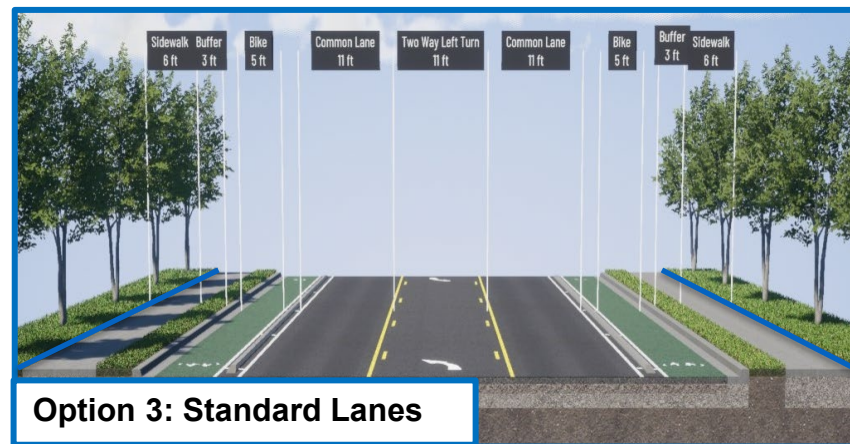
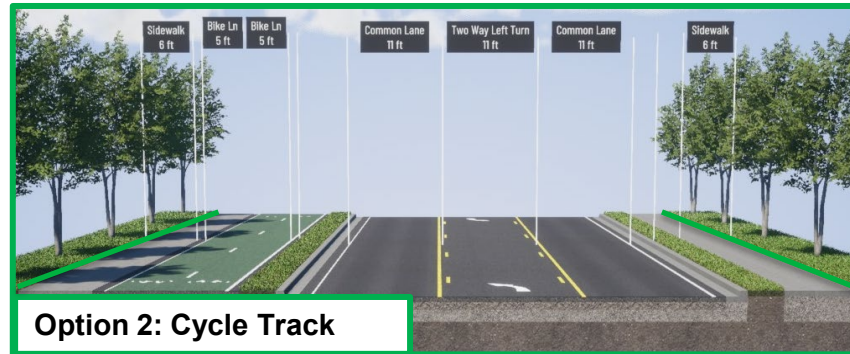
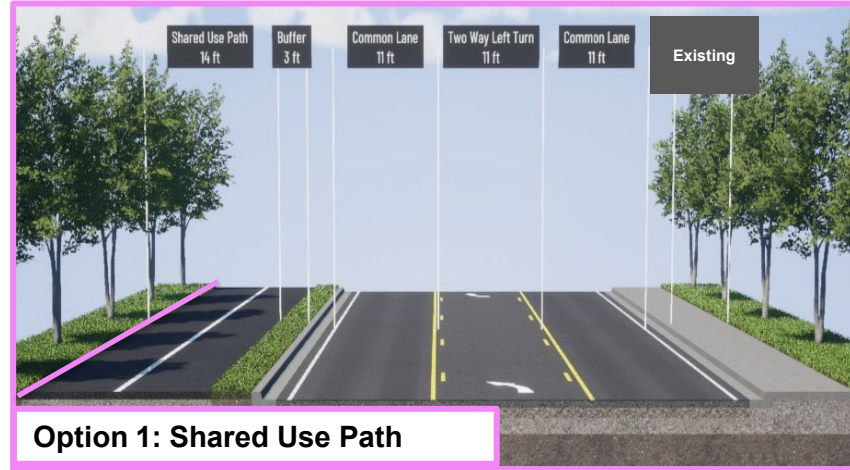
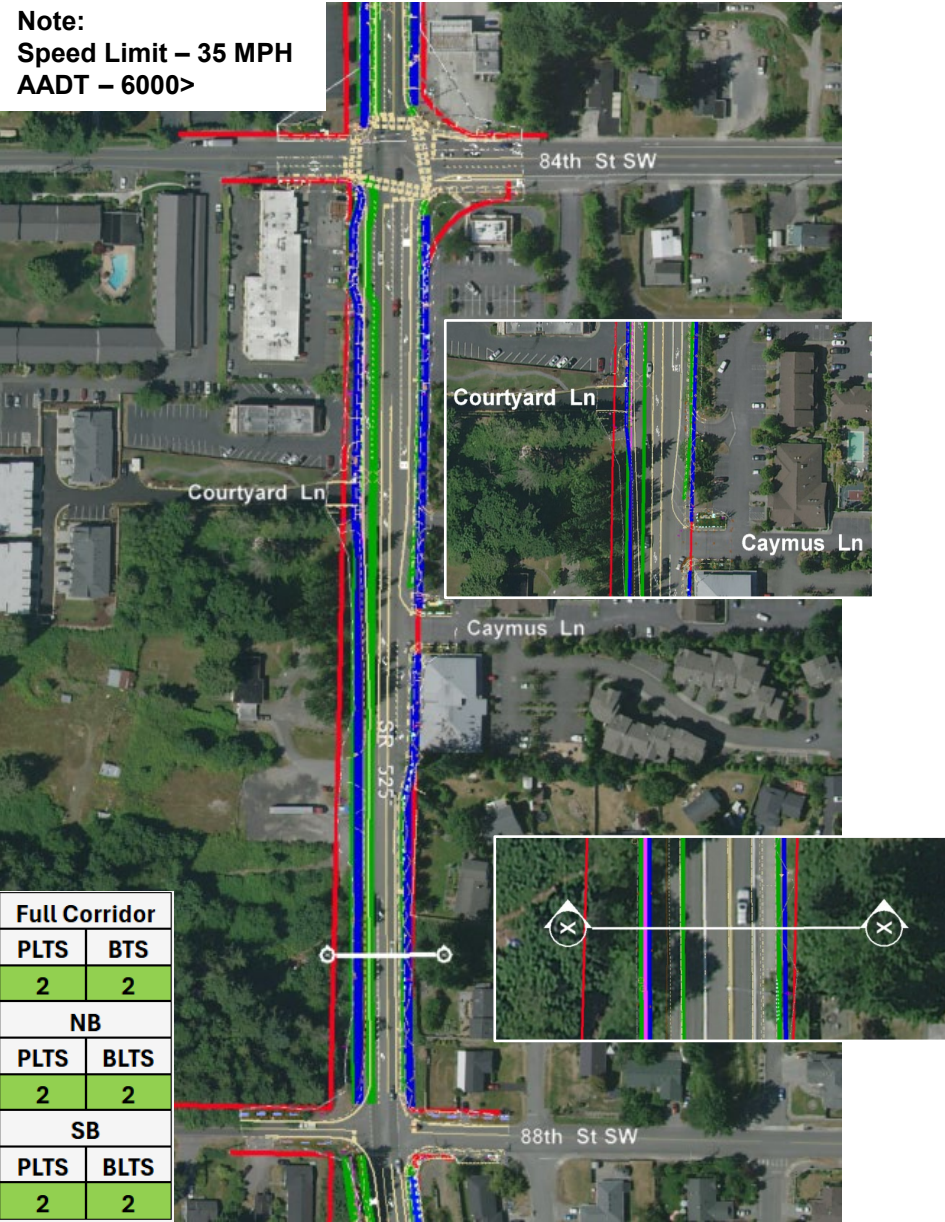


Existing Street View

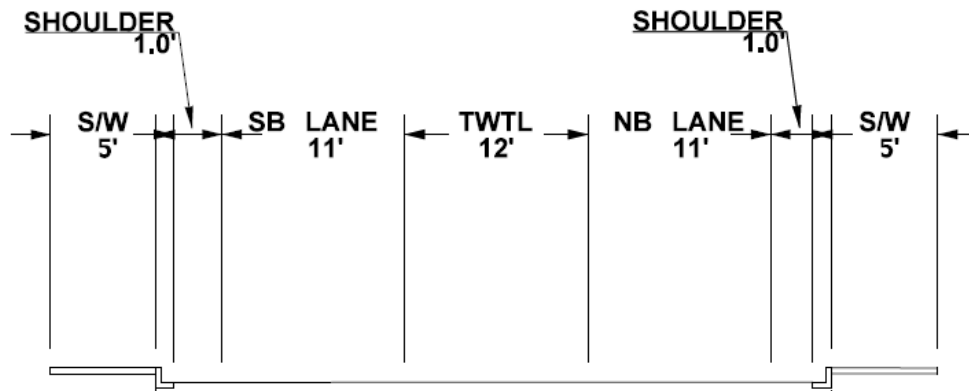
SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
4	4	3	4	4	4

SEGMENT 3 - MP 6.26 to MP 6.42 - Conceptual Options

Note:
Speed Limit – 35 MPH
AADT – 6000>



SEGMENT 4 - MP 6.42 to MP 6.76 - Courtyard Ln to 80th St SW



SR 525 ROADWAY SECTION

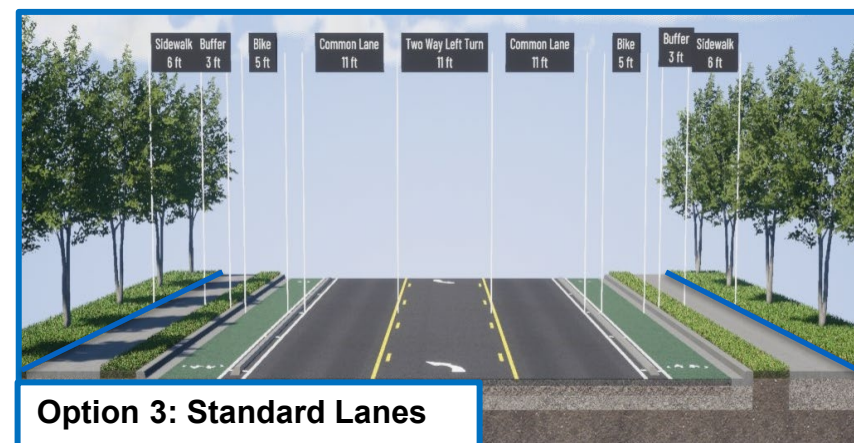
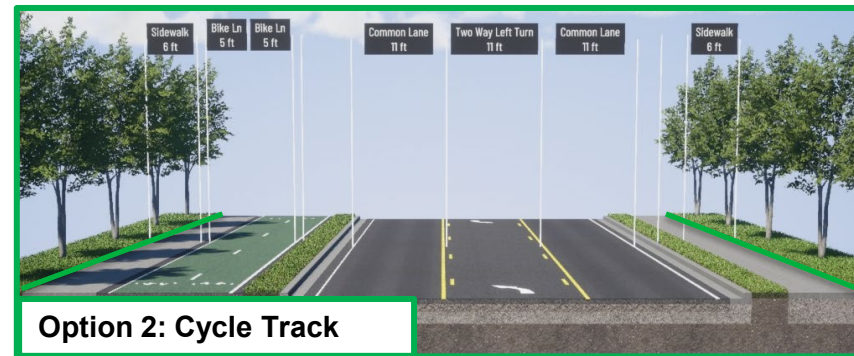
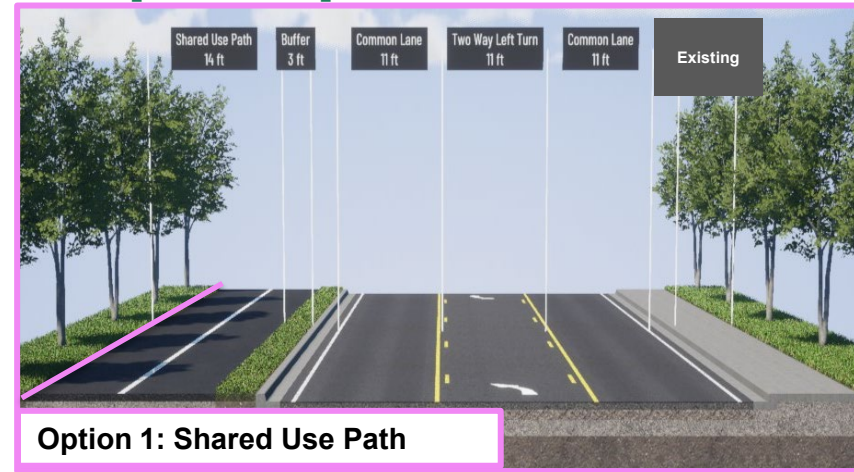
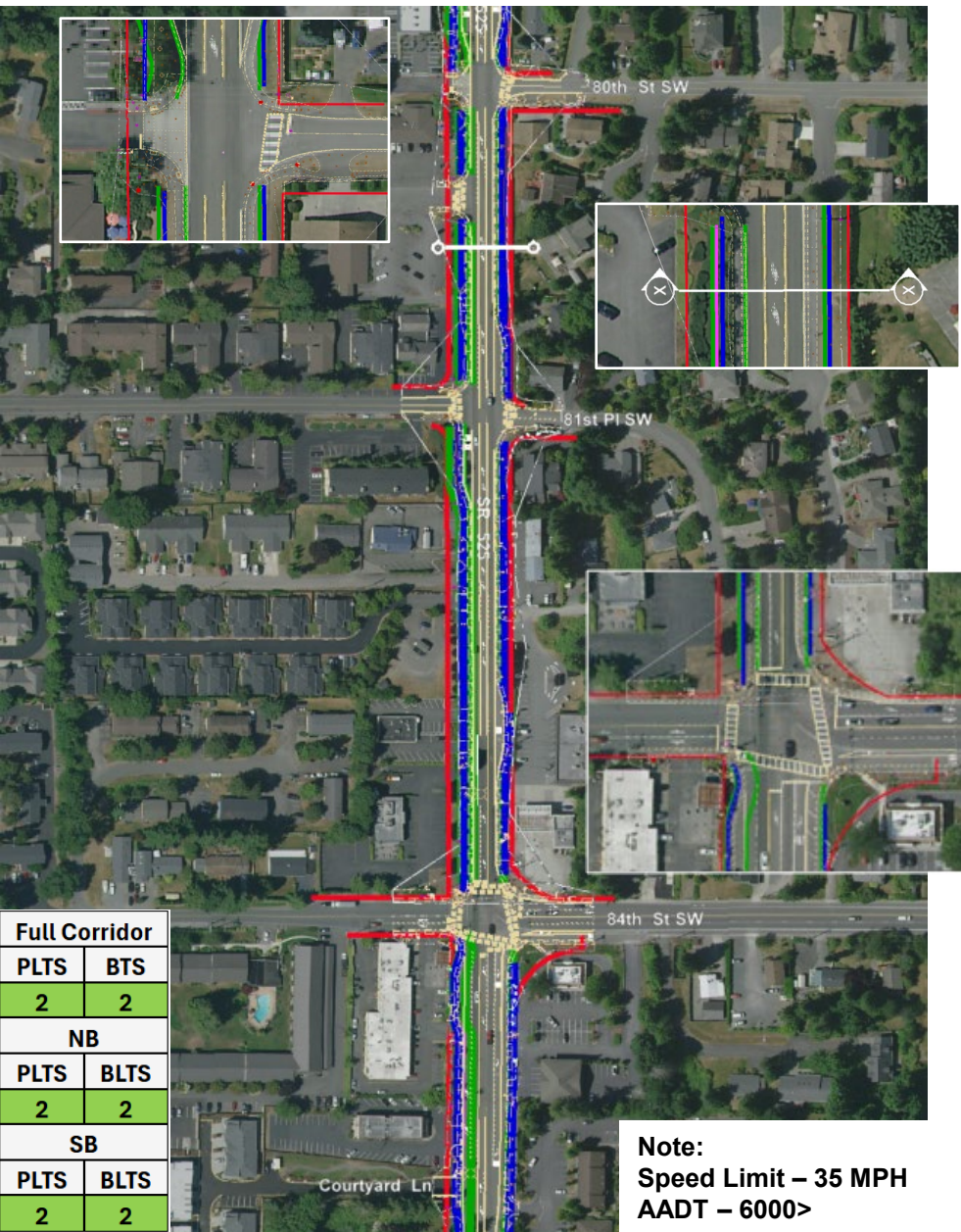
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MP 6.42 to MP 6.76

