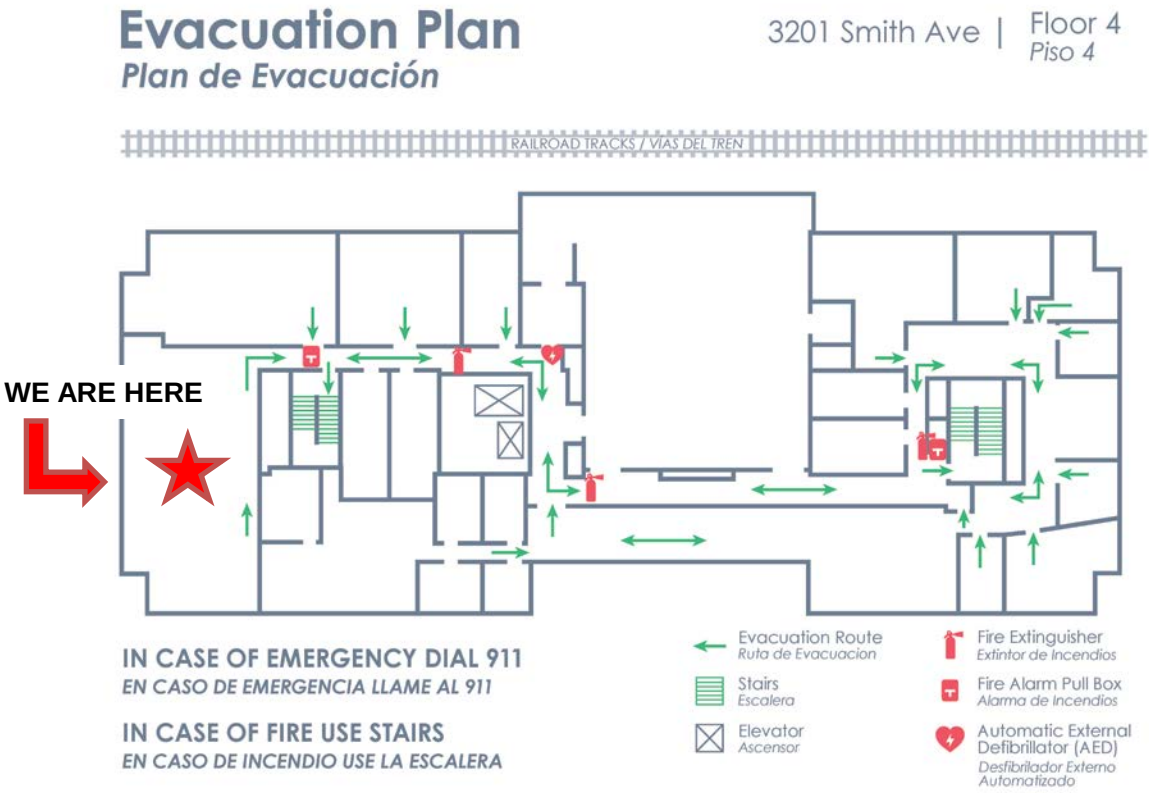
# US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study

## TECHNICAL WORKING GROUP (TWG) MEETING #2

September 13, 2024

# Safety Moment



# Introductions

Please introduce yourself: 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

# Agenda Overview

- Study status and meeting purpose
- Study updates and engagement
- Evaluation framework
- Concept review
- Workshop: New concepts
- Next steps and adjourn

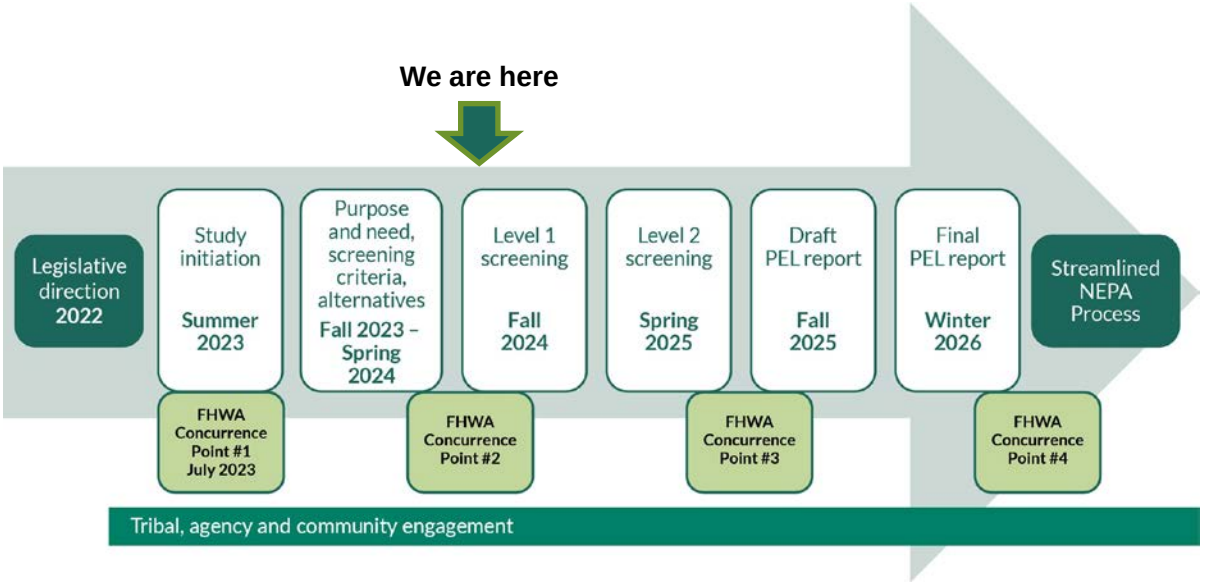
# Meeting purpose

- Study updates and engagement
- Review draft Level 1 evaluation criteria
- Workshop roadway and east/west side concepts

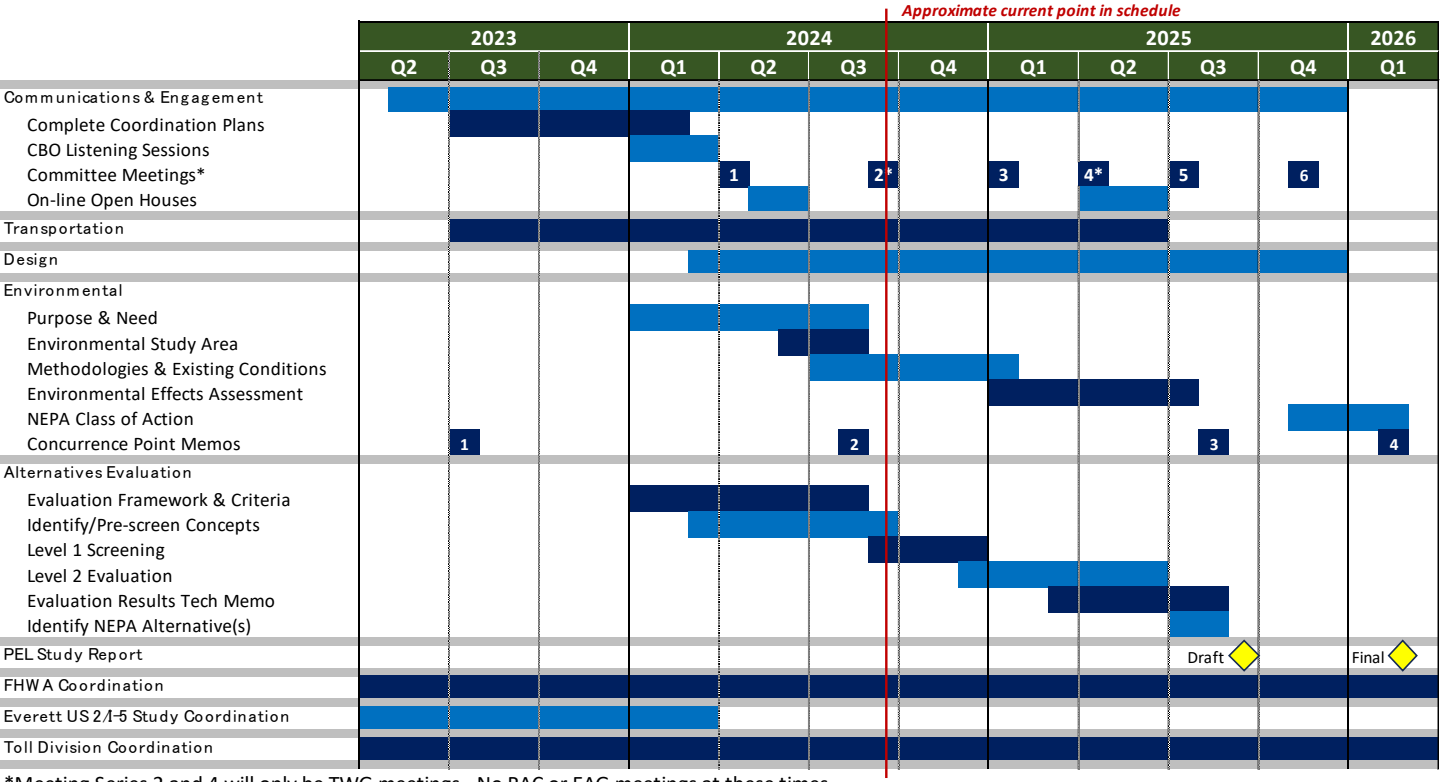
# TWG Meeting #1 Recap

- Reviewed TWG roles and responsibilities
- Presented initial transportation data and analysis
- Reviewed draft purpose and need

