

US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study

TECHNICAL WORKING GROUP (TWG) MEETING #1

March 26, 2024

Safety Moment



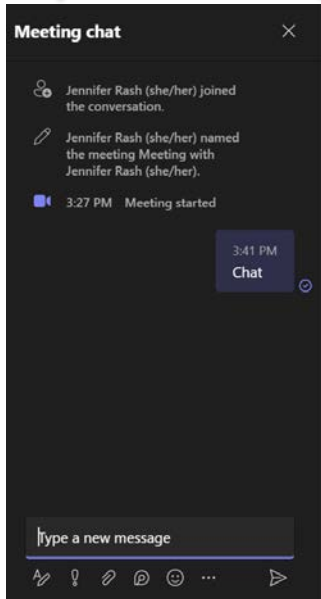
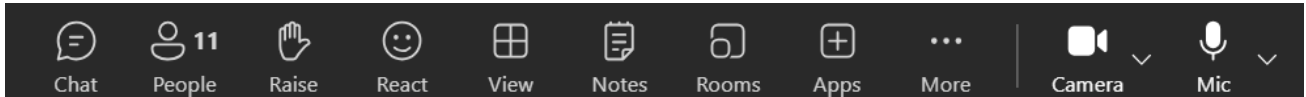
SAFETY

TAKE 2 TO THINK IT THROUGH

wsdot.wa.gov/safety

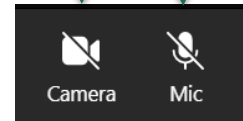


Teams Overview



Contribute:

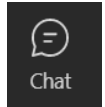
- Raise hand
- Add to the chat



Attention to:
Camera on/off
Mic/mute

Introductions

Please introduce yourself in the chat: Name, Organization, Role



Organizations invited today:

- Boeing
- City of Everett
- City of Lake Stevens
- City of Marysville
- City of Snohomish
- Community Transit
- Economic Alliance of Snohomish County
- Everett Transit
- FHWA
- Muckleshoot Tribe
- Port of Everett
- PSRC
- Sauk-Suiattle Tribe
- Snohomish County
- Snoqualmie Indian Tribe
- Stillaguamish Tribe
- Suquamish Tribe
- Swinomish Tribe
- Tulalip Tribes
- Washington State Department of Health
- Washington State Patrol
- Washington State Transportation Commission
- WSDOT
- Washington Trucking Association
- Yakama Tribe

Presenter Introductions

Oteberry Kedelty

WSDOT, Project Manager

Kyengo Ndile

WSDOT, Project Engineer

April Delchamps

WSDOT, Planning

Josh Shippy

WSDOT, Traffic

Chris Wellander

Study team, Project Manager

Michael Horntvedt

Study team, Transportation Lead

Jen Rash

**Study team, Community
Engagement**

Meeting Purpose

- Develop common understanding of current PEL process
- Gather feedback on the draft Purpose & Need

Agenda

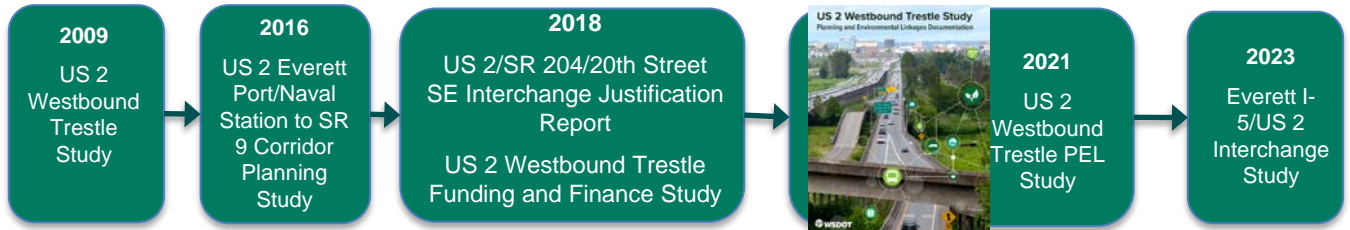
- PEL study overview
 - Background
 - Role of the TWG and other committees
- Study updates
 - Community engagement
- Initial transportation data and analysis
 - Existing conditions
 - 2050 No Build

BREAK (5 mins)

- **DISCUSSION:** Draft Purpose and Need
- Next steps and adjourn

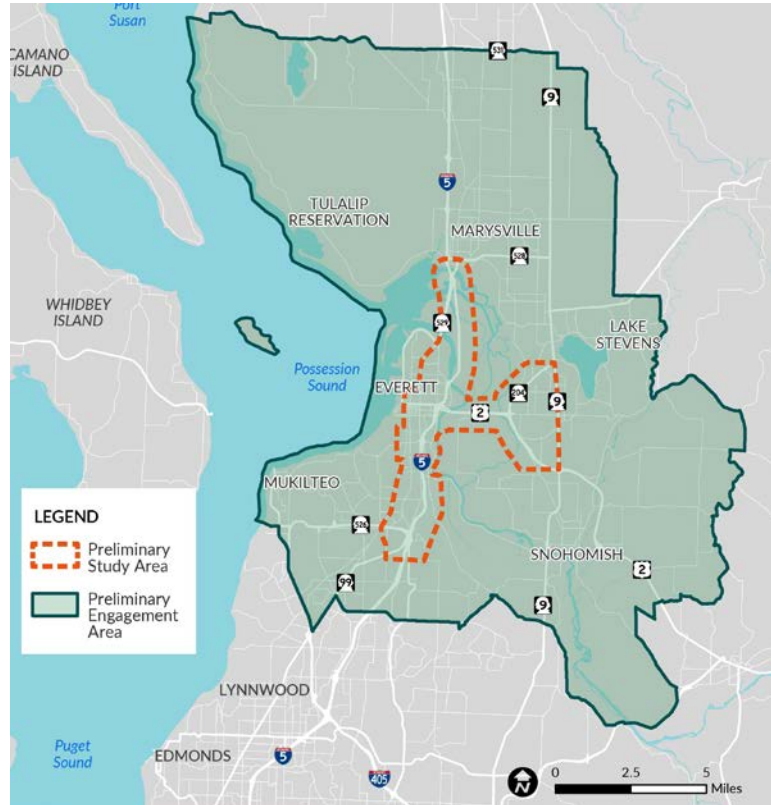
PEL Study Overview

Previous studies



Building on recommendations

- Expanded study area
- Multimodal emphasis
- Robust tribal, agency, and community engagement

