

Chapter 3 - PUBLIC OUTREACH PROGRAM

The public outreach taken to develop the City of 2020 TMP included an online survey and an online open house. The development of the 2020 TMP was greatly enhanced with feedback received from residents through both the survey and the open house. Participation to become involved with the public was promoted on the City of Mountlake Terrace web page and various other resources with social media. The City's 2020 Transportation Master Plan Update web page provided the public as the gateway to participate in the online survey and open house. The survey was available for public feedback from February through July of 2020. A total of 178 responses were received on the online survey.

The primary purpose of the public outreach efforts was to update the original 2007 TMP to more accurately address the changing conditions Mountlake Terrace will experience with the introduction of light rail to the City, the development of the Town Center and the overall growth the community will experience in the upcoming years.

The elements of the update that Staff sought through public input include the following:

- 1] Identifying crucial transportation infrastructure deficiencies and needed improvements
- 2] Developing a comprehensive multi-modal transportation network
- 3] Improving transportation performance and accessibility
- 4] Enhancing transportation safety
- 5] Implementing new or trending transportation-related technology
- 6] Examining transportation sustainability strategies, and
- 7] Identifying transportation funding challenges and opportunities.

In addition to the online survey, Mountlake Terrace also hosted an online open house. The open house session was held with a unique on-line application where interested parties were guided through a presentation and then asked unique questions and to provide general feedback. The City provided notification of the Open House and online survey to residents through the City of Mountlake Terrace website.

The update was also discussed and reviewed at the Planning Commission meetings in the months of June, September and October of 2020 and with the City Council in the months of October and November 2020. It was officially adopted in the month on December 7, 2020 by the City Council.

The remaining contents of this chapter is a high-level summary of comments for the on-line survey and open house which allowed the City to receive input from the public on their opinion on Mountlake Terrace's transportation infrastructure and traffic conditions.

ONLINE SURVEY FINDINGS

The Online Survey focused on receiving feedback on transportation deficiencies, future transportation needs and how to fund them. In general, the survey was divided with questions in the following seven categories:

- Demographics;
- Travel mode preferences;
- Travel mode issues;
- Traffic conditions;
- Existing conditions of travel mode infrastructure and services;
- Preferences for long term travel mode facility improvements;
- Prioritization of future improvements and funding; and
- Funding Mechanisms for Future Transportation Infrastructure Improvements.

The responses the Online Survey questions from each participant are provided in **Appendix A**. The following sub-sections will summarize the finding within each of the categories.

DEMOGRAPHICS

Out of 178 responses, 92% were from residents of Mountlake Terrace. Non-resident respondents included persons who either worked in or frequented visited Mountlake Terrace or owned property in the City. 30% have been residents for 5 years or less, 43% have been residents for 6 – 20 years and the remaining 27% have been residents for over 20 years.

With regards to gender, 36% are male and 57% are female, with 7% responding with “Other” or “Prefer not to answer.” The median age is approximately 47.

TRAVEL MODE PREFERENCES

The survey identified the travel mode that Mountlake Terrace’s residents use for their work commute. Table 3.1 compares the City’s commute to work travel mode with regional statistics.

TABLE 3-1 – COMMUTE TO WORK BY MODE FOR MLT RESIDENTS

COMMUTE TO WORK – TRAVEL MODE							
GEOGRAPHICAL AREA	PERSONAL AUTOMOBILE	CARPOOL	PUBLIC TRANSIT	BIKE	WALK	WORK FROM HOME	OTHER
PUGET SOUND METRO AREA¹	65%	10%	12%	1%	4%	7%	1%
MOUNTALKE TERRACE²	57%	2%	26%	2%	2%	6%	4%

¹ Source,- PSRC, “Puget Sound Regional Travel Study”

² Source, - MLT – Online Survey

This table depicts two interesting deviations from Mountlake Terrace commute mode choice. First, the percentage of personal automobile use and Public Transit use for resident’s commute is noticeably different in Mountlake Terrace than the rest of the region. Which indicates that the introduction of light rail into Mountlake Terrace may have a more significant role in commute mode choice for Mountlake Terrace’s resident commuters.

