



# CITY OF NORMAN, OK CITY COUNCIL COMMUNITY PLANNING & TRANSPORTATION COMMITTEE MEETING

Municipal Building, Executive Conference Room, 201 West Gray, Norman,  
OK 73069

Wednesday, November 30, 2022 at 4:00 PM

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## AGENDA

*It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, retaliation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please contact the ADA Technician at 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.*

### CALL TO ORDER

### AGENDA ITEMS

1. PUBLIC TRANSIT REPORT
2. DISCUSSION REGARDING TRAFFIC MANAGEMENT AROUND THE UNIVERSITY OF OKLAHOMA CAMPUS.
3. DISCUSSION REGARDING RAILROAD SAFETY IN NORMAN.

### ADJOURNMENT



**MEMO TO:** Council Community Planning and Transportation Committee

**FROM:** Taylor Johnson, Transit and Parking Program Manager

**THROUGH:** Shawn O'Leary, P.E., CFM, Director of Public Works

**DATE:** November 30, 2022

**SUBJECT:** Public Transportation Monthly Report

# office memorandum

## Purpose

The Public Transportation Monthly Report provides updates to City Council on public transit related items. In addition to the updates provided below, attached is the EMBARK Norman Performance Report for the previous month. The Performance Report provides updates on key metrics associated with the operations of the transit system.

## Updates

### • Go Norman Transit Plan (City of Norman Transit Long Range Plan Update)

- The Go Norman Transit Plan was approved by resolution by Council on June 22<sup>nd</sup>, 2021. Staff are continuing to move forward on the next steps as recommended in the plan. Recent work includes:
  - Staff continue to have regular meetings with the architects to finalize renovation plans for the 320 E. Comanche St property into a City Transit Center. Recommendations for cost savings are now being considered before finalizing the bid package for solicitation.
  - Council approved and acknowledged the public participation process for the recommended route network by resolution on September 27, 2022. Ways that citizens were notified included a press release, notice in the Norman Transcript, posters (in English and Spanish) placed in all the buses and at City Hall, social media posts, and through stakeholders via emails. A dedicated website was also created so that the information could be reviewed anytime. The process also consisted of 3 public meetings (1 virtual and 2 in person) where staff presented the proposed changes and asked for feedback. 21 individuals outside of City staff attended the meetings, asking questions and providing comments. Outside of the public meetings, comments could also be submitted by email, phone, online form, and mail. Staff will compile all of the feedback received and present it and the proposed changes to Council for review and action on December 13. If approved, staff will move forward with implementation of the proposed changes, anticipated to take effect in August 2023.

### • Grants

- Staff continue to program and draw down on Federal Transit Administration Grant (FTA) grants periodically to reimburse the City for eligible public transit expenses.
- Staff submitted an application to the annual ACOG Surface Transportation Block Grant Program – Urbanized Area (STBG-UZA) call for projects. Staff are proposing to replace 2 CNG 35' fixed-route transit buses. Council supported the application by resolution on October 11, 2022, and the application was submitted by the deadline of October 31, 2022.
- Staff continue to research eligible grants to support existing operations, vehicle needs, and future improvements. Staff are researching project opportunities for the various ACOG and FTA grants that will be available over the next few months.

### • Fleet Maintenance & Vehicle Procurement

- City Fleet Maintenance staff continue to ensure that the transit fleet is in operational condition each morning for line up, despite the age of the vehicles that the City inherited.
  - The City's Transit Fleet includes 27 revenue vehicles, 13 in the fixed-route fleet and 14 in the paratransit fleet. Unfortunately, 21 out of 27 of the revenue vehicles used in the City's transit fleet have met their useful life and are eligible to be retired according to FTA requirements. Two additional vehicles will reach the end of their useful life by the end of 2022, and a third will do so in 2023.
- The City is currently in the process of purchasing 2 battery electric busses and staff anticipates receiving these vehicles in December 2022. Below is background information on both battery electric bus projects:
  - An authorization to purchase the City's first battery electric vehicle, a transit bus, was approved at Council's May 25, 2021 meeting. A purchase order was issued on May 27, 2021 to the manufacturer. Approximately 50% of the vehicle purchase price will be reimbursed through a

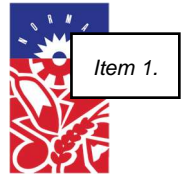
grant received from Oklahoma Department of Environmental Quality through the Volkswagen Settlement Fund.

