

**Railroad Quiet Zone
Citizen Advisory Panel
Meeting #3
Notes**

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

Time: 3:00 pm to 5:00 pm, January 12, 2016

Citizen Advisory Panel (Attendees):

- Brad Foster (alternate for Whiteaker Community Council)
- Sue Wolling (downtown resident, Street Repair Review Panel, cyclist)
- Ron Saylor (west side business owner)
- Bill Randall (Planning Commission, east side business)
- Sherrill Necessary (Downtown Neighborhood Association)
- Brittany Quick-Warner (Chamber of Commerce)
- Jeff Althouse (Oakshire Brewery, west side business)
- Casey Barrett (Fifth Street Market, east side business)
- Eugene Organ (Lane Independent Living Alliance)
- Deana Lange (alternate for Ya-Po-Ah Terrace)
- Larry Deckman (alternate for Jonathan Brandt)

Citizen Advisory Panel members not in attendance:

- Kelsey Weilbrenner (Ya-Po-Ah Terrace)
- Sam Hahn (Whiteaker Community Council)

City of Eugene Staff Attendees:

- Mark Schoening, City Engineer
- Rob Inerfeld, Transportation Planning Manager
- Eric Jones, Public Affairs Manager
- Kerry Werner, Project Manager
- Andrea Brown, Engineering Technician

Members of the Public Attending

- Jonathan Brandt (residents – at large)
- Tom Moseman (Oakshire Brewery, west side business)
- Erycka Organ (Lane Independent Living Alliance)
- Doug Gubrud (Imperial Floors)
- Cheryl Monson (CB Simons)
- Doug Partridge (alternate for Downtown Neighborhood Association)
- *One name not recorded (Oregon Wine Lab)

Introduction: Rob Inerfeld

Started the meeting with introductions of panel members, city staff and guests.

Review of Agenda: Rob Inerfeld

Rob reviewed the agenda for the meeting highlighting date and time for the next two Citizen Panel meetings: Monday, February 8th from 3:00pm to 5:00pm and Tuesday, March 8th from 3:00pm to 5:00pm. Rob also pointed out that this meeting and the next will discuss the individual street crossings in more detail. Five of them today and the remaining five next meeting.

Eric explained to panel members that the City website has been updated. Navigation has remained the same, it was essentially an update for access and usability, but bookmarks need to be updated.

Review of Panel Process Timeline and Future Meetings: Kerry Werner

Kerry showed a timeline for the remaining panel meetings and tasks, which concludes in June with a final report to City Council and plans submitted to ODOT, FRA and UP. (Timeline available online as part of the PowerPoint slides).

Kerry/Mark responded to several questions:

- Brad Foster – Had concerns about discussing trespass fencing in March, thinks it needs to be addressed sooner. Explained there are at least six homeless camps in his Whiteaker area that use railroads and crossings as access and through routes. Also had concerns about the type of fencing that will be installed, cyclone fencing gets cut.
 - Kerry – City realizes that trespass fencing requires special attention as part of the Quiet Zone. At this time, it is not known how many gaps in fencing there are along the corridor. The plan is to bring costs and options to the Panel's March meeting. Kerry also stated that cyclone fence is not a viable option to be installed, UP requires a durable, tamper-resistant, vandal-resistant material.
- Sue Wolling – Asked if it was possible to phase or separate the Quiet Zone into (1) construction for vehicles then (2) construction for pedestrians, including the trespass fencing?
 - Kerry – At each crossing, vehicle safety measures need to be installed to obtain FRA approval to silence routine crossing horns. Pedestrian safety measures could be added later to that same crossing, but that would add city cost for an additional review/approval and mobilization of specialized RR construction crews to install the added device (ped gates or ped flashing lights). Fencing can be added later.
- Sherrill Necessary – Asked if it was logical to minimize effort spent on vehicle safety and maximize effort spent on pedestrian and bicycle safety (keeping in mind how much trespass fencing is needed). Can we spend less money on vehicle safety and gates and spend it on pedestrian safety?
 - Kerry/Mark – This is definitely an option we can discuss, might be better to wait and see what funding we get before addressing this question. Additionally, the Panel can make choices for the lower cost crossing options.