# US 2 Trestle PEL Study status

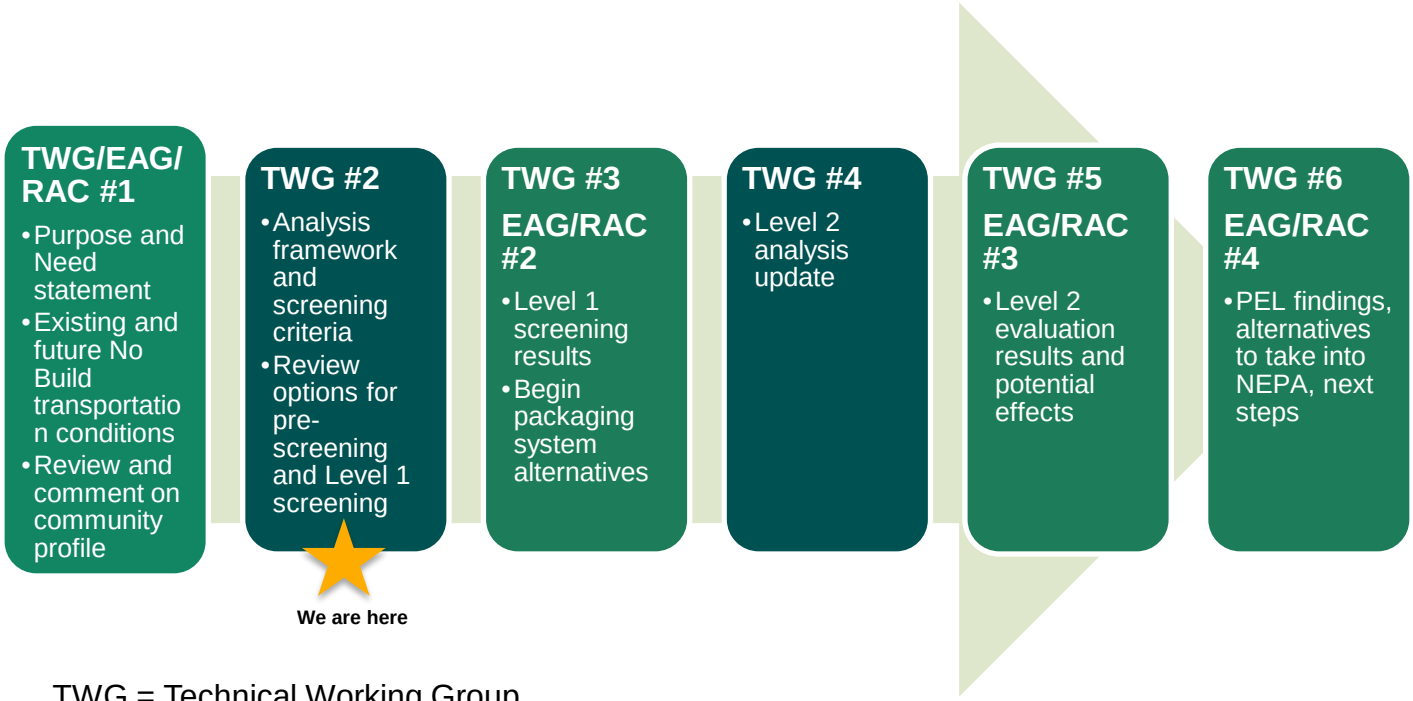


# Summary Milestone Schedule




*Meeting Series 2 and 4 will only be TWG meetings - No RAC or EAG meetings at these times

# PEL committee meeting recap




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

# Study Updates & Engagement

# Community engagement milestones

| Timeline | Outreach Milestones |
|---|---|
| **Winter 2024** | ✓ Publish website<br>✓ Finalize communications plan<br>✓ Conduct listening sessions |
| **Spring 2024** | ✓ Establish and facilitate first PEL committee meetings<br>✓ Purpose and Need online open house |
| **Summer/Fall 2024** | ❑ **TWG Meeting 2**<br>❑ **Online open house follow-up** |
| **Winter 2025** | ❑ TWG Meeting 3 and EAG/RAC Meeting 2 |
| **Spring 2025** | ❑ Public review of draft alternatives |
| **Fall 2025** | ❑ Public review of the draft PEL report |

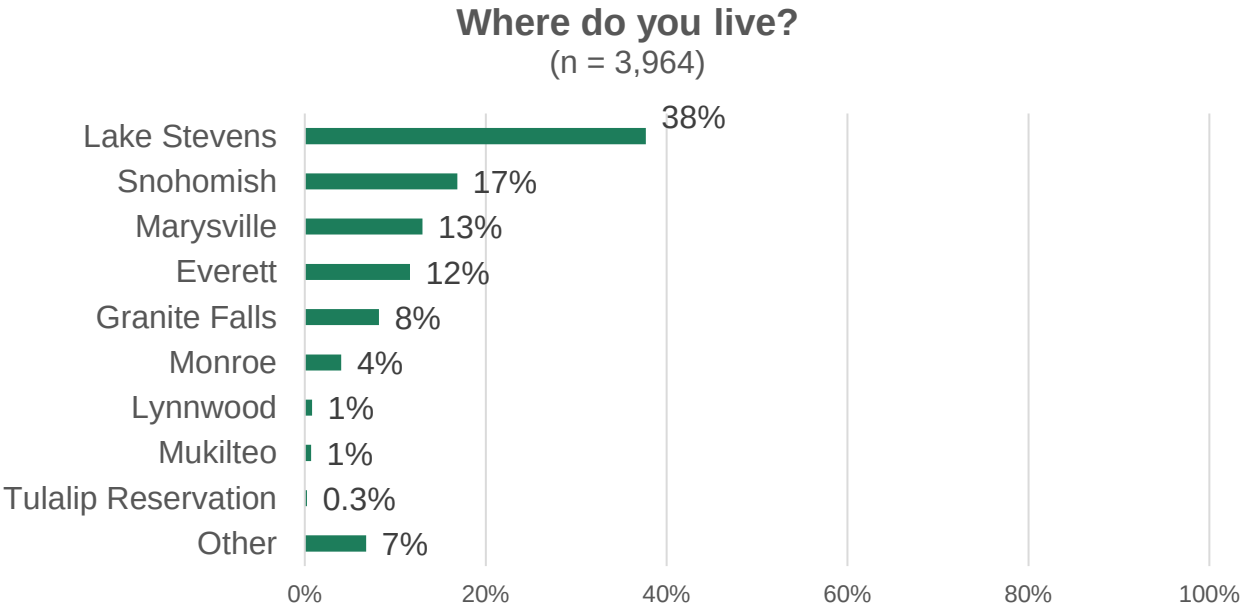
# Online open house and survey

**Online Open House Period:** 5/14 through 6/7

**Final Participation Statistics**

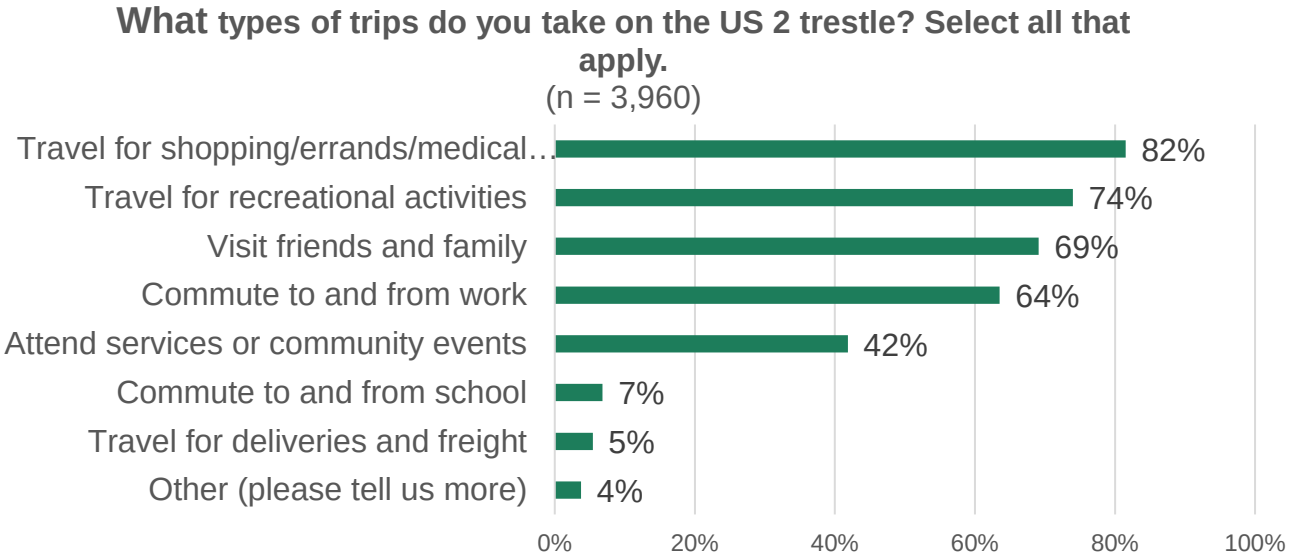
- 3,964 user survey responses
- 140 online form comments
- 5 voicemail comments