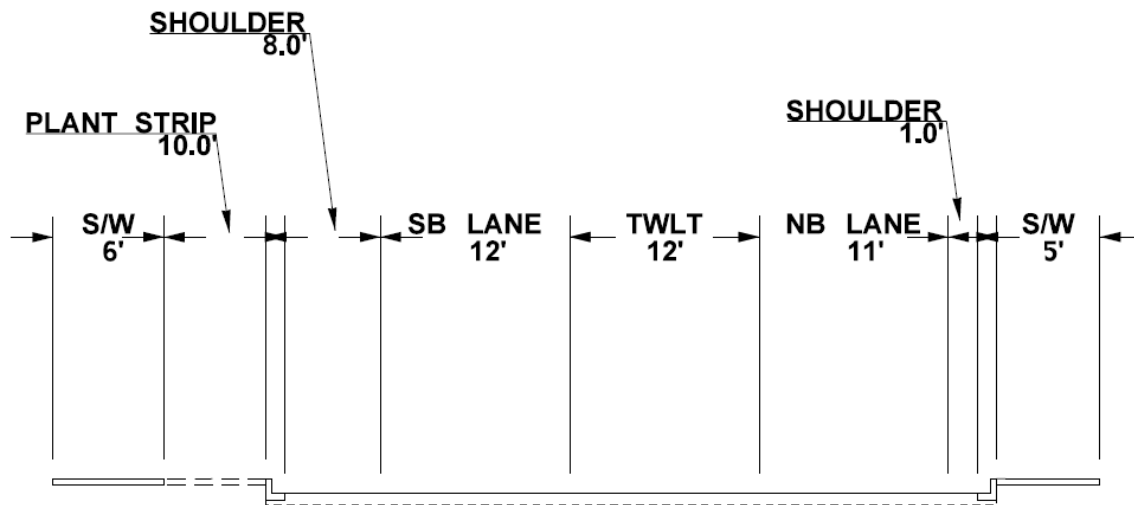


SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	4	3	4	3	4

SEGMENT 4 - MP 6.42 to MP 6.76 - Conceptual Options



SEGMENT 5 - MP 6.76 to MP 6.91 – 80th St SW to Hunttings Ln



SR 525 ROADWAY SECTION

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MP 6.76 to MP 6.91

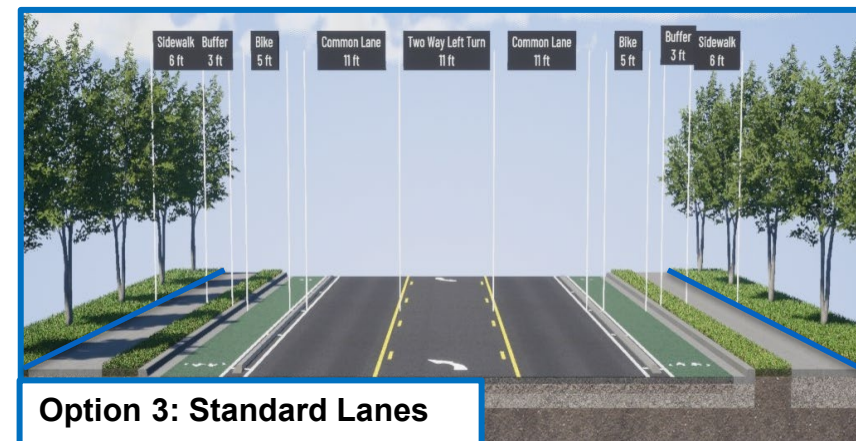
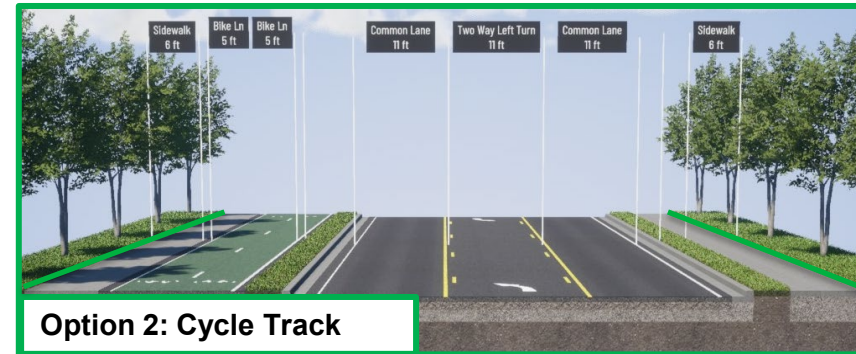
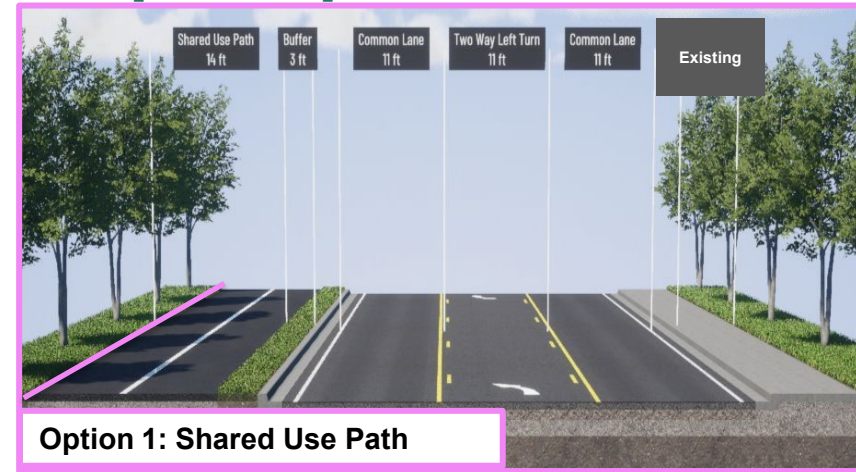
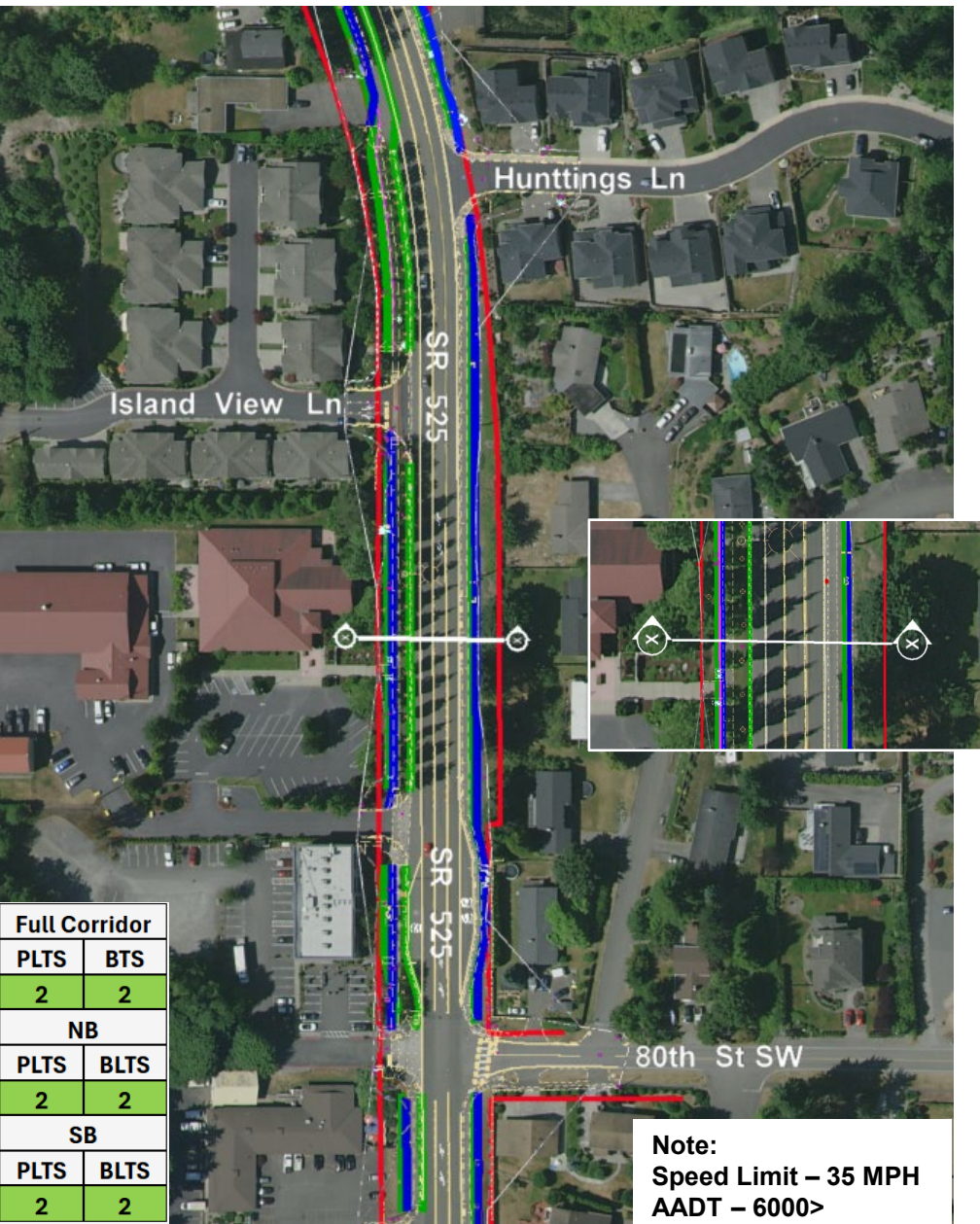


SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
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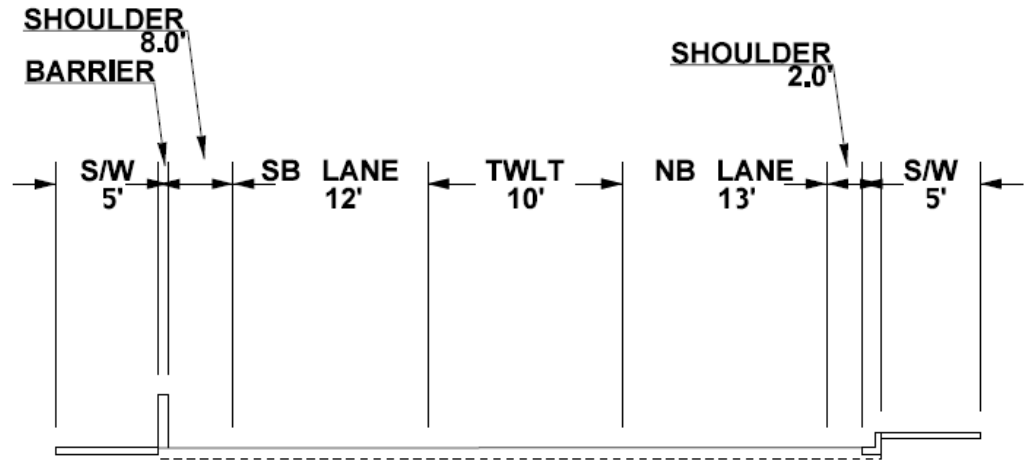


