

**Railroad Quiet Zone
Citizen Advisory Panel
Meeting #4
Notes**

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

Time: 3:00 pm to 5:00 pm, February 8, 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)
- Tom Moseman (alternate for Jeff Althouse, Oakshire Brewery, west side business)
- Bill Randall (Planning Commission, east side business)
- Sherrill Necessary (Downtown Neighborhood Association)
- Casey Barrett (Fifth Street Market, east side business)
- 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)
- Brittany Quick-Warner (Chamber of Commerce)
- Jeff Althouse (Oakshire Brewery, west side business)
- Eugene Organ (Lane Independent Living Alliance)

City of Eugene Staff Attendees:

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

Members of the Public Attending

- Jonathan Brandt (residents – at large)
- Doug Gubrud (Imperial Floors)
- Cheryl Monson (CB Simons)
- Doug Partridge (alternate for Downtown Neighborhood Association)
- Perry Anderson (Grain Millers)
- Kelly O'Brien (Builders Electric)
- Claire (Reporting Student, U of O)

Introduction: Rob Inerfeld

Started the meeting with introductions of panel members, city staff and guests. Also passed around a sign-in sheet.

Review of Agenda: Rob Inerfeld

Rob reviewed the agenda for the meeting highlighting the structure of the agenda and how much needed to be covered.

Continuation of Individual Crossings: Kerry Werner

Kerry explained to panel members how the 10 crossings are now split into three groups/units, the West Unit (Van Buren, Monroe, Madison, Jefferson), the Middle Unit (Washington, Lawrence, Lincoln), and the East Unit (Pearl, High, Hilyard). As the discussion runs through the different scenarios for the remaining crossings, a recap of the crossings covered last meeting will also occur with the intent of eliminating alternatives the panel does not want to consider further. Rob will be using the large flip chart to document the decisions.

West Unit:

- Monroe

~All Access Closure/Closure to Vehicles Only: Significant cost for closing this crossing, City would have to buy/relocate a business, would have to reroute 1600 cars and 400 bicycles.

~One-way: Traffic counts northbound and southbound are relatively even, best guess would be traffic merging over/using Madison.

Sue – Is a bicycle median or throughway possible?

Kerry – It is possible, with very little impact on parking.

Brad – suggested not a bicycle lane but sharrows to prevent accidents.

~Quad gates: Cost would be around \$1 million but includes quad gates, pedestrian gates, removal of a few parking spaces, new track panels on the second track and reconstruction of a driveway. Risk index at this crossing is very high due to two pedestrian accidents in the five-year history. Pedestrian gates are strongly advised to lower the pedestrian risk.

- **Panel members recommend quad gates for the Monroe crossing.**

- Van Buren

~Kerry met with the owner of Battery Pros (corner of Van Buren and 1st Ave) who explained that the pre-fab metal building was purposely built for this business. The business receives and delivers batteries to wholesale accounts (similar to route sales). The building was designed for pull-through operations; but the current owner chooses to back in from Van Buren Street. Originally, trucks entered from 1st Ave and exited by Van Buren. In backing up the owner says that he does so by blocking both lanes of traffic and backing into the shop at times. This is not necessary from the engineering analysis of the Van Buren driveway. They receive deliveries by semi-truck that could come from the north and pull through or park on the street for unloading.

Brad – pointed out the already existing parking issues on Van Buren, Ninkasi gets frequent deliveries and the trucks park in the street to load/unload goods.

Kerry – Possibility to widen the street using the existing planter strip, maybe construct mountable curbs for the heavy trucks.

Larry – Another option might be quick curb process.

Ron – Brought it to the attention of the panel not to have “tunnel vision,” or in a sense do not get too focused on one crossing at a time, look at big picture, how one crossing affects another.

Tom – Also, do not get worked up over price and cost differences, in the long run what does it

matter if we ask for the most expensive alternative at each crossing. If the funding comes from a \$40 million bond, what difference does another \$2 million make?

