

TR-090788

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May 11, 2009

Docket Clerk
Office of Chief Council
Federal Railway Administration (FRA)
RCC-10; Mail Stop 10
1120 Vermont Avenue, NW
Washington, DC 20590

RECEIVED
MAY 13 2009
WASH. UT. & TP. COMM

Subject: A Petition for Waiver of Compliance to FRA regulations through 49 USC 20101 (c) at Crossings DOT 092276S, DOT 090249N, DOT 090248G City of Vancouver

This letter and the attachments are for the petition for a temporary waiver of compliance to certain sections under Title 49 CFR 211. It follows a letter to Ron Ries (FRA), on February 27, 2009.

The following information is provided by the City of Vancouver (City), as required by the Federal Railroad Administration.

WAIVER OF COMPLIANCE:

The City of Vancouver seeks a waiver of compliance for the following public highway rail grade crossings east of the Vancouver Station in the BNSF's Northwest Division, Fallbridge Subdivision (see map):

<u>Crossing ID</u>	<u>Street Name</u>
DOT 092276S	West 11 th Street (east of Lincoln Street)
DOT 090249N	Jefferson Street (north of West 8 th Street)
DOT 090248G	West 8 th Street (east of Jefferson Street)

The quiet zone proposed would restrict the routine sounding of locomotive horns eight hours a day (10 PM to 6 AM) seven days a week. This change is sought to provide noise relief during downtown residents and convention visitors prime sleeping periods while minimizing the effect on peak commercial traffic movements or safety. The attached Train Horn Noise Mitigation Plan from the Esther Short Neighborhood Association provides details on the need for the quiet zone and diagrams of the proposed improvements.

The City of Vancouver's plan to implement a quiet zone at the Westside crossings would include:

- West 11th Street: Installation would upgrade the crossing to a two gate quad system with a 100' median and driveway and street closure, currently programmed for completion by BNSF by the end of this year. [No FRA waiver sought.]

- Jefferson Street: The City of Vancouver seeks a waiver to provide medians on Jefferson St, a gated driveway with indicator lights which is visible to the train crew prior to entering the crossing but no constant warning circuitry (CWC) as required by Appendix E to Part 222 of the FRA rules for *Use of Locomotive Horns at Highway-Rail Grade Crossing*. The ASM improvements are proposed as a "Partial Quiet Zone" because the gated driveway is within 60' of the crossing and needs to remain open during the day time. The City proposes this as an ASM because the median on the south side of the tracks is only 50 feet long. Adding CWC would not be reasonably practical at this location since the crossings will be closed soon (December 31, 2011) as part of the City's Waterfront Access project.
- West 8th Street: The City of Vancouver seeks a waiver to establish a partial closure with night time traffic and pedestrian gates from 10:00 PM to 6:00 AM as opposed to 10:00 PM to 7:00 AM as required by Appendix E to Part 222 of the FRA rules for *Use of Locomotive Horns at Highway-Rail Grade Crossing*. The gates will include indicator lights which are visible to the train crew prior to entering the crossing. The alternative hours of operation are proposed to reduce any impacts of the closure on businesses in the area.

This waiver sought would have the following conditions:

1. The waiver sought would be temporary through 2011 only, as these crossings will be closed soon as part of the City's Waterfront Access project;
2. Immediate notification to FRA of accident or injury; and
3. Voiding of the approval if any of the above conditions are violated.

SUPPLEMENTAL INFORMATION:

There are over 40 freight and passenger train movements a day over these tracks. Amtrak did not operate passenger trains over the tracks in question on February 1, 1979. This track is part of the Strategic Rail Corridor Network.

STEPS TAKEN REGARDING JOINT PETITIONER APPLICATION:

The City of Vancouver works closely with BNSF Railroad on a variety of projects. We believe we have a good working relationship and contacted them immediately regarding the proposed waivers. They did not express any reservation with the proposed partial quiet zone closure of from 10:00 PM to 6:00 AM.

The City of Vancouver has requested BNSF input on the quiet zone improvements proposed for the Jefferson St crossing but has not received a response. We do not anticipate BNSF support because it does not include CWC.

The City of Vancouver has decided to file the petition alone in order to expedite the process. Waiving the requirement for a joint submission will not compromise public safety, nor will applying the requirement of a joint submission be likely to significantly contribute to public safety.

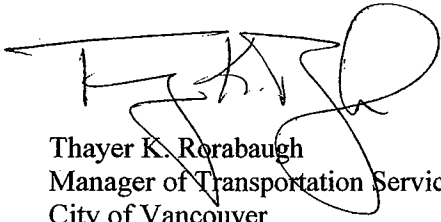
Accordingly, per 49 CFR § 222.15(b), the City of Vancouver requests that you or the Associate Administrator waive the requirement for a joint petition and accept Vancouver's petition for consideration.

Name and title of person who will act as point of contact during the quiet zone development process:

John Manix, P.E., PTOE
Traffic Engineer
Transportation Services, City of Vancouver
PO Box 1995
Vancouver, WA 98668-1995
Phone: (360) 487-7700
Email: john.manix@ci.vancouver.wa.us

See the attached list of each party receiving this notification.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Thayer K. Rorabaugh', with a large, stylized flourish at the end.

