

# **US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study**

**EXECUTIVE ADVISORY GROUP (EAG)  
MEETING #1**

April 23, 2024

# Welcome

How often do you use the US 2 trestle?



**Mentimeter**

<https://www.menti.com/aldbp>

[31a2c6j](https://www.menti.com/aldbp)

# Safety Moment



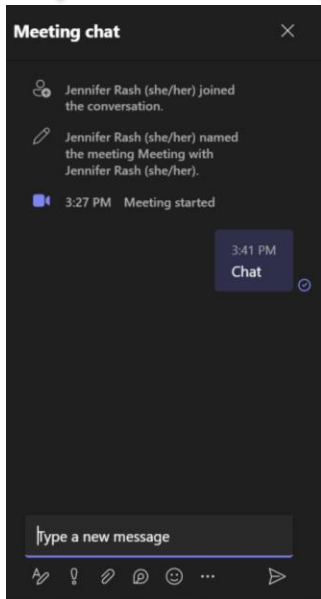
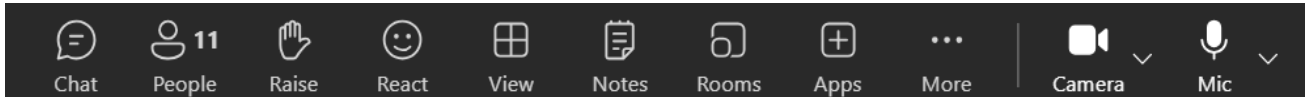
**SAFETY**

TAKE 2 TO THINK IT THROUGH

[wsdot.wa.gov/safety](http://wsdot.wa.gov/safety)

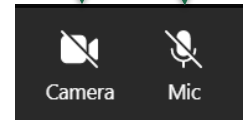


# Teams Overview



## Contribute:

- Raise hand
- Add to the chat



Attention to:  
Camera on/off  
Mic/mute

# Meeting Purpose

- Reflect on past US 2 trestle studies and progress
- Develop common understanding of current PEL Study process
- Gather feedback on the draft NEPA Purpose & Need

# Introductions

Please introduce yourself when called

## Organizations invited today:

- City of Everett
- City of Lake Stevens
- City of Marysville
- City of Snohomish
- Community Transit
- Federal Highway Administration
- Muckleshoot Indian Tribe
- Port of Everett
- Puget Sound Regional Council
- Sauk-Suiattle Indian Tribe
- Snohomish County
- Snohomish County Council
- Snoqualmie Tribe
- Sound Transit
- Stillaguamish Tribe of Indians
- Suquamish Tribe
- Swinomish Tribal Indian Community
- Tulalip Tribes
- Washington State District 21
- Washington State District 38
- Washington State District 39
- Washington State District 44
- Washington State Transportation Commission
- WSDOT
- Confederated Tribes and Bands of the Yakama Nation

# Presenter Introductions

**Brian Nielson**

WSDOT, NW Regional Administrator

**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

# Agenda

- Welcome/agenda/introductions
- PEL study overview
  - Previous studies and recommended actions
  - Current PEL study objectives and status
  - Coordination "Sandbox"
  - Roles and responsibilities of committees and EAG
- Community engagement
- **DISCUSSION:** Draft Purpose and Need
  - Review statements and supporting data
- Next steps and adjourn



# PEL Study Overview

# Trivia:

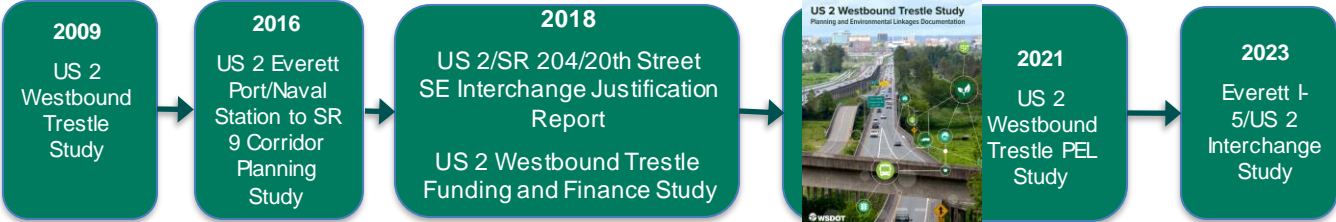
When was the last US 2 trestle study completed?



