



CITY OF EVERETT Transportation Advisory Committee

TRANSPORTATION ADVISORY COMMITTEE

Thursday, February 19, 2025

8:00 a.m. – 9:45 a.m.

Microsoft Teams Virtual Meeting

In attendance:

Members

Stephen Fickenscher
Danielle Wilkins
Sonja Bodge
Dan Evans
Vinh Ngo
Mark Cole
Jeff Valluzzi
Matthew Frazier

Staff

Corey Hert, Public Works
Sabina Araya, Transit
Tom Hood, Public Works
Kathleen Baxter, Public Works
Scott Bader, Council
Gerardo Magallanes, Public Works
Michael Brick, Public Works

Guests

Jean Carrillo
June Schober

Meeting called to order at 8:01 a.m. by Stephen Fickenscher.

- M/S/P: January minutes approved.

ANNOUNCEMENTS & REQUESTS FOR FUTURE AGENDA ITEMS

- The Chair introduced a time-management prompt system using green, yellow, and red cues (90 seconds, 60 seconds, stop) to keep reports on schedule.
- Request for Planning Department presentation on transit-oriented development and urban tree canopy.
- Presentation on Leading Pedestrian Intervals and signal-coordination improvements scheduled for September/October.
- Concern about driver behavior near Hawthorne Elementary; flashing beacons will be installed and are expected to improve traffic safety compliance and enforcement.
- Request for signing improvements to prevent drivers running over trees in medians on East Marine View Drive; Alberto Vasquez is coordinating tree replacement with Parks. A crash analysis will be conducted.
- Request for safety improvements at the northbound I-5/41st Street off-ramp; the ramp is WSDOT jurisdiction but concerns about safety and lighting will be relayed. Pavement marking improvements coming this spring.
- Presentation by WSDOT’s Dongho Chang is scheduled for May/June.
- Inquiry about how much additional service a 0.3% Everett Transit sales-tax increase would fund; matching Community Transit’s sales-tax of 0.9% would generate roughly \$310 million, equivalent to ten years of current annual operation costs.
- Concern about equity of sales-tax increase; Everett Transit indicated willingness to explore alternatives such as property taxes or vehicle tab fees, noting each has tradeoffs. Sales tax remains the only stable revenue source large enough to support long-term growth.

ENGINEERING REPORT

- Port Gardner Storage Facility: Site work and mobilization is underway. Construction expected to continue through most of 2027.

- PGSF Conveyance: This project will install two large-diameter sewer and stormwater pipes along West Marine View Drive, with significant traffic impacts expected. Bid opening is scheduled for next week, and a Notice to Proceed is on track for April. Construction will pause during the FIFA events in June.
- Reservoir 3: Phase 1 has reached substantial completion. Phase 2 currently is in design.
- Edgewater Bridge: Nearing completion. Concrete deck placements underway. Bridge planned to open to traffic in April, with final completion to follow.
- Freight Mobility Phase 2: Aims to improve the freight route between I-5 and the Port, with design kickoff scheduled and construction anticipated in 1.5 to 2.5 years, including intersection improvements and replacement of asphalt with more durable concrete pavement on West Marine View Drive using state funds.
- California Street Pedestrian Bike Project Phase 2: \$1.2 million in federal funds obligated through PSRC for design. Consultant onboarding next. This project complements the east-of-Broadway segment still seeking construction funding. Completing the west side Phase 1) is expected to strengthen competitiveness for future corridor funding.
- Swift Gold Line: Community Transit is currently in the alternatives analysis phase. City is reviewing 10% design concepts. Key questions surround center-running lane configuration, left-turn storage, ridership effects, and compatibility with local Everett Transit bus service.

TRAFFIC ENGINEERING REPORT

- SS4A:
 - Speed Management Plan: Preparing a Request for Qualifications to hire a consultant.
 - Active Transportation Plan & Evergreen Way Safety Plan: Federal agreement steps are underway for the \$1.2 million award, with work to begin once FHWA agreement is in place.
- 2026 Overlay:
 - East Mukilteo Boulevard/41st Street from Dogwood/Olympic to Rucker
 - 19th Street Broadway to Summit and Summit to East Marine View Drive
 - Grandview Avenue from Federal to Friday
 - Elk Hill Drive edge-lane segment
 - Friday Avenue from 41st to Clinton Place
 - Wetmore Avenue from Pacific to Everett Avenue
 - Railway Avenue from Harrison Avenue to 26th Place
 - Evergreen Way from Highway Place to 52nd Street

POLICE REPORT

- Motorcycle officers are focused on issuing citations in areas with frequent complaints and traffic violations that lead to preventable crashes. Early-year trends include four fatalities and collisions so far, half the amount that occurred in 2025.
- The department has three trained motorcycle officers, and a fourth may be added soon.

