

## APPENDIX B: Community Facilities and Parks Technical Report

### *Introduction*

Community facilities are public or publicly funded facilities, such as police and fire protection, emergency medical response, hospitals, schools, libraries and parks. This technical appendix looks at the proposed project's potential effect on the provision of services provided by these facilities. This generally occurs when a project either physically displaces or alters a community facility, or causes a change in population that could affect the service delivery of a community facility, as might happen if a facility is already overutilized.

Introduction of new rail service can affect the ease of access for emergency vehicles by creating brief railroad grade crossing closures when passenger trains are in operation. There are 22 pedestrian and vehicular grade crossings in the corridor for which this will be a consideration:

- \*\*Private Crossing, Scranton, Lackawanna, PA
- \*\*Pedestrian Xing, Scranton, Lackawanna, PA
- \*\*Pedestrian Xing, Scranton, Lackawanna, PA
- \*\*Pedestrian Xing, Scranton, Lackawanna, PA
- Myrtle St., Scranton, Lackawanna, PA
- Lehigh Rd., Covington, Lackawanna, PA
- Main St., Rt. 507, Gouldsboro, Wayne, PA
- Church St, Rt. 423, Coolbaugh Township (Tobyhanna), Monroe, PA
- Summit Ave., Coolbaugh Township, Monroe, PA
- Devils Hole Rd., Paradise Township, Monroe, PA
- Henry's Rd., Paradise Township, Monroe, PA
- Browns Hill Rd., Paradise Township, Monroe, PA
- Stokes Ave, East Stroudsburg, Monroe, PA
- N. Courtland St (Rt. 209), East Stroudsburg, Monroe, PA
- Burson St., East Stroudsburg, Monroe, PA
- Broad St., East Stroudsburg, Monroe, PA
- Analomink St., East Stroudsburg, Monroe, PA
- Station Pedestrian Xing, East Stroudsburg, Monroe, PA
- Forge Rd., East Stroudsburg, Monroe, PA
- River Rd. (Tinkertown Rd.), Smithfield Twp., Monroe, PA
- Wolfs Corner Rd., Rt. 611, Green Township, Sussex, NJ
- Brooklyn Rd., Rt. 602, Stanhope, Sussex, NJ

As the proposed project would not introduce a new residential population to the municipalities where the station sites and the yard facility are located, it would not increase the demand for community services. Existing community facilities within each municipality where there is a proposed station site or a yard facility have been identified and potential impacts are described as follows.

## B.1 Existing Community Facilities

### *Police*

Each of the six municipalities where the station sites and yard facility are located maintains either its own independent police force or are a member of a regional police force. The police forces provide emergency assistance, investigative services and general protective services, as discussed below.

#### Scranton

The *Scranton Police Department* provides police coverage within the City of Scranton. The department is headquartered at 340 North Washington Avenue, approximately one-half mile from the proposed station site and over one mile from the proposed yard facility site. The department has a staff of 180 members and a fleet of 57 vehicles and eight motorcycles.

#### Tobyhanna

The *Pocono Mountain Regional Police Department* provides coverage for Coolbaugh Township where the Tobyhanna station is located. The department also serves neighboring Tobyhanna and Tunkhannock Townships as well as the Borough of Mount Pocono. The department is headquartered on State Road 940 in the Village of Pocono Summit in Tobyhanna Township, which is located over four miles north of the proposed station site. The department was formed in 1994 and provides 24-hour service and employs a staff of 33 and has a fleet of 19 vehicles

#### Pocono Mountain

The *Pocono Mountain Regional Police Department* provides coverage for the Pocono Mountain station, which is also located in Coolbaugh Township. The department's headquarters are located over two miles north of the proposed station site.

#### Analomink

The *Stroud Regional Police Department* provides coverage for Stroud Township where Analomink is located. The department is located in East Stroudsburg at 100 Day Street, approximately 3.3 miles south of the proposed Analomink station site. The department, one of the largest regional departments in Pennsylvania, is the result of a merger of the existing Borough of East Stroudsburg, Borough of Stroudsburg and Stroud Township police departments.

#### East Stroudsburg

The *Stroud Regional Police Department* also provides coverage for the Borough of East Stroudsburg. The department is located at 100 Day Street, approximately one-quarter mile from the proposed East Stroudsburg station site.