**Mentimeter**

<https://www.menti.com/aldbp31a2c6j>

# Previous studies



# Recommended actions

- Expand **study limits**
- Assess **alternative travel options** to improve HOV, transit, and active transportation connections
- Continue **tribal, agency, and public engagement**
- Determine gaps in mobility with focus on **social equity**
- Update **Purpose and Need**
- Update **environmental scan**



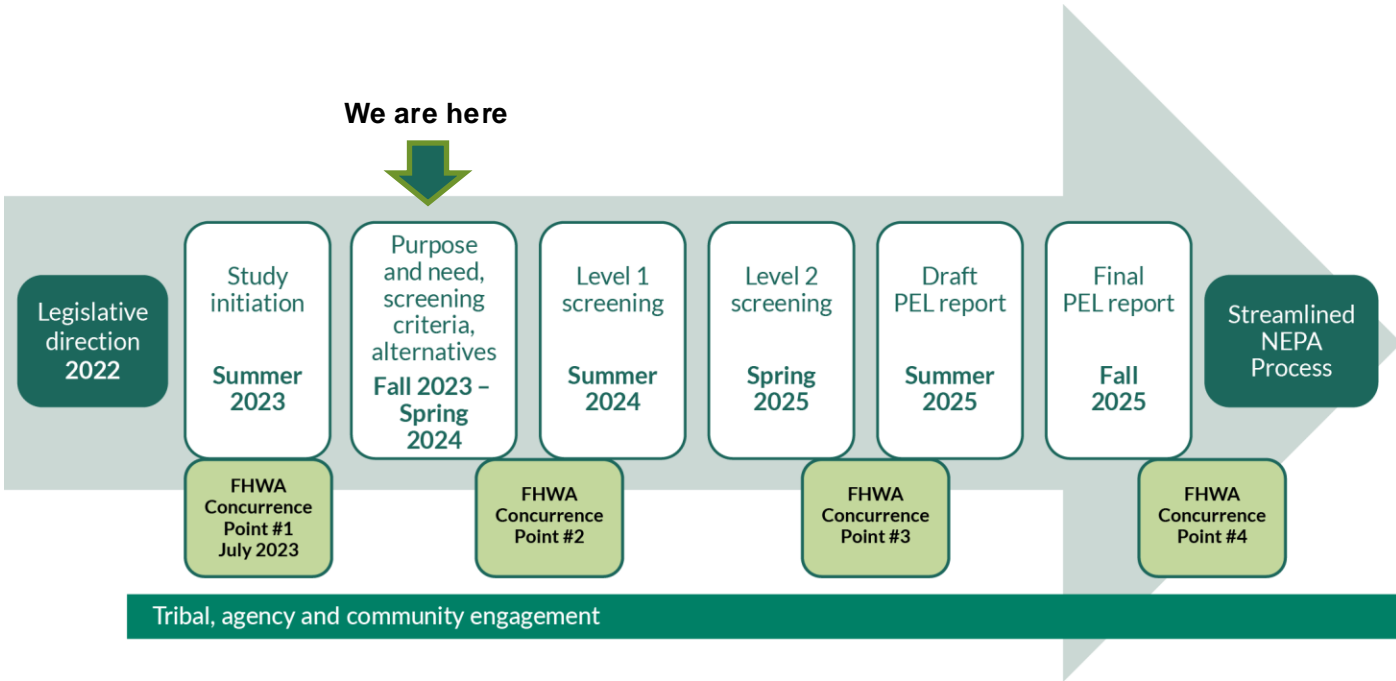
# Current PEL Study Objectives

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

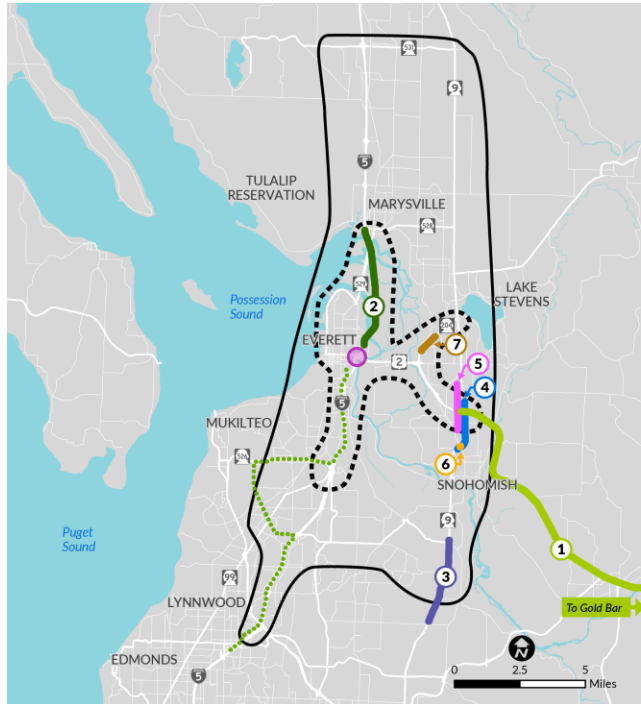
- Hear from a broad range of voices
- Streamline the future NEPA process by:
  - Defining and Adopting a NEPA Purpose and Need
  - Completing the Preliminary Screening of Alternatives and Elimination of Unreasonable Alternatives
  - Incorporating Planning Documentation and Analysis

