

Railroad Quiet Zone (RRQZ)



And Crossing Safety Improvement Project



The Problem

Loud and frequent train horns hurt livability for residents and business, especially those close to the busiest railroad tracks



City of Eugene Conditions

- 25 major public at-grade crossings within UGB
- Union Pacific runs 23 trains per day on mainline
- 10 city and 3 county at-grade crossings on mainline

This represents 90 % of the train horns heard within the UGB

- Portland & Western 2 trains per day (5% of horns)
- Coos Bay Rail 3 trains per day (5% of horns)
- 13 minor public crossings, 24 private crossings



Charge from City Council

- 1) Relocate 8th and Hilyard crossing
- 2) Support the Eugene Train Depot project
- 3) Create a quiet zone



What is a Railroad Quiet Zone?

A quiet zone is a section of rail line that contains one or more consecutive public crossings in which locomotive horns are not routinely sounded. A quiet zone must be at least ½ mile long. There must be no other crossings within a ¼ mile of the beginning or end of the quiet zone.

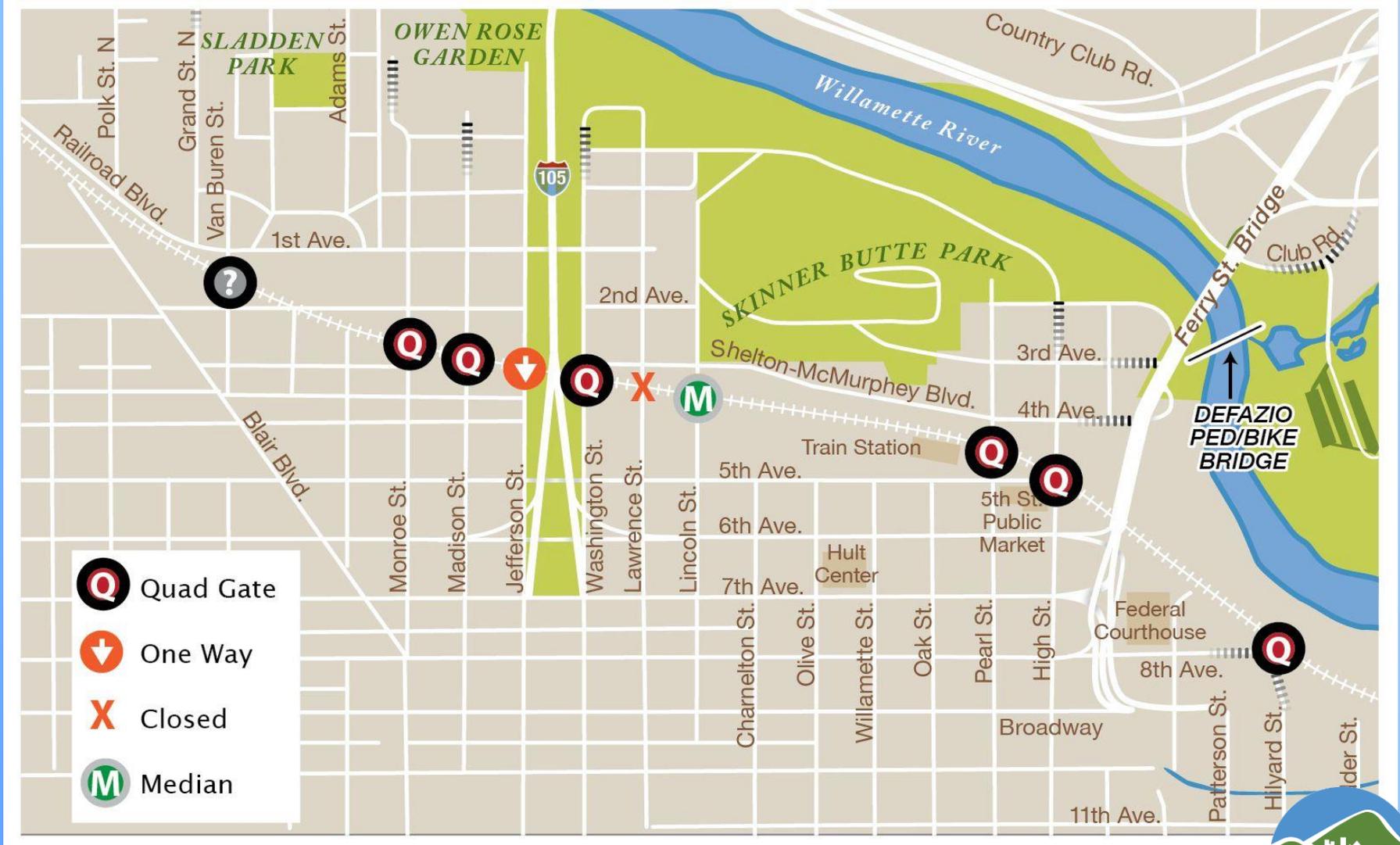


How to Create a RRQZ

