



STATE OF WASHINGTON

UTILITIES AND TRANSPORTATION COMMISSION

1300 S. Evergreen Park Dr. S.W., P.O. Box 47250 • Olympia, Washington 98504-7250

(360) 664-1160 • TTY (360) 586-8203

Mar. 28, 2018

Joseph P. Rutan, P.E.
County Engineer/Assistant Director
Whatcom County Public Works Dept.
322 N. Commercial Street, Suite 301
Bellingham, WA 98225-4042

Re: TR-180235 – Notice of Intent to Establish a Railroad Quiet Zone at Cliffside Drive (USDOT #084821L)

Dear Mr. Rutan:

On Mar. 20, 2018, the Whatcom County Public Works Department (County) notified the Washington Utilities and Transportation Commission (UTC) of its intent to establish a railroad quiet zone at the Cliffside Drive railroad crossing, identified as USDOT 084821L.

The proposed quiet zone will be in effect 24 hours per day, seven days per week. While the notice provided did not specify length, UTC Staff (Staff) assumes that the proposed quiet zone will extend one-quarter mile on each side of the crossing, which is the minimum length required by Title 49, Code of Federal Regulations, Part 222.

The County utilized information in the Federal Railroad Administration (FRA) grade crossing inventory to calculate the Quiet Zone Risk Index (QZRI). As the Cliffside Drive crossing now stands, the QZRI for the quiet zone without train horns is 13,837.78, which is below the Nationwide Significant Risk Threshold of 14,723. This means that the crossing qualifies for establishment of a quiet zone without any modifications; however, the County proposes to install Supplemental Safety Measure (SSM) upgrades of 100 feet of mountable median with reflectorized channelization devices on both approaches to the crossing. Implementation of these safety measures lowers the overall QZRI well below the risk threshold to 3,459.45.

On Jan. 30, 2018, Staff participated in an onsite quiet zone review of the Cliffside Drive crossing along with representatives from the County, the FRA, and BNSF Railway Company (BNSF).

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Staff supports the proposed SSM upgrades as they will reduce the possibility of motorists driving around downed crossing gates when a train is approaching.

Under current federal rules, the UTC may comment on quiet zones but it does not have the authority to approve or deny them. Staff acknowledges that this crossing qualifies for designation as a quiet zone without the SSM upgrades proposed by the County.

Prior to installing the median barriers, the County must submit a petition to the UTC to obtain approval for the crossing modifications. Staff also recommends that the County review the enclosed FRA publication, "*Guidance on the Use of Traffic Channelization Devices at Highway-Rail Grade Crossings*." The devices selected should meet all FRA requirements. When the quiet zone is implemented, "NO TRAIN HORN" signs must be added to the advance warning signs on each approach to the crossing.

Thank you for the opportunity to provide comments. Please contact Betty Young, Transportation Planning Specialist, at (360) 664-1202 or by email at betty.young@utc.wa.gov, if you would like additional information.

Sincerely,



Steven V. King
Executive Director and Secretary

Enclosure

cc: Jeffrey Stewart, Federal Railroad Administration
Federal Railroad Administration, Office of Safety, Washington DC
Megan McIntyre, BNSF
Stephen Semenick, BNSF
Kurt Laird, AMTRAK