

**From:** Suzanna Brooks <>

**Date:** April 1, 2019 at 1:49:41 PM PDT

**To:** "Perez, Raul" <>, Sam Liccardo <>

**Cc:** Jonathan Miller <>, Mary Tucker <>, hhd Lance Shoemaker <l>

**Subject:** Trains, horns, and ADA

Hi Sam and Raul,

Thank you for your work with Union Pacific and for working to begin a quiet zone study in the hopes that we can eventually get a decent night's sleep. One thing to consider about the horns is that the trains that are honking well into the deep night are running through a federally designated historic district, the Hensley Historic District. Within our district, we have many old Victorian homes that simply do not have the same insulation from sound that newer constructed homes have. Our 1880s through early 1900s homes have old single pane glass and many of our open basements let in the sound from below as well. The historic windows are one of the things that make our old homes historic. I am sure federal railroads trump federal historic districts, but this is one more reason to begin the quiet study zone as soon as possible. I will not be able to attend Wednesday's meeting, but I am in full support of beginning a study for a quiet zone immediately. We have fellow neighbors, many with very young children, who are less than 100 feet from the tracks. It's so very loud in my home two blocks away; I feel very badly for those right on and along the tracks.

In addition, if talks are underway with the railroads, they need to spend some time updating their railroad crossing so that they are ADA compatible. On 6th street and at least 5th, the gaps around the tracks are so wide and with varying depths that it is very difficult for a disabled person to cross them. My own mother, a resident of the 500 block of N. 6th, can't do this very easily with her walker. I am guessing it is hard for the many residents of the senior living center at the corner of Empire and N. 6th to do so too. I've seen many bicyclists taken down on these tracks as well, my son included. I've even had to stop my car to help up a man and his bike up from the ground on the tracks and try to bend his wheel back into a somewhat functioning shape. If there is to be more train traffic on these rails, besides the quiet zone, the roads and pedestrian crossings need to be fixed too. Assuming I am correct in remembering that the railroads must maintain the road/pedestrian crossings of tracks, I would think that the ADA has the most power in going up against the federal railroads in getting the rail companies to respond.

Sincerely,  
Suzy Brooks