#### Delaware Water Gap

The *Pennsylvania State Police* provides coverage for Smithfield Township where the proposed Delaware Water Gap station site is located. The Township does not provide police services.

### Blairstown

The *Blairstown Police Department* works with the NJ State Police to provide coverage for the Township of Blairstown. The Blairstown Police Department is headquartered at 5 Stillwater Road, approximately 6 miles north of the proposed station site. The department employs a staff of five officers.

### Andover

The *Andover Police Department* provides coverage for Andover Township. The department is headquartered at 144 Lake Iliff Road approximately 5 miles north of the proposed station site. The department provides 24-hour coverage and employs a staff of seven officers.

### NJ TRANSIT Police

The *NJ TRANSIT Police Department* serves more than 400,000 commuters that use the New Jersey Transit system on a daily basis. The Department consists of approximately 188 sworn officers and 67 non-sworn members.

### **Fire**

#### Scranton

The *Scranton Fire Bureau* provides fire protection services for the City of Scranton. The fire bureau operates eight fire stations and has 24 vehicles and employs a staff of 150 fire employees of which all are professional trained firefighters. The Bureau is headquartered at 513 Mulberry Street, approximately 2,600 feet from the proposed Scranton station site. Most of the other fire stations are properly located on through-roads that cross over the City's many waterways and railroads and are near but not within the most congested streets. None of the fire stations are less than one-quarter mile from the proposed station site or the proposed yard facility.

#### Tobyhanna

The *Coolbaugh Township Volunteer Fire Company* provides fire protection services for Coolbaugh Township. The company operates one fire station and has eight vehicles and employs a volunteer staff of 14. The fire station is located at 1 Wildflower Drive more than two miles from proposed station site.

Additionally, the *Gouldsboro Volunteer Fire Company*, the *Pocono Summit Volunteer Fire Company*, and the *Thornhurst Volunteer Fire Company* provide additional fire protection services for Coolbaugh Township. All of the fire stations associated with the above-mentioned fire companies are located over one-quarter mile from the proposed station site.

#### Pocono Mountain

Since the Pocono Mountain station is also located within Coolbaugh Township, the *Coolbaugh Township Volunteer Fire Company* is responsible for fire protection services. The fire station is located over one mile from proposed station site.

The *Gouldsboro Volunteer Fire Company*, the *Pocono Summit Volunteer Fire Company*, and the *Thornhurst Volunteer Fire Company* also offer additional fire protection services. All of the fire stations associated with the above-mentioned fire companies are located over one-quarter mile from the proposed station site.

### Analomink

The *Stroud Township Volunteer Fire Department* provides fire protection services for Stroud Township where Analomink is located. The fire department operates four fire stations. The Analomink fire station is located on Route 447, more than one-half mile from the proposed Analomink station site.

### East Stroudsburg

The *East Stroudsburg Fire Department* provides fire protection services for the Borough of East Stroudsburg. The fire department maintains a volunteer staff of 40. The department is located at 56 Courtland Street approximately one-quarter mile north from the proposed East Stroudsburg station site.

### Delaware Water Gap

The *Delaware Water Gap Volunteer Fire Company*, the *Shawnee Fire Company* and the *Marshalls Creek Fire Company* provide fire protection services for Smithfield Township. All of the firehouses associated with the above-mentioned companies are located over one-quarter mile from the proposed station site.

### Blairstown

The *Blairstown Fire Department* provides fire protection services for Blairstown Township. The company is headquartered at the Blairstown Hose Company fire station on Stillwater Road, and is located over one-quarter mile from the proposed station site.

### Andover

The *Andover Township Volunteer Fire Department* provides fire protection services for Andover Township. The company is headquartered at 625 Limecrest Road approximately three miles north of the proposed Andover station site. The department maintains a volunteer staff of 35 and has a fleet of five vehicles. The Township has a cooperative relationship with Andover Volunteer Fire Company, whereby both departments respond to all calls.

## ***Medical Response/Hospitals***

### Scranton

*Weisenfluh Ambulance Company* provides primary emergency medical response for the City of Scranton. Vehicles are dispatched from a facility located at Washington Avenue and River Street that is situated approximately one-half mile to the southeast of the proposed station site and the proposed yard facility.

*Community Life Support Systems* provides additional emergency medical response for the City of Scranton, as well as mutual aid response to neighboring municipalities within Lackawanna County. Vehicles are dispatched from the Scranton Community Medical Center at 1800 Mulberry Street, approximately 1.5 miles from the proposed station site and the proposed yard facility.

