

Quiet Zone Questions and Answers

1 Who met with the Federal Rail Commission, CSX, and ORDC?

A: There was no meeting that included the FRA (Federal Railroad Administration). They were scheduled to attend, but did not due to confusion about scheduling. In addition to CSX and ORDC (Ohio Rail Development Commission), a representative from PUCO (Public Utilities Commission of Ohio) was present. From Glendale there were Mayor, Don Lofty, committee chair, Bob Kooris, committee member, Steve Varmuza, and Tom Alderfer, Village Public Works.

2 Who initiated the meeting?

A: Bob Kooris worked with ORDC to schedule the meeting after consulting with Mayor Lofty.

3 Why was that meeting held prior to completion of the QZ committee's work? Wouldn't it make sense to complete our homework prior to meeting?

A: The meeting allowed the committee to continue its work with knowledge of what would be required for a quiet zone and what the various entities involved would pay toward the safety measures required to establish one.

4 Who initiated discussions concerning a safety assessment?

A: See #2 above. The main purpose of the meeting was the safety assessment.

5 Who is placing QZ signs all over the Village. Why do Village officials have those signs on their properties. I am suggesting that all of those who posted those signs are not objective and should recuse themselves from votes regarding this subject.

A: (1) Members of the committee placed signs at residences and businesses who gave permission for them. (2) Public officials have the right of free speech on matters of general public interest. Of course, the fact that a public official has a sign supporting a quiet zone in general does not mean that that official is committed to any particular plan for getting a quiet zone.

6 The committee presentation indicates that it is highly likely that the Albion Crossing will close regardless of Glendale's actions. Is that fact or opinion? If fact, please provide source reference.

A: The Albion crossing is designated the 90th most hazardous crossing in the State out of some 5700 crossings. At the assessment, the State and the Railroad both mentioned the possibility that they could seek to close the crossing. Also, if the Railroad increases the height of the roadbed as it has done in the past, this would make closure even more likely. The ORDC Commissioner has informed us that, if the Village does not initiate the closing, it will receive no compensation for the closure. In fact, we have also been told that there are plans to update to safety equipment called "constant warning systems" at all the crossings and, once these improvements are made, the Village would receive no compensation even if it initiated a closing.