- Eugene City Council directed staff *“to pursue a Eugene railroad quiet zone approval with the Federal Railroad Administration”*
- ODOT and Union Pacific Railroad must also agree with the infrastructure to be installed



Project Limits



Van Buren to 8th & Hilyard (UP mainline)



The Solution

Install additional gates and/or other safety measures that will eliminate the need for routine train horns

***This would result in silencing
70% of routine crossing horns
within the UGB***



Community Involvement

- **Work with ODOT, Federal Rail and UP to determine what safety measures are possible at each crossing**
- **Outreach to businesses and property owners near each crossing**
- **Form citizen advisory panel representing wide range of constituencies to advise staff on safety measures and funding**
- **Engage the broader community**



What is Possible?

Federal rules require a community to select from a narrow range of safety measures that would lower the crossing risk index to what it would be if trains were sounding their horns

For the 10 crossings, the options are:

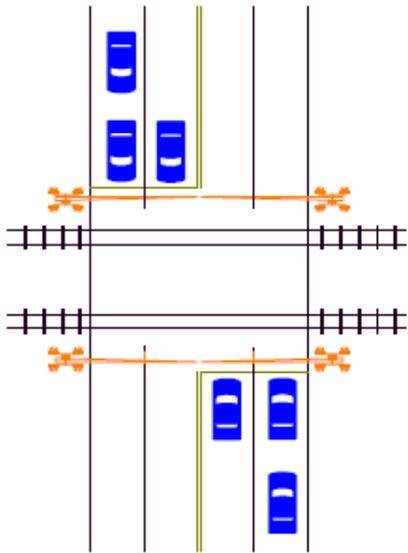
- **Quad gates**
- **Medians**
- **One-way streets**
- **Close crossings to all access**