- An authorization to purchase the City's second battery electric transit bus was approved at Council's August 10, 2021 meeting. A purchase order was issued on August 13, 2021 to the manufacturer. Approximately 70% of the vehicle purchase price will be reimbursed through a grant received from the FTA's FY21 Low- or No-Emission Vehicle Program. The City's project was 1 of 49 projects selected in the nation.
- Council granted approval for additional funds to be allocated to both bus builds on December 14, 2021. These additional funds were used to add charge rails to the top of the busses so that in the future an overhead pantograph charging system could be utilized.
- Staff visited the bus manufacturer's facility between September 13-16, 2022 in order to inspect the buses as the manufacturing process was mostly complete. Unfortunately, there have been some part delays for these 2 buses which will prolong their delivery. Once fully complete, the manufacturer, Gillig, will perform tests before the buses are delivered.
- The City is currently in the process of purchasing 5 paratransit vans and staff anticipates receiving these vehicles in January-February 2023. Below is background on this purchase:
  - On December 14, 2021 the City Council passed and adopted resolution R-2122-72 transferring \$346,703 from the Capital Fund Balance to be matched with \$122,812 available in the Public Transit and Parking Fund to be used to replace 5 paratransit vehicles in the Transit Fleet for a total of \$469,515. Due to ongoing supply chain issues the price of the vehicles had increased, however staff were able to identify additional FTA grant funding allocated to Norman to supplement the cost increase and decrease the amount of local match that was provided from the Public Transit and Parking Fund. Resolution R-2122-98 was approved by Council on March 8 transferring an additional \$149,454 (for a total cost of \$584,655) to cover the cost increase. FTA grant OK-2020-026 will be amended to \$496,157 leaving a local match of \$88,508 (a reduction in the local matching funds of \$34,304.)
- The City is currently in the process of purchasing 5 CNG 35' fixed route buses and staff anticipates receiving these vehicles in October 2023-January 2024. Below is background information on this purchase:
  - Utilizing transit 5339 funds allocated from FY21 (grant number OK-2020-026), 1 35' CNG bus will be purchased. These were funds allocated to the Norman urbanized area by formula. In addition, on June 14, 2022 the City Council approved a contract with the Oklahoma Department of Transportation (ODOT) accept Surface Transportation Block Grant – Urbanized Area (STBG-UZA) funding for the purchase of 2 35' low-floor CNG transit buses. An Authorization to Purchase for these 3 buses was approved by Council on August 23, 2022. A purchase order was issued on September 14, 2022 to the manufacturer.
  - Utilizing funds received from the FY22 FTA Low- or No-Emissions Vehicle Program, staff proposed to purchase 2 additional CNG 35' fixed route buses. Council approved a resolution accepting the grant and an authorization to purchase the buses on September 27, 2022. The purchase order for 2 buses was issued September 29, 2022.
- Website Updates
  - In an effort to better organize information, staff worked diligently on revisions to the City's website. In large part, these changes provide more information about the transit service the City provides and reflects the ongoing transition of parking operations from the Traffic Division to the Transit and Parking Division by ensuring other city staff and the public have the correct information available. Following a general landing page, there are subpages with information on transit operations, e-scooters, transit planning and assets, where to park and how to pay, parking planning, and bus transit service changes. You can view the new website at [www.normanok.gov/residents-visitors/transit-parking](http://www.normanok.gov/residents-visitors/transit-parking).

### **Conclusion**

Thank you for your review of these updates and attached monthly performance report. Staff are available to answer any questions.

**Attached:** EMBARK Norman Performance Report for October 2022



# PERFORMANCE REPORT

## Transit System Report

October 2022

### Purpose

The Transit System Report provides a summary of both internal indicators and performance measures used to evaluate the performance of the EMBARK transportation system for the City of Norman. The internal indicators are mainly used by staff to compare performance to previous periods whereas, the performance measures having

specific targets are more outcome-based and are included in EMBARK's strategic business plan to help demonstrate accomplishments given the resources that are provided. The internal indicators and performance measures included in this report address ridership, dependability, safety and align with EMBARK's mission.

### Total Ridership

Total ridership for EMBARK Norman in October 2022 was 27,960 compared to 23,732 in October 2021. The average total daily ridership was 1,075 for October 2022, a 17.74% increase from 913 in October 2021. Fiscal-year-to-date ridership is 97,045 passengers, an 8.29% increase from the October 2021 YTD total of 89,612.

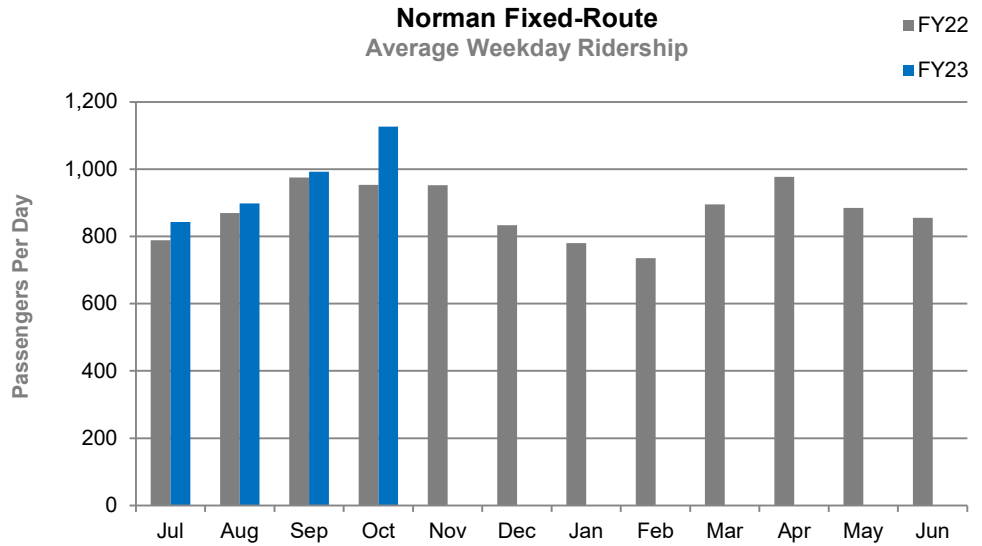
The fixed-route service totaled 25,881 for October 2022 compared to 21,834 for October 2021. Average fixed-route daily ridership for October 2022 was 999, compared to 840 for October 2021, an 18.93% increase. Passengers with bicycles or similar means of travel totaled 861, compared to 801 for October 2021. Passengers with wheelchairs or other mobility devices totaled 443, compared to 368 for October 2021.

