

City of Mukilteo Commute Trip Reduction Four-Year Plan Update: 2025–2029

December 31, 2024



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Abbreviations

ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Mukilteo
Comprehensive Plan	City of Mukilteo Comprehensive Plan 2044
County	Snohomish County
CTR	commute trip reduction
ETC	Employee Transportation Coordinator
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTPO	regional transportation planning organizations
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
TDM	Transportation Demand Management
RTP	Regional Transportation Plan 2022-2050

Introduction

The impacts and benefits to the City of Mukilteo of the Commute Trip Reduction (CTR) program reach beyond the employment sites. CTR has continued to grow as the county grows and the program can be used to address a variety of transportation and environmental issues, especially as our ability to add capacity to roadways becomes a challenge:

Achieving state and county climate change goals

In Snohomish County 62% of greenhouse gas emissions are attributable to transportation. By working to reduce vehicle miles traveled, CTR supports both the Governor’s and County Executive’s executive orders on climate change and reduction of GHG. In the last year alone, the CTR program in Snohomish County and the city of Bothell reduced greenhouse gas emissions by over 8 million pounds of carbon dioxide.

Avoiding the costs of roadway expansion

The cost of expanding roadways is increasing. In many cases it is more cost effective to manage demand than to continue expanding supply.

Meeting the needs of increased urbanization

By 2035, the Snohomish County population is expected to grow by over 230,000 and employment is estimated to increase by almost 150,000 jobs. Most of this growth will go to the areas that are already urbanized. These are also areas where traffic problems are significant and alternative modes can be effective.

Lowering energy costs

Rising and unpredictable fuel costs have put strains on the personal budgets of the residents of Snohomish County. The CTR program, through subsidies and assistance with lower cost commuting options, can help commuters meet their household needs.

Addressing consumer preferences and market trends

CTR addresses current consumer preferences in which more consumers want to live in communities where it is possible to walk and bicycle safely, use neighborhood services, and have access to quality public transportation.

Providing other environmental benefits

CTR helps to address concerns over air pollution, depletion of natural areas, and other environmental impacts by reducing the demand for automobiles. For each car that is taken off the road, there is a significant benefit to the environment.

Benefits of CTR

1. Local Land Use and Transportation Context and Objectives

a. Setting In Mukilteo as it is Today or Will Be in the Near Future

Mukilteo is a mostly residential, mostly developed city. Two-thirds (66.5%) of the city is zoned residential with most residential areas (87%) dedicated to single-family development. Less than 3% of the land within city limits is vacant and undeveloped.

While Mukilteo is an auto-dependent city now, the number of trips being done on foot, bike, or transit is expected to increase over the next 20 years. During this transition, Mukilteo plans to adopt guidelines and regulations that support development patterns that make a full range of transportation modes viable while accommodating the current reality that historic development patterns make a vehicle necessary for most trips.

Mukilteo's long and narrow shape – constrained by Puget Sound, Paine Field, and numerous gulches – effectively results in only five vehicular entryways to the city:

- From the north: Mukilteo-Clinton ferry and 5th Street (connecting to Everett)
- From the east: SR 526 and Beverly Park Road (connecting to Everett)
- From the south: SR 525

Mukilteo has a unique and complex transportation landscape with a mix of connectivity options and regional players. Within or adjacent to the city limits are:

- Two state highways (State Routes 525 and 526) that serve as critical arterials between commercial and employment hubs and the main routes for most commuters
- A state ferry terminal connecting to Whidbey Island via the Clinton ferry route
- Sound Transit commuter rail station providing weekday-only service limited to two southbound morning trips and two northbound evening trips
- An international airport (Paine Field) located just outside the city's eastern boundary
- BNSF Railway tracks that provide some logistical barriers to better pedestrian connections to the waterfront and regional ferry and Sounder service
- Bus routes to neighboring cities provided by Community Transit and Everett Transit
- Additional options like DART paratransit service and Vanpool that cater to diverse commuting needs.

b. Features of Land Use and Transportation Facilities and Services that Affect Commuters

Mukilteo's low-density suburban-style development patterns make it challenging for commuters wishing to use alternate forms of transportation. Residential areas are largely separated from key commercial and employment centers. Neighborhoods were designed with cul-de-sacs rather than a more connected grid pattern. The Mukilteo Speedway (SR 525) is designed for drivers but the route is not very accommodating or comfortable for bicyclists and pedestrians. Mukilteo is not an employment destination, so most of the commute hour trips on our arterials start and/or end outside of city limits. The significant amount of pass-through commuters makes it essential that regional transit providers consider more frequent and convenient connections through Mukilteo if the total number of commute trips on our local streets is to be reduced.

c. Whether and How Commuting Patterns Have Changed in the Past Few Years

In Mukilteo, the rates of commuting by transit (excluding ferry trips), walking, and biking have remained relatively steady, fluctuating between 2.0% and 3.8% from 2009 to 2022. Concurrently, Mukilteo's rate of solo driving has varied between 73.8% and 83.5%, and the proportion of workers who commuted by bus in Mukilteo has consistently hovered between 1.2% to 1.8%.

In 2024, transit agencies noted that ridership is increasing, with more consistent times and peaks throughout the day and week. Transit agencies have observed that one of the greatest changes is the fact that there are fewer peaks on weekdays and traditional commuting hours, and ridership is more spread throughout the day and the weekend. This reflects a change from traditional working hours, flexibility in remote work, and the use of transit for more weekend activities.

d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

The 2044 Comprehensive Plan increases housing density, moving toward level of service that measures multiple transportation options, and a focus on reducing vehicle miles traveled.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced

Moving people from individual automobiles to transit and active transportation is essential to keep traffic flowing in Mukilteo – allowing existing streets to accommodate more users. Adapting existing streets to make transit, bicycling, and walking appealing and realistic options will expand the capacity of the system without needing to expand the right-of-way.

Pedestrians, bicyclists, and other active transportation users seek the most direct route. If routes are limited to streets, travel time between activity nodes can become too long for the routes to be useful and people opt for single-occupancy vehicles. Building a successful system for all users requires thoughtful consideration of:

- Key destinations (schools, commercial centers, and transit hubs)
- Connectivity barriers (missing sidewalks, inefficient routes)
- Safety issues (lack of ADA ramps, railroad crossings, traffic speeds)

- Amenities (lighting, bike parking, benches, wayfinding signs, weather coverings)

Aesthetics and design greatly influence the success and safety of transit and active transportation. Roadways developed with street trees, sidewalks, bus stops, and bike lanes make it clear that they are intended for all users, making them safer and adding vibrancy to the community. Adopting street standards that include these elements is essential for moving toward a system that measures success by its ability to move people, not cars, from one place to another.

2. How the CTR Program Will Help Achieve Mukilteo’s Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help Mukilteo Achieve the Land Use and Transportation Objectives Referenced in Question 1

The City of Mukilteo Comprehensive Plan policies work in partnership with our Commute Trip Reduction program – guiding development in a way that makes alternative transportation more viable and guiding expansions in CTR to achieve environmental goals.

Developing more mixed-use areas that combine residential, employment, and commercial uses near transit infrastructure on the Mukilteo Speedway and in Harbour Pointe makes it possible for residents and employees to reduce reliance on cars and use alternate transportation for some trips. This supports denser development and infill and encourages projects that make alternative transportation safe.

Promoting non-motorized transportation works in partnership with the city’s efforts to make infrastructure improvements like bike lanes, sidewalks, and pedestrian-friendly pathways making active transportation a safe and convenient option for shorter trips.

The CTR program emphasizes implementing parking management strategies, such as preferential parking for carpools, electric vehicles, or shared mobility services. By integrating these policies with land use and transportation elements, Mukilteo aims to increase the number of bus, bike, and walking trips.

See Appendix A for list of policies from the 2024 Comprehensive Plan that either support – or are supported by – the CTR program.