Existing Street View

SEGMENT 5 - MP 6.76 to MP 6.91 - Conceptual Options



SEGMENT 6 - MP 6.91 to MP 7.09 - Hunttings Ln to M E Ave



SR 525 ROADWAY SECTION

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MP 6.91 to MP 7.09

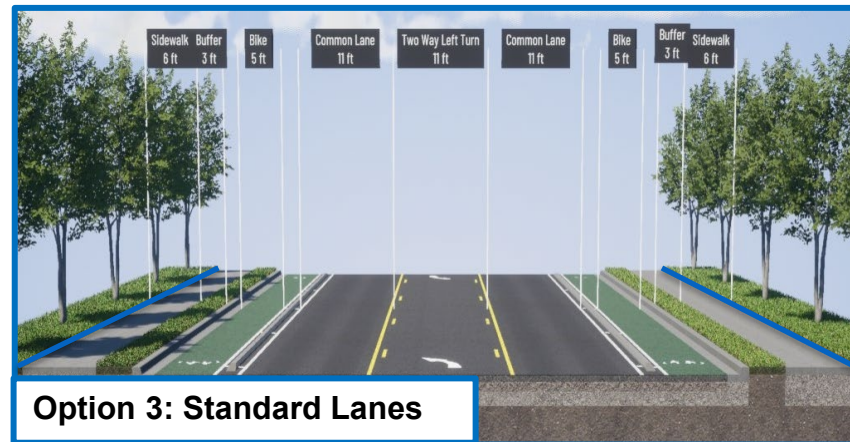
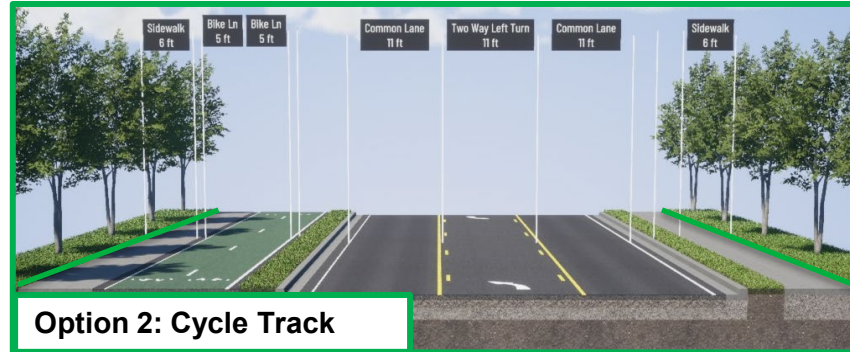
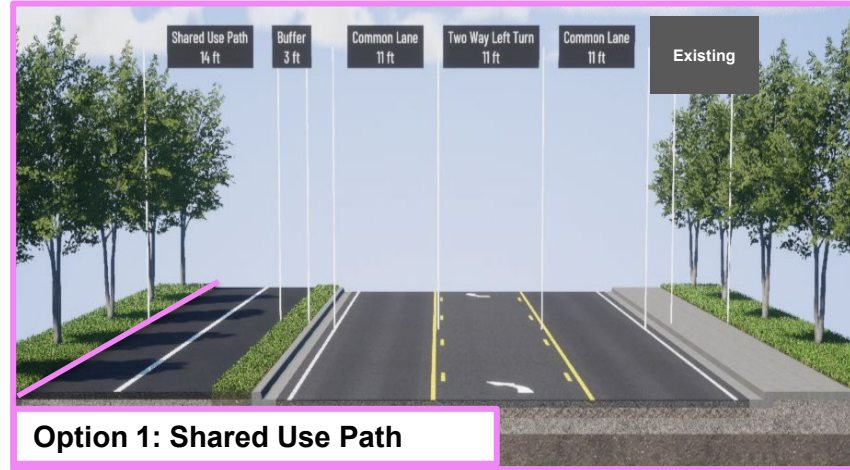
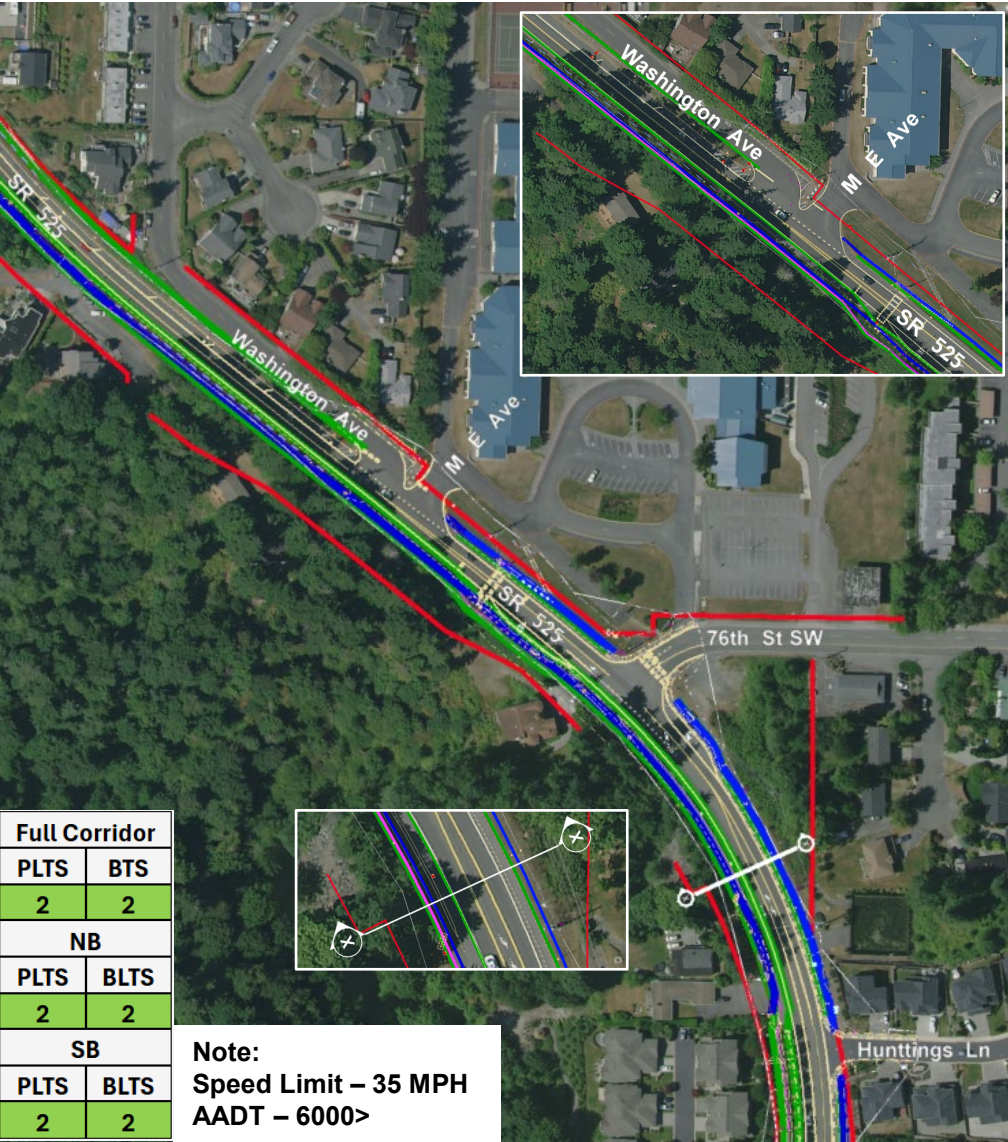


SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
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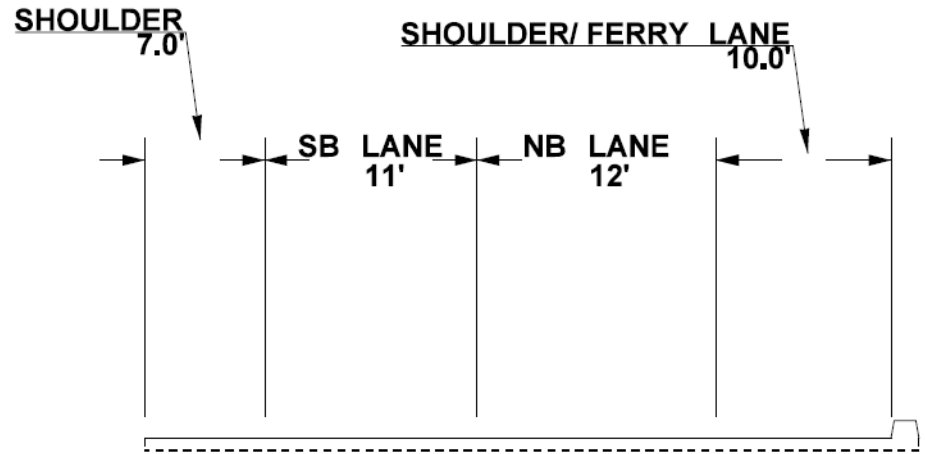
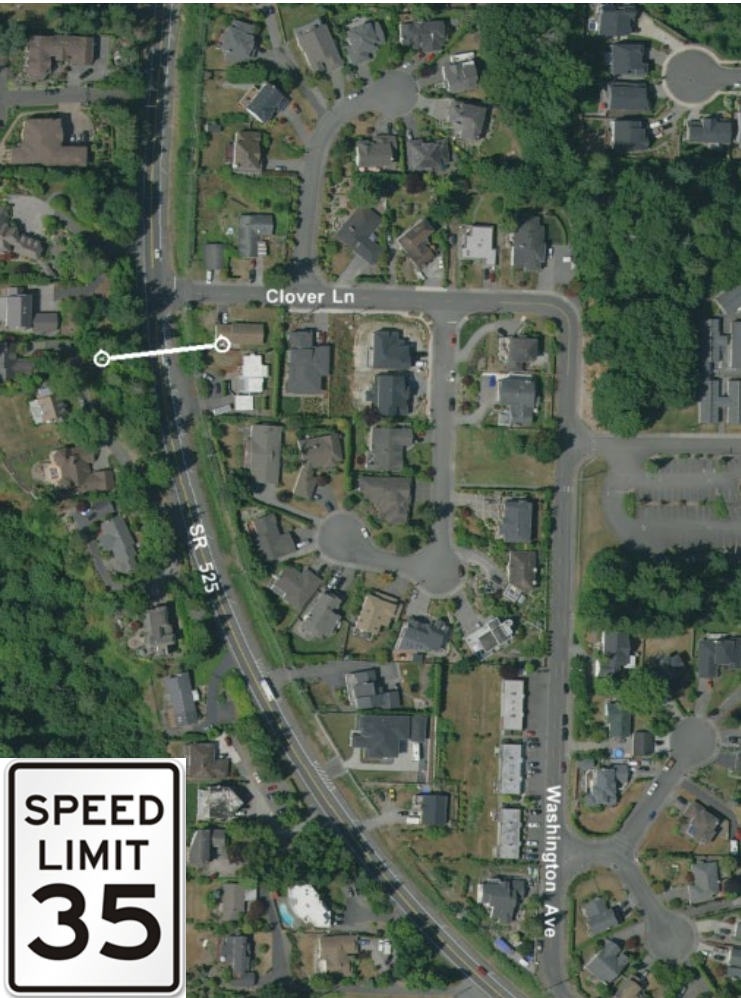


