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INFORMATION:

[Lake Wheeler Rowing Events – Lake Wheeler Invitational and Atlantic Coast Conference Championships](#)
Staff Resource: Ken Hisler, Parks Recreation and Cultural Resources, 996-4823, kenneth.hisler@raleighnc.gov

This spring Lake Wheeler Park will host two intercollegiate rowing events the weekends of April 20 – 22 and May 11-13. The first event, the Lake Wheeler Invitational is co-sponsored by the UNC-Chapel Hill and Duke University women's rowing teams. Lake Wheeler Park will be closed to all public access starting Thursday, April 20, but will reopen on Sunday, April 24. Spectators will be permitted to access the park land during the Lake Wheeler Park Invitational event for a fee. The teams scheduled to compete include: The University of Alabama, Boston University, Clemson University, Duke University, Georgetown University, University of Iowa, University of Kansas, University of Louisville, University of Miami, US Naval Academy, The University of

Oklahoma, University of Pennsylvania, Syracuse University, University of Central Florida, University of North Carolina - Chapel Hill, University of Tennessee, and Washington State University.

The second event, the Atlantic Coast Conference (ACC) Championships, will occur May 11 -13. Access to the Lake at Lake Wheeler Park will be closed to the public starting Thursday, May 11, but will reopen on Sunday, May 14. Spectators will be permitted to access park land for the Lake Wheeler Park during the ACC Championship event at no cost.

(No attachment)

Transit Program Operations - New Contractor - GoRaleigh and GoRaleigh Access Programs

Staff Resource: David Walker, Transportation-Transit, 996-3942, david.walker@raleighnc.gov

As Council will recall, the Raleigh public transit system (GoRaleigh and the GoRaleigh Access paratransit program) are operated under contract with third-party vendors, an arrangement that is necessary for operators and maintenance personnel to participate in a collective bargaining arrangement, which is required under federal government funding regulations. The GoRaleigh fixed route system employs approximately 275 personnel; the GoRaleigh Access program employees approximately 100 employees.

A procurement and award for a new company was completed in January 2023 and transition to the new company started in February 2023. The RAPT Dev USA, Inc. contract for GoRaleigh operations begins on Sunday, April 23, 2023. The contract for GoRaleigh Access operations begins Saturday, July 1, 2023. Staff has been working closely with the RAPT Dev USA, Inc team to ensure a smooth transition and looks forward to collaborating with the new management company.

(No attachment)

Pitchfest Launched to Increase the Supply of Accessory Dwelling Units

*Staff Resources: Heather McDougall, Ofc. Strategy & Innov., 996-3396, heather.mcdougall@raleighnc.gov
Cristina Leos, Ofc. Strategy & Innov., 996-4662, cristina.leos@raleighnc.gov*

The City Planning & Development Department recently launched an [ADU Fast Track program](#) which provides access to ADU plans for purchase at a significantly lower price than the typical design cost. However, there are still several barriers that prevent residents who may benefit the most from building ADUs, especially around financing.

In partnership with Planning & Development, Housing & Neighborhoods, and the Urban Design Center, the Office of Strategy & Innovation launched a challenge to solicit bold ideas to reduce barriers to the creation of Accessory Dwelling Units (ADUs) with the end-goal of increasing ADU supply in Raleigh. The Challenge is open to startups and organizations across the country. Submissions that meet initial challenge criteria will be invited to provide a demo of their solution at a Pitchfest event held in June 2023 in Raleigh. These solutions will be evaluated by a panel of local government staff, technologists, and community members. One solution will receive a \$5,000 prize (funded by the Kauffman Foundation) and be offered an opportunity to enter into a pilot partnership with the City.

The Pitchfest is the culmination of a year-long *Working with Startups Challenge*—a peer city learning program powered by [CivStart](#), the [National League of Cities](#), and the [Ewing Marion Kauffman Foundation](#) to work closely with both government participants and startup companies to help solve civic challenges with affordable and innovative pilot solutions.

