

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, SEPTEMBER 18, 2012**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, September 18, 2012, commencing at 7:00 a.m.

Present: Council Member Hansen, Council Member Johnson, Council Member Katzakian, Mayor Pro Tempore Nakanishi, and Mayor Mounce

Absent: None

Also Present: City Manager Bartlam, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 Railroad Crossing Safety Program (PW)

Public Works Director Wally Sandelin provided a PowerPoint presentation regarding the federal railroad administration trail horn and quiet zone rule. Specific topics of discussion included federal regulations, requirements to sound locomotive horn, creation of quiet zones in California, Lodi quiet zone, supplementary safety measures, various roads at railroad crossing, alternative safety measures, Union Pacific position, general cost of safety measures, and funding sources.

In response to Council Member Hansen, Mr. Sandelin stated Union Pacific purchases and installs crossing arms upon receipt of payment from the City and the crossing near the new water treatment plant cost approximately \$250,000.

A brief discussion ensued amongst Mayor Mounce, Council Member Hansen, Council Member Katzakian, and Mr. Sandelin regarding the current railroad whistle blowing in the City, including the location and timing of the whistle blowing.

In response to Council Member Johnson, Mr. Sandelin stated medians are a minimum safety requirement to ensure vehicles do not go around the crossing arms to go through a crossing, medians may be built by the City, and medians are less expensive to construct assuming there is sufficient existing space.

In response to Mayor Pro Tempore Nakanishi, Mr. Sandelin stated pedestrian crossings are a concern for the railroad and they have implemented "Operation Lifesaver" as a program to address these concerns.

In response to Council Member Katzakian, Mr. Sandelin stated the risk index factors for railroad related construction likely include death at a particular intersection crossing.

In response to Council Member Johnson, Mr. Sandelin stated the subject discussion is being brought forward directly from staff to ensure the City Council is aware of the program and to gauge overall interest in the program.

A brief discussion ensued amongst the City Council and Mr. Sandelin regarding the similarities and differences between the spacious railroad crossings in the City of Elk Grove versus the compact railroad crossings in the City of Lodi.

In response to Mayor Mounce, Mr. Sandelin confirmed that staff can have a broader discussion

with the railroad staff regarding how the City may be able to assist with the Operation Lifesaver program through outreach. Mr. Sandelin stated in general the railroad does not like quiet zones.

In response to Council Member Katzakian, Mr. Sandelin stated the railroad would not favor a crossing similar to Calvine Road in Elk Grove over Harney Lane and that is why a grade separation is being constructed.

In response to Mayor Mounce and Council Member Hansen, Mr. Sandelin reviewed the medians constructed in downtown Elk Grove, stating the cost will likely be in the \$50,000 range and the process would include approval from the railroad, including application and risk analysis, prior to construction.

In response to Council Member Johnson, Mr. Sandelin stated the automated horn blowing is more commonly used in remote areas instead of intersections with close proximity.

In response to Council Member Katzakian, Mr. Sandelin stated the improvements would be the same regardless of an evening quiet zone or a 24-hour quiet zone and Locust would be the first choice if a permanent crossing closing was required.

The City Council and Mr. Sandelin generally discussed the need to see the whole picture with the railroad including any pending or future issues, a cost analysis related to construction potential improvements without burdening the existing budget, the success and challenges of the quiet zone in Stockton, pedestrian crossing improvements that may be needed in the future, and having a discussion with the railroad regarding the timing of current whistle blowing and the preferred set up if a quiet zone was considered in the City.

Myrna Wetzel spoke in regard to the railroad improvements made in the City of Turlock and related street closures. Mr. Sandelin indicated if improvements were made, the crossings would be kept open to the extent possible or closed for a relatively small period of time.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:50 a.m.

ATTEST:

Randi Johl
City Clerk



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CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Presentation of Information Regarding Railroad Crossing Safety Program
MEETING DATE: September 18, 2012 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: Presentation of information regarding Railroad Crossing Safety Program.

BACKGROUND INFORMATION: City staff will present information regarding the Federal Railroad Administration Quiet Zone Rule adopted in June 2005. Topics to be covered include existing conditions, creating a quiet zone, local examples, safety measures, and costs of safety measures.