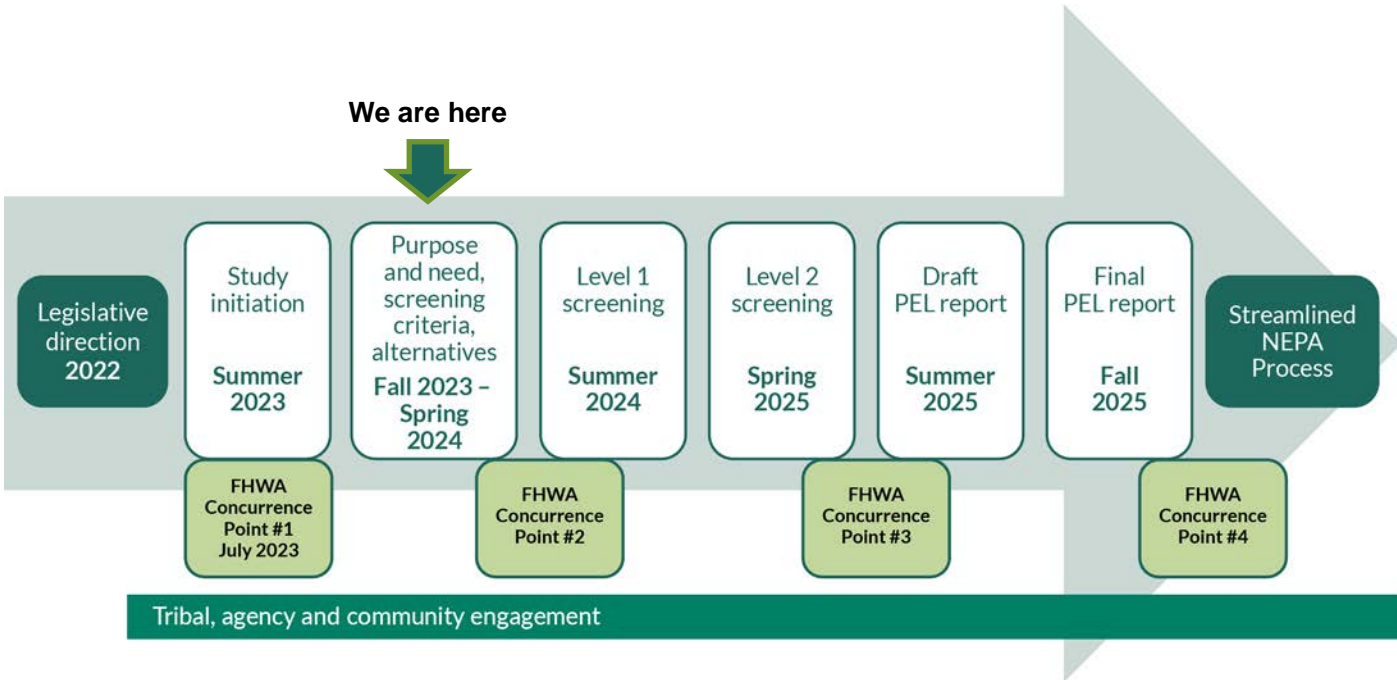


Current PEL Study Objectives

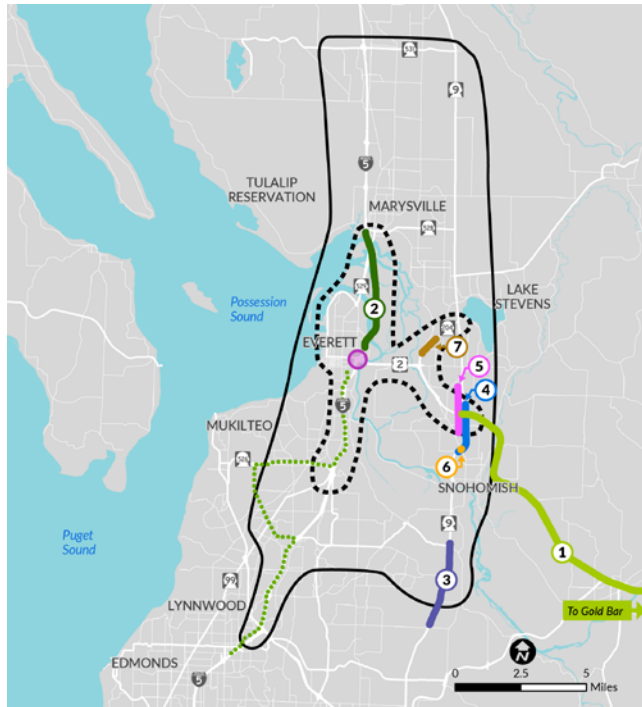
WSDOT is using the 23 U.S.C 168 PEL authority with the objectives to:

- Hear from a broad range of voices
- Streamline the future NEPA process by:
 - Defining and Adopting a NEPA Purpose and Need
 - Completing the Preliminary Screening of Alternatives and Elimination of Unreasonable Alternatives
 - Incorporating Planning Documentation and Analysis

US 2 Trestle PEL Study Status



Coordination "Sandbox"



US 2 WB TRESTLE PROJECT

DTA modeling area

Primary traffic analysis area

PROJECTS

WSDOT

- US 2/Corridor Safety Improvements - Stage 1
- I-5/Marine View Dr to SR 528 - Peak Use Shoulder Lane & I/C Improvements
- SR 9/176th Street SE to SR 96 - Widening
- SR 9/Bunk Foss Creek & Cemetery Creek - Fish Passage
- SR 9/US 2 Vic - NB Peak Use Shoulder Lane
- SR 9/Bickford Ave Bridge - Painting
- SR 204 UNT to Ebey Slough - Fish Passage

Transit

TBD

Local Agency

TBD

PLANNING

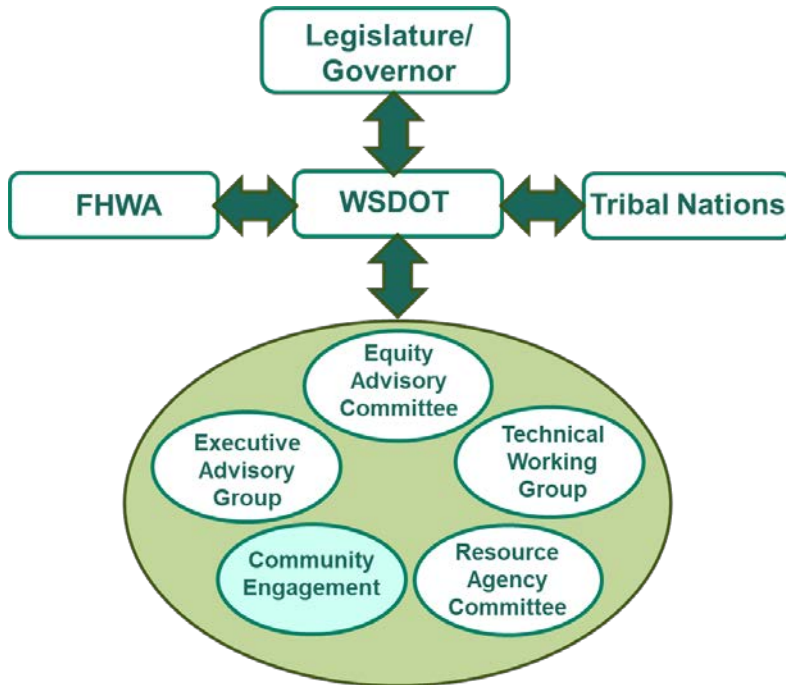
WSDOT

TBD Cascadia: High Speed Rail and I-5 Program
(High Speed Rail Planning and I-5 Master Plan)

Others

- I-5/US 2 Interchange (Everett)
- Everett Link Extension
- TBD Community Transit Projects

Decision-making Structure



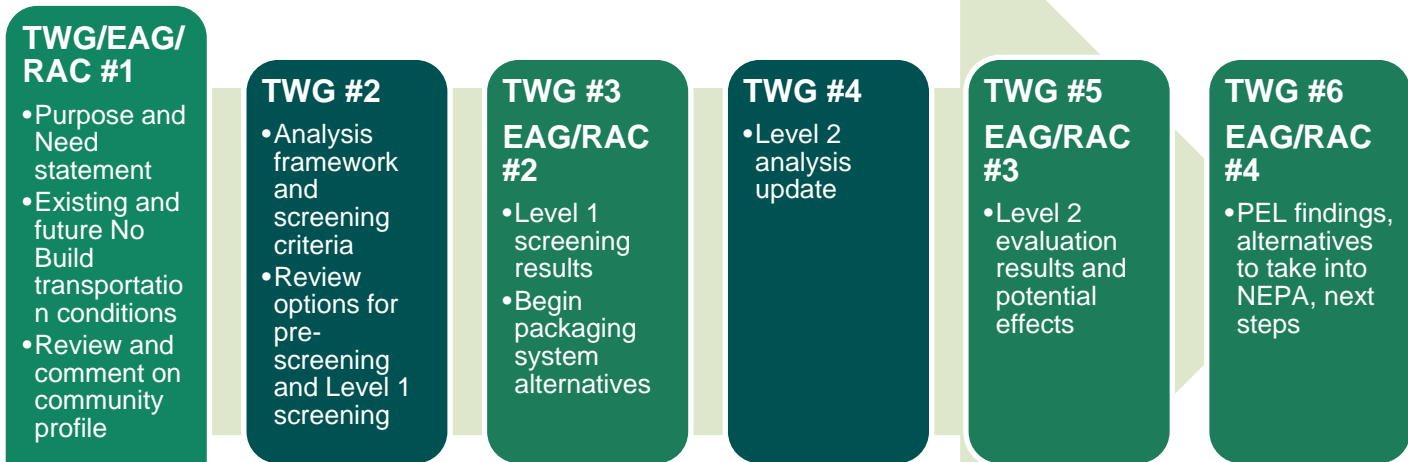
TWG Roles and Responsibilities

- Attend or be represented at six (6) TWG meetings
- Review technical information provided by WSDOT before, during, and after meetings as needed
- Share information and gather feedback from your elected officials and/or leadership
- Help promote community engagement activities
- Provide strategic advice to WSDOT

Study Team Responsibilities

- Provide background materials, data, and collect public input
- Be available to TWG members to answer questions and inform the discussion
- Provide materials and set guidelines for TWG review
- Report back to TWG members on:
 - What we hear from community engagement
 - How the study team considered and addressed TWG input

PEL Committee/Group Meeting Schedule



We are here

TWG = Technical Working Group

EAG = Executive Advisory Group

RAC = Resource Agency Committee

Study Updates & Engagement

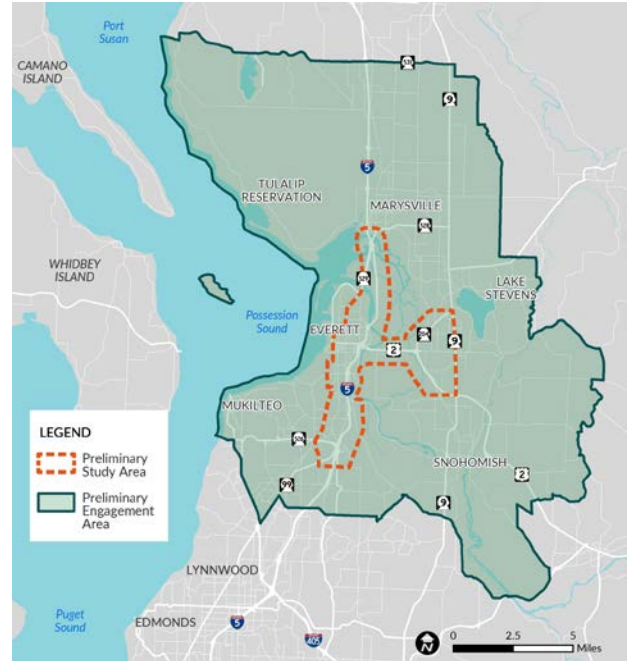
Community Engagement

Objectives:

- Ensure public input is meaningfully incorporated throughout the PEL study process and into the final PEL report
- PEL engagement meets the intention and requirements of the HEAL Act to center engagement with vulnerable populations and overburdened communities within the expanded study area.
- Collaborate with study area agencies and jurisdictions to validate data and alternatives.