PLUS ridership totaled 2,079 for October 2022, compared to 1,898 for October 2021. The average total PLUS ridership was 80 for October 2022 and 73 for October 2021, a 9.59% increase. Passengers with wheelchairs or other mobility devices totaled 411 for October 2022, compared to 375 for October 2021, a 9.60% increase.

Norman Transit Services	Oct FY23	Oct FY22	+/- Oct FY22
<b>Fixed Routes (M-F)</b>	<b>23,588</b>	<b>20,021</b>	<b>17.82%</b>
110 - Main Street	4,334	3,732	16.13%
111 - Lindsey East	12,161	8,999	35.14%
112 - Lindsey West	2,843	2,842	0.04%
120 - West Norman	306	146	109.59%
121 - Alameda	3,905	4,302	-9.23%
144 - Social Security	39	N/A	N/A
<b>Fixed Routes (Sat)</b>	<b>2,293</b>	<b>1,813</b>	<b>26.48%</b>
110 - Main Street	534	407	31.20%
111 - Lindsey East	902	654	37.92%
112 - Lindsey West	305	235	29.79%
121 - Alameda	552	517	6.77%
<b>PLUS ADA Service</b>	<b>2,079</b>	<b>1,898</b>	<b>9.54%</b>
PLUS (M-F)	1,941	1,839	5.55%
PLUS (Sat)	138	59	133.90%
Bikes	861	801	7.49%
Wheelchair	443	368	20.38%
PLUS Wheelchair	411	375	9.60%

### Fixed Route Weekday Ridership

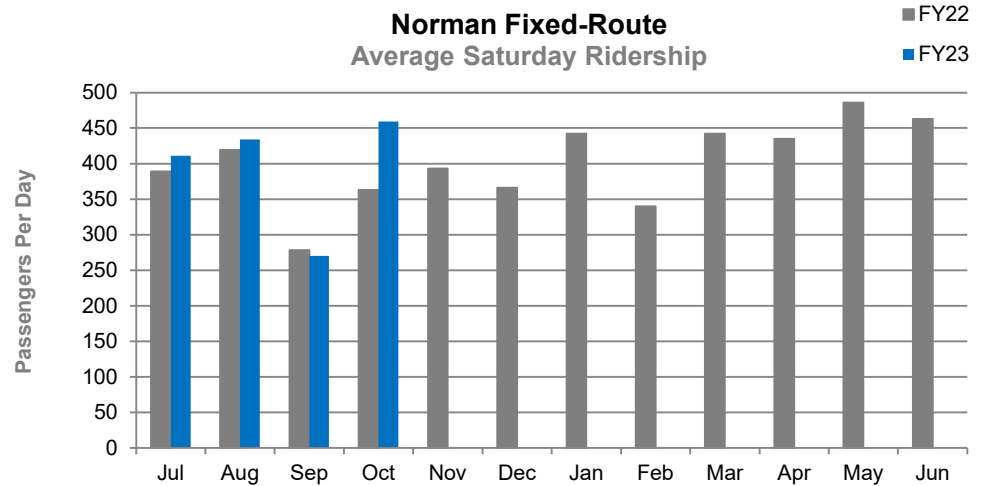
Total fixed-route weekday ridership for October 2022 was 23,588, a 17.82% increase from 20,021 in October 2021. Average weekday passenger ridership totaled 1,126 in October 2022; an 18.15% increase compared to 953 for October 2021. The average RPSH was 16.52.



### Fixed Route Saturday Ridership

Total fixed-route Saturday ridership for October 2022 was 2,293, a 26.48% increase from 1,813 in October 2021. Average weekend passenger ridership totaled 459 for October 2022, a 26.45% increase from 363 in October 2021. The average RPSH was 12.96.

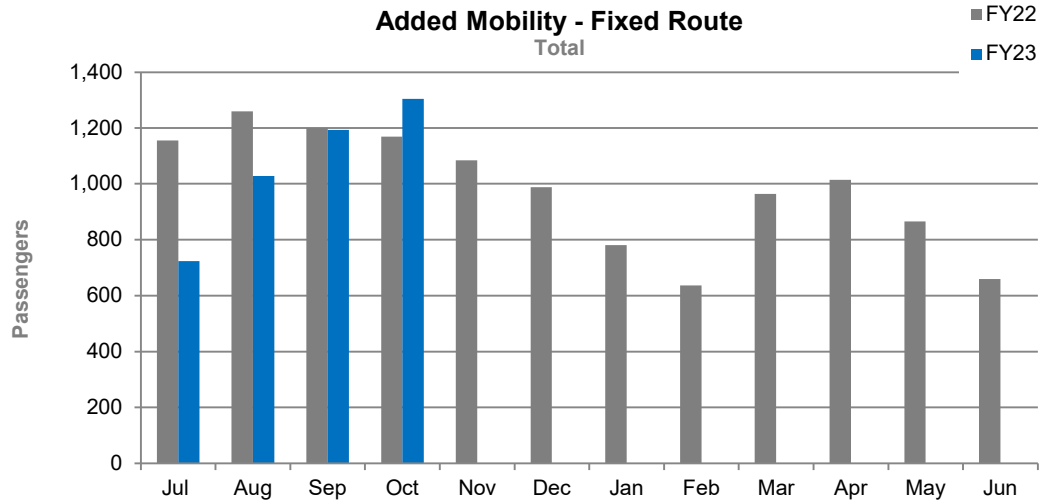
The University of Oklahoma hosted one football game on Saturday, 10/15.