Quad Gates



*CROSSING WITH
FOUR QUADRANT GATES*

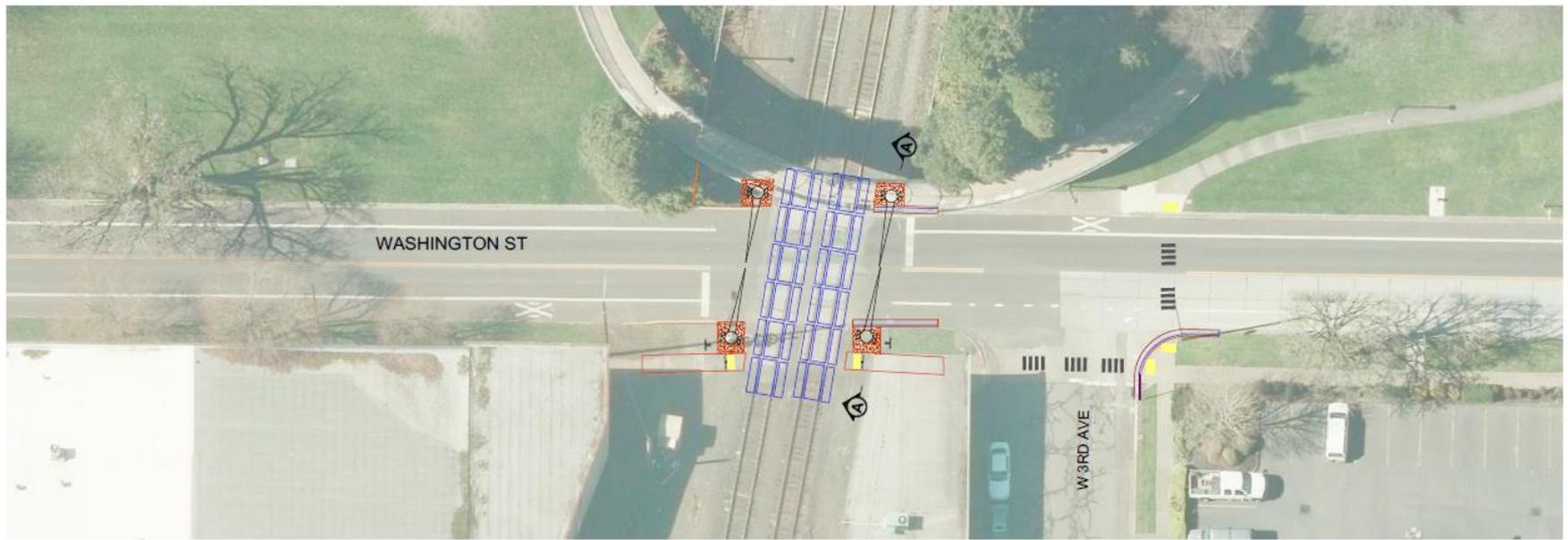


2 gates increased to 4 at:

- **Monroe**
- **Madison**
- **Washington**
- **Pearl**
- **High**
- **Hilyard at 8th,**
- **Possibly Van Buren**

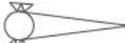


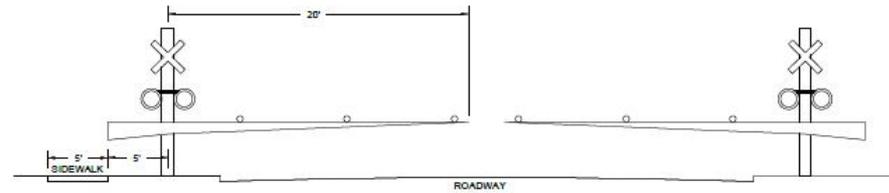
Quad Gates



WASHINGTON: QUAD GATES - SSM



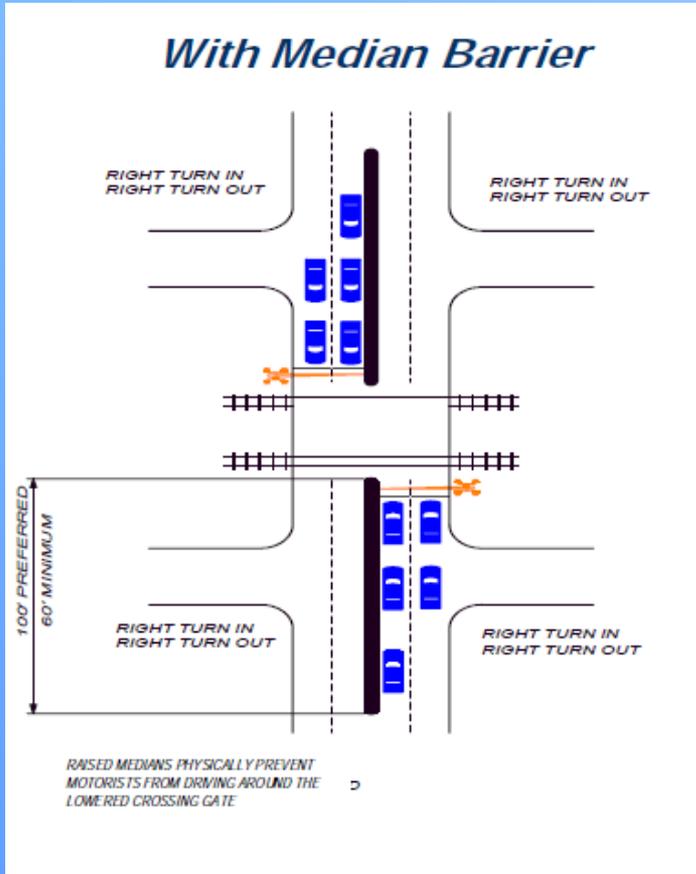
-  GATE ARM WITH CROSSBUCK
-  DOME FITTINGS AND "STOP HERE"
-  WARNING SIGNS
-  CURB AND GUTTER
-  CONCRETE WALK
-  FENCING



