Point Defiance Bypass Project

Executive Advisory Team

Ron Pate
Cascades High Speed Rail
Program Manager

Larry Mattson
Environmental Manager

September 9, 2010

Washington State
Department of Transportation

Program Update

- Memorandum of Agreement with BNSF Railway
- Early work starts/possible projects
- FRA Coordination

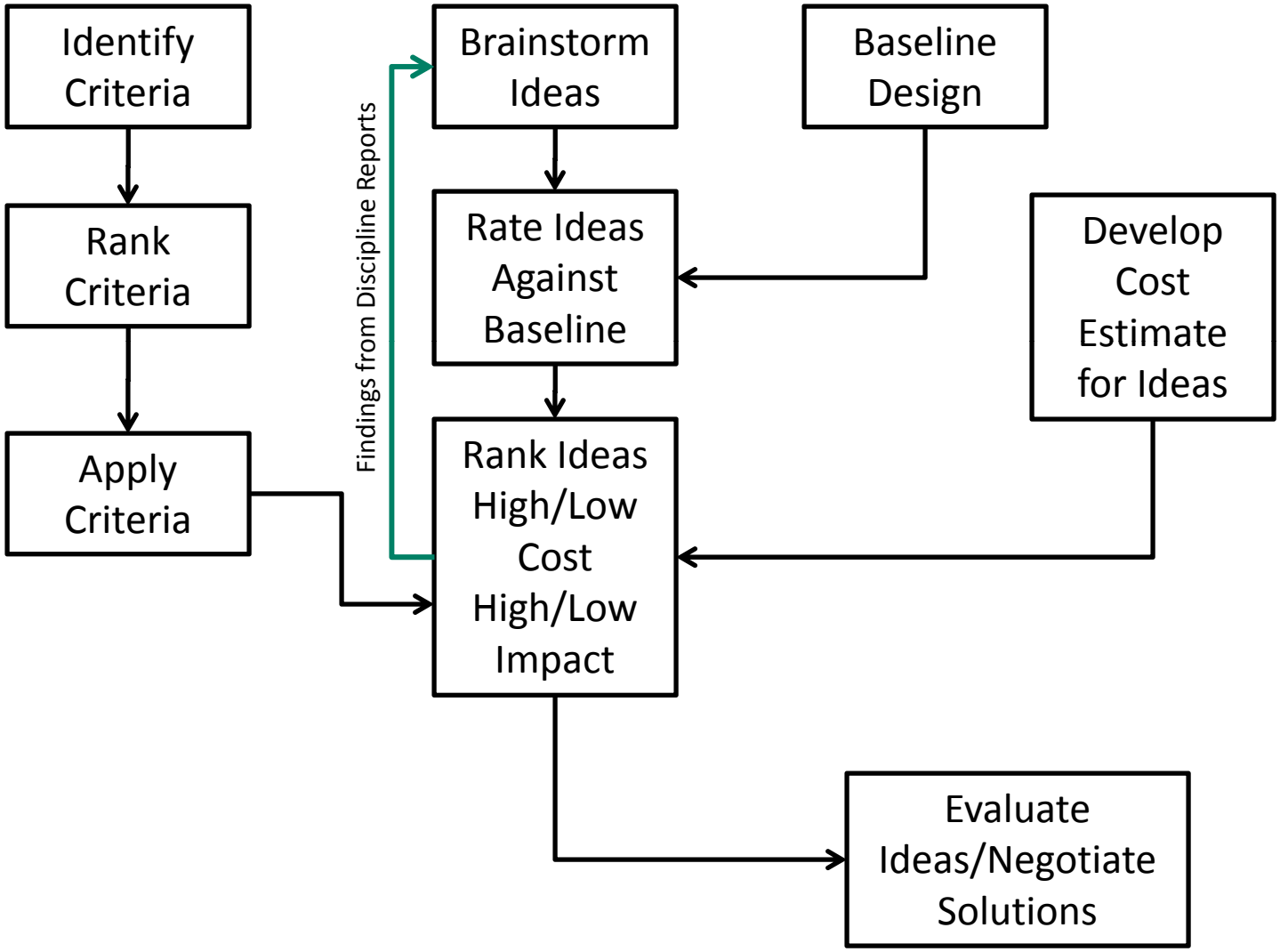
Point Defiance Bypass Public Outreach

- City council presentations
  - Lakewood – Sept 20
  - DuPont – date pending
  - City of Tacoma – date pending
- Regional Access Mobility Partnership RAMP
  - date pending
- Tacoma Farmer's Markets – Sept 12 and 16