For all other trips, the personal automobile is used at a much larger rate and account of 89% of these types of trips. This data represents a much less significant difference from regional travel behaviors.

The secondary mode for all other trips is primarily equally used and includes personal automobile, walking and public transit; carpools and bicycling are use at much lower rates

TRAVEL MODE ISSUES

AUTOMOBILE

96% of survey respondents use their personal automobile for any trips they take.

The features of this mode that influence residents to use it include:

- Convenience – 81%
- Time Savings – 71%
- Flexibility – 61%
- Comfortability/Personable Sense of Freedom – 29%

Only 10% of residents use their personal automobile for personal safety purposes.

The features of this mode that residents dislike about the mode include:

- Traffic Congestion – 77%
- Parking Availability at their origin or destination – 41%
- Automobile Operating Costs – 23%
- Comfortability/Personable Sense of Freedom – 29%

The destinations frequented most when using their personal automobile include:

- Shopping – 72%
- Work Commute – 53%
- Medical Appointments – 33%
- Parks and Recreation Activities – 30%

PEDESTRIAN

70% of survey respondents use sidewalks and crosswalks for any trips they take.

The features of this mode that influence residents to use it include:

- Leisure, Recreation and Physical Exercise – 65%
- Environmental Sustainability – 25%

- Convenience – 22%
- Cost-Effectiveness – 13%
- Flexibility – 11%

The benefits of walking while taking a trip are multi-fold. Walking is healthy, protects the environment, and is convenient and cost-effective and flexible. The fact that no investment is needed to walk also allows it to be the most equitable mode of travel.

The features of this mode that residents dislike about the mode include:

- Lack of Destinations within Walking Range – 37%
- Lack of Pedestrian Facilities – 28%
- Personal Safety – 17%

Walking and bicycling have many of the same likes and dislikes among travelers. They require little capital investment, are flexible, protect the environment and many other beneficial benefits. However, they both suffer from travelers feeling unsafe since their proximity is relatively close to vehicular traffic and they often do not appeal to people travelling longer distances.

The destinations frequented most when walking include:

- Parks and Recreational Facilities – 49%
- Shopping Centers – 44%

When combining the collective benefits of improving public transit, bicycle and pedestrian infrastructure and safety features, these non-motorized modes have the capability of working together, especially with the introduction light rail to the City, to become a much more attractive travel mode. Coupled with the introduction of light rail to the City and higher density land use zones, these modes may become a very effective means of reducing the infrastructure cost, congestion, environmental degradation that accompany the use of the personal automobile.

BICYCLING

22% of survey respondents use a bicycle for at least some of the trips they take.

The features of this mode that influence residents to use it include:

- Leisure, Recreation and Physical Exercise – 21%
- Environmental Sustainability – 10%
- Cost-Effectiveness – 7%
- Convenience – 5%

Only 10% of residents use their bicycle for personal safety.

The features of this mode that residents dislike about the mode include:

- Interaction with Automobile Traffic – 20%
- Personal Safety – 11%
- Lack of Bicycle Facilities – 11%

Given the fact that the 22% of residents use a bicycle for making some trips and their primary hesitance of using a bicycle in the City rests is concerns with personal safety and interaction with

automobile traffic coupled with their collective view that the City lacks bicycle facilities, it appears that improving bicycle safety and infrastructure is an important priority for our residents.

The destinations frequented most when using their personal automobile include:

- Parks and Recreation Facilities – 16%
- Shopping Centers – 9%
- Place of Employment – 8%

PUBLIC TRANSIT

An overwhelming survey respondents use public transit for any trips they take.

The features of this mode that influence residents to use it include:

- Cost-Effectiveness – 41%
- Environmental Sustainability – 27%
- Convenience – 25%

Only 10% of residents use their personal automobile for personal safety.

The features of this mode that residents dislike about the mode include:

- Lengthy Travel Time – 43%
- Difficulty getting your Destination – 27%
- Lack of Nearby Bus Stops – 15%
- Personal Safety – 9%

The likes and dislikes of travels choosing public transit are fairly consistent with most travelers no matter where they live. However, the fact that Mountlake Terrace residents have higher rates of using this mode suggests that improvements to this mode's infrastructure and service should be investigated.