This project will help advance strategic goals to 1) increase housing supply, 2) improve housing affordability, and 3) help residents stay in their homes.

Details on the Challenge are available here: <https://www.civstart.org/challenges/pitchfest%3A-lower-barriers-%26-expand-adus>

(No attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow Up from the February 21 City Council Meeting

Downtown Railroad Quiet Zones (Council Member Harrison)

Staff Resource: Michael Moore, Transportation, 996-3030, michael.moore@raleighnc.gov

During the meeting Council requested information regarding the requirements to create railroad quiet zones. Staff has previously provided City Council a summary report on Railroad Quiet Zones; that report is included with the *Update* materials for information and reference.

In the report Staff recommended securing the services of an engineering consultant and update the 2012 Feasibility Study. There has been considerable change in Downtown Raleigh, Glenwood South, the Warehouse District, and the Smoky Hollow area. There is also current planning in process for additional passenger rail service that may require closing some existing crossing. It's important that any changes in train, traffic, and pedestrian activity be accurately accounted for in new risk assessments and planning for implementation.

Staff has investigated the potential costs and scoping of a Downtown Railroad Quiet Zone Study update. A potential scope would include the following tasks:

- Comparison of the previous study against implemented projects and land use changes
- Evaluation of existing and forecasted traffic at the remaining intersections

- Engagement with the Downtown Living Advocates (DLA) and Downtown Raleigh Alliance (DRA) on current and proposed conditions and get their input
- Evaluation of future improvements from GoRaleigh, GoTriangle, North Carolina Department of Transportation Rail Division (for S-Line development), Southeast High Speed Rail (SEHSR), Amtrak, CSX, Norfolk Southern
- Preparation of Federal Rail Administration (FRA) crossing safety improvements
- Preparation of FRA quiet zone calculations
- Evaluation of intersection signals and wayside horn improvements (and other new improvements)
- Coordination with CSX, Norfolk Southern, and North Carolina Railroad
- Engagement with the DLA and DRA on improvements
- Preparation of intersection cost estimates for all improvements
- Preparation of quiet zone findings and proposed improvements report
- Presentation to City Council

The anticipated cost of a study ranges between \$60,000 and \$100,000, depending upon the costs of engineering fees required by the railroads. The study will recommend options for improvements at each crossing, and the overall costs for implementation will be determined at that time.

(Attachment)

Follow Up from the March 14 Work Session

GoRaleigh Ridership and Safety (Mayor Baldwin)

Staff Resource: David Eatman, Transportation-Transit, 996-4040, david.eatman@raleighnc.gov

During the work session the Mayor Baldwin and several council members had questions related to performance and safety measures of the GoRaleigh transit system.

- **Mayor Baldwin asked staff to inquire with GoRaleigh regarding their policy on the use of an open vs. closed radio network.**

GoRaleigh has gone from an open radio system to a closed radio system. The benefits of a closed radio system include:

Coordinated Radio Traffic

- No stepped-on transmissions
- In an open radio system any operator can 'key' their mic during someone else's conversation and that latest 'keyed' mic now has control of the radio. This is why it is called an 'open' system. Anyone can pick up and key their mic to speak at any time. If another radio call is in process, they break into the call and cut off the other discussion. Two transmissions cannot be heard at the same time.
- Less repeating of hailing messages
- No need for the operator to select the appropriate channel
- Every call starts as a private line:

- The bus operator must hit a 'request to talk' key, then the dispatcher will acknowledge the call. Once acknowledged, it is a private conversation between the bus operator and dispatch. If the message needs to be broadcast to all, the dispatcher has the ability to call all buses to relay the message.
- Dispatcher able to centralize priority requests to inform all operators of issues

Increased Operator Safety

- Two different priority of talk request ensure the Dispatcher knows which call should be prioritized
- Reduced distractions and noise for operators by limiting radio chatter
- Covert audio monitoring built into the system and tied directly into the Silent Alarm switch

Tracking Of Radio Calls

- Tracks dispatcher response times, highlights areas for improvement

The transit system operated by the city of Durham (GoDurham) is also moving to a closed radio system based on the safety benefits associated with this change.

