

**Railroad Quiet Zone
Citizen Advisory Panel**
Meeting #6 - Agenda
Tuesday, May 17, 2016
3:00 pm to 5:00 pm
Lyle Conference Room

Citizen Advisory Panel (Attendees):

- Sam Hahn (Whiteaker Community Council)
- Sue Wolling (downtown resident, Street Repair Review Panel, cyclist)
- Ron Saylor (west side business owner)
- Bill Randall (Planning Commission, central area business)
- Sherrill Necessary (Downtown Neighborhood Association)
- Casey Barrett-(Fifth Street Market, east side business)
- Brittany Quick-Warner (Chamber of Commerce)
- Eugene Organ (Lane Independent Living Alliance)
- Tom Moseman (Oakshire Brewery, west side business)
- Larry Deckman, Public at large

Citizen Advisory Panel members not in attendance:

- Kelsey Weillbrenner (Ya-Po-Ah Terrace)

City of Eugene Staff Attendees:

- Mark Schoening, City Engineer
- Rob Inerfeld, Transportation Planning Manager
- Matt Rodrigues, Interim Traffic Engineer
- Eric Jones, Special Projects Manager
- Kerry Werner, Project Manager
- Melissa Robinson, SR Admin Specialist

Members of the Public Attending:

- Jonathan Brandt, (Public at large representative)
- Doug Partridge (alternate for Downtown Neighborhood Association)

Introduction: Rob Inerfeld

Started the meeting with introductions of panel members, city staff and guests and asked guests to sign in.

Review of Agenda: Rob Inerfeld

Rob reviewed the agenda for the meeting highlighting the structure of the agenda and the three key decisions for the panel to consider.

Review of Public Outreach: Eric Jones

Eric reviewed the public outreach process to date and reviewed survey results with the panel, attendees at each outreach event and media coverage.

- Process working as intended
- Reviewed original goals of outreach:
 - Public officials have accurate information
 - Staff hear all sides
 - Citizen advisory panel included in process
 - Reiterated not goal to get everyone on same page, but to give everyone a chance to be heard
 - Website received almost 2,000 views higher volume relative to other pages on the City site
 - Facebook and Twitter were also used to provide information to the public
 - Local media covered the process
 - Citizen advisory panel formed to listen and give input
 - Additional outreach included multiple community presentation
 - **Takeaway –successful in delivery of information and engaging the public**
- Met 20 property owners and businesses near or adjacent to railroad
- Recent comment on Lawrence street closure were heard
- 9 stakeholder groups bringing unique perspectives
- 120 people attended presentations and 80 attended the open house April 26t at the Library
 - This gave attendees a chance to talk to each other
 - Attendees had an opportunity to select where they lived on a map and the Whiteaker community was the most highly marked
- On online survey was made available to the public
 - 231 responses
 - Not scientific study
 - **Conclusions: community split in support of or opposed to the quiet zone, only 2% undecided.**
 - 50% of respondents said they were within ¼ mile of the Railroad.
 - some would like to see QZ expanded to include Irving and Irvington
 - community members are not united behind decision at this time
 - Affordable housing was expressed as concern

~Sue - is it viable to shift funds to affordable housing?

~Mark - Bond funding is for capital projects

District funding can include something like that as well as general fund

~Sue - so it can happen

~Larry – At Whiteaker Community Council meeting the Williamsburg PA study was mentioned where rents tripled-community concerned that will happen. Community needs clarity that all QZ does is bring back to 2005 before the law changed.

~Mark - Triple bottom line analysis will be included, this will study qualitatively, and intuitively rents may go up. It would not be quantitative what would be presented to council.

~Larry - rising tide of quiet zone lifts all boats.

~Sam - I can more accurately explain. It's common sense, if you asked homeowners [in the Whiteaker] do you believe rents will rise in 5 years, most would agree. This plan should include economic impacts of the project; that is a priority.

~Jonathan - Feels passionately this is more than a development project. Affordable housing is part of EWEB (Riverfront) project.

~Larry - Reiterate process based on 2005 rule, 2007 process starts [for Eugene QZ], still working on this process, this need to be a priority

~Tom - Will survey results be included in the council report?

~Eric - working on draft of report, this group will decide if it should be included

~Tom - think it should be included

~Panelists discuss that livability and development are both important issues

~Sam - QZ pushes rents up, homelessness increases

~Panelists discuss council deserves to know there are folks who disagree and \$ to improve services does come from development

Technical Elements: Kerry Werner

Kerry reviewed the information on individual crossing refinement utilizing a PowerPoint presentation to show the costs associated with each decision.

Van Buren: In presenting the two options to different groups; the only comments were about the cost difference between quad gates and median.

Quad gates could add 2 to 3 more parking spots than a median SSM. The median option allows for 6 parking spaces where there used to be 9. Quad gates cost \$515,000 more than median option.

~Sue - is parking an issue during the day and night?

~Sam – summer time it's a problem, winter time [parking problem] starts at 6 pm.

~panel consensus: additional parking spaces does not justify the additional expense

~Ron S- concern being able to back up and turn around if needed when train is passing

~Sam another benefit to quad gate...

Van Buren is the way everyone is going, is a median plus ped gate an option?

