

Proposed Streetscape Plan

ATTACHMENT 4

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SNOWHOMISH COUNTY  
KING COUNTY

11. Federal Functional Class Code: Minor Arterial - OVER 5,000

12. Roadway Length: 1.81 Mi.

13. Affected Utility Code(s):

14. Jurisdictions affected/traversed

Mountlake Terrace

15. Cooperating Jurisdiction, if any: Provide names of all cooperating jurisdictions and the percentage of match provided, if any.

CoopJuris	%Match
Community Transit	50.00
Mountlake Terrace	50.00

PROJECT DESCRIPTION

16. What category describes this project best? Please check only one.

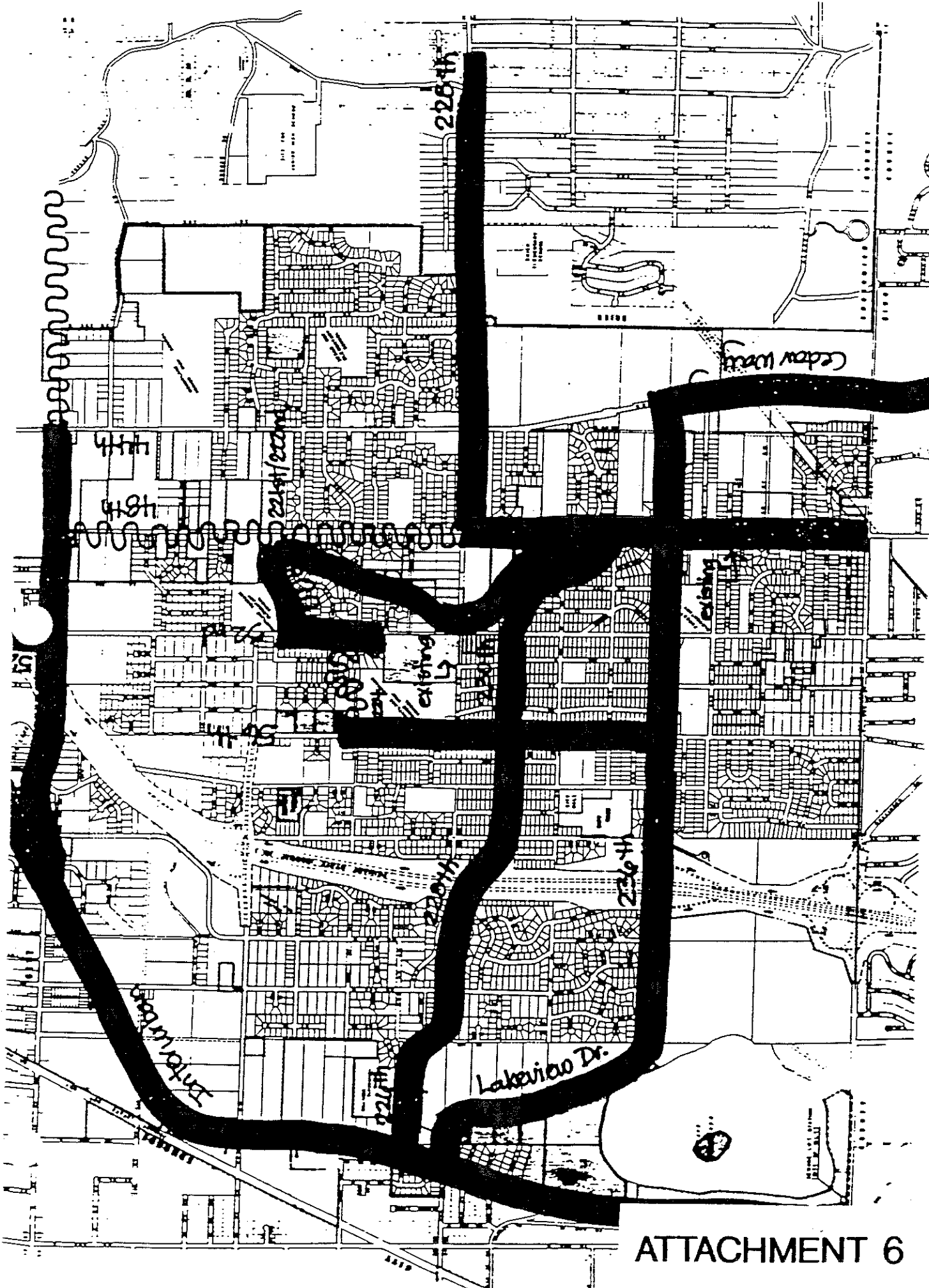
Improve Existing System

17. Improvement Type Code: Other

18. Brief Project Description (refer to additional attachments, if any):

The City of Mountlake Terrace is well served by transit, with over fifteen CT routes currently serving the City. The Park & Ride lot at 236th & I-5 is filled beyond capacity and commuters are parking their cars along city arterials & residential streets. 56th, between 220th & 244th is served by 8 bus routes with 7 of the routes being commuter routes. These routes have the highest ridership of any of the CT routes. Parking of vehicles by commuters are creating safety & neighborhood problems on 56th within the City's downtown commercial area and on adjacent neighborhood residential streets. The City, local business people, and residents have been working together since March, 1992, on a plan to revitalize the City's downtown commercial area. The DOWNTOWN REVITALIZATION COMMITTEE has outlined a vision for a "new and improved" downtown that features transit- friendly, bicycle and pedestrian-friendly, attractive, neighborhood-serving, mid-rise (4-5 stories max.) redevelopment. The proposed project is intended to meet the goal of serving the community's needs in terms of a modal shift that enhances transit service, provides safe routes for cyclists, & off-street parking areas with public amenities to complement the downtown area & encourages further investment & attract shoppers to this commercial area. The proposed project would be to develop a "plan" that examines narrowing 56th from 44' in width