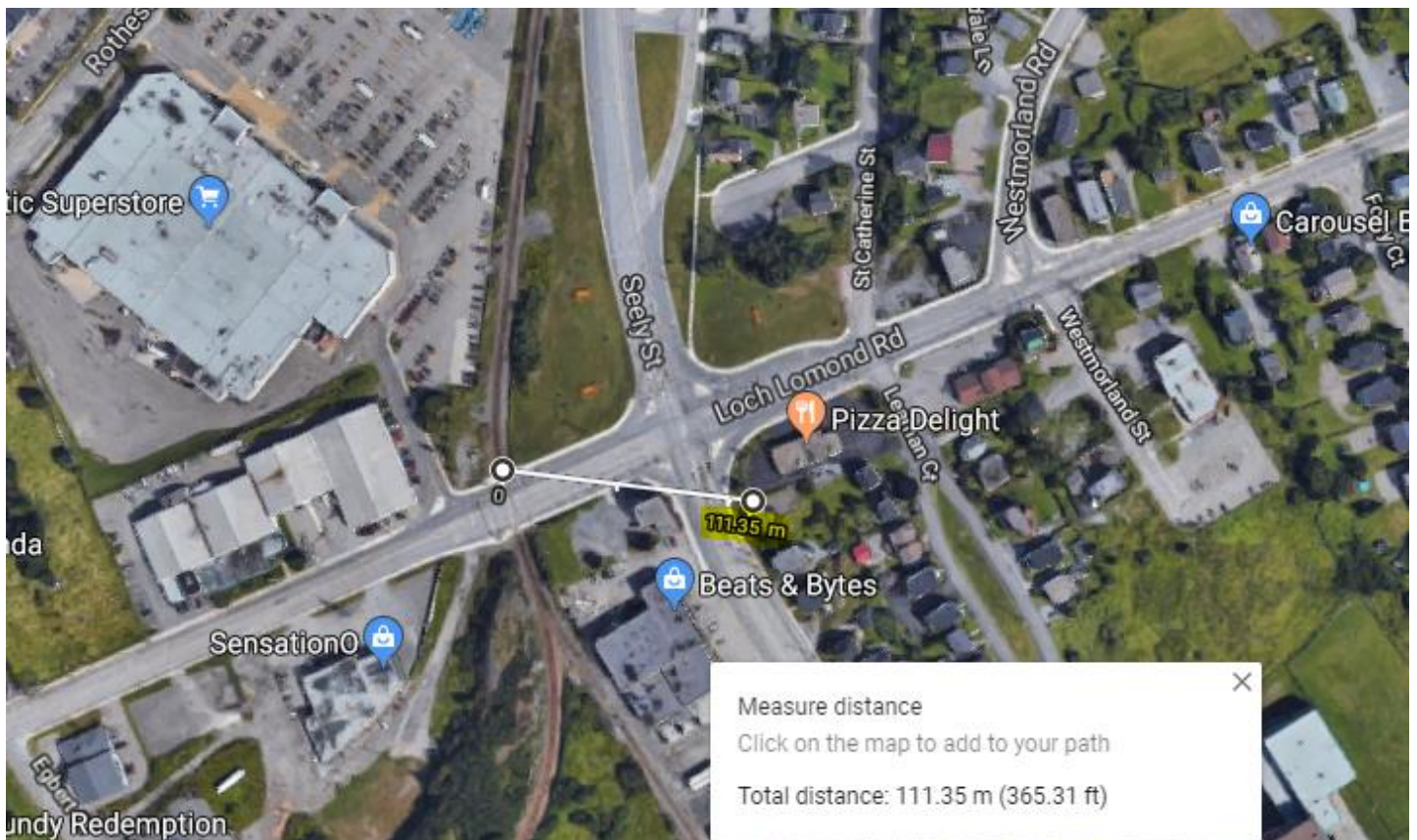


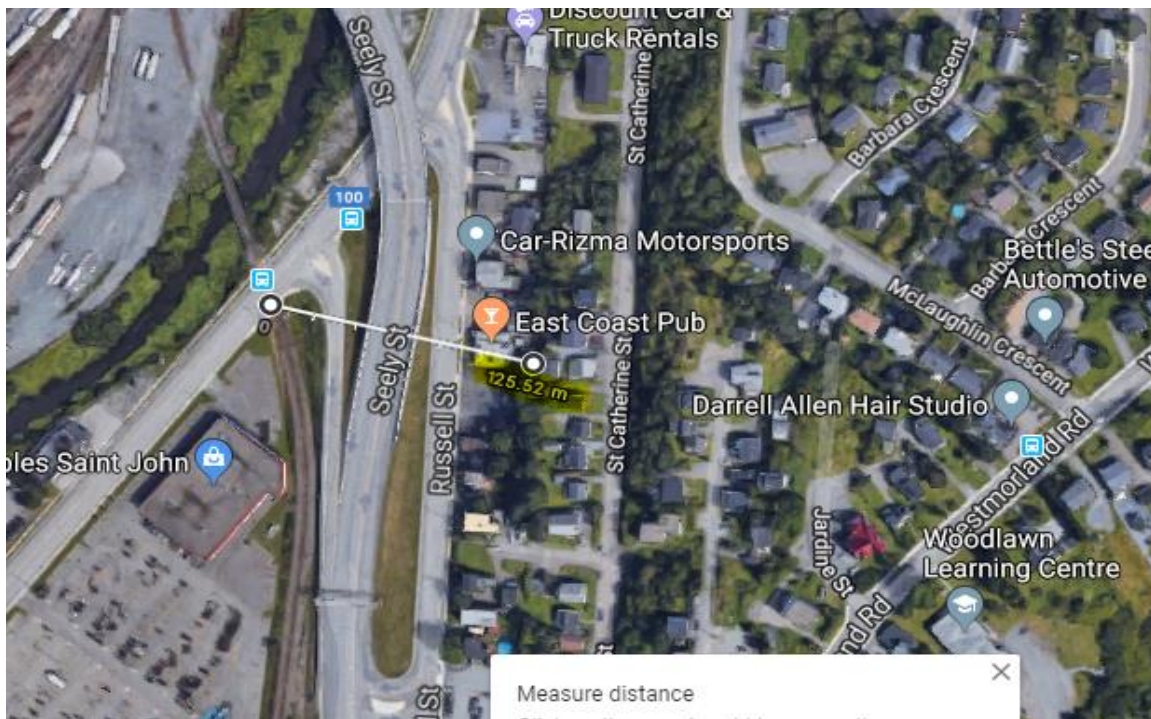
In October 2015 Saint John Common Council passed a motion to ban the blowing of train whistles at 2 level crossings, one on Thorne Avenue and the other on Rothsay Avenue. In the three years plus since that exemption was made I'm not aware of any safety related issues surrounding the exemption.

Representing 55 residential units at 500 Douglas Avenue I am requesting the same consideration be given to the NBSR crossings on Douglas Avenue and Bentley