- **Councilmember Branch requested information on the challenges the R-Line experienced while in operation and asked to know the length of time that the service was active.**

The fare free R-Line service began in February 2009 and was suspended during the pandemic due to lack of pedestrian activity in Downtown Raleigh. Several months after the R-Line suspension of service the Raleigh Transit Authority set benchmarks to track and use to determine when R-Line service should resume. Those metrics were met in September 2021: however, at that time, and still today, the bus operator shortage prevented it's return. Non-destination rider concerns existed prior to the pandemic but were not identified at the levels seen today on the GoRaleigh regular fixed route transit services.

- **Councilmember Branch requested information on the transit system's current performance relative to its performance pre-COVID.**

GoRaleigh ridership is averaging between 85-90 percent of pre-pandemic ridership statistics. These levels are not consistent throughout the network as GoRaleigh core radial routes are performing at or above pre-pandemic levels while suburban and commuter services are well below the stated averages.

- **Councilmember Patton inquired about other policies or strategies that could be considered to promote and enhance driver safety.**

Early in the pandemic GoRaleigh installed driver protective barriers on all GoRaleigh buses. Although it does not fully enclose the bus operator within the driving compartment it does provide an additional layer of safety for the operators. All new bus orders will now include this protective barrier. Staff will continue to evaluate the existing equipment and any new options that may become available in the future.

The GoRaleigh bus tracking system also provides a discreet 'emergency alert' button. If the driver is uncomfortable making a radio call regarding an emergency situation, they can discreetly press a button to alert dispatch of the situation. This sends an emergency alert message to the dispatch office, and they will

contact 9-1-1 immediately. The bus is tracked by GPS, so dispatch can provide location updates to 9-1-1 in case the bus remains in motion.

GoRaleigh provides bus operators with customer service and customer conflict training on a regular basis. In addition, all new operators receive a 45-minute training module that covers Customer Service and Conflict within your bus.

GoRaleigh has a policy and does not allow a customer to 'ride around' on the same bus. A customer may ride a bus but cannot continue to ride around on the same bus for more than one complete trip. At the end of the trip, they must exit and have the option to take another ride on a different bus. This does allow a customer to have shelter from heat/cold for a longer period of time if it is needed. If a customer refuses to exit the bus at the end of the trip, GoRaleigh Supervisors and RPD officers are maintained within the GoRaleigh station and can be dispatched to assist buses that do not come downtown.

(No attachment)

Follow Up from the April 4 City Council Meeting

Dreamville Noise Level (Council Member Harrison)

Staff Resource: Whitney Schoenfeld, Emer. Mgt. & Special Events, 996-2204, whitney.schoenfeld@raleighnc.gov

During the meeting staff was requested to provide a "noise level" comparison for the Dreamville Festival at Dorothea Dix Park, and events at Red Hat Amphitheater and Coastal Credit Union Music Park.

The Office of Emergency Management and Special Events oversees the permitting of special events that utilize Dorothea Dix Park, while the Raleigh Convention & Performing Arts Complex manages concerts at Red Hat Amphitheater and Coastal Credit Union Music Park.

The sound curfew for permitted special events is 11:00 p.m., which is consistent with the sound curfews that have been established for events at both Red Hat Amphitheatre and Coastal Credit Union Music Park.

Due to the wide variation in attendance levels, capacity, venue configuration, and the environments surrounding the various performance venues, among other variables, it is difficult to offer an accurate comparison of the noise levels produced by the Dreamville Festival relative to events at other venues.