to 2-11' travel lanes, providing 2 cycle lanes and bus pull outs. Landscaping would be provided in the old 8' parking lane & the arterials leading from I-5 to 56th. This would beautify & have a calming affect on the traffic, as well as provide a central theme to the area. At the bus pullouts, bus shelters & cycle lockers would be provided. In addition, the Plan would look at allowing commercial business to locate adjacent to the street R-O-W and provide for business and commuter parking in a joint use park and ride lot located behind the business. Finally, the Plan would address the appropriate location of this type of improvement, what the improvement would look like, as well as what incentives should be used to encourage the commuters to park in the available joint use park and ride lots.

MODAL SPLIT OF PROJECT



proposed bike trails/routes

CITY OF MOUNTLAKE TERRACE

ATTACHMENT 6

Kenneth J. Grasko  
Executive Director

#### Guiding Policies

Encourage local and regional public transportation systems which contribute to the relief of traffic congestion, promote energy conservation, and enhance mobility for the community.

Coordinate land use decisions with existing and planned public transportation services.

Encourage use of transit through provision of disabled accessible pedestrian walkways to bus stops and passenger shelters at bus stops.

Encourage ridesharing and other TDM measures designed to reduce demand for roadway space and reduce peak-period auto traffic.

#### Implementing Policies

Ensure that developments, through the established permit process, are designed to be compatible with public transportation.

Adopt parking policies that encourage the efficient use of existing parking and permit the establishment of commuter parking that facilitates HOV modes of travel.

Encourage land use patterns that direct higher density and mixed use development to corridors that are served by public transit.

Connect adjacent residential areas with other land uses by removing barriers that restrict bus, pedestrian and bicycle circulation.

Implement traffic mitigation ordinances that recognize public transit and ridesharing as mitigation measures.