The destinations frequented most when using their personal automobile include:

- Place of Employment – 36%
- Shopping Centers – 11%
- Parks and Recreational Facilities – 9%

TRAFFIC CONDITIONS

The following table represents respondent's opinion are the major traffic-related issues that need improvement in the City of Mountlake Terrace.

TABLE 3-2 – AUTOMOBILE TRAFFIC-RELATED ISSUES IN MLT

AUTOMOBILE TRAFFIC-RELATED ISSUES IN MLT				
PRIORITY LEVEL	TRAFFIC CONGESTION	SIGNAL SYNCHONIZATION	INSUFFICIENT CAPACITY	LACK OF PARKING
1ST PRIORITY	20%	21%	13%	17%
2ND PRIORITY	22%	17%	16%	13%
TOTAL	42%	38%	29%	30%

The responses indicate that there are a two-tiered level of improvements that residents would like to see the most improvement.

They include:

- 1] Traffic Congestion and Traffic Signal Synchronization both are the two top priorities that they would like to see the City investment in.
- 2] Insufficient Capacity and Lack of Parking are the second tier of improvement that the residents feel are necessary to address.

Roundabouts are being implement more often in in Washington State as a method for intersection control. Under favorable conditions, they are an effective means to reduce traffic congestion/delay and greenhouse gases and improve safety at intersections rather than using traffic signals. The respondents were asked what their general feelings are towards roundabouts. They responded:

- 71% like roundabouts;
- 20% don't like roundabouts;
- 10% feel uncomfortable using roundabouts; and,
- 4% do not understand how to maneuver in roundabouts

When asked which type of traffic control (traffic signals or roundabouts) that they prefer at high-volume intersections, the responses indicate the following:

- 42% prefer traffic signals;
- 30 % do not have a preference between traffic signals and roundabouts; and,
- 26% prefer roundabouts.

These responses indicate local drivers are becoming accustomed to roundabouts and are willing to accept them as a valid tool for intersection traffic control.

The final question in this section concerned Traffic Calming, which is a term that describes using a variety of methods to manage traffic conditions on local streets. The objectives include reducing traffic speeds and volumes on neighborhood streets. The benefits include safer conditions for pedestrians and bicycles, improved aesthetics and a reduction of traffic collisions and noise. The responses for what types of traffic calming that they preferred.

In general, the respondents identified the following:

- 1] Curb extensions at intersections to make pedestrians more visible to drivers – 46%
- 2] Traffic circles at intersections – 42%
- 3] Raised crosswalks – 38%
- 4] Curb extension mid-block to slow vehicles – 24%
- 5] Reducing travel lane with using traffic striping – 17%
- 6] Traffic diverters at local intersections that restrict flow – 11%
- 7] 19% of the respondents indicated that they do not like traffic calming

The City has a formal Traffic Calming Policy that has been effective to address neighborhood concerns about excessive or speeding traffic through their local roadways. This information will assist City Staff with any mitigation that may be proposed in a Traffic Calming Study Report.

EXISTING CONDITIONS OF TRAVEL MODE INFRASTRUCTURE AND SERVICES

The following tables illustrate the survey respondent’s opinions on the existing condition of automobile, pedestrian, bicycle and public transit facilities within the City of Mountlake Terrace.

TABLE 3-3 – CONDITION OF EXISTING AUTOMOBILE FACILITIES IN MLT

CONDITION - EXISTING AUTOMOBILE FACILITIES IN MLT					
TYPE OF FACILITY	EXCELLENT	GOOD	AVERAGE	BELOW AVERAGE	POOR
ROADWAYS	6%	30%	39%	19%	6%
ROADWAY ILLUMINATION	7%	27%	45%	17%	4%
PAVED SHOULDERS	2%	18%	48%	25%	7%
INTERSECTION CONTROL	2%	28%	52%	14%	4%
SIGNAL TIMING	3%	24%	41%	24%	8%