Community Profile

- Engagement area: 300,000+ people; 120,000+ households
- Translation needs: Korean, Russian, Spanish, Tagalog, and Vietnamese
- 33% BIPOC
- 13% Hispanic
- 22% below federal poverty level
- 13% report a disability
- 5% of households without vehicle
- Health and income disadvantages along I-5 in Everett and in the city of Snohomish



Community Listening Sessions

14 Completed Sessions

- Asian Service Center
- BIKES Club of Snohomish County
- Community Foundation of Snohomish County
- Connect Casino Road
- Delta Neighborhood Association
- Everett Station District Alliance
- Homage Health Services
- Lake Stevens Community Food Bank
- Lake Stevens School District
- Pioneer Human Services
- SCCIT
- Sharing Wheels Community Bike Shop
- Snohomish County Transportation Coalition
- Westmont Holly Neighborhood Association

1 Upcoming Session

- Lake Stevens Community Resource Center

CBO Listening Sessions: Key Themes

General

- Trestle and its eastern connections are bottlenecks, especially at peak travel times
- People and organizations in east Snohomish County rely on the trestle to get to Everett for work, medical appointments, and social/human services
- Traffic affects working people and families without flexible work or appointment schedules to avoid peak travel
- Acknowledgement of lack of viable alternatives to driving alone across trestle

Active Transportation

- Access to existing active transportation facilities across Ebey Island (between US 2/SR 204 and I-5) is difficult
- Access in the westbound direction is high stress, safety concerns crossing high-traffic on SR 204
- Access in the eastbound direction is poorly signed, hilly for non-electric bikes
- Safety concerns with debris along the trail and the low barrier between highway traffic for the portion along the eastbound US 2 trestle
- Travel across Ebey Island is an important connection to existing regional trails (Centennial, Interurban)

Transit

- Insufficient service between Everett and Lake Stevens
- Desire for BRT service and HOV or transit-only lane across trestle
- Interest in on-demand or micro-transit options, especially for more rural communities

Tolling

- Some support for tolling the US 2 trestle if there are time savings or reliability benefits
- Widespread acknowledgment of potential hardships for low-income households with the continued increase in cost of living
- Interest in measures to offset impacts on low-income populations

Engagement Milestones

| Timeline | Outreach Milestones |
|--------------------|---|
| Winter 2024 | <ul style="list-style-type: none">• Publish website• Finalize communications plan• Conduct listening sessions |
| Spring 2024 | <ul style="list-style-type: none">• Establish and facilitate first PEL committee meetings• Purpose and Need online open house |
| Winter 2025 | Public review of draft alternatives (online open house) |
| Summer 2025 | Public review of the draft PEL report |

Initial Transportation Data & Analysis

Traffic Data Collection

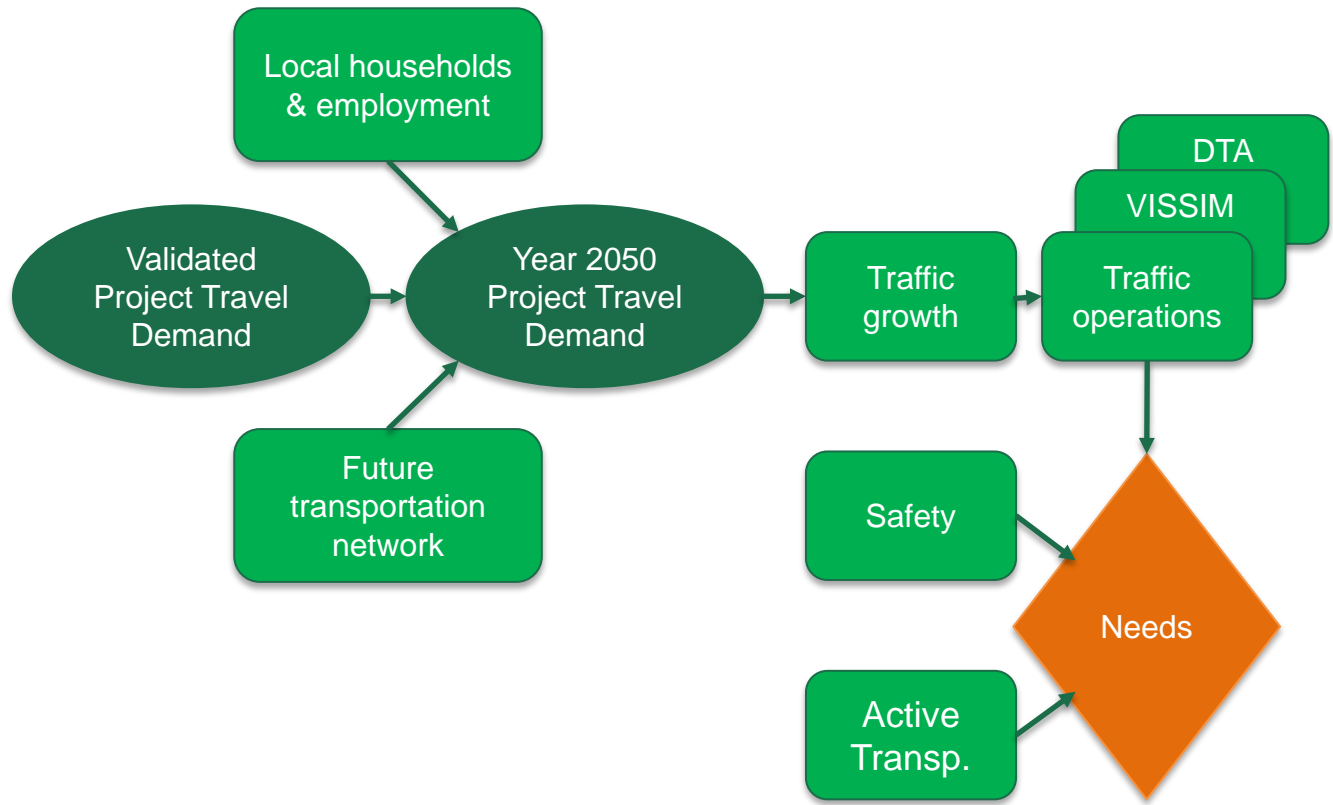
Data Collection

- Geometrics
- Origin destination
- Traffic volumes (AM/PM)
- Transit (service/ridership)
- Freight (%)
- Crash data (type, severity, location)
- Active Transportation facilities

