

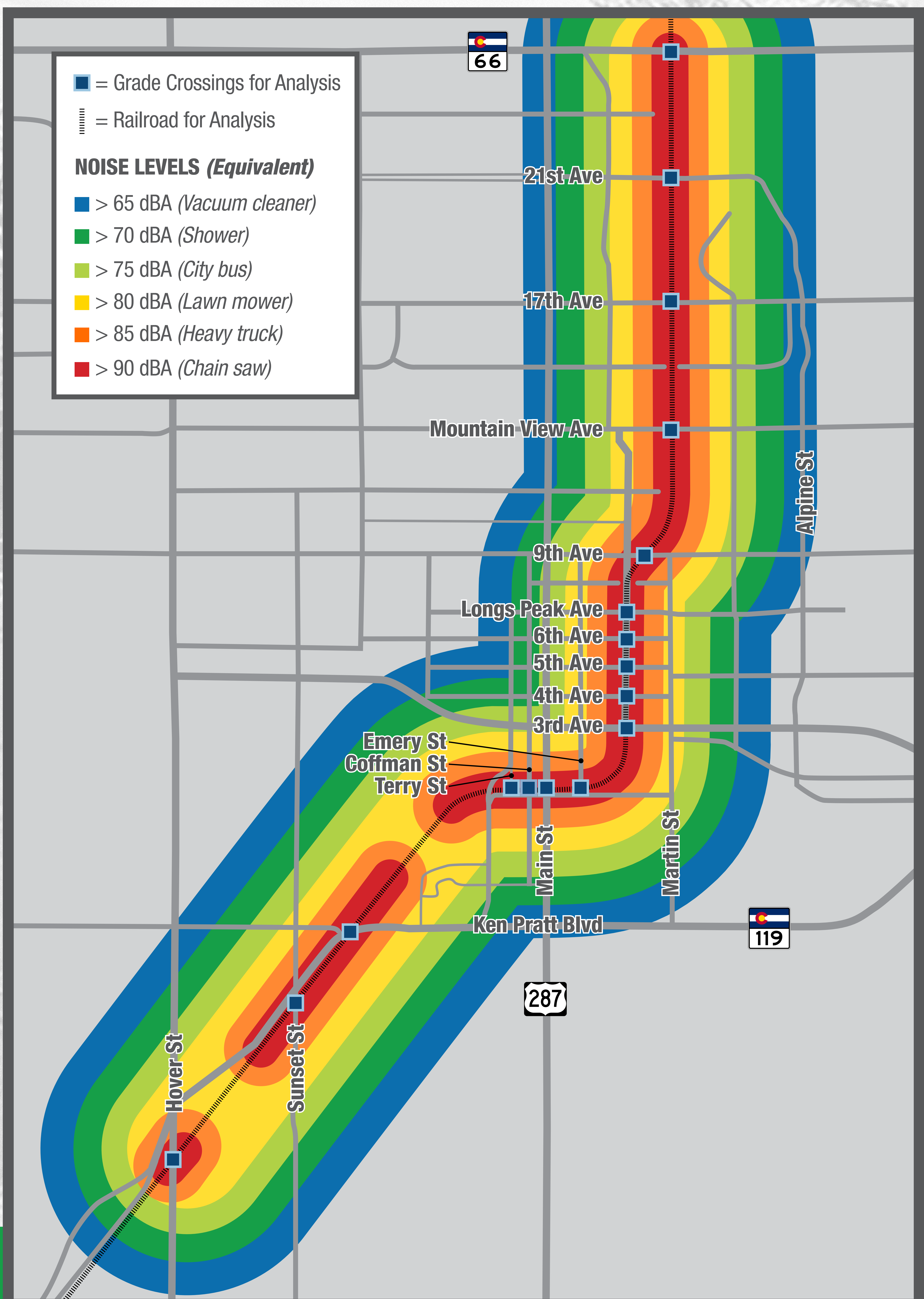


The BNSF Railroad corridor passes through our fair City and is a part of daily life as we know it.

Those who live within a mile or so of these railroad lines experience approximately 9 trains per day and 8 trains per night.

Currently, the Federal Railroad Administration requires all trains must sound their horns at all public railroad crossings. This significantly impacts quality of life for those within range of the horn.