**Added Mobility – Fixed Route**

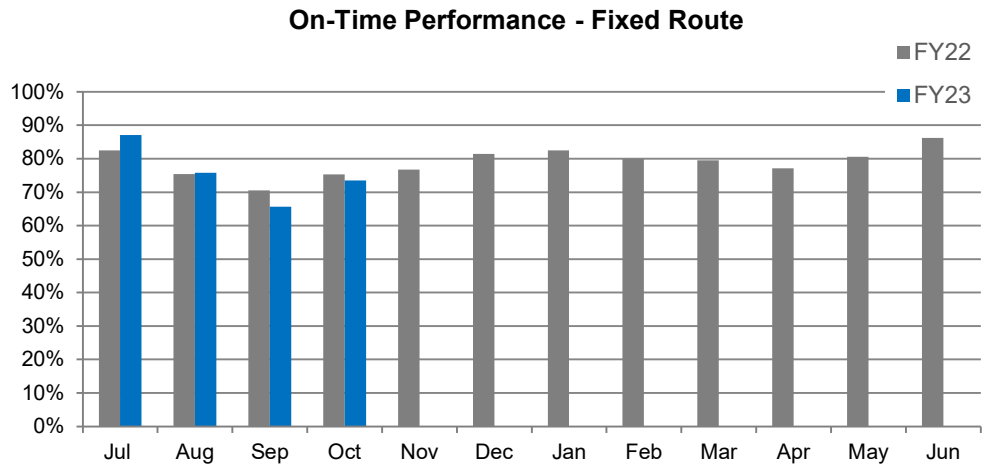
Total passengers with added mobility, such as bikes and wheelchairs, totaled 1,304 for October 2022, an 11.55% increase from 1,169 in October 2021.

Bike passengers totaled 861, a 7.49% increase from 801 in October 2021. Wheelchair passengers totaled 443, a 20.38% increase from 368 in October 2021.



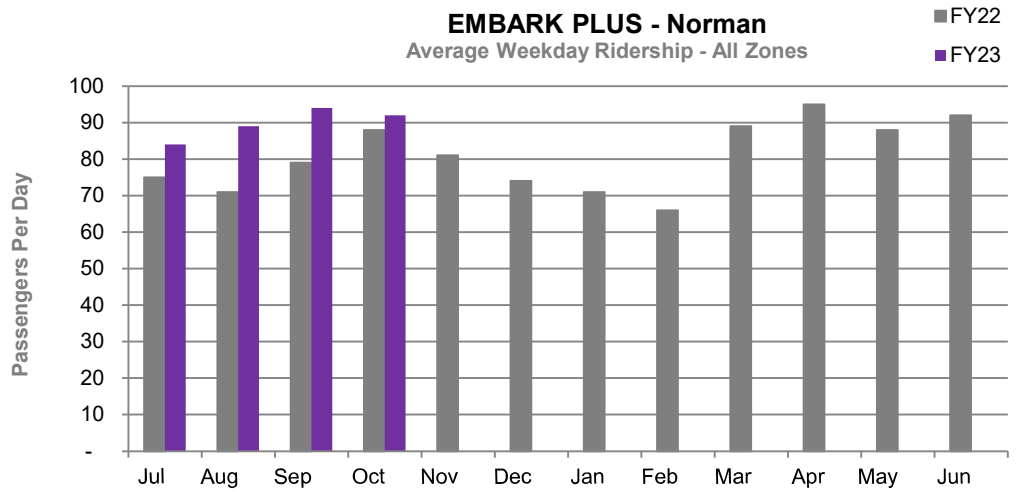
**On-Time Performance – Fixed Route**

Cumulative on-time performance for fixed-route buses was 73.50% in October 2022, a 1.80% decrease from 75.30% in October 2021.



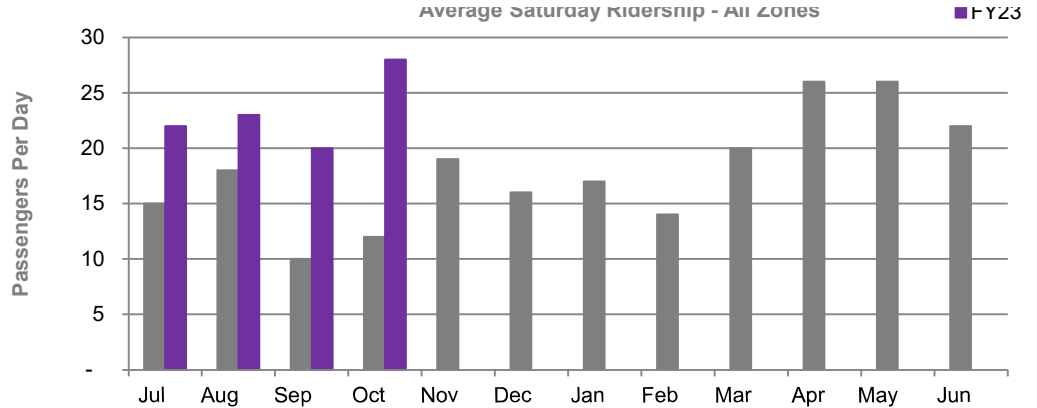
**PLUS Weekday**

Total PLUS weekday ridership for October 2022 was 1,941, a 5.55% increase from 1,839 in October 2021. Average weekday passenger ridership totaled 92 for October 2022, a 4.55% increase from 88 for October 2021. RPSH was 1.38.



