

Meeting Date (?)	12/15/2015
Subject Matter* (?)	Quiet Zone Advisory Committee This must match rolling agenda entry
Department of Origin*	ECONOMIC DEVELOPMENT
Submitted By*	Lindsey Guindi
Type of Meeting*	<input type="radio"/> BCD <input type="radio"/> Special <input checked="" type="radio"/> Regular
Classification*	<input type="radio"/> Public Hearing <input type="radio"/> Consent <input type="radio"/> Statutory <input checked="" type="radio"/> Regular
Ordinance*	<input checked="" type="radio"/> None <input type="radio"/> First Read <input type="radio"/> Second Read <input type="radio"/> First & Only Read
Strategic Initiative*	<input checked="" type="checkbox"/> Public Safety <input type="checkbox"/> Service <input checked="" type="checkbox"/> Economic Development <input checked="" type="checkbox"/> Infrastructure <input checked="" type="checkbox"/> Quality of Life
Agenda Item Description*	Consideration of the establishment of a Quiet Zone Advisory Committee to research and report to the Bryan City Council on the feasibility of implementing a quiet zone in and around downtown Bryan in Brazos County, Texas.
Summary Statement*	<p>The City of Bryan released a Request for Proposals in February 2015 seeking one or more development teams to plan and develop one or more of the six city blocks within the north area of Downtown Bryan. The site is currently owned by Bryan Commerce and Development, the economic development arm of the City of Bryan. The proposals were due in April 2015 and Bryan Commerce and Development elected to enter negotiations with BCD Modern Living, LLC for a development on Blocks 264 and 265 in the Bryan Original Townsite.</p> <p>During the negotiations, BCS Modern Living identified the establishment of a quiet zone as a priority and requested the Bryan City Council form a committee to further examine the issue.</p> <p>For background information, train engineers are required, by law, to sound the horn within 100 feet of any intersection. All train horns fall within a range of 95-110 decibels. Decibels are logarithmic, meaning that 100 decibels is ten times louder than 90, 110 decibels is ten times louder than 100, and so on. Train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long blasts. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing.</p> <p>In a quiet zone, railroads are directed to cease the routine sounding of their horns when approaching public highway-rail grade crossings. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules. A city desiring to establish a quiet zone is first required to mitigate the increased risk caused by the absence of a horn.</p>
Staff Analysis & Recommendation*	Staff recommends creating an advisory committee to research the creation of one or more quiet zones. The noise of the train horns has and will continue to play a part in the redevelopment of Downtown. Staff recommends a committee comprised of five individuals: Solomon Nyanhongo and Gary Schatz from the City of Bryan (Schatz has extensive knowledge in quiet zones and transportation issues), Chris Lawrence and Randall Spradley to represent Downtown Bryan, and one representative from the Bryan City Council.
Options*	(In Suggested Order of Staff Preference) 1. establish a Quiet Zone Advisory Committee 2. do not establish a Quiet Zone Advisory Committee and provide direction to staff

Funding Source*

Although the implementation of a quiet zone in and around Downtown Bryan will require a substantial financial investment, no funding is necessary for the advisory committee to begin researching the topic.

Attachments

Please detail attachments and note attachments available for viewing in City Secretary's Office:
None.

Dept. Head Signature



Kevin Russell

**Deputy City Manager
Signature**



[Handwritten Signature]

City Manager Signature



[Handwritten Signature]

City Attorney Signature



Janis K. Hampton