Three of the largest hospitals in Lackawanna County are located in Scranton: *Community Medical Center*, located at 180 Mulberry Street; *Mercy Hospital*, located at 746 Jefferson Avenue; and *Moses Taylor Hospital*, located at 700 Quincy Avenue. All three are located within walking distance of each other in Scranton's Hill Section and are all at least one-quarter mile from the proposed Scranton station site and the proposed yard facility.

### Tobyhanna

*Coolbaugh Township Volunteer Ambulance Association* provides primary emergency medical response for Coolbaugh Township, as well as municipalities within a 33-square-mile area. The association has an active roster of 20 members with twelve certified Emergency Medical Technicians and maintains four ambulances. The association is part of the Monroe County Ambulance Association, which coordinates ambulance and rescue service throughout the County. Vehicles are dispatched from two facilities, which are located at 3040 Memorial Boulevard (Route 611) in Mount Pocono and on Route 196 in Tobyhanna. Both facilities are at least one-quarter mile from the proposed station site.

*Pocono Mountain Regional Emergency Medical Services* provides additional emergency medical response for Coolbaugh Township, along with Tobyhanna Township, Tunkhannock Township, and portions of the Chestnut Hill Township. There is a dispatch facility located in Coolbaugh Township just south of the intersection of Route 611 and Tegawitha Road more than two miles south of the proposed station site.

### Pocono Mountain

Similar to the Tobyhanna station area, *the Coolbaugh Township Volunteer Ambulance Association* is responsible for providing primary emergency medical response for Pocono Mountain station area. The proposed station site is located over one-quarter mile from both dispatch facilities.

Supplementary emergency response is provided by *Pocono Mountain Regional Emergency Medical Services*. The proposed station site is located over one-quarter mile from the dispatch facility, which is situated on the western edge of Route 611, just south of the intersection of Tegawitha Road and Route 611.

### Analomink

*Suburban Emergency Medical Services* provides primary emergency medical response to Stroud Township where Analomink is located. Vehicles are dispatched from a facility in the Borough of Stroudsburg at 735 Main Street–Rear, approximately 2.5 miles from the proposed station site.

### East Stroudsburg

*Suburban Emergency Medical Services* also provides primary emergency medical response for the Borough of East Stroudsburg. Vehicles are dispatched from a facility in the Borough of Stroudsburg at 735 Main Street–Rear, approximately 1.3 miles from the proposed station site.

*Pocono Medical Center*, located at 206 East Brown Street, is the largest medical facility in Monroe County and is a frequent destination for emergency vehicles. The hospital is a 192-bed facility and provides emergency room services through the Mattioli Emergency Center. The center entrance is adjacent to East Brown Street, approximately three-fourths of a mile from the proposed station site.

### Delaware Water Gap

Smithfield Township is served with emergency medical response services from *Bushkill Emergency Corps* and *Suburban EMS*. The emergency providers are notified by the Monroe County Control Center, which is located at 100 Gypsum Road in Stroudsburg, PA. The Bushkill Emergency Corps and Suburban EMS dispatch facilities are located at least one-quarter mile from the proposed station site.

### Blairstown

The *Blairstown Ambulance Corps* provides emergency medical response for the Blairstown Township, as well as mutual aid for neighboring municipalities. Vehicles are dispatched from the Blairstown Ambulance Building, which is located on Stillwater Road and is at least one-quarter mile from the proposed station site. The corps has 39 volunteer members, 29 of whom are Emergency Medical Technicians.

### Andover

The *Lakeland Rescue Squad* provides primary emergency response for Andover Township, as well as the Borough of Andover and Byram Township. Vehicles are dispatched from either a facility located at 225 Interstate 206 or a facility located at the intersection of Interstate 206 and Goodale Road. Both dispatch facilities are more than one-quarter mile from the proposed station site.

### *Schools*

#### Scranton

The *Scranton School District* serves the City of Scranton. The School District operates 19 buildings, including 13 elementary schools, three intermediate schools, two high schools, plus a classroom/administration building. Additionally, the parochial school system within the City operates ten schools and there are also eight private schools. None of the schools are located within one-quarter mile of the proposed station site or the proposed yard facility.

