

QUIET ZONE - UPHOLDING THE QUALITY OF LIFE

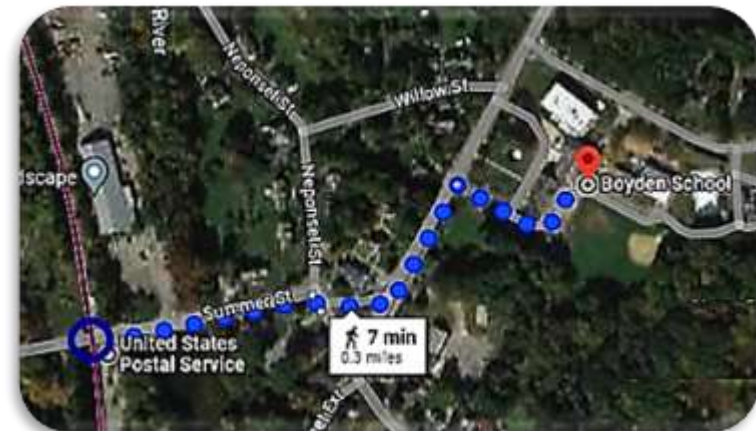


FRA State Crossing Data – Schools <1 mile from QZ Crossing

Schools located within one mile of train crossing - Elem, Jr., & Sr.

Quiet Zones (QZ)														QZ	
City Name	Crossing ID	Street	Railroad	Whistle Date	Last Updated	Rr Narr 2	Gates	Gate Ped	Crossing Road	Median	Hwy Speed	RR Min Spd	RR Max Spd	No	Yes
Acton	052357H	244 Arlington St (school)	MBTA	06/25/05	07/15/21	Elem school 0.2mi from QZ crossing	2	1	Grade	None	25	65	79	1	
Acton Total														1	
Andover	053010C	182 Andover St (school)	MBTA	06/25/05	11/12/21	Elem School 0.7mi from QZ crossing	2	1	Grade	None	20	0	60	1	
Andover	053014E	60 Essex St (school)	MBTA	06/25/05	11/12/21	Mid/High School 0.5mi from QZ crossing	2	2	Grade	None	(blank)	10	60	1	
Andover Total														2	
Belmont	052315W	33 Brighton St (school)	MBTA	11/04/05	11/05/20	Elem School is 0.7mi to QZ crossing	2	2	Grade	None	(blank)	50	79	1	
Belmont Total														1	
Hamilton	054157F	47 Asbury St (school)	MBTA	12/24/05	11/02/21	Elem School is 0.1mi to QZ crossing	2	1	Grade	None	30	30	60	1	
Hamilton Total														1	
WALPOLE	546766S	Summer Street (school)	MBTA	TBD	06/17/22		2	2	Grade	None	(blank)	40	60	1	
WALPOLE Total														1	
Grand Total														1	5

Quiet Zoned designated railroad crossings (as of 2005) less than one mile from schools with identical configuration to current Summer Street crossing: 2-quadrant gate arms, pedestrian gate arms, no median



Winthrop Elementary School in Hamilton, MA is a 3 minute walk to a railroad crossing designated a Quiet Zone since 12/24/2005.

There have been zero (0) train incidents at this QZ crossing which is slightly closer to an elementary school than Boyden Elementary School is to the Summer Street crossing.

The maximum rail speed on both the Hamilton and South Walpole crossings is 60mph.

Safety Concerns – FRA Incidents at Summer Street crossing

According to the FRA website there has been two incidents at the Summer Street crossing - 1994 and 1997. These occurred many years prior to installation of the current 2-quadrant safety gate arms. Incident reports below.

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)												HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT			OMB Approval No. 2130-0500		
Name Of			Alphabetic Code			RR Accident/Incident No.											
1. Reporting Railroad Conrail [CR]			1a. CR			1b. 709771											
2. Other Railroad Involved in Train Accident/Incident			2a.			2b.											
3. Railroad Responsible for Track Maintenance Conrail [CR]			3a. CR			3b. 709771											
4. U.S. DOT-AAR Grade Crossing ID No. 546766S			5. Date of Accident/Incident 09/30/97			6. Time of Accident/Incident 07:30 AM											
7. Nearest Railroad Station WALPOLE			8. Division ALBANY			9. County NORFOLK			10. State 25 MA								
11. City (if in a city) WALPOLE			12. Highway Name or No. SUMMER STREET			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private											
Highway User Involved				Rail Equipment Involved													
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian E. Van H. Motorcycle M. Other (specify)			Code A			17. Equipment 1. Train (units pulling) 4. Cars (moving) 8. Other (specify) 2. Train (units pushing) 5. Cars (standing) A. Train pulling-RCL 3. Train (standing) 7. Light loco(s) (moving) B. Train pushing-RCL C. Train standing-RCL			Code 1								
14. Vehicle Speed (est. mph at impact) 0			15. Direction (geographical) 1. North 2. South 3. East 4. West 3			16. Position of Car Unit in Train 1											
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on crossing 4. Trapped 2			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1			Code 1											
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			20c. State the name and quantity of the hazardous material released, if any			Code 4											
21. Temperature (specify if minus) 60 °F			22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2			23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			Code 1								
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/switching (single entry) 2. Passenger train 5. Single car 6. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main/inspect. car 1			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1			26. Track Number or Name SINGLE MAIN TRACK			Code 1								
27. FRA Track Class 2			28. Number of Locomotive Units 2			29. Number of Cars 1			30. Consist Speed (Recorded if available) R. Recorded E. Estimated 22 mph E								
31. Time Table Direction 2			32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLD 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLD 6. Audible 9. Watchman 12. None Code(s) 03 06 07			33. Signaled Crossing Warning 20 sec warn min (1);			34. Whistle Blot 1. Yes 2. No 3. Unknown 2								
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 2			Code 2								
38. Drivers Age 39. Drivers Code 1. Male 2. Female 1			40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2			41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4			Code 4								
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured 8			44. Driver was 1. Killed 2. Injured 3. Uninjured 1. Yes 2. No 1			Code 1								
Casualties to: Killed Injured			45. Was Driver in the Vehicle? 1. Yes 2. No 1			46. Highway-Rail Crossing Users 0 1			Code 1								
46. Highway-Rail Crossing Users 0 0			47. Highway Vehicle Property Damage (est. dollar damage) \$0			48. Total Number of Highway-Rail Crossing Users (include driver) 1			Code 1								
49. Railroad Employees 0 0			50. Total Number of People on Train (include passengers and crew) 2			51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2			Code 2								
52. Passengers on Train 0 0			53a. Special Study Block			53b. Special Study Block											
54. Narrative Description WAMP 01 SOUTH STRUCK CAR AT SUMMER ST. NO INJURIES. DRIVER WAS FOULING X-ING STOPPED FOR TRAIN. IT WAS STRUCK ON DRIVER'S FRONT QUARTER. IT WAS HEADED WEST TO EAST. BLOCK 14 IS ZERO. BLOCK 38, 4 UNKNOWN.																	
55. Typed Name and Title			56. Signature						57. Date								