### Noise Level Equivalency



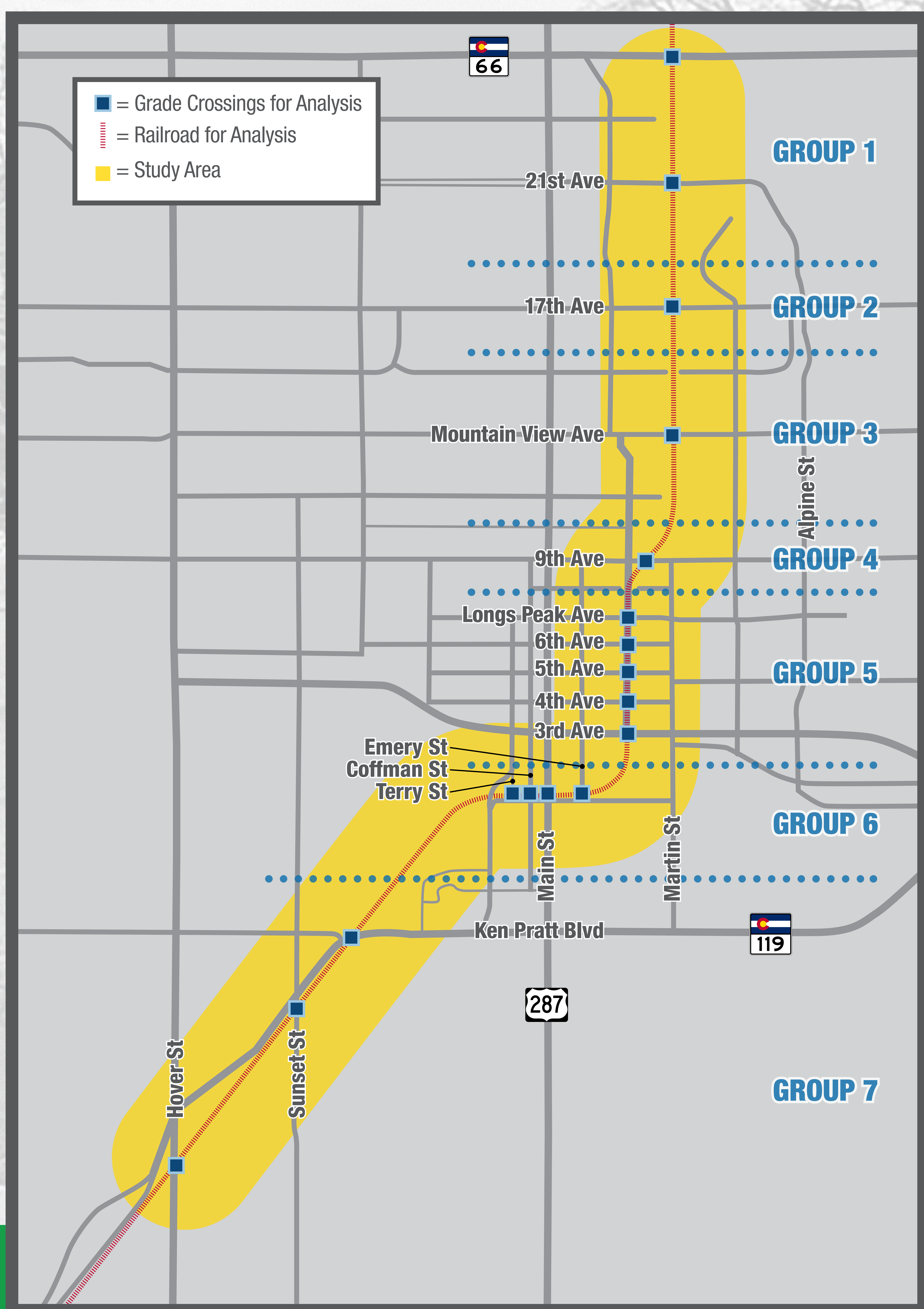


# What is a Quiet Zone?

A Quiet Zone is a section of rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded.

To establish a quiet zone in the City of Longmont, a set of very specific safety requirements must be met. The 2016 study made specific modification recommendations for each of the 17 crossings that fully compensate for the absence of the train horn.

Trains are required to sound the whistle ¼ mile in advance of a street crossing. We've grouped Longmont's crossings into 7 zones that could be created as standalone Quiet Zone projects. Due to spacing, some projects would require improvements at several crossings before it would have an impact on train whistle noise.