3. How the CTR Program Will Help Achieve Mukilteo’s Environmental Objectives

a. How the CTR Program Will Support Mukilteo’s Greenhouse Gas Emission Reduction Efforts

By encouraging the use of public transit, carpooling, biking, and walking, the CTR Program will decrease single-occupancy car trips and align with the city’s goals of reducing greenhouse gas emissions and daily vehicle miles traveled.

b. How the CTR Program Will Support Mukilteo's Environmental Objectives in Addition to Greenhouse Gas Emission Reductions

The CTR Program's emphasis on alternative transportation encourages the development of pedestrian-friendly and bike-friendly infrastructure, making connectivity and accessibility within the city something that will help alleviate traffic congestion, improve air quality, and help Mukilteo achieve maintain its high quality of life.

4. How the CTR Program Will Help Achieve Regional and State Objectives

a. The Local, Regional, and State Benefits that Would Be Gained If Mukilteo Achieves the CTR Targets

Local Benefits

- **Reduced Traffic Congestion.** Less congestion on the Mukilteo Speedway and other local roads, improving travel times for residents.
- **Community Livability:** Safer and more accessible pedestrian and bike infrastructure promotes active transportation, supports healthier lifestyles, and invigorates commercial areas and community spaces with more people interacting and engaging outside of vehicles.

Regional Benefits

- **Economic Unity:** Enhanced transportation connects regional commerce and economic activities by easing the movement of goods and people.
- **Reduced Regional Emissions:** Collective reduction in vehicle emissions contributes to regional climate goals and improved air quality.
- **Efficient Use of Infrastructure:** Better utilization of existing transit and road infrastructure reduces the need for costly expansions and maintenance.

State Benefits

- **Progress Towards Climate Goals:** Contributes to statewide targets for reducing greenhouse gas emissions.
- **Economic Competitiveness:** Enhanced traditional and alternative transportation networks attract businesses, supporting economic growth.
- **Cost-Effective:** By allocating resources to infrastructure that doesn't require frequent maintenance like highways and interstates, it can minimize the need for costly infrastructure projects.

b. Adjacent CTR-Affected Cities and Counties.

- City of Everett
- City of Edmonds
- City of Lynnwood

- Unincorporated Snohomish County

c. The Top Few Cross-Border and Regional Transportation Issues that Affect Mukilteo.

Most vehicles on Mukilteo streets are single-occupancy drivers with a trip that starts or ends outside of the city, which means increasing the use of alternative modes of transportation needs to be a coordinated, regional effort.

People are less likely to use transit if doing so adds more than 15 minutes of travel time, if they need to transfer between routes/services, or if they must walk more than a quarter mile.

While route planning and service decisions are the responsibility of the transit agencies, the city can support the success of the regional transportation systems by:

- Planning for mixed use and higher densities where transit service is available;
- Notifying transit providers during the development review process
- Completing pedestrian and bicycle side street connections to transit corridors
- Establishing transit priority infrastructure
- Considering how land use and development decisions can support transit plans

d. The Strategies Mukilteo, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c

To address the issues with transit and make it an appealing alternative in Mukilteo, we must collaborate with Community Transit, Everett Transit, and Sound Transit to expand bus service on principal and minor arterial streets and improve regional transportation linkages. This effort has been integrated into Mukilteo's comprehensive planning by aligning CTR programs to reduce drive-alone trips. Planning for mixed-use development and higher densities in areas with transit access is crucial, as is ensuring that transit providers are notified during the development review process to plan for future service needs. In addition, completing pedestrian and bicycle connections to transit corridors and establishing transit infrastructure will make it easier for people to rely on transit. Transportation Demand Management (TDM), which includes programs like carpooling, incentives, and teleworking opportunities, should be incorporated throughout the planning and implementation stages to ensure coordination between cities, transit providers, and TDM implementers. It's also essential to evaluate the effectiveness of TDM programs in Mukilteo by improving data collection and defining clear goals and strategies, with a focus on equity to ensure that transit benefits reach all populations, especially low-income and minority groups. Lastly, land use and development decisions should support the [Regional Transportation Plan \(RTP\)](#), helping Mukilteo achieve a more connected, and equitable network.

Performance Targets

5. CTR Performance Targets

a. Performance Targets that Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate (DAR) of 60% or less.

b. Additional Performance Targets

None

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

8. How Mukilteo Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

9. CTR-Affected Worksites in Mukilteo

a. List of CTR-Affected Worksites

Work Site	Address	Status
City of Mukilteo	11930 Cyrus Way, Mukilteo, WA 98275	Affected
Synrad, Inc.	4600 Campus Pl, Mukilteo, WA 98275	Affected
Travis Industries	12521 Harbour Reach Drive, Mukilteo, WA 98275	Affected

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

A base value will be established during the 2023-2025 survey cycle.

Services and Strategies

12. Services and Strategies Mukilteo Will Use to Achieve CTR Targets

To help achieve the goals and targets of the CTR plan, Mukilteo will revise the CTR ordinance to require affected employers to implement additional measures designed to increase the percentage of employees using some or all the following modes: transit; vanpool; carpool; bicycle or walking; telework, compressed work week, or flexible work schedule; and other non-single occupant vehicle modes. Mukilteo plans to support the following ways of achieving CTR Targets:

Commuting Support and Incentives

- Incentives rewarding avoidance of single-occupancy commuting such as gift cards or a parking cash-out program.
- Guaranteed ride home programs for emergencies.
- Employer telework program.
- Flexible or compressed workweek schedules.
- Incentives for walking or biking, such as gift cards or discounts on outdoor gear.

Information and Education

- Commute options information and orientation for new hires.
- Communication plan for sharing print and digital information on the employer's CTR program.
- Information on commute options and resources displayed in common areas at the workplace and/or available online or by mobile app.
- Educational campaigns on the benefits of alternative commuting.
- Outreach campaigns to promote walking or biking, such as a "bike to work" month.
- Workshops or fairs promoting sustainable transportation options.
- Real-time transit information display at the workplace or in a centrally accessible location.

Amenities and Infrastructure

- Amenities for bike commuters including secure bike storage, showers, or bike repair stations.
- Provision and maintenance of electric vehicle charging stations.
- Parking space for carshare vehicles or company-owned cars for employee use.

13. How Mukilteo's Services and Strategies Will Support CTR-Affected Employers

Through agreements with Mukilteo and the Washington State Department of Transportation (WSDOT), Community Transit acts as the liaison between Mukilteo and major affected employers and provides employer outreach, education and training, technical assistance, marketing incentives, program review, and administration of the employer data collection process.

Assistance includes:

Employee Transportation Coordinator (ETC) Development and Support. The ETC is an integral part of the trip reduction program. Their job duties should include coordination of annual fairs, conducting promotions, distributing information, notifying the Mukilteo about program changes, and the collection and reporting of data. Community Transit provides training courses, networking meetings, and other assistance to the ETC designed to help meet the requirements of the program and increase the success of this key person.

Promotions. Community Transit works with employers to design and conduct promotions, on-site transportation fairs, and other special events to increase awareness and use of commute alternatives. Assistance includes design and provision of materials, promotional items, staffing information booths and on-site ride matching.

Incentives. Community Transit provides incentives to employees at affected worksite, such as the quarterly Smart Commuter Rewards program, to encourage the use of non-drive alone commute modes.

Guaranteed Ride Home. Through an agreement with the employer, Community Transit offers emergency transportation to employees who choose an alternative to driving alone.

Transit Services. Community Transit, Everett Transit and Sound Transit provide bus and commuter rail service within Snohomish County. Community Transit staff assists ETCs with identifying potential riders, planning individual trips, and marketing specific routes. Transit schedules and on-site transit pass programs are also available.

14. Barriers Mukilteo Must Address to Achieve CTR Targets

a. How Mukilteo Will Address the Barriers

To address mobility challenges in Mukilteo, feedback from an online open house held in April-May 2024 highlighted key issues. While residents generally find it easy to navigate without a personal vehicle, most workers face difficulties. Both groups show low transit usage, with some bus riders expressing that transit options are insufficient. Safety concerns and a need for flexibility, particularly for quick returns home in emergencies, further discourage the use of alternative transportation modes.