SECTION A-A
NTS

Madison, Pearl, and Hilyard are similar

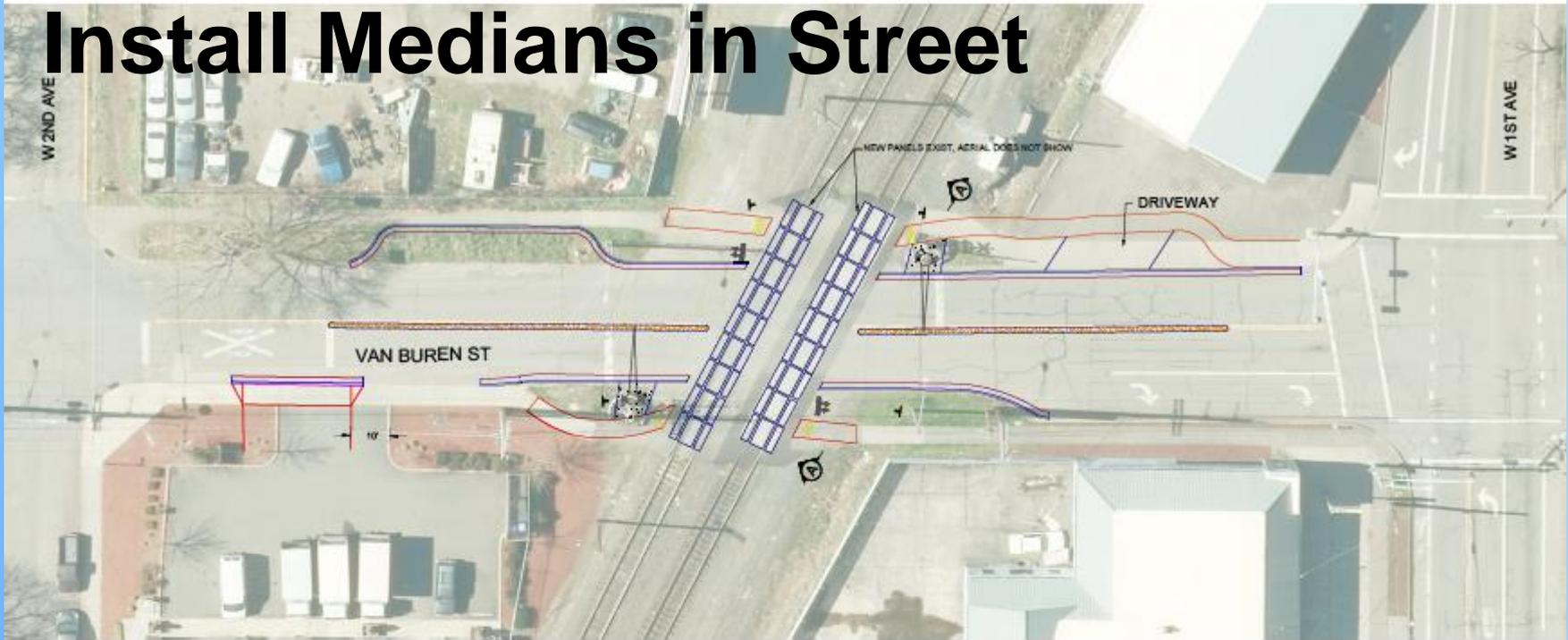
Install Medians in Street



Construct medians at Lincoln and possibly Van Buren

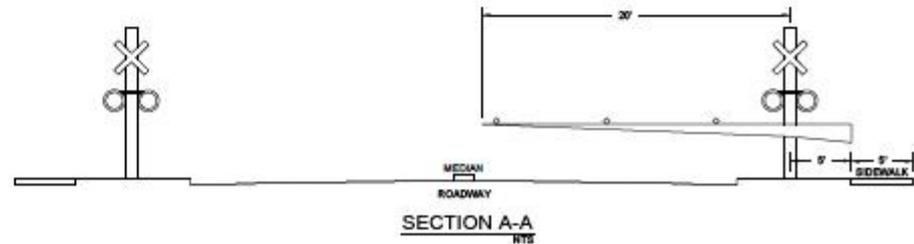