Technical Advisory Team

- Process flow chart
- Performance attribute matrix
- Idea brainstorming progress
- Alternatives
  - Shoreline Technical Memo
  - “Greenfield”/new alignment
- October Technical Advisory Team meeting
  - Grade separation session

Pt. Defiance Advisory Team Idea Evaluation Process



PERFORMANCE ATTRIBUTE AND REQUIREMENT DEFINITIONS *Point Defiance Bypass*			
Standard Performance Attribute	***Description of Attribute***	***Baseline Design***	***Rating***
Improve Safety	An assessment of the safety aspects of the project, including rail line, pedestrian and grade crossings. Operational considerations include rail and traffic signalization compatibility and interconnectivity, as well as reducing the potential for conflict between and within modes.		
Improve Main Line Rail Operations	An assessment of rail operations and safety on the rail-line facility(s). Operational considerations include level of service relative to the 20-year rail traffic projections, geometric considerations such as design speed and sight distance, freight and passenger rail uses, and forward compatibility to accommodate system expansion and growth. At a minimum this segment must meet FRA performance outcome requirements in order to qualify for funding.		
Improve Local Transportation Operations	An assessment of traffic operations and safety on the local roadway infrastructure. Operational considerations include level of service relative to the 20 year traffic projections; geometric considerations such as design speed, sight distance, lane widths; bicycle and pedestrian operations and access, transit compatibility, forward compatibility, accommodating system expansion and growth, and accommodating alternate mode performance specifically minimizing pedestrian, bike and local traffic conflicts. Specific areas of interest are at all road crossings, including Camp Murray gate, 41st Division gate, and DuPont Gate.		
Improve Interstate Operations	An assessment of traffic operations and safety on the interstate highway, including interchanges, off and on ramps, and collector-distributor roads. Operational considerations include level of service relative to the 20-year traffic projections as well as geometric considerations such as design speed, sight distance, lane and shoulder widths, forward compatibility, and accommodation of system expansion and growth.		
Reduce Construction Impacts	An assessment of the temporary impacts to the public during construction related to traffic disruptions, detours and delays; impacts to businesses and residents relative to access, visual, noise, vibration, dust and construction traffic; environmental impacts. This includes shortening project schedule.		
Reduce Environmental Impacts	An assessment of the permanent impacts to the environment including noise, vibration, land-use compatibility, socioeconomic impacts(i.e., environmental justice, business, residents, schools), ecological (i.e., flora, fauna, air quality, water quality, visual) impacts to cultural, recreational and historic resources.		
Reduce Risks	An assessment of the identified risks of the project.		

PERFORMANCE ATTRIBUTE MATRIX

Point Defiance Bypass

Which attribute is more important to the project?							TOTAL	%
Improve Safety	**A**	A	A	A	A	A	6.0	28.6%
Improve Main Line Rail Operations		**B**	B/C	B/D	B	B	4.0	19.0%
Improve Local Transportation Operations			**C**	C/D	C	C	4.0	19.0%
Improve Interstate Operations				**D**	D	D	4.0	19.0%
Reduce Construction Impacts					**E**	F	1.0	4.8%
Reduce Environmental Impacts						**F**	2.0	9.5%
							21.0	100%

Idea Evaluation Matrix

NOTE: This list is a result of a brainstorming session. These ideas are subject to review and determination of feasibility, and do not represent commitments on behalf of WSDOT or any local jurisdiction in the project area. This content represents only a partial list of ideas discussed at the Aug. 26 meeting. The ideas listed at the end of this document are those remaining on the flip chart that were not defined and entered into the evaluation matrix during the meeting.

Idea		Improve Safety	Improve Mainline Rail Operations	Improve Local Transportation Operations	Improve Interstate Operations	Reduce Construction Impacts	Reduce Environmental Impacts
1	Grade Separation – rail vertically separated from all roadway/rail conflicts						
2	Noise Walls – separate tracks from populated areas						
3	Landscaping – as noise/visual mitigation						
4	Building Retrofits – i.e. noise tight windows						
5	Bike/Ped Connections – connect Tillicum and Woodbrook neighborhoods to each other						
6	Bike/Ped – Completing partial networks in existing communities						
7	Bike/Ped – Improved parallel bike/ped facility						
8	Bike/Ped grade separations						

RANKING SCALE: 1 – 10

1 – Negative impact/decrease from baseline 5 – No change to baseline 10 – Best possible improvement from baseline

- **Next Meeting**
  - Thursday, October 7 at 10 a.m.
  - Pierce Transit's Rainier Room