# US 2 Trestle PEL Study Status

We are here



# 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

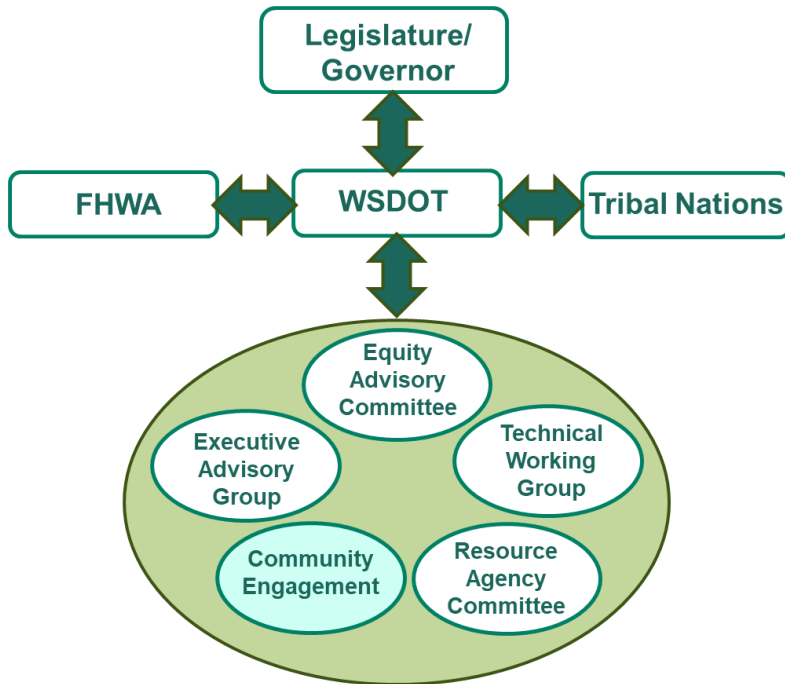
### WSDOT

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





# EAG Roles and Responsibilities

- Attend or be represented at four (4) EAG meetings
- Review technical information with your Technical Working Group counterparts
- Share information and gather feedback from your constituencies
- Provide strategic advice to WSDOT

# Study Team Responsibilities

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

# PEL Committee/Group Meeting Schedule

## TWG/EAG/ RAC #1

- Purpose and Need statement
- Existing and future No Build transportation conditions
- Review and comment on community profile



We are here

TWG = Technical Working Group

EAG = Executive Advisory Group

RAC = Resource Agency Committee

## TWG #2

- Analysis framework and screening criteria
- Review options for pre-screening and Level 1 screening

## TWG #3 EAG/RAC #2

- Level 1 screening results
- Begin packaging system alternatives

## TWG #4

- Level 2 analysis update

## TWG #5 EAG/RAC #3

- Level 2 evaluation results and potential effects

## TWG #6 EAG/RAC #4

- PEL findings, alternatives to take into NEPA, next steps

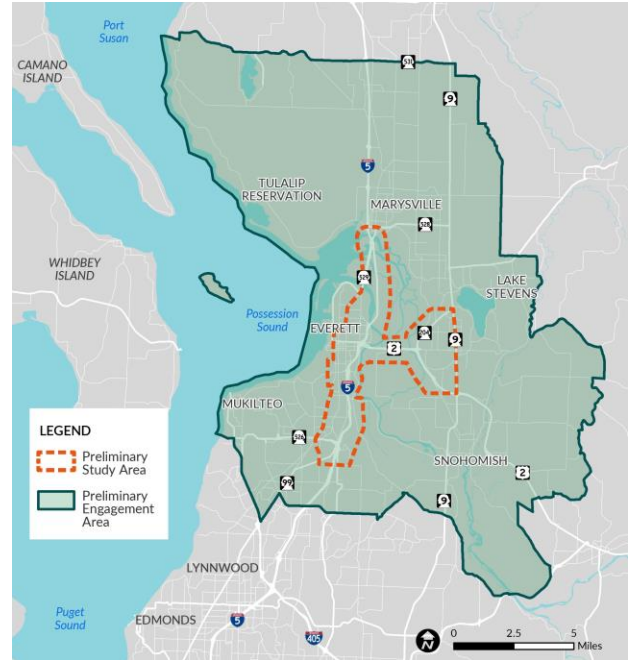
# Community Engagement

# 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 Based Organization (CBO) Listening Sessions

## 15 Sessions

1. Asian Service Center
2. BIKES Club of Snohomish County
3. Community Foundation of Snohomish County
4. Connect Casino Road
5. Delta Neighborhood Association
6. Everett Station District Alliance
7. Homage Senior Services
8. Lake Stevens Community Food Bank
9. Lake Stevens Community Resource Center\*
10. Lake Stevens School District
11. Pioneer Human Services
12. Sharing Wheels Community Bike Shop
13. Snohomish County Committee for Improved Transportation
14. Snohomish County Transportation Coalition
15. Westmont Holly Neighborhood Association

\*Outreach/coordination occurring via email; in-person meeting pending

# 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



# Purpose & Need Online Open House

- **Approach/Timing:**
  - Targeting launch on 5/14 through 6/7 for comments
  - Using [engage.wsdot.wa.gov](https://engage.wsdot.wa.gov); translating into 5 languages
- **Notifications will include:**
  - Targeted mailer (for LEP populations)
  - Digital advertisements (multicultural) and social media
  - Press release and earned media
  - Outreach through PEL committees and community-based organization contacts, and booths on the east and west side of the trestles

# Engagement Milestones

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

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# **Draft NEPA Purpose & Need and Supporting Data**

## **DISCUSSION**

# Share your thoughts

What are the most critical needs for travel on or near the US 2 trestle?