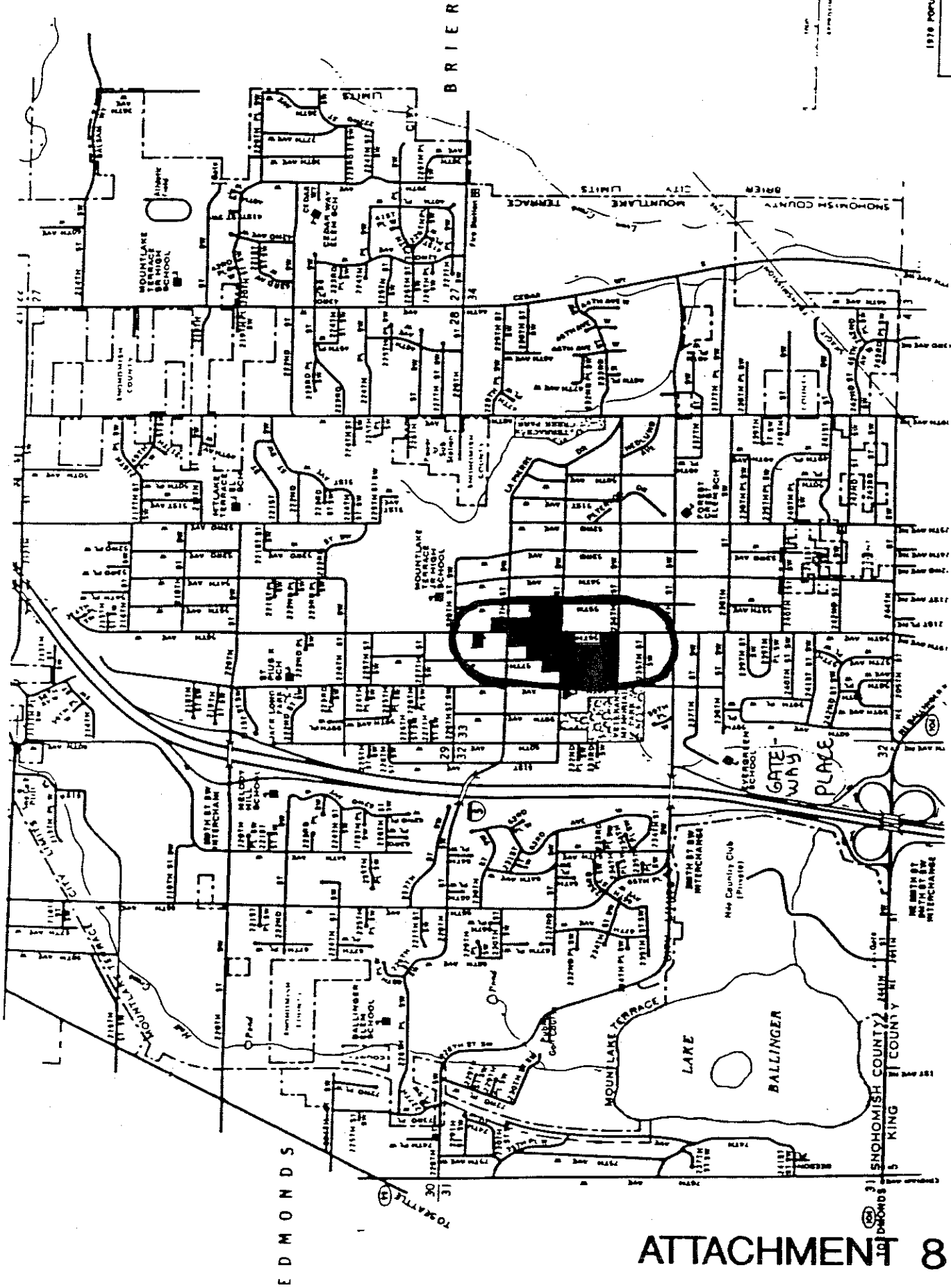
Where practical, incorporate preferential transit and HOV treatments on selected arterials.

Encourage reserved preferential parking spaces at work sites for carpool and vanpools as a condition of approval for development.

Enhance the safety and practicality of travel by bicycle, particularly for travel that would otherwise be via single occupancy vehicle.