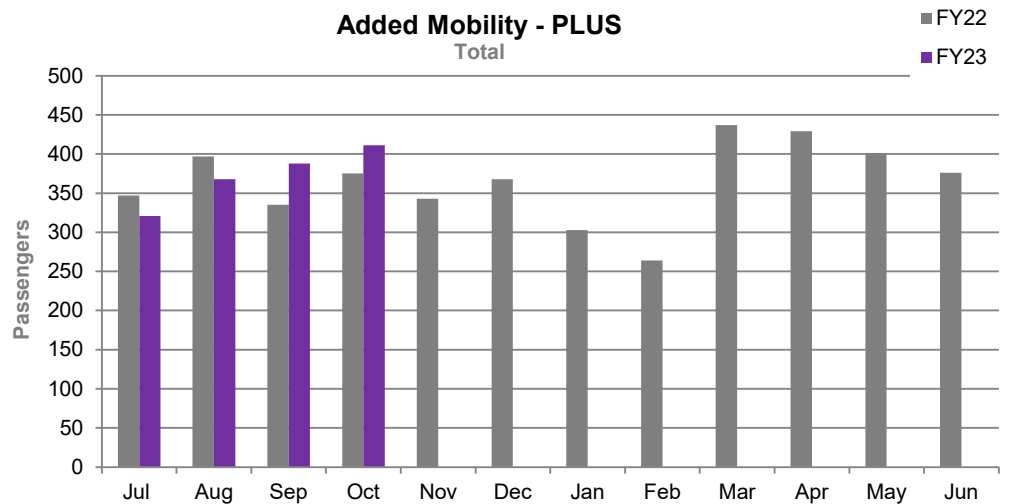
**PLUS Saturday**

Total PLUS Saturday ridership for October 2022 was 138, a 133.90% increase from 59 in October 2021. Average Saturday passenger ridership totaled 28 for October 2022, a 133.33% increase from 12 in October 2021. RPSH was 1.58.



**Added Mobility - PLUS**

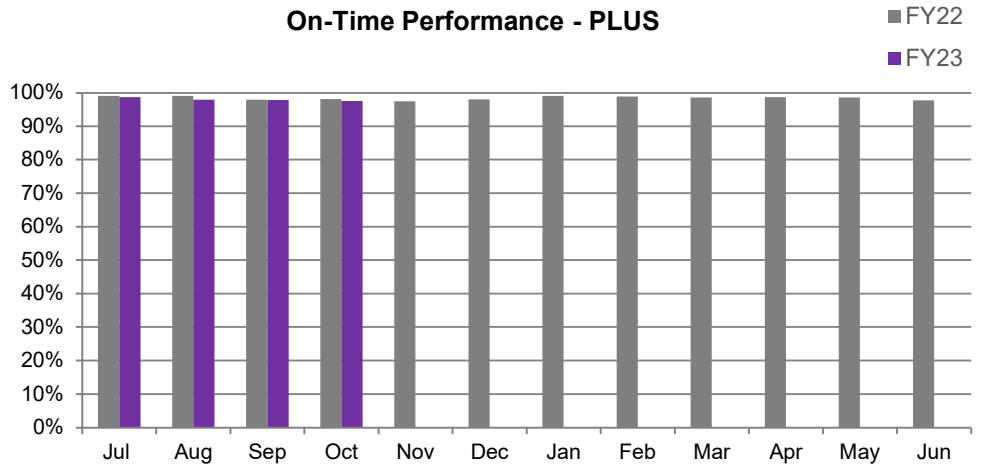
PLUS passengers with added mobility totaled 411 for October 2022, a 9.60% increase from 375 in October 2021.



**On-Time Performance - PLUS**

Cumulative on-time performance for PLUS buses was 97.56%, a 0.58% decrease from 98.12% in October 2021.

Weekday on-time performance in the primary zone was 97.45%, a 0.59% decrease from 98.04% in October 2021. Weekday on-time performance in the secondary zone was 97.70%, a 0.44% decrease from 98.14% in October 2021. Saturday on-time performance was 98.46%, a 1.54% decrease from 100.00%.



<b>PLUS Weekday Service Summary</b>	Oct FY23	Oct FY22	+/- Oct FY22		<b>PLUS Saturday Service Summary</b>	Oct FY23	Oct FY22	+/- Oct FY22
Total Passengers	1,941	1,839	5.55%		Total Passengers	138	59	133.90%
Total Trips	1,836	1,707	7.56%		Total Trips	130	51	154.90%
Trips Daily Average	87	88	-1.14%		Trips Daily Average	26	10	160.00%
Trips Requested	1,928	1,707	12.95%		Trips Requested	132	51	158.82%
Denied Trips	92	0	9,200%		Denied Trips	2	0	200.00%
Capacity Denials	0	0	0.00%		Capacity Denials	0	0	0.00%
No Show	36	28	28.57%		No Show	2	1	100.00%

<b>PLUS Applications</b>	Oct FY23	Oct FY22	+/- Oct FY22
New Applications	16	17	-5.88%
Renewals Received	8	7	14.29%
Applications Approved	13	25	-48.00%
Applications Denied	0	0	0.00%



**Summary of Services Table: October 2022**

The table below provides daily averages for the number of passengers carried by many of the services offered by EMBARK Norman. The year-to-date (YTD) figures are cumulative totals.

