

Public Safety Committee Meeting January 31, 2012

The **Public Safety Committee** met Tuesday, January 31, 2012, at 12:00 pm in the City Hall conference room. Present were Committee Chairperson John Uden and Committee Members Dwayne Andrews, Sue Galbraith and Mark Ahner. Also present were Mayor Chris Grenz, Police Chief Doug Colombik, Public Services Director Al Kelm, Grant Administrator Dawn Colton and Committee Recorder Connie Watts.

1) Roll Call

Chairperson Uden called the meeting to order.

2) Revisit Lighting Needs/Requirements for CTEP Riverside Park Project

Chairperson Uden reminded the Committee that it had passed recommendations for lighting preferences on the light fixtures. Grant Administrator Colton stated the final decision would be the architects'; however, they will go with the committee's recommendations as much as possible. She will need to do some research to get a budget amount.

The architects currently have two pathway designs, which will need to be approved soon. Committee Member Ahner said that should go to the Public Services Committee.

Chairperson Uden also explained the "town square" that is being planned for the Riverside Park area. The old water tower has four deep concrete footings that will not be removed when the water tower is taken down. They will be incorporated into a "town square" with reader boards, benches, etc., and some additional lighting will be installed there, as well as additional lighting around the restrooms.

*** Committee Member Andrews moved to refer this issue to the Public Services Committee, seconded by Committee member Galbraith and, on roll call vote, passed unanimously 4-0.*

Chairperson Uden asked Mayor Grenz to advise the Public Services Committee that this issue needs to go before that committee, which he agreed to do. The suggested plans could then go to the council.

3) Review Quiet Zone Potential for the City of Miles City

Administrator Colton and Police Chief Colombik were both at the Quiet Zone Committee meeting. Administrator Colton stated public concern is driving the current interest. A Federal Railroad Administration for Crossings representative; two BNSF representatives-- a rail manager and his project engineer; a local representative from BNSF who handled the

electrical portion; the police chief and the fire chief and a Montana Department of Transportation representative attended the meeting, also. He stated the railroad does not want to have a quiet zone; they feel it is very unsafe. With regard to the 4th Street crossing, they felt it should be either excluded from the quiet zone or totally closed down. Chief Colombik said closure of course, is not an option, especially with regard to police and fire requirements. Administrator Colton's summary is as follows:

BNSF, in the name of safety, wants the proposed Miles City Quiet Zone to have all the top-shelf measures in place. Obviously, this is way too expensive for Miles City. They will compromise and let us install the non-mountable medians at all proposed crossings. Three crossings will have to have measures installed to limit access from driveways or streets that are within 100 ft of the track intersection. Fourth Street will need the signals relocated to protect the sidings. Existing signals aren't simply relocated – new equipment and electronics are installed. Leighton crossing will have to have the electronics updated so that the Valley Drive intersection is cleared when a train passes. Median strips and extended curbs to limit access from driveways will suffice at the 8th Street and 10th Street crossings. 1.5 yrs to completion if all goes well. We will need lots of public support.

Medians should be non-mountable, 8" high. Width is minimal, but not defined. Length should be 60' or 100' long (determined by nearby access points), beginning 10' from c/l of nearest track.

4th Street – BNSF's perfect world would close this crossing. Otherwise, signals have to be moved to include sidings. Driveways on both sides need to be blocked. Access points on south side may be gated and locked. Lonnie Leslie business may have to revise entry to current parking between buildings and track. BNSF & FRA do not agree on the minimum treatments at this crossing. Closing driveways is as simple as building a curb. Alternative may be to remove this crossing from Quiet Zone. West bound trains will start whistle just past 8th Street. BNSF & MDOT can provide small amount of cash if 4th St is closed.

8th St – extend curb on all sides to within 10' of C/L of nearest track. 100' median both sides.

10th St – Extend curbs on east side, both north and south. Shortcut street is OK. Median of 60' on North side, 100' on south side. Pedestrian warning signs to be installed.

Leighton – must have synchronized signal; 60' median on west side, 100' median on east side of track intersection.

CTEP funding might be available to help with constructing a quiet zone. Committee Member Ahner stated a cost estimate is needed for the quiet zone construction so the committee could see what it would cost.

*** Chairperson Uden moved this issue be tabled until Chief Colombik could get cost estimates for the quiet zone, seconded by Committee Member Ahner and, on roll call vote, passed unanimously 4-0.*

4) Revisit Arterial Streets under New Ordinance #1231

Chairperson Uden explained that Miles City has never legally designated arterial streets. He distributed a list of the highest traffic count and usage streets with current speed limit signs. We need to get these streets covered, as well as those currently being considered for speed limit restrictions, under an ordinance so that our speed limits are legal.

*** Chairperson Uden moved to recommend to the Council acceptance of Ordinance 1231, seconded by Committee Member Andrews and, on roll call vote, passed unanimously 4-0.*

1) Request of Citizens. There were no citizen requests.

2) Adjournment

*** Having no more business to come before the committee, Committee Member Ahner moved to adjourn, seconded by Committee Member Galbraith and passed unanimously. The meeting was adjourned at 12:45 p.m.*

Respectfully Submitted:

Public Safety Committee Chairperson:

Connie L. Watts, Recorder

Chairperson John Uden