

M E M O R A N D U M

To: **BEND CITY COUNCIL**
From: **BEND TRAFFIC SAFETY ADVISORY COMMITTEE**
Subject: **JANUARY 17, 2012 MEETING MINUTES**

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Bend Traffic Safety Advisory Committee
Voting Members

Bend City, Public Works Director—Chair
Bend City, Citizen Member—Vice Chair
Bend City, Community Development
Bend City, Fire Department
Bend City, Police Department
Bend/LaPine School District
Deschutes County Road Department
Oregon Department of Transportation
Citizen Members

Nick Arnis
Thomas Stump
Collin Stephens (Absent)
Doug Koellermeier (Absent)
Cory Darling (Absent)
Denice Blake (Absent)
George Kolb (Absent)
Joel McCarroll
Harold Anderson
Erik Huffman (Absent)
Michael Toney
Rex Wolf

City Staff

Cindy Hartman
Robin Lewis

Engineering Tech
City of Bend Engineer

Guests

Mike Lovely
Bill Brisson
Bill Padgham
Jim Gattey
Casey Bergh
Kent Gaeliepp
Chris Engels
Ron Deady
Gary Denler
Jonlanea McLatty
John Apperson
Lisa Burley
Christina Hill
Gerald Inman
Jim Engels
Ellen Glasgo
Mike & Margaret Ball
John Scarlett
Kim Curley
Kirk Arnold

Citizen, SBNA
Citizen, OFDNA
Citizen, CWNA
Citizen, CWNA
Kittelson & Assoc. Inc.
Citizen
Citizen, SEBNA
Citizen
Timber Ridge HA
Citizen
Timber Ridge HA
Timber Ridge HA
Citizen
Citizen
Mountain Pines HA
SEBNA
Mountain Pines
Timber Ridge
Commute Options
Citizen

COMMUNICATIONS:

- 1) **Welcome & Introductions:** Chair, Nick Arnis welcomed members and guests, introductions were made.
- 2) **Approval of Minutes:** Mr. Arnis called for a vote on the minutes for October 18th, 2011, it was moved, seconded, and passed to accept the minutes as written. However it was unclear if 6 members were enough to establish a quorum.
- 3) **Agenda Review:** Mr. Arnis asked if there were any changes or additions to the agenda. He added the Memo on the Rapid Flashing Beacon and a notice for an community Open House for the GO Bond projects.
- 4) **Public Comments: None given.**
- 5) **Rail Quiet Zone Discussion**

Mr. Arnis explained the process of how a Quiet Zone is established to the group. First you must apply to ODOT and to the Federal Rail Administration. This group has been meeting for over a year and had a scoping meeting where a rough budget was established Reed Market, China Hat Road and Country Club Road were considered for this project. He'd like to see this group prioritize the list today. Joel McCarroll mentioned that when they studied the Intelligent Transportation Systems (ITS) emergency response is one of the concerns, right now emergency services do not use Reed Market because of the train. Nick opened the discussion to the guests who were here to comment on this matter.

Chris Engels- SEBNA, stated that when he bought his house a ban was in affect that kept the railroad employees from blowing the horns...after several years the ban was lifted and now he cannot hear inside his home when the train is approaching. He has done his own study and 5 out of 10 times the operators have violated their own rules on the time length of the horns. He feels his property value has decreased and the noise pollution has increased. His group had raised over 300 signatures on a petition to stop the train horns.

Jim Engels of Mountain Pines says while it is not as bad in Mt. Pines that he does say the train engineers are not consistent some hold the whistle over the time limit. As a Contractor in the community for over 41 years he would be willing to donate time to help build the project.

Ellen Glasgo- SEBNA stated that science books classify noise pollution as a real problem. She sees the anger in the community and feels harassed by the train engineers, when children cannot go to sleep and people with health problems are aggravated by this noise.

Kirk Arnold – Citizen pointed out that in the summer he can hear the train for more than one intersection and even hear the rail yard. He would like to see this issue added to the capital improvement list, he feels regulations are very clear about the process and that adding signs and other improvements to only two intersections would suffice with Reed Market being one.

Mike Lovely – SBNA presented an opposing view, he has not received any complaints from his neighborhood. The railway was there first and there have been times when he has had to close his window due to gas fumes from the highway. The property values were reduced by the economy and not by the train. He also reminded the group that the GO Money cannot be spent on the quiet zone.

Ron Deady- Citizen noted that it has always been a contention that Noise pollution is a big deal in the case of the airlines it has been classified along with safety. Since funds are needed he would like to see how much it would cost before making up his mind.

Lisa Burley – Timber Ridge feels that the GO Bond money should go the south end of town too. Ms. Burley also presented a packet of letters and signed petitions from neighbors in the area.

Rex Wolf pointed out that the BNSF rail officials are opposed to Quiet Zones saying that the whistles are the best safety feature they have.

Joel McCarroll wanted to know if there is a process for a dispute, since the crossing order is an agreement if there is a dispute you can use up all of the budget in legal fees. He also feels that this is an odd request for a Safety Committee, how would it fit and how would it be ranked in our safety criteria?

Nick Arnis wants the school district consulted in this issue since their regulations require them to stop at all rail tracks. He also feels that Reed Market would be the first to be considered if another area is to be added to the study then the group should decide soon.

Jim Gattey noted that he has seen years of projects on the ODOT and City project list and it seems like we are adding a noise pollution component to the ranking criteria and we have never done that before.

6) Arterial and Collector Safety Program Project

Mr. Arnis explained the project and introduced Casey Bergh to explain where we are in the process. The first step of the process is to recognize that it is not just engineering tools that we can use, to establish a safety culture we must use our dollars to create focus areas. The first step was to Benchmark Bend against like cities. Looking back at 5 years of Crash data against three other Cities using all public roads, Corvallis, Medford and Springfield were chosen as the closest fit. The statistics showed that Bend was in the middle of the pack when looking at overall crashes. But Bend was number one in Fatal Speed and Alcohol related crashes. Bend has the fewest pedestrian crashes, Bend lands in the lower half in relation to bike crashes. And over all Bend's crash rate was highest in winter.

The next step is to define the statistics by road classification, miles traveled, location, and age. This will help to define focus areas where we will start to aim for a reduction in the number of crashes.

Mr. Bergh sees TSAC's role and responsibilities as breaking into smaller groups to be involved in the area where we can make the most impact. To evaluate safety management programs to make our program match the real problem areas.

Mr. Wolf had questions about the Charter Statements, he felt that he did not want to lock this group into the commitment of an annual review, he asked that we remove the term annual, that way the group could decide on an appropriate time frame.

Robin Lewis noted that crash history and how the crash happened is a way to start looking at other places that have similar profile and fix them before they become a crash site. It could be a community standard to fix all locations much like signal phasing changes.

Kim Curley wants to volunteer to become a sub Group leader:

For network screening Kim Curley, Dan Serpico and Joel McCarroll, along with Tom Stump will help.

7) Police Enforcement Update and Information Items

Postponed

8) **Citizen Service Requests**

None at this time.

Items for next month agenda:

Police Information Update

GO BOND update

Adjourn 9:35 AM

Next Meeting: Tuesday, February 21, 2012, 8:00 am, City Hall Council Chambers.