**Mentimeter**

<https://www.menti.com/aldbp31a2c6j>

# What is a 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.
- *Consistent with 23 U.S.C. 168, this PEL Study intends to adopt the Purpose and Need statement into the future National Environmental Policy Act review process.*

# 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

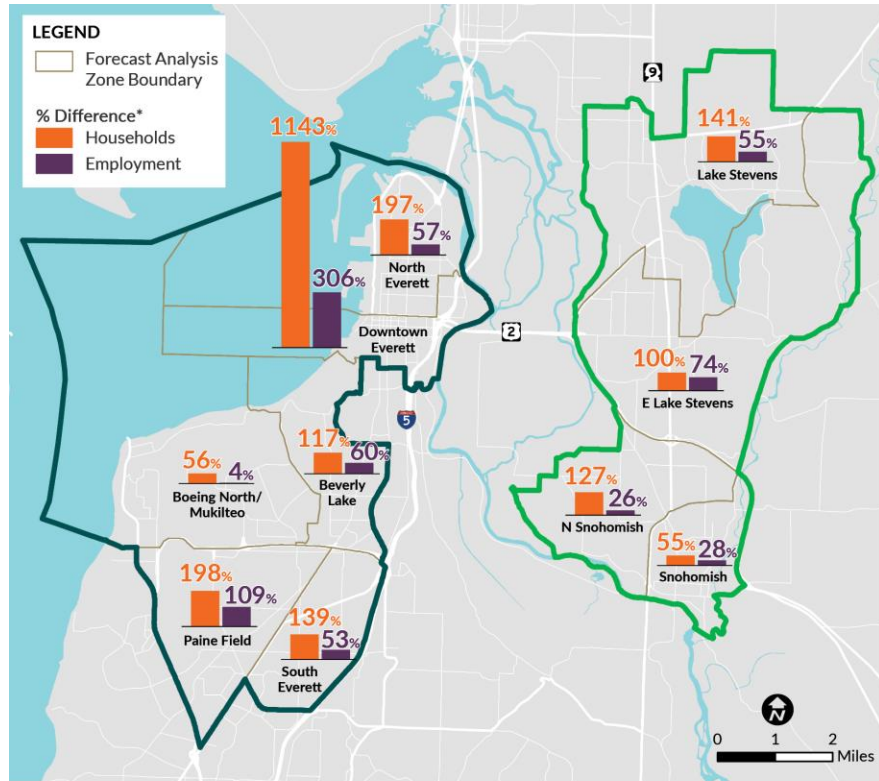
**Multimodal Mobility:** The US 2 trestle faces challenges accommodating all transportation modes, which limits equitable travel options.

- *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.

# 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



# 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)

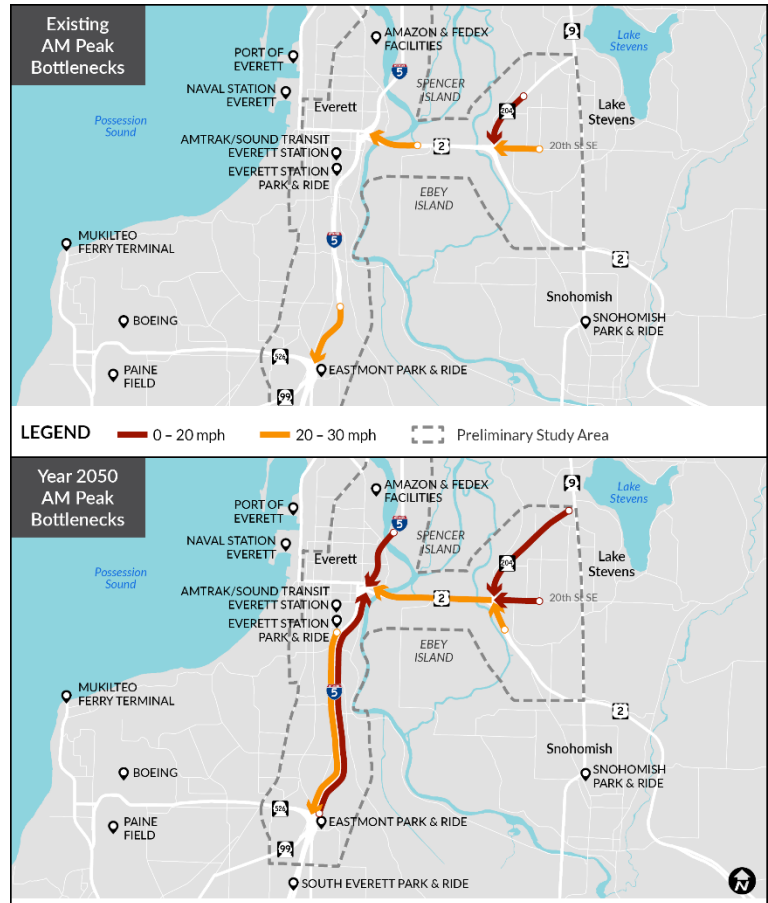
## Existing speeds:

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:

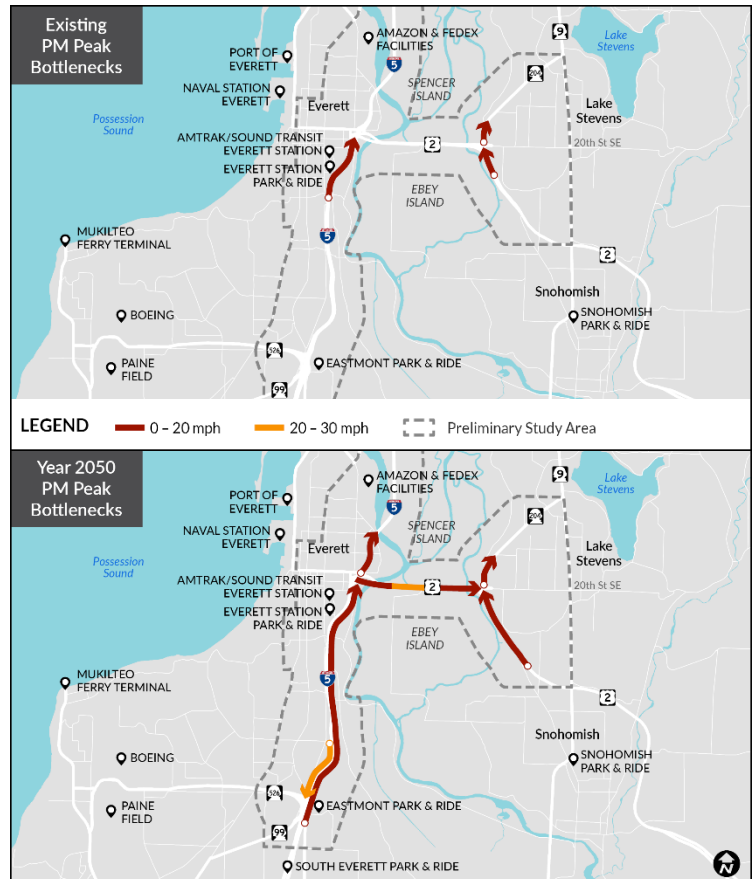
Under 30 mph for all travel modes

(55 mph posted speed limit on trestle)

## 2050 projected travel time variability:

36 to 42 minutes

(27 to 33 minutes of delay)