Existing Street View

SEGMENT 6 - MP 6.91 to MP 7.09 - Conceptual Options



SEGMENT 7 - MP 7.09 to MP 8.10 – M E Ave to 6th St



SR 525 ROADWAY SECTION

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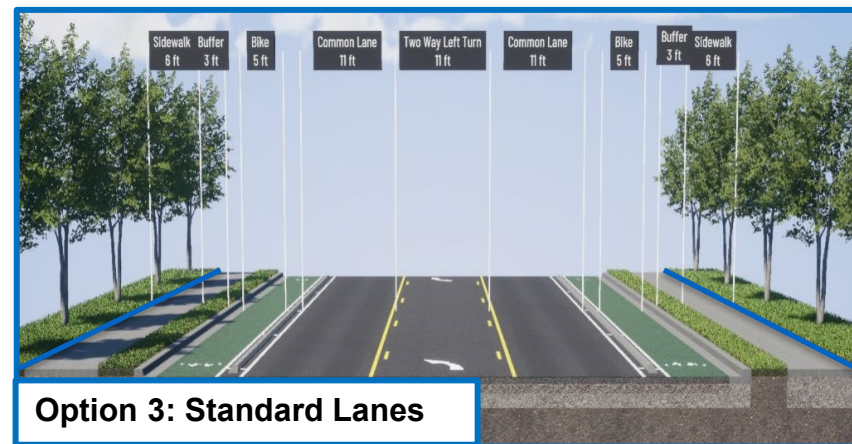
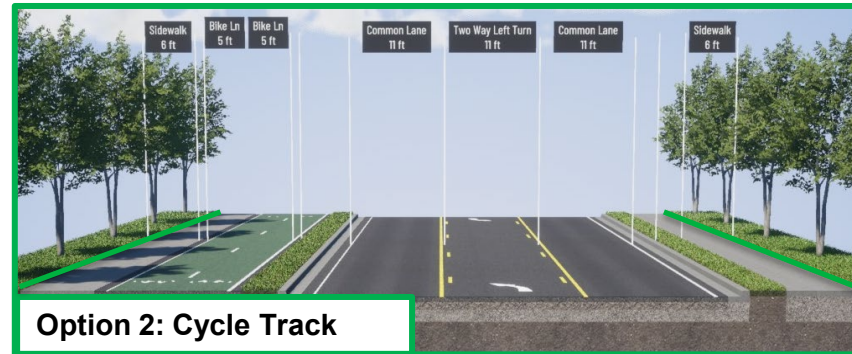
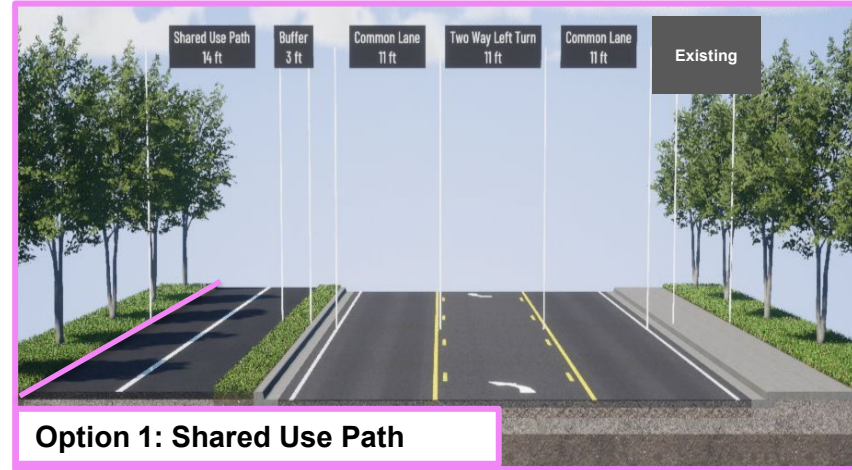
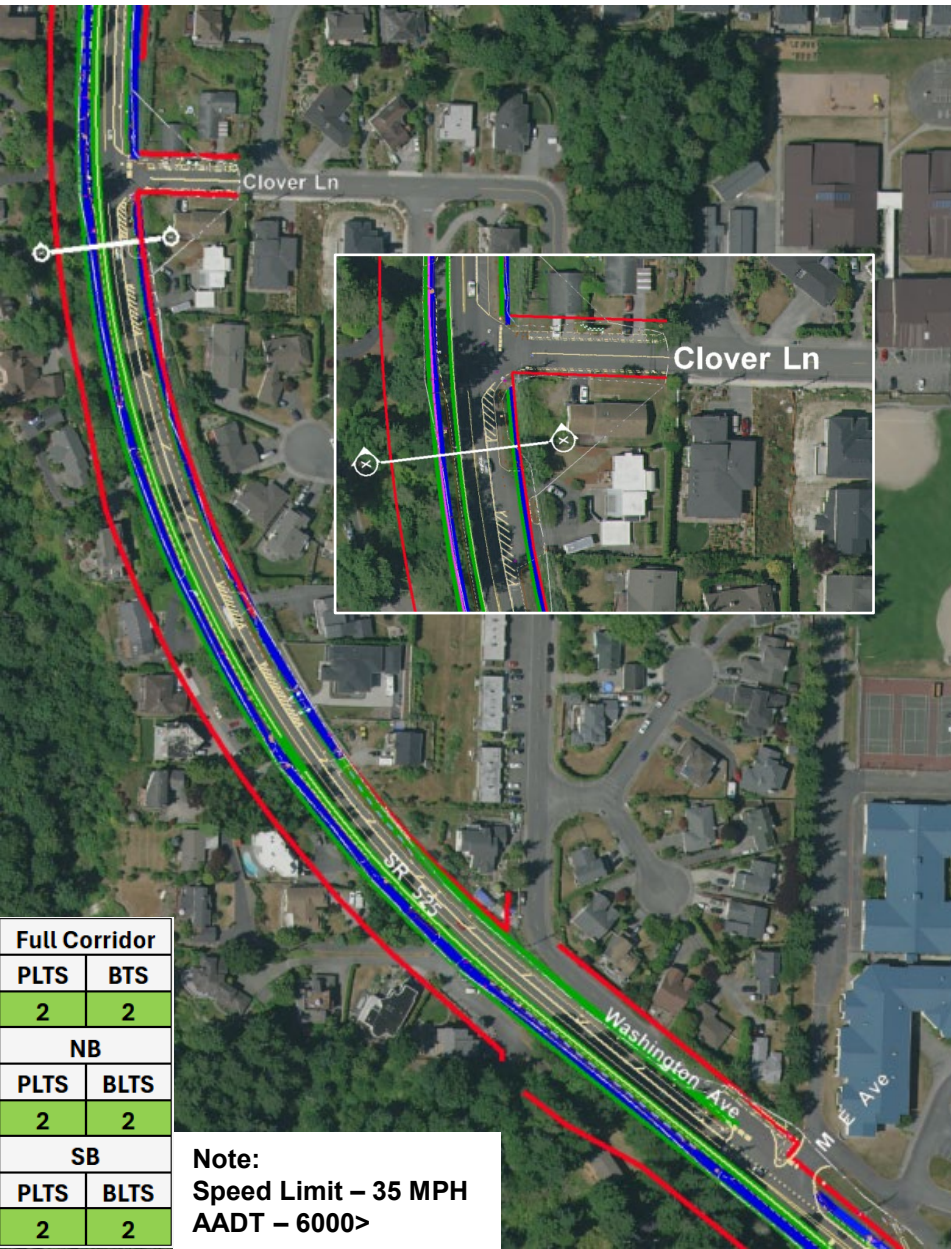
MP 7.09 to MP 8.10



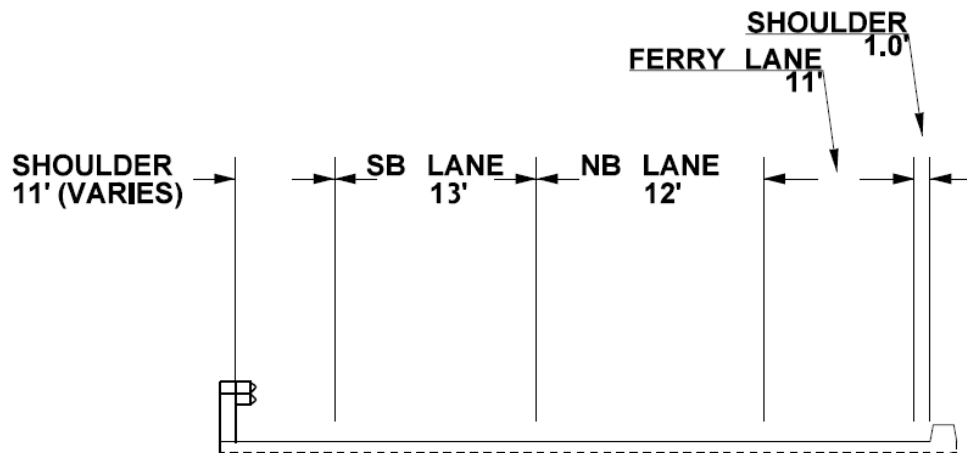
SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
4	4	4	4	4	4

Existing Street View

SEGMENT 7 - MP 7.09 to MP 8.10 - Conceptual Options



SEGMENT 8 - MP 8.10 to MP 8.15 - 6th St to Washington Ave



SR 525 ROADWAY SECTION
NOT TO SCALE

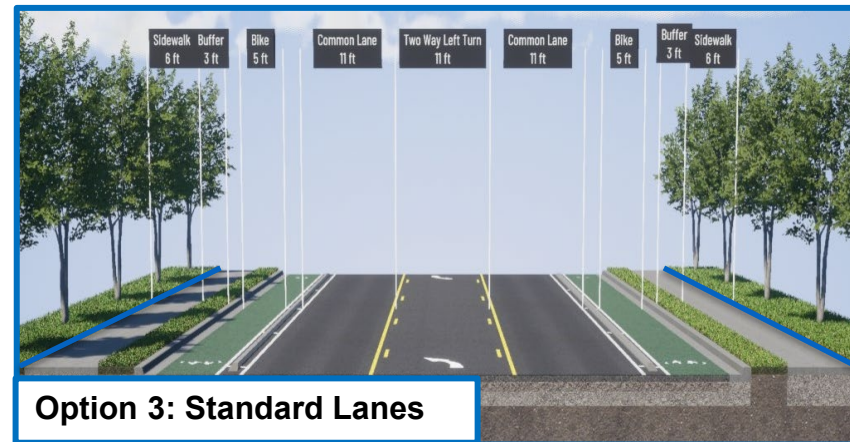
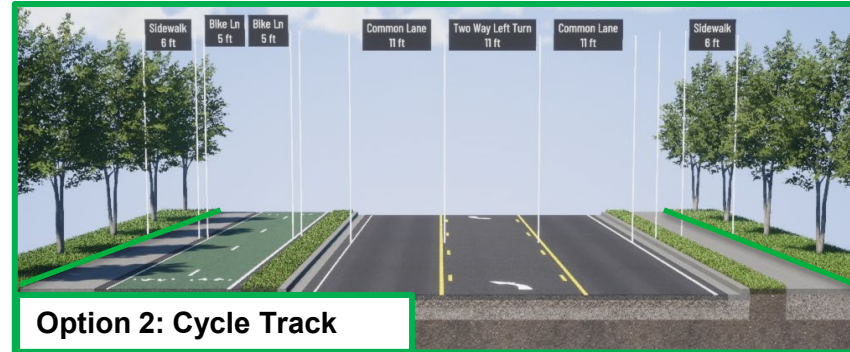
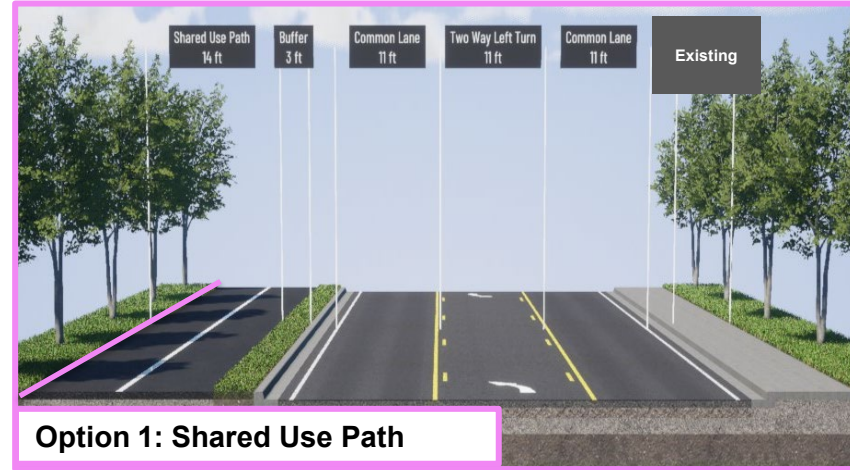
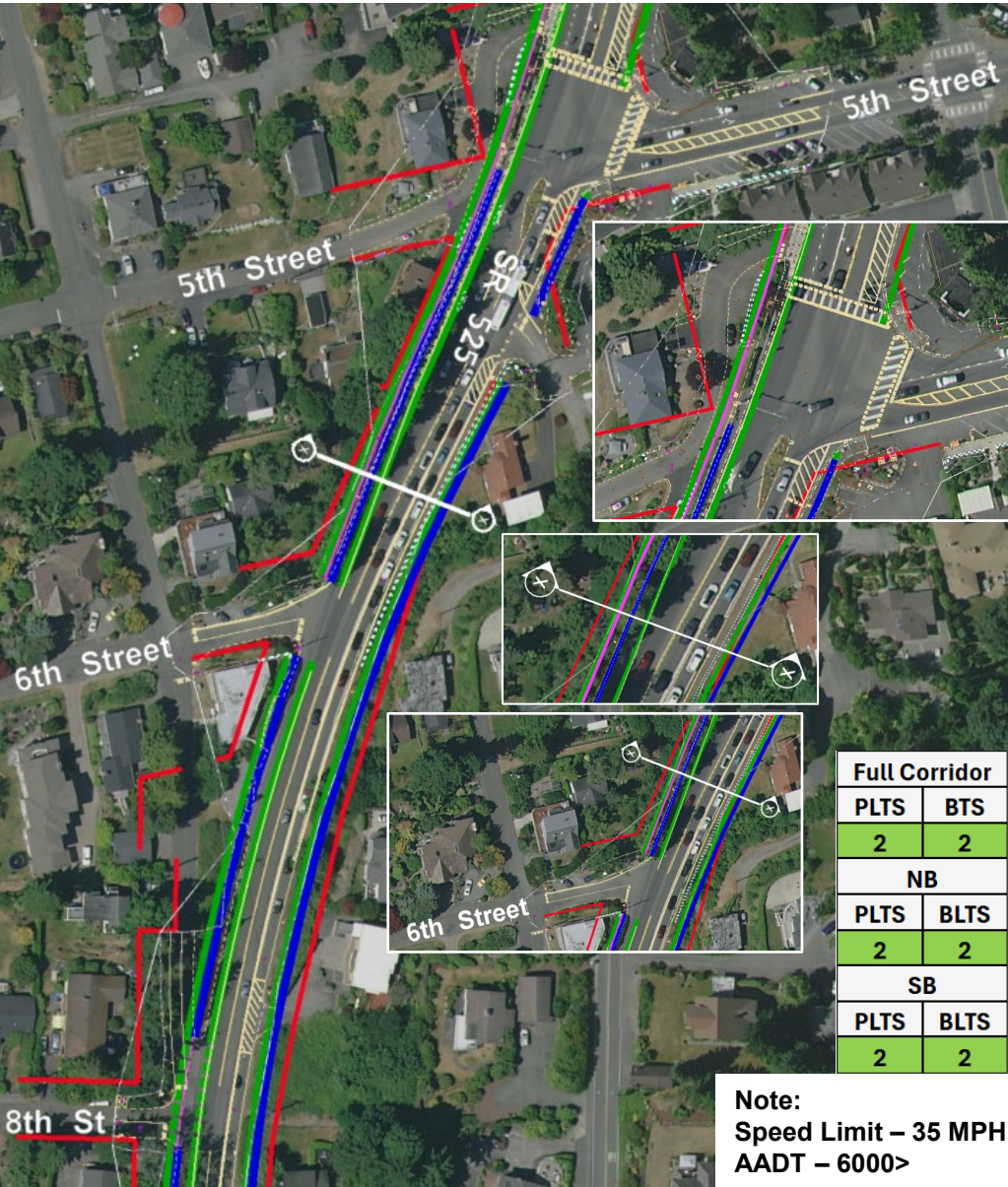


SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
3	3	4	3	4	3

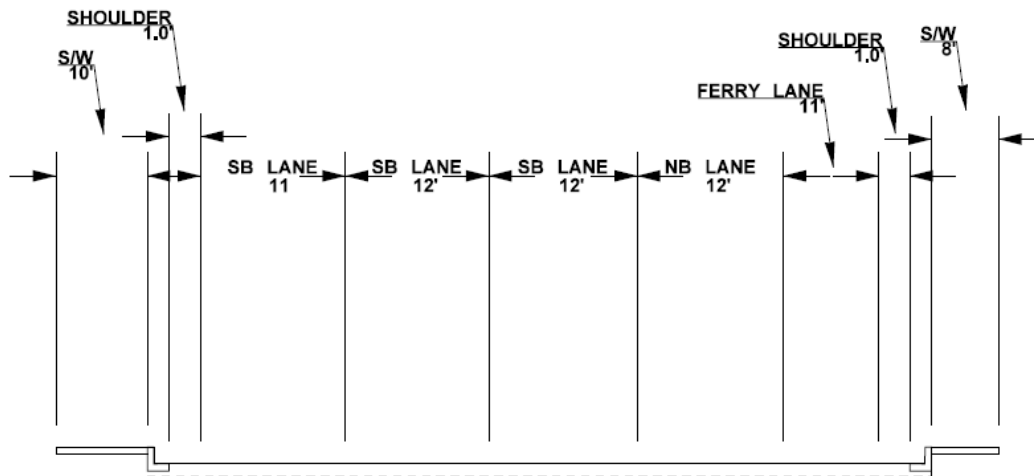


Existing Street View

SEGMENT 8 - MP 8.10 to MP 8.15 - Conceptual Options



SEGMENT 9 - MP 8.15 to MP 8.29 - Washington Ave to 3rd St



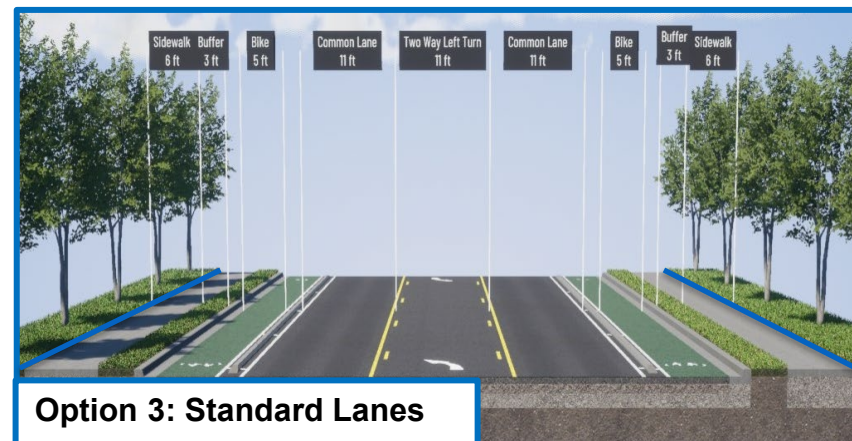
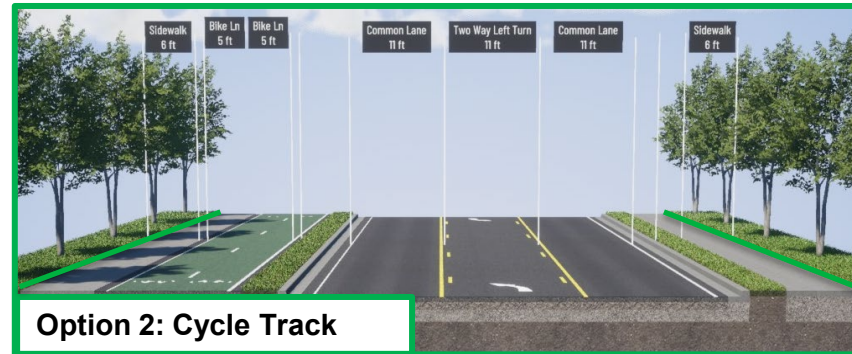
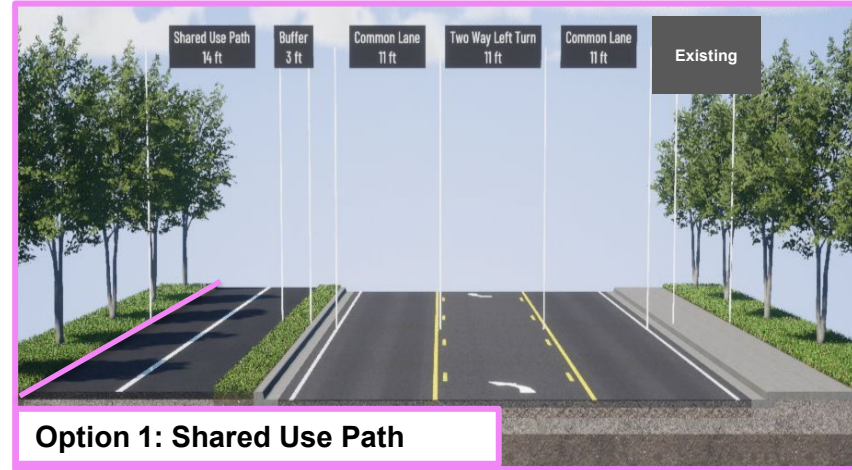
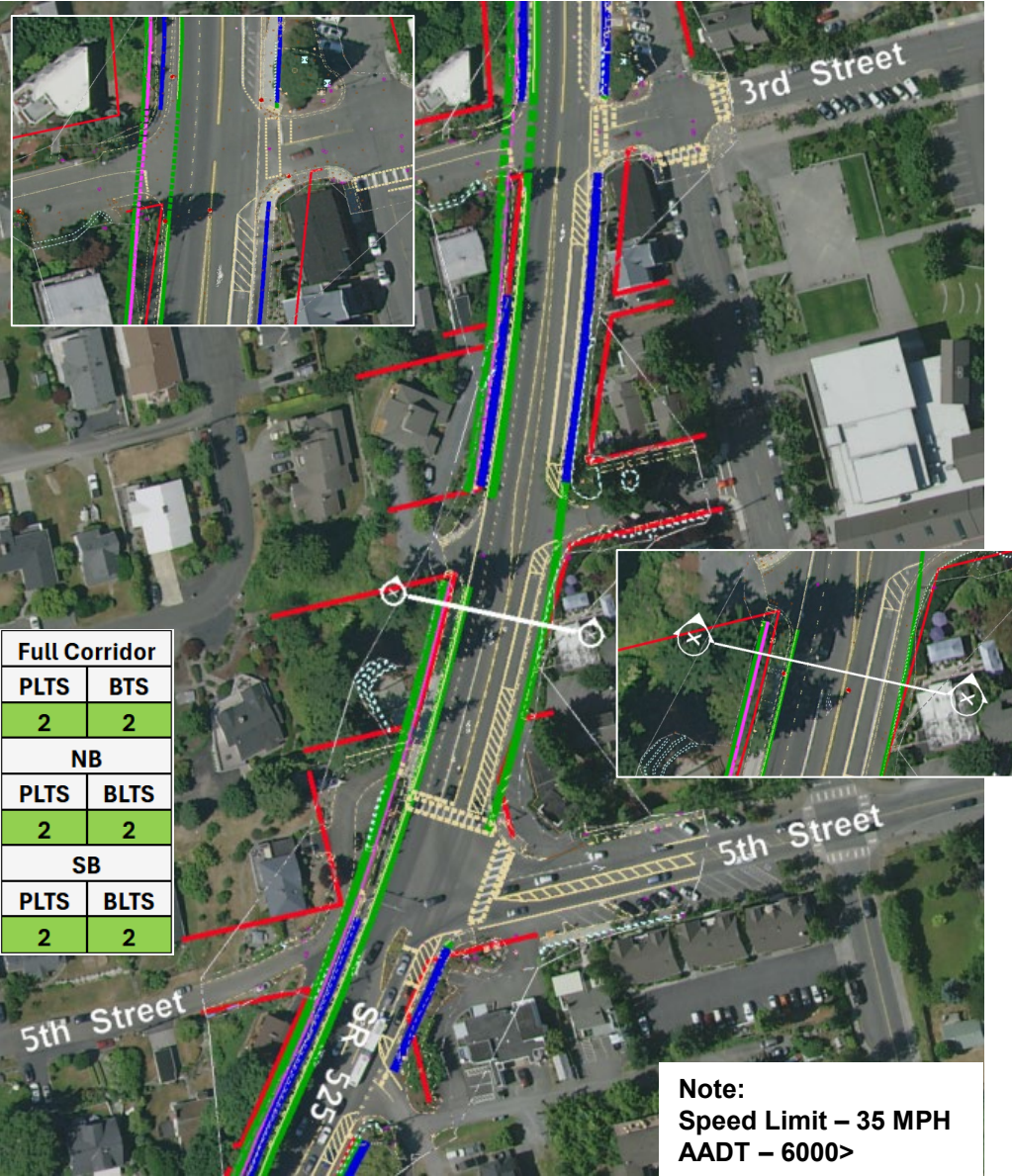
SR 525 ROADWAY SECTION
NOT TO SCALE