Validated
Project
Travel
Demand

Validated
Traffic
Operations

Transportation Planning Approach



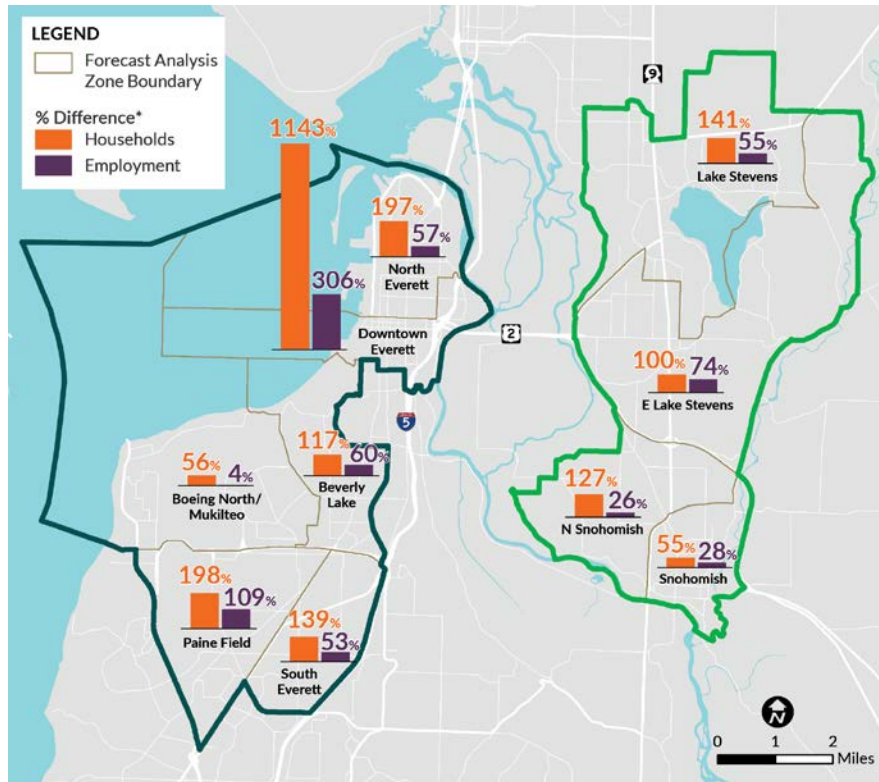
Land Use

Projected Growth 2018 to 2050

Household and employment growth is highest in downtown Everett

Population and employment growth is higher west of the trestle

There are 3 times the number of households and more than 9 times the number of jobs west of the trestle



| West Side | | |
|---------------|------------|------------|
| | HOUSEHOLDS | EMPLOYMENT |
| 2018 | 44,000 | 104,400 |
| 2050 | 150,000 | 194,400 |
| % Difference* | +241% | +86% |

| East Side | | |
|---------------|------------|------------|
| | HOUSEHOLDS | EMPLOYMENT |
| 2018 | 23,500 | 14,700 |
| 2050 | 49,800 | 21,200 |
| % Difference* | +112% | +44% |

* from 2018 to 2050

Year 2050 Transportation System Assumptions

Roadway

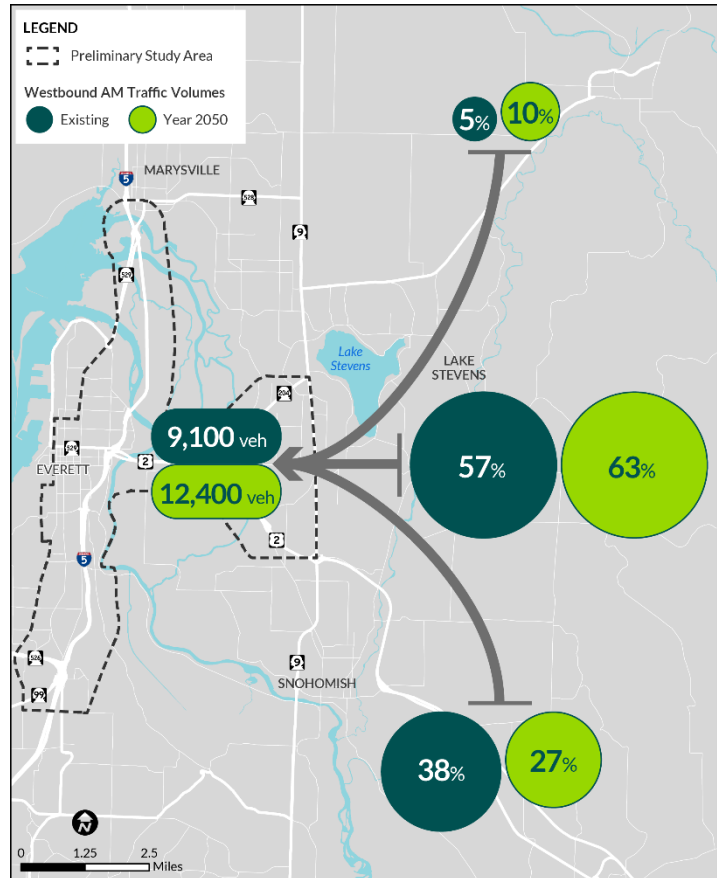
- Trestle in No Build configuration (Existing)
- SR 529 Completed
- SR 526/SR 527 projects open
- 20th Street widening from Cavalero Rd to US 2

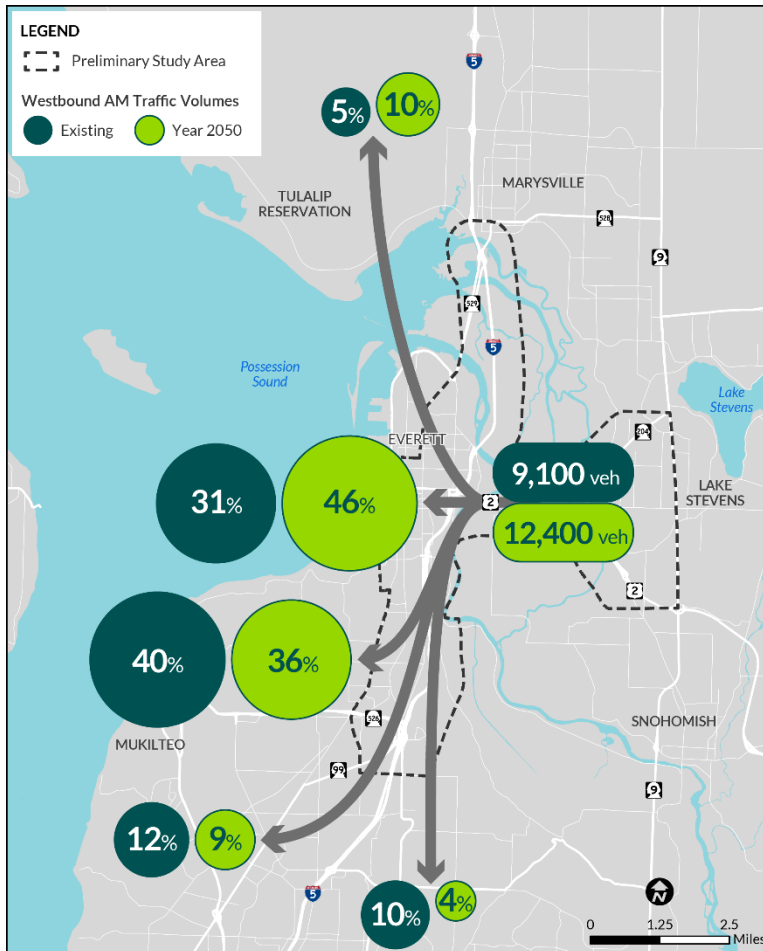
Transit

- Sound Transit Everett Link Extension to Everett Station
- Community Transit Long Range plan (15 min headways across trestle)
- Community Transit Swift BRT Gold Line

Westbound AM Traffic Volumes

- Demands are consistent with local and regional land use growth projections
- Highest growth in demand for US 2 Trestle from Lake Stevens zone
- Increased demand from areas north of Lake Stevens
- Decreased demand from areas south of Lake Stevens





Westbound AM Traffic Volumes

- Higher demand between the trestle and areas to the north
- Highest growth in demand from the US 2 Trestle is into downtown Everett
- Progressively less demand from the trestle to area south of Everett
- We still see growth to all areas indicating higher traffic volumes than today

Regional Traffic Data - Daily

- Vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay all increase into the future.
- Vehicle miles traveled per population is decreasing for several reasons:
 - Population in our primary traffic analysis zone is increasing by about 120%
 - Trips are shorter with more people traveling to Everett
 - Fewer people are traveling to Southwest Snohomish County or King County

Change from 2018 to 2050

| County | VMT | VHT | VHD | POP | VMT/POP |
|-------------------------------|-----|-----|------|------|---------|
| King | 21% | 30% | 66% | 41% | -14% |
| Kitsap | 35% | 41% | 160% | 39% | -3% |
| Pierce | 30% | 39% | 91% | 47% | -12% |
| Snohomish | 36% | 49% | 123% | 55% | -13% |
| Study Area | | | | | |
| Primary Traffic Analysis Area | 35% | 56% | 140% | 120% | -39% |
| DTA Modeling Area | 38% | 56% | 148% | 70% | -19% |

Recurring Traffic Bottlenecks AM Peak (Westbound)

Bottleneck locations:

- SR 204/20th Street on-ramp
- US 2/SR 204 ramp
- US 2/I-5 ramp connection

Existing travel time variability:

12 to 22 minutes

(3 to 13 minutes of delay)