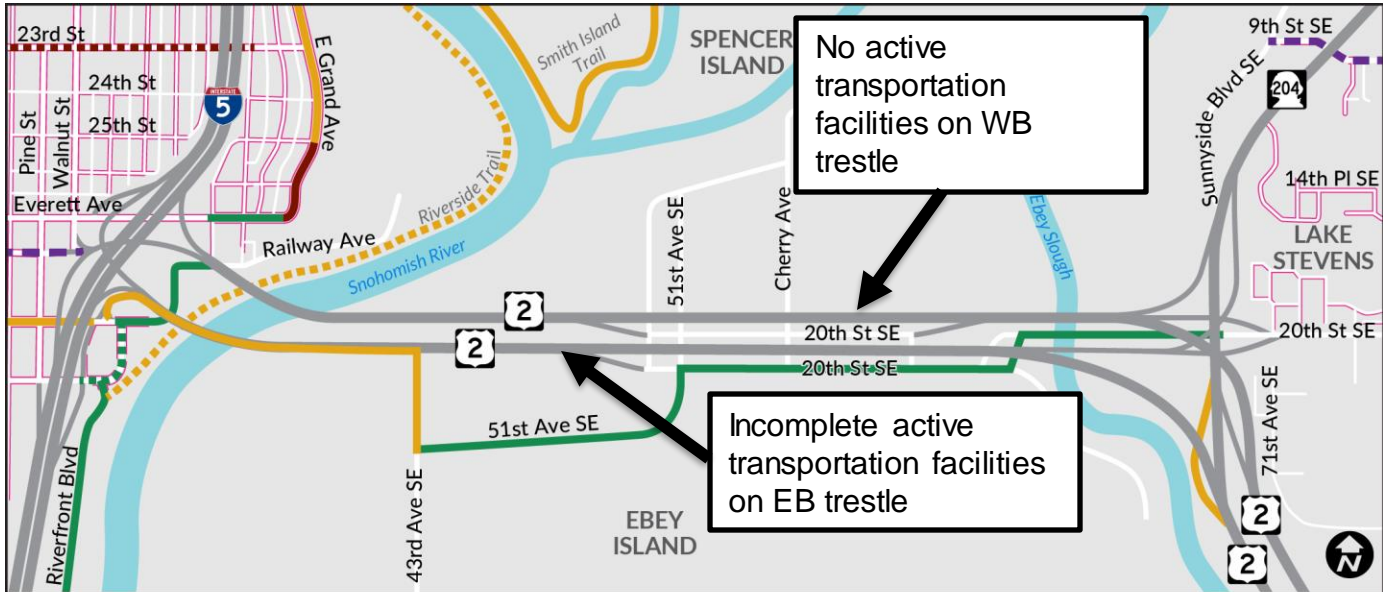
# Freight Use of the US 2 Trestle

- US 2 is a T2 Freight Economic Corridor (carrying an average of 2,800 trucks per day and over 9 million tons of freight per year).
- US 2 provides direct access between eastern and western Washington.
- Major freight facilities and industrial centers use US 2, including the Port of Everett, Everett Boeing plant, and Naval Station Everett.
- US 2 trestle westbound: Freight vehicles approximately 17% of morning traffic and 7% of afternoon traffic.
- US 2 trestle eastbound: Freight vehicles approximately 14% of morning traffic and 9% of afternoon traffic.

# Low Existing High-Occupancy Vehicle (HOV) and Transit Use

- No HOV facilities on US 2 trestle
  - US 2 trestle westbound: HOV trips approximately 3% of traffic in the morning.
  - I-5, in the preliminary study area, has a dedicated HOV lane and HOV trips represent 13-28% of traffic.
- No transit facilities on US 2 trestle
  - 9-10 buses per hour use the US 2 trestle in the peak direction (westbound in the morning and eastbound in the afternoon).
  - Existing bus ridership approximately 200 people during the morning peak period and 260 people during the evening peak period.

# Lack of Active Transportation Facilities



## LEGEND

— Highway Network Connection

### Existing Facilities

- Shared-use Path (Bike & Ped)
- Bike Lanes
- Bike Boulevard
- Sidewalks

### Planned Facilities

- ... Shared-use Path (Bike & Ped)
- ... Bike Lanes
- ... Sharrow
- ... Bike Lanes + Sidewalks

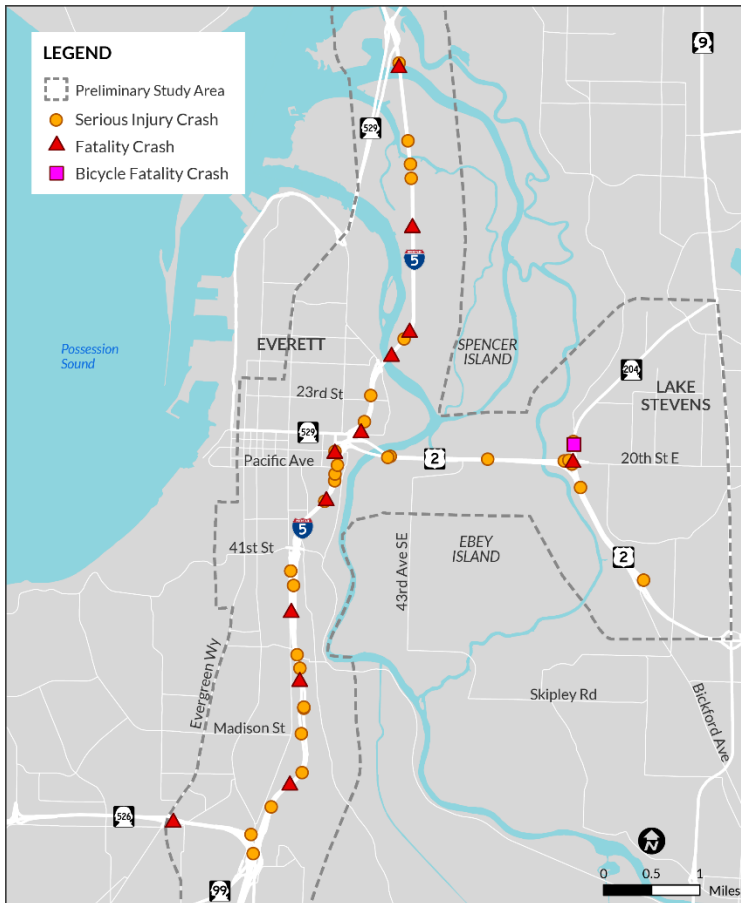
# Draft NEPA Need Statement

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

# Serious and fatal crashes in the preliminary study area

## From 2018-2022

- 3,708 total crashes in preliminary study area, including:
  - 32 serious injuries
  - 11 fatalities
- 644 total crashes on US 2 trestle and ramps, including:
  - 9 serious injury crashes
  - No fatal crashes
  - 4 pedestrian-related crashes
- No reported bicycle-related crashes (1 fatal crash in 2017 at the SR 204 ramp to westbound US 2)