Snotrac shared a report during the CBO interviews: "Progress of Commute Trip Reduction Efforts in Snohomish County 2007-2022." The report identifies potential barriers to CTR:

Size discrepancy: CTR worksites are by their nature larger than non-CTR sites. As a result, their facilities are more likely to be located on larger lots farther away from dense urban centers, surrounded by free parking. In addition, larger companies have yielded more political power to shape transportation infrastructure to their benefit, increasing roadway capacity to their facilities. As a result, it's only natural that workers at large companies tend to drive more than workers at small companies.

Insufficient accountability: Without any fear that jurisdictions will penalize employers for failure to comply with the CTR law, employers may be insufficiently motivated to conduct surveys, create CTR plans, and provide CTR programs and services to their employees.

Suburban built environment: The land use patterns and transportation systems of Snohomish County favor driving to such a strong degree that CTR strategies are ineffective.

To address the identified barriers, the city will take several steps. First, the development code for Public Works will be updated to support diverse transportation needs, ensuring better access to transit, biking, and walking options. Second, the process for employers to comply with the CTR program will be simplified and made more efficient, making it easier for employers to know what is expected and to be able to implement their plans easier. Lastly, the city will focus on promoting mixed-use, dense land development. These areas will be prioritized for transportation infrastructure improvements, making it easier for residents to use alternative transportation and reducing their reliance on driving alone.

15. The Transportation Demand Management Technologies Mukilteo Plans to Use to Deliver CTR Services and Strategies

Rideshare Online: Employee transportation coordinators use the Rideshareonline.com platform to join and form carpools and vanpools, and for trip logging in support of non-drive alone incentives.

WSDOT CTR survey tool: The CTR RideAmigos tool is used for data collection purposes including biennial CTR surveys and worksite program reports.

16. Mukilteo’s Local CTR Ordinance

Mukilteo originally adopted a [local CTR ordinance](#) in 1999 (Ord. 986), with updates in 2009 (Ord. 1229) and 2017 (Ord. 1394).

17. Mukilteo’s Financial Plan

a. The Estimated Average Annual Costs

Table: Estimated Average Annual Costs

Activity	Estimated Average Annual Cost
Employer Engagement	\$5,000
CTR Plan	\$2,350
Performance reporting	\$3,300
Administration	\$5,000

b. Likely Funding Sources, Public and Private, to Implement the Plan

Table: Estimated Average Annual Revenue

Source of Revenue	Estimated Average Annual Revenue
WSDOT	\$15,650

18. Mukilteo’s Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

The Mukilteo has contracted with Community Transit to administer and implement this plan.

b. Who Will Monitor Progress on the Plan

Job Title	Name	Department
Assistant Planner	Devyn Walter	Community Development

Devyn Walter, Assistant Planner is the CTR program coordinator for Mukilteo. They will monitor progress and coordinate with Community Transit routinely on behalf of the Mukilteo.

19. Mukilteo’s Implementation Schedule

a. Timeline for Anticipated Projects and Actions

Project Name	2025	2026	2027	2028	2029
Develop procedures for ETC	X	X			
Identify businesses that may qualify for CTR program	X	X	X		
Provide CTR guidance to city employees	X	X	X	X	X
Local outreach and quarterly reporting	X	X	X	X	X

20. CTR Plan for Mukilteo Employees

a. Services, Programs, Information, and Other Actions Mukilteo Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

Mukilteo has implemented a variety of initiatives to encourage employees to reduce their car trips. These include offering incentives and organizing fun competitions to promote alternative commuting methods. The city also provides flexible work hours to accommodate different commuting schedules, making it easier for employees to use public transit, carpool, or bike to work. Additionally, Mukilteo has enhanced workplace amenities by installing bike racks and providing shower facilities, supporting those who choose to cycle or walk to work. These efforts collectively aim to create a more sustainable commuting culture among employees, reducing reliance on single-occupancy vehicles.

21. How the CTR Plan for Mukilteo Employees Contributes to the Success of the Overall Plan

a. How the Plan for Mukilteo Employees Reinforces the Success of the Jurisdiction Plan

This CTR was developed and coordinated with several jurisdictions managed by Community Transit. The plans reinforce each other and build on similar strategies to create greater regional benefits.

Alignment with Plans

22. Transit Agencies That Provide Service in Mukilteo

Transit Agencies:

- Community Transit
- Everett Transit
- King County Metro
- Homage Senior Services of Snohomish County
- Snoqualmie Valley Transportation
- Snow Goose Transit
- Sound Transit

23. Transit Plans Reviewed While Developing this Plan

Information Sources:

- Community Transit 2023-2028 Transit Development Plan
- Journey 2050 Community Transit Long Range Plan
- Transit Changes in 2024 & Beyond (Community Transit)
- Homage 2022 Annual Report
- Sound Transit Development Plan 2023-2028
- Sound Transit's System Performance Tracker

24. How This CTR Plan Supports the Transit Plan(s)

This Commute Trip Reduction (CTR) plan supports other jurisdictions and regional transit plans by promoting coordinated efforts to reduce single-occupancy vehicle trips, enhancing public transit options, and encouraging non-motorized transportation. By aligning with regional transit strategies, my plan fosters seamless connectivity between Mukilteo and neighboring areas, ensuring efficient travel, and reducing congestion. Specific TDM efforts are discussed elsewhere in this plan.

25. Comprehensive Plan Updates Needed and When They Will Be Made

Mukilteo City Council approved the Comprehensive Plan on October 21, 2024, and will pass the Commute Trip Reduction (CTR) Plan the following year. Mukilteo updated these plans concurrently to make sure that they matched. This integrated approach enabled us to incorporate CTR goals directly into the Comprehensive Plan, ensuring that policies aimed at reducing single-occupancy vehicle trips

and promoting housing densities that support transit use are seamlessly aligned with the city's overall planning efforts.

The comprehensive plan has been updated to include several key changes. Land use policies will focus on revitalizing the waterfront, supporting mixed-use, pedestrian-friendly redevelopment downtown, and expanding mixed-use zoning in areas served by transit. Housing policies will allow higher density near frequent transit service. Transportation policies will prioritize safety, implement traffic calming measures, and improve walking, biking, and transit connections to key places like schools, parks, and bus stops. The plan will also coordinate with regional partners, develop an ADA transition plan, and support inter-jurisdictional transportation projects. Lastly, climate change policies will aim to reduce emissions, ensure bike parking, improve street connections for evacuations, and increase tree canopy in pedestrian areas. These updates will improve accessibility, enhance transportation, and support climate resilience.

Engagement

26. Stakeholder Engagement

Community Transit along with local jurisdictions organized a series of stakeholder engagement activities on CTR topics throughout the development of this CTR Plan. Mukilteo collaborated with Community Transit by promoting and participating in stakeholder engagement activities. CTR engagement activities included:

- Online open house and surveys for two public comment periods:
 - CTR concepts public comment period (April 18 to May 18, 2024)
 - Draft CTR Plan public comment period (July 1 to July 31, 2024)
- Tabling events
- Community-based organization interviews
- Transit agency interviews
- CTR-affected employer workshops
- Notifications and other digital distribution

The City of Mukilteo Council passed the Comprehensive Plan on October 21, 2024. We have been doing robust outreach since July of 2023 including community surveys, open houses, and meetings before the Planning Commission and City Council. The Climate Change and Transportation elements include language that would promote the 2025-2029 Commute Trip Reduction Plan.

a. Who We Talked To

Community Members

Community Transit and Snohomish County-area jurisdictions reached out to community members through a two-phase online open house engagement period. The first phase conveyed information about commute trip reduction, the CTR plan update process, and invited visitors to participate in a survey. The second phase of the online open house sought feedback on jurisdiction's draft CTR plans and allowed the visitor to select which plan they commented on based on the jurisdictions in which they live and/or work.

During the first phase of the online open house, 2,137 people visited the open house website, and 144 responded to the survey. Mukilteo had 5 residents and 8 workers respond to the survey. During the second phase of the open house, 908 visitors to the website reviewed draft CTR plans and 20 submitted comments.