Install Medians in Street



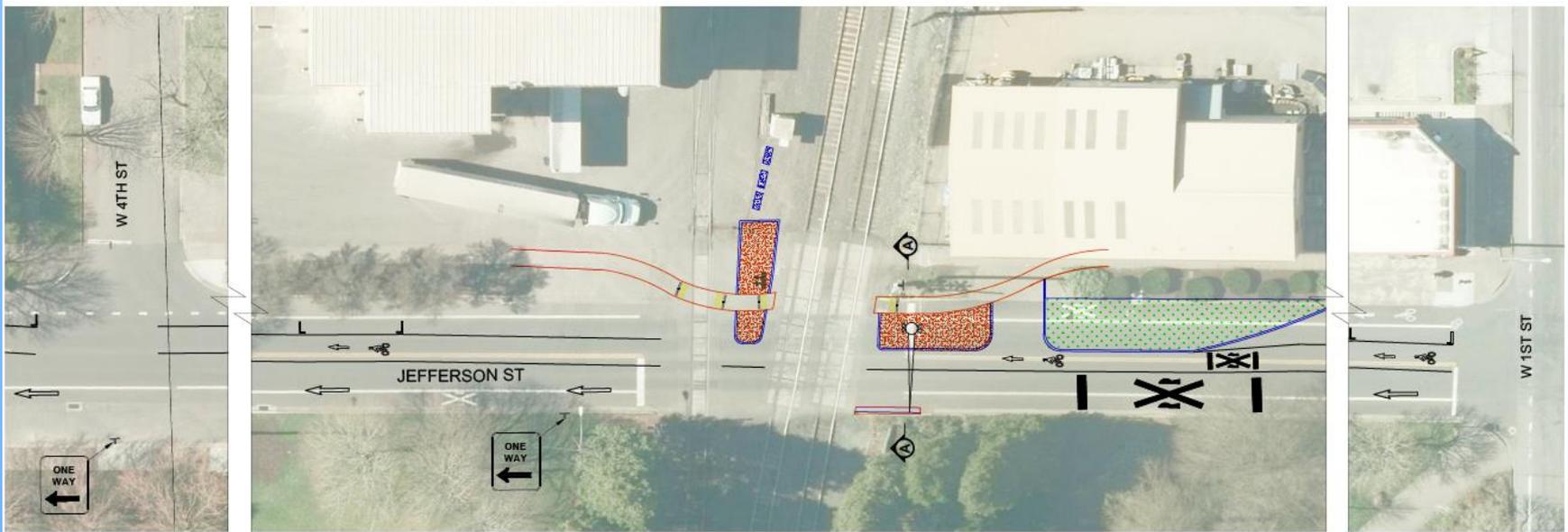
-  GATE ARM WITH CROSSBUCK
-  DOME FITTINGS AND "STOP HERE"
-  WARNING SIGNS
-  CURB AND GUTTER
-  CONCRETE WALK
-  MEDIAN

