

## Ward 3 – Proposed Quiet Zone Along the Union Pacific Railroad at the Palm Avenue and Brockton Avenue Rail Crossings

Public Works Department

City Council  
April 10, 2018

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## BACKGROUND

1. February 15, 2011– City Council approved a Memorandum of Understanding (MOU) with the RCTC to reallocate cost savings from the La Sierra Avenue and Van Buren Boulevard Interchange projects to the BNSF quiet zone.
2. July 22, 2014 – City Council approved Amendment 2 to the MOU to establish final cost savings for the La Sierra Interchange and add additional quiet zone locations including Palm and Brockton Avenues to the MOU.



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## BACKGROUND

1. August 10, 2017 – The Transportation Committee met to review the concept designs for the Palm Avenue and Brockton Avenue rail crossings and select the preferred concept design alternatives.
2. The Transportation Committee unanimously voted to recommend the City Council approve the concept design for the Palm Avenue/UP crossing, and concept design Alternative 1 for the Brockton Avenue/UP crossing.



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## PLANNING/CONCEPT DESIGN

1. Planning and conceptual design began in July 2014.
2. Installation of additional safety improvements defined as Supplemental Safety Measures (SSMs) in the FRA's Final Rule at each crossing is the preferred method to establish the quiet zone.
3. Quad gates are the proposed SSM for each crossing.



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## PROJECT COORDINATION

1. November 17, 2015 – A field diagnostic team meeting with City, Union Pacific Railroad (UP) and California Public Utilities Commission (CPUC) staff was conducted.
2. Concept plans incorporating the diagnostic team recommendations were circulated for concurrence.
3. April 2016 - The CPUC requested design changes to block left turns at the southerly DMV driveway on Brockton Avenue.



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## PROJECT COORDINATION

4. On November 3, 2017 – the CPUC:
  - a. Advised that pedestrian gates are needed on the easterly side of Brockton Avenue to accommodate the high number of pedestrians crossing the tracks; and
  - b. Deferred the decision to extend the center median on Brockton Avenue to block left turns at the southerly DMV driveway (Alternative 2) to the City.



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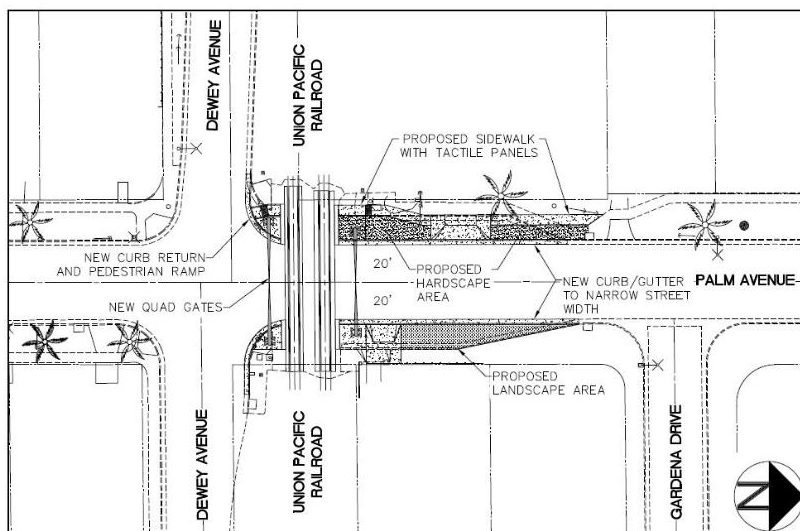
## PALM AVENUE CROSSING

1. One concept design is presented. Improvements include new curb, gutter and sidewalk, tactile strips, striping, signage and additional crossing warning devices consisting of exit gates.
2. Street will be narrowed from 64 feet wide (curb to curb) to 40 feet wide to accommodate the new street improvements and exit gates.
3. Existing wayside horns will be removed.
4. Total estimated cost to implement a quiet zone at the crossing is \$800,000.