TABLE 3-4 – CONDITION OF EXISTING PEDESTRIAN FACILITIES IN MLT

CONDITION - EXISTING PEDESTRIAN FACILITIES IN MLT					
TYPE OF FACILITY	EXCELLENT	GOOD	AVERAGE	BELOW AVERAGE	POOR
SIDEWALK NETWORK	4%	27%	28%	27%	14%
SIDEWALK CONDITION	4%	28%	31%	27%	10%
CROSSWALKS	4%	28%	39%	22%	7%
PEDESTRIAN SAFETY – WITH AUTO TRAFFIC	5%	22%	38%	26%	9%
PEDESTRIAN LIGHTING	4%	19%	38%	26%	13%

TABLE 3-5 – CONDITION OF EXISTING BICYCLE FACILITIES IN MLT

CONDITION - EXISTING BICYCLE FACILITIES IN MLT					
TYPE OF FACILITY	EXCELLENT	GOOD	AVERAGE	BELOW AVERAGE	POOR
SHARED PATHS – BICYCLE/PED	5%	21%	47%	21%	6%
TRAVEL IN HIGH VOLUME INTERSECTION	5%	13%	36%	32%	14%
BICYCLE LANES	5%	22%	49%	18%	6%
BICYCLE ROUTES	6%	16%	49%	21%	8%
BICYCLE SAFETY	4%	16%	44%	28%	8%

TABLE 3-6 – CONDITION OF EXISTING PUBLIC TRANSIT FACILITIES IN MLT

CONDITION - EXISTING TRANSIT FACILITIES IN MLT					
TYPE OF FACILITY	EXCELLENT	GOOD	AVERAGE	BELOW AVERAGE	POOR
LOCAL BUS LINES	7%	32%	40%	17%	4%
REGIONAL BUS LINES	14%	43%	32%	10%	1%
ACCESS TO TRANSIT CENTER	17%	36%	28%	13%	6%
ACCESS TO LOCAL BUS STOPS	11%	37%	42%	8%	2%
TRAVEL WITH LEAST TRANSFERS	5%	31%	41%	18%	5%
TRANSIT HEADWAYS	5%	21%	49%	19%	6%

PREFERENCES FOR LONG TERM TRAVEL MODE FACILITY IMPROVEMENTS

In this section, survey respondents were asked to identify what type of long-term facilities improvements they favored by mode.

AUTOMOBILE MODE

The highest-ranking improvements for long-term automobile infrastructure included:

- 1] Implementing Traffic Signal Synchronization Timing along roadway corridors, and
- 2] Creating additional parking highly-concentrated retail and commercial areas.

Improving roadway illumination and roadway connectivity were also highly rates. Less respondents favored adjusting speed limits, improving roadway signage and establishing parking restrictions.

PEDESTRIAN MODE

The highest-ranking improvements for long-term pedestrian infrastructure included:

- 1] Providing more sidewalks, and
- 2] Eliminating sidewalk gaps.

Installing more flashing beacons at crosswalks, providing more pedestrian illumination, paving unimproved shoulders for pedestrian use and creating more bulb-outs at intersections to improve pedestrian awareness to drivers were also highly rates. Less respondents favored providing hand-held flags at crosswalks and implementing more pedestrian way-finding signage.

BICYCLE MODE

The highest-ranking improvements for long-term bicycle infrastructure included:

- 1] Paving unimproved shoulders for bicycle travel,
- 2] Improving bicycle lane connectivity, and
- 3] Providing more bicycle lanes.

Installing bicycle storage facilities at major bicycle destinations, using more progressive bicycle lane markings and signage and implementing more shared-use pathways were also highly rates. Less respondents favored adjusting speed limits, improving roadway signage and establishing parking restrictions.

PUBLIC TRANSIT MODE

The highest-ranking improvements for long-term public transit infrastructure included:

- 1] Improving access to the Transit Center and Light Rail Station, and
- 2] Implementing real-time bus arrival message boards at bus stops.

Improving home to bus stop accessibility, providing more local and regional bus routes and enhancing paratransit for seniors and people with disabilities were also highly rates. Less respondents favored eliminating transit routes with low ridership and providing local transit circulator service within MLT.

PRIORITIZATION OF FUTURE IMPROVEMENTS

The survey also inquired respondents to rank which travel mode should be prioritized for infrastructure improvements in the future. Table 3-7 shows the results.