VAN BUREN: MEDIAN - ASM



Lincoln Street is similar

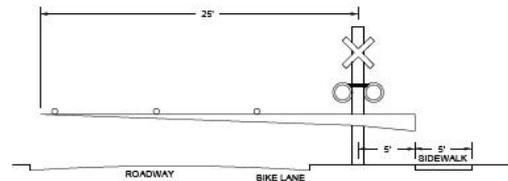
Convert Two-Way Street to One-Way



JEFFERSON: ONE WAY - SSM



-  GATE ARM WITH CROSSBUCK
-  PEDESTRIAN EMERGENCY SWING GATE
-  DOME FITTINGS AND "STOP HERE"
-  WARNING SIGNS
-  CURB AND GUTTER
-  CONCRETE WALK
-  BIOSWALE
-  MEDIAN



SECTION A-A
NTS

Close the Road to All Access



**Proposed for
Lawrence Street**

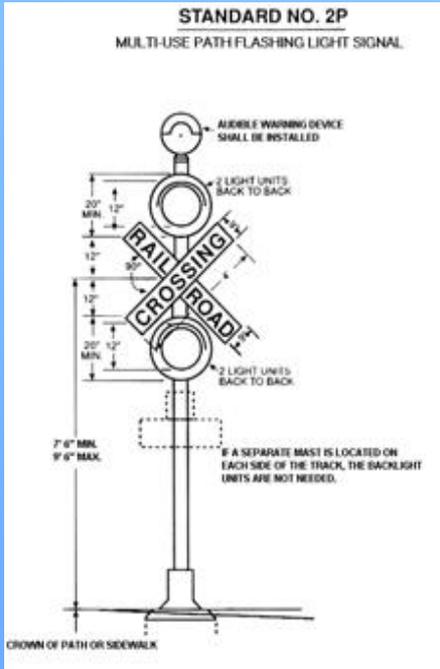


Improve Pedestrian Safety at Crossings



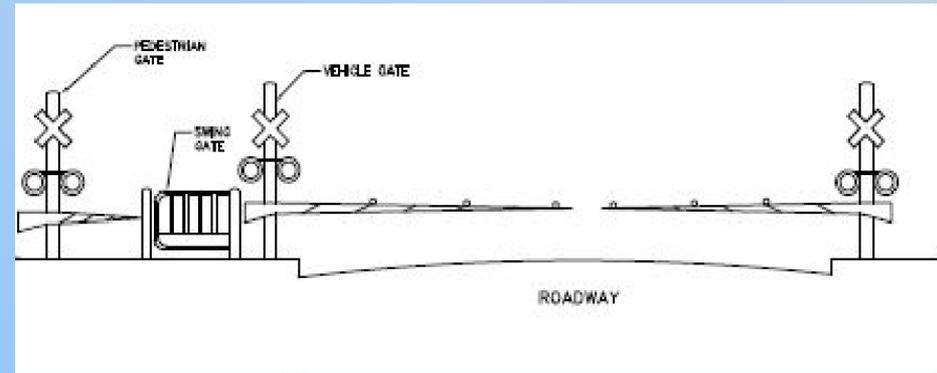
Pedestrian Flashing Light Signal

Proposed at
Lincoln, Jefferson
and possibly Van