To help alleviate any potential residential impacts, Dreamville Festival setup a Community Hotline to provide residents with a direct line to event organizers to report any non-emergency issues and complaints. This phone number was included on 5,620 mailer notifications disseminated to neighboring areas of the park (a requirement of the Office of Emergency Management and Special Events), discussed at a public Community Meeting, and advertised by the local media. Dreamville staff monitored this hotline from 7:00am until 1:00am on Saturday and Sunday, April 1 and 2. Most calls received this year consisted of general festival related information requests. One call was received Sunday evening for a noise complaint.

If a caller shares their address, Dreamville can send a representative to take a decibel reading at that location to determine the appropriate next course of action. Typically, they look for a cluster of neighborhood complaints, as opposed to one complaint, before sending someone to take a reading. If deemed necessary, there are some actions that can be taken regarding sound and audio engineering (i.e., small adjustments to sound levels and the direction of speakers depending on wind and how far sound is

traveling based on topography, stage orientation, bass level, or any other number of factors). Some actions can be done same day, others can potentially be done overnight between show days, and Dreamville can also take this into consideration for future year's planning.

Since conclusion of Dreamville Festival, the Office of Emergency Management and Special Events and Parks, Recreation and Cultural Resources have received a combined total of ten complaints. Of these ten complaints, four were related to concert noise.

Staff from Red Hat Amphitheatre shares language with production managers and audio personnel for Red Hat shows. Staff also has a sound monitor on site for every show to manage decibel levels to ensure the show is being compliant with City standards.

(No Attachment)

Public Comment – Faye Chaplin - Property Tax Assistance (Mayor Baldwin)

Staff Resource: B. Lamont Taylor, Housing & Neighborhoods, 996-4278, lamont.taylor@raleighnc.gov

During the meeting, Faye Chaplin spoke regarding the Wake County tax assistance program and indicated to Council that Wake County has not provided her with any assistance.

Staff has followed up with Ms. Chaplin and provided her with the Property Tax Relief Flyer and also to let her know staff is not aware of any other programs in the community. Council may recall that this individual situation pertains to an application for the Wake program but due to income limitations the citizen is not eligible to participate.

(No attachment)

Follow Up from the April 10 Budget Work Session

Human Service Grant Committee (Mayor Baldwin)

Staff Resource: Demetrius Edwards, Equity and Inclusion, 996-5737, demetrius.edwards@raleighnc.gov

During the work session Council requested the names of those serving on the Human Relations Commission Grants Committee. Those names are listed below:

- Byron Laws
- Jim Melo
- Judy Tardiff
- Gabriela Magallanes
- Erin Casey
- Torrey Dixon
- Crystal Melvin
- Zubaida Khan
- Portia Rochelle
- Rabbi Eric Solomon
- Alexandria Webb

(No attachment)

Community Enhancement Grant Process - Green Chair Project (Mayor Baldwin)

Staff Resource: John Niffenegger, Housing & Neighborhoods, 996-4330, john.niffenegger@raleighnc.gov

The Green Chair Project (TGCP) requested \$60,000 in funding for their Family Furnishings program, which provides essential home furnishings to formerly homeless households. While their application showed many strengths, the CEG review committee (which consists of staff from the Housing & Neighborhoods Community and Small Business Development and Neighborhood Enrichment Divisions) would have liked to see more details related to their targeted clientele, income eligibility & intake processes, the service activity, community benefit, as well as more clear and concise goals and outcomes. TGCP received 75.75 of the possible 100 points, placing them as the fifth highest scored application. Below is a detailed summary of their FY24 Community Enhancement Grant application score.

