

# Downtown Bryan Railroad Quiet Zone



## Project Update and Recommendations

February 8, 2022

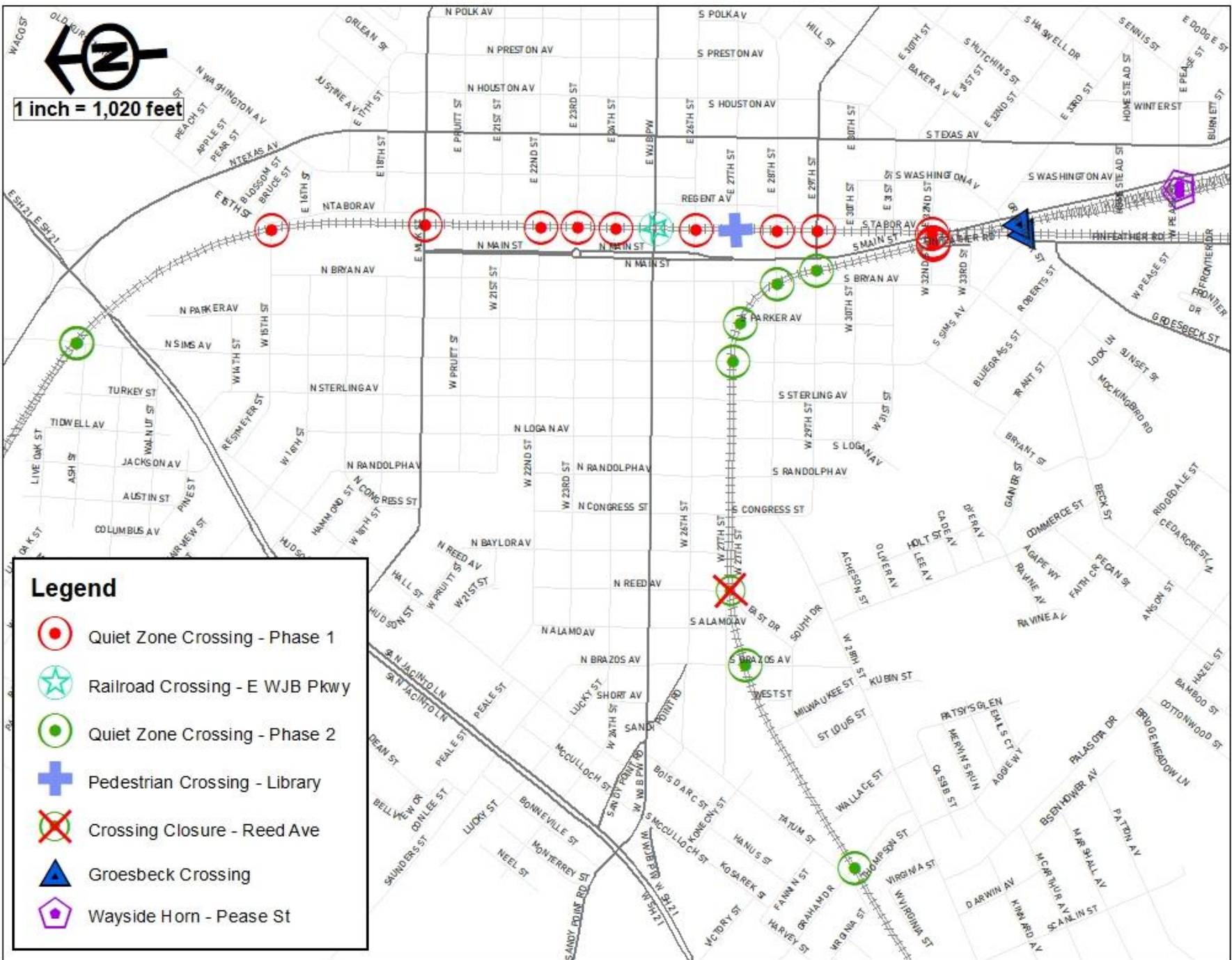
# Quiet Zone Update Agenda

1. Quick Overview
2. Review To-Date Successes
3. Current Permitting Status
4. Progress Update on Phase 1 Construction
5. Progress Update on Phase 2 & Groesbeck
6. UPRR Requested Closures
7. Next Steps

