

Point Defiance Bypass Project Executive Advisory Team – Meeting Notes

Date: February 3, 2011
Time: 1 - 2 p.m.
Location: Lakewood City Hall, 3rd Floor Conference Room
Attendees: Dave Bugher, City of Lakewood
Andrew Neiditz, City of Lakewood
Kevin Dayton, WSDOT
Eric Beckman, Sound Transit
Dawn Masko, City of DuPont
Dean Moberg, FHWA
WSDOT Project Team: Ron Pate, Dave Smelser, Larry Mattson, Dianna Lahmann

Welcome

Program Update

WSDOT Rail is still working with the FRA to sign agreements to get federal funds obligated to the state.

Public Outreach Overview

Within the last year the project team has conducted public outreach and briefed more than 30 agencies or groups on the Point Defiance Bypass project. The project team put a lot of energy into the Tillicum area of Lakewood, but will be moving on to speak with others affected by the proposed project. The team is scheduled to present to the Steilacoom City Council and another Lakewood neighborhood group in March.

EA Schedule

The EA schedule changed since the last time it was presented to the Executive Advisory Group. The schedule is pushing out due to the high level of detail being included in the technical reports as well as the delay in receiving federal funding. The project team wanted to make sure the group was aware of the current schedule.

Traffic Study

WSDOT is studying traffic at each grade crossing in the project area, between DuPont and Freighthouse Square in Tacoma. More detailed traffic data was presented to the Technical Advisory Group. They expressed concerns about WSDOT's definitions of peak times and requested WSDOT consider a few more intersections and different peak times at intersections previously studied. WSDOT is reevaluating.

WSDOT is also using four intersections for development of conceptual grade separations, to show what grade separations would entail and the resulting impacts: Berkeley St., Bridgeport Way, 56th and 74th.

2030 Traffic Assumptions

WSDOT proposed two assumptions for traffic modeling to the Technical group: a) the SR 704 Cross-base Highway will not be built and b) the Camp Murray gate will remain in the same location.

After discussion with group members it was decided to model traffic both with and without Cross-base being built. The scope, schedule and budget implications of including Cross-base, and to what extent, will be determined.

The Camp Murray gate may be moved by 2030, but it is difficult to model traffic when the final location is unknown. The City of Lakewood is meeting with Camp Murray the week of Feb. 7 to discuss further. WSDOT will delay making a decision on this assumption until more is known about a possible future gate location. Lakewood will follow up with WSDOT regarding the result of that meeting.

Greenfield Technical Memo

This memo will be available by the next meeting. WSDOT is evaluating six new alignments based on suggestions from advisory group members. Dave Smelser showed a map with alignments being studied in the memo. The memo documents reasons why or why not each greenfield alternative should be carried forward into the EA for detailed analysis.

Risk Register

Dave Smelser explained that every WSDOT project evaluates risks. He explained what some identified risks are for the Point Defiance Bypass project and what the project team is doing to mitigate or lessen those risks.

Next Steps

The group will meet again on April 7 at Lakewood City Hall in the 3rd floor conference room.