Thayer K. Rorabaugh
Manager of Transportation Services
City of Vancouver

Recipients

1. Railroads operating over the grade crossings:

Richard Wagner
Manager of Public Projects WA
BNSF Railway
2454 Occidental Ave South, Suite 1A
Seattle, WA 98134-1451

Kurt Laird
Amtrak Senior Safety Coordinator
1875 South Holgate St
Seattle, WA 98134

2. State agency responsible for highway and road safety, and State agency responsible for grade crossing safety:

Ahmer Nizam
Railroad Specialist
Washington DOT
PO Box 47329
Olympia, WA 98504-7329

Katherine Hunter
Transportation Compliance Manager
Washington Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

3. Federal Railroad Administration

Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Ave. SE, MS - 25
Washington, DC 20590

Christine Adams
Regional Manager for Grade Crossing Safety
Federal Railroad Administration
4106 NE 47th Ave
Vancouver, WA 98661

PHOTO PAGE: Views of crossings

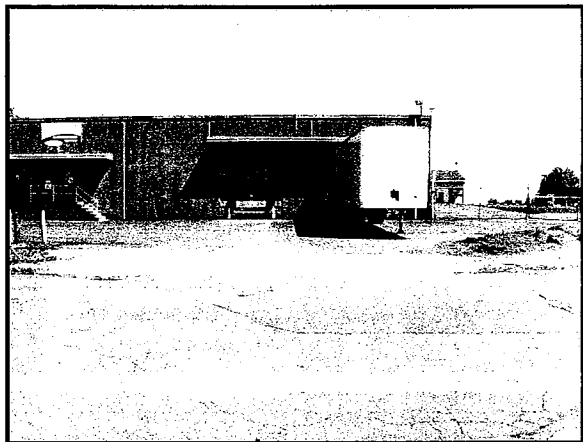


PHOTO 1: Bergstrom driveway (to be gated)

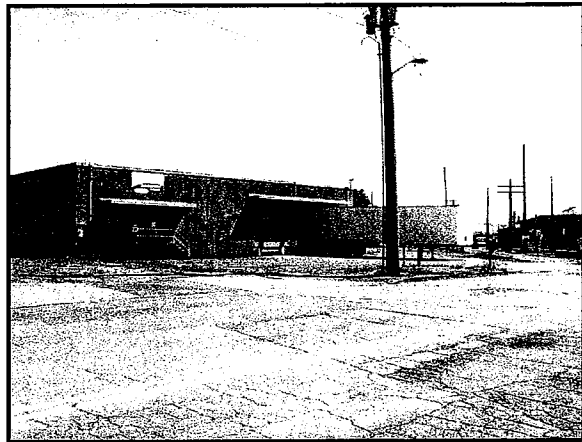


PHOTO 2: Bergstrom driveway



PHOTO 3: Bergstrom driveway (to be closed)



PHOTO 4: BNSF alley (westside)

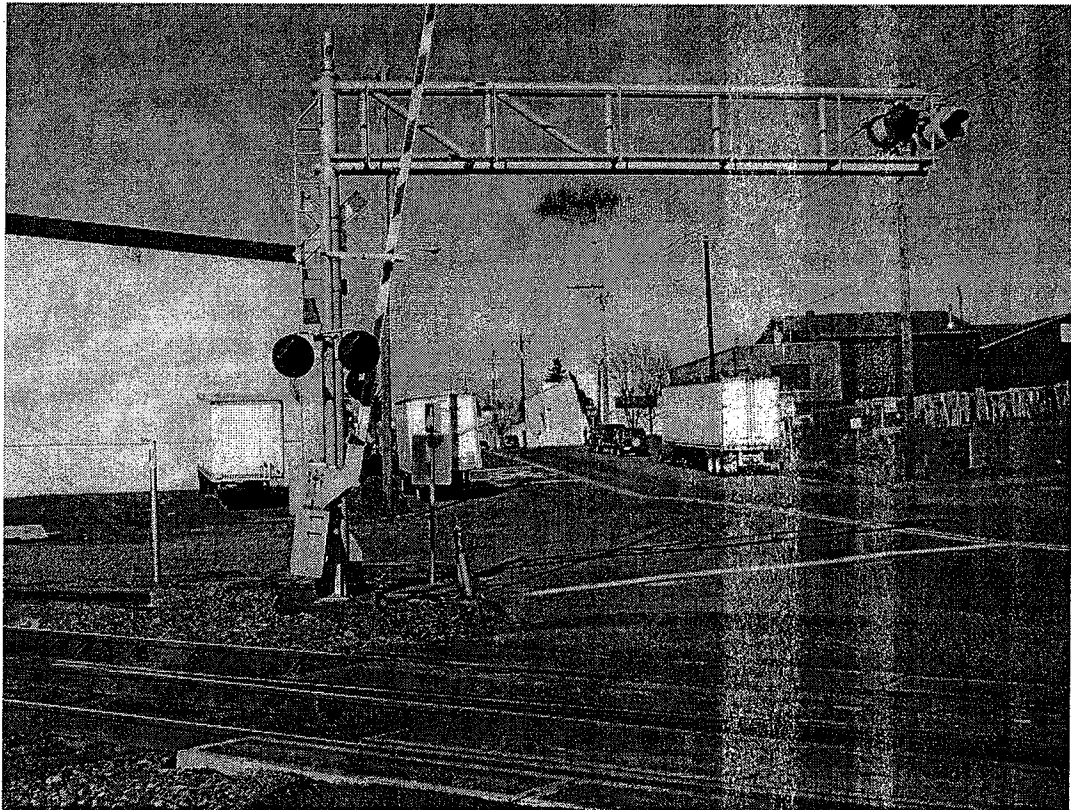


PHOTO 5: BNSF Alley (eastside)

Proposal to the City of Vancouver

8th & Jefferson Streets Railroad Crossings

Train Horn Noise Mitigation Plan



Esther Short Neighborhood Association
4/29/2009

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8th & Jefferson Streets Train Horn Noise Mitigation Proposal

Background

The Burlington Northern Santa Fe (BNSF) railroad operates a set of mainline north-south tracks that traverse the westerly edge of the Esther Short Neighborhood in downtown Vancouver. Approximately 2 BNSF trains utilize this trackage every hour of every day.

Federal Railroad Administration (FRA) regulations, adopted in 2007, require all trains to sound their horns when approaching each public-grade street crossing. The horns must be sounded at a minimum volume of 92 decibels for a duration of not less than 15 seconds and not more than 20 seconds.

The BNSF track alignment crosses both 8th and Jefferson Streets approximately 6 blocks west of the Downtown residential area. Since these two railroad crossings are only 35 yards apart, the train engineers must sound their horns almost continuously for a duration of 15 to 30 seconds every hour of the day. The following FRA graphic shows the crossing locations.