# Quick Overview

- 4 SSM (Supplementary Safety Measures) locations
  - Navasota Sub
    - Wayside horn at Pease St
    - S. Reed – Permanent closure
    - S. Brazos Avenue – Extend Gates and Add Medians
  - Bryan Sub
    - 29<sup>th</sup> Street – Add Medians
- 16 ASM (Alternative Safety Measures) locations
  - 7 Navasota Sub locations
  - 9 Bryan Sub locations
- Pedestrian Improvements at Library





# Review To-Date Successes

- PAA received FRA Approval – May 2021
- Phase 1 Design Approved by UPRR & Awarded to BPI by Council – June 2021
- 100% Groesbeck Plans Approved by UPRR – October 2021
- Wayside Horn at Pease St Design Plans Approved by UPRR – October 2021
- 95% Progress - Phase 2 Design Plans (ONGOING)
- Internal and External Communication Campaigns



# External Communication Campaigns

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## Downtown Quiet Zone

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The Downtown Quiet Zone is a project of interest for many residents and businesses owners who frequent Downtown Bryan. Over the past several years, the City of Bryan has been working with the Federal Railroad Administration (FRA) on a plan to convert the downtown area into an official Quiet Zone. This will eliminate trains in that area blowing their horns at each of the 24 improved crossings in Downtown Bryan.

There are two sets of tracks or subdivisions that run through the City. The Bryan Subdivision is the easterly set of tracks that run roughly north and south. The Quiet Zone will extend from N. Sims Avenue south to S. Main Street along this subdivision.

The Navasota Subdivision enters the City of Bryan from the west and then turns south near 28th Street and Bryan Ave. The Quiet Zone will span from W. 28th Street to W. Boone Street on this track

### Latest Updates

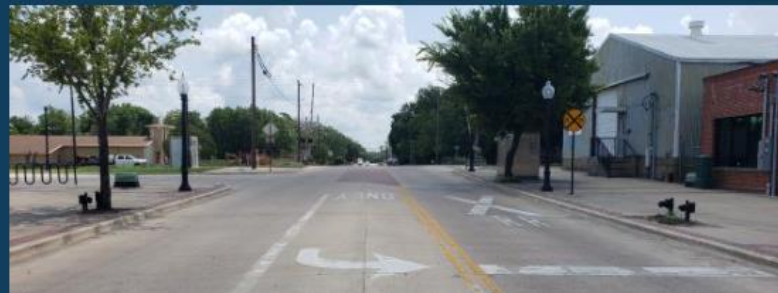


**12 capital projects to watch in 2022**  
From parks to storm water and road improvements to sidewalks, residents will have the opportunity to give input on some



## The Establishment of the Railroad Quiet Zone - Phase 1


Rachel Gaddis  
July 20, 2021



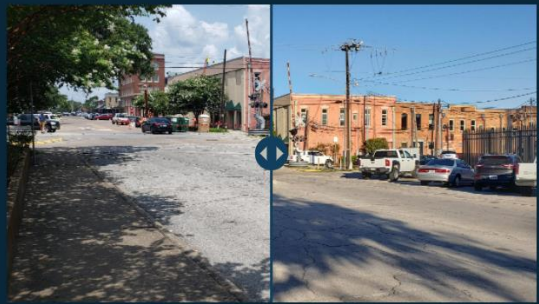
[Downtown Quiet Zone - City of Bryan](#) x [The Establishment of the Railroad Quiet Zone - Phase 1](#) x

storymaps.arcgis.com/stories/d00ab7d1bb2f4f5a941d72b9b903d2eb

ArcGIS StoryMaps



E 28th St - Before & After (picture coming soon)



E 26th St - Before & After (picture coming soon)