<b>EMBARK Norman Service Summary</b>	<b>ADP Oct FY23</b>	<b>FY23 YTD</b>	<b>FY22 YTD</b>	<b>Service Profile</b>	<b>Oct FY23</b>	<b>Oct FY22</b>
Fixed Routes (M-F)	1,126	81,810	76,179	Weekdays	21	21
Fixed Routes (Sat)	459	7,165	6,548	Saturdays	4	5
PLUS (M-F)	92	7,651	6,640	Gamedays	1	2
-Zone 1*	78	6,397	5,235	Holidays	0	0
-Zone 2**	15	1,254	1,405	Weather	1	1
PLUS (Sat)***	28	419	245	Fiscal YTD Days	103	103
				Cal. YTD Days	255	256

\*Requires 3/4 mile

\*\*Operates only on Weekdays until 7:00 pm

\*\*\*Operates only in Zone 1

**Strategic Performance Measures**

<b>MEASURE</b>	<b>FY 23 YTD</b>	<b>FY 23 Targets</b>	
# of Norman fixed-route passenger trips provided	88,975	251,881	●
# of Norman paratransit trips provided	8,070	21,000	●
% of on-time Norman paratransit pick-ups	97.97%	98.58%	■
# of Norman bus passengers per service hour, cumulative	13.82	13.04	●
# of Norman bus passengers per day, average	866	800*	●
% of Norman required paratransit pick-ups denied due to capacity	0.01%	0.00%*	●
% of on-time fixed-route arrivals	75.53%	80.94%	●

\*These targets are not being tracked in LFR but can be found in the KPI spreadsheet.

## Glossary

- **Added Mobility** – Wheelchairs, bicycles, scooters, and other devices used by passengers in conjunction with transit
- **ADP** – Average Daily Passengers
- **ADR** – Average Daily Ridership
- **AVG** – Average
- **Fixed Route** – Regular bus service
- **FY22** – The fiscal year 2022. Lasted from 7/1/2021 to 6/30/2022
- **FY23** – The fiscal year 2032. Lasting from 7/1/2022 to 6/30/2023
- **FY YTD** – Fiscal Year, Year to Date
- **KPI** – Spreadsheet used to record and compare all data used in the monthly report
- **LFR** – "Leading for Results," EMBARK's internal performance measurements and targets
- **OTP** – On-time performance
- **Paratransit** – ADA vehicle service for seniors and other clients with special needs
- **PAX** – Passenger
- **PLUS** – Brand name for EMBARK Paratransit service
- **RPSH** – Riders per service hour
- **SAT** – Saturday
- **WKD** – Weekday
- **YOY** – Year-over-year, used to compare the previous year's performance when available
- **ZONE 1** – Primary zone for PLUS operation
- **ZONE 2** – Secondary zone for PLUS operation

# Traffic Management Around the OU Campus

Community Planning & Transportation  
Committee

November 30, 2022

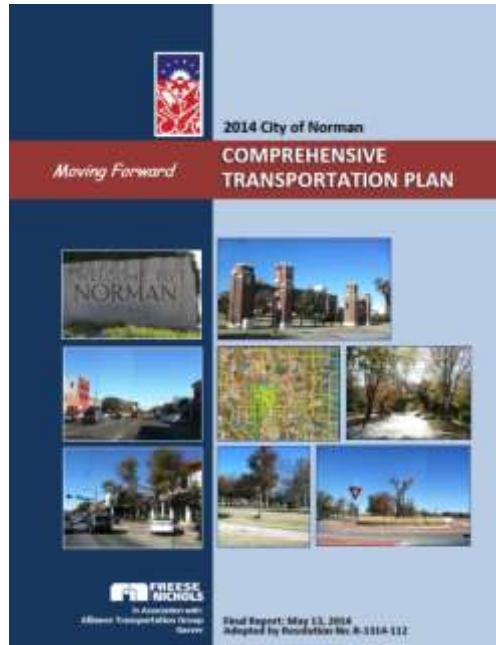


# Agenda

- Comprehensive Transportation Plan
- 2019 Transportation Bond Election
- Next Steps



# Comprehensive Transportation Plan



- Adopted by Norman City Council in May, 2014
- Contains a number of Action Items that can serve as a roadway improvement project for a potential submittal to ACOG as an STBG-UZA project
- Or...

