

EUGENE DOWNTOWN RAILROAD QUIET ZONE

Eugene City Council
March 9, 2015
Tom Larsen
Traffic Operations Manager

Key factors

- Federal rules allow formation of Quiet Zone when Supplemental Safety Measures are installed.
- Quiet Zones require three way agreement: Railroad, State regulators and Road authority.
- Only routine horns would be silenced
- Federal and state funding is non-existent
- The local road authority is responsible for capital and maintenance costs

Railroad Crossings in Downtown Eugene Area



July 11, 2005

SUPPLEMENTAL Safety Measures (SSMs)

- Closure Safest and highly desired by Railroad and PUC (ODOT Rail)
- Conversion to one way Allows simple and complete entry control
- Median Islands Prevents weaving thru gates, closes driveways and street in the vicinity
- Quad Gates Most expensive

Community issues

- State and Railroad will insist that at least two crossing are closed in conjunction with 8th and Hilyard crossing relocation.
- Median Islands at several crossing locations will force closure of sole driveways for several businesses.
- Federal direction is to close unnecessary or redundant crossings.
- Train horn noise impacts development opportunities in the corridor.

Considerations

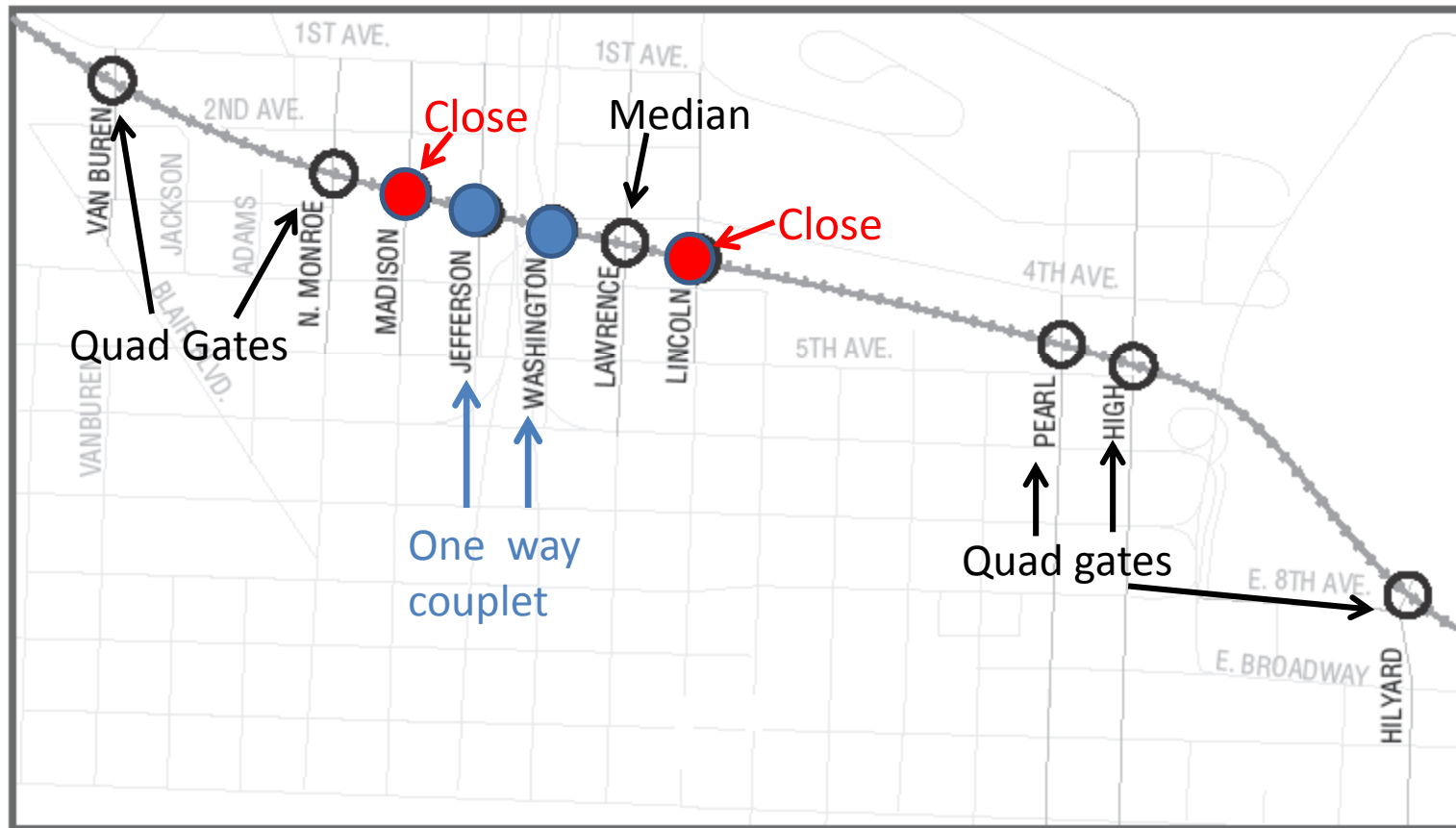
- Improvements in safety
- Reduction in Risk Index number
- FRA/ODOT Railroad desire for crossing closure
- Impacts to businesses
- Impact to circulation
- Estimated cost and cost effectiveness