There are five major institutions of higher education in Scranton. None of the institutions are located within one-quarter mile of the proposed station site or the proposed yard facility.

#### Tobyhanna

The *Pocono Mountain School District* serves Coolbaugh Township. The District includes Barrett, Jackson, Paradise, Pocono and Tunkhannock Townships as well as the Borough of Mount Pocono. The District operates 11 schools and enrolls approximately 11,200 students. Three public schools and one parochial school are located in the Coolbaugh Township. None of the schools are located within a quarter-mile from the proposed station site.

#### Pocono Mountain

The Pocono Mountain station area is also located within Coolbaugh Township, and thus is served by the *Pocono Mountain School District*. Three public schools and one parochial school are located in Coolbaugh Township. Although over one-quarter mile from the proposed station site, the Clear Run Elementary Center and Clear Run Intermediate School are located on a 46-acre parcel directly northeast of the proposed station site.

#### Analomink

Stroud Township, where Analomink is located, is part of the Stroudsburg Area School District. There are eight schools in the district and all of the schools are located in neighboring boroughs and townships and are not within close proximity to the proposed station site.

### East Stroudsburg

East Stroudsburg is part of the *East Stroudsburg Area School District*. The District includes the Borough of East Stroudsburg, Smithfield Township, Middle Smithfield Township, and Lehman Township. The District operates 10 schools and enrolls approximately 7,700 students. Five public schools and 3 parochial schools are located in Borough of East Stroudsburg. Only one school is located within a quarter-mile from the proposed station site.

*Notre Dame Elementary School*, a parochial school, on Ridgeway Street provides schooling for preschool through sixth grades. Enrollment is approximately 420 students. The school is located approximately one-quarter mile to the southeast of the proposed station site.

### Delaware Water Gap

The *East Stroudsburg Area School District* provides schooling for the residents of Smithfield Township. All of the schools are more than one-quarter mile away from the proposed station site.

### Blairstown

*Blairstown Township School District* provides schooling for the residents of Blairstown Township for kindergarten through sixth grade. The school district operates one school and enrolls approximately 735 students. Blairstown Elementary School is more than one-quarter mile from the proposed station site.

*North Warren Regional School District* provides schooling for the residents of Blairstown Township for grades seven through twelve. The school district operates one school and enrolls approximately 927 students. North Warren Regional School is more than one-quarter mile from the proposed station site.

*Blair Academy*, a private school, on Park Street, provides schooling for seventh through twelfth grades, as well as a year of post-graduate study. Enrollment is approximately 428 students with 328 students living on campus. The school and its campus are located more than one-quarter mile from the proposed station site.

### Andover

Andover Township is part of the *Andover Regional School District*. Education facilities within the Township consist of two schools, the Long Pond School and the Florence M. Burd School, which provide schooling for kindergarten through eighth grades. Both schools are located more than one-quarter mile from proposed station site.

### ***Libraries***

#### Scranton

Four public libraries and five libraries of institutions of higher education are located in the City of Scranton, but none are within close proximity to the proposed station site or the proposed yard facility.

#### Tobyhanna

The *Pocono Mountain Public Library* serves Coolbaugh Township, where the proposed Tobyhanna station is located. The library is located at 5540 Memorial Boulevard (Route 611) and is over one-quarter mile south of the proposed station site.

### Pocono Mountain

Similar to the proposed Tobyhanna station site, the *Pocono Mountain Public Library* serves the proposed Pocono Mountain station area. The library, which is located at 5540 Memorial Boulevard (Route 611) in Coolbaugh Township, is over one-quarter mile north of the proposed Pocono Mountain station site.

### Analomink

There are no libraries in Stroud Township. There are two libraries in the Borough of Stroudsburg, but both are not within close proximity to the proposed station site.

### East Stroudsburg

*Kemp Library* at East Stroudsburg University is located in the Borough of East Stroudsburg, but is not within close proximity to the proposed station site.

### Delaware Water Gap

There are no libraries in Smithfield Township. The closest libraries are in the Borough of Stroudsburg and Middle Smithfield Township, both are more than one-quarter mile from the proposed station site.

### Blairstown

*Catherine Dickson Hofman Library*, a branch of the Warren County Free Public Library is located within the Township of Blairstown. Additionally, there is one library on the campus of Blair Academy but it is not located within close proximity to the proposed station site. Both libraries are not within close proximity to the proposed station site.