Of the possible 100 points appropriated, TGCP received the following 75.75 points, as follows:

- **CDBG Eligibility** --- 16 points available; TGCP received 15.25 points
 - Received the maximum 12 of 12 points for their Community Development Block Grant (CDBG) eligibility response
 - Received 3.25 of 4 points for their intake procedures response, as their income verification process lacked details
- **Targeted Clientele** --- 16 points available; TGCP received 7.75 points
 - Received 3.25 of 4 points for their targeted clientele response due to lack of detail
 - Received 3 of 4 points for serving three Priority Populations
 - Received 1.5 of 8 points for their eligibility process response, as their response did not address income eligibility
- **Project/Program Delivery** --- 48 points available; TGCP received 38.75 points
 - Received 9 of 12 points for their Consolidated Plan response, as the review committee would have liked their response to have a more direct connection to the Consolidated Plan objective chosen
 - Received the maximum 4 of 4 points for their mission response
 - Received 7 of 8 points for their service activity response, as the review committee would have liked more explanation for the community benefit
 - Received 10.5 of 12 points for their scope of work & staff response due to a lack of descriptions of the staff positions
 - Received 8.25 of 12 points for their goals & expected outcomes response, as the review committee would have liked stronger goals and more details on their program evaluation methods
- **Project/Program Budget** --- 20 points available; TGCP received 14 points

- Received 2 of 8 points for their additional funding sources response due to only having only one funding source for the program other than the City of Raleigh
- Received the maximum 12 of 12 points for budget sensibility

The Green Chair Project has received Community Enhancement Grant funding in previous years:

- FY20: \$57,000
- FY21: \$30,000
- FY23: \$51,000

(No Attachment)

Community Enhancement Grant Program Historical Overview (Council Member Jones)

Staff Resource: John Niffenegger, Housing & Neighborhoods, 996-4330, john.niffenegger@raleighnc.gov

The Community Enhancement Grant Program (CEG) is a competitive grant process administered annually by the Community and Small Business Development Division of the Housing and Neighborhoods Department. This grant program is funded with federal Community Development Block Grant (CDBG) dollars and awards funding to non-profits providing public services to low- to moderate-income persons and neighborhoods. Agencies can request between \$20,000 to \$60,000 and cannot receive funding for more than two consecutive years.

The tables below provide a summary of the total applications received, applicants funded, funding requested, and funding awarded for fiscal years FY20 through FY24:

Community Enhancement Grant Total Applicants Received vs Applicants Rewarded		
Fiscal Year	Total Applications Received	Total Applicants Funded
FY20	9	4
FY21	11	5
FY22	10	5
FY23	10	5
FY24	15	4

Community Enhancement Grant Total Funding Requested vs Total Funding Awarded		
Fiscal Year	Total Funding Requested	Total Funding Awarded
FY20	\$411,540	\$175,000

FY21	\$508,077	\$200,000
FY22	\$329,680	\$200,000
FY23	\$429,907	\$230,000
FY24	\$692,721	\$200,000

Review Process

A review committee, consisting of staff from the Community and Small Business Development and Neighborhood Enrichment Divisions of Housing & Neighborhoods, reviewed and scored each application that met threshold requirements as outlined in the Request for Proposals (RFP). All organizations that applied received a copy of the scorecard in advance. For FY24, fifteen organizations submitted applications totaling \$692,721. As the total amount requested exceeded the \$200,000 available, there was not enough to fund more than four organizations.

(No Attachment)

Weekly Events Digest

Friday, April 21 – Thursday, April 27

City of Raleigh Office of Emergency Management and Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Earth Day](#)

Dorothea Dix Park, Flowers Field

Friday, April 21

Event Time: 5:00pm - 10:00pm

Associated Road Closures: Dawkins Drive will be closed and Flowers Field will be used from 12:00pm until 11:00pm.

[Brewgaloo](#)

Fayetteville Street District

Friday, April 21 & Saturday, April 22

Event Times: 6:00pm - 10:00pm on 4-21-23; 12:00pm - 8:00pm on 4-22-23

Associated Road Closures: The following roads will be closed from 11:00am on 4-21-23 until 4:00am on 4-23-23:

- Fayetteville Street between Morgan Street and the south end of City Plaza
- Hargett Street between Salisbury Street and Wilmington Street
- Martin Street between Salisbury Street and Wilmington Street
- Davie Street between Salisbury Street and Wilmington Street

[10th Annual Note in the Pocket Socks & Undie 5K Rundie](#)

Hargrove Road & Green Road

Saturday, April 22

Event Time: 9:00am - 12:00pm

Associated Road Closures: Hargrove Road between Spring Forest Road and Millbrook Road, and Green Road between Spring Forest Road and Millbrook Road will be closed from 9:20am until 11:00am. Note that additional roads and parking lots on private property will be used for the event.

