

TRAIN HORN QUIET ZONES PROGRAM

INTRODUCTION

On April 27, 2005, the Federal Railroad Administration (FRA) published an interim final rule that requires locomotive horns be sounded while trains approach and enter public highway-rail grade crossings. The final rule contained an exception to the above requirement in circumstances in which there is not a significant risk of loss of life or serious personal injury, use of the locomotive horn is impractical, or safety measures fully compensate for the absence of the warning provided by the locomotive horn. Communities that qualify for this exception may create “quiet zones” within which locomotive horns would not be routinely sounded. Applying for quiet zones would require the City, at certain instances, to fund and implement certain improvements at railroad crossings.

On April 13 2004 and on July 27, 2004 were directed by City Council to consider evaluation criteria reflecting train horn impacts on residential areas giving priority for areas that are impacted the most.

GOAL AND POLICY

The Train Horn Quiet Zones Program is consistent with the following City of Sacramento 2030 General Plan (adopted March 3, 2009) and 2035 General Plan Update (to be adopted in 2014) goal and policy:

Goal

Safe Movement of Goods. Provide for the safe and efficient movement of goods to support commerce while maintaining livability in the city and region.

Policy:

- **Train Noise Minimization.** The City shall work with railroad operators to minimize the impact of train noise on adjacent sensitive land uses.

PROJECT LIST DEVELOPMENT

Eligibility Criteria

Crossings that are subject to the applicability of the Train Horn Rule are the only crossings that are considered for the Train Horn Quiet Zones. Railroad spurs are not included in the list of crossings. The Train Horn Rule does not apply to railroads exclusively operating freight trains on tracks which are not part of the general railroad system; passenger railroads that operate only on tracks which are not part of the general railroad system of transportation and which operate at a maximum speed of 15 mph; and rapid transit operations within an urban area that are not connected to the general railroad system of transportation.

PROJECT RANKING PROCESS

Train Horn Quiet Zones are ranked using one criteria: **Person Sounding (PS)**.

The PS is an objective criterion to measure the relative impact on the affected population. The PS is calculated for each crossing by multiplying the Number of Trains by Persons. There is no maximum score.

Number of Trains: The daily number of trains that crosses over a specific crossing.

Persons: Number of people who lives within 1.5 miles from specific crossing.

SUMMARY

To date, the City has established two quiet zones. One is along the north/south main line between Meadowview Road and C Street and the other is south of the American River along the Martinez and Fresno subdivisions from 20th Street and Fruitridge Road. The City and has begun the process for establishing the following additional quiet zone:

- North of the American River from West El Camino Avenue to Elkhorn Boulevard

The Train Horn Quiet Zone ranked crossings listing is presented in Table I-1 and the approximate location of these crossings are depicted in Figure I-1.

TABLE I-1

YEAR 2014 - TRAIN HORN QUIET ZONES

2014 Rank	2010 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
	1	3	28th St	Complete	Line 4	42	47000	1982000
	2	3	20th St	Complete	Line 3	42	46000	1943000
		1,2	West El Camino Ave	Complete	Line 1 N C	23	52000	1206000
		1,2	Bicycle Path	Complete	Line 1 N C	23	49000	1124000
		3	Q St	Complete	Line 1 S C	12	64000	769000
		4	V St	Complete	Line 1 S C	12	64000	767000
		4	S St	Complete	Line 1 S C	12	63000	755000
		4	T St	Complete	Line 1 S C	12	63000	755000
		4	W St	Complete	Line 1 S C	12	63000	751000
		4	20th St - Broadway	Complete	Line 1 S C	12	62000	745000
		3	P St	Complete	Line 1 S C	12	62000	745000
		8	Meadowview Rd	Complete	Line 1 S C	12	60000	721000
		4,5	21st St	Complete	Line 1 S C	12	60000	720000
		4	X St	Complete	Line 1 S C	12	59000	706000
		4	Second Ave	Complete	Line 1 S C	12	59000	705000
		3	O St	Complete	Line 1 S C	12	59000	703000
		3	N St	Complete	Line 1 S C	12	57000	686000
		3	Capitol Ave - M St	Complete	Line 1 S C	12	56000	668000
1	3	3	Private Crossing East 20th St, N. C St		Line 4 to 1	14	46000	648000
		3	K St	Complete	Line 1 S C	12	54000	644000
		5,8	Florin Rd	Complete	Line 1 S C	12	54000	643000
		3	L St	Complete	Line 1 S C	12	53000	635000
		3	I St	Complete	Line 1 S C	12	52000	625000
		3	J St	Complete	Line 1 S C	12	52000	623000
		3	H St	Complete	Line 1 S C	12	49000	588000
		5	47th Ave	Complete	Line 1 S C	12	49000	585000
		3	G St	Complete	Line 1 S C	12	48000	581000
		5	Fruitridge Rd	Complete	Line 1 S C	12	46000	553000
		3	D St	Complete	Line 1 S C	12	46000	550000

TABLE I-1

YEAR 2014 - TRAIN HORN QUIET ZONES

2014 Rank	2010 Rank	Council District	Street	Notes	Line	Soundings	Persons	Person Sounding
		3	F St	Complete	Line 1 S C	12	46000	549000
		5	26th Ave	Complete	Line 1 S C	12	46000	548000
		3	C St	Complete	Line 1 S C	12	45000	544000
		3	E St	Complete	Line 1 S C	12	44000	528000
		6	14th Ave	Complete	Line 2	12	41000	497000
	4	6	Power Inn Rd	Complete	Line 2	12	36000	436000
	5	6	Fruitridge Rd	Complete	Line 2	12	32000	381000
2	6	6	Elder Creek Rd		Line 2	12	26000	306000
3	7	6	Jackson		Line 5	2	25000	51000
4	8	6	Kiefer		Line 5	2	22000	43000
5	9	6	Florin Perkins Rd		Line 6	1	19000	19000
6	10	6	Fruitridge Rd		Line 6	1	12000	12000

FIGURE I-1