- **Panel members recommend keeping the quad gates and the median alternatives for the Van Buren crossing; and continue its refinement.**

- Madison
 - ~No panel members supported an all access closure.
 - ~One-way northbound: Grain Millers stated they own buildings on both sides of Madison and require both north and south entry/exit to operate. They, along with Oakshire, do not favor the one-way alternative.
 - ~Two block one-way system: supported as a second choice alternative by Grain Millers and Oakshire though not optimum.
 - Ron/Bill – Felt it is important to keep traffic flowing with the amount of businesses on this street by implementing quad gates (Ron stated that sometimes a train will block Monroe, but not Madison so it is important to allow drivers an alternative route close by).

 - **Panel members recommend quad gates for the Madison crossing.**

- Jefferson
 - ~No panel members supported an all access closure.
 - ~One-way southbound
 - Larry – suggested keeping bicycles one way as well to lessen confusion and minimize accidents.

 - **Panel members recommend one-way southbound for the Jefferson crossing.**

Middle Unit:

Kerry has met with a number of businesses directly affected in the middle zone, here is his recap:

~Imperial Floors: Have been in this location for 45 years and prefer not to close Lincoln.

However, the owner can live with a closure provided it is done tastefully and Washington remains two-way to accommodate his truck deliveries and their new route. Also does not want to lose the parking at its store front.

~Hummingbird Wholesale: Prefers not to close Lincoln. Can also live with a closure provided Washington remains two-way and it becomes the alternate truck route. Also had concern for employees, many bicycle to work and use Lincoln. Just recently purchased the adjoining lot and plans to expand. Side note: Lincoln is an entrance to Skinner's Butte Park.

~Property owners of seven tax lots (Alder Apts LLC):

- They do not like the Washington one-way proposal as drawn (from 6th to 3rd avenues). That would put commuter through traffic onto 3rd and exacerbate the issue of mid-block pedestrians crossing from REI parking to the store.
- They want to make this area an active transportation business node and have asked the City to put in mid-block crossings in front of REI and in front of Bounce.
- Additionally, at times parking (both on-street and off-street) is in short supply when both Bounce and Venue 252 have functions going on.
- They are okay with Washington being one-way from 6th to 1st.
- They want Lincoln left open. Because:

- It is wider than Lawrence>> better for truck access.
- Lawrence exceeded its pavement service life many years ago and would be more costly to repair (their opinion).
- They propose that Lawrence be closed instead. They would be willing to buy the street between the tracks and 3rd Avenue to convert to a parking lot.
- They have a tenant (tax lot 4110), Wildcraft Ciderworks, that crosses tracks 4-5 times a day to go from their tap house to their warehouse. This tenant is planning to go from 6,000 sf to 14,000 sf soon.

~Wildcraft Ciderworks: Very strong supporter for the closure of Lincoln, as they could use the closure for added parking and outdoor seating. However, they acknowledged that they would be the most inconvenienced by a Lincoln closure, but would be willing to live with it to get the train horns turned off. Also, they plan to increase in size and relocate the fermentation room to their building north of the tracks and make the current tap house a larger retail/restaurant space.

~REI Store Manager: Felt train horns were not an issue nor was Washington one-way or two-way. Did prefer that Lincoln be closed rather than Lawrence.

~Did not have a chance to meet with Venue 252 yet.

~Discussions with ODOT Engineer/Project Manager: Looking into the possibility of moving the switching gear to the west, which could force the closure of Lawrence. There is a certain minimum length of rail needed between switching gear. This may have a domino effect all the way to Grain Millers and could make their spur-crossing unusable. ODOT is doing more research and should have an answer within two weeks. The switching gear cannot move east as it would make the layover track too short for the Cascades train.

- Bicycle Over/Under Crossing

~Possibility if panel members want to pursue further at Lincoln or Lawrence.

~Undercrossing would cost \$6-9 million due to the detour track that must be laid twice while constructing the tunnel. Would take away street surface area for parking and other uses.

Tunnels tend to be hangouts for illegal activities.

~Overcrossing was recently constructed in Portland for \$3 million. Would still take away street surface area for parking and other uses to the nearest intersection.

~Imperial Floors was not in favor of either.

Casey – Felt the low traffic counts at Lincoln and Lawrence did not justify spending \$3 million for a bridge.

- Washington

~Panel members did not support an all access closure.

~One-way 5th to 3rd and two-way 3rd to 1st: Panel members still found this alternative confusing, foresee a lot of accidents (involving vehicles and bicycles), and do not think large trucks can make the corner onto 3rd.

~Panel members suggested a one-way alternative from 1st to 5th.