Other Upcoming Events

[Los Dos Carnales](#)

Friday, April 21

Memorial Auditorium

[Deep South Basketball Classic](#)

Friday, April 21 – Sunday, April 23

Raleigh Convention Center

[Joslin Garden Spring Plant Sale](#)

Saturday, April 22

The Joslin Garden

[Unused and Expired Medicine Drop-Off Event](#)

Saturday, April 22

Multiple locations

[Introduction to Honey Bees and Beekeeping](#)

Saturday, April 22

Pullen Community Center

[Bird Watching](#)

Saturday, April 22
Dorothea Dix Park, Flowers Cottage

[The Wailin' Jennys – PineCone](#)

Saturday, April 22
Memorial Auditorium

[That Girl Lay Lay](#)

Saturday, April 22 & Sunday, April 23
Meymandi Concert Hall

[The Color Purple – North Carolina Theatre](#)

Saturday, April 22 – Sunday, April 30
Fletcher Opera Theater

Public Resources

[Pilot Text Alert Program](#): Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up



Raleigh

MEMO

TO: Marchell Adams-David, City Manager

FROM: Michael R. Moore, Director

DEPARTMENT: Transportation

DATE: November 19, 2021

SUBJECT: Railroad Quiet Zones

At the November 2, 2021 City Council meeting, Mayor Baldwin reported on a recent meeting that she had attended with the West Condominiums Homeowner's Association and requested additional information regarding the requirements to create railroad quiet zones.

Background

Since the beginning, trains have sounded horns or whistles as a safety precaution in advance of grade crossings and under other circumstances, and through the last century, nearly every state enacted law mandating this requirement. Some states also allowed local communities to institute local nighttime "whistle bans."

In the 1990's, Congress directed the Federal Railroad Administration (FRA) to issue regulations on the sounding of train horns at grade crossings, partially in response to an increase in collisions at grade crossings where nighttime whistle bans had been put into place. In 2005, FRA's "Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings," or "Train Horn Rule" (49 CFR Part 222), took effect. Under the regulation, locomotive engineers must sound train horns in advance of all public grade crossings, with certain exceptions. FRA amended the Train Horn Rule in August 2006.

The Train Horn Rule preempts all state and local laws dealing with bans on the sounding of train horns at crossings. However, the regulation also provides an option for communities to silence train horns in an area by establishing federally designated "quiet zones."

What is a quiet zone?

A railroad quiet zone is a section of track at least ½ mile in length with grade crossings where railroads are directed to cease the practice of sounding horns when approaching road grade crossings. (Train horns may still be sounded in emergencies, or to comply with other regulations or railroad operating rules.) Communities that want to establish a quiet zone are first required to mitigate the additional risks created by the absence of the train horn.

There are two categories of quiet zones – "pre-rule" quiet zones that existed prior to the regulation, and "new" quiet zones that are established under the current regulations. Additionally, both pre-rule and new quiet zones can be "partial" quiet zones where train horns are silenced for a defined period during the day, usually overnight hours.

Subject to FRA approval, a municipality can establish a quiet zone if the Quiet Zone Risk Index (QZRI) is at, or below, the Nationwide Significant Risk Threshold (NSRT). The QZRI is a complex calculation weighing a variety of crossing safety factors that is used to assess the average severity weighted

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

Manager's Update

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risks at rail crossings within a quiet zone. The NSRT reflects a measure of the average severity weighted risk, calculated on a nationwide basis, which reflects the average level of risk to the public at public grade crossings that are equipped with flashing lights and gates and at which locomotive horns are sounded. The FRA developed this index to serve as a threshold of permissible risk for quiet zones created under this rule.

