

Sherman Street Highway-Rail Grade Crossing

Quiet Zone Upgrades

Peabody School Auditorium

July 24, 2018 – 6:30pm



Meeting Agenda

- ▶ Opening Remarks
- ▶ Staff Presentation
 - ▶ Background
 - ▶ Recap of Recent City Actions
 - ▶ Overview of City Efforts to Establish a Quiet Zone on Sherman Street
- ▶ Question and Answer Period

For updates and to sign up for our email list: Cambridgema.gov/shermanstreetcrossing

Point of contact: Brooke McKenna-617-349-4723 / bmckenna@cambridgema.gov



Meeting Invitees

Agencies/Organizations	Elected Officials
<ul style="list-style-type: none">• Federal Railroad Administration• Massachusetts Department of Transportation• Keolis Commuter Services• Massachusetts Bay Transportation Authority• Richdale Avenue Neighborhood Association• North Commons Neighborhood Association• Buena Vista Social Club• Taylor Square Neighborhood Association• North Cambridge Stabilization Committee	<ul style="list-style-type: none">• Senator Edward Markey• Senator Elizabeth Warren• Congressman Michael E. Capuano• Congresswoman Katherine Clark• State Representative Marjorie C. Decker• State Representative Jonathan Hecht• State Representative David Rogers• State Representative Mike Connolly• State Representative Jay Livingstone• State Senator Jason Lewis• State Senator Patricia Jehlen• State Senator Sal DiDomenico• State Senator Joseph Boncore• Cambridge City Council



Background – Current Status

- ▶ On June 29, 2018 at 3:00pm, train horns started sounding at Sherman Street Highway-Rail Grade Crossing (City notified <3 hours earlier)
- ▶ Resulted from standard compliance review that determined that the Fitchburg Line in the vicinity of Sherman Street is not part of an approved quiet zone
- ▶ Federal Railroad Administration (FRA) requires all trains to sound the horn in a standard pattern and volume approaching an at grade crossing with a traveled way.
 - ▶ Establishing a “quiet zone” allows train operators to cross roadways without sounding the horn.
 - ▶ **Why is this important?** In 2015 there were approximately 2,100 railroad crossing incidents including 230 fatalities nationwide.
- ▶ Requirement comes from FRA 2005 “train horn rule” (49 CFR Part 222) that established new procedures regarding the sounding of locomotive horns and quiet zones



Background – Roles and Responsibilities

City of Cambridge

- Maintenance of roadway and traffic control devices
- Costs associated with establishing a quiet zone

MBTA/Keolis

- Operation of trains and grade crossing equipment (gates, flashers, etc.)
- Installation of upgraded grade crossing equipment (and potential cost sharing)

MassDOT

- Oversight of railroad safety
- Oversight of highway safety

FRA

- Establish regulations and procedures for grade crossing safety (including locomotive horns and quiet zones)
- Review compliance with “train horn rule” and creation of ASMs



Recap of Recent City Actions

June 29	<ul style="list-style-type: none">• 3:00pm-train horns started sounding at Sherman Street Highway-Rail Grade Crossing (City notified <3 hours earlier)
Week of July 2	<ul style="list-style-type: none">• City staff and elected officials visited site multiple times to review situation and meet with local residents• Initial discussions with Federal Railroad Administration (FRA), MBTA, and MassDOT
Week of July 9	<ul style="list-style-type: none">• Internal City meetings to review issue and potential responses• Further discussions with FRA staff to determine potential course of action
Week of July 16	<ul style="list-style-type: none">• Notice of Intent (NOI) to establish quiet zone sent to required parties• Site visit with FRA staff
July 24	<ul style="list-style-type: none">• Request sent to MBTA to temporarily reduce train speeds to 15 MPH until quiet zone in place• Community information meeting



Background – Quiet Zone Process

- ▶ Review existing operational and safety data
- ▶ Two main options to reduce the crash risk at the crossing to a level lower than existing conditions with the train horn
 - ▶ Supplementary Safety Measures (SSMs) – standard tools that don't require specific FRA approval if they meet requirements
 - ▶ Alternative Safety Measures (ASMs) – modified or new tools that require additional FRA review and approval (longer timeline)
- ▶ Implement SSMs (or ASMs) including updated signage and safety measures



Background - Supplementary Safety Measures

- Quick Build Median
 - Rapid Implementation
 - Requires changes to adjacent driveway access
- Raised Median
 - Permanent change to roadway and driveway access
- Railroad Quad-Gates
 - No impact to roadway operations
 - Safest solution
 - Minimum one year for design and construction