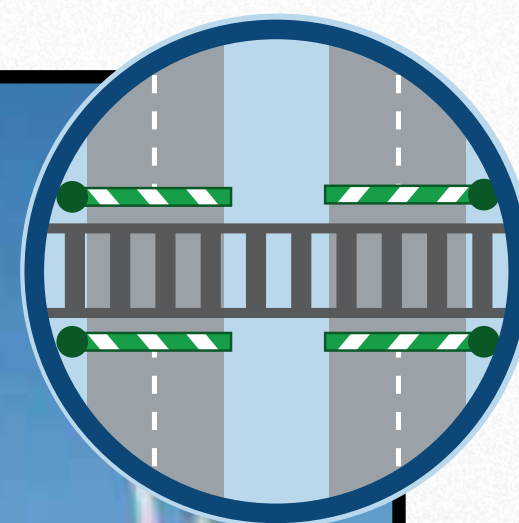


# Technical Analysis Outcomes

## Examples of recommended treatments

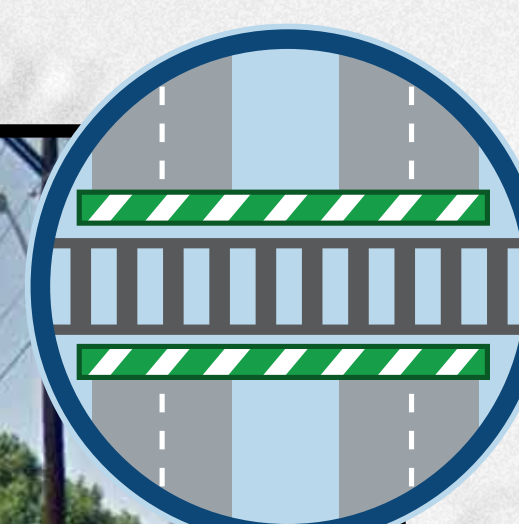
These treatments are being considered for the crossings within the Historic East Side neighborhood (3rd Ave. to Longs Peak Ave.)

- Four-Quadrant Gate System
- Permanent Crossing Closure



## 4-Quadrant Gates

These are placed on both sides of the tracks to prevent vehicles from either intentionally or unintentionally entering the track area while a train is approaching.



## Closure

A closure is when a railroad crossing is permanently closed to all through traffic and traffic is diverted to alternate routes. This is the safest and least costly treatment option. City staff anticipates that one crossing in the east side neighborhood would need to be closed.

*With any of the above options, it may be prudent to include use of fencing to maximize safety:*



## Fencing

Fencing is not required to implement a quiet zone. Fencing may be needed after quiet zones are implemented if frequent trespassing is observed. Train operators have the discretion to sound the horn if they perceive a safety hazard, such as a person crossing.