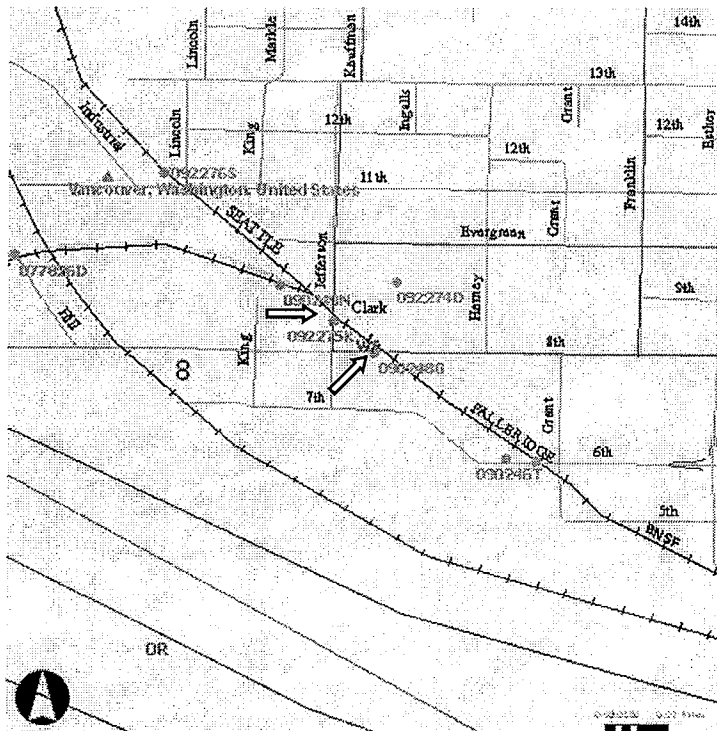


Figure 1. 8th & Jefferson Street Railroad Crossing Locations

The City of Vancouver is collaborating with Gramor Development in an ambitious plan to redevelop the Columbia River waterfront property, previously owned by Boise Cascade. When completed, this program will include the permanent closure of both the 8th and Jefferson Street at-grade railroad crossings. When this takes place, train horns at these crossings will permanently cease. This could potentially be accomplished as soon as the end of 2011 depending on the availability of funding; however, if funding is delayed, closure of the two crossings could be delayed until 2012 or beyond.

Goals and Objectives

The train horns are very offensive to the people who reside, work, shop and recreate in the Downtown neighborhood. At night time, the train horns regularly disrupt the sleep of most of the residents. This is not only aesthetically objectionable; research shows that chronic sleep deprivation is physically and emotionally harmful. Nevertheless, maintenance of safe railroad crossings is of paramount importance.

The primary goal of this proposal therefore is to formulate a plan that will:

Dramatically, expeditiously and safely reduce the train horn noise, generated at the 8th and Jefferson Street grade crossings, for the least possible cost in full compliance with all applicable regulations while preserving and protecting the operations of the businesses that may be impacted by the final outcome.

Regulatory Opportunities & Limitations

The Federal regulations (Federal Register/Vol. 71, No. 159 – Part 222) that mandate train horns at all public at-grade crossings also include specific provisions to mitigate the noise. The regulations identify various acceptable supplemental safety measure (SSMs) that, if implemented, can enable the railroad to discontinue routine locomotive horn use. Certain SSMs are necessary to create a “Quiet Zone” that allows for the complete cessation of horns at the crossings. These requirements are extremely expensive and have been previously reported upon to the City (Quiet Zone Evaluation, Railroad Controls Limited, March 23, 2007).

The regulations also permit an alternative approach that entails implementing less complex, less costly SSMs that would only be operated during the night time hours. This approach results in the creation of a “Partial Quiet Zone.” A summary of these pre-approved supplemental safety measures is presented in Appendix A.

In the Fall of 2008 the Esther Short Neighborhood Association (ESNA) began collaborating with the City Transportation Services Staff to identify an appropriate set of SSMs that could be used to create a Partial Quiet Zone. It was essential to tailor the SSMs to the specific geometric and operational constraints that are unique to the 8th Street and Jefferson Street crossings. This included refinements to ensure that the nearby businesses (Albina Fuel and Bergstrom’s Nutrition) would be able to continue operating with minimal interference.

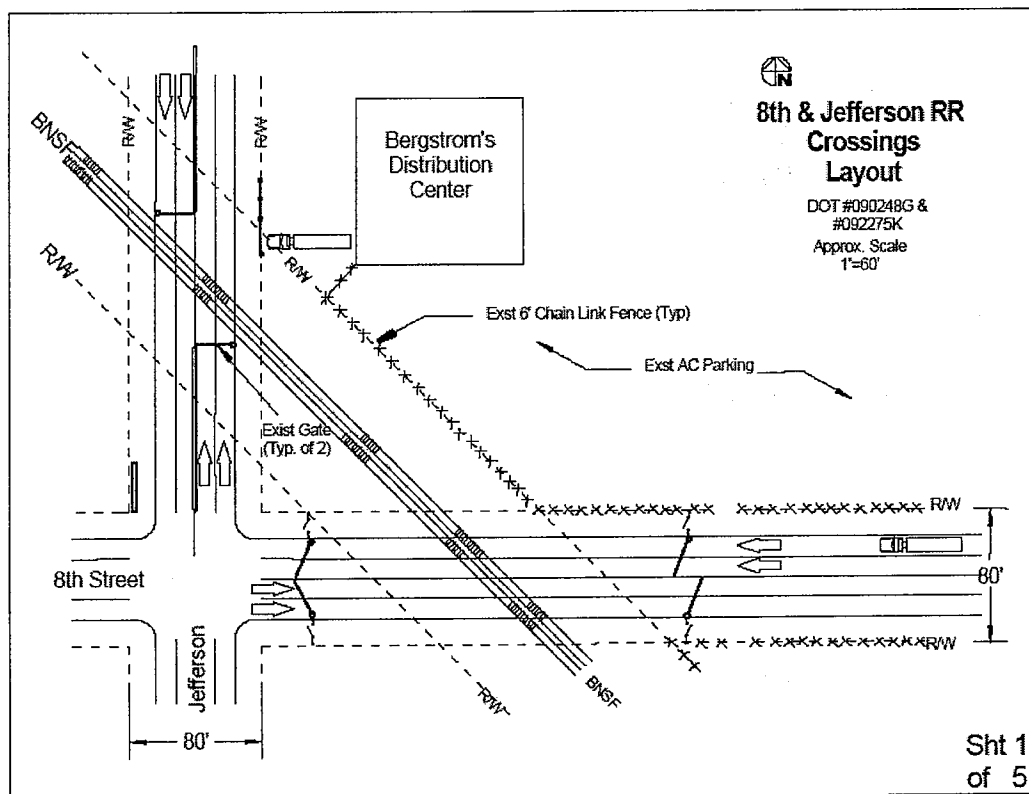
For example, the regulations state that all public highway/rail at-grade crossings located within new Partial Quiet Zones "shall be closed from 10 PM until 7 AM." The City's truck traffic count data suggest that, if this duration were shortened by only one hour, there would be virtually no negative effect on the nearby businesses that utilize the two crossings. The local office of the FRA has indicated that the agency would likely approve this change, but a waiver request must be prepared and submitted to the FRA to secure official authorization.