Street. When one looks at the proximity of the NBSR rail tracks at these locations to residential dwellings there are many more residences in closer proximity than the previously mentioned crossings on Thorne and Rothsay Avenues.

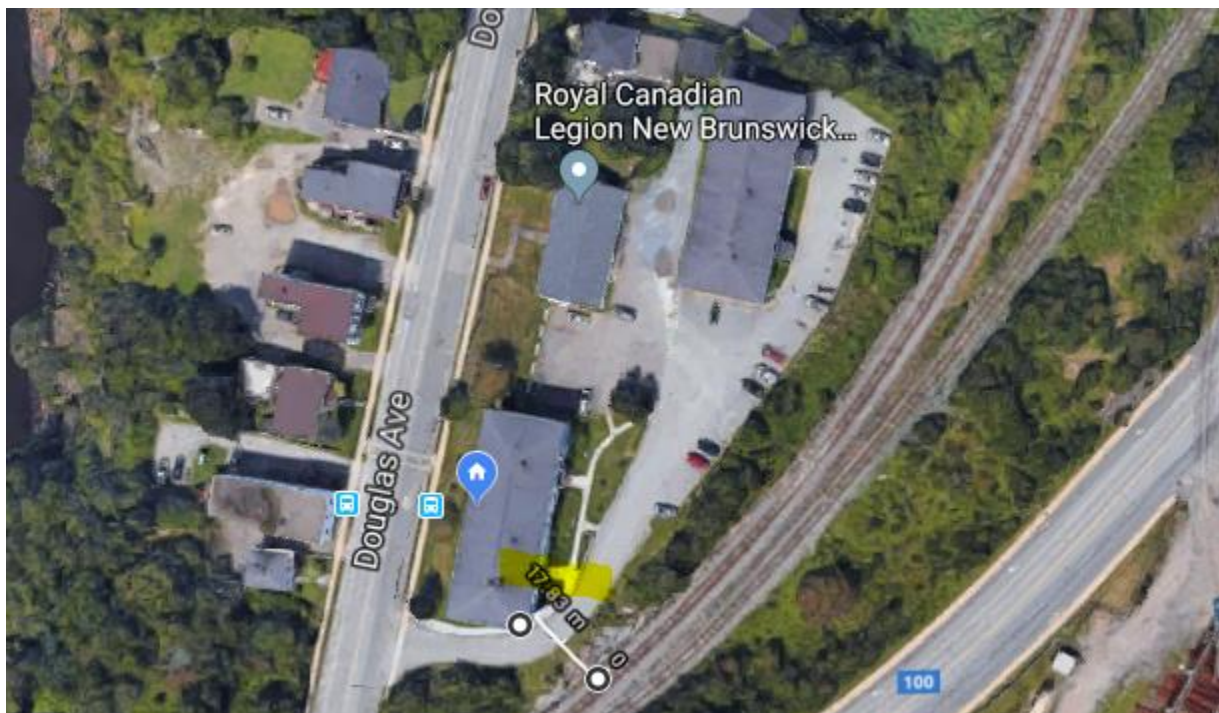
Below is an example of the proximity of the level crossing on Thorne Ave. to the nearest residence which is about 111 metres or 365 feet



Below shows the proximity of the nearest residence to the Rothesay Ave. level crossing being 125 meters or 410 feet.