The purpose of the presentation is to inform the City Council regarding this federal program and to discuss with the City Council the implementation of a quiet zone.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

F. Wally Sandelin
Public Works Director

FWS/pmf

APPROVED: _____
Konradt Bartlam, City Manager

The City of Lodi
**Public Works
Engineering**



**Federal Railroad Administration
Train Horn and Quiet Zone Rule**



Federal Regulations

- Federal Regulations are Superior to State/Local Regulations
- Effective June 24, 2005
- Exceptions Allowed with Safety Improvements
- Horns Can Still be Sounded in Quiet Zones
 - Operator Discretion
 - Emergency
- Partial Quiet Zones
 - Evening and/or Nighttime Prohibition



Requirements to Sound Locomotive Horn

- 15 – 20 Seconds Prior to Crossing
- Pattern – Two Long, One Short, One Long
- Variations Allowed for Closely-Spaced Crossings
- Minimum of 96 dB, Maximum 110 dB



Creation of Quiet Zone

- Risk Index Approach
- Risk at Crossing is Below National Significant Risk Threshold (NSRT)
 - Typically Low-Risk Locales
 - Few, if Any, Improvements Required
- Risk at Crossing Exceeds NSRT
 - Supplementary Safety Measures
 - Alternative Safety Measures
- Minimum ½ Mile Long



Quiet Zones in California

- 29 in State
- Sacramento, Stockton, Elk Grove



Lodi Quiet Zone

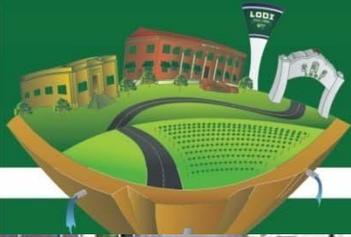
- Lockeford St
- Locust St
- Elm St
- Pine St
- Lodi Ave
- Tokay St
- Century Blvd





Supplementary Safety Measures (SSM)

- Compensate for Absence of Train Horn
- Four-Quadrant Gate Systems
- Median or Channelization Devices
- One-Way Streets with Gates
- Permanent Closure