The regulations also state that a Partial Quiet Zone must extend for a minimum of 1/2 mile in length and all public at-grade crossings located within that distance must comply with the Partial Quiet Zone requirements. The 11th street railroad crossing is 1/4 mile northwest of the Jefferson Street crossing; therefore 11th street must be included in the Partial Quiet Zone. The City Staff was informed by the BNSF that the railroad is already planning to implement comprehensive SSMs this year at the 11th Street crossing. Consequently it is assumed that the BNSF modifications to the 11th street crossing will be compatible with the proposed Partial Quiet Zone designation.

Proposed Improvements

Figure 2 below shows the overall layout of the two crossings included in this proposal. Each of the at-grade railroad crossings are discussed separately in more detail.

Figure 2. 8th & Jefferson Crossings Layout

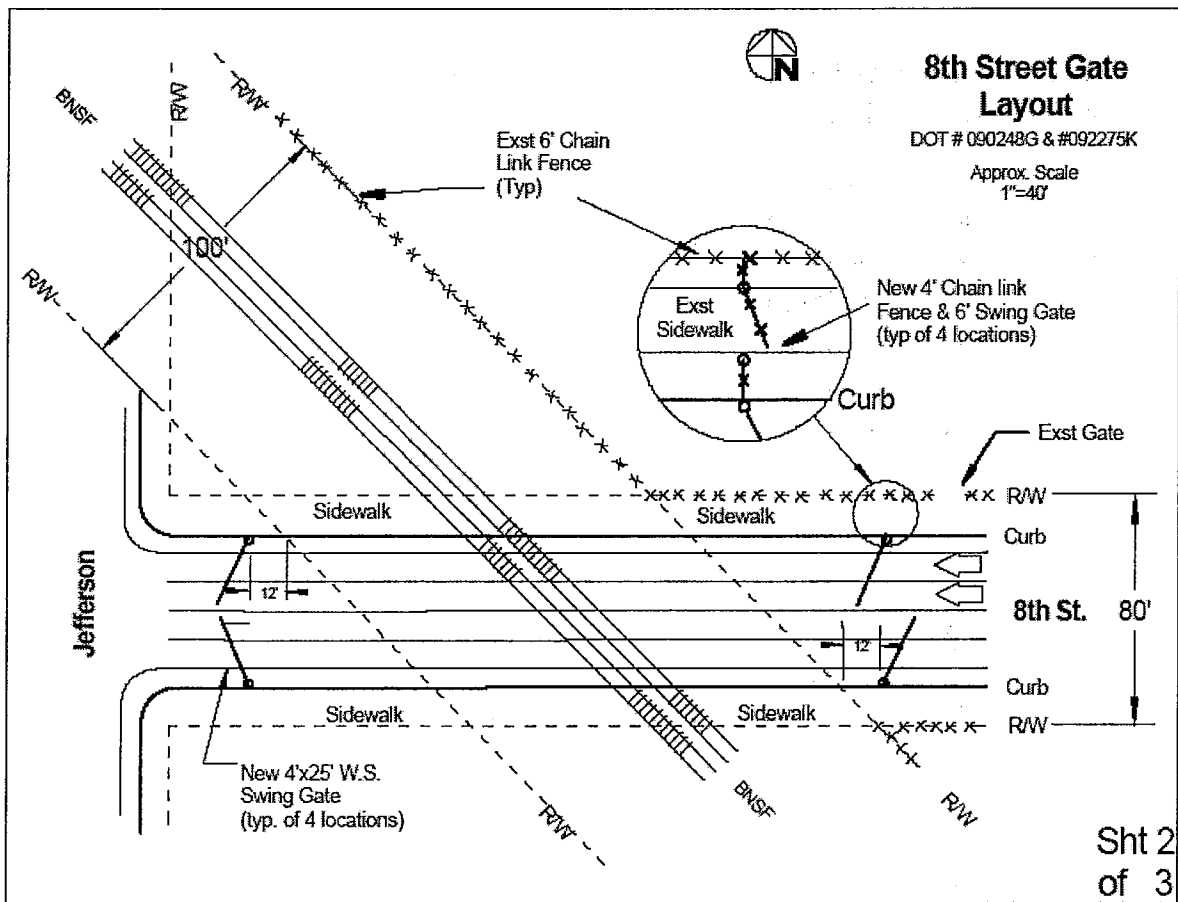


8th Street Crossing (DOT #090248G)

Eighth Street is a primary east-west vehicular access corridor into the industrial area located west of the railroad tracks. This area is commonly referred to as the "Crescent Area." Trucks are not permitted to use this crossing.