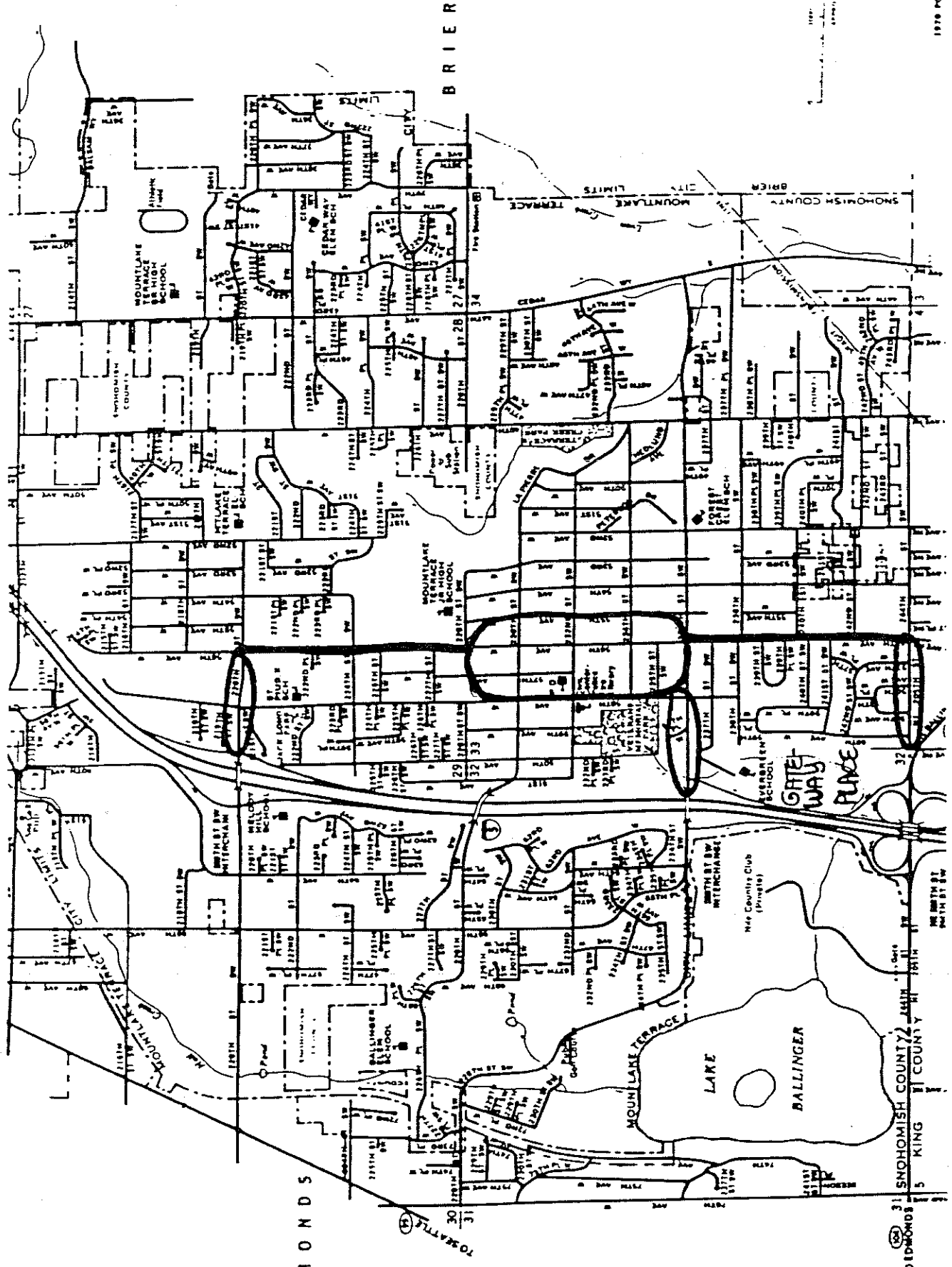
Perform development review with transit agency participation to ensure site plan compatibility with public transportation and other high-occupancy-vehicles.