Existing Street View

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	3	2	3	2	3

SEGMENT 9 - MP 8.15 to MP 8.29 - Conceptual Options

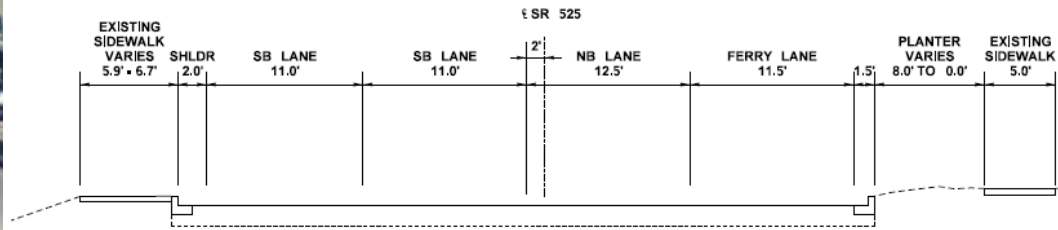


SEGMENT 10 - MP 8.29 to MP 8.36 - 3rd St to 2nd St

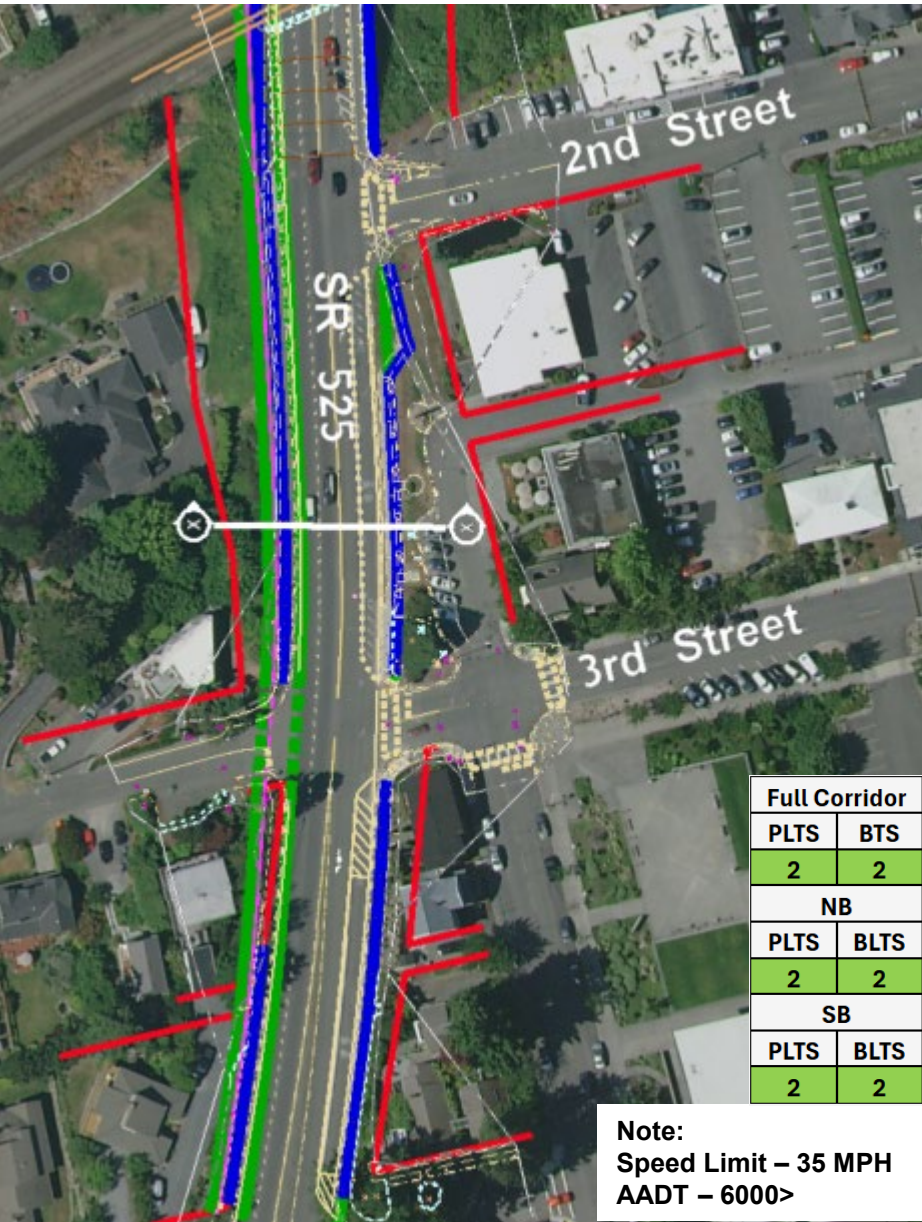


**SPEED
LIMIT
25**

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	3	2	3	2	3

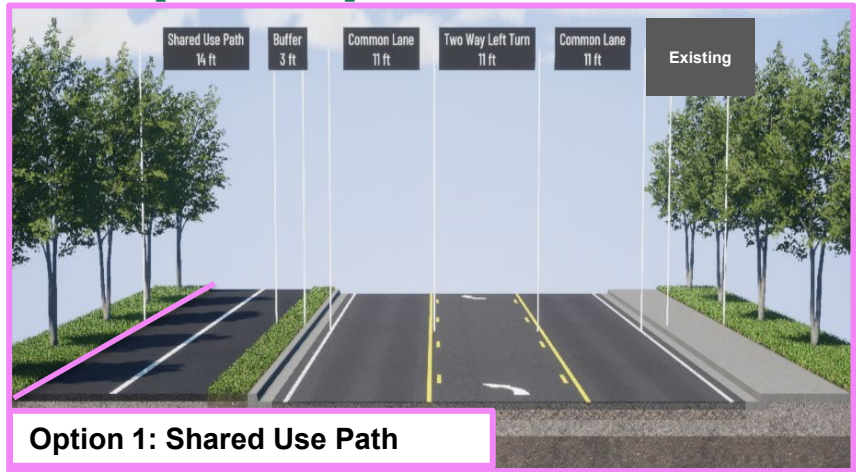


SEGMENT 10 - MP 8.29 to MP 8.36 - Conceptual Options

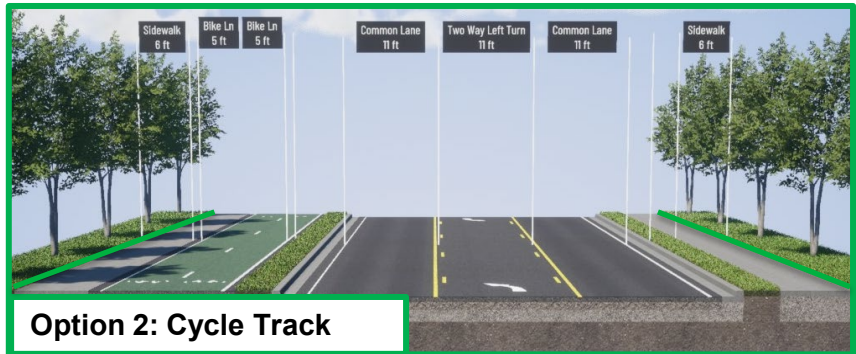


Full Corridor	
PLTS	BTS
2	2
NB	
PLTS	BLTS
2	2
SB	
PLTS	BLTS
2	2

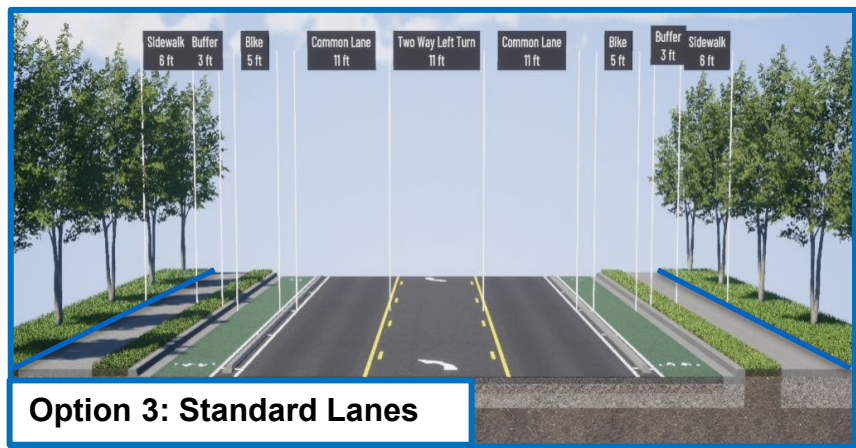
Note:
 Speed Limit – 35 MPH
 AADT – 6000>



Option 1: Shared Use Path

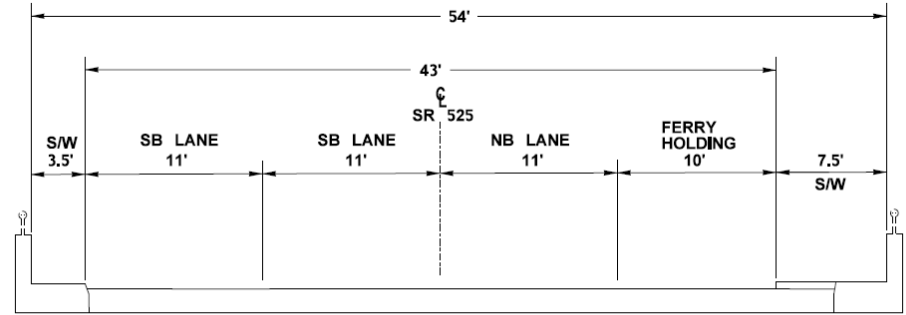
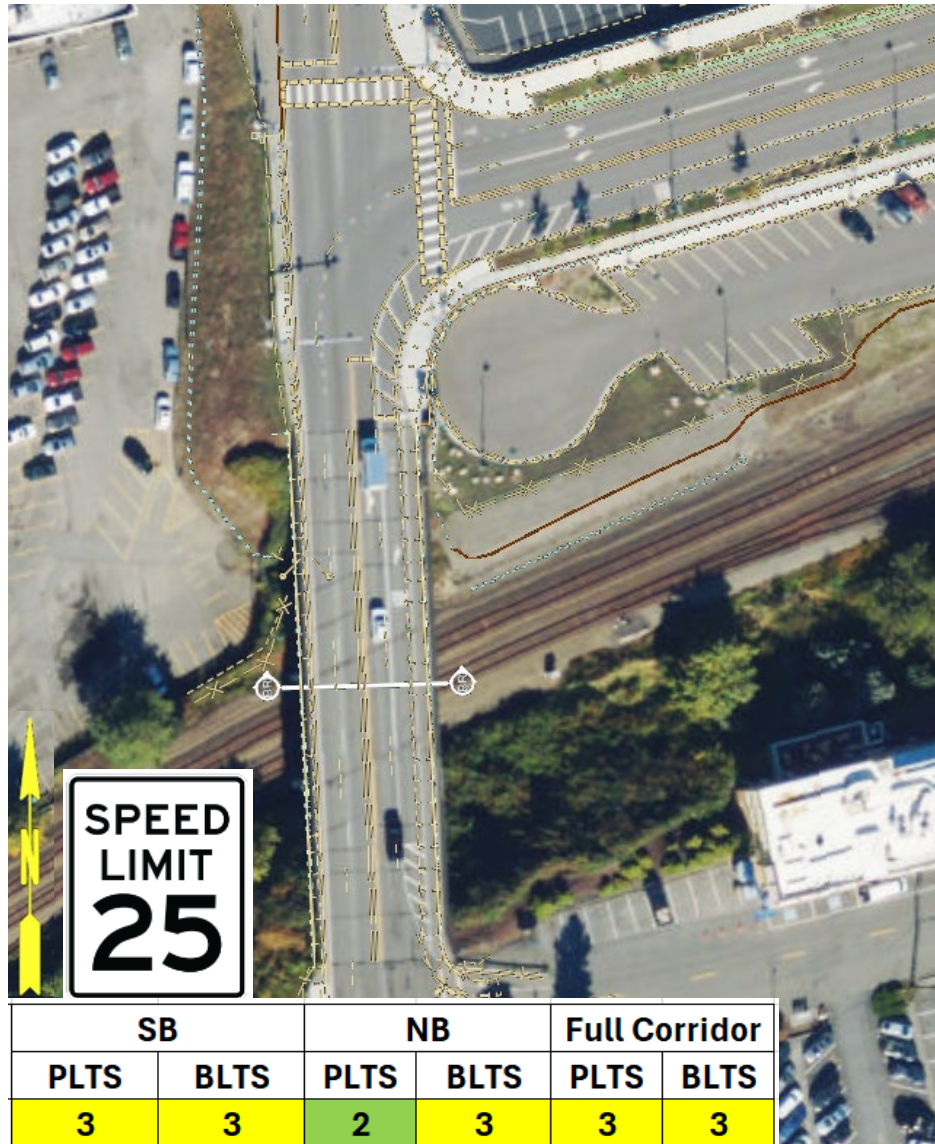


Option 2: Cycle Track



Option 3: Standard Lanes

SEGMENT 11 - MP 8.36 to MP 8.42 - Bridge (525/10)