Buren



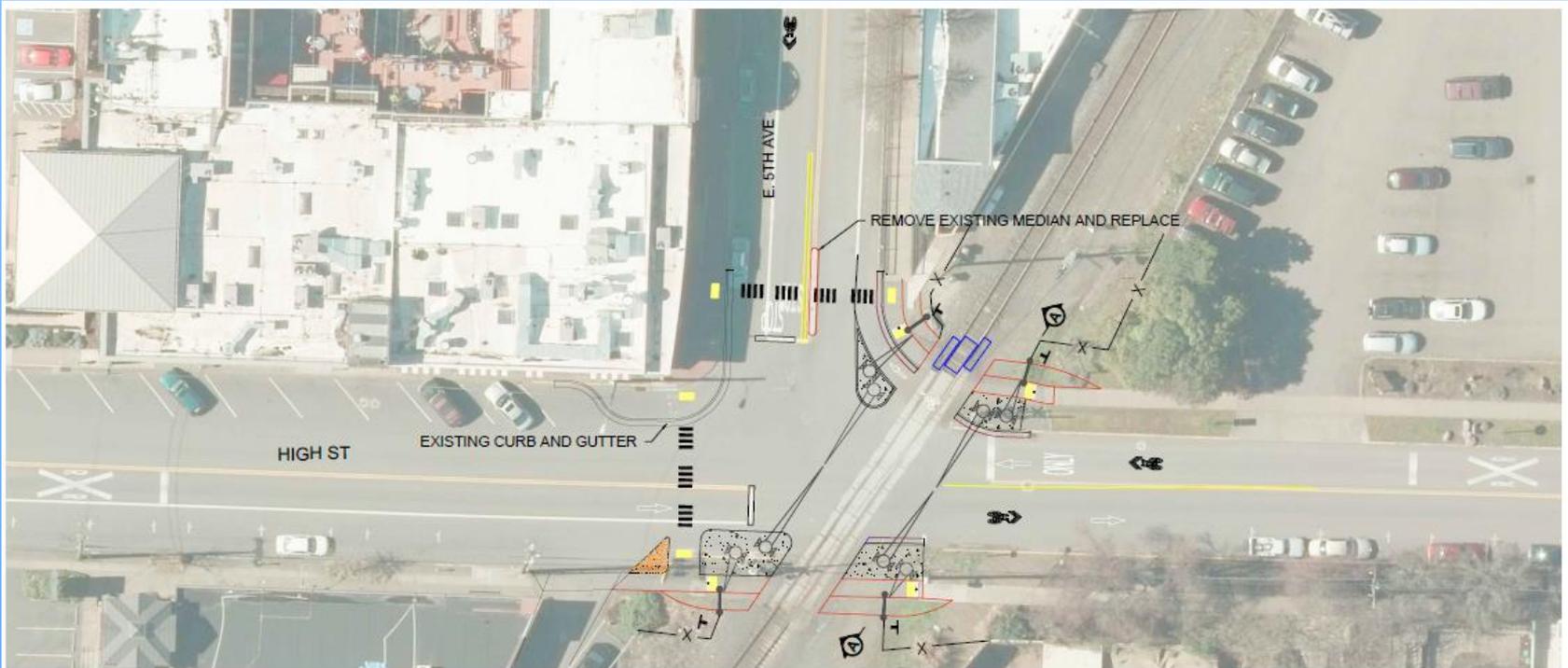
Pedestrian Gates

- Create physical barrier between pedestrians and tracks
- Allow fencing to be constructed up to crossing gates



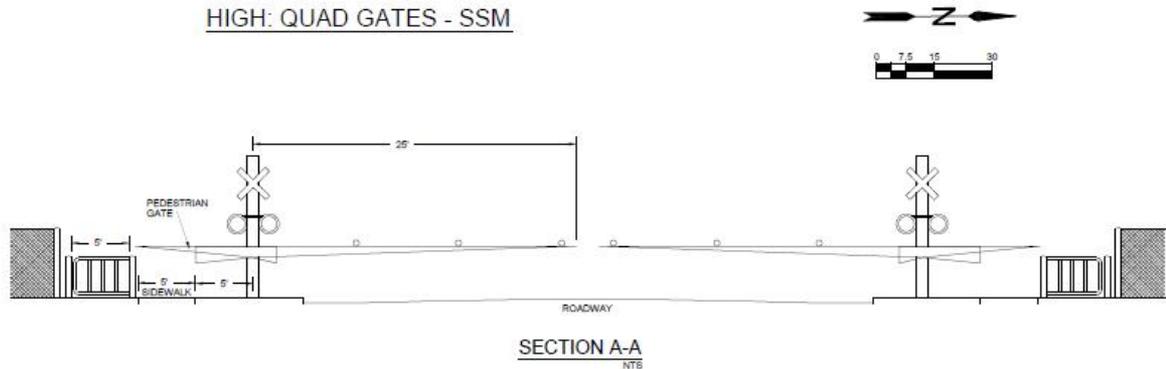
Proposed at Monroe and High Streets

Pedestrian Gates



HIGH: QUAD GATES - SSM

-  GATE ARM WITH CROSSBUCK
-  DOME FITTINGS AND "STOP HERE"
-  WARNING SIGNS
-  CURB AND GUTTER
-  CONCRETE WALK
-  MEDIAN



Monroe is similar

Construct Fencing at Gaps

- Additional measure to enhance safety for people who walk, bike
- Reduce trespass, which triggers train horns



How to Fund a Quiet Zone?