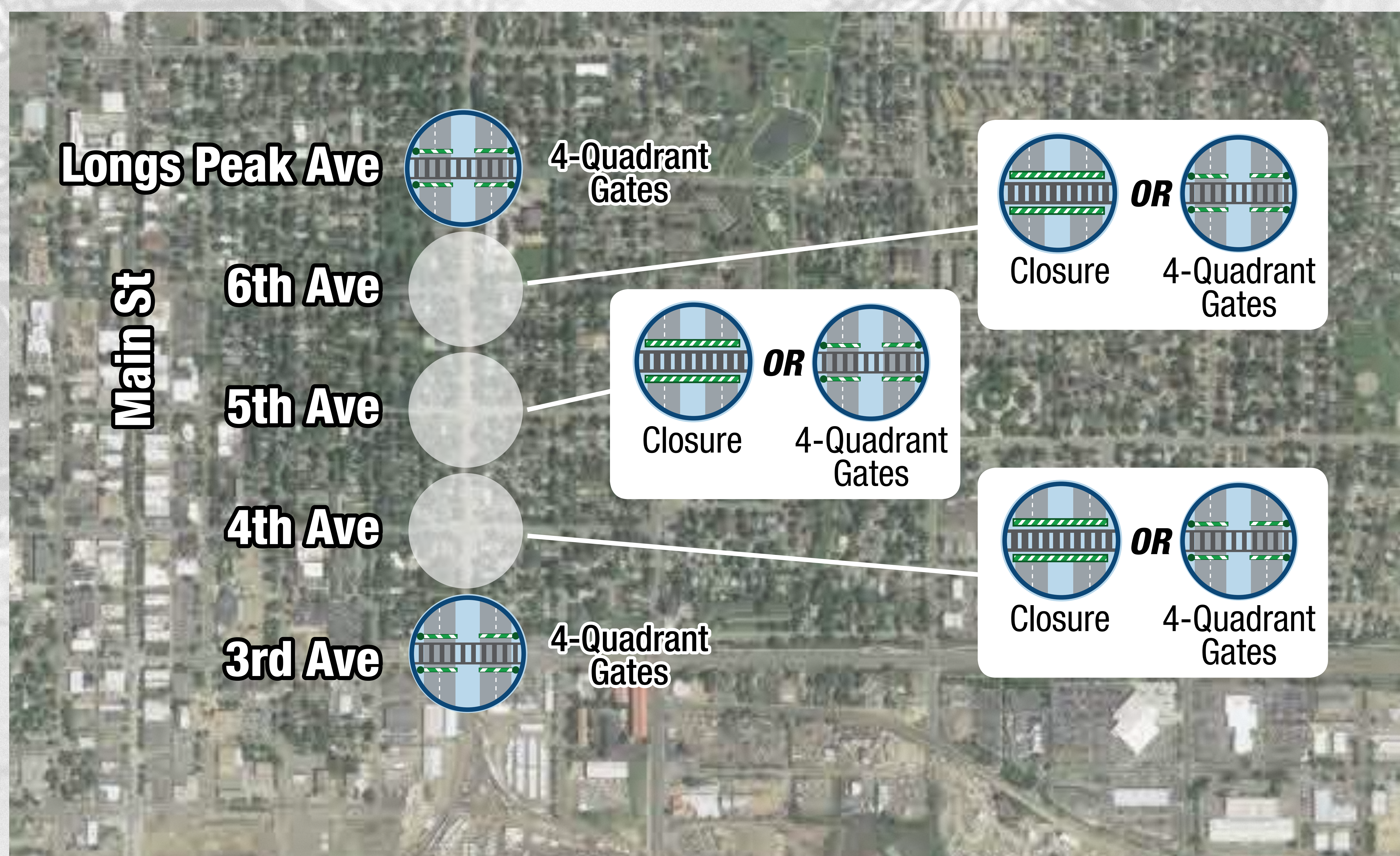


# Crossing Options

The 2016 study made the following modification recommendations for each of the 5 crossings that fully compensate for the absence of the train horn.

This technical analysis used the following data to arrive at these recommendations:

- Current train movements
- Average train speed
- Current warning protection (signs/flashers/gates)
- Documented incidents at the crossing
- Adjacent land use (residential/commercial)
- Type of roadway at the crossing (state highway/local road/number of lanes)
- Distance between crossings





# FAQ

## Why are closures being considered?

- Big picture transportation needs
  - The City has plans to create a new, at-grade crossing on Boston Avenue. BNSF will only consider this if the City agrees to close two other at-grade crossings in town.
- Cost
- Time

## Why would closure be considered in our neighborhood?

- Several closely spaced crossings
- Can be accommodated by existing street/transportation network

## Would there be a need to close two crossings in our neighborhood?

- No, one closure is being contemplated

## Which crossings might be closed?

- 4th Avenue, 5th Avenue, or 6th Avenue

## Considerations for Closures

- **All closure options** would only require travel one block north or south to access a crossing point.
- **4th Avenue**
  - Highest traffic volume (compared to 5th Ave. & 6th Ave.)
    - would redistribute the most traffic of the potential closures
  - Designated Bike Route, provides good bike alternative to 3rd Ave.
- **5th Avenue**
  - Lower traffic volume than 4th Ave.
  - Provides good connectivity between Pace St. & Bowen St.
- **6th Avenue**
  - Lowest traffic volume (compared to 4th Ave. & 5th Ave.)
  - Limited connectivity already
    - no through connection west of Main or east of Martin
  - Located on the south side of elementary school and park



# Now What?

Where we have been, where we are now, and where we go from here.

## Budget

All of these modifications cost money and will likely need to be phased over time.

## Public Feedback

While there has been a technical analysis, your City leaders recognize that changes to these crossings will impact the everyday lives of residents and businesses in the area.

## Prioritization

A big part of the public feedback process involves looking at which crossings are most important to our residents and what safety improvements will work best at each crossing. We need your help to determine which improvements will create the greatest good for the greatest number of Longmont residents.