# Most respondents live in Lake Stevens, Snohomish, Marysville, Everett, or Granite Falls



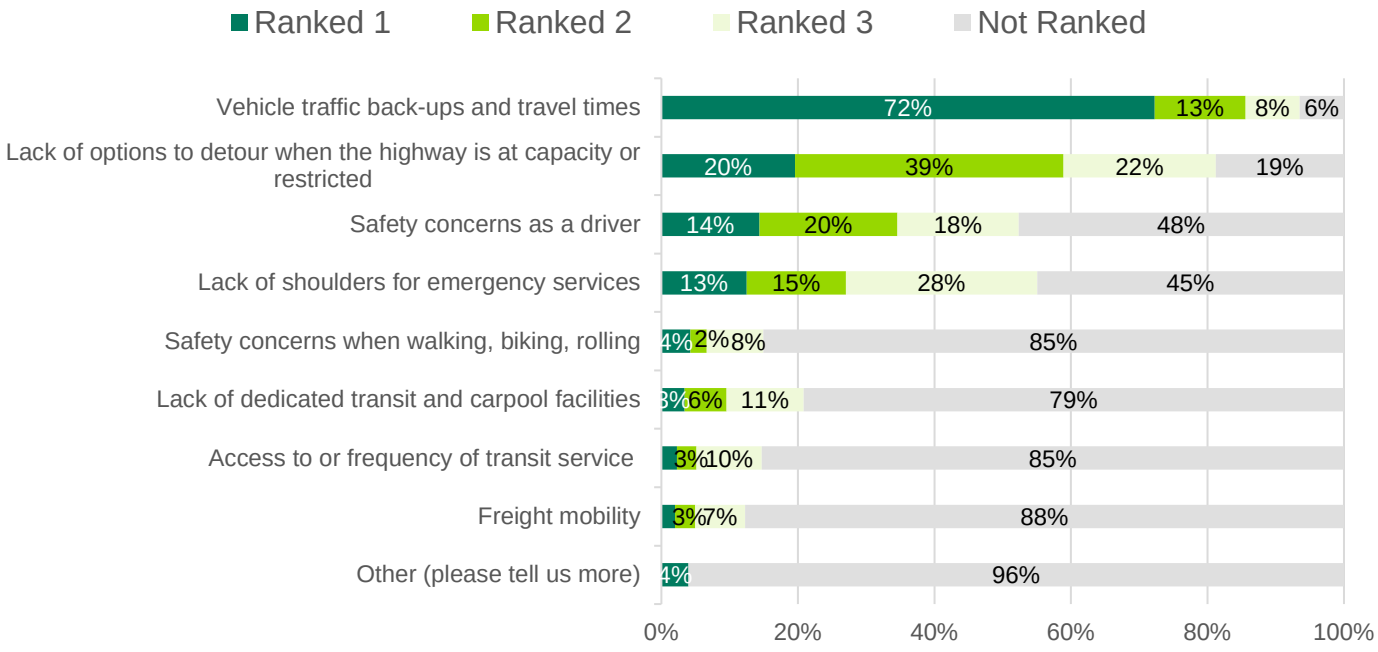

Other responses include: Anacortes, Arlington, Bellingham, Bothell, Camano Island, Duvall, Ebey Island, Edmonds, Gold Bar, Granite Falls, Mt. Vernon, Machias, Mill Creek, Seattle, Shoreline, Smokey Point, Stanwood, Sultan, and Whidbey Island.

# Types of trip vary, but show its more than commuting



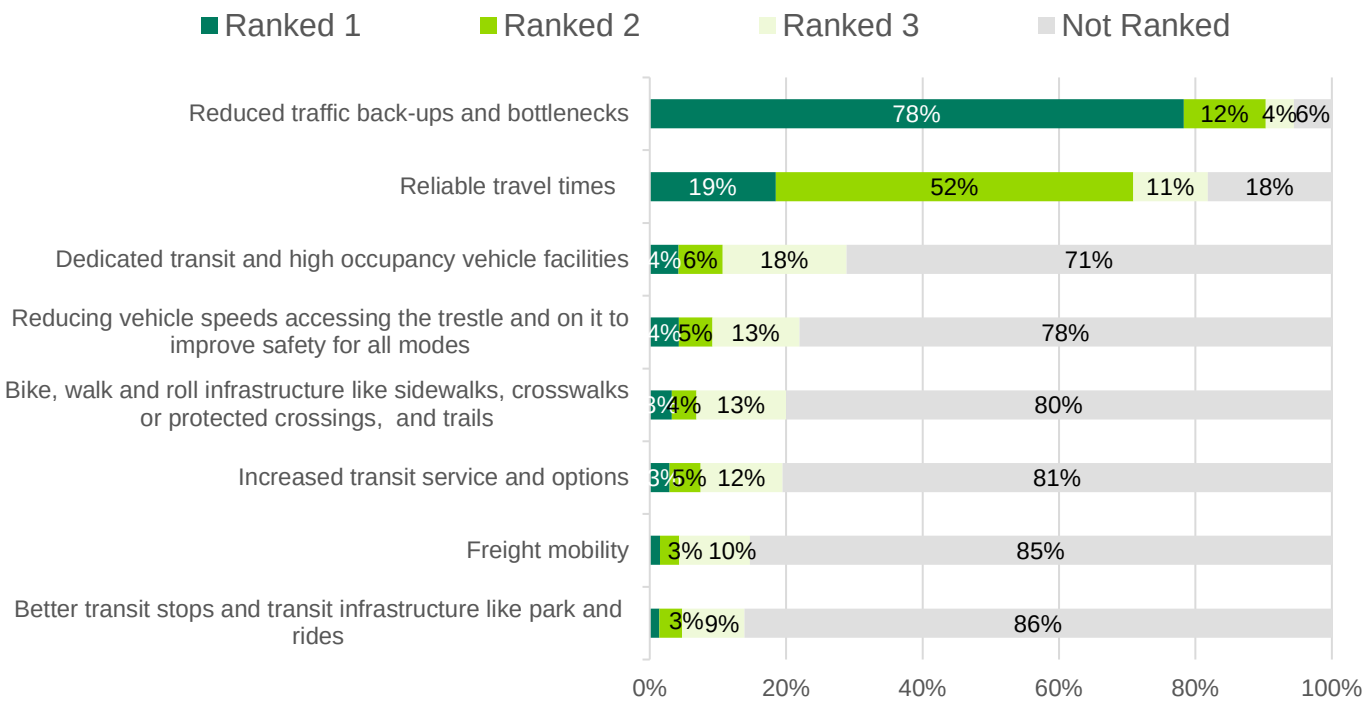
## What are the three biggest challenges when traveling on or near the US 2 trestle? Please rank 1-3, with 1 as biggest challenge.

(n = 3,967)



# What are your top three priorities for improving travel on or near the US 2 trestle?

(n = 3,967)



# Revised Draft NEPA Purpose and Need: Purpose statement

**Current version, revised with public input:**

The purpose of this PEL Study is to develop long-term transportation solutions connecting to and across the US 2 trestle to improve multimodal mobility, safety and resiliency while equitably serving communities.

**Redline:**

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

# Revised Draft NEPA Purpose and Need: Multimodal Mobility Need statement

**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. **(no change)**
- *Freight* – Recurring bottlenecks affect the reliability of freight truck movement across US 2, which is a designated freight corridor ~~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. **(no change)**
- *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. **(no change)**

# Revised Draft NEPA Purpose and Need: Safety Need statement

**Safety:** Serious injury and fatal crashes are reported on WSDOT facilities in the preliminary study area. **(No change)**

# Revised Draft NEPA Purpose and Need: Resilience Need statement

**Resiliency:** The ~~westbound~~ US 2 trestle, ~~lacks resiliency, which presents~~ which is identified as a primary transportation facility and critical asset, needs improvements to enhance the resilience of the statewide transportation system and to reduce the ~~a~~ risks of disrupted travel ~~on this critical route~~.

- Seismic resilience – The structures that comprise the US 2 trestle, including its east and west connections, do not meet current seismic design standards.
- Asset management – WSDOT needs to achieve and sustain a state of good repair for the US 2 trestle and reduce related lane closures that can limit or disrupt both directions of travel.
- Climate and natural hazard resilience – The US 2 trestle, which is identified as a highly critical asset for travelers and freight, needs to maintain its function during extreme weather events.
- Operational resilience – The US 2 trestle requires improvements to support and enhance safety for WSDOT staff and properties and to improve response and recovery from incidents.

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

# Resiliency Need statement

# Concurrence Point 2 Memorandum

- Documents the process to develop the draft NEPA Purpose and Need statements
- Attachments to the memo include:
  - Existing and Future No Build Transportation Conditions Memorandum, including the Transportation Methods and Assumptions Memorandum
  - Preliminary Study Area Limits and NEPA Purpose and Need Statements Memorandum
  - Transportation System Resiliency Need Supporting Data Memorandum