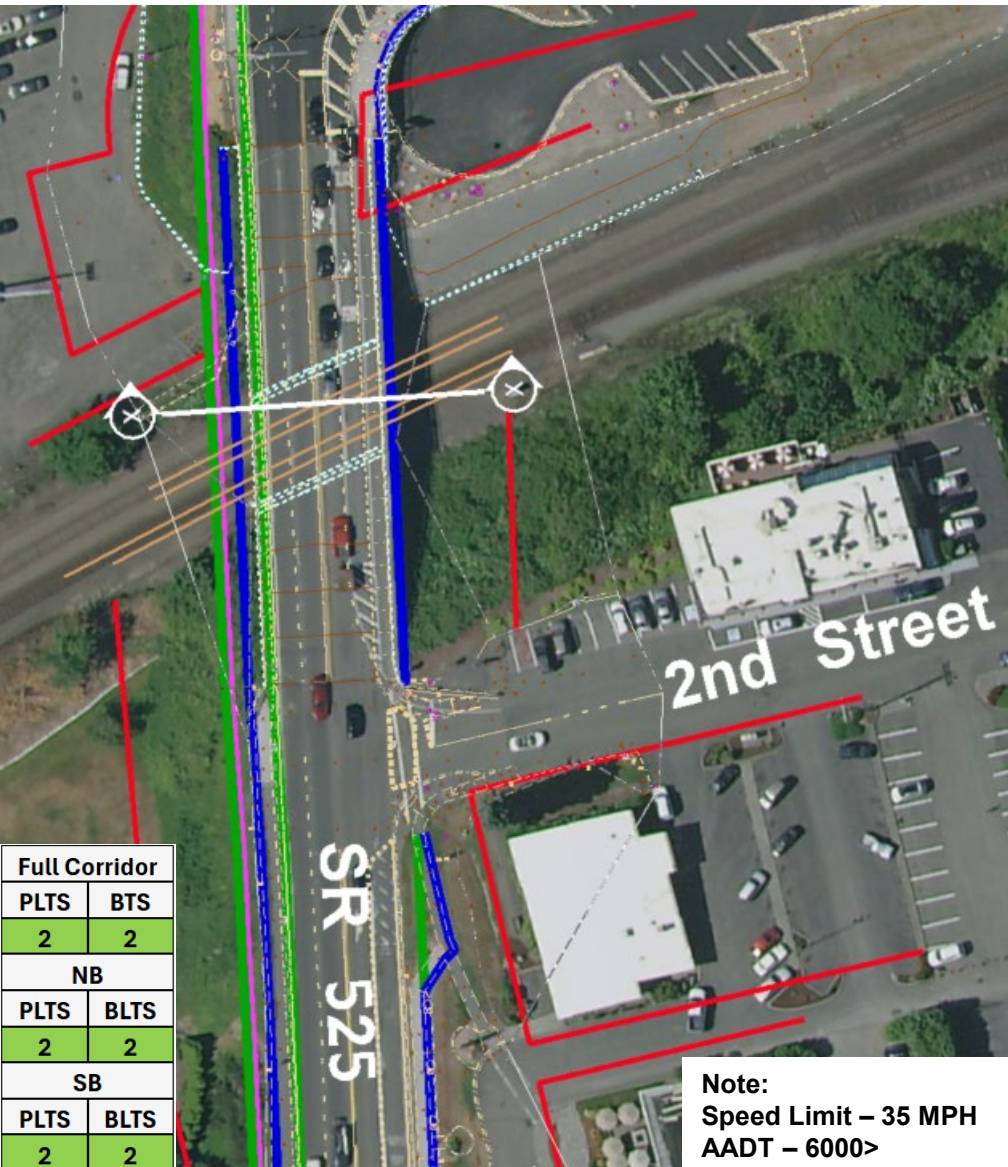
SR 525 ROADWAY SECTION

SR 525 MP 8.36 TO 8.42
BRIDGE SR 525/010

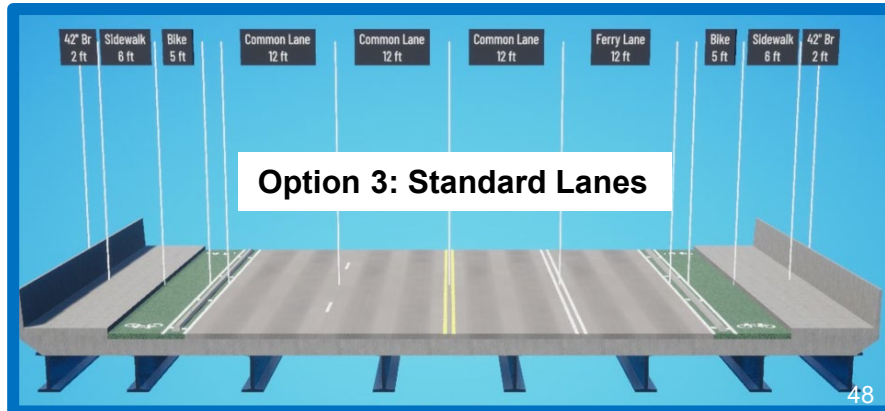
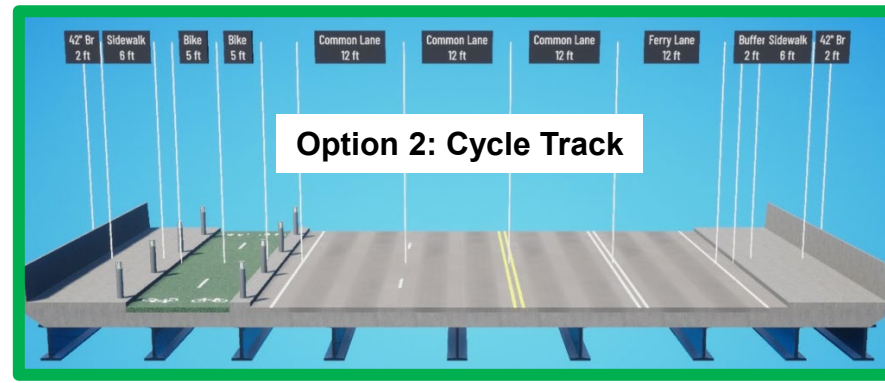
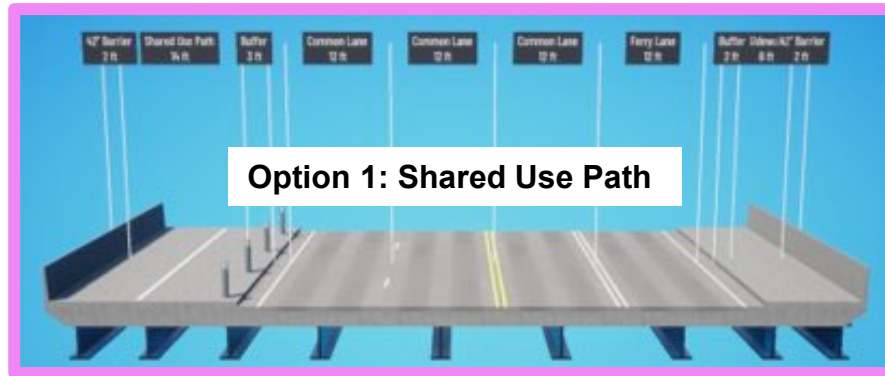


Existing Street View

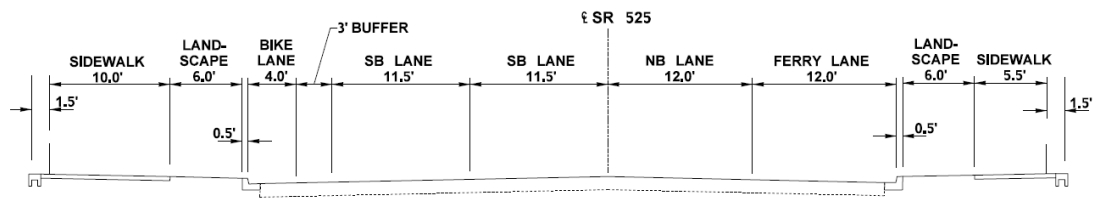
SEGMENT 11 - MP 8.36 to MP 8.42 - Conceptual Options



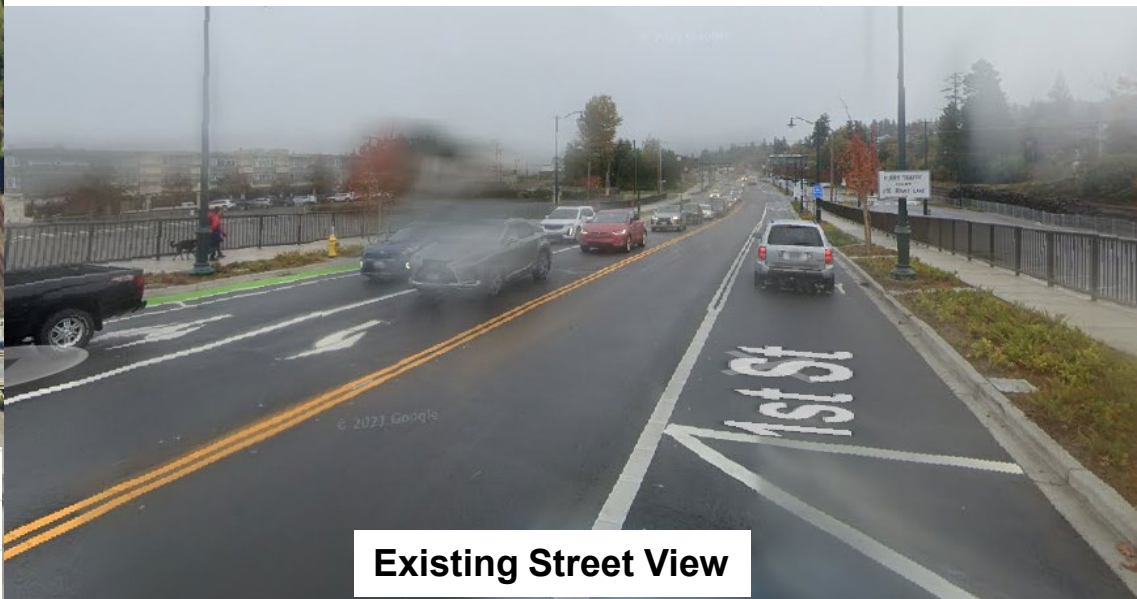
Note:
 Speed Limit – 35 MPH
 AADT – 6000>



SEGMENT 12 - MP 8.42 to MP 8.47 - 1st St Intersection to End of Project



SR 525 ROADWAY SECTION
 NOT TO SCALE
 SR 525 MP 8.42 TO MP 8.47

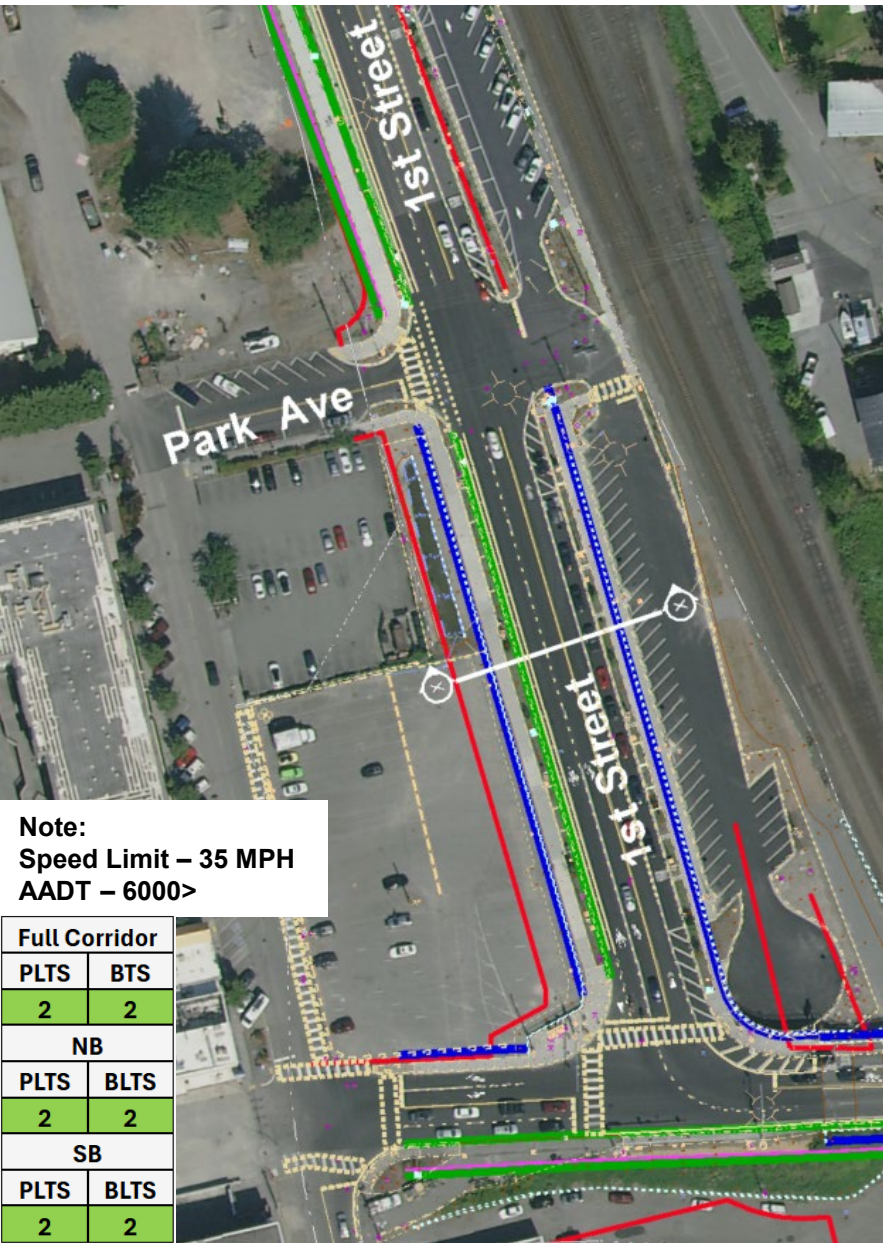


Existing Street View

SPEED LIMIT 25

SB		NB		Full Corridor	
PLTS	BLTS	PLTS	BLTS	PLTS	BLTS
2	2	2	3	2	3

SEGMENT 12 - MP 8.42 to MP 8.47 - Conceptual Options

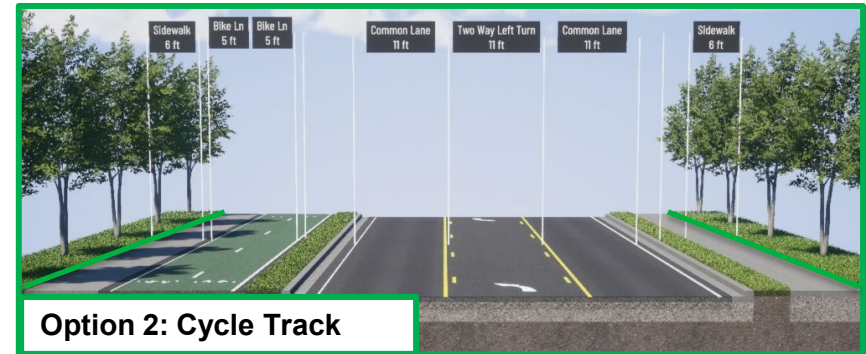


Note:
 Speed Limit – 35 MPH
 AADT – 6000>

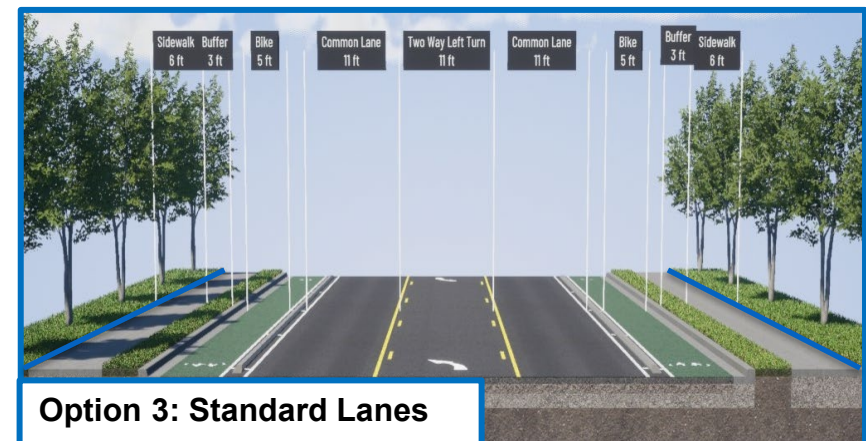
Full Corridor	
PLTS	BTS
2	2
NB	
PLTS	BLTS
2	2
SB	
PLTS	BLTS
2	2