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.56A

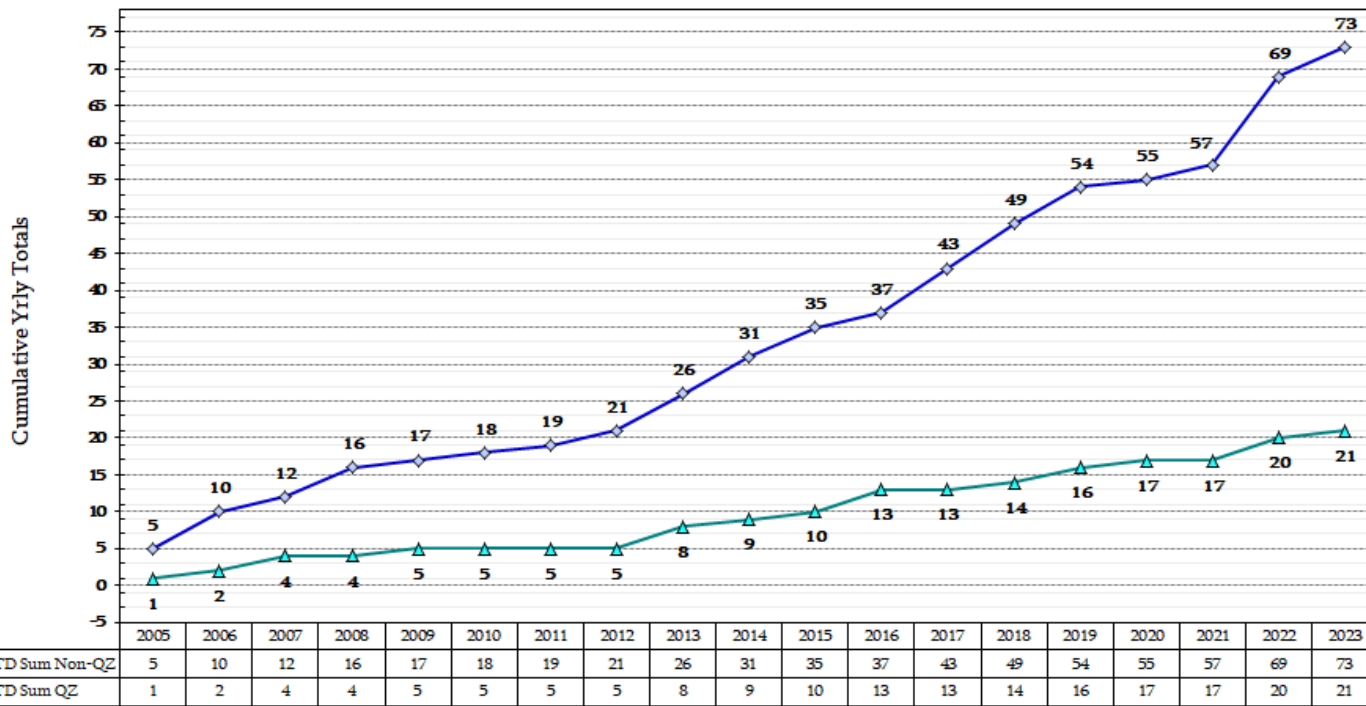
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3. Railroad Responsible for Track Maintenance Conrail [CR]			3a. CR			3b. 70301											
4. U.S. DOT-AAR Grade Crossing ID No. 546766S			5. Date of Accident/Incident 06/06/94			5. Time of Accident/Incident 04:10 PM											
7. Nearest Railroad Station WALPOLE			8. Division SOUTH WALPOLE			9. County NORFOLK			10. State 25 MA								
11. City (if in a city) SOUTH WALPOLE			12. Highway Name or No. SUMMER STREET			<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private											
Highway User Involved				Rail Equipment Involved													
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21. Temperature (specify if minus) 70 °F			22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2			23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			Code 1								
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27. FRA Track Class 2			28. Number of Locomotive Units 1			29. Number of Cars 42			30. Consist Speed (Recorded if available) R. Recorded E. Estimated 18 mph E								
31. Time Table Direction 1			32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLD 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLD 6. Audible 9. Watchman 12. None Code(s) 03 06 07			33. Signaled Crossing Warning 20 sec warn min (1);			34. Whistle Blot 1. Yes 2. No 3. Unknown 3								
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FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.56A

Safety – FRA Crossings: 2 Gates, No Median data comparison

All Rail Users Yearly Crossing Incidents (2005 to 2023) - Non-Quiet Zone v. Quiet Zone Designation
 Crossing Configuration – 2 Gate Arms, No Medians, at Grade (Same configuration as Summer Street)



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Non-QZ	5	10	12	16	17	18	19	21	26	31	35	37	43	49	54	55	57	69	73
YTD Sum QZ	1	2	4	4	5	5	5	5	8	9	10	13	13	14	16	17	17	20	21
Yrly Non-QZ #'s	5	5	2	4	1	1	1	2	5	5	4	2	6	6	5	1	2	12	4
Yrly QZ #'s	1	1	2	0	1	0	0	0	3	1	1	3	0	1	2	1	0	3	1

