



## Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

RE: FY 2022 Railroad Crossing Elimination Program Grants Letter of Support for Portland Bureau of Transportation's Central Eastside Railroad Crossing Corridor Study

August 24, 2022

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Dear Secretary Buttigieg,

As the U.S. Department of Transportation considers applications for the Railroad Crossing Elimination Program Grants, the Portland Pedestrian Advisory Committee (PAC) wishes to convey support for the **Central Eastside Railroad Crossing Corridor Study and the Railroad Crossing Elimination grant application** submitted by the Portland Bureau of Transportation. The Pedestrian Advisory Committee is a diverse body of volunteers tasked with representing the walking and rolling interests of Portlanders to inform PBOT's plans and initiatives. Many of us have lived and worked in the Central Eastside and been repeatedly delayed by trains blocking access to important destinations. The immediate area is home to many residents, small industrial businesses, and community gathering places. Many of us can speak to missing detoured buses, spending time on walking detours, witnessing people jumping through stopped trains, and aggressive driving in the surrounding area.

The Central Eastside Railroad Crossing Corridor Study will study the Union Pacific railroad corridor stretching from Albina Yard to Brooklyn Yard in Portland's Central Eastside neighborhood, a corridor including 15 at-grade railroad crossings in proximity. These crossings are increasingly blocked by freight trains for long periods of time due to the length of the trains and the need for switching operations at the train yards. These train blockages present significant safety concerns for all modes, and impact multimodal travel including pedestrian, bicycle, and transit modes. Of particular concern is the impact these blockages will have on the reliability of the FTA-funded FX Division Transit line, which crosses the railroad at 8th Ave in this corridor. These blockages directly contravene our city's efforts to increase sustainable, equitable transportation access.

We support the Portland Bureau of Transportation in pursuing this study. As the City's Pedestrian Advisory Committee, we look forward to seeing the production of alternatives that will prioritize active modes and transit efficiency, with a firm focus on furthering the City's climate and mode share goals. We ask that you give strong weight to this grant request for Railroad Crossing Elimination Program Grant funding, knowing that it will produce a range of identified capital programs, as well as operational strategies, empowering the selection of the strongest options for improving safety and responding to these train blockages. We look forward to improving connections in this growing area of our city.

Sincerely,

Tiel Jackson

Pedestrian Advisory Committee Co-chair

Rebecca Sanders, PhD

Pedestrian Advisory Committee Co-chair