# Evaluation Framework

# Refresh on Evaluation Framework

***Concurrence Point #1***

***Concurrence Point #2***

Pre-Screening

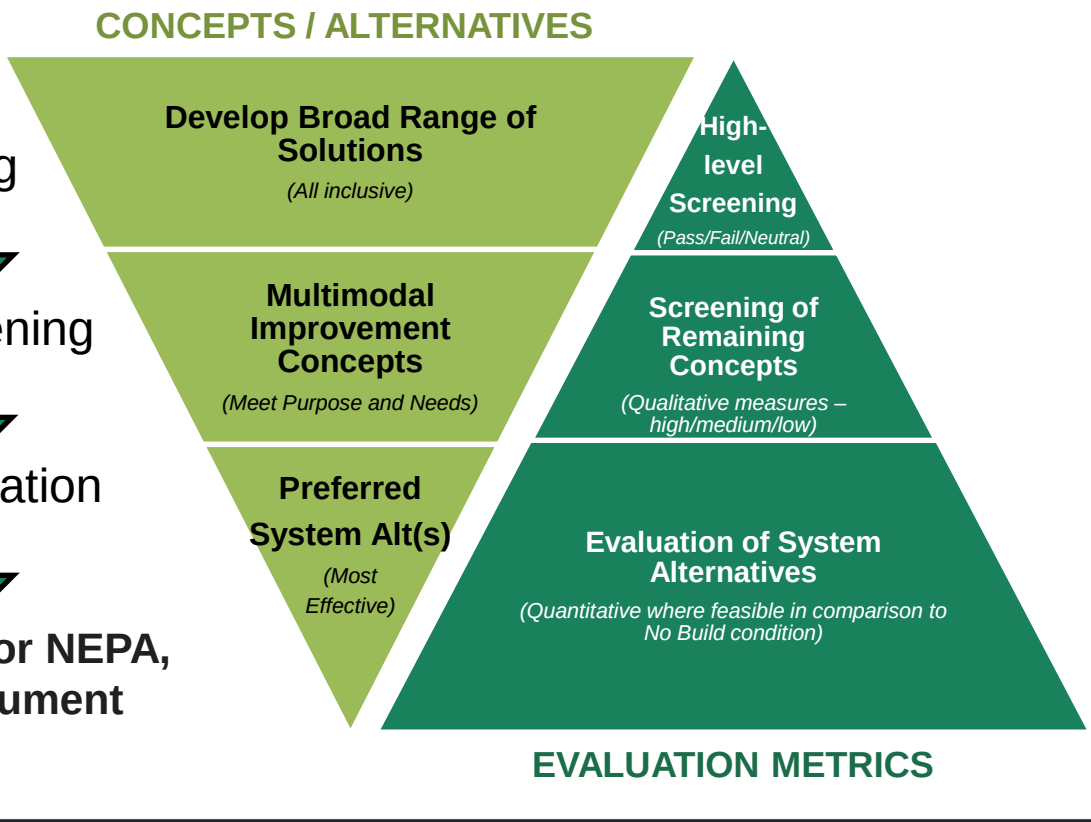
Level 1 Screening

Level 2 Evaluation

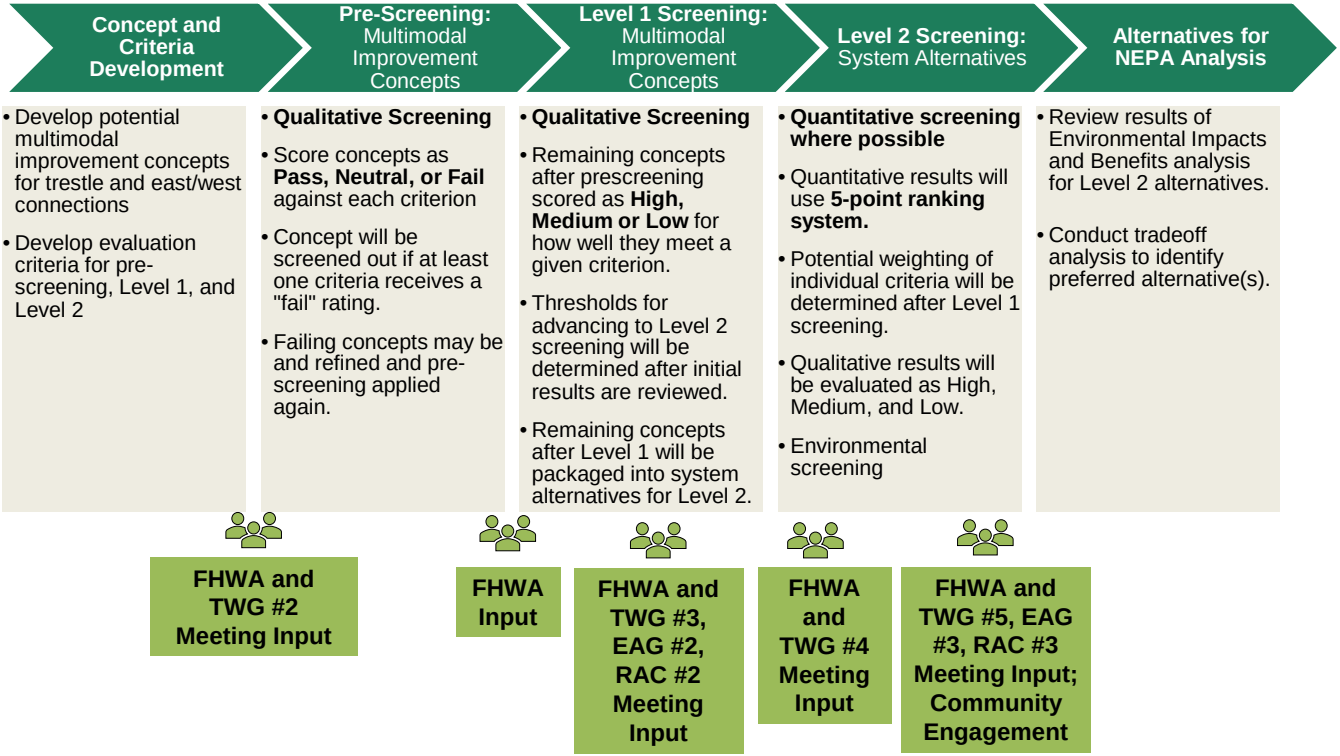
***Concurrence Point #3***

**Alternative(s) for NEPA, PEL Study Document**

***Concurrence Point #4***



# Draft Evaluation Process



# Draft Pre-Screening and Level 1 Evaluation Criteria - Multimodal Mobility Need

| Need Statement Topic | Pre-screening | Level 1 - Multimodal Improvement Concepts |
|---|---|---|
| **Multimodal Mobility: Vehicles** | • Improves conditions for general purpose vehicles to, from, and/or across the US 2 Trestle, without degrading other modes. | • Results in similar or lower general-purpose vehicle delays compared to No Build to, from and across the US 2 trestle.<br>• Improves general-purpose vehicle reliability in the corridor.<br>• Increases person throughput through the corridor.<br>• Provides transportation benefits to vulnerable populations and overburdened communities. |
| **Multimodal Mobility: Freight** | • Improves freight mobility to, from, and/or across the US 2 Trestle. | • Results in similar or lower delay for freight vehicles to, from and across the US 2 trestle.<br>• Improves freight travel time reliability in the US 2 trestle corridor. |
| **Multimodal Mobility: High Occupancy Vehicles (HOV) and Transit** | • Improves mobility for transit and HOVs to, from, and/or across the US 2 Trestle. | • Reduces transit/HOV delay compared to general purpose traffic and to No Build.<br>• Improves transit system accessibility and connectivity.<br>• Improves transit travel time reliability for routes using the US 2 trestle corridor.<br>• Improves corridor person throughput for the peak periods. |
| **Multimodal Mobility: Active Transportation** | • Improves active transportation connections and safety between local active transportation networks and the trestle.<br>• Provides safe and continuous active transportation facilities across and/or under the US 2 Trestle. | • Provides new or improved active transportation connections between local active transportation networks and the trestle.<br>• Provides continuous active transportation facilities across and/or under the US 2 Trestle. |

# Draft Pre-Screening and Level 1 Evaluation Criteria - Safety Need

| Need Statement Topic | Pre-screening | Level 1 - Multimodal Improvement Concepts |
|---|---|---|
| **Safety** | • Provides improvements that generally improve safety conditions for vehicles.<br>• Likely improves safety conditions for pedestrians and/or bicycles. | • Provides improvements that likely improve safety conditions for motor vehicles in terms of sight distance, design standards (merge lengths, etc.) and reduction of conflict points.<br>• Improves safety for active transportation travel to/from and across and/or under the US 2 Trestle based on the following:<br>o Provides improved visibility for bike/ped modes.<br>o Improves safety of active transportation access to transit facilities. |

# Draft Pre-Screening and Level 1 Evaluation Criteria (Resiliency Need)

| Need Statement Topics | | Pre-screening | Level 1 - Multimodal Improvement Concepts |
|---|---|---|---|
| Resiliency | Seismic | • Improves seismic resilience of trestle | • Improves seismic resilience of corridor |
| | Asset Management | • Improves the state of repair for facilities in the corridor | • Level of improvement to corridor infrastructure, with particular focus on how well it meets roadway, stormwater and structural design standards |
| | Climate and natural hazard | • Improves the ability of the US 2 trestle to maintain its function during extreme weather events | • Improves ability of transportation corridor to maintain function during future climate change or natural hazard events |
| | Operational | • Improves the ability of WSDOT staff and properties to safely respond to incidents and eliminates or reduces operational recovery time | • Likelihood of lane closures for incident response and recovery<br>• Provides safe space for response teams to operate in<br>• Ability of concept to affect the reduction of log jam occurrences under the bridge(s) across Ebey Slough |