Option 1: Shared Use Path



Option 2: Cycle Track



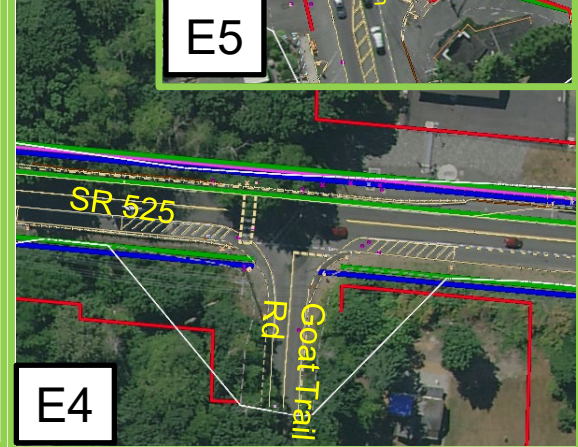
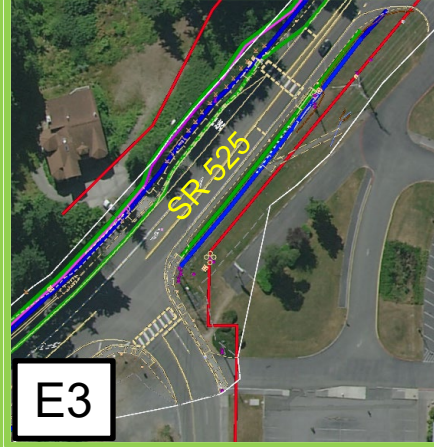
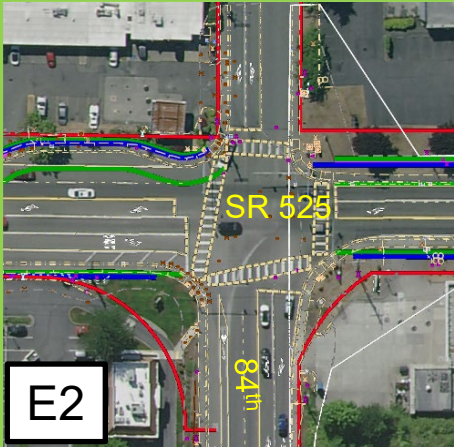
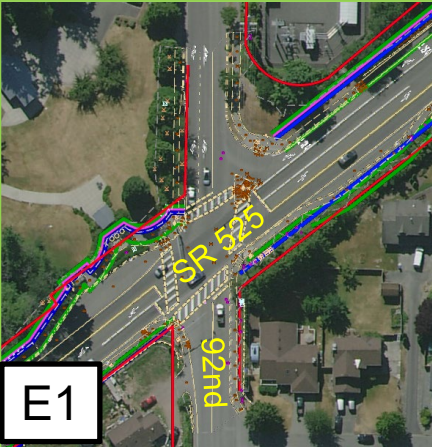
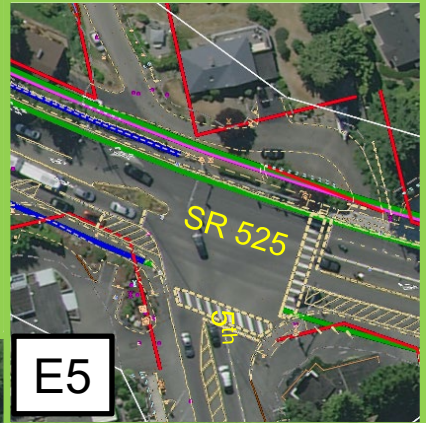
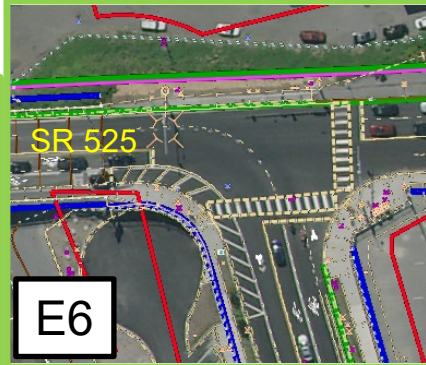
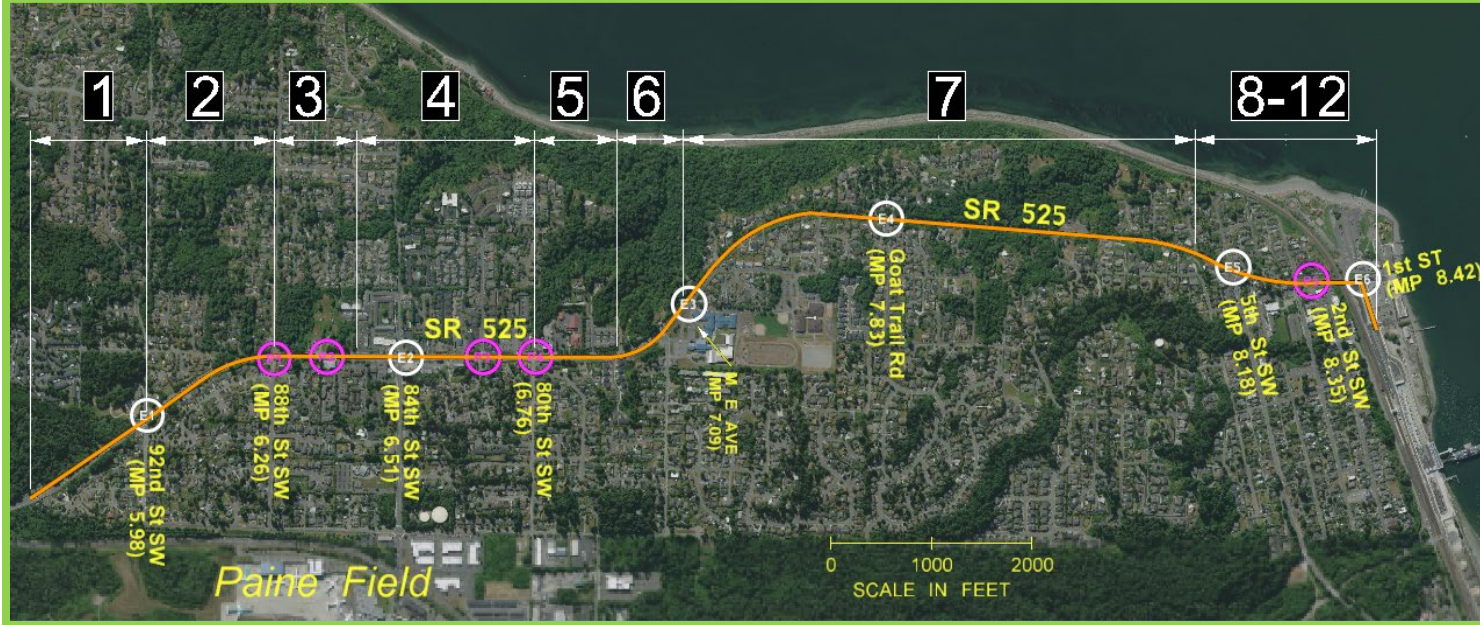
Option 3: Standard Lanes

Existing and planned crossings

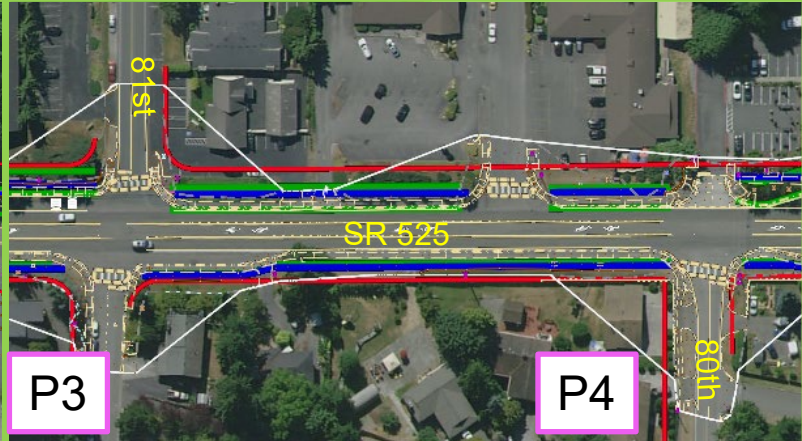
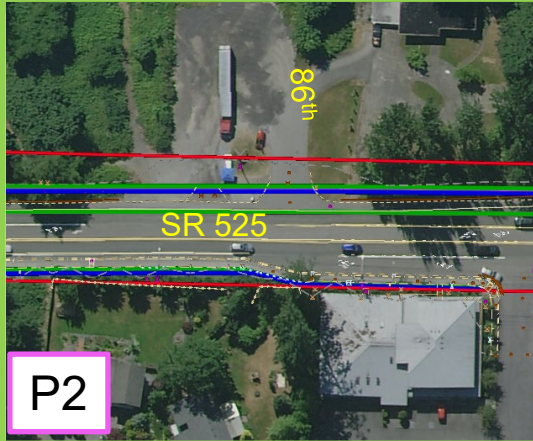
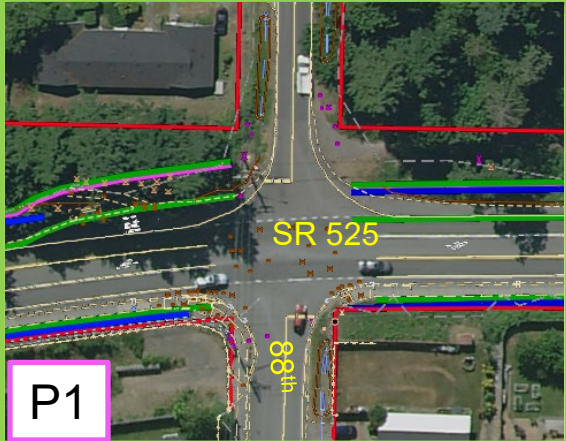
Existing & Planned Crossings

1. Any existing crossings where complete streets improvements are need?
2. Any feedback on identified needed crossings?
3. Any new crossings not identified?

Existing & Planned Crossings



Existing & Planned Crossings



Meeting Schedule

TWG/EWG #1

- Pre-design process and schedule
- Existing conditions
- Complete streets framework
- Healthy Environments for All (HEAL) Act
- Community engagement
- Draft baseline and contextual needs

TWG/EWG #2

- Needs and criteria
- Evaluation framework
- Preliminary Complete Streets options
- Preliminary Complete Streets alternatives

TWG/EWG #3

- Screening results
- Refined Complete Streets alternatives

TWG/EWG #4

- Present recommended complete streets alternative(s)



We are here

TWG = Technical Working Group

EWG = Executive Working Group

Next Steps

- Develop corridor level complete streets alternatives
- Screen corridor level complete streets alternatives
- Community engagement
- Schedule Executive Working Group Meeting #1
- Schedule Technical Working Group Meeting #3

Thank you!

Send comments/questions to:

Amber Stanley

Study Engagement

Amber.Stanley@wsdot.wa.gov

Oteberry Kedelty

WSDOT Project Manager

Oteberry.Kedelty@wsdot.wa.gov

Tony Barilla

WSDOT Project Manager

Anthony.Barilla@wsdot.wa.gov

Zack Howard

Complete Streets Planning Lead

Zachary.Howard@wsdot.wa.gov

Meeting materials posted on the project websites:

SR 525 Mukilteo – Bridge over Railroad Replacement

<https://wsdot.wa.gov/construction-planning/search-projects/sr-525-mukilteo-bridge-over-railroad-bridge-replacement>

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance

<https://wsdot.wa.gov/construction-planning/search-projects/sr-525-spur-vic-mukilteo-ferry-terminal-hma-paving-and-ada-compliance>