



# SMART Preparedness Update and Quiet Zones in Santa Rosa

City Council Meeting  
September 27, 2016

# Glossary of Acronyms

CPUC – California Public Utility Commission

FRA – Federal Railroad Administration

BNSF - Burlington Northern Santa Fe Railway

SMART – Sonoma-Marin Rail Area Transit

SSM – Supplemental Safety Measure

ASM – Alternative Safety Measure

# Police Department Preparedness

Captain Ray Navarro, Field Services Division  
Police Department

# Police Department

- Regular meetings with SMART and partner law enforcement agencies regarding safety and security since January, 2015.
- Traffic Bureau and Traffic Engineering identified high volume intersections.
- DET officers attended a Railway and Train Safety Course (BNSF) on Rail Safety for First Responders.
- On site training for Patrol Division, Dispatchers, and SWAT for emergency response and rail car familiarization.
- Secured grant funding and purchased a 3D scanner (FARO) to assist with investigations.

# Police Department

- Continued partnership with SMART, HOST, Public Works, and Fire in:
  - Educating the public regarding safety issues along the railway.
  - Encampment clean up along railway for safety concerns.
- Training on railway accidents added to training plan for accident investigators.
- Developing a multi-agency rail collision response team with other law enforcement agencies.
- The Sonoma County Public Safety Consortium is working with SMART to display train location information on the CAD map.

# Fire Department Preparedness

Bill Shubin, Deputy Chief  
Fire Department

# Fire Department - Training

- The Fire Department has conducted several didactic and manipulative training exercises with FRA approved contractors:
  - Railway and Train Safety Course (BNSF)
    - All members trained through multiple day sessions
  - Internal publication of SMART Documents
    - SMART Emergency First Responder Plan
    - SMART First Responders Handbook
    - SMART Diesel Multiple Unit Operations Manual

# Fire Department - Training



# Fire Department - Training

- Manipulative Training with SMART Employees
  - All members trained through multiple day sessions
  - Train construction, safety and rescue features
  - Train control and communications
  - Emergencies on the right-of-way
  - Evacuation of cars and secondary transportation
  - Regional cooperation with other emergency first responders

# Parking Division Preparedness

Kim Nadeau, Parking Manager  
Finance

# Parking Division

- Developing a plan to reconfigure the Depot parking lot to accommodate vehicle access to the Santa Rosa Downtown SMART station platform, including:
  - Kiss & Ride
  - Paratransit
  - Shuttles
  - Taxis & ride services (Lyft & Uber)
- Railroad Square Parking Management Plan
  - Two public meetings and stakeholder meetings completed
  - 1,000+ surveys received
  - Next public meeting to review recommendations expected in late October/early November

# Transit Division Preparedness

Jason Nutt, Director  
Transportation & Public Works

# Transit Division

- Reimagining CityBus incorporated SMART as a key component of the service
  - Enhanced bus connections to major corridors from Santa Rosa Downtown and Santa Rosa North Stations
- Incorporated Clipper into operations
  - Simplified inter-operator transfers with unified fare product
  - Implemented reciprocal transfer credits with SMART
  - Simplified ticketing through a single media
  - Agreement to be a point of sale for SMART (only adult passes available on platforms)
  - Working with MTC to allow 2-hour transfer window

# Transit Division

- Attending monthly operator meetings to ensure clear communication and coordination.
- Evaluating potential partnerships for a shuttle network to major employers
  - Resulted in some route changes
- Developing a pilot program for a Downtown Circulator Shuttle to connect Garage 1 (521 7<sup>th</sup> Street) with the Santa Rosa Downtown SMART station
  - 15 minute headways
  - Stops at Garage 1, Garage 12 and Old Courthouse Square
  - Fare structure is still being evaluated
  - Free for parking garage patrons

# Traffic Engineering Division Preparedness

Rob Sprinkle, Deputy Director – Traffic  
Transportation & Public Works

# Traffic Engineering

- Attends and participates in month Technical Advisory Committee meetings
- Coordinated delivery of capital projects
  - Multi-use path segments
  - Bus pull-outs
- Evaluated & improved non-mechanical crossing safety equipment
  - Signing, striping and pavement condition within 2 feet of tracks
- Reviewed and commented on SMART improvements
- Coordinate traffic signal operations with train

# Quiet Zones in Santa Rosa

Rob Sprinkle, Deputy Director – Traffic  
Transportation & Public Works

# Train Horn Rule

- In 2005, FRA published 49 CFR 222
  - Established nationwide rule to sound train horn at crossing, pattern, & sound level
  - Preempts state and local laws regarding horn use
  - Provides options to establish Quiet Zones

# Quiet Zones

- Train horn not required to sound unless necessary to avoid incident
- Must be at least  $\frac{1}{2}$  mile in length and contain one or more crossings
- Two types
  - Horn restricted 10 pm to 7 am
  - Horn restricted 24 hours

# Process

- Formal Diagnostic Review with CPUC, FRA and SMART
- Submit a Notice of Intent to FRA – 60 day comment period
- Formalize and construct SSMs and ASMs
- Verification of Installed SSMs and ASMs
- Submit Notice of Establishment
- 21 Day Waiting Period

# Diagnostic Review

- Evaluated all fourteen highway-rail crossings in Santa Rosa.
- Discussed qualifications and requirements at each specific location.