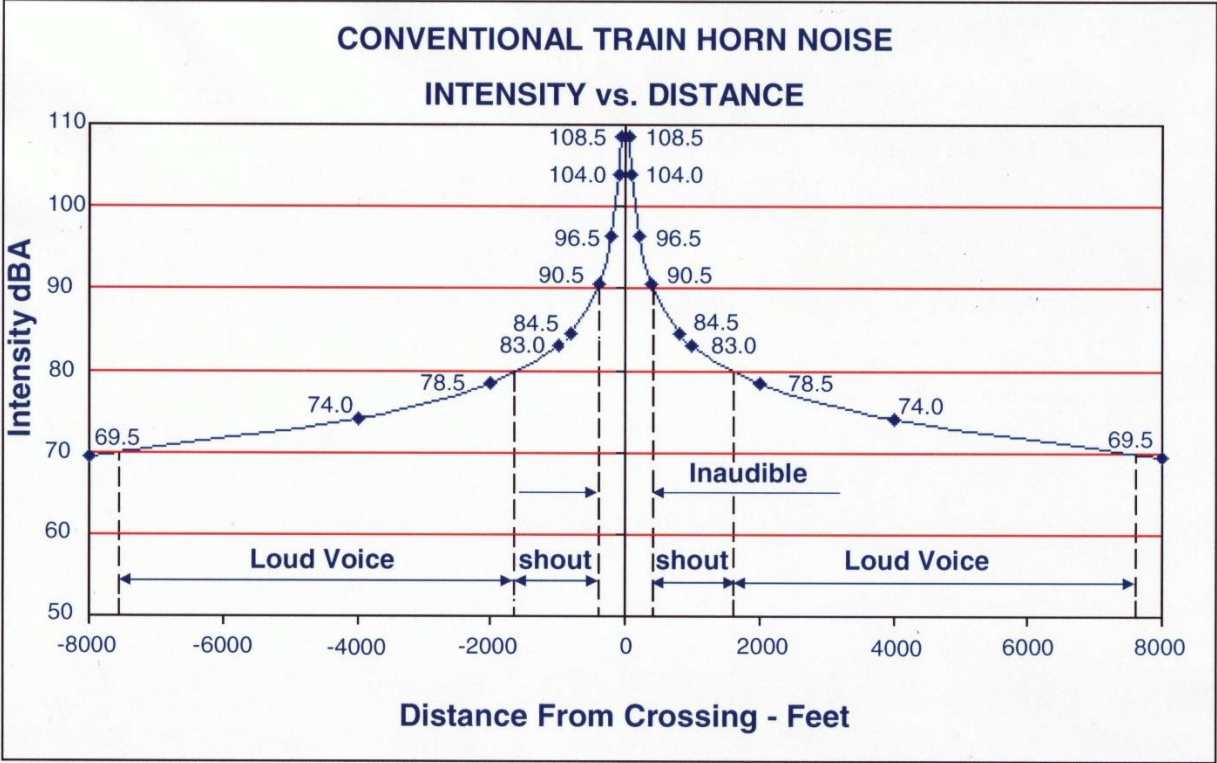
Below shows the proximity of the NBSR level rail crossing to residences at 500 Douglas Avenue being about 18 meters or 59 feet.



Below shows other residences along Douglas Avenue being about 71 meters or 232 feet from the NBSR line.



Although safety must be paramount, there are health, safety and quality of life issues related to the blaring of locomotive horns at any given hour of the day in our relatively densely populated residential area. It is not uncommon to have several locomotives move through this area between the hours of midnight and 7am that blare their horns in excess of 20 seconds at an extremely loud level. (According to **Train Horns** Delivered, most **train horns** put out about 140 decibels, sometimes up to 150 or more.)



Normal conversation is **about 60 dB**, a lawn mower is about 90 dB, and a loud rock concert is about 120 dB. In general, **sounds above 85 are harmful**, depending on how long and how often you are exposed to them and whether you wear hearing protection, such as earplugs or earmuffs.

So there are safety considerations which are much more likely to have an impact on local residents due to the excessively high noise levels they are exposed to on an ongoing basis.

For an exemption to be made at these crossings there would have to be further safeguards taken such as the installation of gates in addition to the existing lights and warning bells at the Douglas Ave. crossing.

We thank you for taking the opportunity to meet with you and are willing to make a presentation to Common Council to bring further awareness to this issue.

Sincerely,

Paul Brown

President – Saint John County Condominium Corporation # 16