



1111 Bayou
La Marque, Texas 77568
409.938.9202

OFFICIALLY POSTED ON THE
WEB:
DATE:04-25-2013 TIME: 5:20PM

AGENDA

Notice is hereby given that the City Council of the City of La Marque, Texas will conduct a Special Workshop Meeting on Monday, April 29, 2013 at 6:00 p.m. at 1109-B Bayou Road for purpose of considering the following agenda:

(1) CALL MEETING TO ORDER

(2) ROLL CALL

(3) INVOCATION AND PLEDGE OF ALLEGIANCE

(4) WORKSHOP

- a. Presentation regarding designating "Quiet Zones" in regards to cross streets and Railroad crossings.
- b. Receive questions/comments from Citizens.
- c. Discussion/possible action giving direction to City Manager regarding further research.

(5) ADJOURNMENT

CERTIFICATION:

I hereby certify that the above notice of meeting was posted at 1109-B Bayou Road, La Marque, Texas before 5:00 p.m. on this the 23rd day of April, 2013. The City Council for the City of La Marque, Texas reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above, as authorized the Texas Government Code Section 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices) and 551.086 (Economic Development)

Deloris McKenzie, TRMC
Interim City Clerk
City of La Marque

This facility is wheelchair accessible and accessible parking spaces are available. Request for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Clerk's office at (409) 938-9203, or Fax (409) 935-0401, or e-mail z.tedford@cityoflamarque.org or further information.



LOCOMOTIVE HORN RULE 49 CFR 222

CODE OF FEDERAL REGULATIONS

49

Parts 400 to 571
Revised as of October 1, 2012

Transportation



Federal Register

Thursday,
August 17, 2006

Part IV

**Department of
Transportation**

Federal Railroad Administration

49 CFR Parts 222 and 229
Use of Locomotive Horns at Highway-Rail
Grade Crossings; Final Rule

What is the purpose of the rule?

- 49CFR222.1—PURPOSE
- Provide for safety at public highway-rail grade crossings by requiring locomotive horn except in quiet zones established and maintained in accordance with this part.

Locomotive Horn Rule

- PERMITS Quiet Zones
- Does NOT PROMOTE Quiet Zone

Background

- 12 Years to Prepare Rule
- The Final Rule became effective on June 24, 2005.

Train Horn Sounding Distance

- 15 seconds to 20 seconds before occupying a public highway-rail grade crossing
- in no case may the horn be sounded more than $\frac{1}{4}$ mile before the crossing.

NO Train Horn Increases Risk

66.8 percent increase in
probability of a collision

What is a Quiet Zone?

- A section of a rail line at least one-half mile in length
- contains one or more public crossings
- locomotive horns are not routinely sounded at crossings

Who Can Establish a QZ?

- Only a public authority can establish or apply to FRA for a Quiet Zone
 - If more than one public authority is involved, all must agree to the QZ.
 - If any public authority does not want to permit a QZ (for example, they do not wish to pay for crossing gates) they can refuse and there will be no QZ

Community Responsibility

- Public authorities need to work with railroads regarding the cost of additional safety measures and their subsequent maintenance.
- Public Authorities must provide a 60 day comment period for the State DOT and all railroads involved.

Railroad Responsibility

- Railroads can not prohibit the creation of a Quiet Zone (QZ)
- Railroads may sound the horn in a QZ at the sole judgment of the engineer in an emergency
- The railroad is not required to sound the horn in the event of an emergency

New Quiet Zones

- All public crossings must have
 - gates & lights
 - constant warning time
 - power out indicator
- FRA inventory information for each crossing must be current and accurate prior to establishing QZ.
- Must comply with MUTCD.

Risk Reduction Safety Measures

- SSM – Supplementary Safety Measures
(Public Authority DESIGNATION)
- ASM – Alternative Safety Measure
(Public Authority APPLICATION)

Private or Ped Crossings

- If private crossings are included in a QZ, they must have crossbucks, stop signs and an advanced warning sign indicating no horn will sound.
- Subject to a diagnostic review

Supplemental Safety Measures

- 4 quad gates
- Channelization and median barriers
- One way streets
- Temporary closure
- Permanent closure

4 Quad Gates

- Effectiveness = .77 to .82
- Average cost about \$200,000 for each crossing
- Maintenance is about \$5,000/year
- Railroads bill for maintenance costs

Supplementary Safety Measures:



Four-quadrant
gates—

Entrance gates
descend followed by
exit gates.

Medians or Channelization Devices

- Effectiveness = .75 or .80
- Less costly
- Average price varies from \$10,000 to about \$50,000.

Non Traversable Curbs with or without Channelization Devices

- Effectiveness = .80
- 6"-9" curb
- May install channelization devices
- Less expensive than 4-Quad gates
- Higher maintenance costs for broken paddles

Traversable Channelization

- Several versions commercially available
- Relatively inexpensive installation
- Higher maintenance costs for broken paddles

Supplementary Safety Measures:

Channelization
(traversable) curb with
delineators



One Way Streets

- Effectiveness = .82
- Only one set of gates needed
- Gate arm must extend cover 90

Alternative Safety Measure

- Any modified SSMs or engineering improvement w/o effectiveness rating
- Education program
- Law Enforcement program (including photo enforcement)
- Any combination of above
 - ASMs and modified SSMs need FRA approval
 - ASMs must be tested and data provided to show effectiveness

Corridor Risk Analysis Terms

- **RIWH**
 - Risk Index with Horn
- **QZRI**
 - Quiet Zone Risk Index
- **NSRT**
 - National Significant Risk Threshold