# Current UPRR Permitting Status

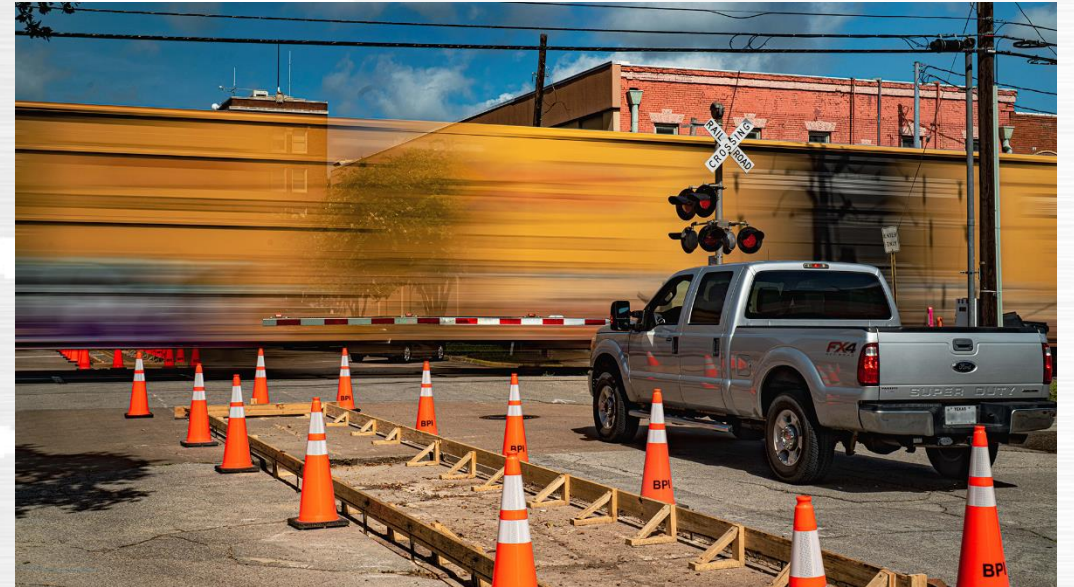
- UPRR Process
  - Plans Reviewed by Consultant
  - Plans Approved and Forwarded for Permit Processing
  - Real Estate Office verifies existing license to cross between UPRR and City
  - Not on File due to Age/History
  - Need to Create License for all Undocumented Crossings
    - One Year Timeframe Minimum





# Progress Update on Phase 1 Construction

- Issues & Resolutions
  - Alley Entry – Mountable Curb
  - Median Width at 23rd – Narrowed to Minimum Width
- Financial Update
  - Construction Contract = \$657,991.55
  - Current Amount Paid = \$192,035.19
  - Upcoming Change Order
    - Mountable Curbs at Alley Entry
      - Carnegie
      - Between 26<sup>th</sup> and WJB





# Progress Update on Phase 2 & Groesbeck

- Phase 2
  - Removing far West 28th Street from Quiet Zone due to lack of cooperation from landowner (Richard Pena)
  - Finalizing total ROW to be requested for real estate agreements (minimize future delays from UPRR review)
  - Finalizing design plans in response to multiple coordination meetings (95%)
    - Estimating a Spring 2022 submission to consultant for final approval
- Groesbeck
  - Awaiting trackside improvement cost estimate from UPRR