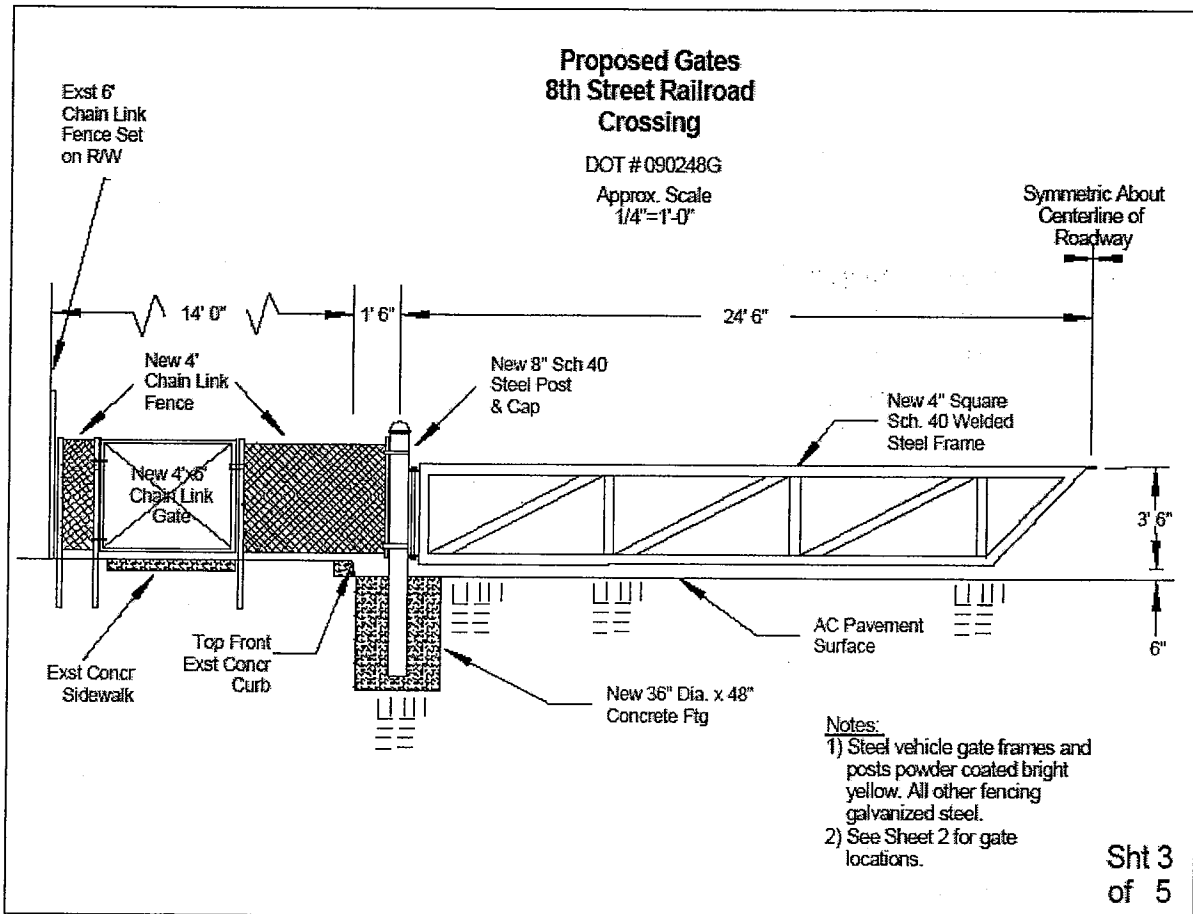
The Federal Regulations for Partial Quiet Zones require that, at a minimum, each approach lane to the crossing must be completely blocked. Additionally, vehicles must be prevented from being able to circumvent the gates. The regulations also require any existing adjacent pedestrian crossings to be blocked. The regulations, however, do not require automatic electric gates, which are very expensive. Instead, the street can simply be closed from 10 PM until 6 AM by manually operating gates set in the street and adjacent sidewalks as shown on Figure 3 below.

Figure 3 8th Street Crossing Proposed Gate Layout



A local, reputable, fence company was contacted to help identify any unique conditions at the 8th Street crossing that would impose excessive or costly constraints on the manual gate system being considered. After visiting the site with an ESNA representative, the company prepared an elevation view of a manual gate system that would perform properly in the proposed application. That gate, coupled with a pedestrian sidewalk gate, is presented below.

Figure 4 8th Street Proposed Gate Elevation



A total of 4 welded steel vehicle gates and 4 pedestrian gates with chain link fencing are required to completely control the 8th Street at-grade crossing. The estimated cost for furnishing and installing this system is \$10,000. Refer to Appendix B, 8th Street Gate System Cost Estimate. It would also be necessary to install an appropriate monitoring device that would illuminate a signal visible to the approaching train crew whenever the gate is closed.

Jefferson Street Crossing (DOT #092275K)