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	80%	80%	67%	75%	71%	72%	74%	76%	69%	71%	71%	65%	70%	71%	70%	69%	70%	71%	71%

YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

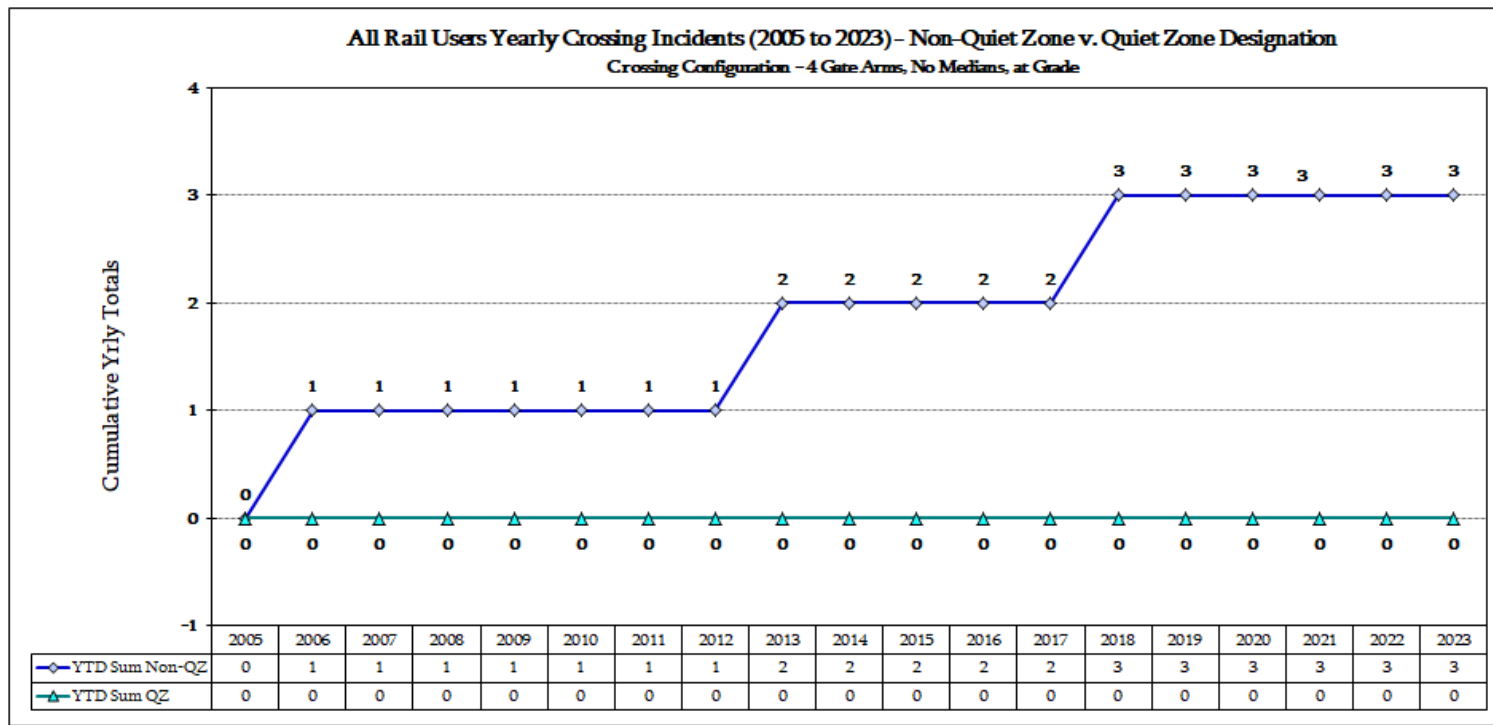
Yrly Var %	80%	80%	0%	100%	0%	100%	100%	100%	40%	80%	75%	-33%	100%	83%	60%	0%	100%	75%	75%
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Yrly Variance % = exemplifies the higher % of a Yearly incident occurring at a Non-QZ railroad crossing than in a QZ designated crossing.

Negative % = higher number of incidents occurring at QZ designated crossing for that respective year

A railroad incident has a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety – FRA Crossings: 4 Gates, No Median data comparison



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Non-QZ	0	1	1	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3
YTD Sum QZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yrly Non-QZ #'s	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Yrly QZ #'s	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	100%	100%
Yrly Var %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%

YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

Yrly Variance % = exemplifies the higher % of a Yearly incident occurring at a Non-QZ railroad crossing than in a QZ designated crossing.

4-Quadrant crossing gate configuration is exponentially safer for ALL.