~Kerry - Pedestrian gate \$200,000 per crossing, ped gates effectiveness is diminished with medians because it is possible to walk around the signals where there is not a vehicle gate. Each corner of a median crossing is planned to have bell and lights

~Tom - Does a quad gate improve safety rating? If there was an incident would a higher rating would help in keeping the QZ.

~Kerry - Median and quad gate are rated the same for vehicular safety. Our focus is on pedestrian safety. Additionally west of Van Buren, the tracks open up into the rail yard. It won't be possible to secure this area with fencing.

~Rob - would it be a mountable median or like at the 5th?

~Kerry- It has to be low enough for a fire engine. It will be mountable (have sloped sides).

~Larry - part of this whole QZ is outreach, [safety] education, I think this is part of this whole process. This seems pretty plain the median with outreach is sufficient.

~Jonathan - I don't feel I have enough information-should give council options [not voting alternate to Larry]

- **The panel voted on the Van Buren crossing**
- **Panel votes 9 in favor of median, 1 opposed (Hahn); Hahn agrees to consensus decision**

~Eric reviews key points from Van Buren discussion: Pedestrian safety, concern about feeling "trapped" at crossing, parking, and improving safety.

Lincoln and Lawrence: Kerry reviewed the outreach efforts to affected business owners by the Lawrence or Lincoln closure decision, including *A&M Auto Body (owner Sharree Strausbaugh); McCracken Bldg (owners Tactics and Schirmer-Satre Design Group) this group has the only 4th Ave access in the closure block; Crux Rock Climbing Gym (Ron Vickey); Oslund Associates (owners); Venue 252 (owner Rick Wright phone conversation); at the open house Kerry had a long discussion with the owner of 154 Lawrence Street.*

New traffic counts were done last week:

- Lawrence Street: 1400 ADT; 8 large trucks daily
- Lincoln Street: 1200 ADT; 5 large trucks daily

ODOT Rail Engineers: It looks like it might work to close Lawrence; but it may negatively impact UPRR operations because one of the existing track cross-overs would have to be moved. That affects the train (car) capacity from the cross-over to the yard.

~Panelists discuss new traffic counts; new info from UP on switching gear, harder if done on Lawrence, parking

~Sue - thought some of business owners would appreciate closure on Lawrence; if not then back to drawing board for Lincoln

~ Kerry - Crux Gym ok with closure of Lawrence; Rick Wright ok with closure of Lawrence

~Kerry - Closing Lincoln would cost \$200,000 more than closing Lawrence (i.e. the street left open will require reconstruction; Lawrence will cost more to reconstruct). As long as Washington two-way; Bill Randall (as business owner on Lincoln Street) does not care; Wildcraft would like closed, noise would be reduced

~Sam - Lincoln and Lawrence bicyclists from N. Whiteaker not being considered in this decision

Amtrak, ODOT rail is doing the change/expansion for Amtrak

~Sue - Lawrence more important to keep open

Pavement improvements would need to be considered

Other improvements to Lawrence

~Staff-There are no plans to make Lawrence two-way at this time

- **The Citizen Advisory Panel voted to close Lincoln 9 to 0 [1 member had to leave early]**

Pedestrian gates: Kerry discussed a meeting he had with the Emerald Valley Chapter of the American Council for the Blind. They requested pedestrian gates at Washington and Pearl Streets be added. These are transit routes and that is their primary mode. They like the train horns. Want to know what tactile warning will be in place. Would like pedestrian gates at High Street and wherever there is bus route. Pearl and Washington pedestrian gates would be \$200,000 each; there will be quad gates at each of those crossings.

~Panelists discuss what apparatus or tactile information will be available. Kerry confirms crossing will have bells and apparatus on the ground are tactile warnings.

~Panelists concern over additional money, ask if the decision to not recommend pedestrian gates at this time precludes adding them in the future, staff responds it does not preclude from adding them in the future

~Panelists review cost of fencing, \$325,000, discuss equity in safety spending

~A minority report is discussed to include different opinions in report to council

~Mark noted cost could be articulated in reports

~Eugene - should talk about safety up front, if you add later could increase costs

~Brittney - council will make decision

- **The Citizen Advisory Panel voted on the matter of adding pedestrian gates to Washington and Pearl: 3 in favor, 5 opposed**
Panel majority in favor of bringing the issue to council in report

Funding Options: Mark Schoening shared the most supported option based on outreach efforts is a bond for remainder (\$3.5 million) and RURD for east end

~Panelists discussed whether the bond could be rolled in the street bond in 2017, staff reviewed bond process and street review panel role

~Staff reports review of cost of \$4.3 million 5-year bond to average assessed home value of \$191,000 is \$15 per year.

~Jonathan- uncomfortable with survey results with council, unscientific would like to see formal poll, diversify funding as much as possible.

~Mark – on the bonding, council could approve stand alone or combined

Outline of Draft Council Report: scheduled meeting time elapsed

Questions and discussion: Rob asked if attendees would find it helpful to have another meeting.

~Mark passed out the RRQZ final report outline for panelists to reference and review. Shared there would be a brief update to council on Monday, May 23rd with the goal to come back in July for a full work session.

~Eric proposed once notes and panel feedback is incorporated into draft report staff would circulate to panelists for feedback and approval before finalizing draft and submitting to council for review. If there is disagreement over the draft the panel can meet again. The tentative meeting would be scheduled in mid-June if needed.

- **Panelists agreed to this proposition unanimously.**