TABLE 3-7 – TRAVEL MODE INFRASTRUCTURE FAVORED TO BE IMPROVED MOST – FUTURE

TRAVEL MODE INFRASTRUCTURE FAVORED TO BE IMPROVED MOST IN THE FUTURE	
MODE	PERCENTAGE
PUBLIC TRANSIT	30%
PEDESTRIAN	27%
AUTOMOBILE	26%
BICYCLE	17%

FUNDING MECHANISMS FOR FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

When asked what type of funding taxation residents would favor to supplement the City’s annual budget for transportation improvements, municipal bond ranked the highest and property tax levies were least favored. Table 3-8 summarizes the complete findings.

TABLE 3-8 – TAXATION FOR FUNDING TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

TAXATION FOR FUNDING TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
TYPE	% IN FAVOR
MUNICIPAL BONDS	44%
PARKING METERS OR MUNICIPAL PARKING LOTS	40%
LOCAL SALES TAX INCREASE	34%
PROPERTY TAX LEVIES	28%

ON-LINE OPEN HOUSE FINDINGS

The on-line open house had 59 attendees, however only a portion of the participants answered the questions.

The on-line open house format included the following three components:

- A concise, but condensed overview of the Transportation Master Plan Update. Each chapter was presented and included a general consensus of its contents and how it relates to the entire Transportation Master Plan Update
- Questions were asked from the open house participants on various chapters in order to acquire feedback from residents and employees of Mountlake Terrace and visitors that travel to Mountlake Terrace.
- Participants were also provided and encourage to provide general feedback that the questions may not have covered or on transportation issues that the individual felt were important to them and needed to be addressed.

The responses to the questions in the Online Open House of each participant are provided in **Appendix B**. The following sub-sections list the questions asked and summarize the finding within each of the categories.

OPEN HOUSE QUESTIONS

The online open house included these questions relevant to each chapter's content.

Chapter 5 – Motorized Plan

1. Automobile infrastructure and programs to improve the efficiency and mobility of motorized travel are significant components of the City's budget and are necessary to provide safe and comprehensive travel throughout the City. Where would you like to see transportation budget funding spent for automobile infrastructure improvements?

- INTODUCING MORE TRAFFIC CALMING
- MORE ROADWAYS
- IMPLEMENT TRAFFIC DEMAND REDUCTION STRATAGIES
- IMPROVED SIGNAL TIMING
- PROMOTING ALTERNATIVE MODES

2. Major Capital Improvement Project that can also include citywide maintenance projects help improve mobility throughout the City and the condition of it. Recent examples of major capital improvement projects include the 220th St. SW Adaptive Signal Control and the Main Street Phase I projects. What type of project do you believe should be the next major improvement project of this type?

- ADAPTIVE SIGNAL CONTOL ALONG ANOTHER SIDNICANT CORRIDOR
- CITY-WIDE PAVEMENT MAINTENANCE PROGRAM
- CITY-WIDE ASSESSMENT OF SIGNAL TIMING/SYNCHRONIZATION
- IMPROVED SIGNAL TIMING
- PROMOTING ALTERNATHIVEE MODES

Chapter 6 – Pedestrian Plan

1. Sidewalks are the primary infrastructure that pedestrian use to travel. Please Where you would like to see transportation budget funding spent for sidewalk infrastructure improvements?

- SIDEWALKS ON ONE SIDE OF ROADWAY
- SIDEWALKS ON BOTH SIDES OF ROADWAY
- PAVED SHOULDERS
- PEDESTRIAN CROSSING SAFETY MEASURES
- PEDESTRIAN AMENITIES SUCH AS BENCHES, LANDSCAPING
- NO IMPROVEMENTS

2. A map was provided showing five unique zones in Mountlake Terrace and the participants were asked – Similarly, the location of sidewalk improvements and type of improvement are important factors to consider when choosing where to budget pedestrian improvements. The map on the previous slides show 5 zones where improvements are needed. Improvements could include eliminating sidewalk gaps, safety enhancements with flashing beacons at pedestrian crossings, curb bulb-outs to make pedestrians more visible. Where would you would like to see pedestrian improvements most?