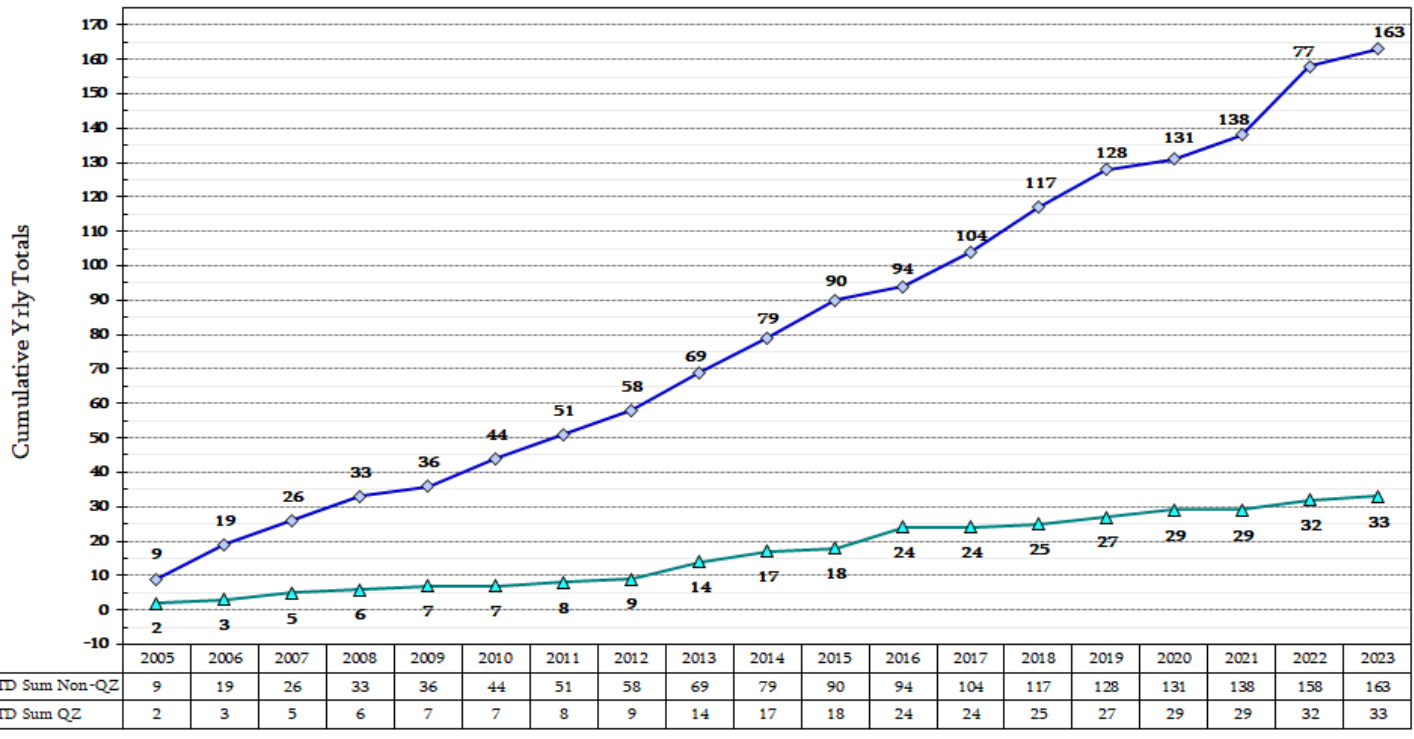
Negative % = higher number of incidents occurring at QZ designated crossing for that respective year

Railroad incidents are substantially lower at crossings with 4-quadrant gate configuration.

Nonetheless, the data shows incidents have a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety Concerns – FRA All RR Users data comparison

All Users Yearly Railroad Crossing Incidents (2005 to 2023) - Non-Quiet Zone v. Quiet Zone Designation
(Inclusive of all Crossing Configurations - Gate Arms, Median, and Grade)



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Non-QZ	9	19	26	33	36	44	51	58	69	79	90	94	104	117	128	131	138	158	163
YTD Sum QZ	2	3	5	6	7	7	8	9	14	17	18	24	24	25	27	29	29	32	33
Yrly Non-QZ #'s	9	10	7	7	3	8	7	7	11	10	11	4	10	13	11	3	7	20	5
Yrly QZ #'s	2	1	2	1	1	0	1	1	5	3	1	6	0	1	2	2	0	3	1

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	78%	84%	81%	82%	81%	84%	84%	84%	80%	78%	80%	74%	77%	79%	79%	78%	79%	80%	80%
Yrly Var %	78%	90%	71%	86%	67%	100%	86%	86%	55%	70%	91%	-50%	100%	92%	82%	33%	100%	85%	80%

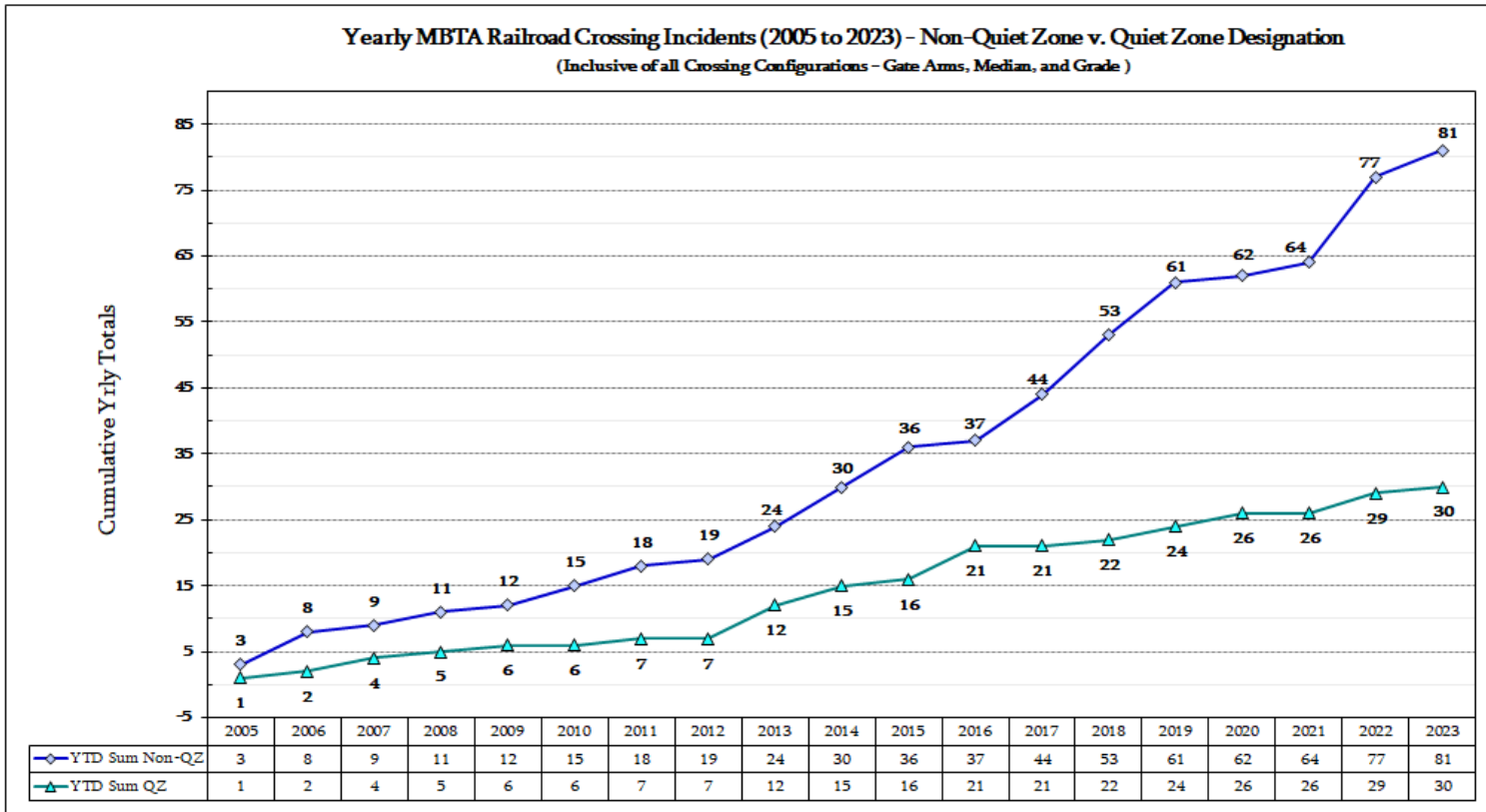
YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