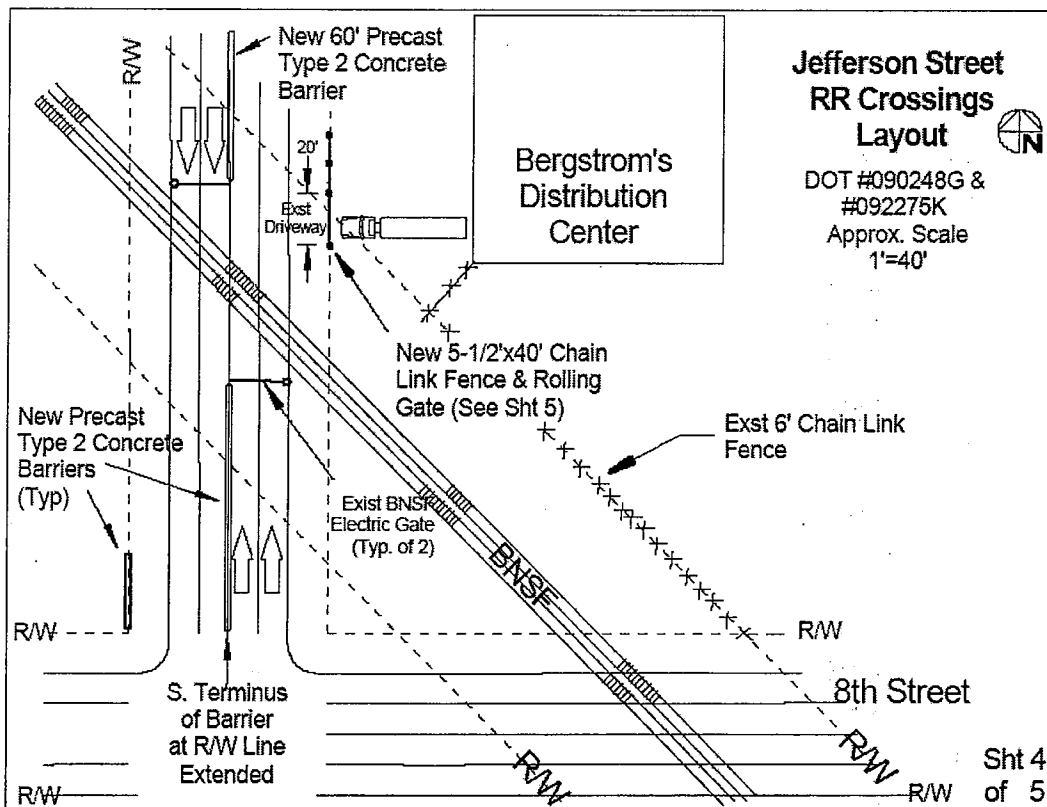
Jefferson Street is the designated truck route serving the Crescent Area; consequently it is essential that the Partial Quiet Zone respond to the needs of the businesses that utilize this railroad crossing. The City's traffic count data demonstrate that there is minimal truck traffic utilizing Jefferson Street to access the area between 10 PM at night and 6 AM in the morning. The

proposed approach to managing the Jefferson Street crossing, coupled with the minimal truck demand during the night time hours, will result in no operational changes for the businesses in the Crescent area.

The Jefferson Street Crossing is already equipped with automatic electric gates that close the vehicular approach lanes and signal the train crews whenever a train is present. Currently, approaching vehicles can circumvent the closed gates and cross the tracks when a train is approaching. Installation of concrete medians on the approach centerlines to the existing gates will positively prevent this. The City has indicated that it has surplus precast concrete type 2 barriers (commonly referred to as Jersey Barriers) that can be used for the proposed medians. The only cost would be for loading, hauling, unloading and placing the barriers.

The Federal Railroad Administration has indicated that the regulations do not permit the existence of an uncontrolled driveway within 60 feet of any public at grade crossing that is to be included in a Partial Quiet Zone. Bergstrom's Nutrition Center currently operates two commercial facilities with vehicular driveways that violate this regulation. One driveway from the Bergstrom's parking lot, located on the southwest side of the Jefferson Street railroad crossing, must be permanently barricaded to ensure compliance with the regulations. The lot will continue to be fully accessible to the Bergstrom employees using other existing driveways on 8th Street. This traffic control measure is acceptable to Bergstrom's. Refer to Figure 5 below.

