

TR-180721



U.S. Department
of Transportation

**Federal Railroad
Administration**

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JAN 28 2020

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1200 New Jersey Avenue, SE
Washington, DC 20590

JAN 21 2020

Mr. Rob Brown, P.E.
Transportation Engineering Manager
City of Kent Public Works Department
220 Fourth Avenue South
Kent, WA 98032

**Re: THR-000001300001 (U.S. Department of Transportation National Highway-Rail
Crossing Inventory Numbers: 085625H, 085629K, 085633A, 085636V, 085637C,
085639R, 085640K, and 085642Y)**

Dear Mr. Brown:

The Federal Railroad Administration (FRA) reviewed the public authority application that you submitted on behalf of the City of Kent, Washington (City) under Title 49 Code of Federal Regulations (49 CFR) Section 222.39(b), *Public authority application to FRA*.

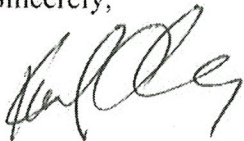
The City is seeking FRA's approval of the suggested effectiveness rates for the proposed alternative safety measures (ASMs) at the James Street (085629K), Smith Street (085633A), and State Route 516/Willis Street (085640K) crossings.

FRA approves the City's application and has provided comments on the City's suggested effectiveness rates in the enclosure. FRA has determined that implementation of the proposed ASMs and supplementary safety measures (SSMs), as described in the City's application, will result in a QZRI of 66,813. This index value is below the Risk Index with Horns (the risk that would be present if the horns were still sounding) of 75,808.

The City may submit its Notice of Quiet Zone Establishment consistent with 49 CFR § 222.43, *What notices and other information are required to create or continue a quiet zone?*, after implementation of the proposed ASMs and SSMs, as described in the City's application, and compliance with all applicable quiet zone requirements in 49 CFR § 222.25, *How does this rule affect private highway-rail grade crossings?*; 222.27, *How does this rule affect pedestrian grade crossings?*; and 222.35, *What are the minimum requirements for quiet zones?* In addition, 49 CFR § 222.39(b)(1)(vi) requires the City to provide a commitment to implement the safety improvements it proposed in its quiet zone application. Thus, FRA's approval is conditioned upon implementing and maintaining the safety improvements described in the public authority application.

If you have any questions or need additional information, please contact Mr. James Payne, Staff Director, Highway-Rail Crossing and Trespasser Programs Division, at 202-493-6005 or james.payne@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl Alexy', written in a cursive style.

Karl Alexy
Associate Administrator for Railroad Safety
Chief Safety Officer

cc: Mr. Weylin Doyle, Central Puget Sound Regional Transit Authority
Ms. Connie Raezer, Washington State Department of Transportation
Mr. Stephen Semenick, BNSF Railway Company
Mr. Patrick Sullivan, National Railroad Passenger Corporation
Mr. Aaron Thompson, National Railroad Passenger Corporation
Ms. Betty Young, Washington Utilities and Transportation Commission

Enclosure

Enclosure

Summary of Analysis for THR-000001300001 (U.S. Department of Transportation National Highway-Rail Crossing Inventory Numbers: 085625H, 085629K, 085633A, 085636V, 085637C, 085639R, 085640K, and 085642Y), Public Authority Application to the Federal Railroad Administration

The following crossings were considered in the calculation of the Quiet Zone Risk Index:

South 212th Street (Crossing Number 085625H)

The City of Kent (City) asserts that the South 212th Street crossing will be equipped with the mountable medians with reflective traffic channelization devices supplementary safety measure (SSM).

James Street (Crossing Number 085629K)

The City asserts that the proposed alternative safety measure (ASM) at the James Street crossing will consist of 110 feet of channelization on both sides of the crossing; however, there are intersections 15 feet and 30 feet from the gate arm on the west side of the crossing. The City suggested an effectiveness rate of 0.47. The Federal Railroad Administration (FRA) finds that an effectiveness rate of 0.42 is more appropriate given the location of the intersections.

Smith Street (Crossing Number 085633A)

The City asserts that the proposed ASM at the Smith Street crossing will consist of 95 feet of channelization east of the crossing and 110 feet of channelization west of the crossing; however, there is an intersection 17 feet from the gate arm on the west side of the crossing. The City suggested an effectiveness rate of 0.43. FRA finds this effectiveness rate consistent with the information provided.

Meeker Street (Crossing Number 085636V)

The City asserts that the Meeker Street crossing will be equipped with the mountable medians with reflective traffic channelization devices SSM.

Gowe Street (Crossing Number 085637C)

The City asserts that the Gowe Street crossing will be equipped with the mountable medians with reflective traffic channelization devices SSM.

Titus Street (Crossing Number 085639R)

The City is not seeking ASM or SSM risk reduction credit for this crossing.

SR 516/Willis Street (Crossing Number 085640K)

The City asserts that the proposed ASM at the SR 516/Willis Street crossing will consist of 100 feet of channelization on both sides of the crossing; however, there are intersecting streets within 60 feet of the gate arm on both sides of the crossing. The City suggested an effectiveness rate of 0.21. FRA finds that an effectiveness rate of 0.41 is more appropriate given the location of the intersections.

South 259th Street (Crossing Number 085642Y)

The City is not seeking ASM or SSM risk reduction credit for this crossing.