Yrly Variance % = exemplifies the higher % of a Yearly incident occurring at a Non-QZ railroad crossing than in a QZ designated crossing.

Negative % = higher number of incidents occurring at QZ designated crossing for that respective year

A railroad incident has a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety Concerns – FRA MBTA data comparison



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Non-QZ	3	8	9	11	12	15	18	19	24	30	36	37	44	53	61	62	64	77	81
YTD Sum QZ	1	2	4	5	6	6	7	7	12	15	16	21	21	22	24	26	26	29	30
Yrly Non-QZ #s	3	5	1	2	1	3	3	1	5	6	6	1	7	9	8	1	2	13	4
Yrly QZ #s	1	1	2	1	1	0	1	0	5	3	1	5	0	1	2	2	0	3	1

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	67%	75%	56%	55%	50%	60%	61%	63%	50%	50%	56%	43%	52%	58%	61%	58%	59%	62%	63%
Yrly Var %	67%	80%	-100%	50%	0%	100%	67%	100%	0%	50%	83%	-400%	100%	89%	75%	-100%	100%	77%	75%

YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

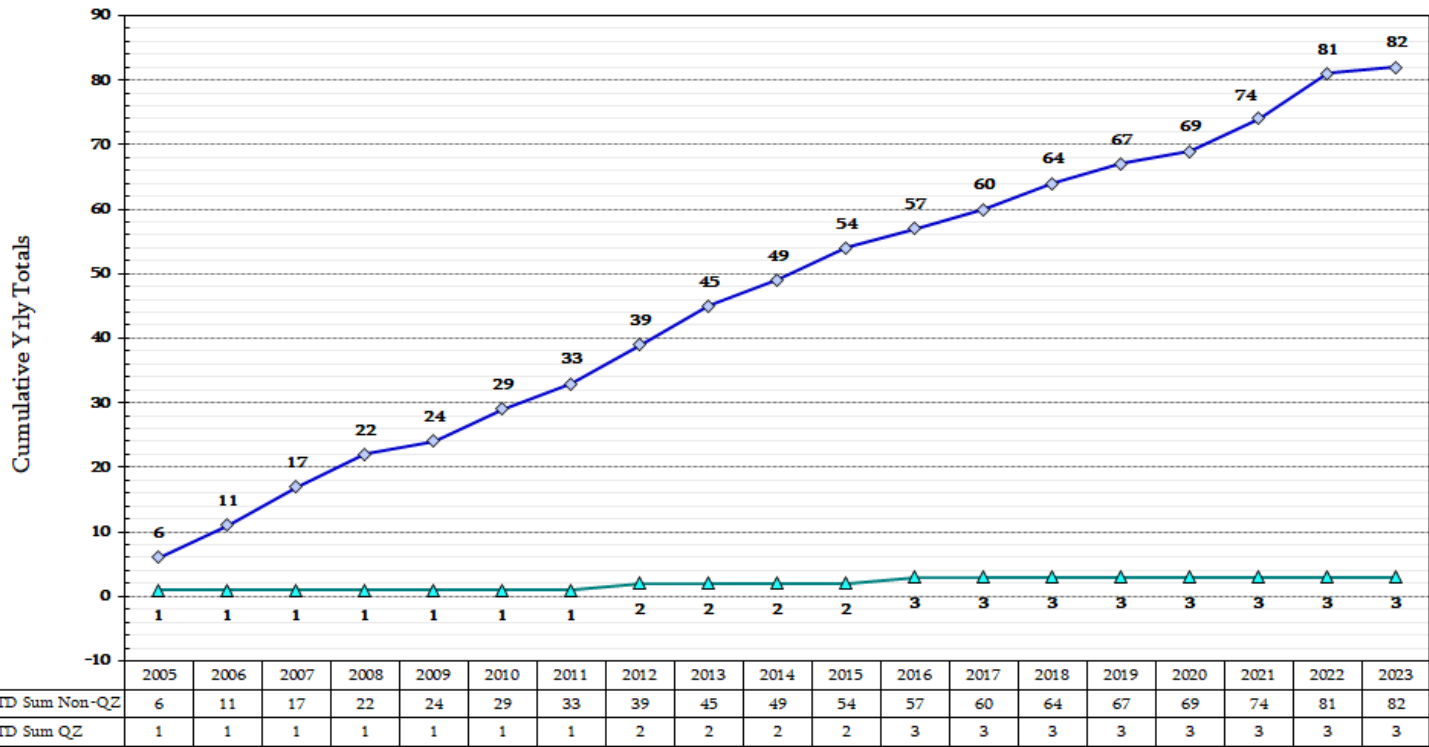
Yrly Variance % = exemplifies the higher % of a Yearly incident occurring at a Non-QZ railroad crossing than in a QZ designated crossing.