Figure 5 Jefferson Street Proposed Median & Gate Layout

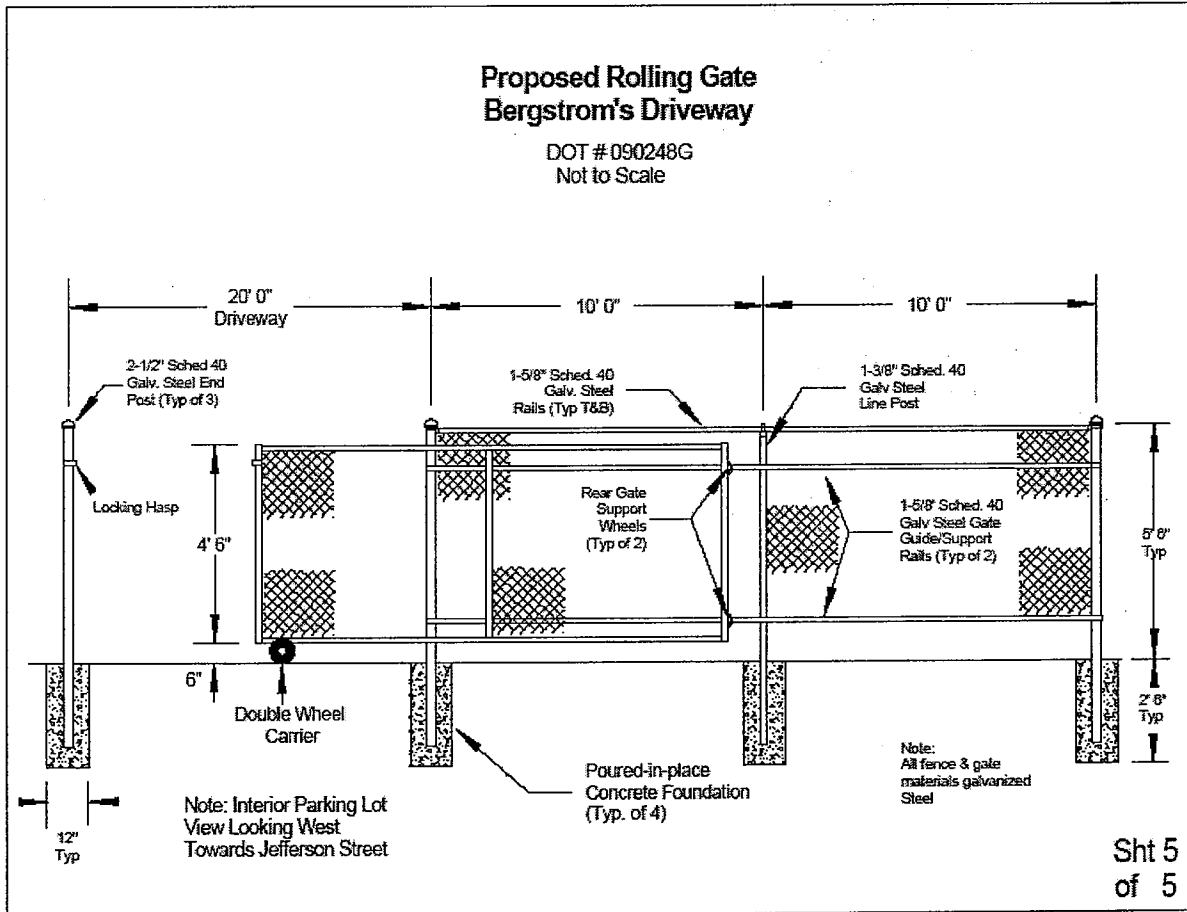


Another Bergstrom’s driveway serves its Distribution Center located on the northeast side of the Jefferson Street railroad crossing. This driveway provides truck access to the Bergstrom’s Distribution Center during the daytime operating hours. The Distribution Center is closed at night when the proposed Partial Quiet Zone would be in effect. Further, Bergstrom’s indicates that, at most, only 10 trucks access the facility during the work day. Unfortunately the regulations do not make any exception for the fact that the business would be completely closed during the Partial Quiet Zone hours. Therefore, it is necessary to also implement a means to positively prevent egress from the non-compliant driveway.

The solution is to gate the driveway, similarly to the supplemental safety measure proposed for 8th street. The driveway gate would be manually closed and locked at 10 PM and opened again at 6 AM. This approach would physically prevent any vehicles from utilizing the driveway during the Partial Quiet Zone period. Figure 6 presents an elevation view of the proposed gating system.

Concrete centerline medians, existing automatic railroad crossing gates and signals and gates blocking the Bergstrom’s driveways are all compliant supplemental safety measures that, in combination, will result in a very effective Partial Quiet Zone.

Figure 6 Bergstrom’s Driveway Gating System



Vehicular Operational Outcomes

Current Conditions - No Partial Quiet Zone

At the present time train horns are sounded when they approach the crossings, 24 hours per day. All vehicles using the 8th Street crossing are expected to voluntarily stop when the existing warning horns sound and nearby signals are flashing; however there is no physical obstruction that prevents the vehicles from ignoring the horns and signals and driving through the intersection.

All vehicles using the Jefferson Street Crossing are currently expected to stop at the existing automatically closed railroad gates. Trucks are required to use the designated Jefferson Street truck route and railroad crossing to access the Crescent Area. All vehicle operators are supposed to stop whenever the existing gates are lowered and a train is approaching, but they can choose to circumvent the gates and try to beat the train to the crossing.

The maneuver performed by trucks departing the Bergstrom's Distribution Center is of particular interest. Tim Gardner, Bergstrom's operations manager, reports that typically less than 5 trucks, but occasionally up to 10 vehicles, make this trip daily. Bergstrom's trucks only operate during the day from 8 AM to 4 PM; there is no nighttime Bergstrom's truck traffic when the Partial Quiet Zone will be in effect.

The Bergstrom's trucks exit the Distribution Center loading dock area using a driveway on the northeast side of the Jefferson Street railroad crossing. The trucks turn left (south) directly into the Jefferson Street railroad crossing, then turn right (west) onto 8th Street and right again into the Bergstrom's operations facility. Refer to Figure 5. There is no traffic control at present that prevents the Bergstrom's truck operators from performing this potentially unsafe maneuver when the BNSF gates are lowered and a train is present.

Future Conditions - After Partial Quiet Zone Implementation

During the daytime hours (6 AM until 10 PM) there would be very little change in vehicle operations on 8th and Jefferson Streets. Train horns, gates and signals all would continue to function as they currently function. The only daytime change, after implementation of the Partial Quiet Zone, would be the effect of the centerline medians installed on Jefferson Street. The medians would restrict any vehicle from circumventing the existing automatic gates that are lowered when a train is approaching.

During the daytime, 5 to 10 Bergstrom's truck operators might find it a bit more difficult to turn left (south) onto Jefferson from the Bergstrom's Distribution Center loading dock area. The driveway gate posts, coupled with the medians in Jefferson Street, would somewhat constrain the southbound maneuver. A potentially easier, albeit slightly longer, maneuver would be for the truck driver to instead turn right (north) onto Jefferson, drive clockwise around the block, and utilize the 8th Street railroad crossing to access the Bergstrom's operations facility. Refer to Figure 5.

Similarly, blocking the Bergstrom operations facility driveway on the southwest side of the Jefferson Street crossing would require employees to enter and exit that parking lot from 8th Street. While this might be a slight occasional inconvenience, the Bergstrom's operations manager, has indicated that it would not pose any operational difficulty.

During the nighttime hours, after implementation of the Partial Quiet Zone, there would be significant changes but they would have no impact on the operations of any of the Crescent Area businesses. The 8th Street gates would be manually closed at 10 PM. No vehicles or pedestrians would be permitted to cross the railroad tracks on 8th Street during the night. Since trucks are already prohibited from using 8th Street, this constraint would only impact a few passenger vehicles. Any vehicle approaching the 8th Street Crossing between 10 PM and 6 AM, would be directed by appropriate signage to detour to the Jefferson Street or 11th Street crossings, which would remain open when no trains are present.

The Bergstrom's Distribution Center driveway gate on Jefferson Street would be manually closed and opened at the same time as the vehicle gates on 8th Street. This would effectively render the driveway impassable. The existing automatic gating system on Jefferson would continue to operate exactly as it currently operates, closing whenever a train is approaching and signaling the train operator. After the train has passed, the gates would again open permitting vehicles to cross the tracks.

The big change resulting from this plan would be the safe, yet nearly complete, cessation of train horns during the nighttime hours from 10 PM to 6 AM.

Summary

The Federal government adopted the train horn rule in 2007 intended to better ensure safe public at-grade railroad crossings. An unintended consequence was the immediate, enormous increase in volume, duration and frequency of train horn noise experienced by everyone in downtown Vancouver. Fortunately, the regulations included provisions to mitigate the excessive noise impacts. The purpose of this proposal is to adapt and apply those provisions to our downtown's unique needs.