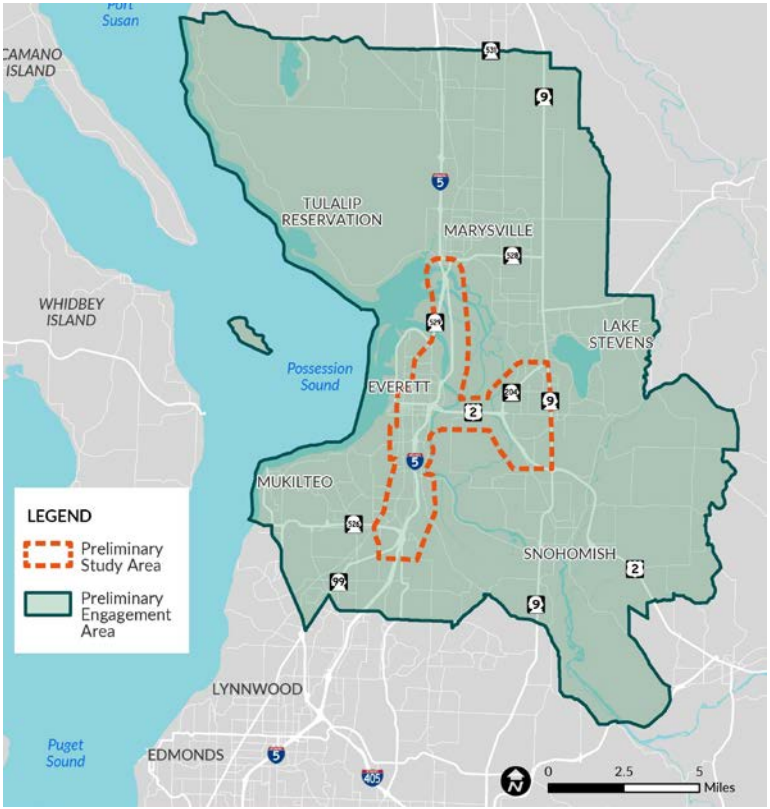
# DISCUSSION

*(Comments by 9/27/24)*

# Concept Review

# Building on recommendations

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



# Year 2050 system assumptions

Roadway

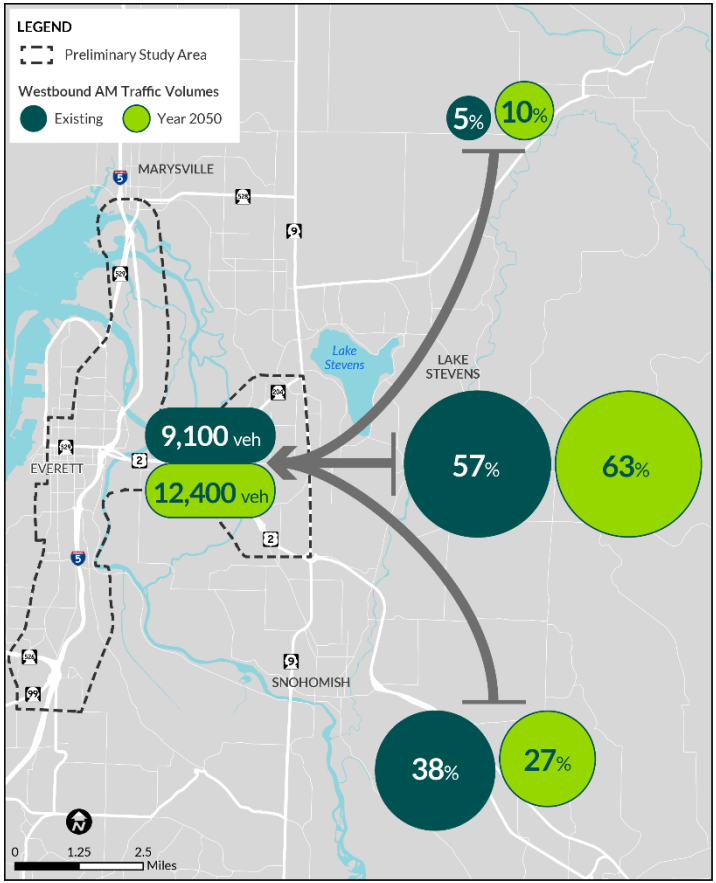
- Trestle in No Build configuration (Existing)
- SR 529 Completed
- SR 526/SR 527 projects open
- 20th Street widening from Cavalero Rd to US 2

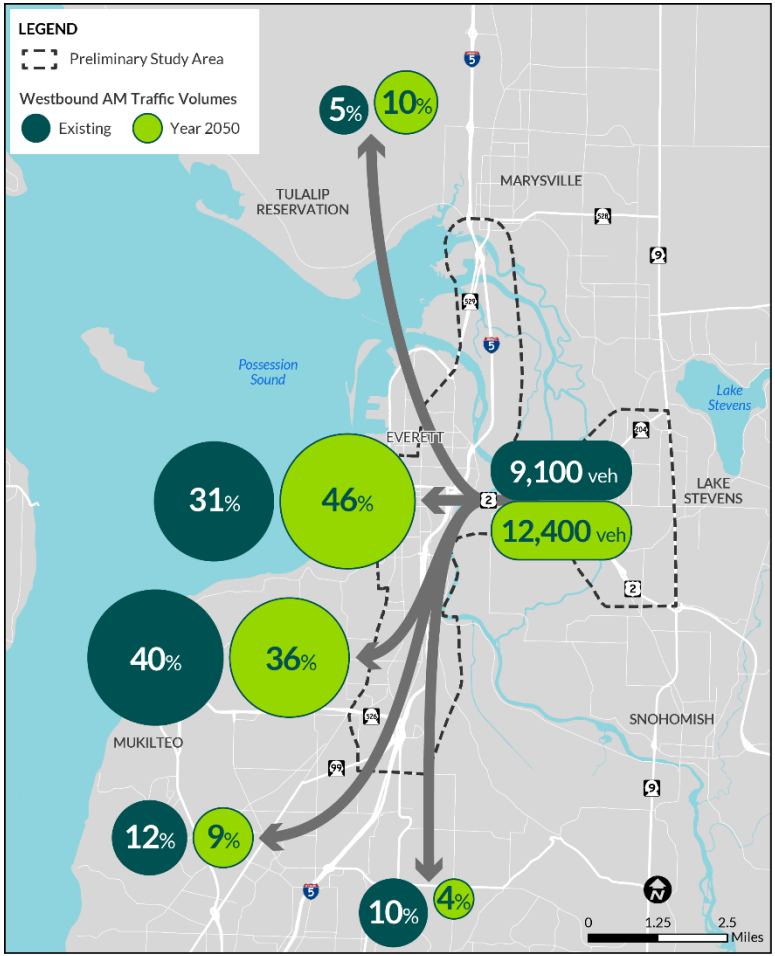
Transit

- 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 trip origins

- 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 trip destinations

- 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

# Recurring traffic bottlenecks AM peak (Westbound)

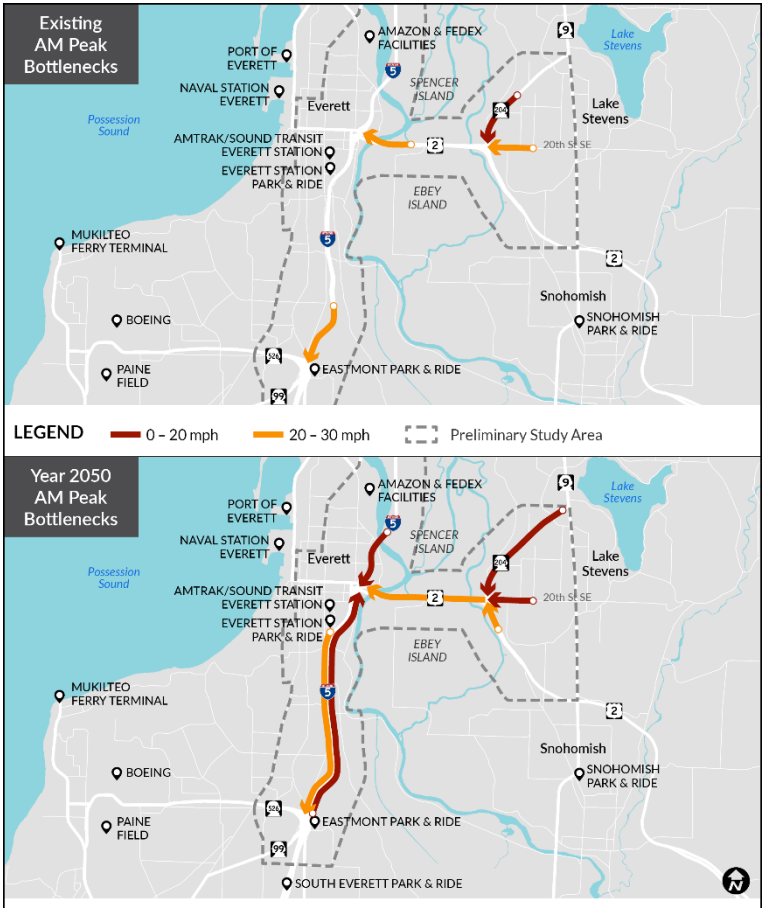
**Bottleneck locations:**

- 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)

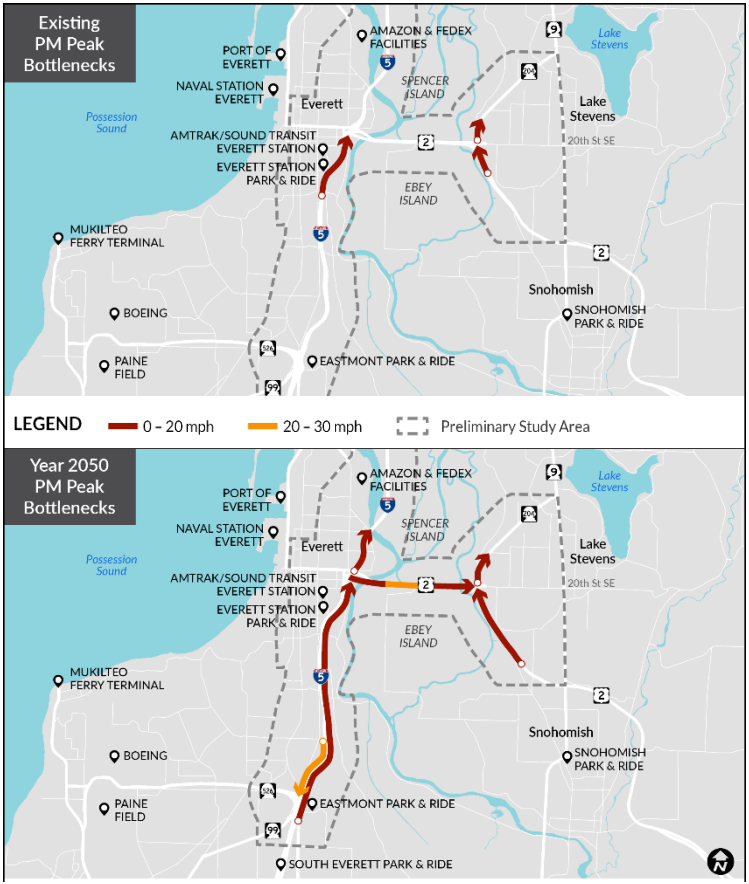
**Bottleneck locations:**

- 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)



# Key considerations

- WB US 2 trestle is functionally obsolete
- Traffic bottlenecks
- Freight
- HOV and transit
- Bike/ped
- CT preference for WB HOV/transit lane and Everett Transit Station
- City of Everett preference to separate traffic