A crossing QZRI may already be at, or below, the NSRT and could qualify to become a quiet zone. If a crossing's QZRI exceeds the NSRT, the risks could be mitigated with the addition of Supplemental Safety Measures (SSM's) and the QZRI reduced to an approvable level at or below the NSRT. SSM's can include several safety measures, including:

- Closure of the crossing,
- Grade separating the crossing
- The addition of a four-quadrant gate system,
- The addition of channelization devices with gates, and
- The addition of medians with gates.

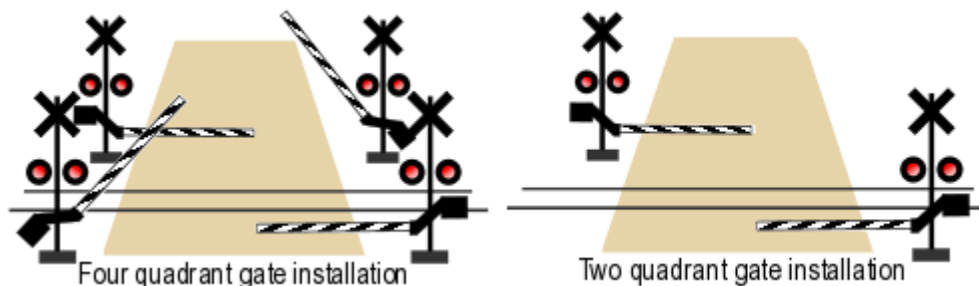
Train horn impacts can also be potentially reduced at crossings through the addition of wayside horns. A wayside horn may be installed at grade crossings that have flashing lights, gates, and similar safety measures. Wayside horns are located at the crossing and sound when the train approaches and warning devices are activated. Sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. The use of wayside horns is not the same as establishing a quiet zone.

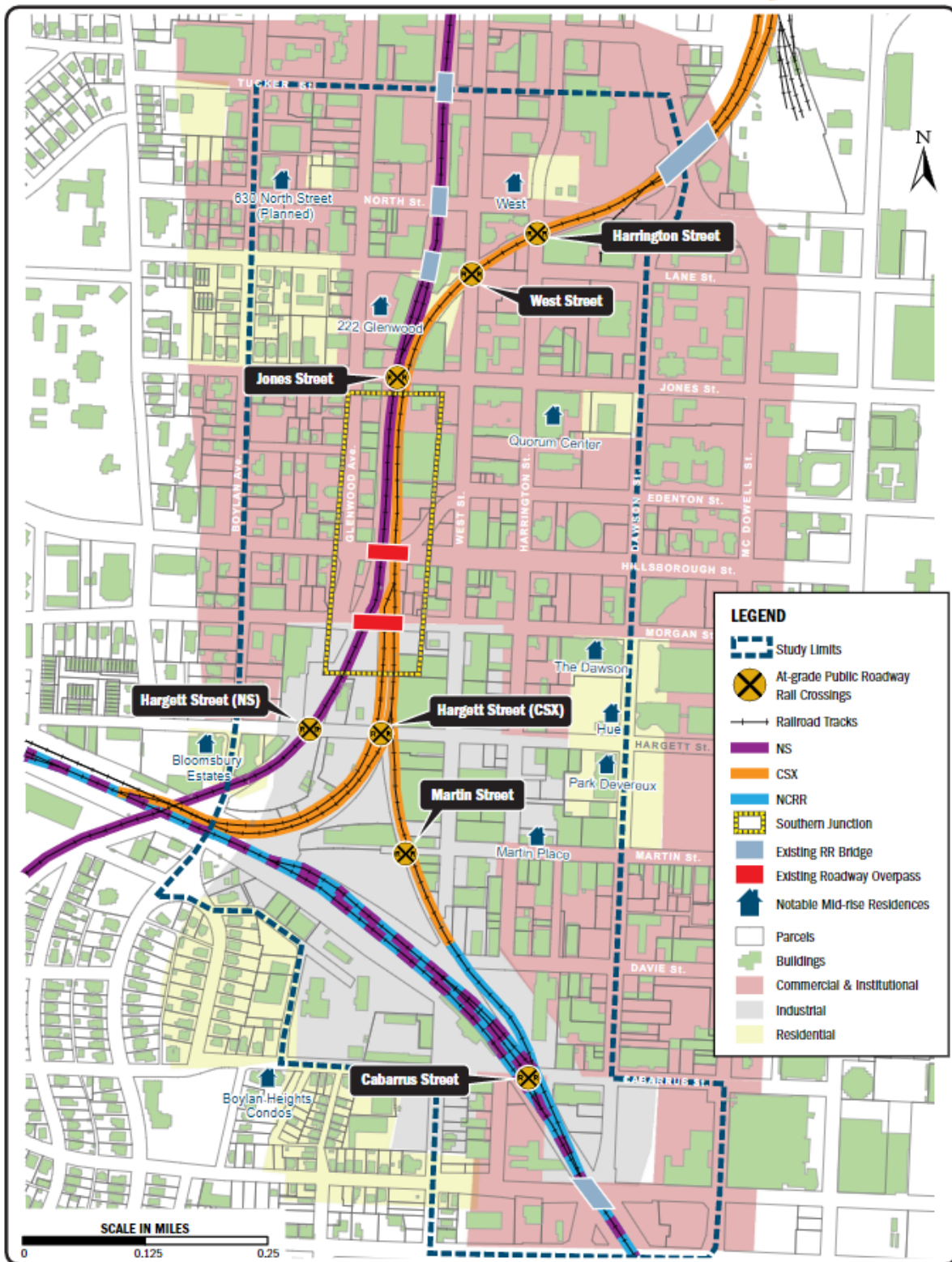
Application to the Grade Crossings in Downtown Raleigh