Negative % = higher number of incidents occurring at QZ designated crossing for that respective year

A railroad incident has a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety Concerns – FRA Non-MBTA data comparison

Non-MBTA Rail Users Yearly Crossing Incidents (2005 to 2023) - Non-Quiet Zone v. Quiet Zone Designation
(Inclusive of all Crossing Configurations - Gate Arms, Median, and Grade)



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Non-QZ	6	11	17	22	24	29	33	39	45	49	54	57	60	64	67	69	74	81	82
YTD Sum QZ	1	1	1	1	1	1	1	2	2	2	2	3	3	3	3	3	3	3	3
Yrly Non-QZ #'s	6	5	6	5	2	5	4	6	6	4	5	3	3	4	3	2	5	7	1
Yrly QZ #'s	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

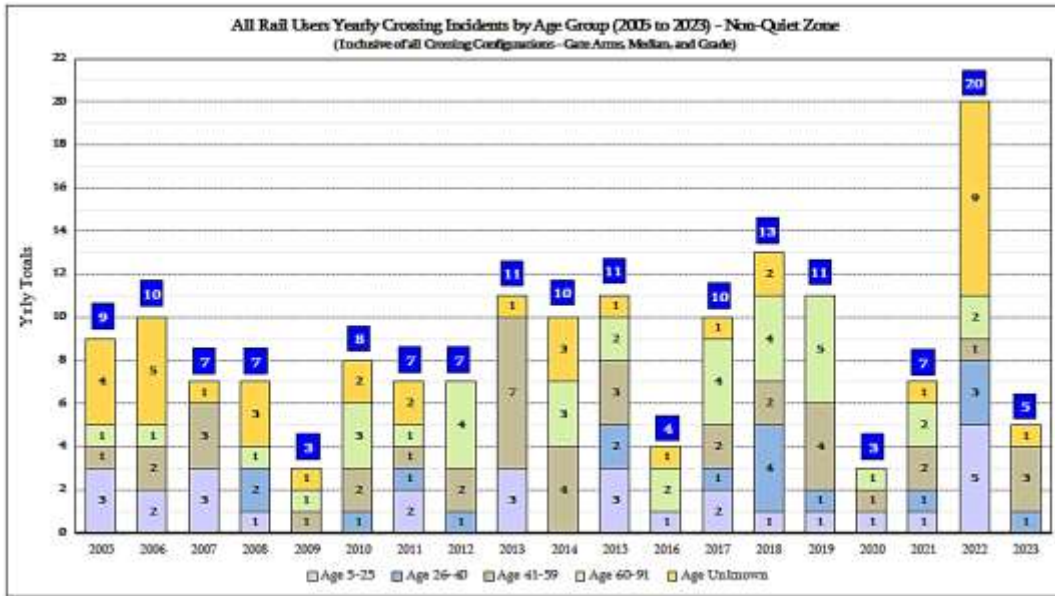
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	83%	91%	94%	95%	96%	97%	97%	95%	96%	96%	96%	95%	95%	95%	96%	96%	96%	96%	96%
Yrly Var %	83%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%	67%	100%	100%	100%	100%	100%	100%	100%

YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

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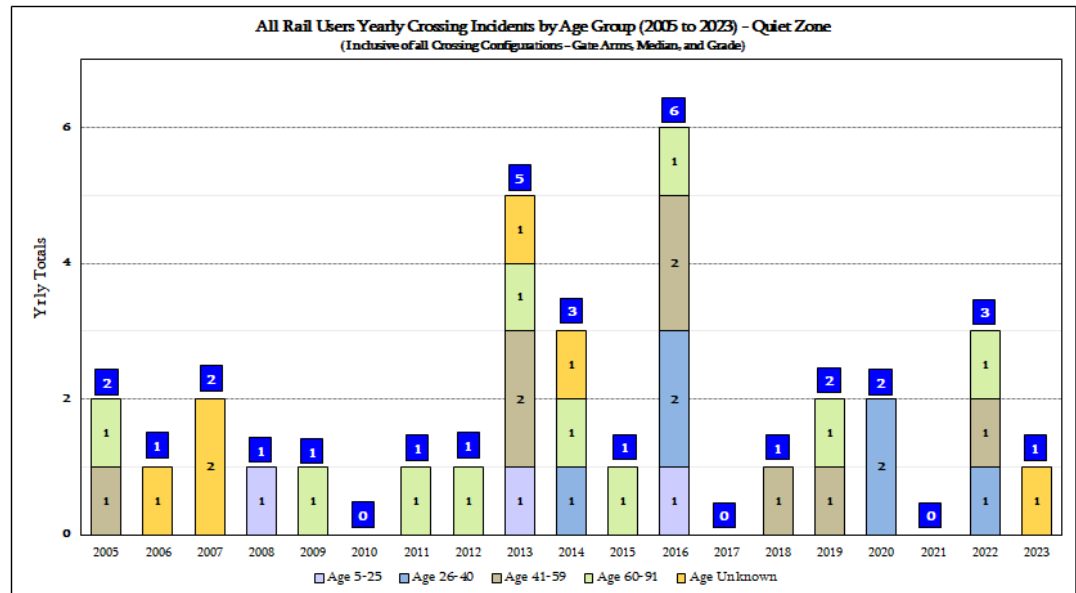
A railroad incident has a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety Concerns – FRA Age Data comparison



Numbers in the blue boxes represent the total incidents occurring in that respective year