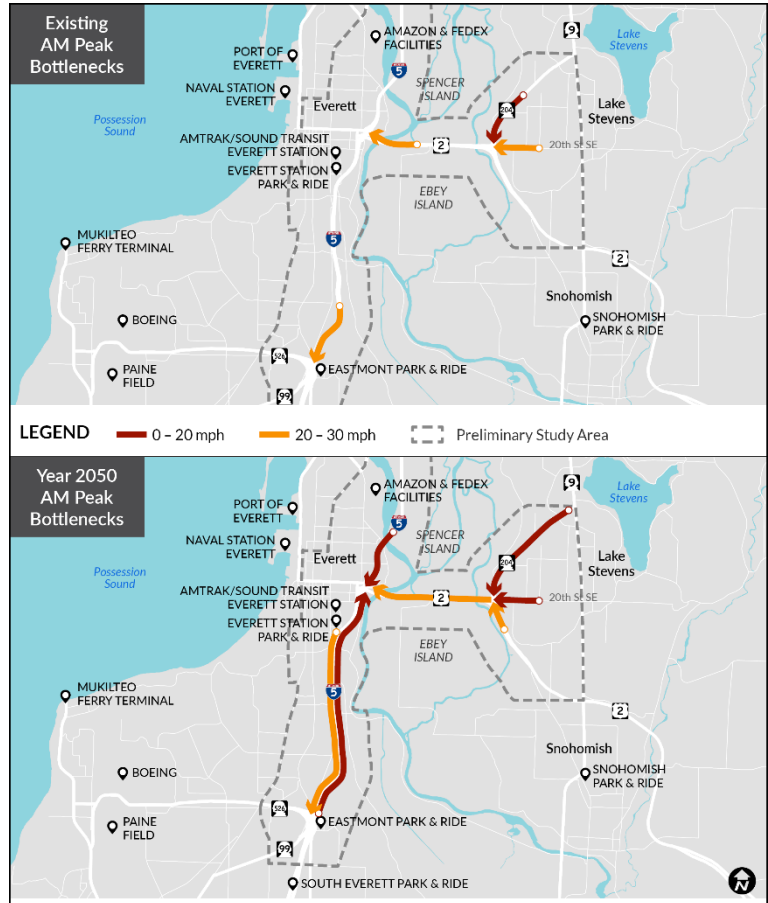
Existing speeds:

Under 30 mph for all travel modes (55 mph posted speed limit on trestle)

2050 projected travel time variability:

18 to 48 minutes

(9 to 39 minutes of delay)



Recurring Traffic Bottlenecks PM Peak (Eastbound)

Bottleneck locations:

- SR 204 at Sunnyside Blvd
- East end of the trestle
- US 2/I-5 ramp connection

Existing travel time variability:

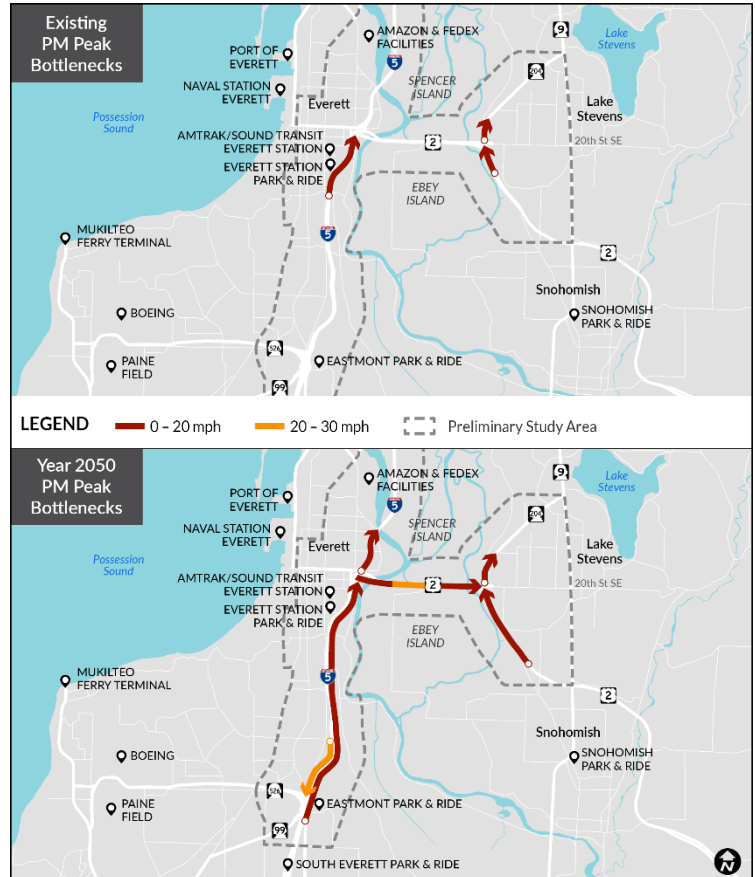
18 to 20 minutes
(9 to 11 minutes of delay)

Existing speeds:

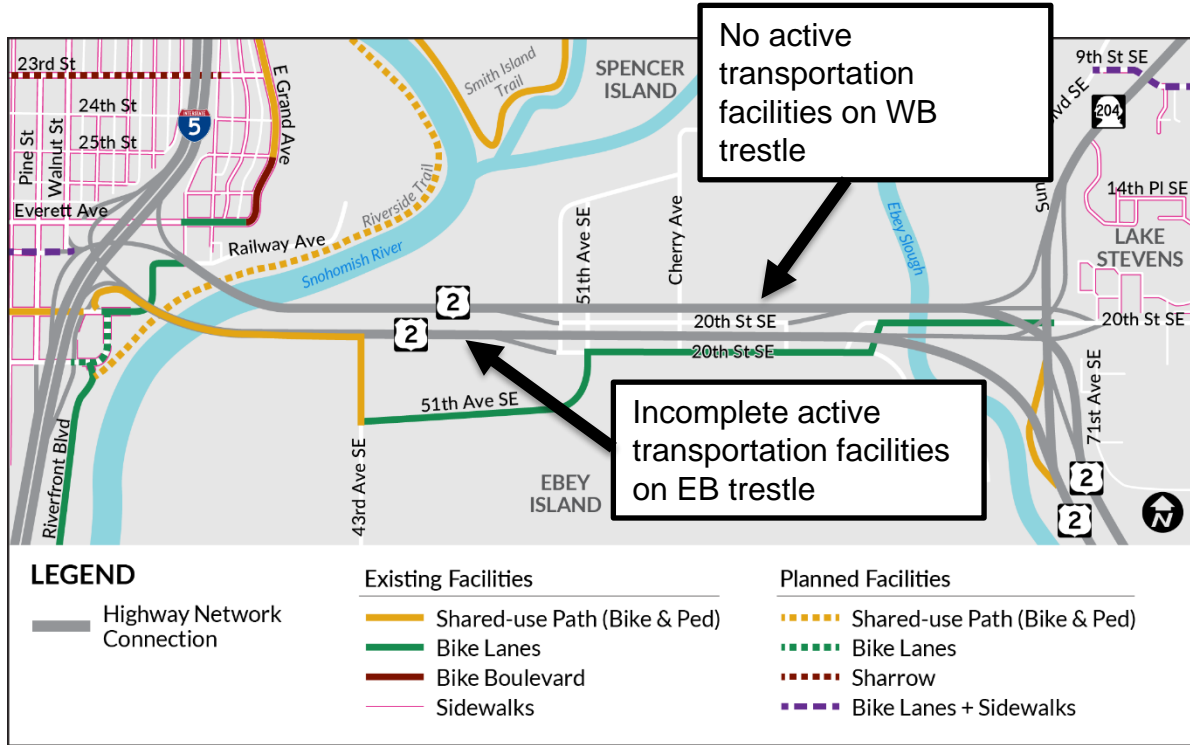
Under 30 mph for all travel modes
(55 mph posted speed limit on trestle)

2050 projected travel time variability:

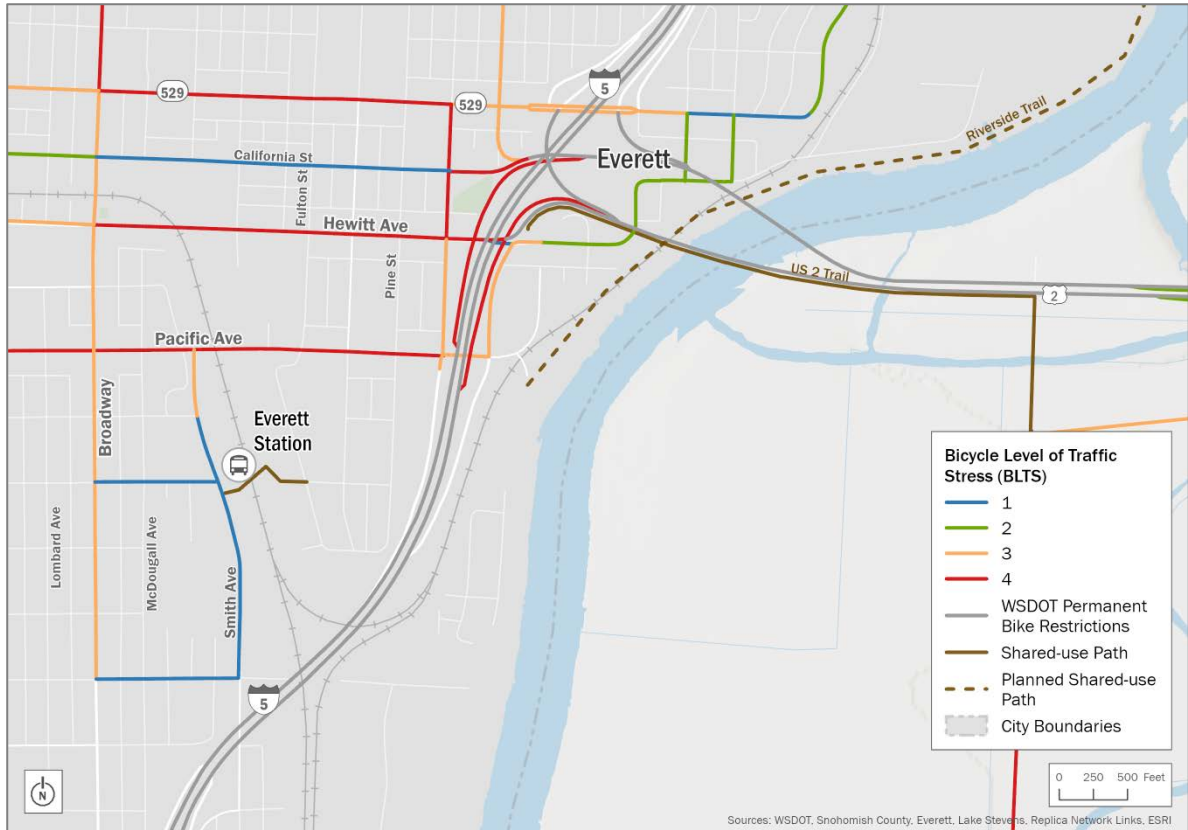
36 to 42 minutes
(27 to 33 minutes of delay)



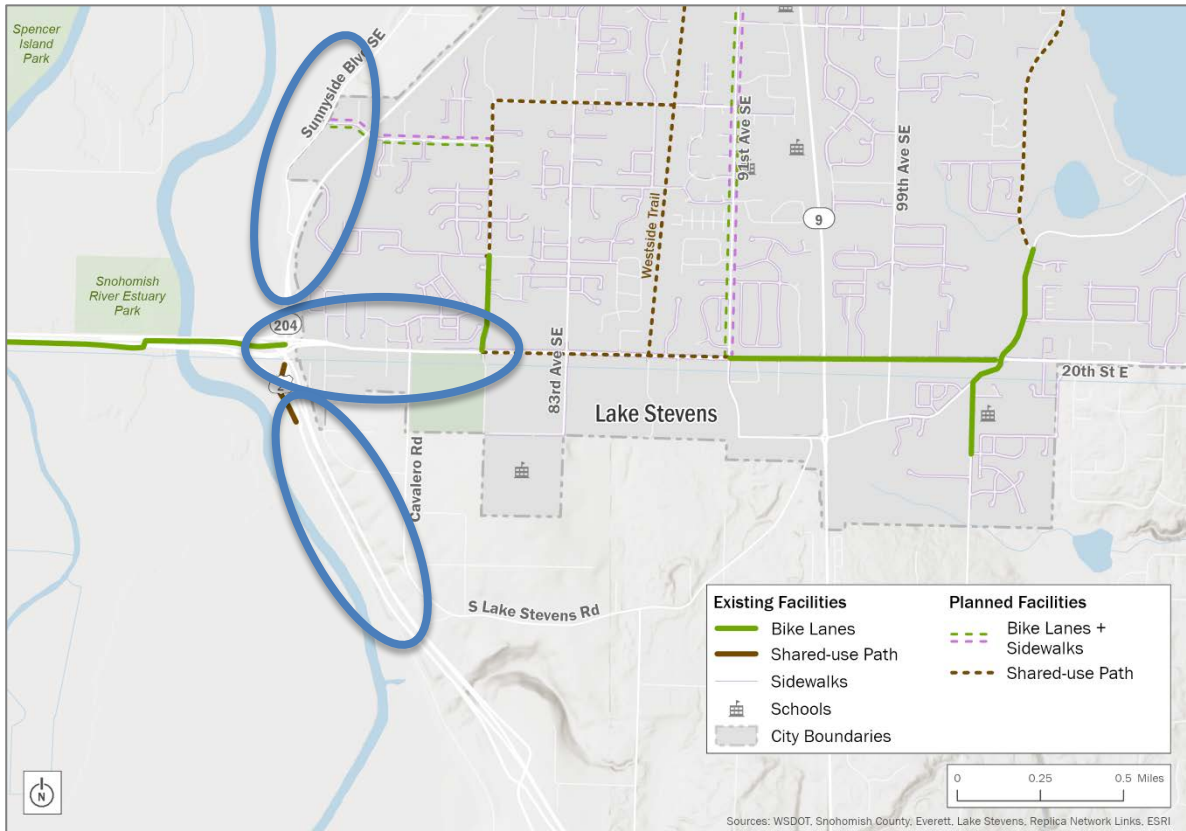
Lack of Active Transportation Facilities