Bond Rd at RR X-ing

East of Elk Grove Florin Rd





Bond Rd Looking East at RR X-ing

East of Elk Grove Florin Rd





Bond Rd Looking West at RR X-ing

East of Elk Grove Florin Rd





Calvine Rd at RR X-ing

West of Elk Grove Florin Rd





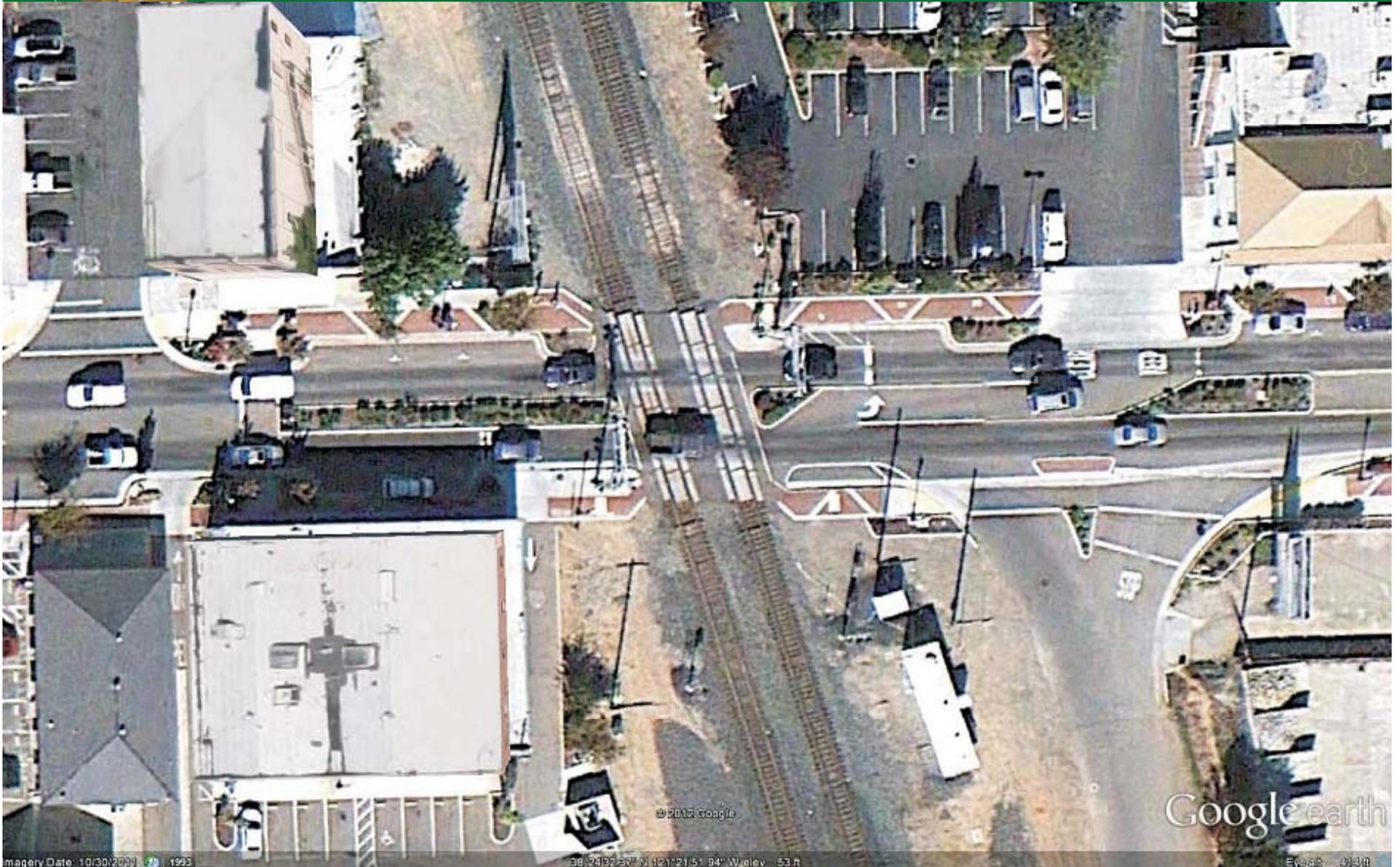
Calvine Rd Looking West at RR X-ing West of Elk Grove Florin Rd





Elk Grove Blvd at RR X-ing

East of Elk Grove Florin Rd





Elk Grove Blvd Looking East at RR X-ing East of Elk Grove Florin Rd





Elk Grove Blvd Looking West at RR X-ing East of Elk Grove Florin Rd





Sheldon Rd at RR X-ing West of Elk Grove Florin Rd





Sheldon Rd Looking East at RR X-ing West of Elk Grove Florin Rd





Alternative Safety Measures (ASM)

- Modified SSM's
 - Non-Complying Medians
 - Three-Quadrant Gates
- Engineered ASM's
 - Geometric Improvements
- Non-Engineered ASM's
 - Programmed Enforcements
 - Photo Enforcement
 - Education
- Automated Wayside Horn



Union Pacific Railroad Position

- Quiet Zones Compromise Safety
- Will Comply with Federal Law
- Full Cost Recovery



General Cost of Safety Measures

- Preliminary Engineering, Construction, Maintenance and Replacement
- Preliminary Engineering
 - \$5,000 per Wayside Horn Location
 - \$10,000 per Crossing Signal Location
- Construction (per crossing)
 - Four-Quadrant Gate System \$50,000 - \$500,000
 - Basic Active Warning System \$185,000 – \$400,000
 - Basic Inter-Connect \$5,000 - \$15,000
- Annual Maintenance (per crossing)
 - Per Crossing \$4,000 - \$10,000



Funding Sources

- Measure K Local Street Repair
- Congestion Management Air Quality (federal)
- Surface Transportation Project (federal)
- FHWA Section 130 Program (federal by state)
- State Transportation Funds
- Workforce Housing Grant (Elk Grove)



Questions?