There are several grade crossings in the Downtown and Glenwood South area. These locations include N. Harrington Street, N. West Street, W. Jones Street, two locations on W. Hargett Street, and W. Cabarrus Street. (See map.) These crossings would all be potentially included in a quiet zone evaluation.

In 2012, the City of Raleigh commissioned Parsons Brinckerhoff, a national consulting engineering firm, to prepare a "Quiet Zone Feasibility Assessment." The study analyzed all the crossings and found the existing risk index for the corridor to exceed the thresholds to establish a quiet zone, but the potential for federal approval was greatly improved with the addition of SSM's. (The study also analyzed a grade crossing on Martin Street that has since been grade separated by the Raleigh Union Station project.)

The study produced three alternatives with varying types of SSM's. Alternatives principally relied on four-quadrant gates (four quadrant gates are compared against the typical two quadrant gates below), street closures at the grade crossings, or a combination of the two, to achieve quiet zone safety. Alternates ranged in estimated cost between approximately \$1.4M to \$3.6M in 2012 dollars. These costs would be borne by the City of Raleigh. There are potentially federal railroad grants available, but there is usually considerable competition for these grants.





CITY OF RALEIGH QUIET ZONE FEASIBILITY ASSESSMENT

PROJECT STUDY LIMITS EXISTING CONDITIONS

Figure 5

It's worth noting that the study's Alternative 3 recommended street crossing closures at the two W. Hargett Street crossings and at the W. Jones Street crossing. These closures would also be necessary if the Southeast High Speed Rail project moves to implementation. Also, please note that the establishment of a quiet zone in this corridor would not remove the train horn requirement for trains entering Raleigh Union Station.

If City Council wishes to address this request further, Transportation would recommend we first secure assistance from an engineering consultant and update the 2012 Feasibility Study. There has been considerable change in Downtown Raleigh, Glenwood South, the Warehouse District, and the Smoky Hollow area. It's important that any changes in train, traffic, and pedestrian activity be accurately accounted for in new risk assessments and planning for implementation.