Answers to Panel Questions from Previous Meeting #2: Kerry Werner

- What is the plan for the new Amtrak tracks?
 - Kerry – Showed concept drawings of the proposal for a second track added through Pearl Street and High Street, and a switch at Lincoln Street which is why Lincoln will need to be closed with this project. The designs include new platforms and passenger transfers. ODOT estimates the project to cost between \$25-\$30 million. In order to expand and add more tracks they may need to acquire some right-of-way. At this time ODOT only has enough funding for preliminary engineering. (Drawings available to view as part of the PowerPoint)
- What is the plan for the new EWEB Redevelopment?

- Kerry – Showed a Master Plan overview map of the area (available to view as part of the PowerPoint). Plan includes a new access to High Street within the RR Control Zone, and a relocated 8th and Hilyard crossing.

Review of Matrix Tool: Kerry Werner

- Kerry briefly went over the Matrix Tool and how it works, the +/- rating tool, the Average Daily Traffic (ADT) counts which were just conducted from 12/17/15 to 12/24/15 on all but two streets. Mark pointed out that this tool is not something the City is going to collect once the panel members fill it out, the rating scale will not produce an overall consensus on each street, the purpose was just to give the panel members the information needed for each crossing so they could evaluate and keep track of each street option and the data (ADT and cost) associated with each.

Discussion of Individual Crossings: Kerry Werner

- Kerry showed some pictures of what pedestrian gates and emergency swing gates look like.
- Kerry showed a map of the distances between all ten crossings. Most notably:
0.28 miles between Van Buren and Monroe
0.36 miles between Lincoln and Pearl
0.18 miles between High and Hilyard
Mark stated that according to FRA rules the 10 crossing quiet zone could actually be split into three separate quiet zones – Van Buren; Monroe to Lincoln; and Pearl to 8th/Hilyard. From an operational standpoint it is believed that Union Pacific would not support Van Buren as a single crossing quiet zone. It was originally believed that all ten crossings would comprise a single quiet zone.

Brad Foster – If problems arise during or after construction, or say an accident(s) occurs, what happens then? Can changes still be made to the crossing?

- Kerry – Yes, in the event of an accident(s) and the risk index rises above a specific level, the FRA investigates and we have conversations and requirements to fix/change the crossing.
- Brittany Quick-Warner – Do trains have separate horn requirements for entering and exiting stations that we should be aware of?
 - Kerry – UP sounds one short blast when entering and exiting train yards (it may do that for entering stations (staff will verify)).
 - Quiet Zone will not remove ALL train horns, goal is to remove the routine train horns preceding each crossing. Train Engineers in a legal quiet zone are only allowed to sound the horn in the event of an emergency. For example if a pedestrian or bicycle is on the tracks or within the right-of-way.
 - Eric – Reviewed the meeting 1 presentation information about required horn sounds when entering street crossings.

Review of Individual Crossings: Kerry Werner

- Kerry – Began the discussion into each individual crossings with a discussion on one-way streets; which are options on a number of the crossings. Showed a slide on the options and impacts of one-way streets and discussed things to consider (volume displaced, volume added, volume outlet, out-of-direction travel, and connectivity options for drivers that miss their turns).
 - Discussed the possibilities and likelihood of one-way couplets revolving around Jefferson and including Madison, Washington and Monroe. See PowerPoint slides for specific data and information on volume and vehicle counts for each couplet.
- Jefferson One-Way
 - Panel members generally didn't favor an all-access closure as a possibility.

