Point Defiance Bypass Project

Washington State Department of Transportation

Amtrak CASCADES®

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

9	Bike/Ped improvements at existing at-grade crossings						
10	Bike/Ped Connections – connect Tillicum and Woodbrook neighborhoods to rest of Lakewood						
11	Emergency response plan for accident on or near the tracks or derailment						
12	Fencing – Physical barrier between tracks and neighborhoods to protect ROW and limit access.						
13	Signal timing – to move traffic through the crossing to minimize backups before trains come through crossings						
14	Signal coordination - to minimize congestion associated with the rail crossings						
15	Signal modifications – adding phases to clear tracks or reducing congestion						
16	Signal synchronization area wide to optimize traffic flow for congestion and safety						
17	Low vibration track – technology to minimize noise vibration						

RANKING SCALE: 1 – 10

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

18	Quiet Zone – As defined by FRA to avoid horns; examine corridor to see where they can be established						
19	Zero-emission train engines – examine current technology for reduction of emissions and engine noise						
20	Wildlife Connections and Intermittent Green Decks – to facilitate wildlife passage in the form of under or overcrossings or lids						
21	Education/Awareness program motorized and non-motorized – Pre-campaign, campaign as it nears completion, and post-operational campaign						
22	Active warning at crossings such as a VMS, noise, or reader boards when someone stops on the tracks						
23	Operation Lifesaver program implementation especially targeting schools						
24	As traffic queue control through use of RR crossing arms activation						
25	As traffic queue control through use of queue-cutting						

RANKING SCALE: 1 – 10

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

	traffic signals at the grade crossings						
26	Traffic Enforcement – coordination of local law enforcement to reinforce education						
27	Prioritize commuter and intercity passenger trains over freight trains						
28	Minimize freight train use						
29	Redevelop local roadway system – explore and evaluate with all partners to provide opportunities for secondary arterials to I-5 to reduce traffic across the rail crossings						
30	Improve interchanges long term – Pursue jointly acceptable solutions with other on-going solutions for I-5 problems						
31	Improve interchanges in the interim – to minimize congestion related to rail traffic						
32	Coordinate train schedules to avoid conflicts with peak hour traffic						
33	Consolidate at-grade crossing locations where possible						

RANKING SCALE: 1 – 10

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34	Possibly slow trains down in areas near residences, schools and high pedestrian traffic						
35	Acquire properties immediately adjacent to the mainline to mitigate noise and disruption						
36	Evaluate need for new signal to improve traffic patterns						
37	Safety management plan ensuring maintenance along the right of way to keep fences maintained and debris/vegetation clear.						
38	Routine surveillance by rail operator for the presence of illegal encampments.						
39	Add left turn at Halcyon and 108th to improve traffic flow						
40	Traffic mitigation – detail to be added at completion of the traffic report in 2011						
41	Post project construction review of the traffic mitigation measures to see if there are changes that need to be made						
42	Coordinate WSDOT traffic study with other area traffic studies (JBLM, Camp Murray						

RANKING SCALE: 1 – 10

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

	and other stakeholders)						
43	Add Wayside Horns in locations near sensitive land use areas according to FRA guidance						
44	Review changes that occurred as a result of trains coming through communities like Puyallup and Kent.						
45	Add medians to prevent vehicles from going around the crossing arms						
46	Install noise walls, barriers or grade separation at or near schools						
47	Install flashing lights at crossings where not already indicated in the baseline						
48	Install where appropriate, crossing gates that keep motorists and pedestrians from bypassing the gates						
49	Coordinate with utility providers on potential impacts to existing utility lines						
50	Conduct surveillance using cameras at certain grade crossing locations to monitor potential incursions into the crossing area.						

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