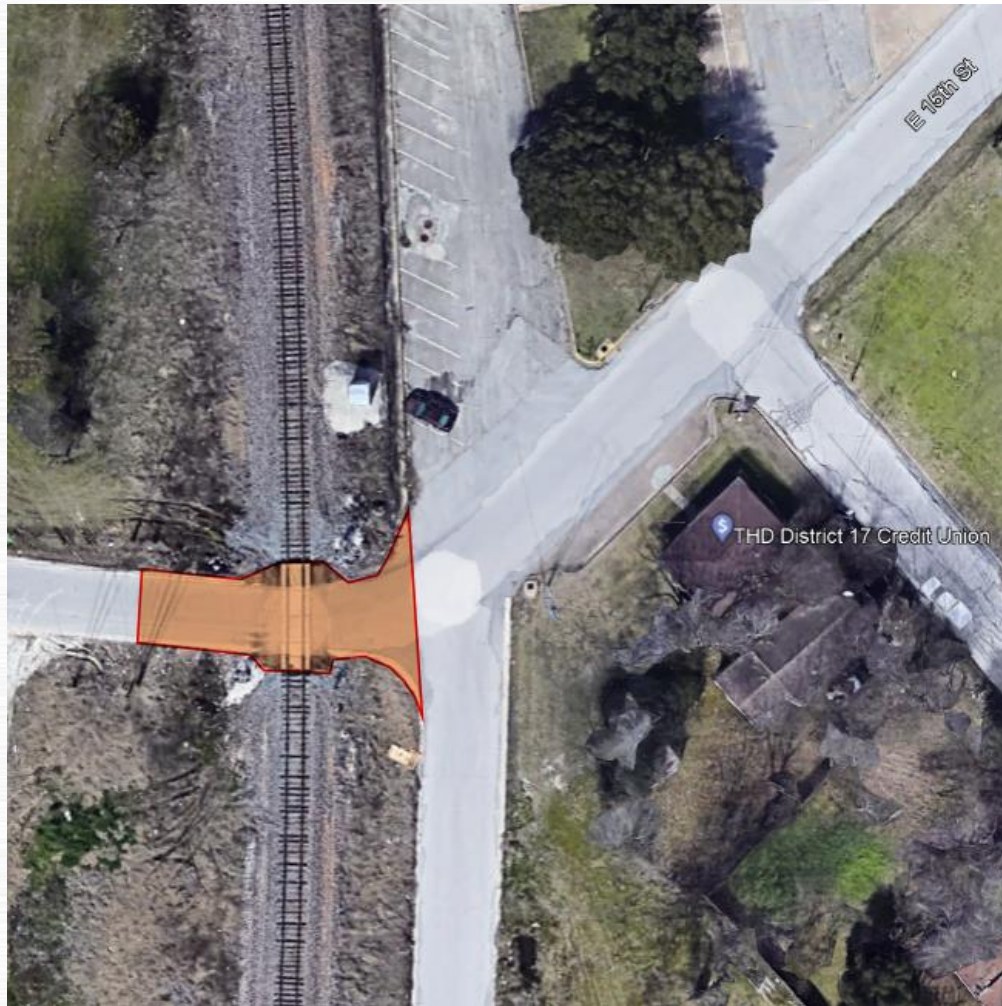


# UPRR Requested Closures

- RRQZ Advisory Committee Recommendation
  - In favor of closure of 15<sup>th</sup> and 22<sup>nd</sup>
  - While generally in favor of closing 32<sup>nd</sup>, Committee requested information on traffic rates and impacts to adjacent development
- Previous closures of 16<sup>th</sup>, Pruitt, and 21<sup>st</sup> – UPRR paid \$50,000 total.
- Estimated cost for closure (total \$95,250)
  - 15<sup>th</sup> = \$33,250
  - 22<sup>nd</sup> = \$26,750
  - 32<sup>nd</sup> = \$35,250



# Closures – 15<sup>th</sup>



# Closure of E 15th

- Crossing has been closed since January 2016 with temporary barricades due to 18 wheeler crossing and hanging on track planking – railroad removed the damaged planking and never replaced.
- Because narrow roadway, better access to Warehouses is to use MLK and Bryan Avenues – currently how we have signed for trucks.



