

## GLENDALE RAILROAD QUIET ZONE RECOMMENDATION

**The Ad Hoc Railroad Safety and Quiet Zone Committee recommends that Glendale Village Council proceed with steps necessary to implement a Federal Railroad Administration Quiet Zone covering the Sharon Road, Albion Avenue and Oak Road vehicle crossings.** A Quiet Zone will provide a quality-of-life improvement for residents throughout the village bothered by increased and noisier train traffic. It will make the Village Square more “user friendly” for residents, businesses and their patrons. Like Congress Avenue and Sharon Road, the railroad is a major thoroughfare through the village, impacting all residents. A Quiet Zone is in the best long-term interest of all current and future residents.

All residents will benefit from less intrusive train noise with a Quiet Zone, and all residents will benefit if the Village reputation as a desirable place to live is improved. A Quiet Zone was recommended in the 2000 Village Plan, and the QZ Committee does not know of any other Village capital improvement with a higher priority for a broad segment of residents.

### **Recommendations**

The QZ Committee recommends that FRA Risk Index requirements for a Quiet Zone be accomplished by the installation of Four-Quadrant Gates at the Sharon Road crossing and the installation of median channelization barriers at the Marion Road crossing in Woodlawn. Both of these crossings plus the Albion Avenue and Oak Road crossings will require the installation of Constant Warning Time (CWT) control circuitry.

Although Quiet Zone capital costs could be reduced if the Albion crossing were closed, the QZ Committee recommends that this crossing be left open to avoid traffic flow inconvenience, particularly for residents on the East Side of the tracks. Leaving the crossing open will also minimize emergency response times in some instances.

Glendale capital budget cost for the recommended QZ plan is approximately \$700,000, and the QZ Committee believes that no funding will be available from State or Federal sources. Although voluntary contributions from Glendale residents and possibly a grant from the Procter Fund may fund a portion of the QZ cost, most funding will likely be needed from Village of Glendale resources.

### **Open Issues**

Four-quadrant gates at Sharon with a third traffic lane for left turns into Village Square can probably be installed without excessive increase to vehicle traffic safety risk while crossing the tracks. When entering into a Preliminary Engineering contract with CSX, the Village should stipulate the layout feasibility of four-quadrant gates at Sharon should be verified first before effort is spent on other areas of engineering.

Woodlawn has elected a new Mayor and Woodlawn support for a Quiet Zone is unconfirmed. If Woodlawn chooses not to install QZ supplemental safety devices at the Marion crossing, then Glendale should implement the second choice option – a wayside horn at Sharon Road, four-quadrant gates at Oak Road, and CWT circuitry at both these crossings plus Albion. This would have the same \$700,000 capital cost to Glendale as the primary recommendation.

There will not be routine train horns at the Albion and Oak crossings. However, there will be warning lights, gates, bells and train bells as well as train horns at the discretion of the train engineer when the situation warrants. Most importantly, the overall safety risk in the Quiet Zone will be lower than today because most crossing traffic is at Sharon and Marion and the safety risk at these crossings will be substantially improved.

About 50 individuals completed a Quiet Zone survey and submitted it to the QZ Committee. The responses indicate support for a Quiet Zone, concern about closing Albion, and a lack of support for increase of property taxes. A clearer data based assessment of community support could be achieved by mailing a professionally designed survey to each Glendale household.

Signed Original	Signed Original	Signed Original	Signed Original	Signed Original
<b>Jack Buescher</b>	<b>Oliver Debikey</b>	<b>John Earls</b>	<b>Ralph Hoop</b>	<b>Becky Love</b>
Did Not Agree With Reco	Signed Original	Signed Original	Signed Original	
<b>Jack Murray</b>	<b>Dan Raabe</b>	<b>Dave Schmid</b>	<b>Dr. Allen Zobay</b>	