

# Glendale looks into having a quieter village

BY ANDREA REEVES | COMMUNITY PRESS STAFF WRITER

GLENDALE - Carol Muntz is tired of being awakened at night by train whistles.

"It's not a selling point in Glendale," the village resident said.

She's not the only one upset about the noise.

Many Glendale residents are tired of having to hear the shrill train whistles that reverberate for miles through the village 40 to 80 times a day, each time sounding at three railroad crossings.

Sometimes the whistles are as loud as 110 decibels.

"In the (Glendale) museum, we have to stop talking while the thing goes blasting by," said resident Jack Buescher.

Glendale Police Chief Matt Fruchey said the horns are so loud, railroad engineers are required to wear protective gear on their ears.

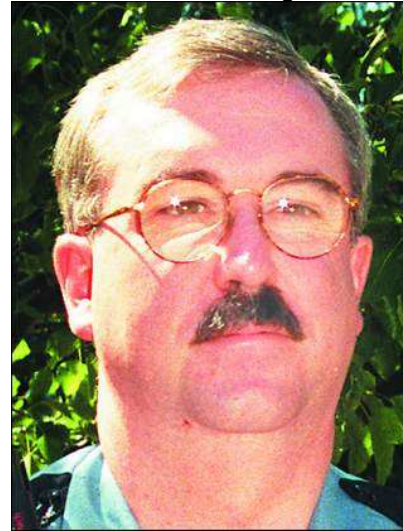
In a joint informational meeting of Glendale police and Streets Committee Nov. 13, village council members and residents discussed what could be done about the noise.

The railroad tracks cut across Oak and Albion avenues and Sharon Road.

Engineers are required to sound the horn one-fourth of a mile in advance of each crossing, continuing the sound until the train arrives at the crossing.

Glendale officials recently hired a consultant from Railroad Controls Limited for \$2,000 to help study five ways to dampen or eliminate the noise, creating quiet zones.

One option is to permanently close the crossings at Albion and Oak avenues, costing roughly \$5,000 per crossing.



Glendale Police Chief Matt Fruchey

The village can also close the crossings to road traffic during designated quiet periods, probably between 10 p.m. and 7 a.m. each night, costing about \$2,000 plus routine maintenance.

Gates with medians or channelization devices, which would deny motorists the option of driving around the closing gates by switching into the opposing traffic lane, are another alternative. This would cost around \$11,000, plus \$500 for maintenance annually.

The village could also buy a four-quadrant gate system, which would block highway traffic in every direction. The most pricey alternative, the gate system would cost roughly \$100,000 to install two gates at a crossing, \$280,000 to install four gates.

Finally, wayside horns could be mounted by the crossings, and would sound a digitally-recorded train horn to motorists and pedestrians, eliminating the need for the actual train to sound a horn, and reducing noise level by as much as 98 percent.

"What I like about it is it's still an audible warning, but the noise is reduced. It won't blow you out of your socks," said Fruchey.

But some residents say they want it completely quiet.

"I've talked to a lot of people who specifically didn't choose Glendale because of the trains," said Congress Avenue resident Vance Brand.

Linda Brown, another resident, said she's not sure. "Having had teenage drivers, I worry about younger drivers. I think they need something to grab their attention," she said.

Village officials should have the consultant's report in a few weeks. Another meeting will be scheduled for more public input.

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