Community Transit attended six community events around Snohomish County to discuss transit services and upcoming services changes, CTR initiatives, and to provide attendees an opportunity to comment on the jurisdictional draft CTR Plans. Tabling events included the following:

- Arlington Farmers Market (engaged with 90 people)
- Everett Public Library Drop-In (engaged with 43 people)
- Marysville Farmers Market (engaged with 107 people)
- Everett Farmers Market (engaged with 165 people)

- Marysville Public Library Drop-In (engaged with 32 people)
- Latino Educational Training Institute (LETI) Expo (160 people)

Mukilteo Public Works conducts extensive outreach for capital improvement projects, including those focused on multimodal infrastructure and safety. They tailor engagement efforts based on the scale of the project and level of community interest. For larger projects, like parks, the city generally hold stakeholder meetings to get input from key groups early in the process and finds ways to encourage whole-community public engagement. Smaller projects like the installation of southbound-only bike lanes on 47th Place West involved targeted engagement with local businesses in the nearby industrial area that will be most impacted during construction. Postcards and other communication tools are regularly used to inform the public and solicit feedback throughout these processes.

Community-based organizations

Community Transit interviewed representatives from a variety of community-based organizations in Snohomish County. Each community-based organization also received an engagement toolkit including social media posts and newsletter copy allowing them to easily engage community members in their networks with the CTR Plan update project. The community organizations interviewed as part of the CTR Plan update project include the following:

- Hopelink
- Community Health Centers
- Snohomish County Transportation Coalition (Snotrac)
- Homage
- North Sound Bicycle Advocacy Group
- BIKES Club / Sharing Wheels Community Bike Shop

CTR-affected employers

Community Transit hosted a virtual workshop May 14, 2024, for ETCs and management staff from CTR-affected businesses in Snohomish County to discuss the draft CTR plans, provide feedback on increasing local CTR ordinance requirements for employers, and to make suggestions for improving CTR programs. Community Transit also provided CTR-affected employers with information about the CTR online open house and survey in the CTR newsletter and provided related outreach materials for ETCs to share with their employees.

Thirty-eight individuals representing 30 Snohomish county-area, CTR-affected employers attended a virtual workshop. Employers represented in the virtual workshop are listed in the table below.

Table: Employer Workshop Participation

Employer Name	Worksite Location
City of Arlington	Arlington
Skagit Regional Health/Cascade Valley Hospital	Arlington
DSHS	Arlington/ Unincorporated Snohomish County
City of Bothell	Bothell
Nelson Nygaard (Transportation Consultant)	Bothell

AGC Biologics	Bothell
AT&T (and Move Redmond)	Bothell
GE Digital / Vernova	Bothell
Leviton Network Solutions / Wellington Hills Bothell Park	Bothell
Pfizer	Bothell
T-Mobile	Bothell
University of Washington Bothell/Cascadia College	Bothell
City of Edmonds	Edmonds
Edmonds College	Edmonds
City of Lynnwood	Lynnwood
City of Marysville	Marysville
The Everett Clinic	Marysville
City of Monroe	Monroe
Canyon Creek Cabinet Company	Monroe
Natural Factors	Monroe
City of Mountlake Terrace	Mountlake Terrace
Premera Blue Cross Mountlake Terrace	Mountlake Terrace
City of Mukilteo	Mukilteo
Novanta	Mukilteo
Snohomish County	Snohomish County
Boeing	Unincorporated Snohomish County
Korry Electronics	Unincorporated Snohomish County
Partner Therapeutics	Unincorporated Snohomish County
Reid Middleton	Unincorporated Snohomish County

Transit Agency Interviews

Community Transit and MFA interviewed transit agencies to help inform the CTR plans and invite feedback on the drafts. The interview questions related to the Alignment with Plans section of the CTR Plan (#22-25) and #1c, “whether and how commuting patterns have changed in the past few years.” Transit agencies also received email invitations to comment on the draft CTR plans. The transit agencies interviewed include the following:

- Snow Goose Transit
- Community Transit
- Everett Transit
- Homage
- King County Metro
- Sound Transit

b. When We Talked to Them

Community members engagement activities

- Online open house and survey: April 18-May 18, 2024

- Online open house and draft plan public comment period: July 1-31, 2024.

Community events

- Arlington Farmers Market: July 13, 2024
- Everett Public Library Drop-In: July 15, 2024
- Marysville Farmers Market: July 19, 2024
- Everett Farmers Market: July 21, 2024
- Marysville Public Library Drop-In: July 24, 2024
- LETI Expo: July 27, 2024
- Lighthouse Festival 2023
- E.J. Koh Book Reading at Kamiak High School: Nov 12, 2023

Community-based organization interviews

- Hopelink: April 23, 2024
- Community Health Centers: April 25, 2024
- Snotrac: May 1, 2024
- Homage: May 8, 2024
- North Sound Bicycle Advocacy Group: May 14, 2024
- BIKES Club and Sharing Wheels Community Bike Shop: May 14, 2024

CTR-affected employer workshops

- Employer workshop: May 14, 2024

Additionally, Community Transit reached out to CTR-affected employers to provide information and outreach materials:

- CTR newsletter article (April Issue) about Phase 1 of the online open house and survey: April 2, 2024
- Email with outreach materials reminding ETCs to share the Phase 1 online open house and survey: April 24, 2024
- CTR newsletter article (July Issue) about Phase 2 of the online open house and survey: July 2, 2024
- Email with outreach materials encouraging ETS to share Phase 2 of the online open house and draft CTR plans: July 11 and July 19, 2024

Transit agencies interviews

- Email and phone interviews: April 2024
- Invitation to provide draft plan comments: July 2024

c. What Stakeholders Said

Community Members

Visitors to the online open house who completed surveys, noted the following:

- **Transportation Modes/Work from Home:** By far, the most common transportation mode mentioned is driving alone in a car, followed by riding the bus, and working from home. A few respondents mentioned bicycling or walking, carpooling/vanpooling, or working a compressed schedule.
- **Commute patterns:** Nearly every respondent mentioned that increased traffic, especially on area highways, was a noticeable change. A few mentioned that shifts in jobs and lack of employer support for work-from-home options required them to change their commute.
- **Convenience of single-occupancy vehicle trips:** Nearly every survey participant affirmed that it would be difficult to get around without a personal vehicle because of long commute times, transit stops that are not convenient to their home or workplace, transit routes that require too many transfers, and transit commute times that are up to three times longer than single-occupancy vehicle commutes.
- **Safety Concerns:** Most cited safety concerns as reasons they do not choose to take transit or other alternative transportation modes. Respondents noted high vehicle speeds and the lack of sidewalks and bike lanes deter them from walking or biking as part of their commute. Some respondents fear crime where transit stops lack amenities like lighting.
- **Benefits of CTR:** Respondents commonly recognized that CTR programs have the potential to reduce traffic congestion, improve road safety, reduce traffic noise, and improve air quality.
- **Suggestions:** Many respondents indicated a desire for more frequent transit services, more convenient transit stop locations, infrastructure improvements for biking and walking safety, and flexible work schedules that allow employees the option to work from home.

Respondents from Mukilteo in the public Open House Phase 1 said they primarily work within the city or commute from neighboring areas like Everett, Lynnwood, Shoreline, or Seattle. While driving alone is the most common mode of transportation, many express a preference for walking, biking, or taking the bus. Challenges include personal vehicle dependence, inadequate transit options, safety concerns, and the need for flexibility in emergencies. Increased traffic congestion has impacted commuting decisions, with respondents valuing reduced traffic congestion, improved air quality, and road safety as benefits of reducing commute trips. Suggestions for improvement include support for remote work, enhancing safety and flexibility, providing incentives for alternative modes, and investing in transit options such as exclusive lanes and improved signal priority.

Visitors to the second phase of the online open house had an opportunity to review the draft CTR plans. There were no comments received on the Mukilteo Commute Reduction Plan, though efforts were made to get people to engage by sending out the online open house link with additional information.

Visitors to community events (listed in #26a above) engaged with Community Transit staff about CTR and other public transit-related topics. The feedback received related to CTR falls under three major themes: service area, service times, and barriers. Key feedback includes the following:

- **Service Area**
 - Several visitors asked when the light rail would reach Everett.