- ZONE 1
- ZONE 2
- ZONE 3
- ZONE 4
- ZONE 5

Chapter 7 – Bicycle Plan

1. Long range bicycle improvements are varied and include improvements made not only to make cycling more comfortable and appealing, but also coordinating improvements with other travel modes to encourage and promote multi-modal trips. Please that describe what long-range bicycle facility improvements would help promote you to cycle.

- CONNECTIONS TO LOCAL TRANSIT LINES AND THE TRANSIT CENTER**
- BICYCLE STORAGE/SECURITY RACKS AT PRIME BIKE DESTINATIONS**
- INFRASTRUCTURE ENHANCEMENTS THAT INCREASE CYCLING SAFETY**
- NEW DESIGN THAT IDENTIFY BIKE FACILITIES – COLORED CONCRETE**
- COMPLETE STREETS – STREETS THAT MAKE BICYCLISTS, PEDESTRIANS AND DRIVERS EQUAL COMPONENTS OF THE STREETSCAPE**

2. Bicycle infrastructure is primarily made up of three types of facilities. Class I – Bike Paths have exclusive ROW and share space with peds and cyclists (Interurban Trail); Class II – Bike Lanes share the road with automobiles and are striped; and, Class III – Bike Routes also share the road with automobiles but do not have exclusive striped lanes. Please check two buttons where you would like to see transportation budget funding spent for bicycle facility improvements.

- COMPLETING THE PROPOSED TMP's BICYCLE FACILITY NETWORK**
- PROVIDING A CITY-WIDE BIKE SHARE PROGRAM**
- IMPROVING BICYCLE FACILITIES AT HIGH-VOLUME INTERSECTIONS**
- PROVIDING BICYCLE/AUTOMOBILE SHARE-THE-ROAD EDUCATION**
- IMPROVING CITY-PROVIDED BICYCLE AMENITIES – LOCKERS/RACKS**

Chapter 8 – Public Transit Plan

1. The Transit Service Strategy (TSS), adopted in 2010 is a planning document that provides a vision for more effective transit service for Mountlake Terrace through 2025. It established goals and actions that the City would utilize internally and a group of goals and actions the City would collaborate with local transit providers to improve transit access and system performance. Some of the long-range improvements are identified below. Which improvements are most favorable to you?

- IMPROVING SERVICE HOURS BOTH ON WEEKDAYS AND WEEKENDS**
- MINIMIZING BUS HEADWAYS, THE TIME INTERVAL BETWEEN BUSES**
- SUPPORTING DIRECT CONNECTIONS WITH LOCAL CENTERS**
- UTILIZING NEW TECHNOLOGIES SUCH AS REAL TIME ARRIVALS TO ENHANCE THE COMFORT AND RELIABILITY OF TRANSIT TRAVEL.**
- IMPROVING TRANSIT PERFORMANCE MEASURES LISTED IN THE TMP**

2. Major Capital Improvement Project may be need to make public transit an effective and attractive travel mode choice, but typically require larger amounts of investment. Public Transit Capital Improvement projects require close communication and cooperation with the City's local transit service providers. Where you would like to see transportation budget funding spent for major public transit facility improvements?

- ADD ADDITIONAL LOCAL BUS LINES WITHIN MLT**
- PROVIDE BUS SHELTERS TO HELP SHELTER USERS FROM WEATHER**
- SUPPLY BIKE STORAGE AND RACKS AT THE TRANSIT CENTER**
- SUPPORT TRANSIT-ORIENTED DEVELOPMENT - LONG RANGE PLANNING**
- PRIORITIZE REGIONAL CONNECTIONS AND ACCESS TO LIGHT RAIL**

Chapter 11 – Funding and Implementation Plan

1. In order to supplement the City’s annual budget for transportation improvements, what other means of funding would you support?

- MUNICIPAL BONDS
- PARKING METERS OR MUNICIPAL PARKING LOTS
- LOCAL SALES TAX INCREASES
- PROPERTY TAX LEVIES
- PROMOTING ALTERNATIVE MODES

The feedback obtained in the online open house is discussed below.