Overview of City Efforts to Establish a Quiet Zone on Sherman Street

- ▶ Phase 1 Improvements (2-3 months)
 - ▶ Install minimum 60' long median on both approaches to Sherman Street grade crossing
 - ▶ Close curb cut on southwest side of grade crossing (Cambridge Montessori /Jose's)
 - ▶ Restrict parking on Bellis Circle from Sherman Street to parking lot curb cut
 - ▶ Modify driveway on northeast side of grade crossing (140 Sherman Street)
- ▶ Phase 2 Improvements (Winter 2018/2019)
 - ▶ Work to obtain approval of ASM that would allow partial or full reopening of driveway on southwest side of crossing
- ▶ Phase 3 Improvements (no earlier than mid- to late-2019)
 - ▶ Install full closure/four-quadrant gates
 - ▶ Remove quick build median



147 She

149-151 She

Pemberton St

ent St

203-203-2 Pem

203-203-1 Pem

199 Pem

193 Pem

203-203-3 Pem

140 She

203-203-5 Pem

203-203-7 Pem

177 Pem

Sherman St

61 Bol

69 Bol

73-73-B Bol

75-75-B Bol

Bellis Cir

54 Bel

44 Bel

Overview of City Efforts to Establish a Quiet Zone on Sherman Street

- ▶ Complete NOI process
 - ▶ 60 days maximum (9/14/18)
 - ▶ Can be shortened if all parties comment earlier
- ▶ Once NOI process is complete, initiate Notice of Establishment (NOE) process
 - ▶ 21 days (10/5/18) until quiet zone goes into effect
- ▶ Procure necessary materials and installation services
- ▶ Ongoing Coordination
 - ▶ Continue discussions with impacted abutters (driveway impacts)
 - ▶ Coordination with MBTA/Keolis on crossing equipment upgrades
 - ▶ Coordination with FRA
- ▶ Begin work on Phase 2 and Phase 3 improvements



Question and Answer Period

Cambridgema.gov/shermanstreetcrossing





109-124 Jac

159 She

154 She

41 Sar

42 Sar

9 Ver

5 Ver

1 Ver

13 Ver

17-19 Ver

21-23 Ver

25 Ver

6 Ver

2-4 Ver

147 She

153-155 She

216 Pem

203-210-R Pem

196 Pem

190 Pem

149-151 She

203-203-2 Pem

203-203-1 Pem

199 Pem

193 Pem

140 She

203-203-5 Pem

203-203-7 Pem

177 Pem

177 Pem

Sherman St

Pemberton St

Verduin St

39-39-F Bel

35-37 Bel

40 Bel

44 Bel

54 Bel

36 Bel

131 She

33 Bel

32 Bel

31 Bel

30 Bel

29 Bel

23 Bel

17-19 Bel

15 Bel

13 Bel

11 Bel

9-9-3 Bel

9-9-3 Bel

27 Bel

129 She

52-R Bel

61 Bol

69 Bol

73-73-B Bol

75-75-B Bol

71 Bol

77-77-B Bol

85 Bol

Bolton St

132 She

88-70 Bol

1-3 Bla

124 She

122 She

7 Bla

76 Bol

78 Bol

80 Bol

74 Bol

Blair P



Liberton St

203-203-1 Pem

199 Pem

193 Pem

177 Pem

177 Pem

203-203-5 Pem

203-203-7 Pem

140 She

39-39-F Bel

Bellis Cir

Sherman St

61 Bol

69 Bol

73-73-B Bol

75-75-B Bol

71 Bol

77-77-B Bol

Bolton St

Blair Pl

Walden Square Rd

Bellis Ct

35-37 Bel

40 Bel

44 Bel

54 Bel

56 Bel

131 She

129 She

52-R Bel

33 Bel

32 Bel

31 Bel

30 Bel

29 Bel

27 Bel

23 Bel

17-19 Bel

15 Bel

13 Bel

11 Bel

9-9-3 Bel

9-9-8 Bel

132 She

88-70 Bol

1-3 Bla

76 Bol

78 Bol

74 Bol

80 Bol

5 Bla

7 Bla

6 Bla

9 Bla

124 She

122 She

118-120 She

111-111-R She

6 Bel

14-14-B Bel

12 Bel

14-14-C Bel

16 Bel

18 Bel

14-14-A Bel

25 Bel

24 Bel

26 Bel