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**QUIET ZONE IMPROVEMENTS FOR  
PALM AVENUE AT  
UNION PACIFIC RAILROAD CROSSING**

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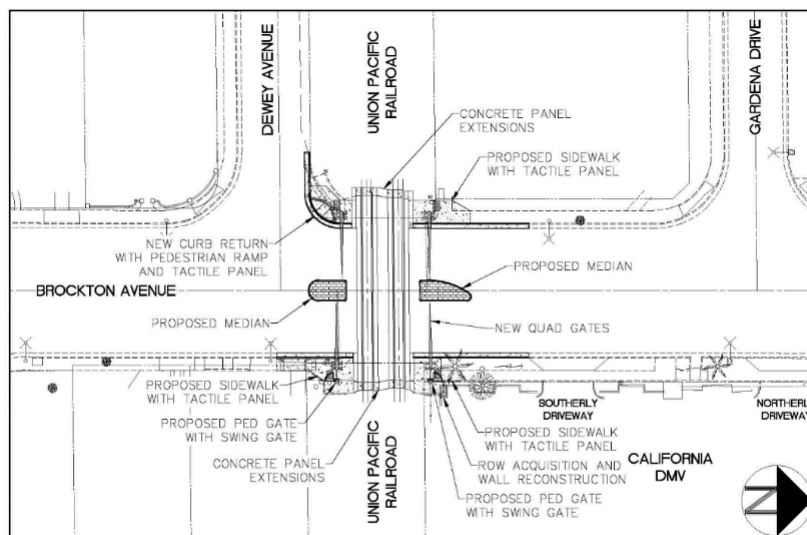
## BROCKTON AVENUE CROSSING

1. Two concept design alternatives are presented. Both include new curb, gutter and sidewalk, raised center medians, tactile strips, striping, signage and additional crossing warning devices consisting of exit gates.
2. Existing wayside horns will be removed with both alternatives.
3. Alternative 1 consists of the base improvements needed to establish the quiet zone plus pedestrian gates on the easterly side of Brockton Avenue.

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**QUIET ZONE IMPROVEMENTS FOR  
BROCKTON AVENUE AT  
UNION PACIFIC RAILROAD CROSSING (ALTERNATIVE 1)**

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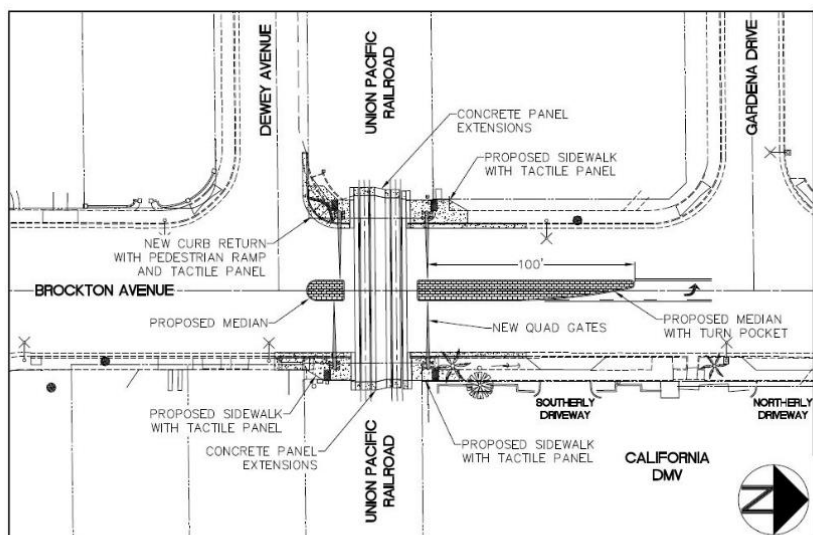
## BROCKTON AVENUE CROSSING

1. Alternative 2 consists of the base improvements needed to establish the quiet zone, pedestrian gates on the easterly side of Brockton Avenue, and the center median extension recommended by the CPUC in 2016 to block left turns at the southerly DMV driveway.
2. CPUC deferred the decision to extend the median to block left turns at the DMV driveway to the City in November 2017.
3. The total estimated cost to implement a quiet zone at the Brockton Avenue/UP crossing is \$1.2 million.

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**QUIET ZONE IMPROVEMENTS FOR  
BROCKTON AVENUE AT  
UNION PACIFIC RAILROAD CROSSING (ALTERNATIVE 2)**

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## RECOMMENDATIONS

That the City Council:

1. Approve the concept design for the Palm Avenue/Union Pacific Railroad crossing;
2. Approve concept design Alternative 1 for the Brockton Avenue/Union Pacific Railroad crossing; and
3. Direct the Public Works Department to complete project design and file a Notice of Intent to Create New Quiet Zone for the Palm Avenue and Brockton Avenue Quiet Zone.

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