# Comprehensive Transportation Plan

- As a potential bicycle/pedestrian project for a future ACOG or ODOT TA Project



# Additional Project Considerations

## Special Corridors

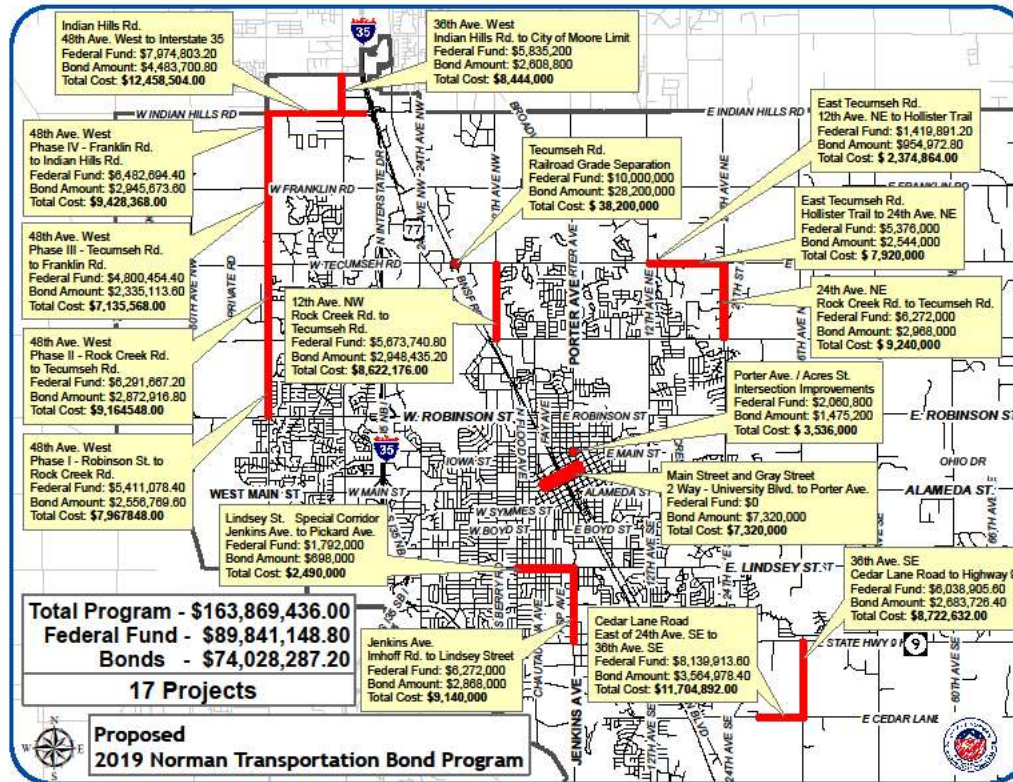
- Definition (CTP)- Transportation corridors designed with complete streets principles and context sensitive solutions in mind. The following corridors, in particular, are identified for heightened attention to such special considerations. The corridors will require further study and collaboration with stakeholders to identify all relevant issues and develop a design concept for each corridor.
  - Lindsey Street - between Berry Road and Jenkins Avenue
  - **Porter Avenue - between Alameda Street and Porter Avenue**
  - **Flood Avenue – between Main Street and Robinson Street**
  - **James Garner Avenue - between Boyd Street and Robinson Street**
  - Berry Road - between Imhoff Road and Robinson Street
- James Garner Avenue connection to Flood Avenue will have significant impacts on three of the special corridors. Need to wait until the project is complete to reassess impacts on the design concept of these three corridors and the two-way conversion of Main Street and Gray Street in the Downtown area.

# 2019 Transportation Bond Package

- Election held April 2, 2019
- Proposition 1 was a \$72 million transportation bond which would undertake 19 transportation projects
- The proposition passed by a margin of nearly 2 to 1 (9,038 votes for and 4,601 votes against)
- The Lindsey Street Special Corridor (Pickard to Jenkins) was 2 of the 19 approved projects



# 2019 Transportation Bond Projects Map



# 2019 Transportation Bond Project List

Construction Year	Project Name / Location	Federal Share	Bond Funds	Total Funds Available
2020	Porter Avenue and Acres Street	\$-	\$3,675,000	\$3,675,000
2021	Jenkins Avenue (Imhoff Road to Lindsey Street)	\$-	\$9,601,000	\$9,601,000
2021	Porter Avenue Streetscape	\$-	\$2,471,000	\$2,471,000
2022	James Garner Avenue - Acres to Duffy	\$-	\$4,951,000	\$4,951,000
2022	Gray Street Two-Way Conversion	\$-	\$4,816,000	\$4,816,000
2023	Cedar Lane Road - East of 24th Ave. SE to 36th Ave. SE	\$7,500,000	\$5,604,000	\$13,104,000
2023	Constitution Street - Jenkins to Classen	\$3,887,539	\$2,676,000	\$6,563,539
2024	36th Ave. NW - North of Indian Hills Rd to Moore City Limits	\$2,960,036	\$2,551,000	\$5,511,036
2024	Traffic Management Center	\$3,000,000	\$366,000	\$3,366,000
2025	36th Ave. SE - Cedar Lane Rd. to SH-9	\$5,075,919	\$3,033,000	\$8,108,919
2025	24th Ave. NE - Rock Creek Rd. to Tecumseh Rd.	\$6,517,615	\$3,690,000	\$10,207,615
2026	48th Ave. NW - Phase 1 - Robinson St. to Rock Creek Rd.	\$4,917,469	\$4,210,000	\$9,127,469
2027	Lindsey Street Special Corridor (Elm Ave. to Jenkins Ave.)	\$6,371,661	\$2,666,000	\$9,037,661
2028	Indian Hills Road - 48th Ave. NW to I-35	\$7,500,000	\$8,703,000	\$16,203,000
2028	Indian Hills Road and I-35 Interchange Match Funds	\$-	\$2,009,000	\$2,009,000
2029	48th Ave. NW - Phase 2 - Rock Creek Rd to Tecumseh Rd.	\$5,415,113	\$2,681,000	\$8,096,113
2029	Lindsey St. Special Corridor (Pickard Ave. to Elm Ave.)	\$2,789,063	\$2,112,000	\$4,901,063
2030	Tecumseh Road - 12th Ave. NE to 24th Ave. NE	\$6,901,160	\$3,971,000	\$10,872,160
2030	Rock Creek Road - Queenston to 24th Ave. NE	\$4,228,643	\$2,214,000	\$6,442,643
<b>Totals</b>		<b>\$67,064,218</b>	<b>\$72,000,000</b>	<b>\$139,064,218</b>