### Andover Township

There are no libraries in Andover Township.

### ***Parks***

The management, operation and development of parklands involve multiple levels of government, and is specifically regulated under Section 4(f) of the United States Department of Transportation Act of 1966, Section 6(f) of the United States Secretary of the Interior Land and Water Conservation Funds Act (LWCFA) of 1965 and the NJDEP (NJDEP) Green Acres Program of 1961.

Section 4(f) prohibits the use of land from publicly owned parks, recreation areas, wildlife or waterfowl refuges, or historic sites for any federally-funded transportation programs, unless a determination is made that: (1) there is no feasible and prudent alternative to using such land; and (2) the program or project includes all possible planning to minimize harm to the land resulting from its use. “Use” is defined as the taking or acquisition of land or property for construction of a permanent transportation facility, or if not taken or acquired, the substantial impairment of the land or property for its intended purpose as a publicly-owned park, recreation area, refuge, or historic site.

Section 6(f) of the Land and Water Conservation Fund Act (LWCFA) is intended to protect parks and other recreational resources from conversion to other uses. Section 6(f) applies only to recreation property that was acquired or developed with LWCFA grant assistance that is distributed by the Federal Interagency Committee for Outdoor Recreation (IAC). The National Park Service will consider

conversion requests if alternatives have been evaluation and rejected on a sound basis, the replacement parcel is of at least equal fair market value, and if the replacement parcel is of reasonably equivalent usefulness and locations as that being converted.

The Green Acres Program applies to municipal, county and state parklands in New Jersey that have either been purchased with Green Acres funding or have received Green Acres funding after the establishment of a park. The vast majority of parks in New Jersey are encumbered in the Green Acres Program. As per funding agreements between the municipalities and the Green Acres Program for purchases and improvements of park and recreational facilities, any impacted resources must be replaced by a parcel of equal utility and value. The replacement process requires the cooperation of NJ TRANSIT, the jurisdictions owning the resource, the Green Acres Program, and the New Jersey State House Commission.

Thirteen parks have been identified adjacent to or in close proximity to the alignment. Following are brief descriptions of each of these parks.

- 1) Steamtown National Historic Site – located adjacent to the alignment, across from the Scranton Station site, south of Lackawanna Avenue. The site occupies approximately 40 acres of the former rail yards of the Delaware, Lackawanna, and Western Railroad. The site has a museum, walking tours, short train rides, and longer excursions to Moscow and Tobyhanna, Pennsylvania.
- 2) University of Scranton Fields, Scranton, Pennsylvania – located approximately 70 feet west of the alignment, east of Roaring Brook, between Cedar Avenue and Harrison Avenue. Several fields and park areas are separated from the University campus by the rail alignment, including Fitzpatrick Field – which is used as a field hockey, soccer, and lacrosse field; DeNaples Fields – with tennis courts and open space; and Poli-Hi Solidur Park – a mixed use area including a basketball court.
- 3) Nay Aug Park, Scranton, Pennsylvania – located approximately 70 feet northwest of the alignment, between Arthur/Richter Streets, Myrtle Street, and Roaring Brook. The park includes walking trails, picnic areas, a playground, a swimming pool, an amusement park, and a wildlife center. This park received LWCF funding.
- 4) South Main Street Playground, Elmhurst, Pennsylvania – located approximately 100 feet northeast of the alignment, south of Roaring Brook, north of Knickerbocker Lane and Front Street. The park contains a playground and open space.
- 5) Gouldsboro State Park/Tobyhanna State Park, Gouldsboro and Tobyhanna, Pennsylvania – the alignment runs between Gouldsboro State Park (approximately 100 feet to the west of the alignment) and Tobyhanna State Park (approximately 100 feet to the east of the alignment). Gouldsboro Lake borders the alignment, and both parks have numerous hiking trails, with one trail crossing the alignment connecting both parks. Gouldsboro State Park has received LWCF funding.
- 6) An unnamed local park, East Stroudsburg, Pennsylvania – located approximately 80 feet east of the alignment on South Kistler Street, north of Elk Street. This park contains a statue surrounded by open space.
- 7) Smithfield Township Park, Delaware Water Gap, PA – located approximately 60 feet north of the alignment, on PA Route 45067, across from Paper Mill Road. This park contains two soccer fields and two ball fields.