TRANSIT REPORT

- Mall Station Re-Opening: New platform has opened, postponed due to December flood event. Operator and customer feedback has been positive, and the old station has been turned over for demolition as part of the mall transformation.
- Operations Facility Feasibility Study: Three site options are being evaluated, with public

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outreach and a full presentation to the TAC planned for April, and council recommendation by June. The six-year Transit Development Plan will follow in the summer.

AGENDA ITEMS

- Item 1: Introduction of New Members
 - Welcomed new members Jeff Valluzzi and Matthew Frazier to the TAC committee.
 - Valluzzi, an Everett resident since 2016, brings over a decade of CAD and GIS experience on major regional projects, including I-90 and Sound Transit Light Rail, along with extensive commuting experience and a strong interest in improving local transportation.
 - Frazier first came to South Everett in the late 1990s while serving in the Navy, returned in the early 2000s, and has lived here since. He brings a background in medical-device engineering and an interest in learning more about City operations and contributing to community improvements.
- Item 2: Everett Transit Long Range Plan: Connecting Everett in 2045 – Informational Briefing and Discussion, Sabina Araya, Everett Transit
 - This 20-year plan outlines how the transit system will grow to support population and job growth, improve mobility, and align with citywide goals.
 - Planning began in 2023, paused for the City’s Comprehensive Plan update, and resumed in 2025. Public feedback prioritized more frequent service, stronger regional connections, and improved safety, particularly at stops and stations.
 - Ridership grew sharply from 2022-2024 and increased another 30% in 2025, stabilizing at 1.7 million annual trips. 2023 is the baseline year.
 - To meet projected growth, the plan calls for a 25% increase in service hours and frequency, expanded evening/weekend service, and integration with light rail in 2037 and 2041, supporting up to 4 million annual trips by 2045.
 - Two microtransit pilot zones are proposed where fixed-route service is expensive, with 3,500 service hours allocated and 5,000 trips anticipated annually. Additional public engagement will occur during design phase.
 - Fleet will maintain a 50/50 electric-hybrid mix, based on lessons learned from early electric buses. Nine new hybrid buses are scheduled to arrive in 2028. The fleet plan balances emission goals with operational resiliency.
 - Capital priorities include replacing/relocating the Operations & Maintenance Base due to inadequate storage for buses and charging stations, as well as ongoing upgrades to shelters, lighting, safety, charging systems, and technology.
 - A structural funding gap persists. While COVID-era funding and Climate Commitment Act revenues have stabilized finances temporarily, they are not long-term solutions.
 - Everett Transit currently collects 0.6% sales tax, below the 0.9% cap for city transit agencies. A 0.3% increase, assumed for a 2030 vote, effective 2031, would fund growth and improve grant competitiveness. Without new revenue, service is sustainable through 2038 with potential cuts around 2032.
 - Potential future consolidation with Community Transit remains a policy discussion separate from this plan.
 - Implementation timeline:
 - Maintain service through 2030
 - Potential sales-tax vote in 2030, with implementation in 2031

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- Launch microtransit in 2032
- Add service ahead of light-rail openings in 2037 and 2041
- Achieve full growth network by 2045
- A revised version of the plan will be presented to TAC next month for recommendation before going to Council on March 25 for adoption.
- Item 3: Freight traffic on Everett streets - Informational Briefing and Discussion, Corey Hert and Tom Hood, Public Works
 - Truck traffic in Everett serves the Port, the Southwest Industrial Center including Boeing, Riverside Business Park, Naval Station Everett, Smith Island industries, and major distributors such as Cadman, U.S. Foods, Safeway, and Walmart.
 - Delivery traffic from Amazon, UPS, FedEx, and other last-mile carriers has grown sharply over the past decade and now generate more neighborhood complaints.
 - The Freight Mobility Study Phase 2 and the Everett Freight Access & Mobility Study identified 17 projects to improve freight movement and safety.
 - Residents frequently report noise, dust, pollution, safety concerns, and trucks cutting through residential streets traffic, especially along East Marine View Drive.
 - Although professional freight drivers have lower crash rates than the overall driving public, the risk of more severe crashes with pedestrians and cyclists remains a concern.
 - Freight movement and corridors are measured by the state's Freight & Goods Transportation System classifications (T-1 through T-5) and the City's street classifications. Large trucks are not permitted to park in residential zones but can use most streets unless they are posted weight-restricted.
 - The City tries to keep freight on major routes, especially West Marine View Drive, by supporting regional projects that shift industrial traffic to I-5, including routing Smith Island trucks through the new interchange.
 - Oversized loads require special permits and may need escorts, night travel, slow speeds, or bridge loading safety checks.

Adjournment: 9:41 a.m.

Next Scheduled Meeting: March 19, 2026