Two Risk Measurements

- $QZRI < NSRT (13722)$
 - Risk is below the National Significant Risk Threshold (not a significant risk)

OR

- $QZRI < RIWH$
 - Risk Fully Compensates for Lack of Horn

Quiet Zone Risk Index (QZRI)

QZRI = Average Risk Index for all public crossings in a Quiet Zone, taking into consideration absence of train horn and presence of safety measures.

$$QZRI \leq RIWH$$

Risk at crossings in quiet zone is at or below level expected if the train horn were sounded at the crossings.

$$QZRI \leq NSRT$$

- National Significant Risk Threshold

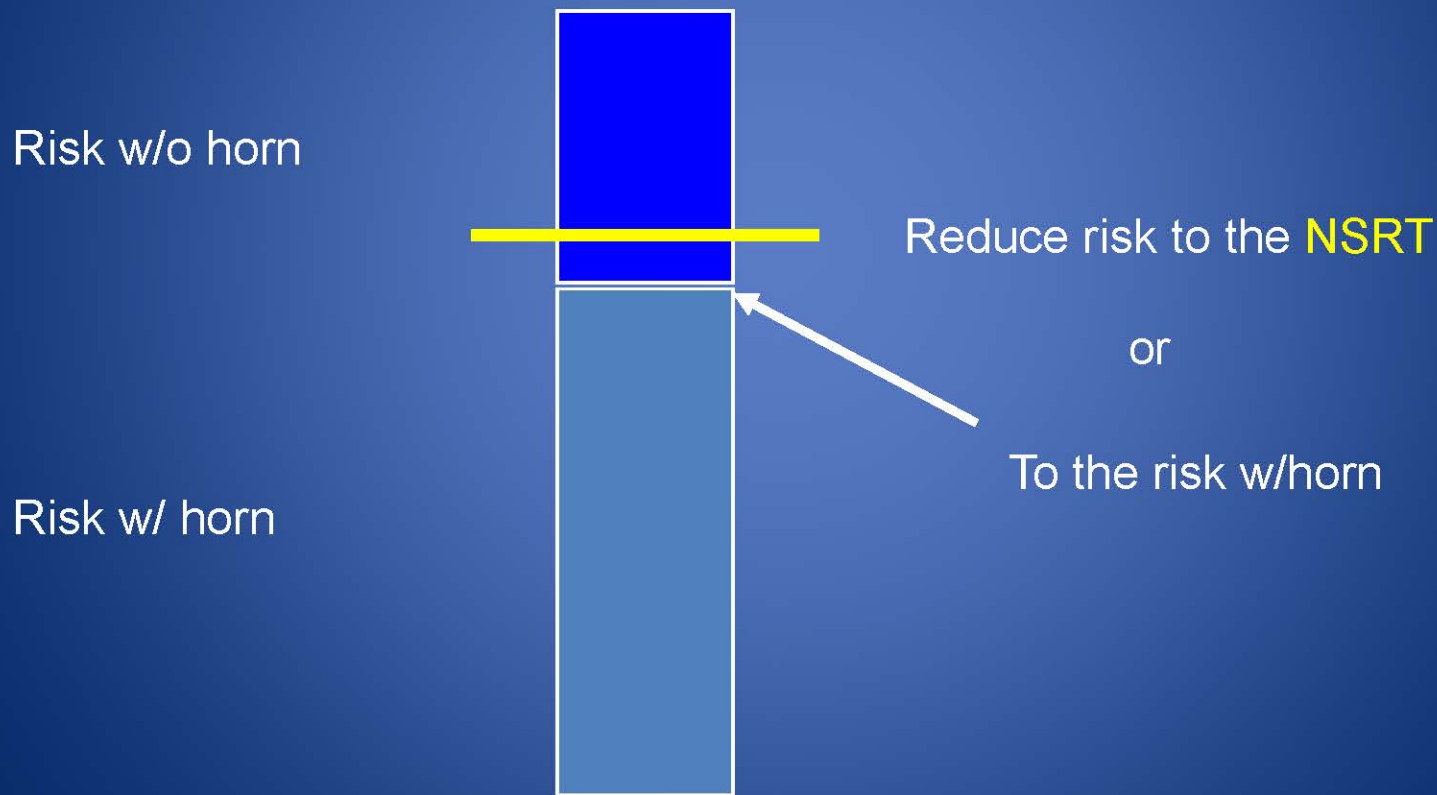
NSRT = The average level of risk expected at a gated crossing with the train horn sounding

Safety Goal

- Ranking for combined crossing totals must be
 - Less than or equal to the risk with train horn blowing (RIWH)
 - OR
 - Less than the National Significant Risk Threshold (NSRT)

Acceptable QZ Risk

To create Quiet Zone:



Notification Requirements

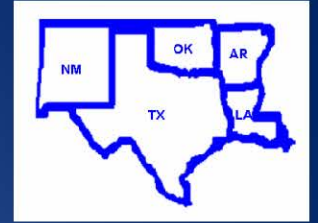
- Written notice to:
 - Each Railroad operating in corridor
 - Highway authority or law enforcement authority with control over vehicular traffic at the crossings
 - State agency
 - Landowner of any private crossings
 - FRA—Washington, D.C.

Questions



For additional information:

<http://www.fra.dot.gov>



FRA Region 5

For Assistance Contact:

Carolyn Cook (512) 282 – 8412

Jerry Martin (817) 291 – 5668

Richard Washington (318) 364 - 7229