# TRAFFIC MANAGEMENT, SPECIAL CORRIDORS AND STREETScape PROJECTS

**Traffic Management Center (All Wards)**

**James Garner Avenue / Jenkins Avenue – Duffy Street to south of Acres Street (Ward 4)**

**Porter Avenue Streetscape (Ward 4)**

**Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue (Wards 4 and 7)**

**Gray Street Two-Way Conversion (Ward 4)**



# Project Details

## Lindsey Street Special Corridor – Pickard Avenue to Jenkins Avenue

### Scope

- ✓ Roadway Widening to add left turn lane at intersections
- ✓ Traffic Signal Modifications
- ✓ On-Street Bicycle Lanes
- ✓ Stormwater Drainage System
- ✓ Curb and gutter
- ✓ Sidewalks



### Key Issue:

Restricted left turns at signalized intersections, lack of continuous sidewalks and bicycle lanes, and chronic flooding. Need stakeholder participation to define final scope of project.

Key Stakeholder 

Construction Cost (Federal Share)	Total Cost	Bond Cost
\$10,296,562	\$16,104,425	\$5,807.863

### Two Phases:

1. Pickard Avenue to Elm Avenue
2. Elm Avenue to Jenkins Avenue (with \$6.8 Million storm sewer)



# Lindsey Street

- Before, during and since the passage of the 2019 Transportation Bond Package, there has been local discussion regarding the conversion of Lindsey Street between Elm Avenue and Jenkins Avenue to a pedestrian mall
- Some of this discussion has been centered around the University's pending move from the Big 12 to the SEC Conference

# Lindsey Street

- The Council adopted Comprehensive Transportation Plan does not recommend that Lindsey Street be converted to a pedestrian mall
- The 2019 Transportation Bond Package approved by voters did not include a concept to convert Lindsey Street to a pedestrian mall
- This portion of Lindsey Street currently carries 14,000 vehicles per day including significant traffic related to the University

# Next Steps

- The pending update to the City's Comprehensive Transportation Plan could focus attention on the idea to convert Lindsey Street to a pedestrian mall between Elm Avenue and Jenkins Avenue
- Significant modeling will need to be undertaken to understand the ramifications of closing a portion of Lindsey Street to the surrounding street network
- There are impacts to the 2019 Transportation Bond Program if changes are made

# QUESTIONS?





# Railroad Safety in Norman



**Community Planning & Transportation  
Committee**

**November 30, 2022**



# Agenda

- Responsibilities for Railroad Safety
- Establishment of Railroad Quiet Zone in Norman
- Collision History Prior to Establishment of Quiet Zone
- Collision History Following Establishment of Quiet Zone



# Responsibilities for Railroad Safety

- **Federal Railroad Administration (FRA)**
  - Promotes and regulates safety throughout the Nation's railroad industry
  - Application for Quiet Zone initiated through FRA
  - Inspections of Railroad Quiet Zone through FRA
- **Oklahoma Department of Transportation (ODOT)**
  - ODOT oversees the Heartland Flyer passenger service, highway construction projects affecting railroad property, railroad crossing safety improvements, and maintenance of the state-owned rail lines
- **Oklahoma Corporation Commission (OCC)**
  - Monitors the operations of Oklahoma railroads for compliance with state railroad crossing safety regulations for at-grade crossings in the state
  - Conducts routine reviews of public at-grade crossings for safety compliance and investigates public complaints
- **City of Norman**
  - Signing and markings on each public road approach to an at-grade railroad crossing
  - Upkeep of Quiet Zone appurtenances installed prior to Quiet Zone approval

# What are Railroad Quiet Zones?

Railroad Crossings at which trains are prohibited from sounding their horns in order to decrease noise levels for nearby residential communities. Train horns can be silenced only when other safety measures are used to compensate for the absence of horns.



# Why did Norman Pursue a Railroad Quiet Zone?

- Quality of life issues
- Economic impact on area
- Train Horns every 45 minutes, 24/7 year around
- Increasing train traffic



# FRA Prediction Formulas

- The Nationwide Significant Risk Threshold is the average of the risk indexes for all of the gated public locations nationwide
- Risk Index with Horns
  - The calculated risk of the crossings in the designated “zone” of crossings in conjunction with the use of train horns
- Quiet Zone Risk Index
  - The anticipated risk associated with a designated “zone” of crossings (i.e., public crossings in the City Limits of Norman) after the improvements have been completed

# Quiet Zone Safety Record

- Yes, there have been more collisions in the five years following implementation of the Quiet Zone than in the five years prior to its implementation (9 post and 5 pre)
- Suicides continue to make up the largest percentage (78% post and 100% pre) of the collisions and the train will sound its horn when the operator sees someone on the tracks
- Even the non-suicidal collisions in the five years during Quiet Zone implementation would have resulted in the train blowing its horn as the operator sensed danger
- So, there is no evidence that the existence of the Quiet Zone has negatively impacted safety—In fact, the presence or lack of a Quiet Zone has no impact on railroad safety

# Looking Forward

- Continue to respond to and cooperate with Federal Railroad Administration (FRA) officials regarding requests to evaluate or inspect conditions within the Quiet Zone—expecting next inspection following conversion of Gray Street to two-way
- Continue to provide information to the FRA related to future collisions
- Look for opportunities to replace Kwik-curb medians with something more permanent and more substantial
- Address any potential changes with conversion of Gray Street from one-way to two-way in 2023



# QUESTIONS?