# DOWNTOWN EXPANSION



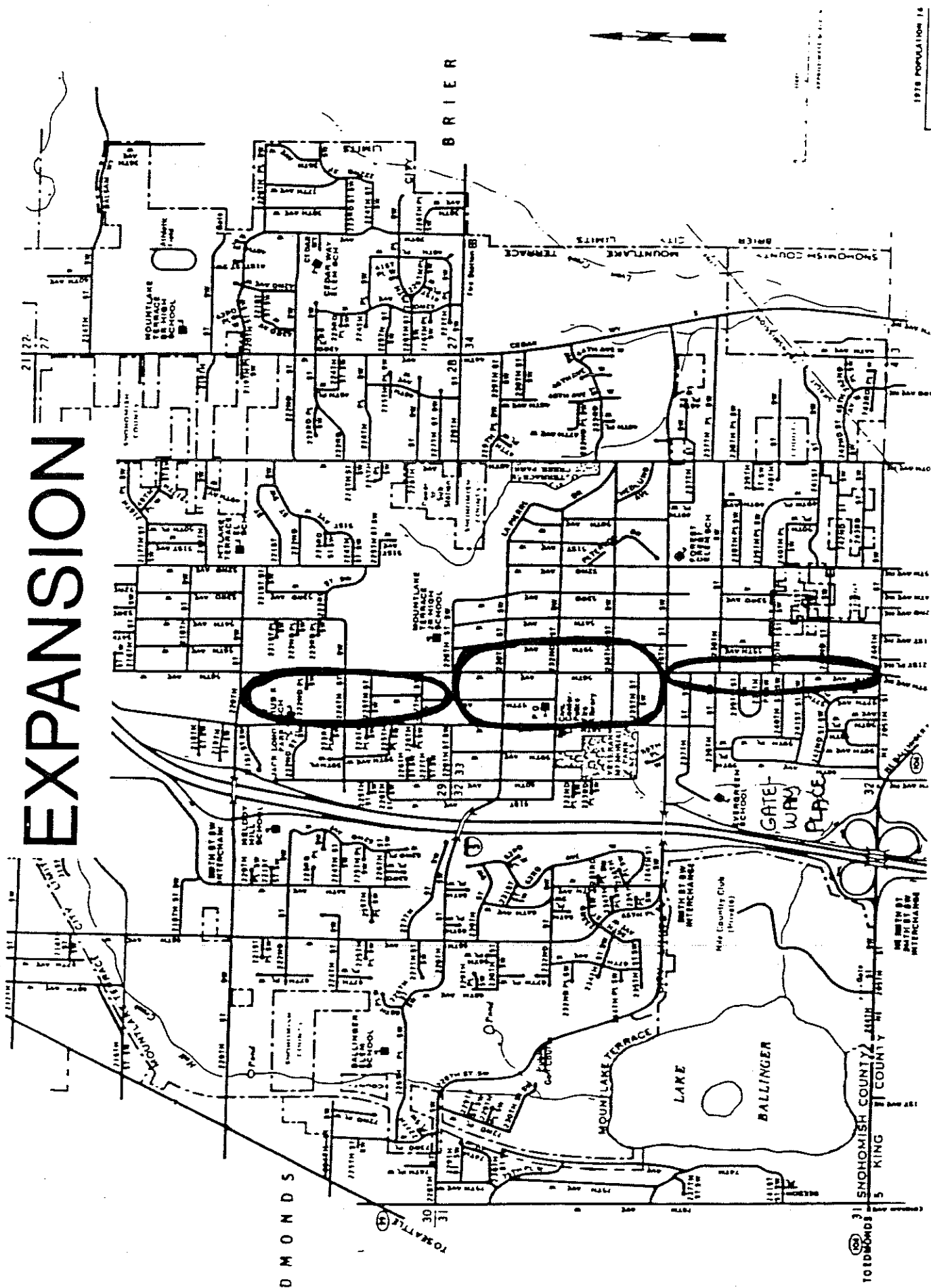
1978 POPULATION 31

# OPTION NO. 1 - COMMERCIAL NODES

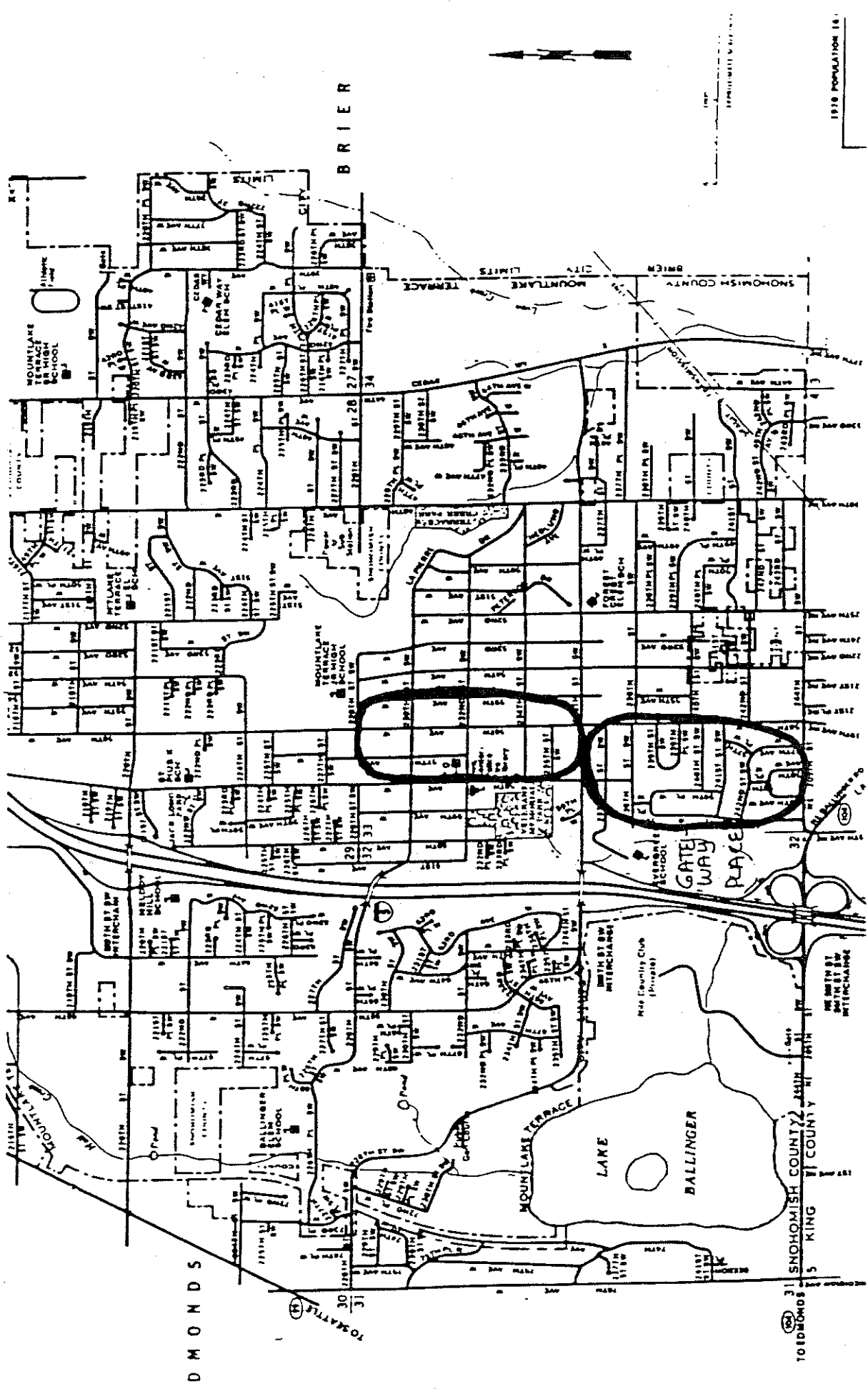


NO. 1  
OPTION NO. 1

# OPTION NO. 2 - SOUTH/NORTH EXPANSION

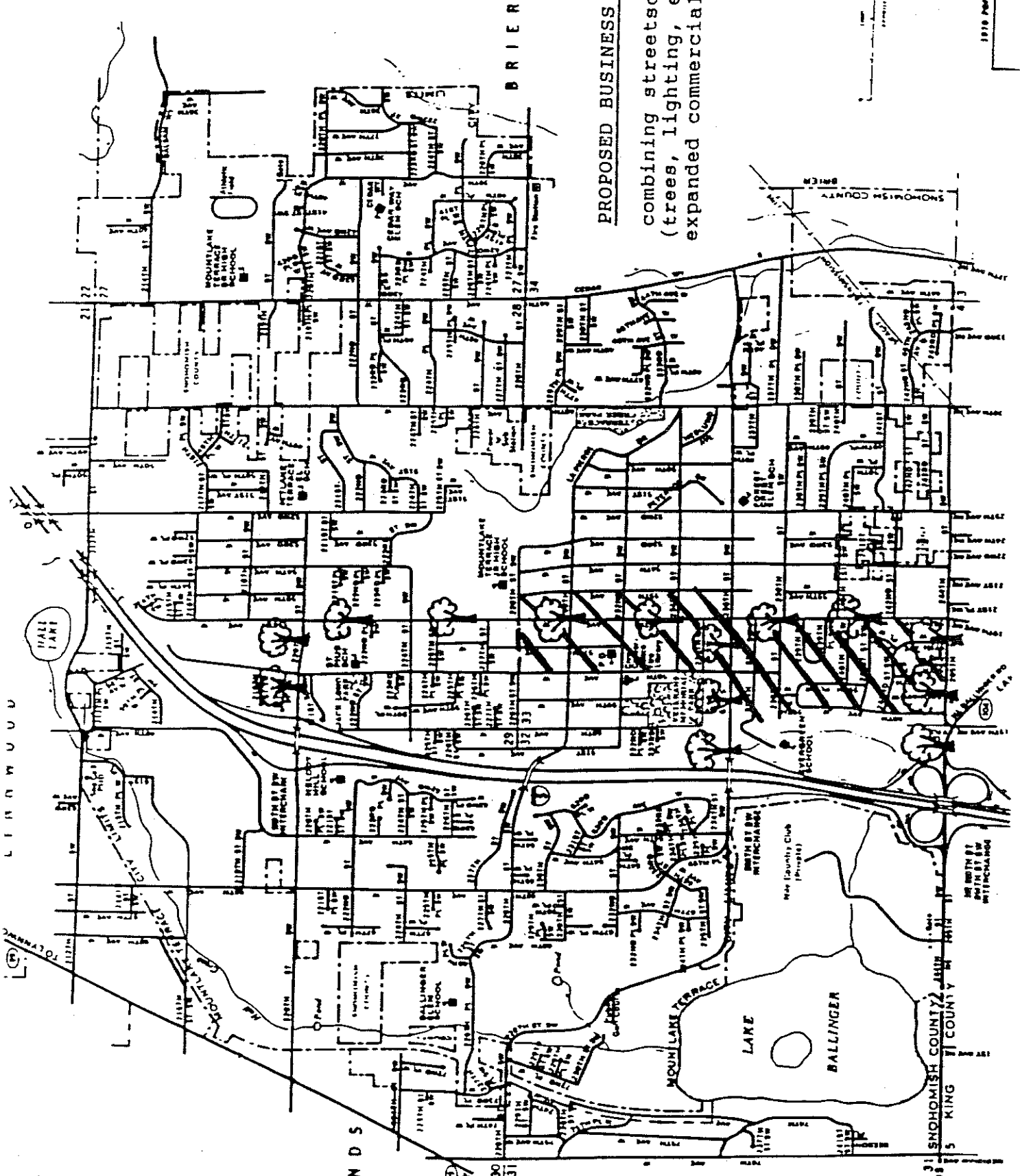


# OPTION NO. 3 - SOUTHWEST EXPANSION TO GATEWAY PLACE



1978 POPULATION 161





PROPOSED BUSINESS LOOP -

combining streetscape plan  
(trees, lighting, etc.) with  
expanded commercial zoning



1970 POPULATION 14,000

L I N D E N W O O D

B R I E R

D M O N D S

LAKE BALLINGER

SNOHOMISH COUNTY KING COUNTY

**DOWNTOWN REVITALIZATION TOWN MEETING  
LAND USE OPTION VOTING RESULTS**

	March 30	April 3	Totals
Downtown Expansion	2	11	13
Option #1 Commercial Nodes	7	3	10
Option #2 South / North Expansion	5	0	5
Option #3 SW Expansion to Gateway Place	10	15	25
Totals	24	29	53