- If an all-access closure did occur, where would the buses go? How would the routes change?
- Discussed the current businesses and buildings located on Jefferson, relatively small number considering the park on the east side.
- How does an all-access closure or a one-way street affect the new skate park traffic?
- Brad Foster – worried about bicycle access with either option.
- Madison One-Way
 - Per Kerry, Grain Millers do not want an all-access closure (have approximately 135 employees and 10 large trucks coming and going every day). This crossing is used several times a day. Grain Millers can work with a one-way street configuration if the Madison sub-alternative is used.
 - Jeff Althouse – In the event of a one-way northbound street and the existing vehicle gate gets removed for southbound traffic (rail will reuse the gate elsewhere and do not want to maintain it) what happens when a vehicle turns down the street the wrong way southbound and there is no gate or train horn or warning?
 - Bill Randall – Expressed concerns about access to local businesses.
 - Jeff Althouse – Oakshire Brewing would be fine with a one-way street, completely opposed to an all-access closure, would prefer the quad gate option. Of the one-way options they like the “Madison sub-alternative” best.
 - Kerry – Alternative option: two-way traffic on Madison from 1st to 2nd avenues, southbound traffic would then be diverted to Monroe to continue southbound.
~Bill Randell – Converting from one-way to two-way or vice versa in short sections of road or mid-street gets confusing to vehicles and is horrible for out of town guests trying to navigate streets. Most panel members agreed with this statement.
- Madison Quad Gates
 - Kerry pointed out the cost difference between a one-way conversion and the quad gates.
 - Majority of panel members have strong preference for the quad gates in this location but recognized that quad gates would cost more than a one-way solution.
 - Panel members generally did not favor the all-access closure.
- Washington One Way
 - Bill Randall – Design was confusing, did not like the intersection at Washington and 3rd Avenue. Foresees too many bicycle accidents for bicycles going northbound and northbound vehicles trying to turn on 3rd, as well as southbound bicycles trying to turn onto 3rd. Proposed a one-way street but with two-way bicycle traffic on the west side.
 - Brad Foster – This design would hinder northbound bicycle traffic due to safety issues.
 - Ron Saylor – it is possible to extend Washington as one-way street from 13th? One-way street for only a few blocks, more specifically the 3rd and 4th intersections is a bit of a cluster.
 - Panel was split as to make Washington one-way. There was minority support (others were undecided) for the couplet of Jefferson and Washington as one-way streets (Jefferson southbound and Washington northbound).
 - However, panel still has concerns about turning two major collector streets into one-way neighborhood collectors. Washington especially due to the high volume of traffic.
~Kerry – This would not be the case. The classification of the street would remain the same. Traffic would increase on Jefferson; decrease on Washington. Southbound traffic that missed the Jefferson turn would get through on Lawrence.

- Some panel members expressed concern for vehicles wanting to get to Shelton McMurphey Blvd if Washington was one-way.
- Washington Quad Gates
 - Kerry – pointed out that these quad gates would cost approximately \$900,000 (\$200,000 more than some others) due to the fact that the concrete railroad panels would need to be replaced to accommodate the location of the sidewalks behind the gates.
- Van Buren Median
 - Design has the local business on the southeast side with its driveway being shifted a few feet south. Business owner was fine with this as long as the crossing was not an all access closure.
 - Kerry noted the existing trespass fencing ends just west of Van Buren.
 - Someone asked about the business on the northwest side (southwest corner of Van Buren and 1st) and if they were fine with the median blocking northbound access.
 - ~Kerry – Business was fine with the median as they only receive one or two truck deliveries a week. It is an inconvenience but plausible. Did not like an all access closure.
 - Panel members favored the median over the quad gates for this location (cost of the quad gates is twice as much).

Final Questions and Discussion from the Panel:

- Brad Foster – Discussed the current bike lane striping at Van Buren and 1st Avenue. A recent City paving project changed the striping; Brad expressed interest in changing it back to match the aerial photo.
- Lawrence Street is severely damaged, broken and failing. Before the Panel agrees to divert traffic from a one-way Washington onto it, can it be re-paved or re-constructed as part of the Quiet Zone project?
- Kerry – Ran out of time to discuss the options for Monroe Street, it will be pushed to the next meeting and discussed with the other remaining five crossings.
- Rob Inerfeld – Stated the dates for the next two upcoming Citizen Panel Meetings:
 - Monday, February 8th from 3:00pm to 5:00pm, same location
 - Tuesday, March 8th from 3:00pm to 5:00pm, same location
- Eric Jones – Reminded panel members that all documents, visual aids, PowerPoint slides, etc. from today’s meeting will be available on the Railroad Quiet Zone website within the next few days.