OPEN HOUSE FEEDBACK

The responses to the online Open House are provided in **Appendix B**.

MOTORIZED PLAN

When asked the question,

Automobile infrastructure and programs to improve the efficiency and mobility of motorized travel are significant components of the City’s budget and are necessary to provide safe and comprehensive travel throughout the City. Where would you would like to see transportation budget funding spent for automobile infrastructure improvements?

The top three answers in order of importance included:

- 1] Introducing more traffic calming
- 2] Promoting alternative travel modes
- 3] Implementing traffic demand strategies

Building more roadways and improving signal timing were less important. When compared with the online survey, providing more roadways were also prioritized low, but signal timing was considered more important to improve.

When asked the question,

Major Capital Improvement Project that can also include city-wide maintenance projects help improve mobility throughout the City and the condition of it. Recent examples of major capital improvement projects include the 220th St. SW Adaptive Signal Control and the Main Street Phase I projects. What type of project do you believe should be the next major improvement project of this type?

The top two answers in order of importance included:

- 1] Improving city-wide pavement condition
- 2] Building more infrastructure to encourage multi-modal travel

Projects that included adaptive signal control and improving signal timing were less important. When compared with the online survey, this group of participants identified that signal-timing improvements were less important than improving pavement condition and providing more modern infrastructure that promotes multi-modal travel.

PEDESTRIAN PLAN

When asked the question,

Sidewalks are the primary infrastructure that pedestrian use to travel. Where you would like to see transportation budget funding spent for sidewalk infrastructure improvements\$

The top two answers in order of importance included:

- 1] Providing sidewalk on both side of the roadway
- 2] Providing more pedestrian safety measures at crosswalks

Pedestrian improvement projects that included sidewalks on one side of the roadway and providing pedestrian amenities such as benches, landscaping were less important. These pedestrian improvement prioritizations were shared with the survey respondents.

When asked the question,

A map was provided showing five unique zones in Mountlake Terrace and the participants were asked – Similarly, the location of sidewalk improvements and type of improvement are important factors to consider when choosing where to budget pedestrian improvements. The map on the shown below show 5 zones where improvements are needed. Improvements could include eliminating sidewalk gaps, safety enhancements with flashing beacons at pedestrian crossings, curb bulb-outs to make pedestrians more visible. Where would you would like to see pedestrian improvements most?

A map was provide in the online open house that showed the zones.

The open house contributors identified the areas east and west of Interstate 5 including the Town Center and Melody Hill and the area north of the Town Center as the sub-areas that they would like to see pedestrian improvements most. The remainder of the City scored lower, but were still at a significant level.

BICYCLE PLAN

When asked the question,

Long-range bicycle improvements are varied and include improvements made not only to make cycling more comfortable and appealing, but also coordinating improvements with other travel modes to encourage and promote multi-modal trips. Please describe what long-range bicycle facility improvements would help promote you to cycle?

The top three long-range bicycle improvements the residents would like to see most in order of importance included:

- 1] Infrastructure enhancements that increase cycling safety
- 2] Connections to local transit lines and the transit center
- 3] Bicycle storage/security racks at prime bike destinations

Long-range bicycle improvements that included innovative improvement strategies for bicycle facilities and multi-modal designed streets were less important. These bicycle improvement prioritizations were shared with the survey respondents.

When asked the question,

Bicycle infrastructure is primarily made up of three types of facilities. Class I – Bike Paths have exclusive ROW and share space with peds and cyclists (Interurban Trail); Class II – Bike Lanes share the road with automobiles and are striped; and, Class III – Bike Routes also share the road with automobiles but do not have exclusive striped lanes. Please check two buttons where you would like to see transportation budget funding spent for bicycle facility improvements?

The top two bicycle infrastructure projects that the residents would like to implemented in order of importance included:

- 1] Improving bicycle facilities at high-volume intersections
- 2] Improving city-provided bicycle amenities – lockers/racks

Bicycle infrastructure projects that included providing a citywide bike share program and bicycle/automobile share-the-road education were less important. In addition, completing the Plan’s bicycle facility network received no votes. These views were for the most part opposite from the survey participants.