This proposal is admittedly not comprehensive. Clearly more details need to be developed. The method of funding for both the implementation and the operations of the proposed improvements remains to be determined. It will be necessary to secure cooperation with the BNSF in order to proceed. It will also be necessary to obtain a waiver from the FRA to shorten the required duration of the Partial Quiet Zone and to secure approval for the supplemental safety measures proposed on Jefferson Street.

Despite these complications, it is hoped that this proposal will form the basis for a realistic, cost effective, implementable, timely solution.

Appendix A Approved Quiet Zone Supplementary Safety Measures

1. Temporary Crossing Closure (Partial Quiet Zone)

Must consider traffic *Effectiveness*: 1.0

- a. redistribution

Required:

- a. All approach lanes blocked
- b. All pedestrian lanes blocked
- c. 10 PM to 7 AM
- d. Barricades and signs meet MUTCD
- e. City responsible for activation/deactivation
- f. Tamper & vandal resistant
- g. Monitoring device with indicator visible to train crew

Recommended:

- a. Alternate traffic route signs meeting MUTCD

2. Four-Quadrant Gate System (All lanes gated)

Effectiveness:

- a. Four-quadrant gates without presence detection: .82
- b. Four-quadrant gates with presence detection: .77

Required: Meet MUTCD

- a. All lanes on both sides must be spanned
- b. Crossing warning systems activated by constant warning time devices
- c. Power out indicators
- d. < 2' between ends of gates when down if no medians (< 1' from medians)

Recommended:

- a. Break-away channelization frequently monitored
- b. Gate timing by engineer
- c. Evaluate need for vehicle presence detectors
- d. Define medians with curbs, channelization devices or both
- e. Remote monitoring

3. Approach Lane Gates with Medians or Channelization

Effectiveness:

- a. Channelization - .75
- b. Curbs - .80

Required:

- a. Opposing Traffic Lanes separated by curbs or channelization devices
- b. 100' from gate arm; if near intersection, 60' from gate arm
- c. Close intersections of > or = 2 within 60' of gate arm

- d. Crossing warning systems activated by constant warning time devices
- e. Power out indicators
- f. <1' gap between gate and curb or channelization
- g. Break-away channelization frequently monitored

4. One Way Street with Gate(s) - Not applicable

5. Permanent Crossing Closure

Effectiveness: 1.0

Required:

- a. All traffic blocked
- b. Barricades and signs meet MUTCD
- c. Tamper and vandal resistant
- d. Must consider traffic redistribution

Appendix B 8th Street Gate System Cost Estimate



11318 NE HWY 99
Vancouver, WA 98686

Estimate

Date	Estimate #
2/11/2009	1245

Name / Address
 Esther Shore Park
 8th & Jefferson R/R Crang Project
 Vancouver, Wa.
 P.O.C. Jim Correll
 360-694-5667

Project

Phone # 360-574-9085	Fax # 360-574-0805	Robert Direct # 360-607-9860	E-mail Jennifer@PioneerFDSC.com
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Description	Qty	Rate	Total
60' Wide barricade style (single arm) double gate w/ 7" full weight hinge posts. Powdercoated bright yellow	2	3,200.00	6,400.00T
4' Galvanized Chain Link Installed	56 ft	12.50	700.00T
Gate Panel (4' wide pedestrian gates)	4 ea	150.00	600.00T
Core Drilling & Difficult into existing roadbase and asphalt	1	1,800.00	1,800.00T
Sales Tax for Vancouver		8.30%	779.00

Thank you for the opportunity to bid Your project. We look forward to doing business with you. **Estimate Total \$10,279.00**

"your **SATISFACTION** is our specialty"

www.PioneerFDSC.com



Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 17, 2009

John A. Manix
City of Vancouver Transportation Services
4400 NE 77th Avenue, Suite 350
PO Box 1995
Vancouver, WA 98665-1995

Dear Mr. Manix:

The Washington State DOT State Rail and Marine Office understands that the city of Vancouver is interested in initiating a "quiet zone" for trains crossing W 8th St., W Jefferson Ave, and W 11th St. We understand that BNSF Railway and the city have plans to allow for the ultimate closure of the W. Jefferson Ave. and W 8th St. grade crossings. We do not object to an interim plan to restrict trains horn use at these two crossings before they are closed.

As part of the state-funded Vancouver Rail Project, BNSF plans to install two-quadrant gates with flashing lights at the 11th St. crossing, which today is only a passive crossing. While BNSF Railway and WSDOT State Rail and Marine Office staff have discussed several options with city staff that could aid the city in obtaining a "quiet zone" for trains crossing the roadway, the details for the W 11th St. crossing remain un-resolved. The last discussion was with Mr. Thayer Rorabaugh, Director of Transportation Services. In this conversation, the closure of W. Lincoln Ave. at W 11th St was discussed as a way to allow a median separator to be installed east of the crossing, which, when combined with a median separator west of the crossing, is considered a supplemental safety devise that can suffice for the establishment of a quiet zone.

If the city agrees to the closure of W Lincoln Ave at W 11th St., the WSDOT State Rail and Marine Office would be willing to fund the additional median separators on both sides of the crossing and would be willing to support a "quiet zone" application by the city. Until the crossing has flashing lights, two-quadrant gates and median separators on both sides of the crossing, WSDOT will not support such an application.

In addition, we are concerned that the public perception is that the institution of a "quiet zone" will eliminate all train horns in the area. This will not be the case, as BNSF operating rules require trains to sound their horn upon stopping and starting. The tracks

that cross W 11th St. are and will continue to be used for switching work 24 hours a day, thus the locomotives switching in the yard will continue to sound their horns for reasons other than to cross the crossing. We recommend that the city manage expectations of the public to avoid any misunderstandings.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Witt". The signature is written in a cursive style with a large, stylized initial "S".

Scott Witt
State Rail and Marine Director