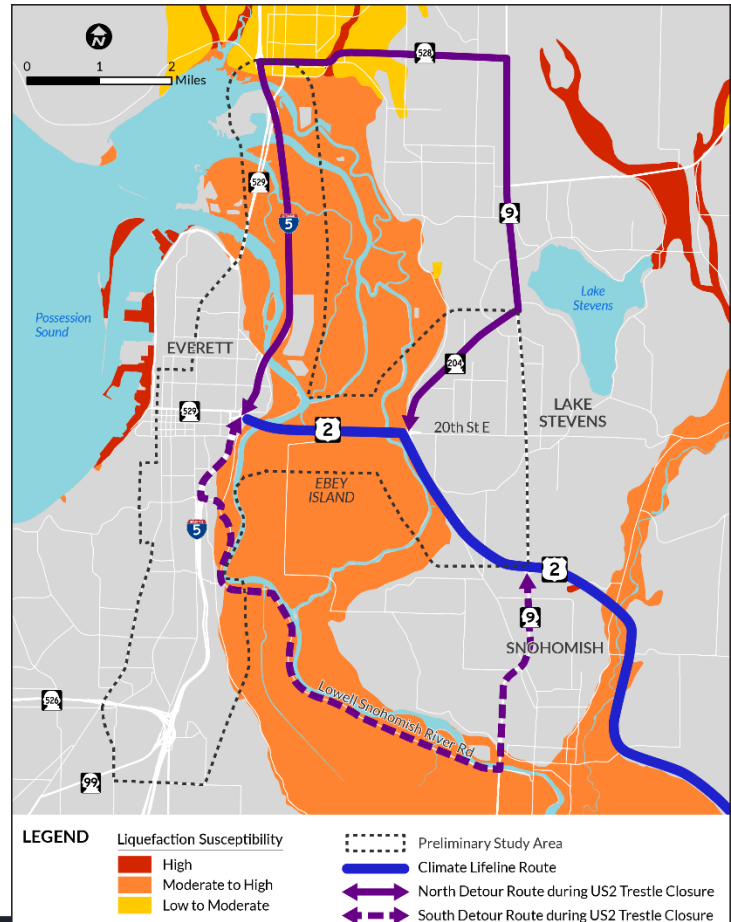
# Draft NEPA Need Statement

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



# Existing risks to transportation system resiliency

- **Seismic Resilience:** Westbound trestle is vulnerable to instability in the event of liquefaction from seismic activity.
- **Asset Management:** Westbound trestle is classified as functionally obsolete; planned shutdowns and lane closures require lengthy detours.
- **Climate and Natural Hazard Resilience:** US 2 is identified as a highly critical asset/lifeline route in WSDOT's Climate Impact Vulnerability Assessment.
- **Operational Resilience:** Ongoing maintenance costs related to log jams and culvert repairs.