PUBLIC TRANSIT PLAN

When asked the question,

The Transit Service Strategy (TSS), adopted in 2010 is a planning document that provides a vision for more effective transit service for Mountlake Terrace through 2025. It established goals and actions that the City would utilize internally and a group of goals and actions the City would collaborate with local transit providers to improve transit access and system performance. Some of the long-range improvements are identified below. Which improvements are most favorable to you?

The top three long-range public transit improvements the residents would like to see most in order of importance included:

- 1] Improving service hours both on weekdays and weekends
- 2] Minimizing bus headways, the time interval between buses
- 3] Supporting direct connections with local centers

Long range public transit improvements that included utilizing new technologies such as real time arrivals to enhance the comfort and reliability of transit travel, improving transit performance measures listed in the TMP were less important. These public transit improvement prioritizations were mixed when compared with people taking the online survey.

When asked the question,

Major Capital Improvement Project may be need to make public transit an effective and attractive travel mode choice, but typically require larger amounts of investment. Public Transit Capital Improvement projects require close communication and cooperation with the City’s local transit service providers. Where you would like to see transportation budget funding spent for major public transit facility improvements?

The top three public transit infrastructure projects that the residents would like to implemented in order of importance included:

- 1] Prioritize regional connections and access to light rail

- 2] Provide bus shelters to help shelter users from weather
- 3] Support transit-oriented development - long range planning

Public transit infrastructure projects that included supplying bike storage and racks at the transit center and adding additional local bus lines within MLT were less important. Again, these public transit improvement prioritizations were mixed when compared with people taking the online survey.

FUNDING AND IMPLEMENTATION PLAN

When asked the question,

In order to supplement the City's annual budget for transportation improvements, what other means of funding would you support?

The top three answers in order of importance included:

- 1] Municipal bonds
- 2] Parking meters or municipal parking lots
- 3] Property tax levies

Supplementing transportation improvement projects in MLT that were considered less favorable included a local sales tax increase. These funding supplements were primarily shared with the survey respondents.

WRITTEN RESPONSES

Finally, below a list of written in comments left by participants on the On-Lin Open House:

- 1] You're doing a great job!
- 2] Bicycling will be an important mode of transportation, especially when Link Light rail is ready. We need bike share, well marked bike lanes, and bike storage lockers at the light rail station. Also, education on sharing the road.
- 3] Why is the city focused on making itself so car dominated? Are we just a pass thru for the denizens of Brier and Alderwood Manor? Focus on making MLT a place for the people of MLT. Imagine a Sunday bike ride that doesn't have drivers yelling at you. Imagine a walk where you don't have to pull your dog out traffic because there is nowhere else to walk. Imagine better.
- 4] What are your zones? When asking that question, can you refer a map so that the survey taker knows what zones go where? When asking for a preference on how to raise funds, can you add a "none of the above" option? Or perhaps an option stating "utilizing already available government grants"? Considering we are the most taxed state in the union, I can pretty much bet no one wants to increase taxes or pay more money.
- 5] Adding safer biking lanes that are separate from the street would encourage more ridership. Similarly, there would be less risk if the bike lanes were protected throughout the city.
- 6] With all the new construction, MLT needs to emphasize alternatives to single-user automobiles, including increased public transit, better pedestrian and bike resources. Re-evaluation of some of the cities one-way streets, and looking at community parking options for new businesses, and residential spaces is also vital. With the impending (finally!) light

rail, MLT has a unique opportunity to re-invent itself, while still maintaining the -just-outside-suburban feel that many MLT residents appreciate.

- 7] Please improve the legibility of this form. Why is "no improvement" even considered a valid option for sidewalks, but no other modes?! This is unbalanced and unfair. Remove this option, or add it for automobile (the lion's share of the budget.) The biggest problem with our bus system is headway times. I'd like to see this more explicitly referred to in the transportation improvement options. We really, really need a coherent bicycle network plan, otherwise just building random bike lanes isn't going to help. I'd like to see this as an option.

Public feedback from all the public outreach efforts were included when developing the analysis contained in the Plan and will also be considered when creating and prioritizing capital improvement projects, producing transportation policies and programs and evaluating and determining the funding of the improvements.