# Diagnostic Review



# Quiet Zone Qualification

- Review SSMs and current inventory
- Enter updated SSMs, traffic volume, train speed, and frequency in Quiet Zone Calculator
- Validate if Quiet Zone Risk Index is below the Risk Index with Horns or the Nationwide Significant Risk Threshold

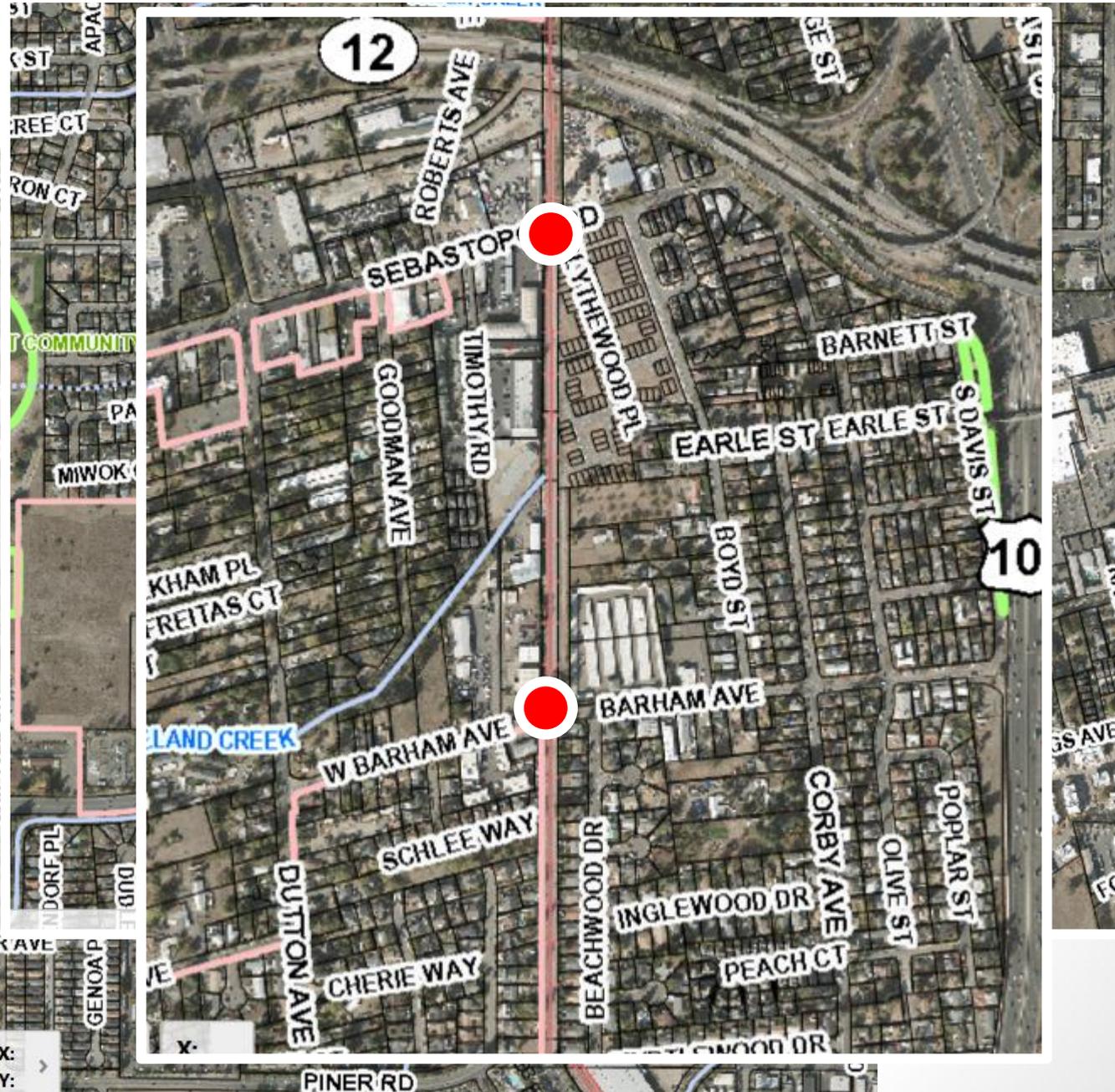
# Quiet Zone Qualification

- Santa Rosa's Quiet Zone Risk Index is below the Risk Index with Horns with its current SSMs
- Santa Rosa can establish a Quiet Zone under Public Authority Designation following 49 CFR 222.39 (a)(3)

# Train Horn Issues

- Residents line much of the rail, either on the approach or at the crossings
- Businesses, hotels, are affected as well
- Train horn impacts are far reaching
- CPUC encourages maintaining the use of train horn
- Every 2.5 to 3 years, local jurisdiction need to re-evaluate quiet zone

# Maps



# Recommendation

- It is recommended by the Transportation and Public Works Department that the Council, by resolution, file a Notice of Intent with the Federal Railroad Administration to establish a 24 hour quiet zone through the City of Santa Rosa, from Bellevue Avenue to San Miguel Road, including all railroad crossings between these limits.

# Questions