

**Railroad Quiet Zone  
Citizen Advisory Panel  
Meeting #2  
Notes**

**Location:** Lyle Room. Wells Fargo Bldg  
99 East Broadway, Suite 400

**Time:** 3 pm to 5 pm, December 14, 2015

The Railroad Quiet Zone Citizen Advisory Panel held its second meeting in the Lyle Conference Room.

**Citizen Advisory Panel (Attendees):**

- Sue Wolling (downtown resident, Street Repair Review Panel, cyclist)
- Ron Saylor (west side business owner)
- Larry Deckman (Resident generally interested; alternate for Jonathan Brandt)
- Sherrill Necessary (Downtown Neighbors Association)
- Brittany Quick-Warner (Chamber of Commerce)
- Tom Moseman (Oakshire Brewery, west side business; alternate for Jeff Althouse)
- Casey Barrett (Fifth Street Market, east side business)
- Eugene Organ (Lane Independent Living Alliance)
- Kelsey Weilbrenner (Ya-Po-Ah Terrace, east side residents)
- Bill Randell (Planning Commission)
- Brad Foster (Whiteaker Community Council; alternate for Sam Hahn)

**Citizen Advisory Panel members not in attendance:**

- Jonathan Brandt (residents – at large)
- Jeff Althouse (west side business owner)

**Members of the Public Attending:**

- Sam Hahn (Whiteaker Community Council)
- Doug Partridge (Downtown Neighborhood Association; alternate for Sherrill Necessary)

**City of Eugene Staff Attendees:**

- Mark Schoening, City Engineer
- Rob Inerfeld, Transportation Planning Manager
- Kerry Werner, Project Manager
- Becka Brien, Civil Engineer Intern

**Introduction: Rob Inerfeld**

Rob started the meeting by mentioning Tom Larsen's retirement which means he will no longer be involved in the quiet zone project. He also explained that city staff involved in the quiet zone project feel comfortable with our knowledge of traffic engineering issues related to rail crossings and we will touch base with city traffic operations staff as needed.

**Review Agenda: Rob Inerfeld**

A review of the meeting's agenda was addressed by Rob with acknowledgment of allotted time for questions at the end and the creation of a draft crossing matrix score sheet.

### **Answers to meeting #1 Panel Questions: Kerry Werner**

Kerry addressed two questions that were brought up during last panel meeting. He also announced that Eric Jones, Public Affairs Manager, will start a frequently asked question page that can be accessed on the Quiet Zone web page.

Question 1) What about fencing along the right of way and who will fund this; Union Pacific, UP, ODOT, or the City?

Answer) Kerry discussed this issue with Union Pacific. Talking to Union Pacific, their current financial condition would not allow them to fund or maintain fencing. In doing research, we learned that the California Public Utility Commission (CPUC) regulates fencing along RR right-of-way. It appears that capital to fund new fencing would come from the municipality, and maintenance is by the RR. This will be a topic of further research and discussion with the ODOT Rail Division to determine statutory requirements and practices in Oregon.

Question 2) What authority does Union Pacific have to require the additional crossing closure when relocating an existing crossing?

Answer) Kerry discussed that when moving a crossing, it is given a new DOT number which defines this crossing to be "new". Oregon Revised Statutes (ORS) do not say that we must close a crossing, but both UP and ODOT aggressively encourage a net reduction of at-grade crossings. Additionally, UP owns the land that the City will be asking to purchase an easement over. The requirement to close an additional crossing will be part of the easement sales agreement.

Supplemental question:

- Casey – Is this a change in the requirements from the last time we met?

Answer) No- It has already been negotiated with UP, ODOT and City that it will be a 2:1 deal; closure of the old Hilyard crossing and one other for the new Hilyard Crossing. At the beginning, we thought this was going to be a 3:1 closure for one opening though UP has confirmed that we only need to close only two (the existing 8<sup>th</sup> and Hilyard and one other). Mark – In terms of 8<sup>th</sup> and Hilyard, we only need to close one additional crossing though we could close more for safety and saving of money purposes.

### **Pedestrian/Bicycle Safety Infrastructure in a RR Quiet Zone: Becka Brien**

Becka presented a PowerPoint to the panel addressing the concern of pedestrian safety which is available online under Meeting #2, ending with questions:

- Brittany- Are the injuries/fatalities at the actual crossing or assigned to the nearest crossing?
  - Kerry- Yes I believe that they were crossing related; we will research further to confirm if it was crossing related or railroad trespass related.
- Brad- From the presentation, the idea that law enforcement is important in the implementation of a quiet zone, though from my experience I do not believe this will happen. Why do you believe that law enforcement would help with this?
  - Mark – We can make law enforcement a recommendation through these panel meetings in the implementation of the Quiet Zone.
- Sherrill- Is there statistics of a before and after Quiet Zone regarding pedestrian safety?
  - Kerry- There does not appear to be precise data out there yet. And it does not appear that there a study that statistically shows the use of gates or signals reduces pedestrian injuries and fatalities along a quiet zone corridor. We plan to continue researching this.

- Brittany- If the fatalities/injuries presented in the PowerPoint only address crossings, can we get a number of trespassing fatalities along the Eugene Corridor?
  - Kerry- Yes we will look at the accident investigations and get you that information at the next meeting.