# Draft NEPA Purpose

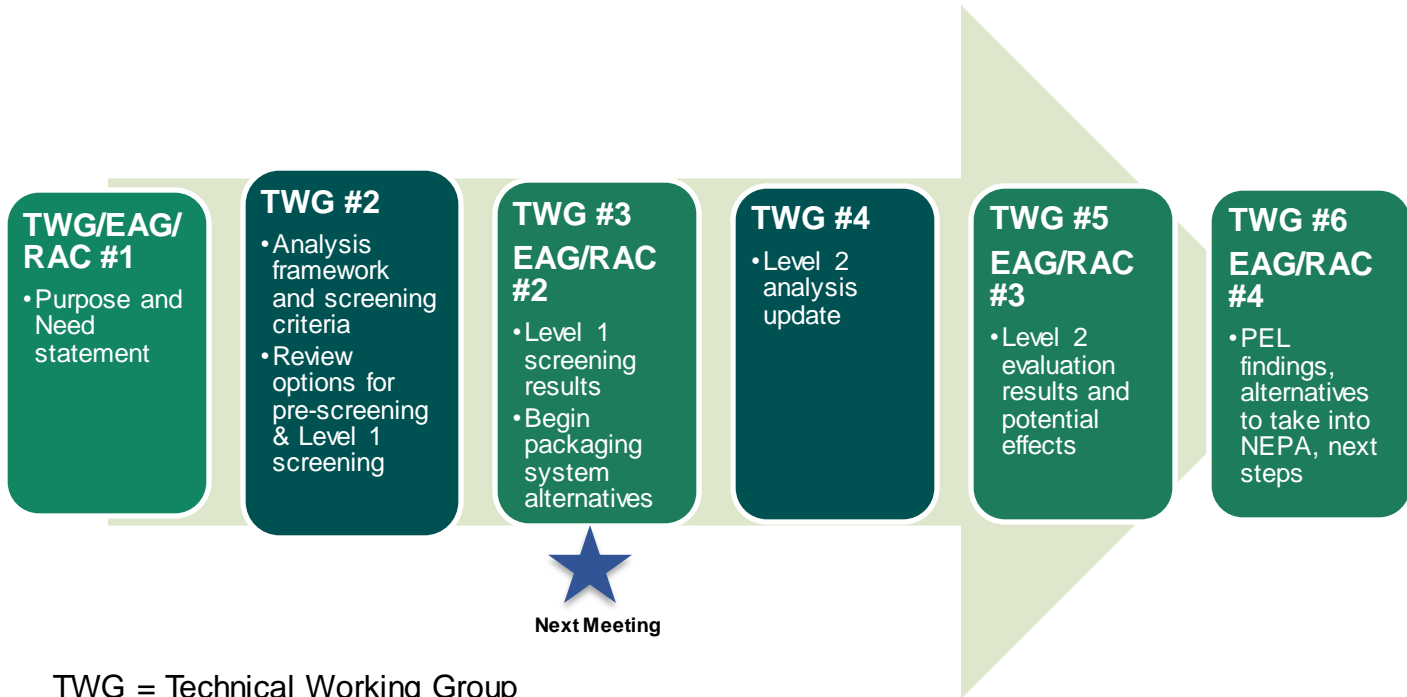
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# Next Steps

# Upcoming Activities

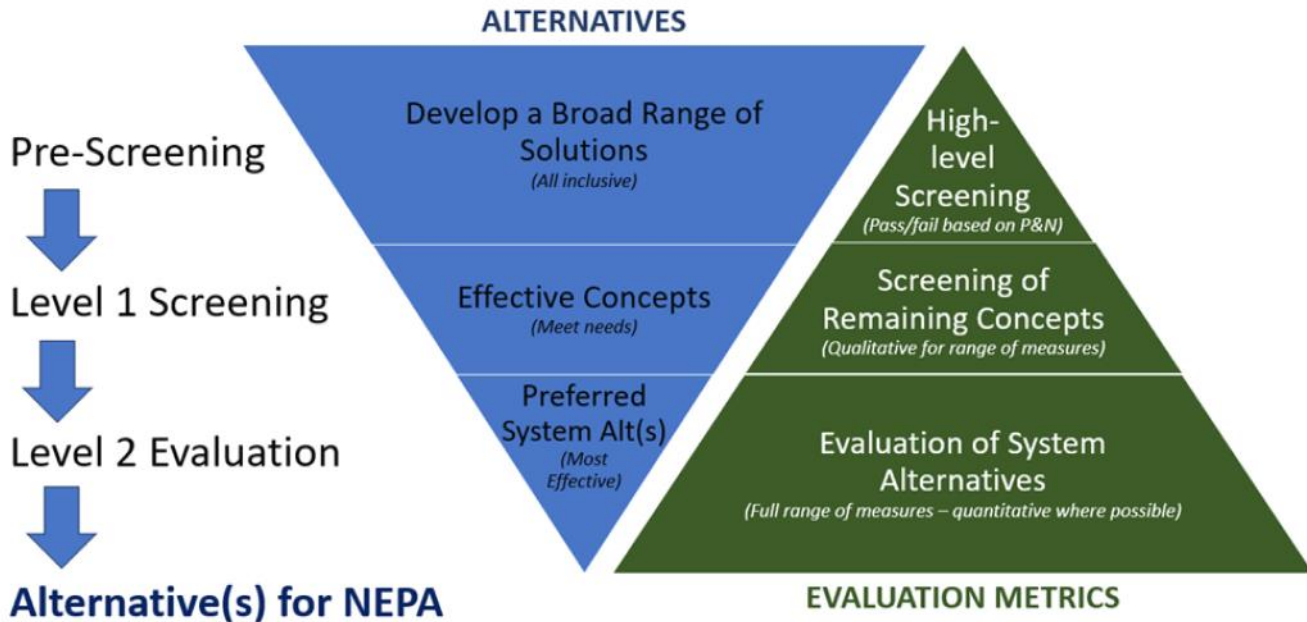
- Public online open house and survey, May
- FHWA Concurrence Point #2, Mid-Summer
- Study team begin developing analysis framework and screening criteria, review options for Level 1 screening
- TWG Meeting #2, Mid-Summer
- EAG Meeting #2, Early Fall

# EAG Meeting #2 this fall



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](mailto:rashjen@consultant.wsdot.wa.gov)

**Oteberry Kedelty**

**WSDOT Project Manager**

[KedeltO@wsdot.wa.gov](mailto: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>