

Point Defiance Bypass Project



Mitigation Ideas – by category

Traffic

- WSDOT should analyze traffic impacts in terms of delays at all crossings throughout the corridor.
- Focused traffic analysis for 6 intersections:
 - Bridgeport and I-5;
 - Bridgeport and Pacific Highway;
 - North Thorne Lane and I-5;
 - Berkeley Avenue and Union Avenue;
 - Berkeley Avenue and I-5.
- Rail should upgrade traffic signal timing to set up “flush” patterns.
- WSDOT Rail should install new traffic signals at known, warranted intersections (i.e., Steilacoom Blvd and Durango Street) where LOS shows that increased rail traffic will impact existing traffic flow.
- WSDOT Rail should examine all intersections that could be impacted by rail activity even if not adjacent to railroad ROW (i.e., Steilacoom Blvd and Durango; 100 St and 47th Ave; 108th St and Halcyon Rd).
- Proposed elimination of left turns out of Halcyon Rd onto 108th will force neighborhood to use Montgrove Ave. as major ingress/egress.
- Neighborhood traffic calming measures should be considered.
- Timing of rail operations should be discussed in the EA. Where appropriate, City would like train schedules modified to reduce level of impact.
- WSDOT Rail Division shall monitor rail impacts to ensure that roadway segments and intersections remain at an acceptable LOS, but in no case shall the improvements negatively affect existing intersections.

Noise and Vibration

- EA should assess the impacts of noise from increase in Amtrak rail traffic, including assessment of noise pollution on property values and general nuisance factor of noise to residences and recreational areas along the railroad ROW.

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- Evaluate decibel levels of trains to see whether they meet acceptable standards.
- Fully analyze all noise and vibration impacts in the EA, and include commitments to mitigate noise and vibration impacts.
- Establish Quiet Zone Designations and install all related improvements through the City.

Safety

- WSDOT Rail should develop an extensive pedestrian rail safety management plan in consultation with the City.
- Install vandal-resistant fencing or barriers along any remaining at-grade portions of the alignment.
- WSDOT Rail should provide a pedestrian path connecting the Tillicum and Woodbrook neighborhoods with the rest of the City.
- WSDOT Rail should support Lakewood's efforts to obtain grant funds to construct the rail bridge over the tracks to the Sound Transit Rail Station.
- WSDOT Rail should construct a grade separation of all the tracks at each crossing.
- WSDOT should construct a new two-lane southbound connector road southwest of the railroad tracks between Gravelly Lake Drive and North Thorne Lane (currently in design, but unfunded).
- WSDOT should construct a new North Thorne Lane and I-5 interchange (part of Cross Base Highway, but unfunded).
- Include schedules and timing of rail operations, and where appropriate, train schedules should be modified to reduce level of impact during peak commute and traffic flow periods.
- Consider integration and/or incompatibility with other regional transportation, commuting and transit proposals and plans within the region. Include WSDOT and Pierce County roads/highways divisions, local transit authorities, and other impacted agencies in the EA process.
- Consider additional safety measures, such as fencing or barriers, to separate rail and adjacent uses. Also consider Comprehensive Plans and known development activities adjacent to project area.

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- Increased public participation and outreach effort to ensure concerns of interested parties are addressed.
- Operational analysis for each crossing shall review the use of wayside horns, gates, and medians to promote crossing safety and mitigate noise.
- Investigate and mitigate the safety concerns that the tracks are located next to two elementary schools with a chain link fence as the only separation.
- The EA should investigate and report to the district conclusions and recommendations for the replacement of an elementary on Southgate Elementary property that will support a student population of 650 students.

Other

- Identify the integration and /or incompatibility of the Pt. Defiance Bypass Project with other existing transportation, commuting, and transit proposals affiliated with PSRC Plan, Sound Transit, and Pierce Transit.
- Prepare a written Public Participation Plan.
- Incorporate the PSRC Public Participation Plan.