- Several visitors expressed their enthusiasm for the opening of a new light rail line.
- A visitor requested bus routes near the Hibulb Cultural Center and casinos in Everett.
- A visitor asked for bus service in Marysville on 67th Street.
- A visitor said they would love to see frequent commuter times and routes that connect to Arlington Business Center.
- A visitor asked about nearby bus routes that pass by the Everett Farmers Market.
- A visitor commented they were excited about Route 106 having weekend service so DART would be back in that area.
- A couple visitors did not know the light rail would have a stop in Shoreline.
- A visitor requested bus service from 67th to 100th street to connect to Cascade High School.
- A visitor identified a need for bus stops near Arlington High School.
- A visitor asked if buses can go directly to the new Everett Stadium in the future.
- A visitor mentioned how they would like bus service at an additional exit in Arlington to Island Crossing and downtown Arlington.
- **Service Times**
 - A visitor shared they don't ride transit from Marysville through Everett to Lynnwood in the morning as the buses don't pass frequently enough.
 - A few visitors commented that they look forward to increased service frequency in Snohomish County after service changes will be implemented in September 2024.
- **Barriers to Commute Trip Reduction**
 - A few visitors noted they don't use transit because they have a car.
 - A visitor expressed concern about safety on buses and the drug usage on them.
 - Several visitors needed trip planning information. Some asked how to get to certain destinations and one inquired if there are parking fees at park and rides.
 - Several visitors asked about where to obtain free ORCA cards.

Community-based organizations

Community-based organizations noted the following:

- **Limited transit service area:** Many interviewees identified the barrier of limited transit service in most of Snohomish County. Transportation service providers such as Homage and Hopelink shared that their organizations are flooded by demand and can only offer highly essential trips, such as getting to work and accessing medical services. Other commonly needed trips, such as going to the grocery store, accessing childcare, or going to the park, do not qualify for these transportation services.
- **Limited service hours:** Multiple interviewees shared that even when transit is available in their area, it may not be an option for employees with nontraditional hours, such as those working in healthcare. This could be due to gaps in service during non-peak hours or employees' feeling of

safety using public transit during darker hours. Multiple people shared that offering shuttles or Dial-a-Ride Transportation (DART) were helpful measures to bridge these gaps.

- **Time and flexibility:** Saving time and the ability to make multiple stops are important considerations when choosing travel modes. Families who need to make multiple stops on their way to work for school or childcare may find ride sharing or taking transit more challenging. Multiple interviewees shared that effectively marketing the time savings of riding in the carpool lane and other perks of non-drive-alone modes could help address this. People who need to get to medical appointments are more likely to choose door-to-door service offered through DART or other services, because this provides a simpler solution, although the pickup services are not consistently on time.
- **ADA Services:** Interviewees acknowledged that ADA-compliant pickups must be offered with any fixed route and that demand for fixed-route service may not be as high in rural locations. They suggested that jurisdictions might direct more resources to organizations such as Homage or Hopelink to provide additional pickup services in areas where fixed-route public transit may not be a practical option. This could provide cost savings in addition to significant community benefits.
- **Land Use Planning:** The importance of affordable, transit-accessible housing was reiterated by many. Multiple interviewees shared that workers are commuting very long distances that are often outside the reach of transit, because it's too expensive to live closer to where they work. This creates barriers that can limit people from accessing employment if they would need a car to get to and from work or prevent them from using transit if the commute is too long. Multiple interviewees shared that affordable housing along transit corridors should be a high priority for jurisdictions, and that housing should be considered alongside transportation planning and not as two separate issues.
- **Criminal Activity:** Many cited fears of criminal activity on public transit as a deterrent to taking public transit. Even if the risk of crime is relatively low, perceptions of safety can be very negative. Installing lighting and other security measures as well as holding discussions on safety concerns can help address some of these barriers.
- **Amenities and Infrastructure:** Additional barriers to transit include the lack of safe, accessible sidewalks (particularly for riders who rely on mobility devices) and well-lit, sheltered bus stops. Many areas lack sheltered bus stops or adequate sidewalk space, particularly in more rural areas that are outside the main transit corridors. Devoting resources to increasing and improving these structures could go a long way in encouraging greater ridership.
- **Outreach and Education:** Multiple interviewees shared that enhanced education and marketing could encourage more workers to try alternatives to single-occupancy vehicles for their commute trips. Interviewees noted that employees and community members in general may have limited awareness of the programs and benefits available to them. Transit agencies and local jurisdictions could address this by working to increase awareness of transit routes, vanpool options, reduced-fare programs, and convenience of the multimodal ORCA transit card. Housing developments, shopping centers, and healthcare waiting rooms, as well as transit agencies and jurisdictions, could all promote these available options for employees and for the broader community.

Transit agencies interviews

Transit agencies interviewees discussed recent changes in commute patterns and noted planned service expansions.

- **Changes in commute patterns:** Community Transit, Everett Transit, King County Metro, Sound Transit indicated that post-pandemic ridership numbers are rising but have not returned to pre-pandemic levels. Everett Transit noted that they are at 82 percent of their pre-pandemic ridership levels and that peak commute hour trips are still below pre-pandemic levels. King County Metro indicated that peak-only routes (routes that only run during peak commuting hours) continue to underperform and thus, they are prioritizing increasing service on all-day and all-week routes. Sound Transit indicated that service levels have bounced back from the pandemic faster on light rail, commuter rail, and express buses.
- **Service expansions:** Sound Transit and Community Transit indicated that there is a planned light rail service extension to Lynnwood Center and bus service expansion along the light rail line. In response to recent community surveys, Community Transit is planning to increase mid-day, evening and weekend service and direct resources toward providing more local routes and enhancing access to the light rail for regional travel.

CTR-affected employers

Employers noted the following:

- **Local CTR ordinances:** Employers noted that providing CTR information and worksite amenities is easier than offering transit pass subsidies and incentives, increasing vanpool and transit services, and facilitating parking management programs.
- Smaller employers noted that offering vanpool vehicles, onsite daycare, and other services is more difficult given their smaller size.
- Making information about commuting options and resources accessible and easy to find is key.
- Not everyone knows about the pre-tax CTR incentive, so it is not always offered or well marketed.
- Parking benefits have room for exploration; managing programs and monitoring parking spaces are the biggest barriers. Challenges to parking management include the sunk costs of parking spaces and employee expectations of "convenient" parking.
- Incentives and promotions are preferable to deterrents, such as charging for parking that was previously free.

In Mukilteo, Novanta has implemented preferential carpool parking by their front and back entrances as an incentive to encourage carpooling among employees. The City of Mukilteo offers alternative work schedules (4/10 and 9/80) and is working to deploy laptops and other materials to facilitate work-from-home capacity for newer employees.

d. How Stakeholders' Comments Influenced the Plan

The plan responds to stakeholder regional concerns and the challenges identified by prioritizing alternative modes of transportation, improving transit infrastructure and safety, and supporting remote work opportunities. The Comprehensive Plan update includes a move toward measuring level of service and includes several infrastructure projects to improve active transportation.

Mukilteo plans to revise the CTR ordinance as detailed in Section #12 above to require affected employers to implement a choice of measures to increase the percentage of employees using commuting alternatives to driving alone. The list of pre-approved implementation measures relates to feedback received from employers, community members, and community-based organizations on barriers to using commute trip options other than driving alone. Examples of this include:

- Providing free or discounted ORCA cards (suggested by community members)
- Improving outreach and education about reducing drive-alone trips (suggested by employers, community-based organizations)
- Providing bicycle storage and amenities onsite (suggested by employers)
- Encouraging pre-tax deductions for commuting options to driving alone (suggested by employers)
- Providing trip planning support for using alternative commute options (suggested by community members)

Mukilteo also plans to continue partnering with Community Transit to support CTR-Affected employers by providing ETC training, commute trip reduction outreach and incentives, discounted ORCA pass programs, and trip planning support as detailed in Section #13 above.