- 8) Delaware Water Gap National Recreation Area, Slateford and Delaware Water Gap, PA – located approximately 100 feet to the east and west of the alignment. The alignment runs along the eastern portion of the park, near the Delaware River. Features of the park in the vicinity of the alignment include hiking trails (including the Appalachian Trail), and several overlooks on PA Route 611 (including Resort Point Overlook, Point of Gap Overlook, and Arrow Island Overlook). The Appalachian Trail has received LWCFA funding.
- 9) Knowlton Park, Columbia, NJ – located approximately 100 feet north and south of the alignment, on NJ Route 94. The park contains five ballfields, and a playground. This park received NJDEP Green Acres funding.
- 10) Johnsonburg Swamp, Frelinghuysen Twp, New Jersey – two parcels purchased with NJDEP Green Acres Funding are located approximately 100 feet from the alignment. One to the north on Ramsey Road, the other to the south on Dark Moon Road. Both of these parcels are undeveloped.
- 11) Andover Borough Park, County Route 517, Andover, NJ – located approximately 140 feet north of the alignment on County Route 517, south of High Street. The park contains two ball fields and a basketball court.
- 12) Carol O. Johnson Municipal Park, Roseville Road, Byram, New Jersey – located approximately 120 feet southwest of the alignment. The park contains four ball fields, two tennis courts, two soccer fields, and a jogging path. This park received NJDEP Green Acres funding.
- 13) Unnamed municipal park, Byram, New Jersey – located north of Brookwood Road, approximately 100 feet west of the alignment. This park is currently undeveloped. The park is encumbered under NJDEP's Green Acres program, due to other parks in the municipality having received funding, after the purchase of land for this park.

## **B.2 Environmental Effects**

### ***Police***

Police protection for the proposed station sites and parking lots will be overseen by the NJ TRANSIT Police Department. Police departments designated for each municipality will continue to patrol and service the station sites. NJ TRANSIT will develop a security coordination plan with local and state police departments prior to the initiation of passenger rail service in the project corridor.

It is expected that these existing police resources will be sufficient to safely and efficiently provide protection within the proposed station site. As the build year approaches, potential changes to staffing levels will be considered.

It is anticipated that there may be some potential increase in response time due to the reactivation of passenger rail service. This would only occur when a train is passing through an active grade crossing. The limited frequency of service and the short duration of time it will take for eight-car trains to pass through an intersection will reduce the likelihood of significant impacts.

### ***Fire and Medical Response***

The proposed station sites will be serviced by the designated fire departments and ambulatory services for each municipality. As the build year approaches, appropriate staffing levels for the fire and emergency

response providers will be evaluated. Any changes required to service the new station sites, will be determined at that time.

Fire and emergency medical services are not anticipated to be adversely affected by the implementation of passenger service except in the case of increased response times due waiting time at grade level crossings. Impacts are anticipated to be minimal because of the infrequency of trains and the short duration of down time resulting from trains crossing at grade level.

### *Hospitals*

The proposed project will not directly, or indirectly introduce a residential population and therefore, impacts to hospitals are not anticipated.

### *Schools*

The proposed project will not directly, or indirectly introduce a residential population and therefore, will not increase school enrollment or the need for additional bus service.

### *Libraries*

The proposed passenger rail line will not involve the introduction of a new residential population. Hence, this project is not expected to significantly impact library service.

### *Parks*

The proposed project will not result in any takings of parks, thereby not causing any direct impacts. In addition, the project will alter the use of the parks and would not preclude any of the activities that currently take place at the parks along the alignment. Access to the parks will not be altered by the project, and with the noted grade crossing improvements (discussed in Appendix F and Section 3.9) none of the parks will be impacted by noise. Furthermore, most of the parks are bordered by tall trees, bushes, vegetation and rolling topography that will help to shield the rail service from view.

## **B.3 Mitigation**

### *Grade Crossing Protection*

All grade crossings involving public rights-of-way will meet Federal Railroad Administration guidelines promulgated in the recently released publication “Guidance on Traffic Control Devices at Highway-Rail Grade Crossings” (November 2002), a joint publication of the United States Department of Transportation, the Federal Highway Administration, and the Highway/Rail Grade Crossing Technical Working Group. Protective devices would be installed which will include visual and audible warnings announcing approaching trains. Specifically, these devices will consist of flashing lights, warning bells, and mechanical gates activated automatically by an approaching train.