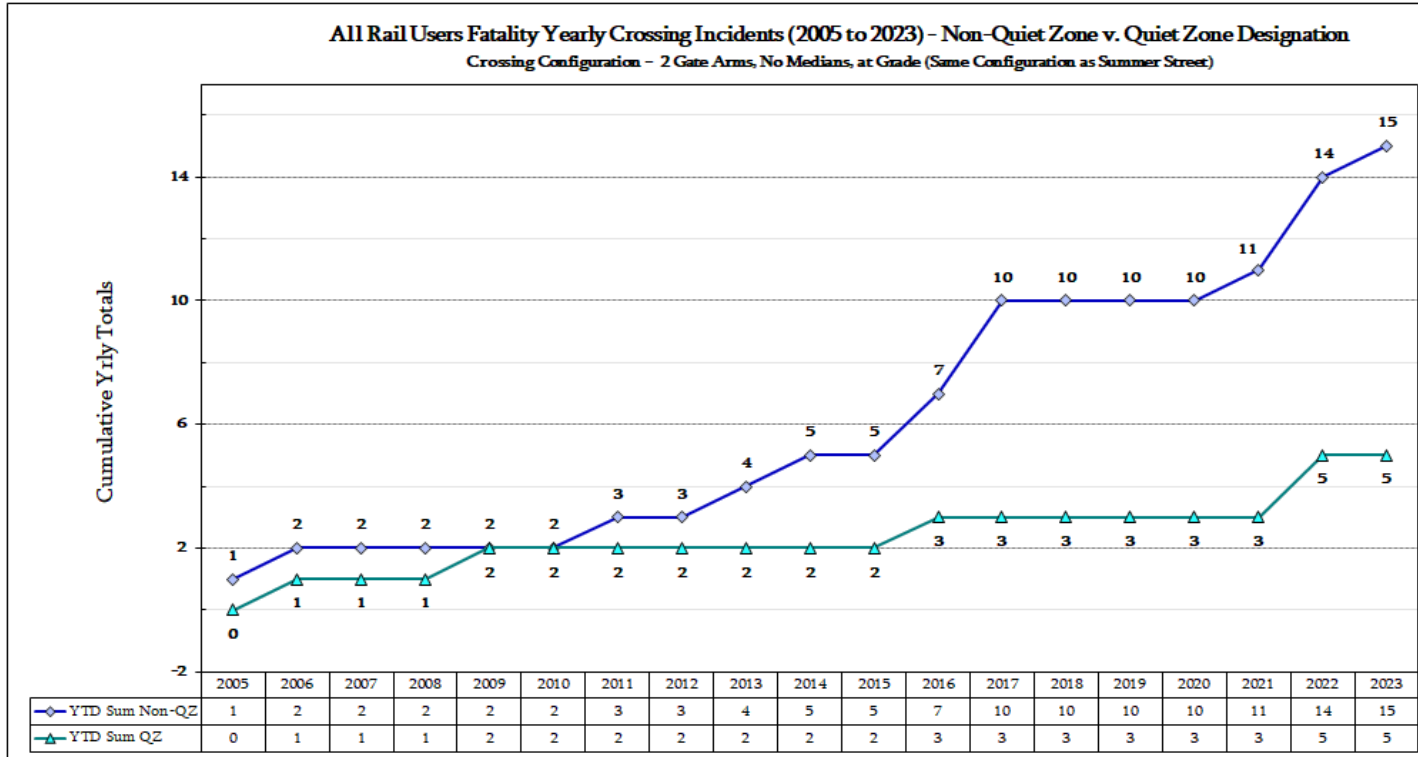
Of 196 incidents between 2005 to 2023,
2 were under the age of 16;
99% of incidents were caused by those
age 17 and older



Safety Concerns – FRA Incident Cause Data comparison

Cause	196	33	163	23%	77%
	QZ	Non-QZ	Total	% QZ	% Non-QZ
Auto between gates Total	1	5	6	17%	83%
Auto between gates (weather) Total	1	1	2	50%	50%
Auto did not stop Total		16	16	0%	100%
Auto drove around gates Total	4	11	15	27%	73%
Auto drove in front of train Total		2	2	0%	100%
Auto drove onto RR tracks Total	1		1	100%	0%
Auto on tracks Total	4	34	38	11%	89%
Auto pushed into crossing (accident) Total		1	1	0%	100%
Auto slid onto tracks Total	2	4	6	33%	67%
Auto struck train Total		3	3	0%	100%
Auto stuck on tracks Total	3	6	9	33%	67%
Auto stuck on tracks (weather) Total	1	1	2	50%	50%
Auto tried to beat the train Total		2	2	0%	100%
Auto tried to drive around train Total		3	3	0%	100%
Auto trying to beat gates Total	2	1	3	67%	33%
Bicyclist struck train Total		1	1	0%	100%
Bicyclist went around gates Total	2		2	100%	0%
Cell phone distraction Total		2	2	0%	100%
Gates did not activated Total	1	1	2	50%	50%
Gates lowered on vehicle Total	1	1	2	50%	50%
Obstructed view of crossing Total		1	1	0%	100%
Ped ran in front of train Total	1	1	2	50%	50%
Ped ran across tracks Total		1	1	0%	100%
Ped ran around gates Total	1		1	100%	0%
Ped stood in front of train Total		1	1	0%	100%
Ped Suicide Total	3	5	8	38%	63%
Ped Trespasser Total	1	17	18	6%	94%
Semi Truck on crossing Total		1	1	0%	100%
Suicide Attempt Total		1	1	0%	100%
Train failed to stop Total		1	1	0%	100%
Train struck by auto Total	1	18	19	5%	95%
Truck drove around Conductor Total		1	1	0%	100%
Truck on tracks Total		6	6	0%	100%
Unoccupied auto on tracks Total	2	9	11	18%	82%
Unknown Total	1	5	6	17%	83%

Safety Concerns – FRA Fatality Data comparison



Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
YTD Sum Non-QZ	1	2	2	2	2	2	3	3	4	5	5	7	10	10	10	10	11	14	15	
YTD Sum QZ	0	1	1	1	2	2	2	2	2	2	2	3	3	3	3	3	3	3	5	5
Yrly Non-QZ #s	1	1	0	0	0	0	1	0	1	1	0	2	3	0	0	0	1	3	1	
Yrly QZ #s	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
YTD Sum Var %	100%	50%	50%	50%	0%	0%	33%	33%	50%	60%	60%	57%	70%	70%	70%	70%	73%	64%	67%

YTD Sum Variance % = quantifies the Year-To-Date likelihood % of an incident occurring at a Non-QZ RR crossing than in a designated QZ crossing.

Yrly Var %	100%	0%	0%	0%	-100%	0%	100%	0%	100%	100%	0%	50%	100%	0%	0%	0%	100%	33%	100%
Yrly Var %	100%	0%	0%	0%	-100%	0%	100%	0%	100%	100%	0%	50%	100%	0%	0%	0%	100%	33%	100%

Yrly Variance % = exemplifies the higher % of a Yearly incident occurring at a Non-QZ railroad crossing than in a QZ designated crossing.