# Closures – 22<sup>nd</sup>

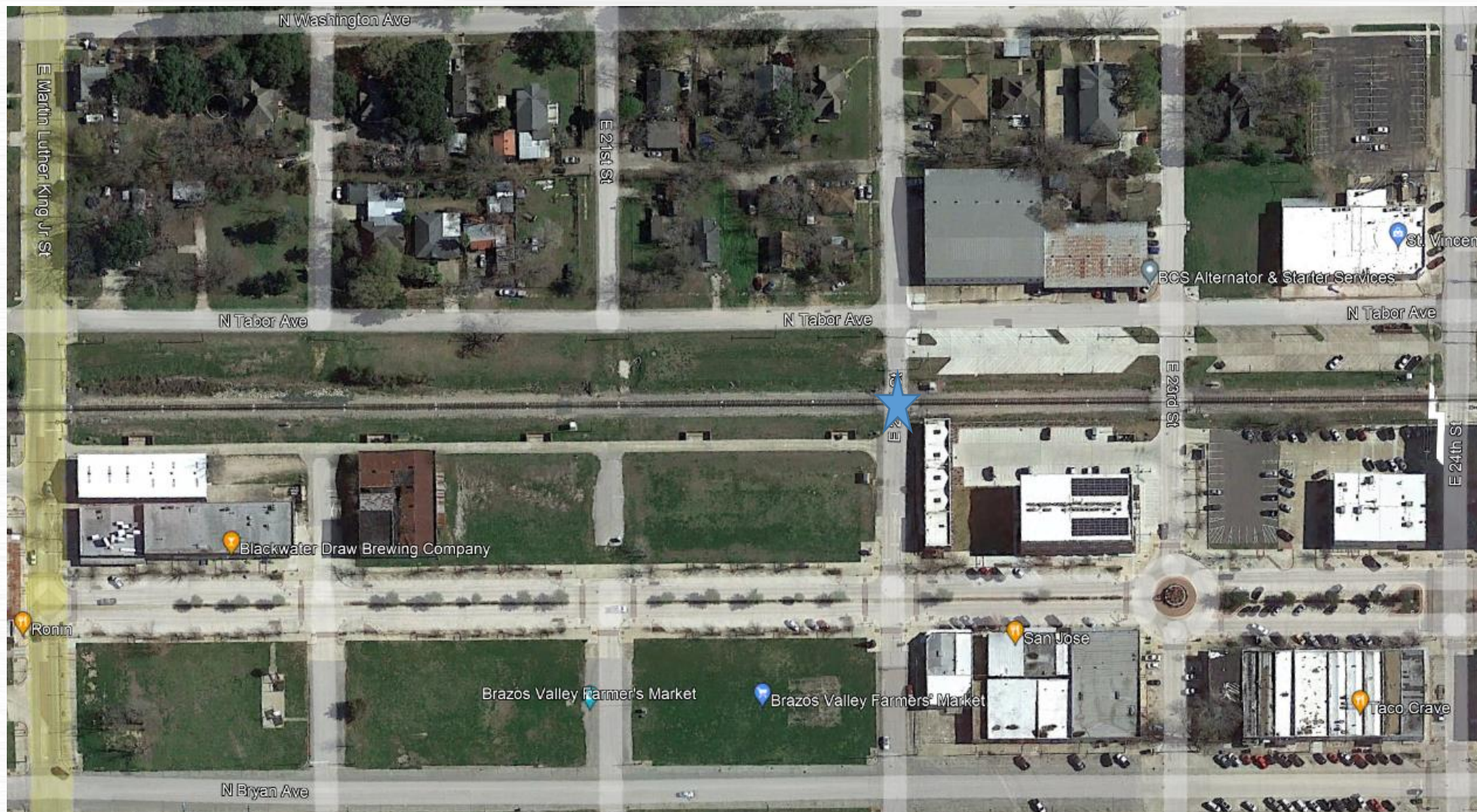


# Closure of E 22nd

- Crossing is narrow and in order to keep it open with Quiet Zone improvements, the roadway would need to be widened.
- Vertical curve makes it difficult to see medians on either side if remains open.
- Adjacent downtown landowner in favor of closure.
- Solid Waste access to Alley behind proposed Jordan's Lofts is improved due to lack of medians needed if crossing closed.