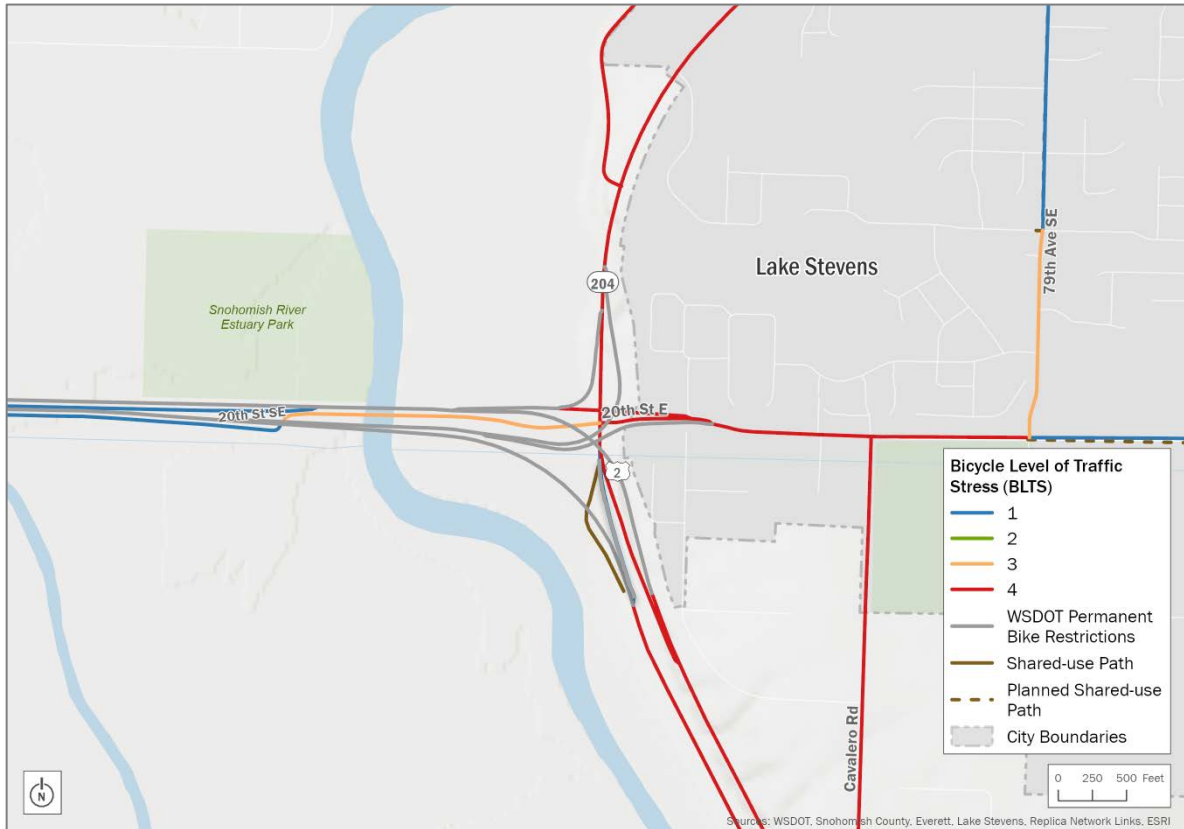
Bicycle Level of Traffic Stress - West



Bicycle Access - East

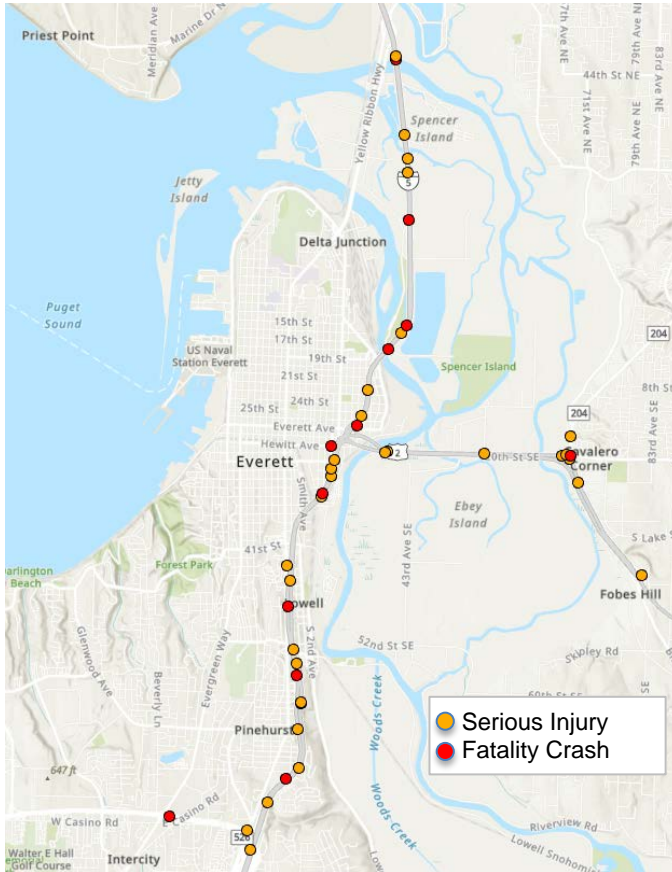


Bicycle Level of Traffic Stress - East



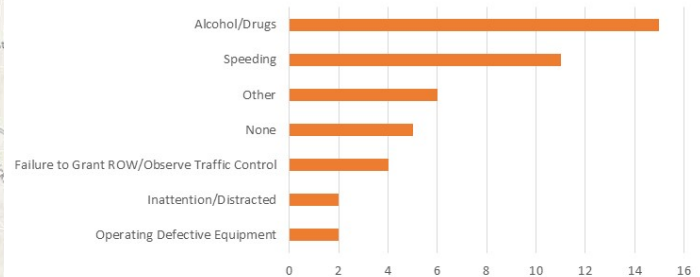
System Safety Data 2018 through 2022

Fatal & Serious Crashes



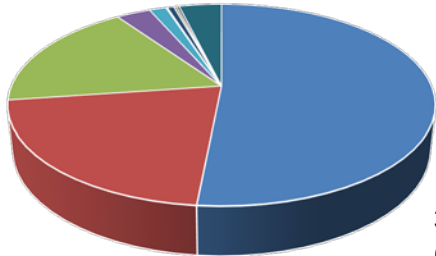
- Alcohol/drug related crashes account for over 30% of all fatal and serious injury crashes in the study area
- Speeding accounted for 24% of fatal and serious injury crashes
- Over 37% of fatal and serious injury crashes were fixed object crashes, half of which involved alcohol/drugs

Contributing Factors - Fatal and Serious Injury Crashes



All Crashes

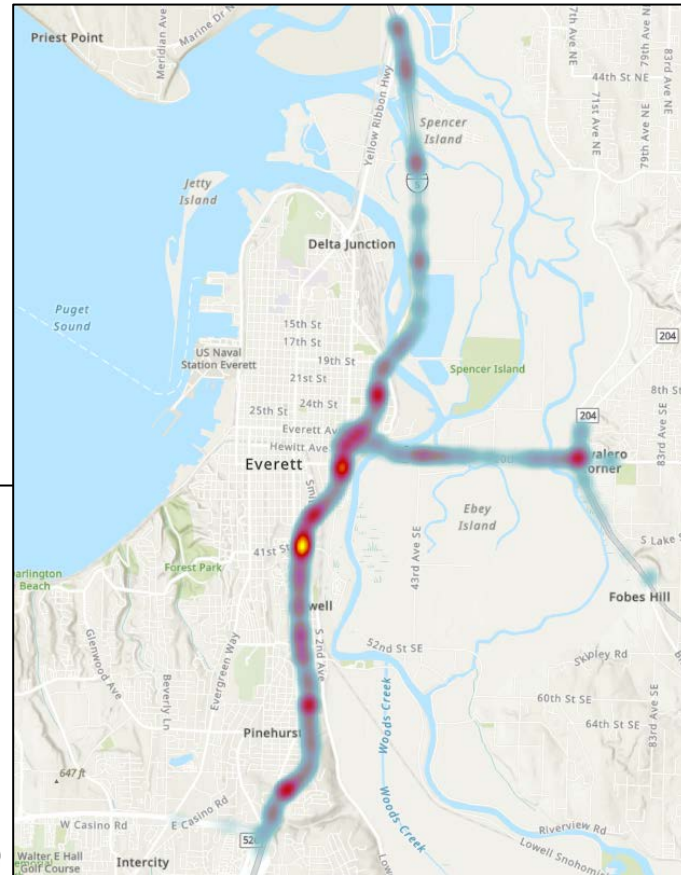
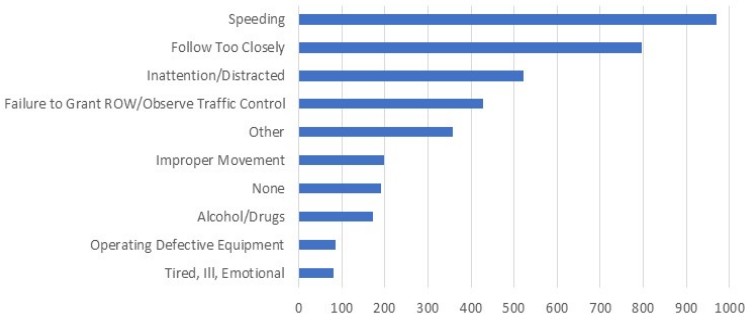
Crash Type Safety Analysis 2018 - 2022



3,708 Total Crashes

- Rear End
- Sideswipe, Same-Direction
- Fixed Object
- Angle
- Non-collision
- Head-On/Sideswipe, Opposite Direction

Contributing Factors - Total Crashes



Purpose & Need

DISCUSSION

Purpose and Need

- Identifies the transportation needs that compose the purpose for conducting the PEL study.
- Provides the framework for identifying a reasonable range of alternatives.

Draft NEPA Purpose

The purpose of this PEL Study is to develop long-term, equitable transportation solutions to 1.) improve **multimodal mobility** to and across the US 2 trestle, **2.)** improve **safety** to and across the US 2 trestle, and 3.) address the **resiliency** of the westbound trestle.

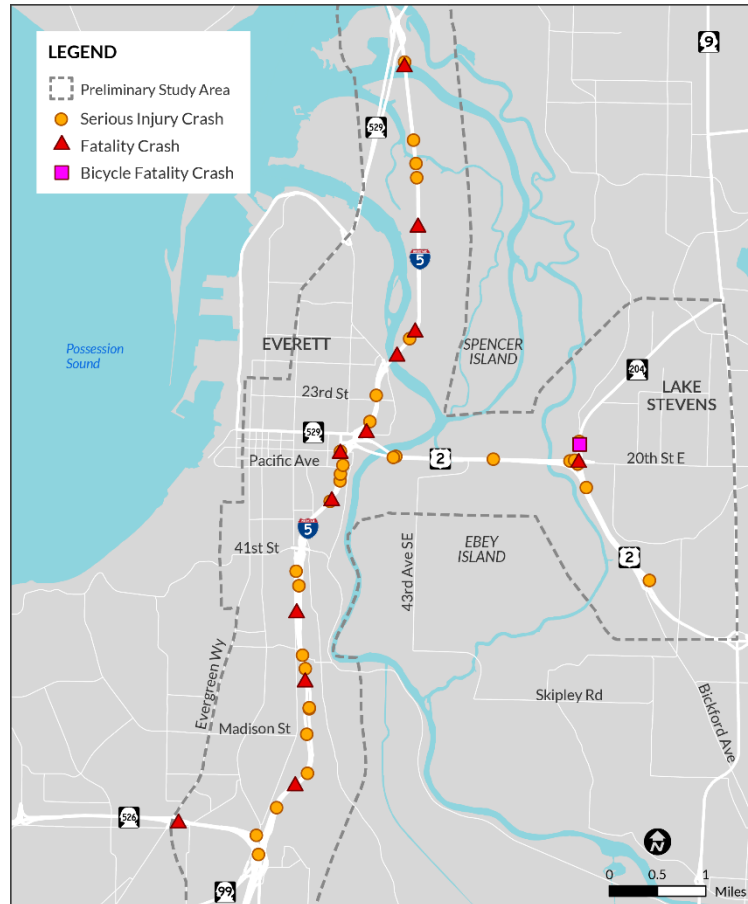
Draft NEPA Need Statements

Multimodal Mobility: The US 2 trestle faces challenges accommodating all transportation modes, which limits equitable travel options.