Negative % = higher number of incidents occurring at QZ designated crossing for that respective year

A railroad incident has a greater probability to occur at a non-Quiet Zone crossing than a designated Quiet Zone

Safety Concerns – FRA Fatalities, QZ, & School Data

All RR Users

YR

WHIS BAN	GX ID	RR User	CITY	HIGHWAY	Gates	Median Type	Crossing Position	Cause	05	06	09	16	19	Total
Yes (2005)	052315W	MBTA	Belmont	33 Brighton St (school)	2	None	Grade	Ped Suicide (Age: Unknown)		1				1
Yes (2005)	052315W	MBTA	Belmont	33 Brighton St (school)	2	None	Grade	Ped Suicide (Age: 82)			1			1
Yes (2005)	052315W	MBTA	Belmont	33 Brighton St (school)	2	None	Grade	Auto stuck on tracks (Age: 58)				1		1
Yes (2005)	052315W	MBTA	Belmont	33 Brighton St (school)	2	None	Grade	Auto trying to beat gates (Age: 53)					1	1
Yes	052315W Total									1	1	1	1	4
Yes (2005)	053014E	ATK	Andover	60 Essex St (school)	2	None	Grade	Ped Trespasser (Age: 63)	1					1
Yes (2005)	053014E	ATK	Andover	60 Essex St (school)	2	None	Grade	Auto between gates (Age: 57)				1		1
Yes	053014E Total								1			1		2
Yes Total									1	1	1	2	1	6

Incidents at QZ designated crossings which are less than a mile from a school



FRA QUIET ZONE – Who can establish a Quiet Zone (QZ)

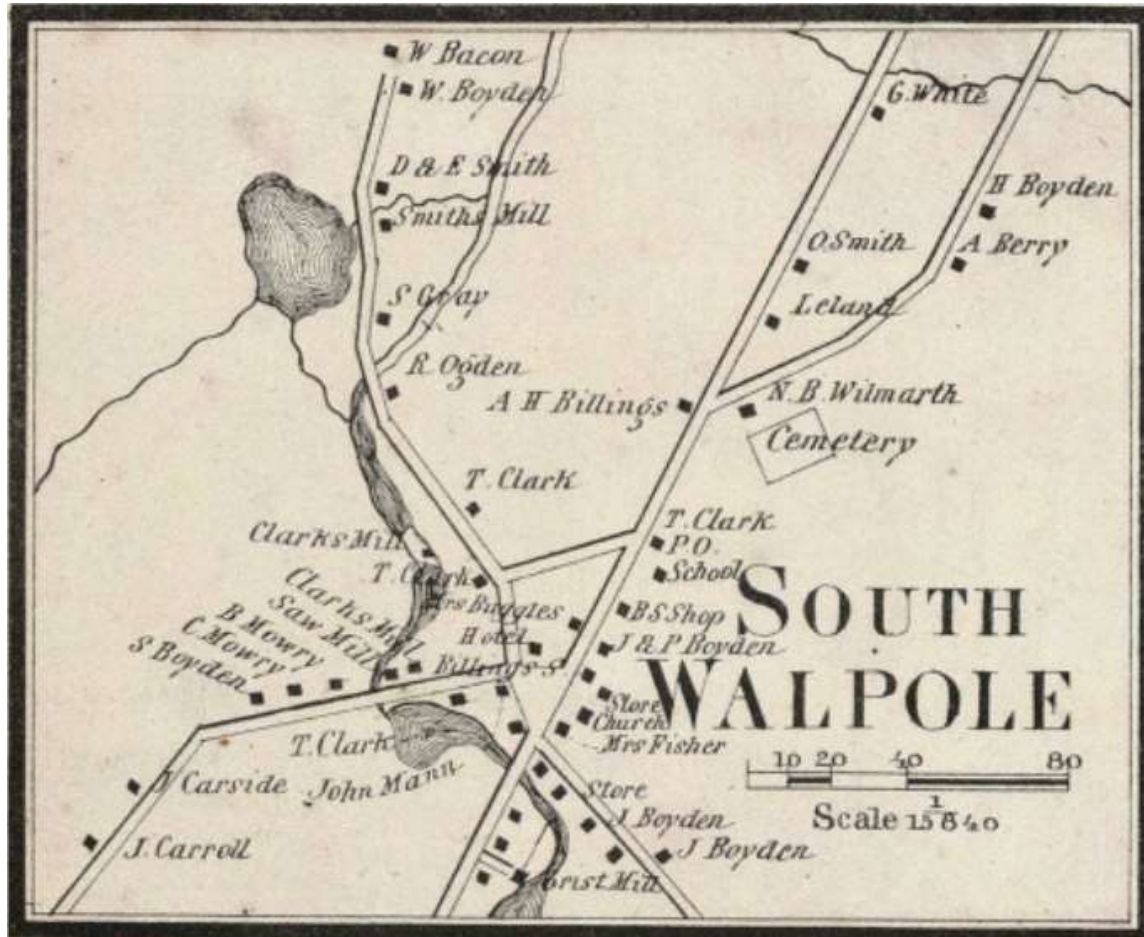
The establishment of a quiet zone falls under the authority of the Federal Railroad Administration (FRA). Rail users cannot prohibit the creation of an FRA-approved quiet zone.

- ❖ **MBTA - does not have authority to deny, but can give feed back and assist with any necessary upgrades to the crossing**
- ❖ **CSX - approved General Engineering Consultant will work with your community during the establishment process.**
(<https://www.csx.com/index.cfm/library/files/about-us/property/quiet-zones/>)
- ❖ **Town Public Authorities – agencies responsible for traffic control or law enforcement - Police, Fire, Traffic, Board**

FRA QUIET ZONE (QZ) – Basic Requirements

- **Must be at least ½ mile long**
- **All crossings in the QZ must have:**
 - ✓ **Flashing lights**
 - ✓ **Crossing gates**
 - ✓ **Warning signs (in absence of horns)**
 - ✓ **Power out indicators**
 - ✓ **Constant warning time devices**

South Walpole Village, circa 1858



"We must carefully examine change so that we are able to discard those aspects of change which would be detrimental to our way of life, and, at the same time, take advantage of those aspects of change which will enhance and improve our quality of life"
Alex. Campbell.

Detrimental to our way of life - is the train horns

Improve our quality of life - is a Quiet Zone