# Transit workshop results

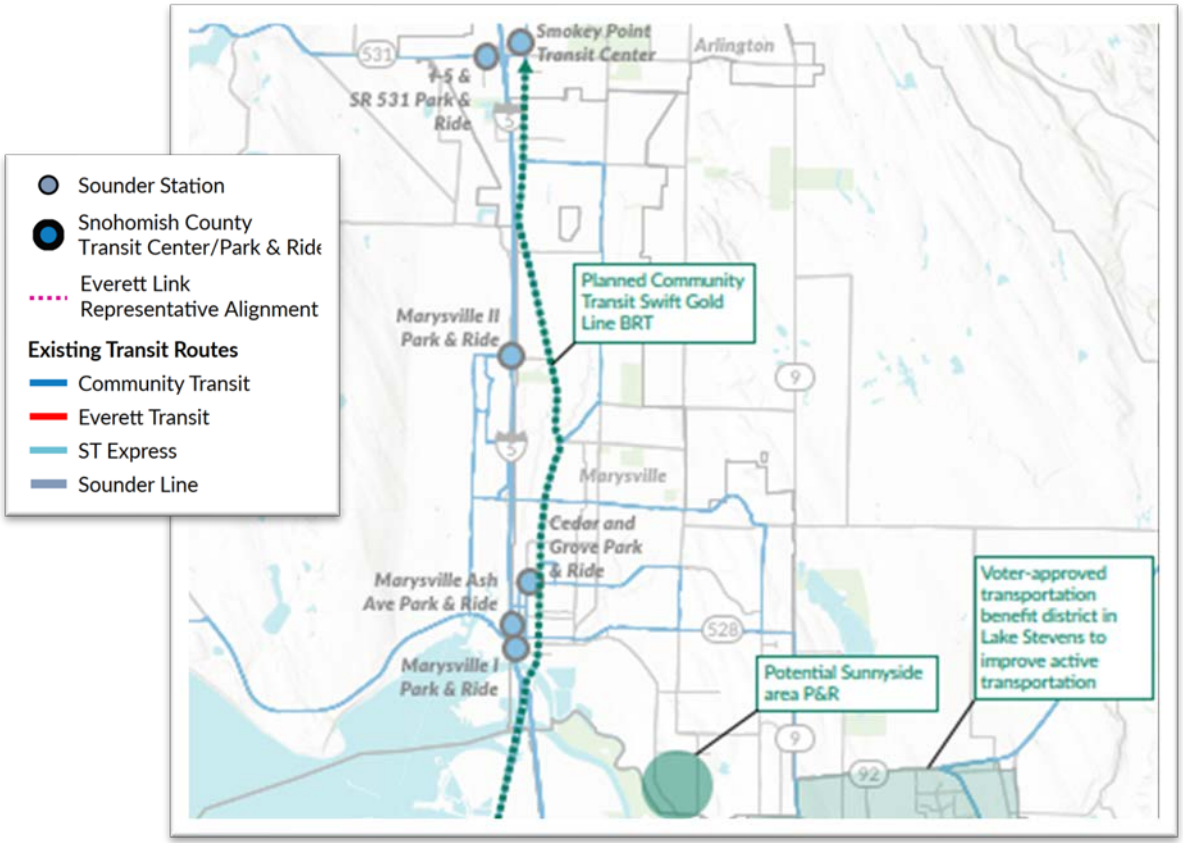
**Transit**

- First/last mile
- Service headways
- Priority at interchanges
- Schools
- Park & Ride lots

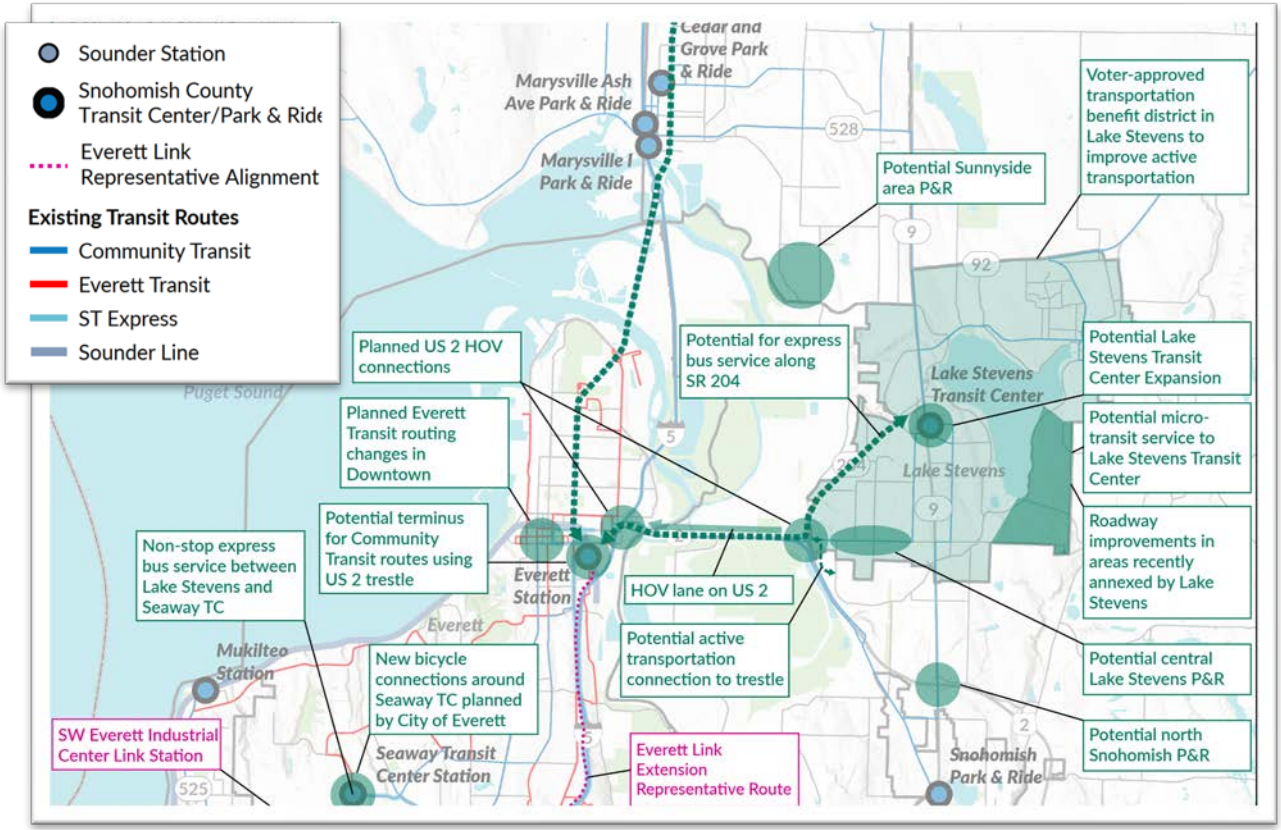
**Vanpool/Shuttle/Microtransit**

- Vanpools to major employers
- Point to Hub service
- Microtransit pilot
- Employee shuttles

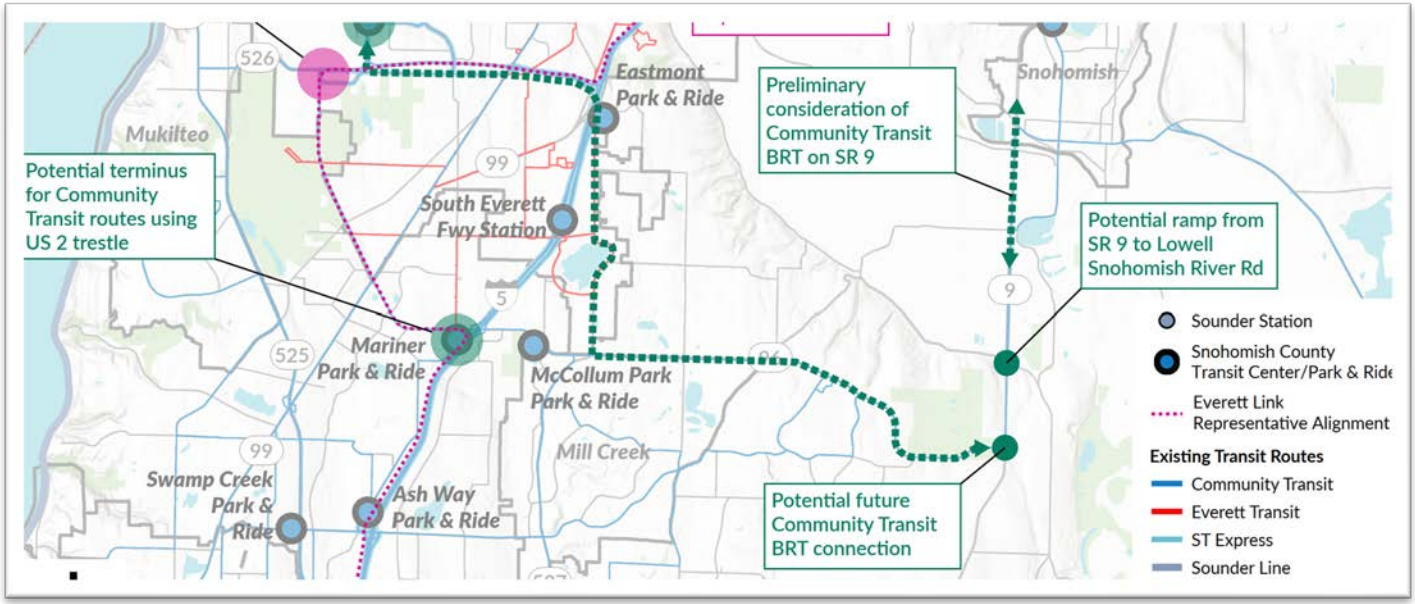
# Transit workshop results (North)



# Transit workshop results (Central)



# Transit workshop results (South)



# Active transportation workshop recap

**Purpose**

- Discuss opportunities for connectivity between new trestle and key destinations