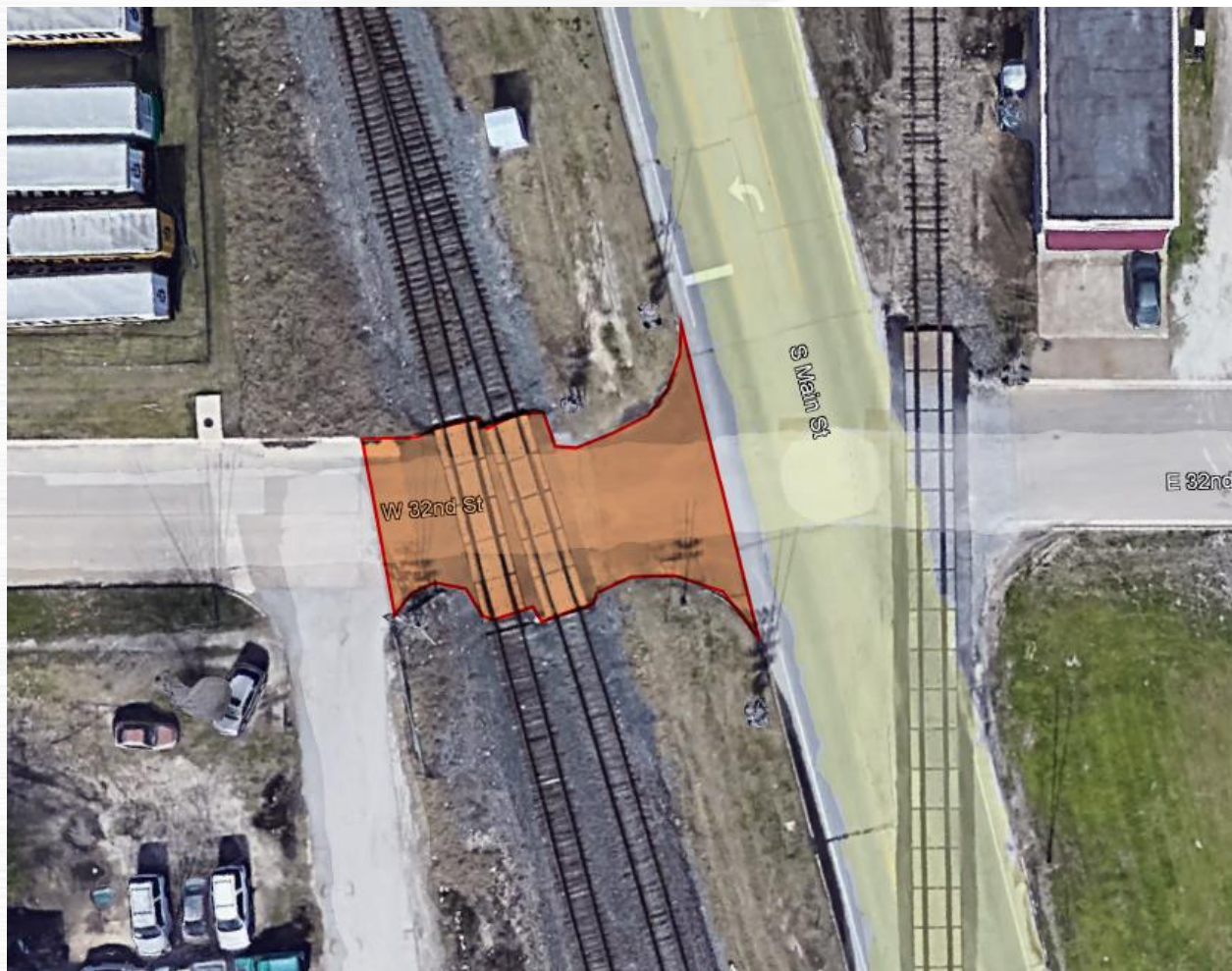


# Closure of E 22nd





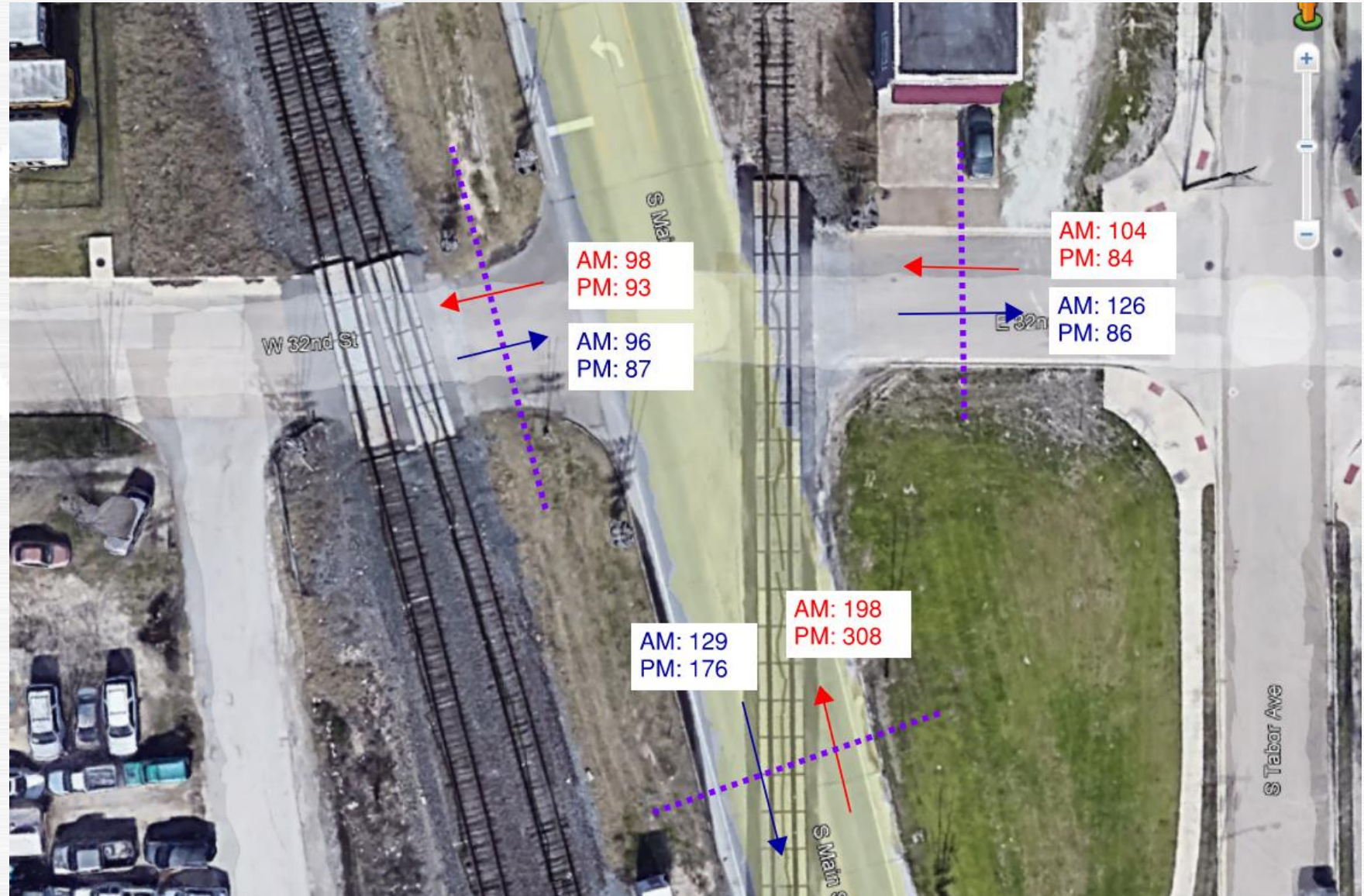
# Closures – W 32nd





# Closures – W 32nd

- 2021 Traffic Count Data
- Approximately 100 vehicles in either direction every day
- Suggest temporary closure for 1 month test period with request for community feedback



# Closures – W 32nd

<b>CROSSING</b>	<b>DIRECTION OF TRAVEL</b>	<b>MORNING AVERAGE</b>	<b>EVENING AVERAGE</b>
W 29 <sup>th</sup> St	Eastbound	420	344
W 29 <sup>th</sup> St	Westbound	162	220
W 28 <sup>th</sup> St	Eastbound	76	109
W 28 <sup>th</sup> St	Westbound	50	88
WJB Pkwy	Eastbound	649	702
WJB Pkwy	Westbound	576	706
S Sims Ave	Northbound	217	290
S Sims Ave	Southbound	200	309
E 23 <sup>rd</sup> St	Eastbound		
E 23 <sup>rd</sup> St	Westbound		
<i>W 32<sup>nd</sup> St</i>	<i>Eastbound</i>	<i>98</i>	<i>93</i>
<i>W 32<sup>nd</sup> St</i>	<i>Westbound</i>	<i>96</i>	<i>87</i>



# Council Direction on Closures

- Fire Department not opposed to proposed closures
- Quiet Zone Risk Index is improved with closures.
- 15<sup>th</sup>
  - YES/NO/MAYBE
- 22<sup>nd</sup>
  - YES/NO/MAYBE
- 32<sup>nd</sup>
  - YES/NO/MAYBE

# Next Steps

- Trial closure of 32<sup>nd</sup> crossing. Bring back feedback received to Council.
- Share council direction regarding 15<sup>th</sup> and 22<sup>nd</sup> with UPRR to get a firm \$ amount to be paid by UPRR for each closure.
- Leverage willingness to close these crossings for quicker license agreements
- Resubmit the PAA due to various changes, regardless of additional closures
  - Submit updated traffic counts in late 2021 (PAA approved during COVID)
  - Recalculate the City of Bryan Risk Index (all closures improve our safety)
- Review the budget once firm cost estimates for trackside improvements are received
  - Expecting significant increase (approximately \$2M)
  - FY 2022 - \$5,517,000