- **New revenue source**
- **Existing revenues**
- **Combination of new and existing revenue sources**



New Revenue Source

**Fund the entire project through
a local bond measure at an
estimated cost of \$6.8 million
to \$7.4 million**



Existing Revenue Sources

- **Use Riverfront Urban Renewal funds for Pearl, High and Hilyard (\$3,105,000)**
- **Fund the remaining seven crossings by redirecting existing allocated City funds of \$3.7 million to \$4.3 million to this project**

Bike/ped funds from the street repair bond measure	\$450,000
Local gas taxes from the pavement preservation program	\$700,000
City General Fund	\$ 3,150,000

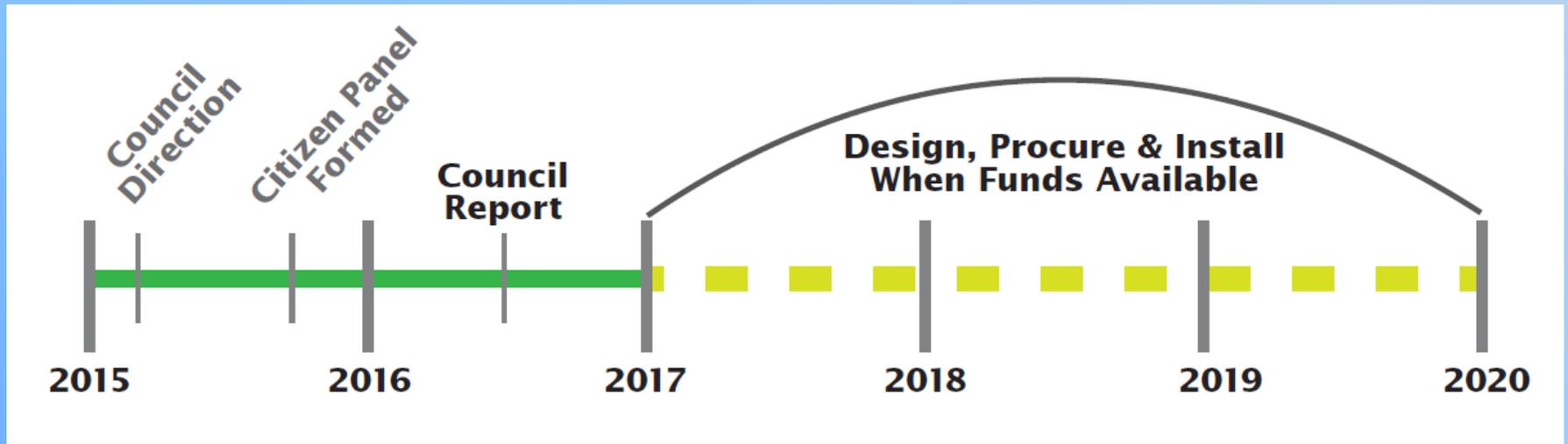


Combine New & Existing Sources

- **Fund Pearl, High and Hilyard Streets through Riverfront Urban Renewal District funds at an estimated cost of \$3,105,000**
- **Fund the remaining seven crossings through a general obligation bond at an estimated cost of \$3,800,000 to \$4,300,000**



When Can This be Built?



How Can I Get More Information?

- www.eugene-or.gov/quietzone
 - Detailed reports
 - Notices of upcoming meetings and presentations
 - Online survey and comment form.
- Contact Eric Jones
 - 541-682-5053
 - eric.r.jones@ci.eugene.or.us



Questions?