- Brainstorm and outline preliminary connectivity concepts

# Key destinations

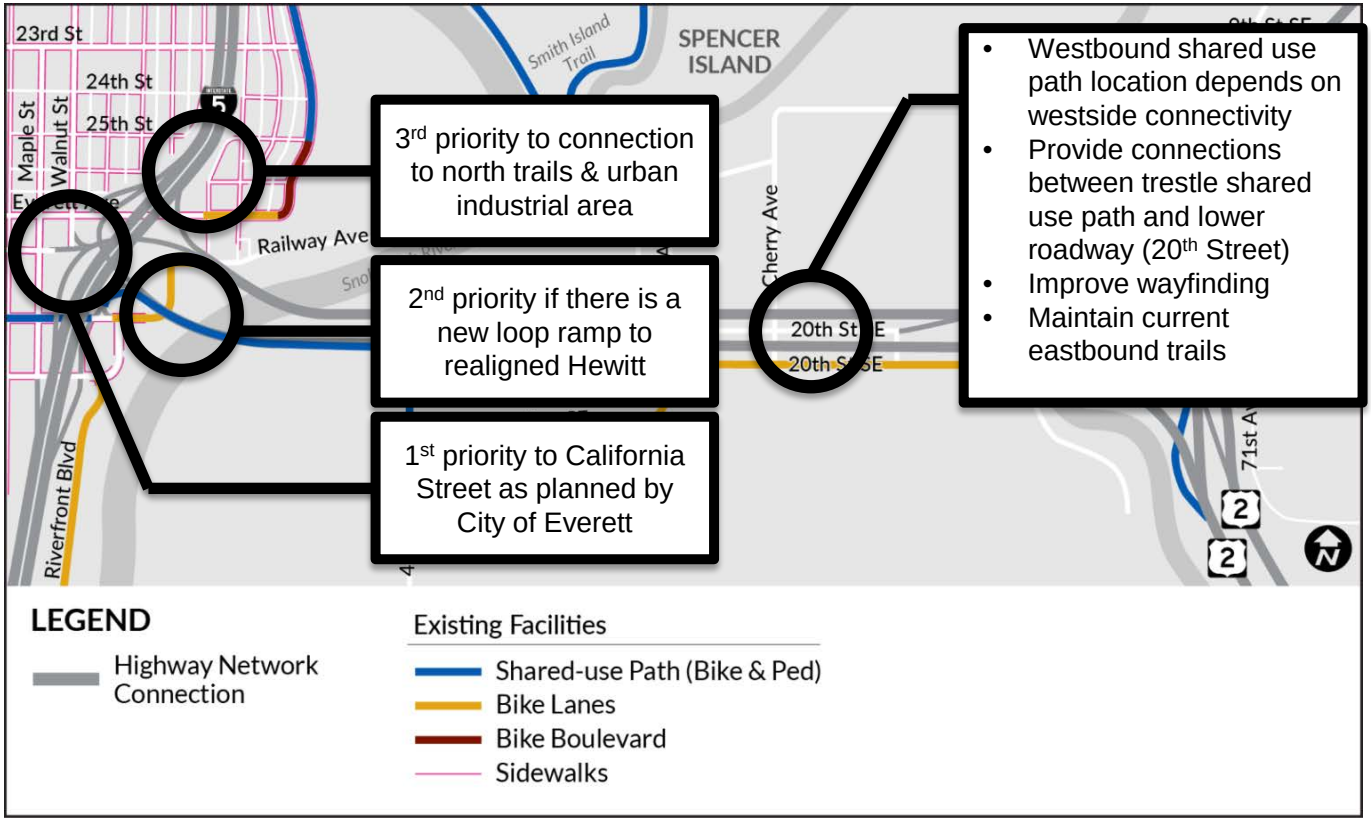
**West side**

- Everett Station
- Everett College
- Angel of the Winds Arena
- Downtown Everett
- Providence Medical Center
- Waterfront/Port of Everett
- Industrial areas/Boeing
- Regional/riverfront trails
- Aquasox
- County campus/courthouse/PUD
- Naval base
- Residential areas

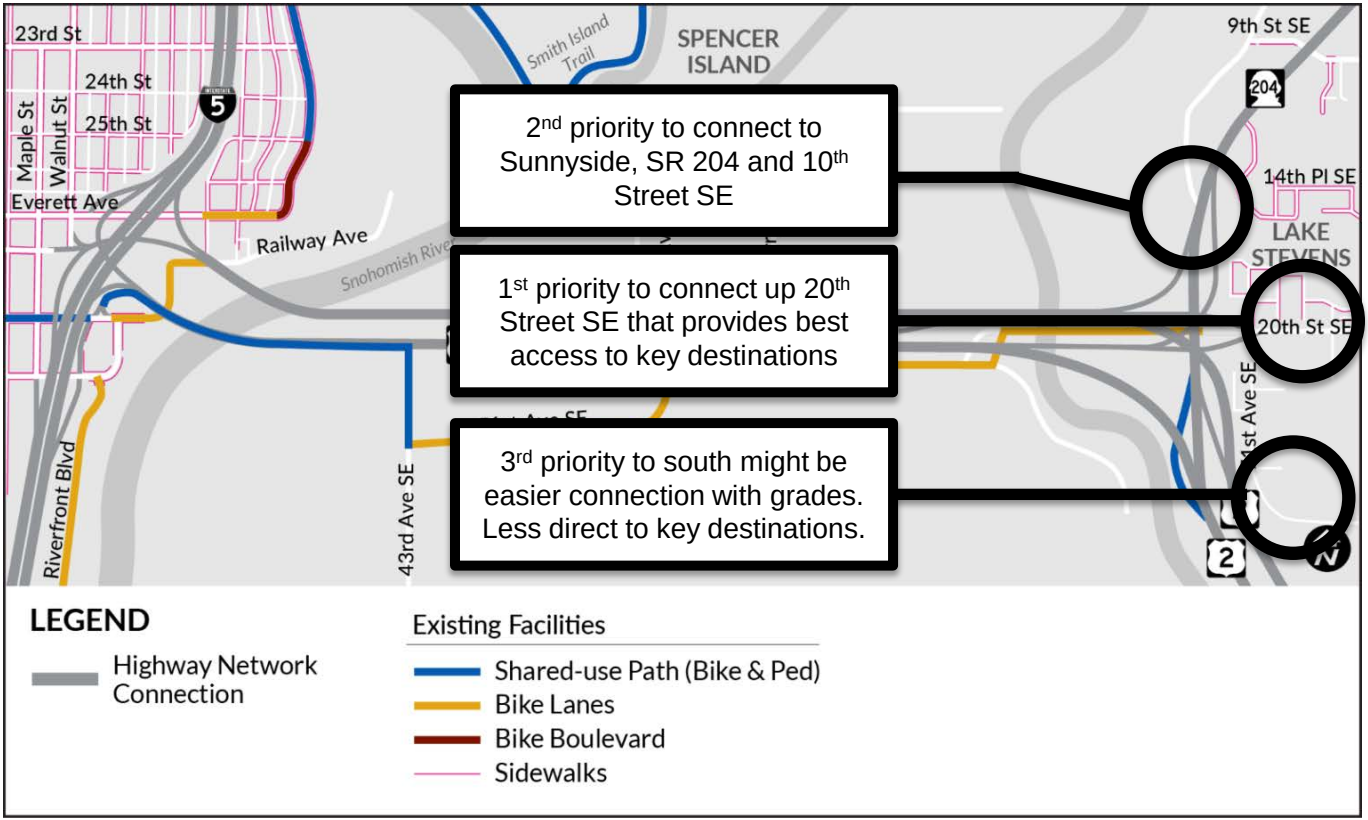
**East side**

- Centennial Trail
- Downtown Lake Stevens/ Snohomish/Monroe/Granite Falls
- Fairgrounds
- Prison
- Flowing Lake/Lake Roesiger
- Trailheads
- Frontier Village
- Wildlife refuge(s)
- up 20th Street SE
- Cavalero State Park
- Residential areas

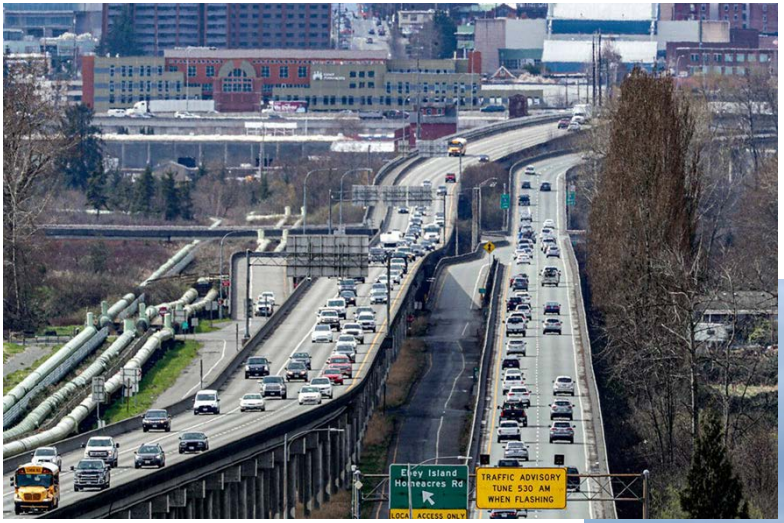
# Active transportation concepts - West side & trestle



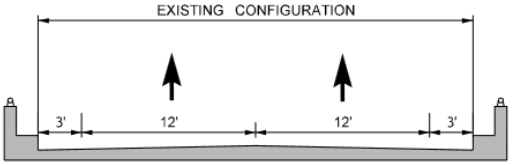
# Active transportation concepts - East side