27. Vulnerable Populations Considered

As part of a concerted effort to ensure the interests of vulnerable and highly impacted communities were represented in each jurisdiction's draft CTR Plan, Community Transit engaged representatives from a variety of community-based organizations in Snohomish County that serve vulnerable populations including people who are low-income, disabled, unhoused, or speak English as a second language, as well as youth and the elderly. Additionally, several of the community events that Community Transit tabled at were held at libraries that serve vulnerable populations. Community Transit also provided an information table at the Latino Educational Training Institute (LETI) Expo at Edmonds College. In addition, these events created opportunities to meet people where they are at, removing barriers to participation.

Mukilteo engaged with as many populations as possible throughout the Comprehensive Plan process to get input. The communities involved were low-income, disabled, unhoused, English as a second language, youth, and the elderly.

28. Engagement Focused on Vulnerable Populations

a. Who Mukilteo Talked To

- **Hopelink:** serves homeless and low-income families, children, seniors, and people with disabilities in King and Snohomish counties by providing a network of critical social services through programs for housing, transportation, family development, financial assistance, employment programs, adult education, financial literacy training, and five food banks.
- **Community Health Centers:** a nonprofit provider which offers affordable primary healthcare services, including medical, medical walk-in, dental, physical therapy, and pharmacy.
- **Snohomish County Transportation Coalition (Snotrac):** advocates for improvement in transportation service and solutions for people in Snohomish County with specialized transportation needs through community engagement, coordination of resources, and strategic partnerships.
- **Homage:** The largest provider of services for older adults and people with disabilities in Snohomish County, with programs in food and nutrition, health and wellness, home repair, social services, and transportation.

- **North Sound Bicycle Advocacy Group:** works with local jurisdictions and transportation departments to raise safety awareness for cyclists and pedestrians and find workable solutions related to intermodal transportation, public safety, clean air, and quality of life for local communities.
- **Sharing Wheels Community Bike Shop:** is a nonprofit bike shop located in Everett providing refurbished, used bicycles to thousands of adults and children as well as offering programs and resources for bike repair and upkeep.
- **BIKES Club:** is a recreational club which hosts rides and events year-round, in addition to advocating and fundraising for bike-related grants.

Community Transit also provided information tables at community events held at the Marysville Library, Everett Library, and the Latino Expo (LETI) at Edmonds College.

b. When Mukilteo Talked to Them

Community-based organizations

- Hopelink: April 23, 2024
- Community Health Centers: April 25, 2024
- Snotrac: May 1, 2024
- Homage: May 8, 2024
- North Sound Bicycle Advocacy Group: May 14, 2024
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Community events

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- LETI Expo: July 27, 2024
- Lighthouse Festival: 2023
- E.J. Koh Book Reading at Kamiak High School: Nov 12, 2023

c. What Stakeholders Said

Community-based organizations

Community-based organizations serving vulnerable populations noted the following:

- **Limited transit service area:** Many interviewees identified the barrier of limited transit service in most of Snohomish County. Transportation service providers such as Homage and Hopelink shared that their organizations are flooded by demand and can only offer highly essential trips, such as getting to work and accessing medical services. Other commonly needed trips, such as going to the grocery store, accessing childcare, or going to the park, do not qualify for these transportation services.
- **Limited service hours:** Multiple interviewees shared that even when transit is available in their area, it may not be an option for employees with nontraditional hours, such as those working in

healthcare. This could be due to gaps in service during non-peak hours or employees' feeling of safety using public transit during darker hours. Multiple people shared that offering shuttles or Dial-a-Ride Transportation (DART) were helpful measures to bridge these gaps.

- **Time and flexibility:** Saving time and the ability to make multiple stops are important considerations when choosing travel modes. Families who need to make multiple stops on their way to work for school or childcare may find ride sharing or taking transit more challenging. Multiple interviewees shared that effectively marketing the time savings of riding in the carpool lane and other perks of non-drive-alone modes could help address this. People who need to get to medical appointments are more likely to choose door-to-door service offered through DART or other services, because this provides a simpler solution, although the pickup services are not consistently on time.
- **ADA Services:** Interviewees acknowledged that ADA-compliant pickups must be offered with any fixed route and that demand for fixed-route service may not be as high in rural locations. They suggested that jurisdictions might direct more resources to organizations such as Homage or Hopelink to provide additional pickup services in areas where fixed-route public transit may not be a practical option. This could provide cost savings in addition to significant community benefits.
- **Land Use Planning:** The importance of affordable, transit-accessible housing was reiterated by many. Multiple interviewees shared that workers are commuting very long distances that are often outside the reach of transit, because it's too expensive to live closer to where they work. This creates barriers that can limit people from accessing employment if they would need a car to get to and from work or prevent them from using transit if the commute is too long. Multiple interviewees shared that affordable housing along transit corridors should be a high priority for jurisdictions, and that housing should be considered alongside transportation planning and not as two separate issues.
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Visitors to community events (listed in #26a above) engaged with Community Transit staff about CTR and other public transit-related topics. The feedback received related to CTR falls under three major themes: service area, service times, and barriers. Key feedback includes the following:

- **Service Area**
 - Several visitors asked when the light rail would reach Everett.
 - Several visitors expressed their enthusiasm for the opening of a new light rail line.
 - A visitor requested bus routes near the Hibulb Cultural Center and casinos in Everett.
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- **Barriers to Commute Trip Reduction**
 - A few visitors noted they don't use transit because they have a car.
 - A visitor expressed concern about safety on buses and the drug usage on them.
 - Several visitors needed trip planning information. Some asked how to get to certain destinations and one inquired if there are parking fees at park and rides.
 - Several visitors asked about where to obtain free ORCA cards.

d. How did what they said influence the plan?

Mukilteo plans to continue partnering with Community Transit to support CTR-Affected employers by providing ETC training, commute trip reduction outreach and incentives, discounted ORCA pass programs, and trip planning support as detailed in Section #13 above. A few examples of comments received that are incorporated into the plan are:

- Providing free or discounted ORCA cards (suggested by community members)
- Improving outreach and education about reducing drive-alone trips (suggested by community-based organizations)

- Providing trip planning support for using alternative commute options (suggested by community members)

29. Employers’ Suggestions to Make CTR More Effective

Local Employers made the following suggestions during the Employer Workshop:

- Make information about commuting options and resources easier to find. Use newsletters and other forms of engagement sent directly to employees along with campaign posters and bulletin board notices.
- Increase awareness about pre-tax transit passes.
- Offer resources for managing parking programs and parking benefits.
- Focus on incentives for commute trip reductions rather than deterrents like charging for parking.
- Hold yearly wellness fairs featuring commute trip reduction options.
- Provide vanpool programs for employee work trips during the day.
- Implement parking programs aimed to reduce parking tension with surrounding neighborhoods.
- Offer internal shuttles for campuses and businesses with multiple locations.
- Improve safety and reduce crime around transit stops.
- Focus on “last mile” connections where transit stops are not convenient to the business’ location.
- Provide more grant funding and incentives for employers’ CTR programs.
- Help widely promote CTR programs and options.
- Increase bus routes, service hours, and public transportation options.

Local employers have identified that improved transit service would provide better access to employees and improve employee retention. There are many low wage jobs in Mukilteo that are hard to reach without a private vehicle.

Although Boeing is outside of City limits, it does affect traffic patterns on City streets in Mukilteo. Working with Boeing and Community Transit to incentivize diverse commuting would help alleviate traffic within Mukilteo and help resolve barriers for people commuting in and outside of Mukilteo and add time options to transit.

30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates

The City Council also sent the Comprehensive Plan to the DEI commission for review to ensure all policies – including transportation policies – were reviewed with an equity lens. The DEI Commission’s feedback and suggestions will be incorporated in the final draft of the plan.

In addition, comments and suggestions from vulnerable populations and other groups will be considered as part of Community Transit’s future transit planning processes. Community Transit is

currently implementing its [Transit Changes in 2024 and Beyond](#) service plan. Many suggestions about increased frequency and new service areas will be implemented as part of the service plan update process which will continue through 2026.

Community Transit makes changes to bus service up to four times per year. When considering changes, the Planning team considers many factors including input from the public.

Regional Transportation Planning Organization CTR Plan Review

Mukilteo anticipates providing the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review in September 20 of 2024.