- *Vehicular* – All motorized vehicles using the US 2 trestle face recurring traffic bottlenecks during the weekday morning and afternoon peak travel periods.
- *Freight* – Recurring bottlenecks affect the reliability of freight truck movement across US 2, which is a designated freight route for the movement of goods.
- *High Occupancy Vehicles (HOV) and Transit* – Due to a lack of dedicated facilities, existing HOV and transit using the US 2 trestle face the same bottlenecks as general purpose traffic.
- *Active Transportation* – There are no bicycle and pedestrian facilities on the westbound trestle, existing bicycle and pedestrian facilities on the eastbound trestle do not serve all ages and abilities, and there are missing connections to existing active transportation facilities at either end of the trestle.

Draft NEPA Need Statement

Safety: Serious injury and fatal crashes are reported on WSDOT facilities in the preliminary study area.



Draft NEPA Need Statement

Resiliency: The westbound US 2 trestle lacks resiliency, which presents a risk of disrupted travel on this critical route.

Draft NEPA Purpose

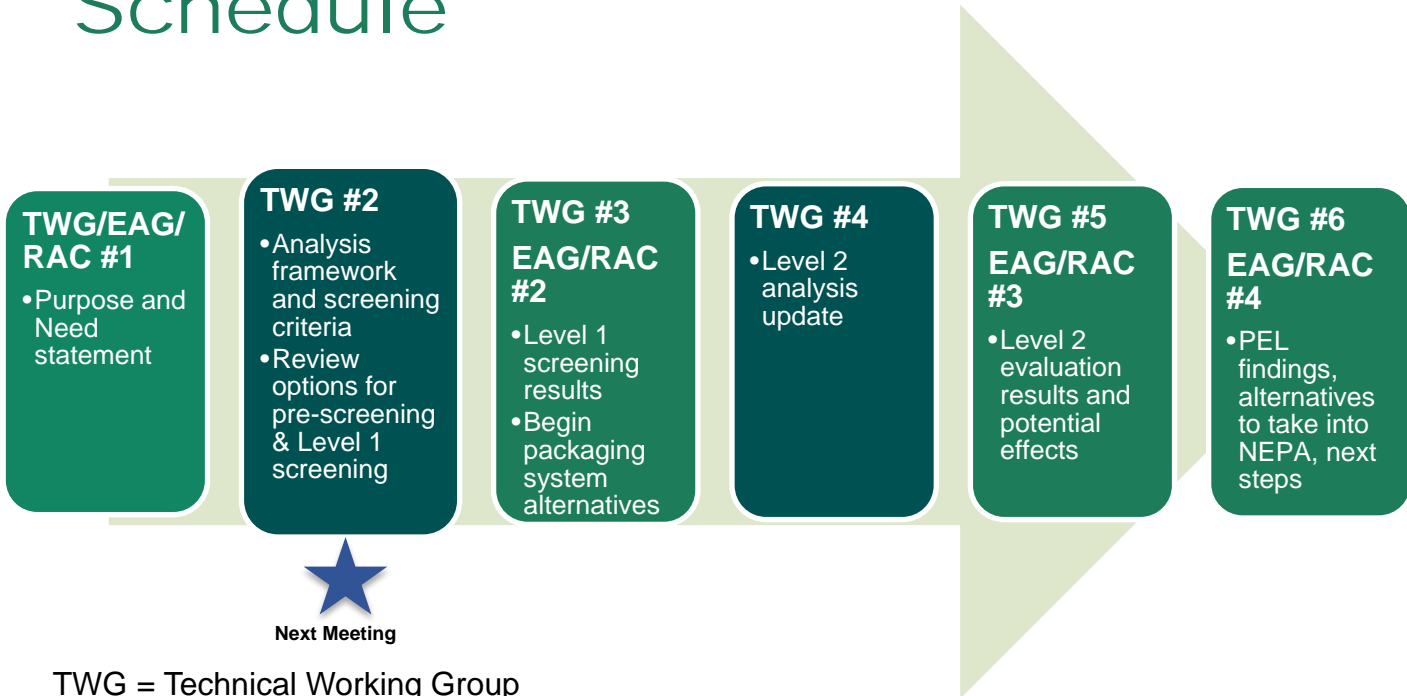
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Next Steps

Upcoming Activities

- Purpose & Need comments by April 1
- Resource Agency Committee Meeting 1, March 27
- TWG receives Transportation Methods & Assumptions memo, Week of April 1
- Executive Advisory Group Meeting 1, late April
- Public online open house and survey, May
- FHWA Concurrence Point #2, Mid-Summer
- TWG Meeting #2, Mid-Summer

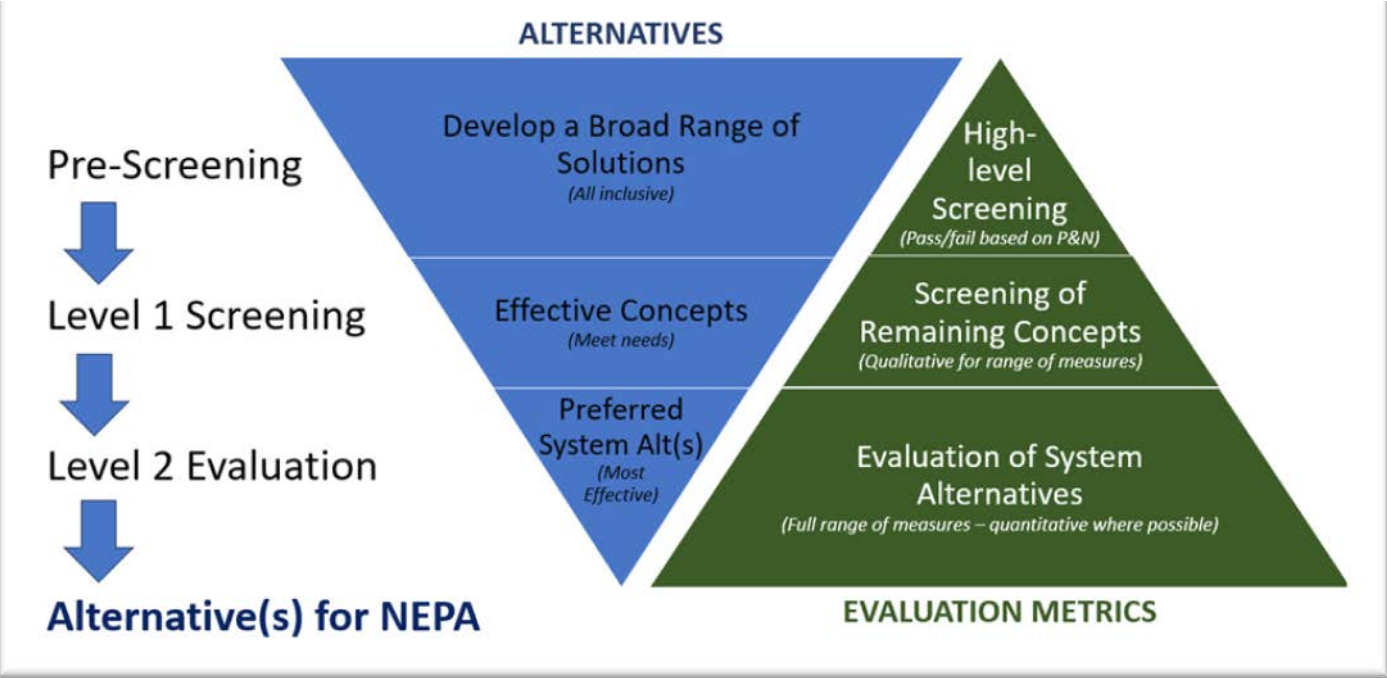
PEL Committee/Group Meeting Schedule



Next Meeting

TWG = Technical Working Group
EAG = Executive Advisory Group
RAC = Resource Agency Committee

Evaluation Framework



Thank you!

Send comments/questions to:

Jennifer Rash

Study Engagement

rashjen@consultant.wsdot.wa.gov

Oteberry Kedelty

WSDOT Project Manager

KedeltO@wsdot.wa.gov

Meeting materials posted on the study website:

https://wsdot.wa.gov/construction-planning/search_projects/us-2-trestle-capacity-improvements-westbound-trestle-replacement