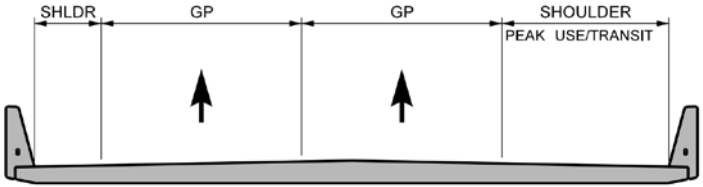
# Roadway concepts - Trestle



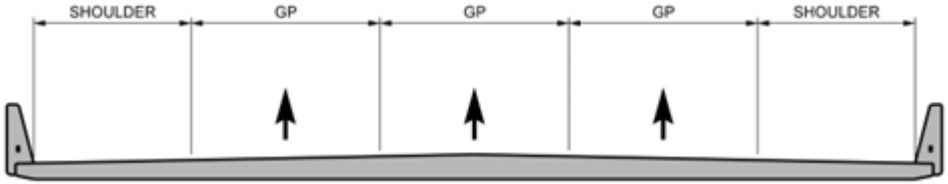

# Roadway concepts – Trestle WB




- No Build
- TW1 – 11’ lanes, 2’ inside and 8.25’ outside shoulders

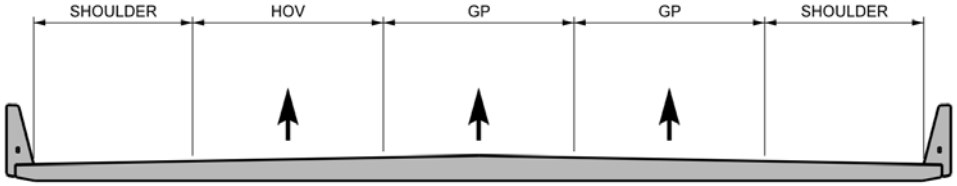



- TW2 – 2 lanes, peak use/transit shoulder

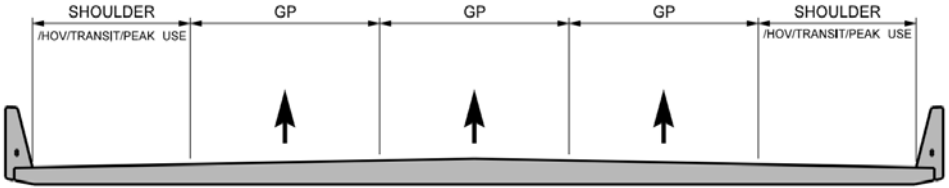



- TW3 – 3 GP lanes

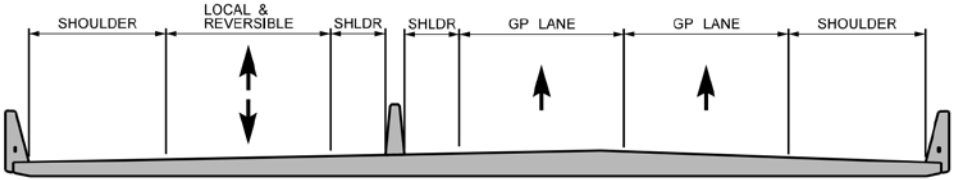
# Roadway concepts – Trestle WB (continued)




- TW4 – 2 GP lanes, 1 HOV lane



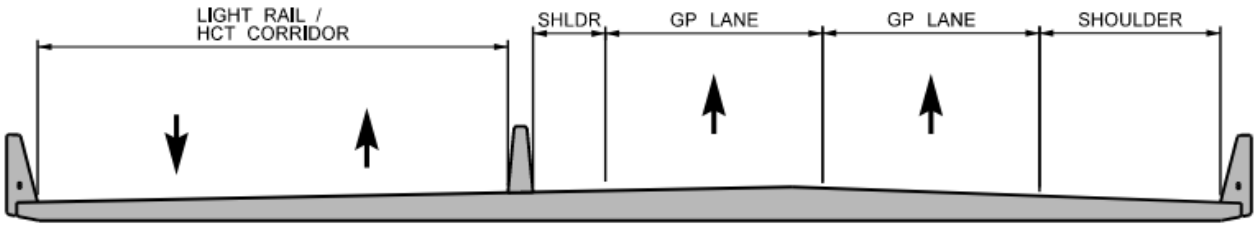

- TW5 – 3 GP lanes, 1 Peak use HOV/ transit shoulder



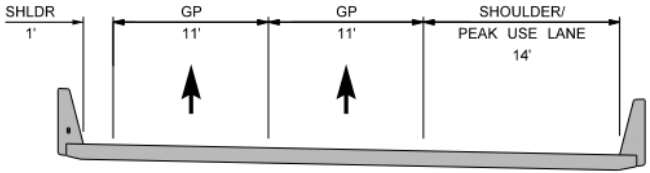

- TW6 – 2 GP lanes, 1 reversible HOV/transit lane

# Roadway concepts – Trestle WB (continued)

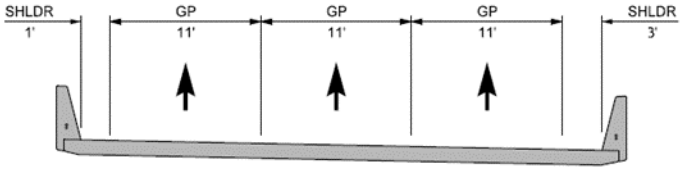
- TW7 – 2 GP lanes, Light Rail/HCT corridor



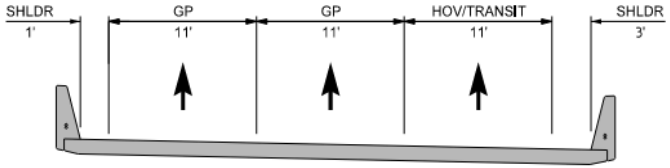
# Roadway concepts – Trestle EB



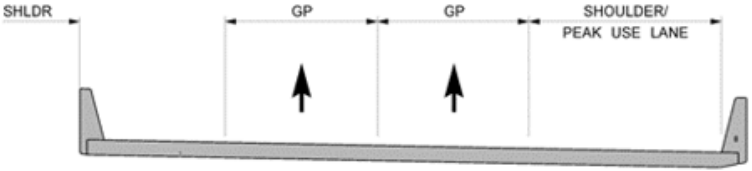

- No Build
- TE1 – 2 GP lanes, Peak use HOV/Transit shoulder




- TE2 – 3 GP lanes

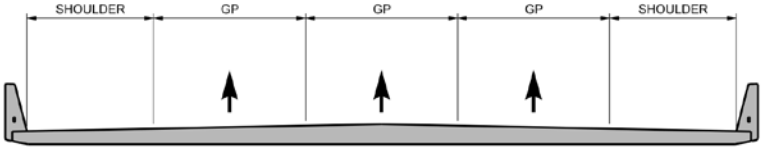



- TE3 – 2 GP lanes, Full time HOV lane

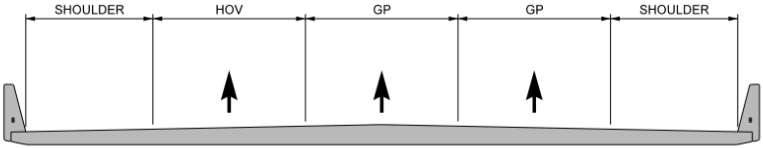



- TE4 – New structure 2 GP lanes, Peak use Transit shoulder

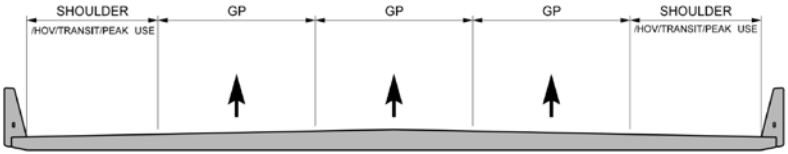
# Roadway concepts – Trestle EB (continued)




- TE5 – New structure, 3 GP lanes




- TE6 – New structure, 2 GP lanes, 1 HOV lane




- TE7 – New structure 3 GP lanes, Peak use HOV/Transit shoulder

# Introduction for breakout groups

- 2021 PEL
- City of Everett Interchange Planning Study
- US 2 Trestle Capacity Improvements & WB Trestle Replacement Project Team

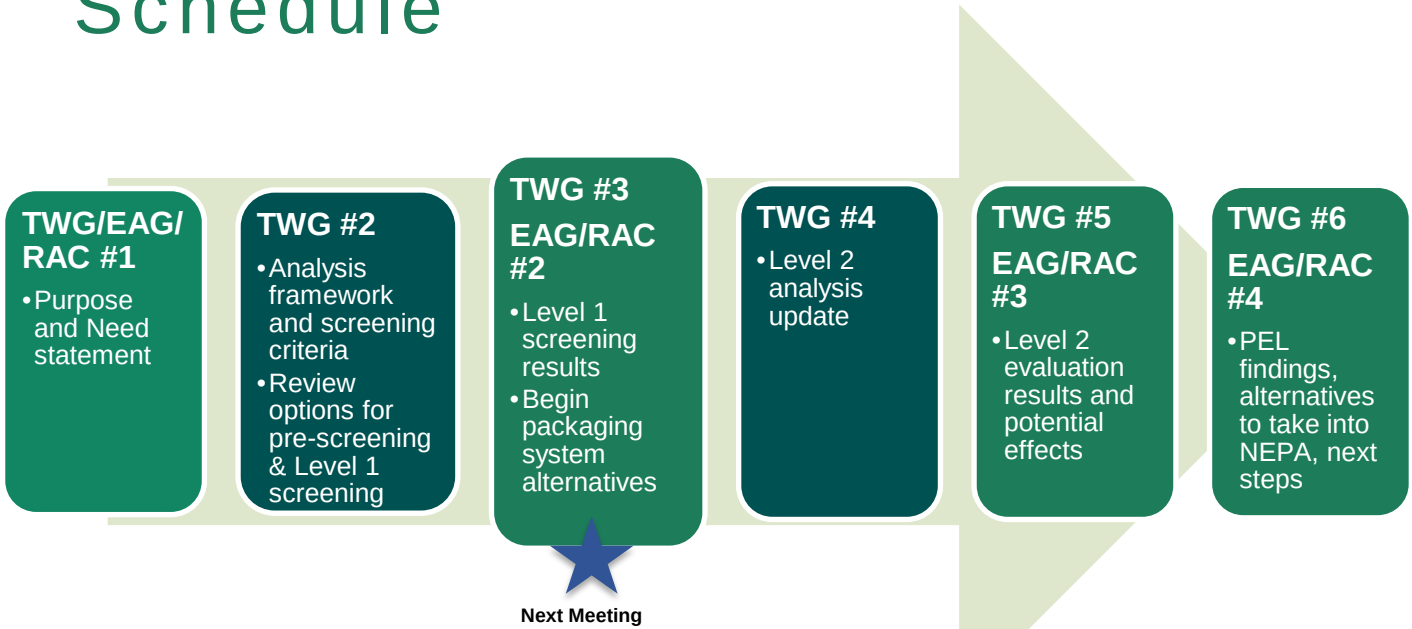
# Break

Form breakout groups

# Breakout Groups: Study area east/west concepts

# Next Steps

# PEL Committee/Group Meeting Schedule




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

# Thank you!

**Send comments/questions to:**

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**Meeting materials posted on the study website:**
https://wsdot.wa.gov/construction-planning/search projects/us-2-trestle-capacity-improvements-westbound-trestle-replacement