References and Resources

[2024 Comprehensive Plan](#). Policy document guiding development and infrastructure investments between now and 2044.

[City of Mukilteo 2024-2029 Capital Improvement Program \(CIP\)](#). Includes a 20-year project list and 6-year project list, including several projects that improve the bike and pedestrian network.

[Active Capital Projects List](#). Projects underway or happening in the next couple of years.

[2017 By the Way Plan](#). Ambitious and aspirational plan that captured the city's vision for our future bike, pedestrian, and transit network.

Appendix A: CTR Related Comprehensive Plan Policies

City of Mukilteo 2044 Comprehensive Plan Policies that Support/Are Supported By CTR

Land Use Policies

LU.2.1: Partner with Port of Everett, landowners, and other regional partners to revitalize the waterfront in a manner that:

- Attracts people of all generations
- Maintains and enhances public access to the water
- Creates a vibrant community and local business node
- Includes exceptional pedestrian and recreation amenities
- Protects the health of the shoreline environment
- Reflects the history of the area and its residents

LU.2.2: Support mixed-use, pedestrian-friendly redevelopment in the Downtown Business District that reflects the area's history as a fishing village, port-of-entry, and trading post.

LU.3.3: Expand mixed use zoning in Midtown and on the 525 corridor where it can be served efficiently by transit.

LU.6.5: Embrace opportunities for pedestrian and bike connections to and between parks, open space, and recreation facilities.

LU.7.2: Advocate for distinctions between transit capacity and service frequency when drafting regulations about required land use densities near transit facilities.

Housing Policies

H.2.3: Allow increased housing densities in areas where frequent transit service makes it possible for residents to live without relying on automobiles.

Transportation Policies

TR1.3: Elevate safety as a primary criterion for prioritizing capital transportation projects and maintaining capacity level of service standards.

TR1.5: Facilitate and encourage neighborhood traffic calming through continued implementation of the Traffic Calming Program.

TR2.5: Establish guidelines for multi modal level of service to enhance connectivity, comfort, and safety throughout the City for people walking, biking, and riding transit.

TR2.6: Coordinate review of future development with WSDOT and regional transportation agency partners.

TR3.2: Prioritize pedestrian, bike, and active transportation connections that:

- Link schools with residential areas.
- Connect activity areas (such as parks and retail centers) together.
- Link residential areas to bus stops and regional transportation nodes.
- Support public transit, pedestrian, and bicycle access to the waterfront.
- Improve ferry loading efficiency and reduce conflicts between drivers and other users.

TR3.4: Develop and adopt an ADA transition plan for public streets that will identify existing obstacles to accessibility and establish a schedule meet compliance.

TR4.2: Encourage inter-jurisdictional planning to secure funding and support for projects that advance the city's interest (such as improvements to the Mukilteo Speedway to make it more inviting for bicycles and pedestrians).

TR4.3: Collaborate with BNSF Railway, Washington State Utilities and Transportation Commission, and other agencies to provide improved railroad crossings and pedestrian overpasses that enhance accessibility to the waterfront.

TR5.4: Remove barriers to TDM initiatives by allowing shared parking agreements, working with local transit providers to expand bus service and improve regional linkages between modes, designing streets for all users, and encouraging land uses and development patterns that decrease dependency on the automobile.

Climate Change Policies

CC.1: Reduce greenhouse gas emissions and daily vehicle miles traveled.

CC.1.5: Incorporate requirements for secure and convenient bike parking in development regulations.

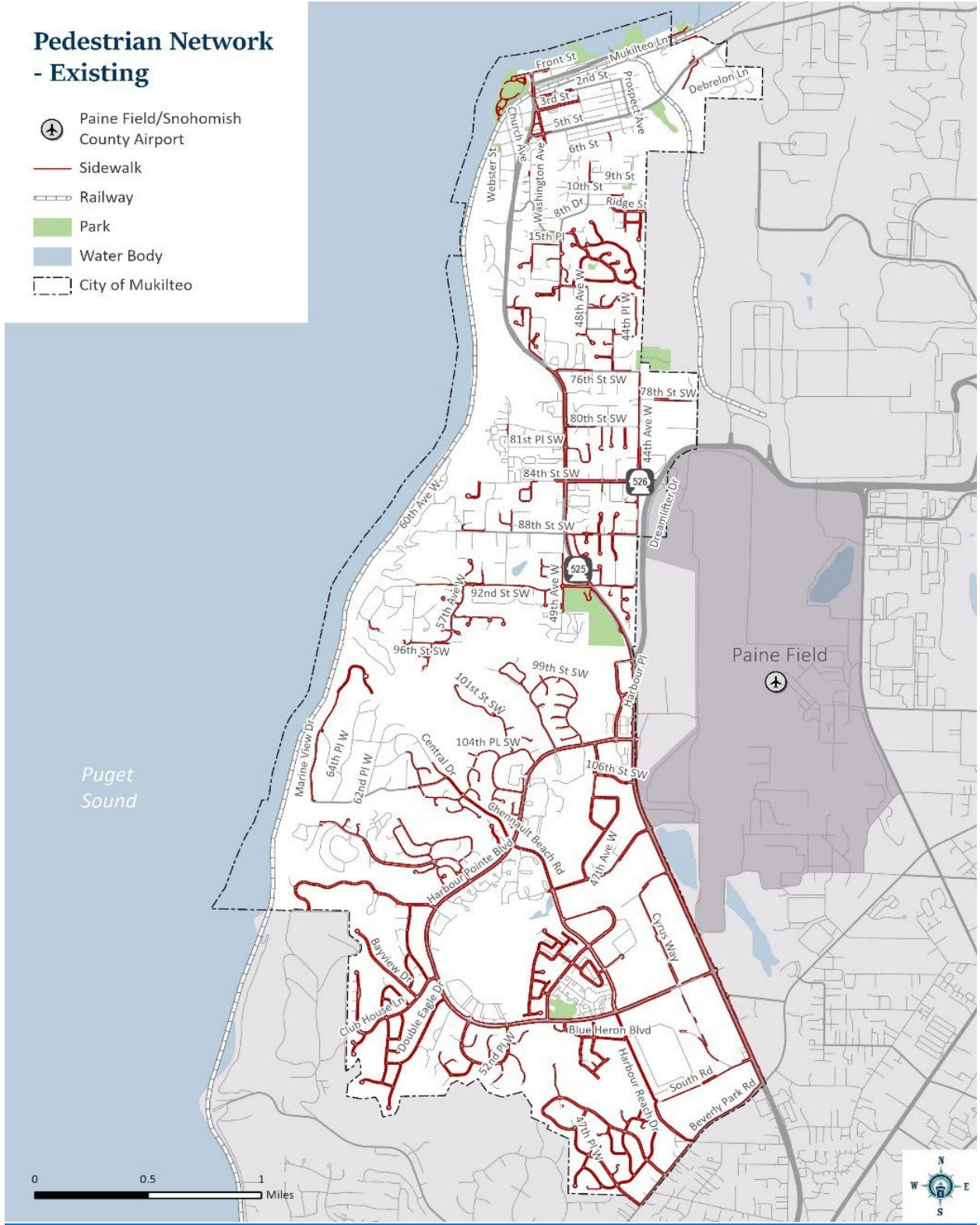
CC.2.4: Improve street connectivity to expand evacuation route options.

CC.4.2: Maximize tree canopy coverage in surface parking lots and along pedestrian routes.