### **Overview of SSM/ASMs for Each Crossing: Kerry Werner**

Kerry presented a PowerPoint on possible SSM and ASM options for each crossing. During his presentation, he and Mark emphasized that closure is a possible option for every crossing but is not shown. Kerry answered questions during the presentation summarizing:

#### Washington Street One way option:

- Sherrill –Why would we not carry this one way to 5<sup>th</sup> street instead of the shown 4<sup>th</sup> Ave?
  - That is a great point and we could easily change the plans to resemble that
- Ron – Stresses that we need to pay attention to what happens to 3<sup>rd</sup> Ave. and 1<sup>st</sup> Ave as this option may increase the traffic for people traveling from River Road to Ferry Street Bridge.
- Brad –Stated that the Whiteaker community does not want more traffic on 1<sup>st</sup> Ave as people already drive too fast and do not respect the existing safety precautions.
- Bill – Discusses his worry in bike riders going northbound on Washington and conflicting with southbound cars trying to turn left onto 3<sup>rd</sup> Ave.

#### Lincoln Street:

- Sue- I thought Lincoln had to be closed?
  - We are showing options to be fair though closure is a potential option as it is for every crossing. Additionally, the Amtrak project that ODOT has in design will require Lincoln to close because the track switching gear will be located in the crossing.

#### High Street 2 Gates with Medians:

- Sam – Stresses the importance of the turn onto 5<sup>th</sup> Ave. going westbound where this option would close that.
- Sue- Emphasized the issue with the closure of vehicle traffic going from 5th Ave. to northbound High Street.
- Brad- Believes that bike riders would make the illegal turn from 5<sup>th</sup> Ave. to northbound High Street.
- Bill- Felt that the median is confusing in this case and the quad gates make sense and do not change current traffic routes.
- Sherrill – What about the New EWEB project and entrance onto High street?
  - It would work out where they would still be able to turn north and south onto High Street. The City plans to work with developer on this future EWEB site development.
- Brittany – I don't think I can make an educated decision without the future plans of EWEB
  - We will get those plans to help with High Street assessment.
- Brittany – Does Federal Rail still have to approve the plans that we accept?
  - Yes. FRA has seen these concepts prior to presenting them to you. They had some comments; we made those changes. Additionally, we plan to ask for informal reviews and input.

#### General Questions:

- Sherrill- What are dome fittings?

- Dome fittings are the ADA truncated domes that are detectable by cane or underfoot to alert people with vision impairments of an approaching street crossing or hazard.
- Brad – Can we get car counts?
  - Yes we are working on getting car counts as soon as possible.
- Larry- Since SSMs are a certainty. And ASMs require FRA approval, why take this gamble?
  - That is true but with our plans we will most likely have at least one ASM crossing, which means we will have to go through this longer process no matter what.

Mark ended the discussion with acknowledging that Lincoln will count as our necessary closure as long as we start our Quiet Zone project before the Amtrak project starts. Also if there is any confusion of symbols or word use among the plans, please email us.

**Draft Crossing Matrix Score Sheet Discussion:** Mark and Rob

Mark explained the matrix to the panel, discussing that this is only a draft and the actual matrix for next meeting will include risk index, vehicle counts, and cost. On the left side of the matrix represents all of the viable options for each crossing with the categories representing value categories of Environment, Economics, and Social; also known as the triple bottom line. The goal of this matrix is to provide a useful tool to help the group to decide on the SSMs or ASMs for each crossing. The measure of rating will be from double negative to a double positive for each column, where a double negative is a fatal flaw.

Questions asked:

- Sue- What about bBike counts?
  - We will add bike counts to crossing that have been counted (Monroe & High, possibly others).
- Brad – How can we define each of these categories
  - We are interested in what you as a panel think the proper definition would be.
- Brad- What about future bus routes?
  - We will give you that information for next meeting.

**Community Outreach:** Rob

Rob discussed that there are three more planned meetings. The next two meetings will be an in depth discussion of each alternative. We anticipate completing five crossings per meeting. After these two meetings and an additional meeting to discuss funding options, we will conduct community wide outreach to get community input on the preferred options. For now, we are continuing to meet and gain input with directly affected stakeholders.

Community outreach forums formulated during panel meeting:

- Follow up with Sam Hahn for the Whiteaker Community Council
- Brittany Quick Warner from the Chamber of Commerce will help with outreach to west end businesses
- Sue Wolling will help us connect with the Downtown Neighborhood Association
- Follow up with Casey Barrett for the Market District Merchants Association
- Follow up with Kelsey Weilbrenner for Ya-Po-Ah Terrace
- Suggestion to reach out to Oregon Social Learning Center and Lane County Jail

**Scheduling Next meeting:** Rob

Rob announced that all future meetings will be scheduled through the online doodle pool. Summarizing that the next two meetings will be an in depth investigation into all 10 crossings with 5 crossings each meeting and the 5<sup>th</sup> meeting will be in discussion into funding of project followed by feedback from community as a whole.

**Questions and Discussion:**

As a group, an interest of cost estimates for fencing is advised.

- Kerry – Discussed plan to walk track corridor to get an estimate of how much fencing is needed and cost.