RR CROSSINGS SORTED IN DESCENDING RISK INDEX ORDER										TCL
CROSSING	STREET CLASS	ADT # (RANK)	RISK INDEX (RANK)	CLOSURE	MEDIANS IMPACT	QUAD	Reccomended			1/22/2015
							ONE WAY	SSM	COMMUNITY ISSUES	
HIGH	MC	4200 1	61800 1	NO	CLOSE 5TH	YES	DIFFICULT	QUAD	High volume Crash history Complicated geometry	
8TH/HILYARD	L	2000 5	61000 2	NO	CLOSE STREETS	YES	NO	QUAD	Fatality EWEB site Projected ADT	
MONROE	L	1500 8	51000 3	POSSIBLE	CLOSE BUSINESS	YES	DIFFICULT	QUAD	Bike blvd Crash history	
WASHINGTON	MC	3800 2	20900 4	DIFFICULT	CLOSE 3RD	YES	YES	ONE WAY	High volume	
PEARL	MC	2800 3	20800 5	NO	CLOSE DW	YES	DIFFICULT	QUAD	High volume	
VAN BUREN	NC	2400 4	18700 6	NO	MODIFY DW	YES	NO	QUAD	Businesses N&S	
LAWRENCE	L	2000 5	17900 7	POSSIBLE	POSSIBLE	YES	DIFFICULT	MEDIAN		
LINCOLN	L	1500 7	16700 8	PROBABLY	CLOSE DW	YES	DIFFICULT	CLOSE		
JEFFERSON	MC	1600 6	15800 9	POSSIBLE	CLOSE DW	YES	YES	ONE WAY		
MADISON	L	1200 9	15800 10	YES	CLOSE DW	YES	DIFFICULT	CLOSE	Grainmillers supported closure Easiest to close	
STREET CLASSIFICATION: L IS LOCAL NC IS NEIGHBORHOOD COLLECTOR MC IS MAJOR COLLECTOR										
RISK INDEX IS FROM THE FRA CALCULATOR AND ROUNDED TO NEAREST 100										
RISK INDEX IS APPROXIMATE AS SOME DATA IS OUTDATED										

Proposed Quiet Zone

- 8th and Hilyard Quad Gates
- High at 5th Quad Gates
- Pearl Street Quad Gates
- Lincoln Street Close
- Lawrence Median Island
- Washington One way
- Jefferson One Way
- Madison Close
- Monroe Quad Gates
- Van Buren Quad Gates

Railroad Crossings in Downtown Eugene Area



July 11, 2005

Possible next steps

- Schedule on site diagnostic with ODOT PUC and Railroad
 - Update crossing inventory and Risk Index values
 - Verify proposal will result in Quiet Zone
 - Possibly negotiate changes in SSMs
 - Update cost estimates based on Diagnostic
- Public outreach as proposal is vetted and approved
- Identify sources of local funding