Appendix B: Transportation Network Maps

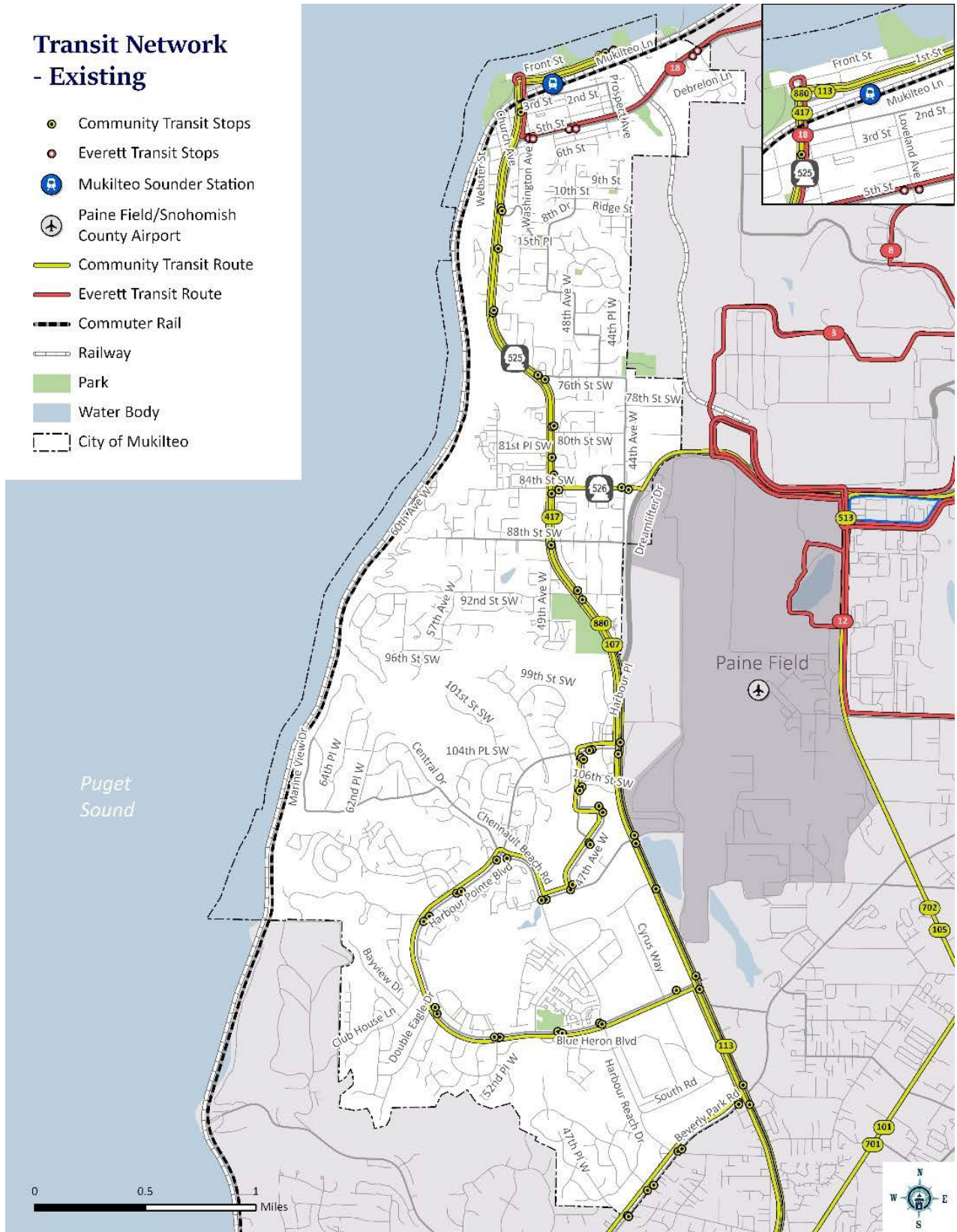
Pedestrian Network - Existing

-  Paine Field/Snohomish County Airport
-  Sidewalk
-  Railway
-  Park
-  Water Body
-  City of Mukilteo



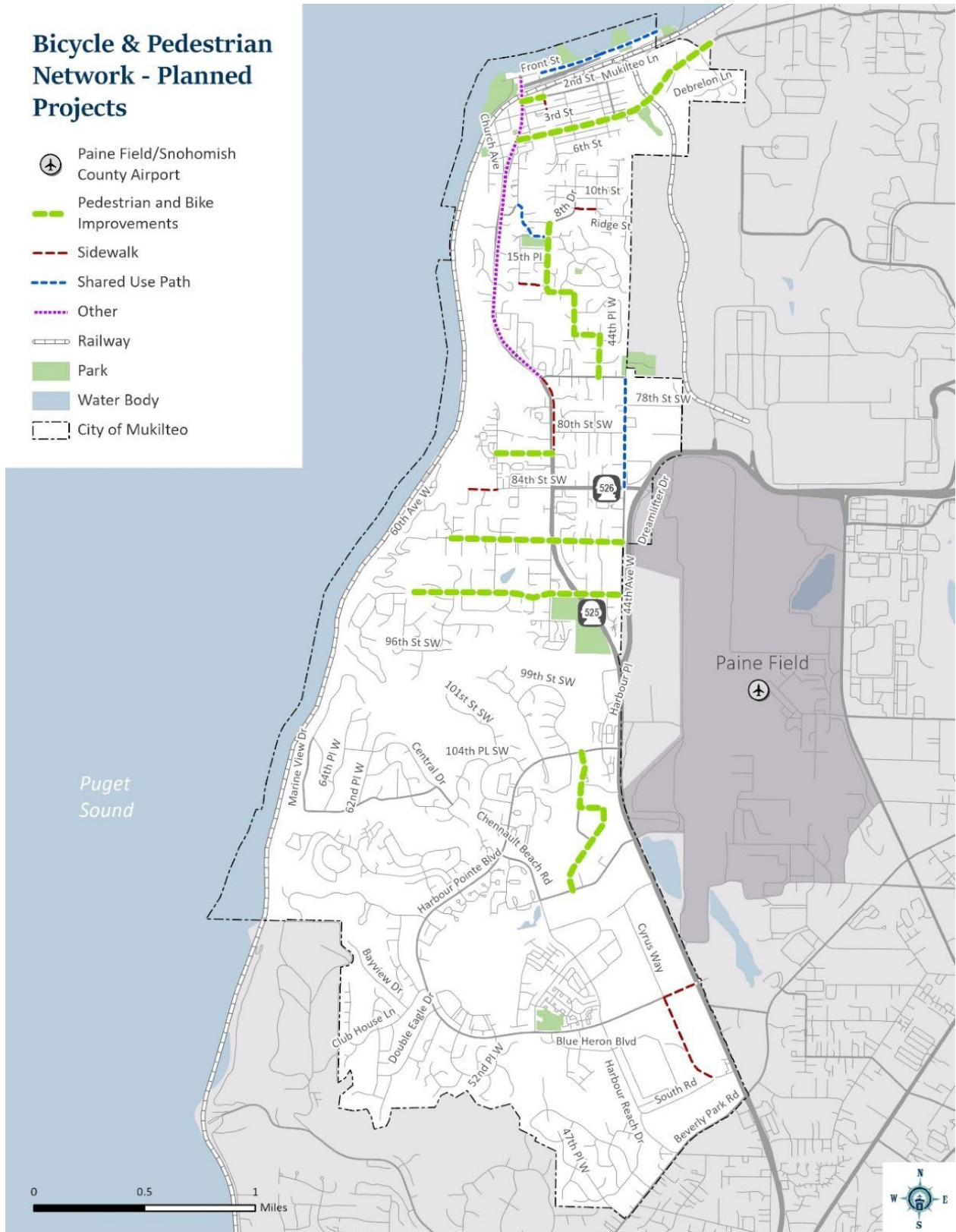
Transit Network - Existing

- Community Transit Stops
- Everett Transit Stops
- Mukilteo Sounder Station
- Paine Field/Snohomish County Airport
- Community Transit Route
- Everett Transit Route
- Commuter Rail
- Railway
- Park
- Water Body
- City of Mukilteo



Bicycle & Pedestrian Network - Planned Projects

-  Paine Field/Snohomish County Airport
-  Pedestrian and Bike Improvements
-  Sidewalk
-  Shared Use Path
-  Other
-  Railway
-  Park
-  Water Body
-  City of Mukilteo



Transit Network - Planned

-  Mukilteo Sounder Station
-  Light Rail Station
-  Paine Field/Snohomish County Airport
-  Community Transit Route
-  Everett Transit Route
-  Sound Transit Express
-  Link Light Rail
-  Commuter Rail
-  Railway
-  Park
-  Water Body
-  City of Mukilteo