Brad – Whatever decision is made it is important to include a cycle track.

Doug – Washington has one of the highest traffic counts of all the crossings, very busy street majority of the day, has a tendency to get backed up at certain times of the day. Very important to help keep traffic flowing.

~Possibility or helpful to install a round-about or a traffic signal?

- **Panel members recommend keeping the quad gates and the one-way 1st to 5th as alternatives for the Washington crossing.**

Rob – City is hiring a firm to perform a traffic analysis of the conversion of Washington to a one-way from 1st to 5th and how traffic would be distributed to other streets..

- Lawrence
 - ~Median or all access closure
 - **Panel members recommend if Lawrence was closed then use the median alternative on Lincoln. If Lincoln was closed use the median alternative for Lawrence.**
- Lincoln
 - ~Discussion about the switching gear, it can be moved to the west but this causes a domino effect which then could affect the spur-crossing at Grain Millers. Waiting on more information from ODOT.
 - ~Median would mean Imperial Floors loses about half of the parking at the building front, which is the show room.
 - Cheryl – Owns a 2’ access strip on the southeast side that would be affected by a closure.
 - ~Café Yumm has a corporate office/warehouse at 5th and Charnelton that gets frequent truck deliveries and picks up product from the warehouse, use Lincoln for the truck routes.
 - **Panel members recommend if Lincoln was closed then use the median alternative on Lawrence. If Lawrence was closed use the median alternative for Lincoln.**

East Unit:

- Pearl
 - ~Need to consider the businesses and the inconvenience to them (Steelhead, etc)
 - ~If we went with the median alternative and the three gates, is the median on the south side necessary? The two gates will hold everyone while the train crosses.
 - ~The driveway on the southwest side is the sole access to a handful of businesses, a very difficult turn to maneuver as it currently exists.
 - Sherrill – Multiple delivery trucks for the local businesses park in the street and hand truck goods to the businesses, gets very clogged.
 - Deanna – Has seen vehicles, bicycles and pedestrians go around the existing gates when they are triggered; and no train is coming (the gates may be triggered as a train slows on its approach to the depot.
 - ~With the three gate/median alternative, the driveway on the northeast side would need to be relocated to the east side of the business off of 4th Ave.
 - **Panel members recommend keeping the quad gates and the three-gates/median alternatives for the Pearl crossing.**
- High
 - ~Very high traffic counts, the EWEB master plan will reroute more traffic to this crossing.

Casey – Median/three gates alternative is too spread out, gates are too far away from the tracks, foresees pedestrians and bicycles going through the middle of the intersection around the gates.

~Panel members did not like the median/two-gate/one-way 5th Ave alternative.

- **Panel members recommend the quad gates with pedestrian gates for the High crossing.**
- Hilyard
~Only one option for this crossing based on the EWEB master plan, new intersection with quad gates.
Brad – asked about the proposed bike path connecting to the river front bike path.
Kerry – The proposed path will connect to the river front path, slide/alternative had not been updated with that information yet.

Final Questions and Discussion from the Panel:

- Additional Meeting
Rob – asked the panel members if they felt an additional meeting was needed/wanted in April prior to the beginning of public outreach.
 - May have an additional meeting- will discuss further in the March meeting.~Panel members agreed it would be a good idea to take a field trip and visit some of the more challenging crossings.
~Discussions about whether it would be a walking tour, a driving tour, if everyone would meet onsite or have the City do a guided tour with a van.
Mark – pointed out that if the City guided the tour there are protocols for safety that will need to be addressed.
Kerry – will set up two or three different meeting times and panel members could choose which meeting worked for them.
- Wayside horns
Kerry – Briefly covered the information he researched on wayside horns at the panel’s request. Based on their cost and the maintenance involved, panel members no longer believed them to be a viable option. Preferred using quad gates over wayside horns.
- Update/Information from the street review panel
Mark – meeting is scheduled next week, will have information to share with the panel members next meeting.
- Next Meeting
Rob – Next scheduled meeting is Tuesday, March 8th, from 3:00pm to 5:00pm in the Lyle room.
Agenda Topics:
 - Complete review of crossings and options under consideration, as needed.
 - Present and discuss trespass fencing options.
 - Discuss funding options.

Rob - Meeting Adjourned